Cope chosen for State Department advisory group

By Kathy Gattis

Aerospace Testing Alliance

Steve Cope, vice president for Arnold Community Council (ACC) and director of business development and marketing for Avion Solutions, Inc., in Huntsville, was recently selected for membership in the U.S. State Department’s Defense Trade Advisory Group (DTAG).

"This is not only an honor for Steve and a testament to his defense industry business background, but it provides a voice for us (ACC and AEDC)," said ACC President Tim Bond. "The Arnold Community Council wanted to nominate someone for membership on DTAG because we believed it would benefit AEDC by attracting businesses that is presently going overseas," he said. DTAG is tasked with providing counsel to the Bureau of Political-Military Affairs.

The bureau oversees a variety of issues including defense trade, technology transfer and commercial arms sales. The goal is to protect national security without creating an unnecessary burden on those trying to do legitimate business, both within the U.S. and outside with friends and allies.

Cope, for two years as the chairman of the ACC Legislative Affairs Committee prior to becoming the vice president, said, "We want to bring more testing and missions to Arnold Air Force Base. "We (ACC) want to make a difference and that became one of our top priorities when we were in Washington the past three years," said Cope.

"We are making progress, however, as a member of DTAG, I believe we will be in a position to be a strong advocate for our cause," said Cope.

"In addition, my employer, Avion Solutions, Inc.,an Army Aviation Support small business contractor headquartered in Huntsville, Ala., has an interest in working with foreign military sales, and this will provide me with an opportunity to secure larger companies (Boeing, EADS, BAE Systems, etc.) work with the State Department to help expand U.S. job opportunities into foreign markets and grow our business.

"The Arnold Community Council for many years as a board member and chair of that ACC Legislative Affairs team. ACC was formed in 2000 to promote and support AEDC.

Air Force general explains force structure decisions to Congress


Air Force Public Affairs Agency

WASHINGTON (AFNS) – The Air Force deputy chief of staff for strategic policy testified on proposed force structure changes before the House Armed Services Committee, July 12.

Lt. Gen. Christopher Miller answered questions from members of the U.S. House of Representatives Armed Services Committee’s Subcommittee on Readiness on force structure and realignments of Air Force aircraft and personnel.

"In both the near term and the future, Air Force leadership is responsible for building an Air Force that advances America’s interests and abroad in any challenge we’re asked to overcome," said Cope. "In addition, my interest lies in promoting greater partnering with our allies in order to bring more testing and missions to Arnold Air Force Base.”

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A message from AEDC's new commander

By Col. Raymond Toth

AEDC Commander

First of all, I’d like to see how excited I am to be the new commander of this newly designated Arnold Engineering Development Complex (AEDC) and look forward to leading our combined government and contractor workforce through the transition from AEDC to AEDC-Flight Test Force Military Command's, five-center construct as well as the transition that our country faces across many fronts in the coming years.

To everyone and I, I am touched by the outpouring of support from Team AEDC. I want to thank our local communities who have understood by their willingness to spend time and resources to support our mission here at AEDC, that this is a core mission.

I am the command pilot, I have hit my life at the equipment here at AEDC. Your years of dedication to supporting our warfighters have enabled our warfighters to perform–no kidding–rocket science out here.

First, the public affairs office will begin building a customer database, managing added value to our customers. We will leverage this database to continue the drive to make our communications more efficient and to continue the drive to make sure our customers have the right information. First, the public affairs office will begin building a customer database, managing added value to our customers. We will leverage this database to continue the drive to make our communications more efficient and to continue the drive to make sure our customers have the right information.

A shift to ‘complex’ and how we communicate

As Airmen, we have to be the best and fastest way to get things resolved is by our Team AEDC employees, and that’s why we have

Due to the nature, appearance, and safety concerns of electronic cigarettes (also known as “e-cigs”), they are considered to be in the same category of tobacco products whose use must continue to emphasize industrial security and in – and at the same time enable our warfighters to perform play a vital role in our organizations.

We must continue to create a balanced scorecard that continues to emphasize the importance of the technology – a resource we cannot ignore – at the same time we emphasize the importance of our customer value leaders. A balanced scorecard is a tool that helps us to understand how we use technology, because without it we are not as well-equipped to do our jobs. However, as human beings, we also have to understand how and when not to use technology, because we can use it by we are not as well-equipped to serve our customers. Thank you for your service and your continued dedication to duty. I look forward to seeing you face-to-face – a little more than a firm foundation and a flexible relationship.

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Academically I’m finishing my bachelors [in business management],” he said. “I’ll be done in September. I’m just a few classes away and then I’ll finish my major at the beginning of the year.”

In January he will oversee his masters in business administration.

“Regarding a future with the Air Force, he hasn’t decided yet which path he will pursue,” Ball said.

“I don’t know if I want to apply to go to officer training school (OTS) to get out and go in the Reserves, or get out completely and become a civilian,” he said.

Ball, who has actively sought out mentors while at AEDC to help him chart a course going forward, has impressed the officers he met while at Arnold.

“Eric does a great job of applying to go to officer training school (OTS) to get out and go in the Reserves, or get out completely and become a civilian,” said Dr. Joseph Mason, AFTC chief historian. “To pursue this one out of five or six others that officers he met while at Arnold.

“His genuine concern for others, his interest in people, his forward, has impressed the officers he met while at Arnold. Ball, who has actively sought out mentors while at AEDC to help him chart a course going forward, has impressed the officials he met while at Arnold.

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may not know what the fuss is about,” said Fred Rascoe, Information International Associates Inc., director of Aerospace Testing Alliance’s test cell prior to a test on Jan. 15, 2009.

The guest speaker will be Dr. Doug Garrard, Aerospace Testing Alliance’s APTU program architect and lead analysis engineer.

“APTU has some impressive capabilities for really interesting test programs that bring custom- capabilities for really interesting test programs that bring custom- engeering to AEDC, but a non-engineer may not know what the fuss is about,” said Fred Rascoe, Information International Associates Inc., director of Aerospace Testing Alliance’s test cell prior to a test on Jan. 15, 2009. Dr. Doug Garrard, Aerospace Testing Alliance’s APTU program architect and lead analysis engineer, will be the Technology Library’s featured guest speaker on APTU’s capabilities on July 17, at 11 a.m. (Photo by Rick Goodfriend)

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functional movement workout,” he said. “Functional movements are important because they enable us to move load-heavy distances and do so quickly. That’s pretty much what Crossfit is.”

He emphasized that the Crossfit program is done regardless of their age, saying that taking significance to the workout is a real factor for all. “You kind of set your own intensity,” Duncan said.

Ron Stephens, sports and exercise science professor at DC’s Fitness Center, said, “These programs are generally referred to as exercise programs (ECP’s).”

Jeremy Winters, named paratriathlon national champion

The program is intense, but with proper supervision we can offer it to athletes without moderate-to-severe vision problems who want to get in shape in time to participate. As Crossfit gains in popularity, it is important because it enables the person to do so in an efficient manner, without significant risks.

“Of course, we could not have done it without the support of Wes and Bart,” Duncan added. “The idea of Jeremy participating in a routine exercise program with Crossfit was with proper supervision we can offer it as a major tool to offer to exercise programs.”

Lance Baxter, chief of AEDC’s technology branch, discovered and started using Crossfit while he was deployed to Iraq. “Mr. Winters and I are training together three mornings a week using Crossfit while I was in Iraq, mostly to replace any training I was replacing had been done in the past,” Lance explained. “But I wanted to try to get in better shape in addition.”

“I am a little bit too much in shape to stick with a routine exercise program with Crossfit that is more intense now,” Lance explained.

Jeremy Winters has one word the user with different levels of fitness. The idea of Jeremy participating in a routine exercise program with Crossfit was a major tool to offer to exercise programs.

Crossfit provides the user with different levels of fitness. The idea of Jeremy participating in a routine exercise program with Crossfit was a major tool to offer to exercise programs.

An American with Disabilities Act (ADA) graduate assistant in planning and economic analysis with AEDC’s Information Technology Systems Department. “Well, I have only been able to make it to a few Crossfit sessions so far due to my schedule,” Jeremy said. “I started Crossfit for the first time a few months ago on our recommendation. I like the variety and intensity of this program, and hope to be able to attend more regularly in the future.”

Crossfit from 1st Lt. Wesley Mandy, assistant director of operations for AEDC’s Space and Missile Ground Test Complex, learned about Crossfit from 1st Lt. Wesley Mandy, assistant director of operations for AEDC’s Space and Missile Ground Test Complex, learned about Crossfit from Capt. Brandon Herndon, assistant director of operations for AEDC’s Space and Missile Ground Test Complex.

Bart Stewart, Multispec- tional Signature Modeling and Analysis Capability manager at the Space and Missile Test Complex, also uses Crossfit on base.

Jessica Herman, AEDC Air Force Analysis Branch’s deputy said she learned about Crossfit from Mandy and Stewart. “I have only been able to make it to a few Crossfit sessions so far due to my schedule,” Jeremy said. “I started Crossfit for the first time a few months ago on our recommendation. I like the variety and intensity of this program, and hope to be able to attend more regularly in the future.”

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fiscally in line with the Budget Control Act, Miller said.

He reiterated Air Force decisions were strategy driven and work was done to balance the force to en-
sure proper deployment-to-home-station dwell ratios for the active and reserve component better aligned with Department of De-
fense deployment guidelines.

“For an active-duty Airmen, the standard is
to deploy one period de-
ployed for every two non-
deployed,” Miller said.

“Guard and Reserve; one
period deployed for five
non-deployed. And so the
active-duty force is expect-
ted to perform at a higher
rate of deployment.”

When reduction deci-
sions were made, Miller said, National Guard and Air Force Reserve lead-
ship were involved in
deciding where adjustments
needed to be made in re-
gards to realigning assets.

“We are a total force,
and we are deeply, irrevo-
cably committed to performing at a higher rate of deployment,” Miller said.

“We are also commit-
ted to building an Air Force
that continues to reflect
space and cyber capa-
tilities that fundamentally
depend on the effective employment of appropri-
ately organized, trained and equipped active, Guard and Reserve Airmen.”

Historic A-10 flight

Before ATJ, other al-
ternative fuels included a synthetic parallel kero-
sene derived from coal
and natural gas and a bio-
mass fuel derived from
plant-roots and animal fats
known as Hydroprocessed Plant-oils.

ATJ is a cellulosic-
based fuel. It can be de-

tained using wood, paper,
grass, anything that is a
cell-based material. The
sugars extracted from
these materials are fer-
minted into alcohols,

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tained using wood, paper,
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sugars extracted from
these materials are fer-
minted into alcohols,

The Fischer-Tropsch
SRK blend has been ful-
ly certified by the Air
Force for operational use
throughout the Air Force.
All testing of the bio-mass
HRJ has been completed
and formal coordination
is underway to certify it

Ground-based test-
ing included monitoring
equipment performance and
ensuring all data corre-
lated favorably to both
the technical requirements
and JP-8 fuel specifica-
tions. Flight tests included
analyzing aircraft perfor-
mance during controlled
accelerations and climbings
and operational maneuver-

The Air Force has re-
cently approved fleet-wide
certification efforts of the
ATJ fuel blend. Once the
AFCD completes all air
and ground testing, the
ATJ will be approved as
an official alternative fuel
source for Air Force use.

“Eventually, it is pos-
sible that aircraft will use
JP-8 consisting of all these
alternatives,” said Braun.

“You won’t be able to de-
termine the difference
and you won’t care, because
all perform as JP-8.”

The A-10 has taken

The Research Laboratory at
Kirtland AFB, N.M., to complete
AFMC’s five-center line-
up.

The system allows one
each engine to run off a fuel
supply that is completely
segregated from the other
engine. This allows us to
fly with one engine on the
new fuel and the other on
traditional fuel. If engine
operation is normal, as
with the ATJ blend, then
we progress to flying with
both engines on the new
fuel.”

The A-10 ATJ fuel
test went through similar
ground and flight tests,
using a mixture of the
alternative fuel and the
to let her know how the her first when I came home said. “I wanted to contact thankful for Melissa’s as - ing events.”

“Taking this approach, he could continue to participate in rac - es so that he could con-

ride close together on their bikes as Allison could be his guide. After that Me-
lissa researched rules and his guide. After that Me-

SPANGDAHL AIR BASE, Germany (AFNS) – The Air Force’s top civilian leader met 52nd Fighter Wing leaders and service members here July 13. Secretary of the Air Force Michael Donley visited the base as part of a familiarization tour and to speak with Airmen about the unique capabilities Spangdahlem Air Base provides to the European theater of operations. “Our Air Force and our country need to be at a great level of readiness every single day,” Donley said during an Airmen’s Call. “You’re demonstrating that every single day and we’re certainly proud of you. You deserve to be proud of your important work here, and we are certainly proud of you.”

Winter’s from page 6

SecAF Donley speaks to Airmen at Spangdahlem AB

By Staff Sgt. Daryl Kline
52nd Fighter Wing Public Affairs

Secretary of the Air Force Michael Donley speaks to 52nd Fighter Wing Airmen during an Airmen’s Call at Spangdahlem Air Base, Germany, July 13. During his visit, the secretary learned about the mission of the 52nd FW and the unique capabilities the base provides to the European theater of operations. (U.S. Air Force photo/Senior Airman Matthew B. Fredericks)

“I’m looking forward to working with the secretary’s staff leaders on mission success to mission success. We need to continue to talk about the future of fight - er. The overall impact on the unique capabilities the base provides to the European theater of operations.”

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Winter’s from page 6

The 70-meter swim, 2-kilometer bike, 1-kilo -meter run race required the participants to prequalify and complete the race as a duo. Participants were also required to wear a tandem bicycle and be tethered to their guide while wearing black out shades during the run so that everyone’s sight would be the same—totally blind.

Kulers had only com-

David Julazadeh, and ate listen to a mission brief-

Diego Nodolf, and took part in the 750-meter swim, 20-kilometer bike, and 5-kilo -meter run race. Each participant was required to have a handler or guide of the same sex present throughout the race. The guide serves as the athlete’s eyes for the race. Participants were also required to use a tandem bicycle and be tethered to their guide while wearing black out shades during the run so that everyone’s sight would be the same—totally blind.

Jeremy also explained that Air Force senior leader mani-

“With some convincing,

Jeremy explained that Air Force senior leader mani-

The 52nd Fighter Wing

Winter’s from page 6

Winter’s from page 6

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Winter’s from page 6

Secretary of the Air Force Michael Donley speaks to 52nd Fighter Wing Airmen during an Airmen’s Call at Spangdahlem Air Base, Germany, July 13. During his visit, the secretary learned about the mission of the 52nd FW and the unique capabilities the base provides to the European theater of operations. (U.S. Air Force photo/Senior Airman Matthew B. Fredericks)
HURLBURT FIELD, Fla. (AFNS) – When Air Force Chief of Staff Gen. Norton Schwartz climbed aboard the MC-130E Combat Talon I here July 12, for his last flight as an active duty officer, he immediately began to reminisce on his flying career with special operations and the C-130 Hercules community.

“This is more than a little sentimental for me to be back in this seat again,” the general said. “It’s a special privilege to complete my flying career on this aircraft.”

During a visit to Hurlburt Field to meet with Airmen and Air Force Special Operations Command leadership, Schwartz joined an MC-130E crew on a local training sortie, which served as Schwartz’s “fini flight” in the Air Force.

The MC-130E he flew, No. 64-0568, belongs to the 919th Special Operations Wing, an Air Force Reserve wing at Duke Field, Fla. Schwartz, who piloted No. 568 on a memorable but arduous mission in 1982, said the aircraft holds a special place in his heart.

Before boarding, he stopped and saluted the aircraft, which along with the general is also scheduled for retirement.

Many of the flight crew for the mission had either flown with him or served under him during his special operations tours. The flight engineer, Chief Master Sgt. Tyler Outten, flew with him when he commanded the 36th Tactical Airlift Squadron at McChord Air Force Base, Wash., in 1987.

“It’s very special to have you here for this final flight, Tyler,” Schwartz said over the radio before the takeoff. “It’s amazing thinking about those few years. Who would’ve thought we’d have ended up in the way we did?”

Outten said he was thrilled to engineer one more flight for his former commander.

“It was an honor and a privilege to fly the general’s first flight,” Outten said. “I consider him one of the most respected men to wear the uniform. He has been an overwhelming influence to me and many other Airmen over the years. He’s a class act.”

Between an airdrop and an aerial refueling of a CV-22 Osprey over the Gulf of Mexico, Schwartz and the crew shared stories and memories over the radio, remembering the “good old days.” The general said jokingly that it had “been a while” since he had seen that Combat Talon control panel he knew so well.

Lt. Col. Thomas Miller, the co-pilot for the flight, said Schwartz knocked the rust off quickly and got down to the mission at hand.

“In his early years, General Schwartz was highly regarded as an outstanding Combat Talon pilot, and he was able to regain those same flying skills within a matter of minutes,” Miller said. “I was very impressed with his ability to adapt to mission changes. It was a true honor for all of us to share that last flight with him.”

The training flight ended with three touch-and-goes before returning to the Hurlburt Field runway where Schwartz’s wife Suzie and a group of well-wishers waited. Upon exiting the Combat Talon, Schwartz received the ceremonial “hose down” before greeting his old friends and colleagues, many of whom still live in the local area.

Even though he had just completed the last flight hours of his 39-year Air Force career, afterward the general was all smiles.

“To have the opportunity to join this outstanding crew on their training sortie, for one last flight while in the Air Force, was truly special,” Schwartz said. “They are true professionals dedicated to their country, and like all our Airmen, I will always be proud to have served alongside them.”

Schwartz’s retirement ceremony will be held Aug. 10 at Joint Base Andrews, Md.

Air Force Chief of Staff Gen. Norton Schwartz gets “hosed down” by his wife Suzie following his last flight as an active duty officer at Hurlburt Field, Fla., July 12, 2012. Schwartz flew with the MC-130E Combat Talon I crew, below, on a local training sortie during the mission. It also served as Schwartz’s “fini flight” in the Air Force. (Top photo by Staff Sgt. David Salanitri; bottom photo by Tech. Sgt. Samuel King, Jr.)

CSAF’s ‘fini flight’ a ride of remembrance

By Tech. Sgt. Samuel King Jr.
919th Special Operations Wing Public Affairs

By Tech. Sgt. Samuel King Jr. - 919th Special Operations Wing Public Affairs

July 20, 2012 • 9

CSAF’s ‘fini flight’ a ride of remembrance
Flight testing at Edwards was so successful, that the aircraft was able to begin carrier suitability testing before making the journey on a flat-bed truck to Naval Air Station Patuxent River, Md., where beginning this summer, the second phase of testing will be carried out.

“The Air Force Flight Test Center was clearly a major partner to Northrop Grumman and the Navy,” said Brooks McKinney, Northrop Grumman public relations senior manager. “It was a great team; a very solid, positive team with everyone focused on getting the aircraft into the best shape and flying as often as possible.”

Edwards will continue to shape the X-47B program, as the base will send support personnel to assist in the next phase of testing.

“The Air Force X-47 team did a wonderful job hosting the program and even sent a crew to the actual test results by providing some very realistic methods and logistics test and evaluation support,” said Lt. Col. Landon Henderson, Global Vigilance Combined Test Force director. “The Navy was so impressed by this, the X-47B program took a step from “unproven” to “experimental.”

“The carrier environment is absolutely integrated seamlessly into the vehicle’s capability to perform as expected,” said Parmenter. “This is a program under the Definitive Advanced Research Project Agency, seeks to prove that an autonomous aerial vehicle can seamlessly integrate into the highly structured, rapid and demanding operations onboard an aircraft carrier.

Carrier operations require precision, calculated lightning- fast decisions, and the ability to communicate by sending and receiving visual cues to successfully carry out the mission - a unique challenge for the UCAS-D program.

With successful completion of the airworthiness test phase at Edwards, the X-47B program took a giant step forward in making that integration possible.

“We became confident in the airplane’s performance and began doing carrier suitability work. We streamlined how testing would go at Pax River and the ship,” said Parmenter. “The aircraft performed Touch-and-Go’s and heavy-weight landings. It also turned downtown, turned in pattern and came back around to do a landing, which may seem fairly benign but it’s rather unusual for unmanned aerial systems.”

According to Parmenter, once the X-47B gets new software for the upcoming carrier demonstrations scheduled for December of this year and April of 2013. During these, the X-47B will validate its ability to land on the moving flight deck of a carrier and seamlessly blend in to the environment dominated by visual cues.

“The carrier environment is currently driven by hand signals and voice communications. The UCAS-D team must translate that visual world into unambiguous digital instructions so there is precise communication at all times between the aircraft and ship, and is prepared to respond correctly to all situations,” said McKinney.

Additionally, an autonomous aerial refueling demonstration is scheduled for 2014.

“The Navy wants to make sure the airplane will work with the aircraft carrier – it has to work right the first time. The design must be carrier compliant and be absolutely integrated seamlessly to the aircraft carrier environment. No special rules; same rules of engagement: rhythm of the flight deck; space limitations; landing: getting in line and taking off,” said Parmenter. “This aircraft really represents a much more autonomous vehicle. It establishes a whole new confidence level and really advances the technology.”
The Space Vehicle Mockup Facility mockup manager, according to Jill MacGregor, noted that moving the CCT-1 is a challenge. “CCT-1 will really help train astronauts for space operations,” she said. “It will allow the public toward the Air Force as well as in careers in science, technology, engineering and math,” said Hudson. According to Hudson, plans call for the museum to build a mock-up of the space shuttle and the CCT-1 exhibit in complet- ing, it will allow the public to have a look into the Saturn V rocket inside of the Museum's planned fourth building.

According to retired Lt. Gen. Jack Hudson, the di- rector of the National Mu- seum of the U.S. Air Force, the CCT-1 will be a great addition to the museum because the Air Force has been a major partner with NASA in space. “The CCT-1 will really help tell the story of the Air Force in space, and by do- ing so it will motivate, educate and inspire our youth toward the Air Force as well as careers in science, technology, engineering and math,” said Hudson. According to Hudson, plans call for the museum to build a mock-up of the space shuttle and the CCT-1 exhibit in completing, it will allow the public to have a look into the Saturn V rocket inside of the Museum's planned fourth building.

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The Space Safety Division is an Air Force organization that is responsible for overseeing the safe development, operation and maintenance of Air Force space assets, to include ground-based systems. Ground safety applies to every member, regardless of their job duty, and all can benefit from practicing prescribed safety methods in their everyday lives. However, many vital Department of Defense missions have recently come to rely heavily on a variety of capabilities provided by Air Force satellites. To help protect these assets, the Air Force Space Safety Center stood up the Space Safety Division in 2004. Given the U.S. public’s high reliance on satellites for navigation, the high cost and relatively long timeline to build and launch satellites, it’s vital that the American taxpayer and warfighter get as much useful life from these assets as possible.

The primary mission of the Space Safety Division is to enable full-spectrum combat space capabilities through mishap prevention. As the lead for Air Force space safety, the division is responsible for overseeing the safe development, operation and maintenance of Air Force space assets, to include ground-based systems. This includes coordination of space safety principles and policies among national and international space-faring entities. But even with the best safety practices, mishaps occur from time to time. And when they happen with space assets, a significant amount of government time and taxpayer dollars are lost. In the last 10 years, there have been only three class A space mishaps—mishaps that have direct costs exceeding $2 million and directly caused a fatality. While none of those mishaps contributed to any deaths, they cost more than $24 million combined.

Space mishaps also create capability gaps caused by not having the satellite on orbit for use. Whether the lost capability is communication, surveillance or navigation, there are troops in the field counting on these space assets. Hence, in addition to the obvious money, space mishaps greatly degrade all missions that had planned to use that capability.

One very real hazard to satellites is space debris. With more and more countries getting into the space-faring arena, it’s only natural that greater numbers of satellites and pieces of space debris have remained on orbit. There are currently more than 22,000 items at least the size of a softball being tracked. Sometimes owners of two live satellites can conflict their operations to prevent a possible collision. But when two pieces of debris or dead satellites are headed for each other, there is little that can be done. When collisions create more debris, there’s even more potential for hazards.

With the wide variety of hazards to satellites and other space systems, the Space Safety Division focuses on mishap prevention through a variety of ways. For example, the division teaches a space-centric portion of the Board President, Chief of Safety and Mishap Prevention Investigation Non-Aviation courses conducted at the safety center. This training provides space professionals with the tools needed to prevent mishaps and, in the event of a mishap, identify what happened and why it happened.

The division is also the office of primary responsibility for Air Force Instruction 91-217, Space Safety and Mishap Prevention Program, and performs all necessary reviews, updates and re-writes. In order to keep pace with the growing requirements of the museum, the division meets the growing requirements of the museum.

As an IRS 501(c) (3) organization chartered to assist the National Museum of the United States Air Force with the development and expansion of facilities, is in the process of raising the funds to meet the growing requirements of the museum.

Currently, $38.9 million has been secured by the Foundation for the fourth building project, which is expected to cost an estimated $48.7 million.

The fourth building will house the Space Gallery, Presidential Aircraft Gallery and Global Reach Gallery, which will feature cargo and tanker aircraft.

According to MacGregor, museum visitors should be excited about acquiring the trainer as its newest space artifact. “I think the folks in Dayton would be thrilled to have this trainer,” said MacGregor. “It’s been invaluable to the space shuttle program, and so it’s neat that you are going to have it there for the public to see.”
to achieve buy in from their customers, they gather recommendations for edits from the space acquisition, launch, operations and research units, as they will ultimately have to follow this regulation.

Finally, with consistent interaction and periodic staff assistance visits, the division develops rapport with field units and guides them to safely execute their mission. When a mishap occurs, the Space Safety Division provides independent guidance to the investigation board in accordance with Air Force Manual 91-222, Space Safety Investigation and Reports. Then, the Air Force Safety Automated System database tracks all mishap findings and recommendations, ideally preventing future occurrences of similar accidents. The division also provides guidance to ensure that any deficiencies that may have contributed to the mishap.

Space mishaps are relatively rare, but very expensive in terms of dollars, time and capabilities lost. It’s important that the Space Safety Division provide independent oversight of the space mission, while ensuring the safest possible use of space assets from cradle to grave.

JOINT BASE SAN ANTONIO-RANDOLPH, Texas (AFNS) – During a formal ceremony held here today, Air Force Deputy Chief of Staff for Manpower, Personnel and Services Lt. Gen. Darrell D. Jones inactivated the Air Force Manpower and Air Force Services agencies, designating them as directorates of the Air Force Personnel Center.

The ceremony, formal recognition of the June 1 tri-agency consolidation, prominently featured the symbolic furling and unfurling of the AFPC flag as well, said ceremony project officer Capt. Lesley Lilly.

“Although AFPC was not inactivated, it was important to illustrate that the center did not simply absorb manpower and services,” said Lilly. “The symbolic gesture illustrated that this is the consolidation of three unique organizations whose common denominator is the service they provided – and will continue to provide – to Air Force personnel. From here, an entirely new unit exists to serve Airmen.”

The decision to consolidate, announced in November, was one of several efficiency efforts initiated by the Air Force secretary and chief of staff. Although there are fewer members now than the three-agency total prior to consolidation, this will enable the center to provide a full range of products and services for human resource management more efficiently with lower overhead cost, she explained.

“We’ll be able to efficiently, effectively serve Airmen in part because we have merged common mission functions where it makes sense,” said Maj. Gen. A.J. Stewart, AFPC commander. “But that is just one small piece of the process. We’ve been working the plans for this merger since well before the November announcement, and once we enter full operational capability next summer, we will be structurally and functionally transformed.”

While the need to operate more efficiently was the impetus of the consolidation decision, meeting Airmen’s needs will continue to be a driving factor as AFPC works toward FOC, Stewart said.

“We are all about serving Air Force personnel, and we will continue to

See AFPC, page 15

By Debbie Gildea
Air Force Personnel Center Public Affairs
provide Airmen with the stellar service they have come to expect,” he said.

“Airmen must focus on mission accomplishment, and to ensure they are able to do that without distraction, we must focus on caring for Airmen. We feed them, provide recreation, assess functions to determine manning needs, manage their records, assign them where they are needed and where they will best be able to grow and flourish, and we develop them into leaders.”

In spite of growing antici- pation, however, solemn introspection was evident today as ceremony participants reflected on and honored agency histories and contributions to the service.

Commanded by Stew- art, AFPC was initially a field extension of the Air Force Director of Personnel, established in 1963. Functional changes over the past 50 years includ- ed becoming a separate agency in 1965, merging with the manpower function in 1978 and merging with the civilian personnel center in 1995. The center managed all civilian force integration activities, from accessions to retirements and every career function between, as well as active duty military assignments and deployments, promo- tions, separations, records, retirements, benefits and more.

Directed by Col. Kent White, AFMA has enjoyed a long, evolving relation- ship with the personnel center Graffield to the center in 1978, manpower was originally the Air Force Management Engineering Agency. Separated from AFPC in 1986, the unit be- came a separate operating agency reporting directly to Air Force headquarters. A 1995 merger with the Air Force Quality Institu- tute resulted in the Air Force Center for Quality and Management Innovation, which became the Air Force Manpower and Inno- vation Agency in 1999. Mission refinement and refocus resulted in the 2003 change to the Air Force Manpower Agency, which included five squadrons and two flights devoted to developing clear, data-driv- en manpower requirements for Air Force organizations.

Directed by Col. Thomas Joyce, AFSVA is the most recently formed agency of the three, but has roots that reach back to the Revo- lutionary War. Services originated as a consolida- tion of the morale, welfare and recreation and services programs. MWR included such functions as library services, troop canteens and sports, while services focused on billeting and food facilities rooted in the supply and civil engineer fields. In 1991 Morale, Welfare and Recreation and services was incorporated in 1992, and the organization was renamed the Morale, Welfare, Recreation and Services Agency. In 1994 it assumed its most recent moniker – the Air Force Manpower and In- novation Agency – reflect- ing its mission of service for Airmen.

Acknowledging the significance and sense of sadness inherent in such a ceremony, Stewart ral- lied the troops when he reminded them of the trail they would blaze.

“The magnitude of to- day’s ceremony cannot be overstated,” Stewart said. “We are not just witnessing history. We are making his- tory. The men and women of this new agency are pio- neers in the transformation of defense systems. The Air Force, the Department of Defense and the nation watch to see the outcome of this effort. We have pledged to selflessly serve with innovation. We have pledged to become more efficient with innovation and technology and to be good stewards of our precious resources. We have promised the people of this nation that we will care judiciously for our Airmen – their sons and daughters, mothers, fathers, sisters and brothers. We will not let them down, and the efficient, fit fighting units of tomorrow will be our legacy.”

For more information about Air Force personnel issues, visit the myPers website at https://mypers. af.mil.
Call ahead orders for dine in or carry out, and 8 a.m.-2 p.m. Saturday and Sunday. 10:30 a.m.-2 p.m. Monday through Friday limited quantities will be available so get at 10:30 a.m. during the week and serves coffee is also available. The grill opens convenience. The biscuits are $2 each and menu prepared in advance and placed in the warmer in the store for your convenience. The biscuits are $2 each and coffee is also available. The grill opens at 10:30 a.m. during the week and serves a full breakfast on Saturday and Sunday starting at 7 a.m. The Pro Shop will dur- ing the sausage and biscuits available starting at 7 a.m. Monday through Friday but limited quantities will be available so get them while they last.

Multigun's Coffee Bar & Grill is open 10:30 a.m.-2 p.m. Monday through Friday and 8 a.m.-2 p.m. Saturday and Sunday. Call 454-4004 for dine in or carry out.

AFC plans trip to General Jackson in Nashville

Arnold Lake-

Check out on Facebook! Arnold AFB Services Arnold Lake Center and Arnold AFB Services Information, Tickets and Travel

First Friday Jam will be Aug. 3 begins-

Check us out on Facebook! Arnold AFB Services Arnold Lake Center and Arnold AFB Services Information, Tickets and Travel

Club 100 and enjoy. Join in with the band to play an instrument or take over and do your own performance.

Weekend dining room specials (all include two sides and salad bar): 11 a.m.-4 p.m. Monday, Tuesday, Thursday-Aug. 24: Prime rib for two, $29.95 to Arnold Lakeside Center for ages 18 and over.

Check us out on Facebook! Arnold AFB Services Arnold Lake Center and Arnold AFB Services Information, Tickets and Travel

A dinner buffet will be served from 6-9 p.m. and includes London broil, stuffed chicken, garlic mashed pota-

tatoes, rice, balsamic grilled vegetables, green beans salad, rolls and assorted deserts. $39 members, $43 nonmembers required.

Jewelry Fair comes to Café 100 Aug. 10

Welcome back Pretty Discoveries! There will be a jewelry fair Aug. 10 at 10 a.m. - 2 p.m. at the Café 100. All jewelry prices are below $20. Pretty Discoveries also carries belts and handbags.

See SERVICES, page H2

Supplement to High Mach

This month’s trip is for free jewelry. Attendees must be present to win.

Check us out on Facebook! Arnold AFB Services Youth Programs

Camp Adventure continues. Camp Adventure is a summer day camp run by skilled professionals through the Uni-

Tops in Blue to perform at Motlow College gym Aug. 13

Services is hosting Tops in Blue for a 7 p.m. public performance at Motlow State Community College gym. Doors will open at 6:30 p.m. and, stat-

Battlefield Day Aug. 15 at A&E track

Battlefield Day is set for Aug. 15 beginning at 11 a.m. This event will be a field day at the running track behind the A&E building consisting of a four-person, 400-meter relay (lap each), 60-meter sprint, tire hoist and toss and tug of war. The tire hoist and toss consists of hitting a tractor tire 20 full swings then flipping it as many times as possible in 30 seconds.

Tops in Blue is known for, and every member of the audience will be singing along and dancing in their seats.

Of course, no Tops in Blue show be complete without the great patriotic themes that move us to tears.

Check us out on Facebook! Arnold AFB Services Arnold Lake Center and Arnold AFB Services Information, Tickets and Travel

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See SERVICES, page H2
**Fitness Center**

Join our Earth Friendly Environmentalists in a one-hour conversation to speak for the trees and wildlife we all care about. Everyone, everyone on Earth, can play in the shallows with the Browntoads, and minimize Forest Protection Conditions.

**Group Class**

- **Boot Camp Monday**, Wednesday and Friday 5:30-6:30 a.m.
- **Cycling Monday, Tuesday and Thursday 6:15-7:15 a.m.
- **Kanine Tuesday and Thursday 3-5 p.m.
- **Pilates Wednesday and Friday**, basketball court
- **Basketball Monday and Thursday 11-12 a.m. on the basketball court

**Outdoor Rec (ODR)**

- **40-6804**

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A rural BCWSF Fitness Center.

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