AEDC engineers save test customer $80K

By Consetta Woosley
AEDC Contributing Writer

AEDC engineers at the Aeropropulsion Systems Test Facility engine test cell C-1 used their ingenuity and saved an AEDC test customer approximately $80K.

Dustin Boss, Dylan Welch and Matthew Stiggins proposed a modification to the C-1 Kirk Interlock System which allows the atmospheric hatch to remain open for cell entry during the F101 series of sea level testing in the C-1 turbine test cell. Most importantly, the engineers came up with a way to do this without compromizing the safety of the Kirk Interlock System.

The C-1 test cell has an atmospheric inlet hatch that is Kirk interlocked so that the primary inlet valve and the hatch cannot be open at the same time. The original hatch Kirk configuration requires the hatch to be closed in order to bring the test cell “air-off” and allow entry back into the test cell.

General Bunch tours AEDC STEM Center

By Consetta Woosley
AEDC Contributing Writer

Maj. Gen. Arnold Bunch, Commander of the Air Force Test Center at Edwards AFB, Calif., believes such programs are critical to our nation’s future.

During the General’s visit at AEDC last week, Jere Matty, AEDC’s STEM educational outreach specialist, provided Bunch with a tour of the AEDC STEM Center.

The STEM Center is designed to provide an exciting and interactive learning environment for teachers and students K-12. The mission is to inspire and develop student interest in STEM careers.

Bunch observed the STEM Center’s static and portable wind tunnels in use along with STEM’s rocket launchers which teach students about physics and the dynamics of flight. Bunch also looked at the STEM Center’s flight simulator which uses “Learn to Fly” software and experienced the world of astronomy in the 16-foot diameter planetarium.

When asked his thoughts of AEDC’s STEM Center, Bunch said, “The center is amazing. It gives kids good insight and appreciation of what we do here at Arnold.”

Along with the tour, Bunch also learned about STEM’s involvement in the surrounding 13 surrounding communities,” according to the center.

Arnold Community Council, Bowling job fair a success

By Kathy Gattis
ATA Public Affairs

Organizers and attendees are saying last week’s job fair sponsored by Arnold Community Council (ACC) and Tennessee Senator Janice Bowling went very well — with attendance much better than expected.

Almost 150 job seekers and 20 exhibitors participated. Originally the event was limited to open positions, job websites and network information leading to other career possibilities, he said. “I really appreciate the ACC setting this up.”

Bowling agreed with March’s assessment. “The job fair held this week was a tremendous success. I want to thank everyone who helped organize the event, the exhibitors and most importantly, the folks who attended. It is my prayer that job opportunities will be the result of this event.”

ATA General Manager, Steve Cope thanked AEDC Commander, Col. Raymond Toth, ACC General Manager, Steve
A large part of our legal assistance practices is based on correctly drafts, wills and related documents for our clients. It’s important to have a will, but what happens if you die without a will? Here are a few questions you should ask to help you understand the process.

1. **What is probate?**

Probate is the court-supervised legal process of administering the property of a person who dies without a will. The process includes the court’s appointment of an executor, who will be responsible for carrying out the terms of the will.

2. **Who is responsible for probate?**

The executor of a will is responsible for probate, as is the court who appoints the executor.

3. **How does probate work?**

If you have a will, your assets will be distributed according to the terms of your will. If you do not have a will, your property will be distributed according to state law.

4. **What happens to taxes and debts?**

The property of a deceased individual will be subject to federal and state estate taxes. The executor of the estate is responsible for paying these taxes before distributing any assets to beneficiaries. Any debts that the deceased individual had at the time of death will also be paid off by the estate before any assets are distributed.

5. **What is the role of the probate court?**

The probate court has the authority to settle disputes, approve wills, and distribute assets according to the wishes of the decedent.

6. **Who can be appointed as executor?**

A will can designate a specific person to serve as executor. If a will is contested and the decedent did not appoint an executor, the court may appoint an executor.

7. **What happens if there is no will?**

If there is no will, the court will appoint an administrator to manage the estate and distribute the assets.

8. **What are the advantages and disadvantages of probate?**

Probate allows the decedent’s wishes to be carried out and the estate to be distributed as planned. However, probate can be a lengthy and costly process, and it may delay the distribution of assets.

9. **When does probate end?**

Probate is considered ended when all debts are paid, all assets are distributed to beneficiaries, and the estate is settled.

10. **What are the main reasons for choosing probate?**

Probate is chosen because it allows for the liquidation and distribution of assets according to the decedent’s wishes, and it ensures that the estate is distributed in a fair and legal manner.

11. **What are the main reasons for avoiding probate?**

Probate is generally a matter of public record, and a will can be open to public inspection. If a will is not properly written, it may lead to disputes between beneficiaries.

12. **How can I find a probate lawyer?**

You can consult with a qualified attorney for information and advice.

A: Your assets are controlled by an administrator, who is responsible for settling the estate. The administrator will file a petition with the probate court to prove the validity of the will and to open the estate.

Q: Is it necessary to go through probate? The probate process is necessary to ensure that the property is distributed according to the wishes of the decedent.

Q: What happens to taxes and debts in probate? In probate, the executor is responsible for paying any debts and taxes owed by the decedent.

Q: What happens to probate if there is no will? In the absence of a will, the court will appoint an administrator to handle the estate.

Q: How does probate work? Probate involves filing a petition with the probate court to prove the validity of the will.

Q: What is the role of the probate court? The probate court has the authority to settle disputes, approve wills, and distribute assets.

Q: What happens if there is no will? If there is no will, the court will appoint an administrator to manage the estate and distribute the assets.

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Q: How can I find a probate lawyer? You can consult with a qualified attorney for information and advice.
Project Management Institute hosts dinner

By Daniel Fliesnger
ADOC Contributing Editor

Dr. James T. Brown, president of SEBA® Solutions, Inc., will be speaking for the Southwestern Middle Tennessee chapter of the Chattanooga Project Management Institute (PMI®) Chapter Project Management Institute, PMI®, at 1535 Spring Hill Drive, Suite 700, Spring Hill, Tenn., on Aug. 15. The registration fee is $45 for members and $55 for non-members, and includes dinner and two points of professional development units. For more information, call 931-964-0327 or visit www.pmichattanooga.com.

Give someone a ‘summer of stories’ through blood donations

By Raquel March
ACC/ATC News Editor

The American Red Cross encourages AEDC personnel to donate blood Aug. 12-16 with the Red Bus and give someone a chance to tell their summer stories. Giving blood can extend someone’s life, therefore giving them a chance to experience summer events like watching fireworks, having a picnic or reading for the home team.

The Red Cross Bus is a mobile blood collection lab that will move to a different location each day while stationed at AEDC. Employees may donate at any of the five locations during their work hours, 11 a.m. – 3 p.m., with approval of the supervisor. The following five dates and corresponding locations are: Aug. 12 – the Engine Test Facility office building; Aug. 13 – the Propulsion Wind Tunnel office building; Aug. 14 – the Administration and Engineering building; Aug. 15 – theCarousel building 1103; and Aug. 16 – the AEDC Auditorium building 452.

Most healthy individuals who are at least 17 years of age and weigh a minimum of 110 pounds are eligible to donate blood. Individuals 18 years of age or younger must also meet specific height and weight requirements.

The donation process, from the time you arrive until the time you leave, takes about one hour. The donation itself is only about eight minutes on average. After the donation, continue to hydrate and rest to not yet yourself too much for the rest of the day.

The Tennessee Valley Blood Services Region services nearly 60 hospitals and has approximately 600 donor locations and 37 mobile blood collection drives each year. On average, approximately 1,500 people donate blood daily across the region.

To donate blood at other locations see www.redcrossblood.org/make-donation.

Getting ready for your donation

• Hydrate – Be sure to drink plenty of fluids on the day of your donation.
• Wear Something Comfortable – Wear clothing with sleeves that can easily be rolled up above the elbow.
• Maintain a Healthy Level of Iron in Your Diet Before Donating – If possible, include iron-rich foods in your diet, especially in the weeks before your donation.

• Bring a List of Medications You Are Taking – The Red Cross will need to know about any prescription and over the counter medications that you are on.

• Bring an ID – Bring either your donor card, driver’s license or two other forms of valid identification.

For more AEDC blood donation guidelines and information, contact Ashley Myers at 454-5387.

ATA Employee and Community Activities Committee call for nominations

By Raquel March
ACC/ATC News Editor

The ATA Employee and Community Activities Committee (E&CAC) is69-

looking for committee member nominations for the 2014 election. Ballots will be mailed in late August. Nominations may be submitted by email to committee member Christopher Bruener, Shewanda McCord, Vivian Seals, and Tama Myers. The E&CACprovides a leading project software vendor and is the author of The Handbook of Program Management published by McGraw-Hill. He also provides project management training online and has been published in numerous project management publications including PM Network, PE Magazine, PMI Community Post, ProjectDraw, The Systems Thinker and PM World Today.

The program will begin with dinner at 5:45 p.m. Reservations may be made by contacting Peggy Glass at 414-7475.

JoPaul Wallace, 454-4904 or Doug Brown at 454-5401, before Aug. 9. The cost for each person is $20 in advance. Checks may be mailed and postmarked by Aug. 7 to Peggy Glass, 58 Greenbriar Circle, Mary-

tennlan, TN 37353.

The ATA Employee and Community Activities Committee (E&CAC) is seeking new committee member nominations for the 2014 election. Ballots will be mailed in late August. Nominations may be submitted by email to committee member Christopher Bruener, Shewanda McCord, Vivian Seals, and Tama Myers. The E&CAC provides a leading project software vendor and is the author of The Handbook of Program Management published by McGraw-Hill. He also provides project management training online and has been published in numerous project management publications including PM Network, PE Magazine, PMI Community Post, ProjectDraw, The Systems Thinker and PM World Today.

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AEDC’s Range-G in operation for 50 years

By Senior Airman Benjamin Stratton
ATA Public Affairs

Since the summer of 1963, when AEDC’s Hypervelocity Ballistic Range-G came into operation, the facility has tested items for boundary-layer studies to hypersonic plasma interactions. This range is used to conduct kinetic energy lethality and impact phenomenology tests. It is the largest two-stage, light-gas gun system in the U.S. that provides “soft” launch, minimized acceleration loading, capability to launch extremely high-velocity missile simulations at hypervelocity speeds. Range-G is capable of launching projectiles at velocities up to 23,000 feet per second. Projectiles up to eight inches in diameter are launched into a 1,000-foot, 930-foot diameter, 930-foot long instrumented tank that can be maintained at pressure altitudes from sea level to 225,000 feet. The use of 3-D finite element analysis software ABAQUS coupled with the AEDC light-gas gun code provides a seamless projectile design capability. The unique ability to duplicate real flight, although at subscale, makes it the ideal facility for a variety of testing requirements such as, aerodynamics, anerothermal heating assessments, wake physics and material phenomenology.

Quality Assurance: Maintenance commander’s “eyes and ears”

By Senior Airman Benjamin Stratton
TOP Air Expeditionary Wing Public Affairs

SOUTHWEST ASIA (AEDC) – To ensure the safety of pilots and ground crew, aircraft maintainers are held to a high standard of proficiency and job knowledge in fulfilling their mission requirements. Their skills are monitored and inspected regularly by some of the career field’s most knowledgeable main-
AF chief scientist addresses future

By Staff Sgt. David Salandri
Secretary of the AF Public Affairs

WASHINGTON (AFNS) - The Air Force chief scientist addresses members of the Air Force Association about the Global Horizons study, which looks into the near and long-term application of science and technology in the force.

Dr. Mica Endsley, who was recently appointed as the 34th Air Force chief scientist, focused her talk around the future air, space, cyber, and command and control.

"If we presume the future is going to look like today, I think we're going to be sorely mistaken," Endsley said. "The future environment in which we operated in -- that's not necessarily going to be the case in the future.

Endsley also suggested the potential for an attack on command and control capabilities.
"We believe our command and control (intelligence, surveillance and reconnaissance) operations are going to be targeted," she said. "That's something we're going to need to protect against very significantly.

"The importance of protecting cyberspace Air Force cyber capabilities from threats. "Cyber is the thing that underlines everything that we're doing," Endsley said. "It's a very significant source of concern in terms of potential vulnerabilities.

As Endsley spoke, she stressed the importance of the ever-changing environment in which the Air Force operates in, and how the global horizon study identifies these future changes.

Endsley also made note that a key component of Air Force efforts is to use science and technology to enable Airmen to carry out their duties more efficiently.

"One of our goals here is to develop technology that enhances the capability to detect trace amounts of contaminants in fuel and oxygen samples in support of U.S. Central Command missions," said Maj. Joshua Kittle, the 379th ELRS/AFPA chief, deployed from Kirtland Air Force Base, N.M.

"Airmen at the lab conduct tests to ensure the fuel and oxygen are clean, which helps flight crews breathe easier. Once the lab obtains the samples, they run a series of tests to check for signs of contamination. For fuel, they run a total of 15 different tests, and for gases, up to eight. The tests take several hours to complete.

One test requires running fuels through a jet Fuel Thermal Desorption Tester, or JFTOT. The JFTOT is intended to simulate the pressure and temperature environment experienced by the fuel as it circulates through an aircraft.

"If we see pressure build-up, it's a sign of contamination," said Tech. Sgt. Thomas Capaldo, the 379th ELRS/AFPA NCO in-charge of fuel.

After the samples are analyzed, any test failures are reported to the AFPA technical division at Wright Patterson Air Force Base, Ohio, where experts interpret the results and provides corrective action back to the Airmen downrange.

"If we weren't here, it would take weeks to complete mission-critical tasks," said Tech. Sgt. Rocky Sasse, the 379th ELRS/AFPA NCO in-charge of gases. "Each sample we test saves the Air Force time and money."

Without the 379th ELRS aerospace fuels lab, the process to have fuels tested would take up to four weeks, and delay critical missions within the area of responsibility.

"Fuel can't be used until the area lab says it's okay to put in the aircraft," Kittle said. "If our lab wasn't in the AOR, it could take weeks for that sample to arrive state-side and get tested. Meanwhile, the aircraft would be burning up the fuel already cleared, resulting in a situation where there is no more cleared fuel."

This is the first all-military rotation in the fuels laboratory in the AFPA typically staffed by civilians.

"The AFPA mission is new to us... this rotation has presented us with some unique learning challenges," Endsley said. "It's given us a chance to see a different side of the Air Force, and opportunities to bring our experiences to the AFPA mission."
F-35 aircrew flight equipment team named Air Force best

By Tech. Sgt. Carl Stenske 33rd Fighter Wing Public Affairs

EGLIN AIR FORCE BASE, Fla. (AFNS) – One of the Air Force’s newest air-crew flight equipment teams is now the Air Force’s best.

The 33rd Fighter Wing’s aircrew flight equipment flight was chosen the best in the Air Force in the small program category for 2012.

The wing is the only unit to fly and train on the F-35 Lightning II flight generation fighter.

“This outstanding feat was accomplished amidst a year of numerous challenges in stand-up operations for the F-35,” said Col. Todd Cunningham, the 33rd Fighter Wing commander. “It shows how hard their team worked to be considered the best in the Air Force.”

Tech. Sgt. Andre Baskin is the flight’s NCOIC, who said that, “This is the Air Force works from the bottom up on these.”

Baskin said the team worked 36 hours over a three-day period to perform an emergency safety inspection on F-35 aircrew flight equipment, completing the inspection in one-third of the time. He added that, because there was no aircrew flight equipment training curriculum, the team had to create its own, warning himers for “best practice” also at the Air Force level.

Tech. Sgt. Miranda Will- iams is the team’s continuous training instructor, responsible for creating the instructions used to perform tasks for the F-35 equip- ment under review. “Since there’s no F-35 training plan on the equipment, she had to develop it from scratch,” said Baskin. “Usually a les-
to develop it from scratch,” there’s no F-35 training plan ment under review. “Since
tasks for the F-35 equip-
instructions used to perform ination training instructor, re-
liams is the team’s continu-
Air Force level.
ware, the team had to createequipment training course-
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equipment, completing the
three-day period to perform
work before a training cycle. (U.S. Air Force photo by Maj. Karen Rovanov)

Airman First Class Sean Gregory conducts a routine pre-flight inspection of the F-35 Lightning II helmet June 24, 2013 at the 33rd Fighter Wing, Eglin AFB, Fla. As an apprentice with the Aircrew Flight Equipment flight, 33rd Operations Support Squadron, she is responsible for ensuring the helmet’s acting noise reduction and optical system work before a training cycle. (U.S. Air Force photo by Maj. Karen Rovanov)

decision to base addi-
tional F-35 sighters here ensures the long-term vi-
ability of our mission and continues our legacy of training the world’s great-
est sighters.

The F-35A, manufac-
tured by Lockheed Mar-
in, is intended to be the Air Force’s premier strike aircraft through the first half of the 21st century. It is a monstrous sighter that is expected to eventually phase out the service’s F-16 Fighting Falcons and A-10 Thunderbolts. A month is expected to begin arriving at Luke AFB in spring 2014, al-
though exact timing will depend on production schedules. Construction on base to prepare for the aircraft is currently un-
defined, with about $10 million of $57 million in projects already complet-

Additional F-35s coming
to Luke Air Force Base

By Capt. Tristan Hindenberger 56th Fighter Wing Public Affairs

LUKE AIR FORCE BASE, Ariz. (AFNS) – Air Force officials an-
nounced June 27 that Luke Air Force Base, Ariz., has been chosen as the location for the additional F-35A Lightning II’s, bringing the eventual total number of the fifth-generation sighters ex-
posed here to 144.

The Air Force’s initial

to establish an F-35 pilot training center here was announced in August 2012, following a three-year process that included an extensive en-
vironmental impact anal-
ysis.

“This is great news for

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This outstanding feat

F-35A Lightning II helmet June 24, 2013 at the 33rd Fighter Wing, Luke AFB, Ariz., was chosen because of the location for 72 additional F-35A Lightning II’s. Luke was chosen because of the location for 72 additional F-35A Lightning II’s, bringing the eventual total number of the fifth-generation sighters expected here to 144. The Air Force’s initial decision to establish an F-35 pilot training center here was announced in August 2012, following a three-year process that included an extensive environmental impact analysis.

“This is great news for Luke AFB and the West Valley community,” said Brig. Gen. Mike Roth-

The team had to ba-
Air Force photo/ Senior Airman David Owsianska)

Arizona Gov. Jan Brewer speaks to reporters about Luke Air Force Base, Ariz., being chosen as the location for 72 additional F-35A Lightning II’s June 27, 2013. The additional aircraft bring the total number of fifth-generation sighters to 144. Aircraft are expected to begin arriving at Luke in spring 2014. (U.S. Air Force photo/Senior Airman David Owsianska)

Airman First Class Sean Gregory conducts a routine pre-flight inspection of the F-35 Lightning II helmet June 24, 2013 at the 33rd Fighter Wing, Eglin AFB, Fla. As an apprentice with the Aircrew Flight Equipment flight, 33rd Operations Support Squadron, she is responsible for ensuring the helmet’s acting noise reduction and optical system work before a training cycle. (U.S. Air Force photo by Maj. Karen Rovanov)
C-1 test cell typically runs at altitude conditions. However, General Electric’s F101 AMT test program is a 10-month duration of sea level testing running 24 hours a day, 4 days a week and requires at least one cell entry per day. This meant that once a day personnel would have to remove a key from the control room, go outside to lower and lock the hatch closed and then return to the control room with a transfer key to get “air-off.” This process would have to be completed in reverse after the cell entry was complete to return the test cell “air-on.”

Stiggins, C-2 lead test engineer, said, “The hatch has been an ongoing issue but with the F101 program utilizing the hatch on a daily basis it was time to come up with a solution to the problem.” Welch, C-1 lead test engineer, further noted, “We all discussed different ideas but reworking the Kirk Interlock System was the best solution.” Boss, Welch, and Stiggins collaborated on a concept to modify the Kirk Interlock System so the atmospheric hatch can remain open during test cell entries. Boss, Stiggins and Welch all agree that one aspect they enjoy about their job as C-1 and C-2 test engineers is the variation of the work. Welch, C-1 test engineer, stated, “Part of being a test engineer is that you never know what you might be working on day to day or what issue might come up. The hatch was one of those issues.”

Reworking the Kirk Interlock System took approximately three months but resulted in a net savings of $79,675 to the test customer. Jeff Henderson, branch manager of test operations, said “In today’s environment of sequestration and declining budgets, innovations like this are more important than ever. Controlling costs was crucial to AEDC landing this F101 AMT Project. Figuring out how to make an altitude test cell like C-1 run more like a sea-level cell helps lower the test customer’s costs, which in turn gets us (AEDC) the test business.”

The Peacekeeper Stage II ICBM rocket motor is prepared for the first validation motor firing in the J-6 rocket test cell in 1994. (AEDC photo)

The construction for AEDC’s Large Rocket Motor Test Facility (J-6) ended July 30, 2003. Today, the facility continues to test the nation’s large ICBM’s such as the Peacekeeper and Minuteman systems and new developmental systems. Following the signing of official control transfer documents, the facility was presented to the director of facilities in a ceremony that represented seven years of continuous teamwork and dedication which began in 1986. Construction of the facility began in 1990.

In 1980 a $176-million construction contract was awarded to Ebasco Newberg Construction. The J-6 project met its construction deadline 114 days early and under budget. “A bright chapter in Arnold’s history, a bright chapter in Air Force’s history and a bright chapter in our nation’s future,” said Gen. Ronald Yates at the J-6 ribbon cutting ceremony, then commander of Air Force Material Command. “The facility now gives us the capability to safely test advanced high energy solid propellant rocket motors for use in space.”

Yates said J-6 will test commercial systems and “ensure taxpayers get the greatest value from their investment while helping American industry maintain their leadership in advanced solid rocket technology.”

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By Raquel March

The Peacekeeper Stage II ICBM rocket motor is prepared for the first validation motor firing in the J-6 rocket test cell in 1994. (AEDC photo)

The Peacekeeper Stage II ICBM rocket motor is prepared for the first validation motor firing in the J-6 rocket test cell in 1994. (AEDC photo)

"His actions to receive such a high honor were heroic and humbling to say the least," said 1st Lt. Joshua Coughenour, an Arnold AFB Honor Guard member.

The event occurred in Smith's East Tennessee hometown and was featured on the NBC affiliate WRCB, Chattanooga. Lt. Col. Leland Davis, Arnold Engineering Development Complex's (AEDC) Propulsion Wind Tunnel Test Branch director, presented the medal to Smith whose actions earned him the third highest award of valor.

Arnold's Honor Guard provides color guard detail for events and ceremonies throughout the community and state such as official military functions, parades, sporting events, change of command and others.

As a matter of policy, military musical and ceremonial units will not be permitted to travel beyond their respective duty station's local area for any purpose, including support to another military installation, even if such travel could be conducted at no cost to DOD. Units may continue to perform locally both on and off military installations.

In addition, Military Funeral Honors Details are exempt from this restriction and will continue to be executed in accordance with Service Department policies.

Call the Honor Guard at 454-7139 or 454-7293 for more information.
KC-46 critical design review nearing completion

WASHINGTON (AFNS) – The Air Force and Boeing successfully conducted the KC-46 critical design review, or CDR, from July 8-10 at the Boeing facility in Mukilteo, Wash. Thedevelopment program CDR was the culmination of nine months of component and sub-system design reviews, which blended the best practices of both the commercial and Department of Defense frameworks.

Currently, the CDR still has a few actions to finish, but the process is scheduled to be complete well in advance of the Sept. 24 contractual date.

“The efforts by the combined Boeing and Air Force team to get to this point in the program development have been tremendous,” said Maj. Gen. John Thompson, the program executive officer for tanks. “For the warfighter, completion of this milestone is a big step forward toward beginning the recapitalization of the Air Force’s legacy KC-135 fleet, delivering advanced and improved multi-mission capabilities to the light on day one.”

Attendees at the meetings included the Government KC-46 Program Office, Boeing, Air Mobility Command, Army and Department of Defense test and acquisition leaders, and the Federal Aviation Administration.

Thompson said that the overall design maturity of the tanker is up to a high level, grounded in the commercial-derivative nature of the design approach, which is based on the Boeing 767.

Once the CDR is complete, Boeing will proceed into the fabrication, hardware and software integration, and test phase of the KC-46 development program.

The Air Force contracted with Boeing in February 2011 to acquire 179 KC-46 Tankers to begin recapitalizing the more than 50-year-old KC-135 fleet. The initial delivery target is for 18 tankers by 2017. Production will then ramp up to deliver all 179 tankers by 2028.

The first, fully-equipped KC-46 is projected to fly in early 2015 in support of engineering and manufacturing development activities.

Features

The KC-46A is intended to replace the United States Air Force’s aging fleet of KC-135 Stratotankers and provides vital air refueling capability for the United States Air Force. (Courtesy Image)

The KC-46A can carry up to 18 463L cargo pallets. Seat tracks and the onboard cargo handling system make it possible to simultaneously carry palletized cargo, seats, and patient support pallets in a variety of combinations. The new tanker aircraft offers significantly increased cargo and aeromedical evacuation capabilities.

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The KC-46A will be able to refuel any fixed-wing receiver capable aircraft on any mission. This aircraft is equipped with a modernized KC-10 refueling boom integrated with provenfly-by-wire control system and delivering a fuel offload rate required for large aircraft. In addition, the hose and drogue system adds additional mission capability that is independently operable from the refueling boom system.

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Two high-bypass turbofans, mounted under34-degreesweep wings, power the KC-46A to takeoff at gross weights up to 415,000 pounds. Nearly all internal fuel can be pumped through the boom, drogue and wing aerial refueling pods. The centerline drogue and wing aerial refueling pods allow the KC-46A to simultaneously carry palletized cargo, seats, and patients.

The KC-46A is intended to replace the United States Air Force’s aging fleet of KC-135 Stratotankers and provides vital air refueling capability for the United States Air Force. (Courtesy Image)

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Airman reflects on journey from maintainer to pilot

By Senior Airman Jaimi Upthegrove

482nd Fighter Wing Public Affairs

HOMESTEAD AIR RESERVE BASE, Fla. (AFNS) — "I remember the first time I climbed into an F-16 (Fighting Falcon) and the canopy closed," he said. "I had my mask on, and it was so quiet. I was amazed at how quiet and peaceful it was. At that moment, I knew the cockpit was where I was meant to be."

To get into that cockpit, Maj. Robin Lytle had to navigate a long path.

Lytle, an F-16 pilot with the 93rd Fighter Squadron here, was born in Laredo, Texas, and spent the better part of his youth moving around with his military family. His father was a pilot, but initially Lytle had no intentions of becoming a pilot. However, he did have a calling to follow in his family’s long line of military service, which goes back three generations to his great grandfather. Lytle joined the Air Force Reserve as a weapons loader at Bergstrom Air Force Base, Texas, after he graduated high school in 1989.

Lytle worked on the flightline at Bergstrom AFB while attending college. For four years he developed his skills.

"I loved taking something that needed repair, fixing it and being able to deliver a finished product to serve the mission," Lytle said. "I received a great amount of satisfaction from the job."

Maj. Robin Lytle assists Master Sgt. Carlos Arias, Tech. Sgt. Ricardo Bachelor and Tech. Sgt. Jonathan Edwards with loading a bomb onto an F-16 Fighting Falcon May 17th, 2013, at Homestead Air Reserve Base, Fla. Lytle began his career as a weapons loader in 1989 at Bergstrom Air Force Base, Texas. Lytle is a 93rd Fighter Squadron F-16 pilot and the chief of scheduling, Arias is a weapons loader from the 482nd Aircraft Maintenance Squadron, and Bachelor and Edwards are weapons loaders from the 495th Fighter Group. (U.S. Air Force photo/Senior Airman Jaimi Upthegrove)
**Tournament Schedule**

**Aug. 24-25**
- Club Champion Golf Tourney – Restarting after 3 years of no tournament.
- Entry fee is $40 and $20 per person or $10 if you already pay annual Arnold Golf Club membership fees.

**Sept. 8-9**
- Scotch scramble for annual green fee membership.
- Call 454-4000 for info.

**Sept. 22-23**
- Golf Scramble
- No entry fee.
- A junior format for Aug. 3 will be held.
- All players will be allowed double elimination tournament.
- Cash prizes will be awarded to the championship table but no participation fees.
- Players may bring their own equipment or pool cues. Regular games will be single elimination tournament.
- Prizes will be awarded to the top two finishers. The pairs tournament will be single elimination.
- Points and placement each week. The point totals going toward the championship will be held Oct. 18.

**Oct. 20**
- Golf will be played every Thursday, starting Aug. 22 and ending Sept. 30.
- Call 454-3350 to sign up for this program.

**A Junior Golf Program is being offered at Arnold Lakeside Center.**

**Aug. 8 – 10**
- Awaiting tournament.

**Aug. 16 – 18**
- Awaiting tournament.

**Aug. 23 – 25**
- Awaiting tournament.

**Aug. 30 – Sept. 1**
- A awaiting tournament.

**Nov. 2 – 4**
- A awaiting tournament.

**Dec. 6 – 8**
- A awaiting tournament.

**Tournament lights Golf Family Moonlight**

Aug. 24-25 Club Champion Golf Tourney
- entry fee is $40 and $20 per person or $10 if you already pay annual Arnold Golf Club membership fees.

**Services**
- Information, Tickets & Travel (ITT):
- Fitness Center:
- Monday-Friday 5 a.m.-7:30 p.m.; Saturday 8 a.m.-1 p.m.; Sunday Closed.

**Monday through Friday 10 a.m. – 3 p.m.**
- Outdoor Rec:
- Monday through Friday 7:30 a.m. – 4 p.m.
- Pro Shop & Driving Range 7 a.m. – 7:30 p.m. Closed during inclement weather due to United States Army Logistics Center’s weather policy.
- **Pro Shop & Driving Range**
- 7 a.m. – 7:30 p.m. Closed during inclement weather due to United States Army Logistics Center’s weather policy.

**Hours of operation**

**Arnold Lakeside Center:**
- Monday through Friday 7:30 a.m. – 4 p.m.
- Dinner menu available Thursday 5-8 p.m.
- **Pro Shop & Driving Range**
- 7 a.m. – 7:30 p.m. Closed during inclement weather due to United States Army Logistics Center’s weather policy.
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**B-1 test squadrons demonstrate anti-ship missile**

**BPC-1** "test squadrons" demonstrate anti-ship missile capability.

**B-1 test squadron day is set for Aug. 14, beginning at 11:30 a.m.**

**Training in High-Intensity Interval Training (HIIT) is being held**

**Fishing for Beginners**

**Fitness Center** 454-6460

**Kayaking for Beginners**

**Wingo Inn** 454-3051

**Auction**

**Auction** is available.

**Auction** beginning at 10:15 will then be used at a prize given play money to try their hand at these games to which tend they tend to be able to change its coordinates on the fly provides us with a large range of flexibility. The overarching concept behind this B-1’s anti-missile environment can be attributed to the Department of Defense’s much discussed Air-Sea Battle concept, in which long range bombers serve as a key long-term strategy. A-SB is designed to guide the four busiest of the armed forces as they work together to maintain a continued U.S. advantage against the global proliferation of advanced military technologies and anti-access denial capabilities.

**Extended Range** and was given technology to the cost. Currently, JASSM new technology to expedite key tenet.

**LRASM** variant.**JASSM** technology gives you the chance to ‘miss and change your mind’. Because of the standoff feature these weapons possess, they tend to be limited for some time. For its turn, DARPA was able to exploit that capability and simply add on the new technology to expedite the cost. Currently, JASSM officials are doing everything they can to take this missile’s technology and move it into a program that would eventually become operational.

**Airspeed** and ruggedness toward this missile it just reads it as a weapon; it’s what we call weapon; it’s what we call this missile technology.

**Airspeed** and the Office of Naval Intelligence, the USAF (is based on the Joint Air Surface Standoff Missile Extended Range). Was constructed as part of an effort to overcome challenges faced by current anti-ship missiles generating sophisticated enemy air defense systems. **Airspeed** is being done on miss-iles/area denial capabilities/area denial capabilities.

**Airspeed** and change or coordinate updates in-flight, the 7th Maintenance Group load a Long Range Anti-Ship Missile (LRASM) into the bomb bay of a B-1 Bomber June 12, 2013, at Dyess Air Force Base, Texas. Unlike current long-range missiles, the LRASM is able to provide the kind of capability to survive and change tactics.

**LRASM** is reignited when Jack, a young farmhand fighting for a kingdom and the love of a princess, opens a gateway between the two worlds.

**Wingo Inn** 454-3051

**Reservations for Wingo Inn** are recommended. For more information, call 454-3051 for reservations. **Wingo Inn** 454-3051

**Airspeed** is going to be Aug. 30. Rounds 5-8 teams will have two, four and six points to wager per round. For example, if you wager four points on a question then you must choose either two or six points for the next question. Which ever value is left must be used for the final question in that round. After the eighth round, teams may wager up to their total points earned for the round. Prizes are awarded for top finishers.

**Fitness Center** 454-6460

**Wingo Inn** 454-3051

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In college, Lytle majored in aeronautics, and during his Reserve career he aspired to become a maintenance officer. He said he earned a name for himself as a dedicated Airman. “I learned early on to let my work ethic speak for me,” Lytle said. “The most important thing I learned from my time on the flightline is that a good work ethic is essential to earning the respect of others.”

Lytle graduated with his bachelor’s degree in 1995 from the University of Oklahoma. One day, his director of operations asked him what he intended to do with his education. Lytle told him he aspired to become a maintenance officer. But one day on the flightline, Lytle’s career trajectory took a turn.

“Transition to the cockpit,” Lytle said. “One morning I was sitting on an F-16 involving a gun issue that had been giving us trouble for a few days.” Lytle said. “I watched the pilots walk out, get into their jets and take off. At 24, I sat there, kind of deep in a gun belt, thought to myself that I wanted to do that.”

Lytle went back to his director of operations, told him he knew he wanted to apply for pilot training and started building his package to submit to the selection board. “I was sweating waiting for an answer,” Lytle said. “There was a lot on the line, I really wanted it.” When waiting to hear from the board, Lytle was offered a weapons loader position as an Air Reserve Technician at Homestead Air Reserve Base, Fla. It was an opportunity, at the time, he said he couldn’t pass up. He accepted and began moving.

Shortly after moving to Homestead, Fla., Lytle received word he’d been accepted into pilot training. “I was so excited when I found out,” Lytle said. “I had been accepted into pilot training.”

As luck would have it, the commander at Lytle’s previous base was about to become the new wing commander at Homestead AFB. Because of Lytle’s reputation for his dedication and work ethic, the commander said he’d make sure Lytle would have a spot at Homestead AFB. “I was meant to be a fighter pilot,” Lytle said. “I learned the cockpit. I kicked your butt, pilot training was the most intense thing I have ever been through because they’re throwing so much information at you all at once.” Lytle said. “All my hard work and training paid off.” Being a pilot is hard work, but it’s highly rewarding knowing you’re keeping the guys on the ground safe.”

According to Lt. Col. Timothy Rusch, the 93rd FS director of operations, due to his diverse experience, Lytle truly understands what the maintainers go through, which gives him a unique perspective as a pilot. “He efﬁciently and effectively gets the job done and considers his people while he does it,” Rusch said.

Lytle said he still loves being out on the flightline and finds every possible opportunity to get out there. He still looks back on his time as a weapons loader as a vital asset in his career experience. “I know about the long hours that are involved in keeping this jet air mission ready,” he said. “This experience helps me be a better pilot because when there’s an issue, I have unique insight as to what might have gone wrong. I’ve definitely been involved in situations where I learned from knowledge I acquired as a weapons loader.”