A C-5A Galaxy went on display at the Air Mobility Command Museum in Dover, Del., becoming the first C-5A to arrive at Dover Air Mobility Command Museum in November 2013. The C-5A, a large multi-role transport aircraft, is used by the U.S. Air Force for strategic airlift, global air transport, and theater airdrop missions.

Roger Johnson, an instrument technician in the Technology and Analysis Branch, installs strain gauge instrumentation and wireless telemetry transmitters in new carbon composite rotor blade spacers, produced by Matrix Composites, Inc., for a spin test at Wright Patterson Air Force base. The blade spacers provide equal spacing and stabilization for the nearly 6-foot blades in the Propulsion Wind Tunnel 16-foot Transonic test facility C-1 compressor. The spin test will analyze what type of stresses and loads the spacers can withstand. The spacers will be installed in the C-1 compressor for further loads and temperature data acquisition and analysis.

See an excerpt from "Beyond the Speed of Sound," an AEDC publication about C-5 testing support provided by AEDC on page 5.

See EFFICIENCY, page 3

AEDC tested C-5A Galaxy arrives at the Air Mobility Command Museum

A Lockheed Martin C-5A Galaxy, 69-0014 normally broke through the clouds recently on its last flight from Memphis, Tenn. It was a sight everyone at the Air Mobility Command Museum (AMC) was anxious to see as the plane’s arrival had been delayed for several months. With the A-model’s familiar engine whine, it made a slow pass over runway 32 and finally made one last right banking turn to come in for its final landing.

The C-5 will be on permanent static display at the AMC Museum, the only museum in the world to house the largest aircraft in the U.S. Air Force’s inventory.

In 1971, 69-0014 was the first factory delivered C-5A to arrive at Dover Air Force Base (AFB), Del. It also participated in testing the feasibility of air launching an ICBM (intercontinental ballistic missile).

In addition to its Dover AFB (436th MAS) assignment, it has been to Travis AFB, Calif. (60th MAW and 69th AMW); Altus AFB, Okla. (443rd AFW and 97th AMW); and Lackland AFB, Texas (433rd AW). Its last assignment was with the Tennessee Air National Guard in Memphis, Tenn. (60th AW).

Command Post AFI changes

“Due to the uniqueness of the Operations Center and their role at AEDC, AFI 10-207 ‘Command Post Operations’ prescribed requirements that did not fit our operating model and were inefficient,” said Tech. Sgt. Michael Harley, Command Post Non-Commissioned Officer in Charge. “Many requirements within the AFI levied burdens on contractor personnel which did not apply well at all locations. They can actualy lead to inefficient operations and add cost greater than the value they provide.”

Gen. Mark Welsh III, U.S. Air Force chief of staff, delivered a speech about how the Air Force will move forward with resource challenges at the September Air Force Association’s 2013 Air and Space Conference and Technology Exposition in National Harbor, Md. He expressed the necessity of examining AFIs to strengthen the Air Force for the future.

“We have hundreds and hundreds of AFIs in the Air Force, many of which haven’t been reviewed in a long time,” Welsh said. “The world changes real quick- ly in this business. We’ve got a lot of frustrated people out in the front end of the Air Force who don’t understand why they are given guidelines to do things that don’t make any sense to them. My answer to them is they shouldn’t do it. Fast quit. If it doesn’t make common sense, if it doesn’t make the mission better, if it doesn’t take better care of our people, then just don’t do it and tell your boss you’re done.”

Gen. Janet Wolfenbarger, Air Force Materiel Command (AFMC) commander, directed subordinate commanders earlier this year to review regulations and identify those that created inefficiencies in their organizations.

AFIs prescribe guidelines for Airmen, government civilians or contractor personnel to perform a duty or responsibility. As missions have changed across the Air Force at various bases, it may be necessary to change how work is performed. As AEDC personnel perform duties, portions of an AFI may not apply to the job due to the unique type of operations conducted at AEDC.

The leadership at AEDC is encouraging personnel to consider how they fulfill the requirements set in the AFIs they use.

“I invite all AEDC employees to examine their operations and identify regulations that are conflicting, redundant or provide disproportionately low value for the cost they require,” Jacobsen said.
The Wolves invite AEDC personnel to participate in 2014 Relay for Life

By Lt. Col. Lynn Marshall

TRAVIS AIR FORCE
BASE, Calif. (AFNS) — As the air

is heated, the spirit is

taken to a new level by

AEDC employee Shawn Wolfe (left), Daughter Amber Wolfe (center) and AEDC employee Dan Wolfe as shown in this picture at the 2013 Relay for Life at Coffee County Middle School in Toccoa, Ga. (Steve Pearson, General Accounting, Aerospace Testing). The complex’s vision:

• Align with customer goals
• Communicate clearly and openly
• Nurture, enable and treat
• Be accountable for our
• Service before self
• Hold self to a higher standard and wear the uniform with pride, you are rep
• The uniform is a symbol of our heritage, discipline, per-
• The uniform of the
• The uniform is in uniform when he or she gets drunk, shows too much public display of af-
• The uniform of the

I’ll flip you for it

Hold self to a higher standard in uniform

By Lt. Col. Lynn Marshall

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Welsh: Air Force will resist ‘requirements drift’ in new bomber

By Jim Garamone

AEDC Contributing Writer

Five years ago ATA es-
tablished on ATA Charities Program (ATACP) that al-
lowed employees the op-
portunity to make chari-
table contributions through payroll deduction.

In 2013, ATA employ-
es contributed more than $35,000 to those organ-
izations. The ATA Employee and Community Activities Committee (FACEC) re-
viewed the existing list of 25 charitable organizations and elected to retain the same list in 2014. If an ATA employee is currently contributing to one or more of the or-
ganizations and wishes to continue, no action is re-
quired. The employee’s contribu-
tion levels and selected organizations will remain uninterrupted for 2014. If an employee wants to change their donation amount or the organization, a new form must be completed. Current contribution amounts and codes may be found on the employee pay stub. Employees not current-
ly participating, but who would like to start, can find the list of charitable organ-
izations and the ATACP form at the following link: https://ata.arnold.af.mil/ ata/atacc.htm

Contributions are in an-
nual amounts and whole dollars. The annual amount will be prorated equally over the calendar year 2014, pay periods beginning in January 2014. A one-time contribution may also be made through payroll de-
duction. Forms should be submitted to April Powers, email apt2006 at DOD. Contributions are valid for one year and employ-
es will be automatically re-registered the following year unless a new form is completed making changes. Cancellation participation. Contributions made through the ATACP are tax deduc-
tible for employees who choose to itemize. Em-
ployees should retain their individual pay stubs for tax documentation purposes. ATA will send all employee contributions directly to the specified charity on a quar-
terly basis.

For more information, call the ATA Human Re-
sources office at 454-2027.

ATA offers employees charitable opportunity

By April Powers

AEDC Contributing Writer

The B-2 Spirit approaches the boom of a McGuire Air Force Base, New Jersey KC-10A Extender during a Capstone orientation flight. Capstone is a Joint Air-
borne/Air Transportability Training mission providing interservice training for the wartime application of airlift. Through Capstone, senior level officers are
able to observe the significance of airlift and its role in all military operations.

The bomber program

is needed, Welsh said, "that it makes sense to change the requirement," he added.

The bomber program is needed. Welsh said, noticing that the newest

the B-2 Spirit flight to plan how to in-
tegrate the bomber and its systems, Welsh said.

The aircraft’s opera-
tional capabilities will remain secret.

"Cost is an indepen-
dent variable on this play-
ing field, because we have to field this platform," Welsh said. At a cost of $50 mil-
ion per aircraft, he add-
eds, "we can field a mean-
ingful platform that will be effective in the future warfight.

The bomber will not feature a leap in technol-
y, the general said, and it’s going to be the very ca-
pable machine.

"What we don’t want to do is reach into some level of technology that is impractical," he add-
ed. "That’s where prices start getting out of con-
trol.

The Air Force must

start getting out of con-
trol.

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ed. "That’s where prices start getting out of con-
trol.

The Air Force must

the Air Force Materiel

Supervisor

WASHINGTON (AFNS) – The Air Force’s long-
range strike bomber program continues to
	

Aerospace Testing Alliance (ATA) recently donated $1,000 for educational support to Thomas Magnet School in Shelbyville. Presenting the check on behalf of ATA is (L-R) Tessa Bobo, Savannah Bobo and ATA employee Jamie Bobo. The check was given to Thomas Magnet School Principal Janice Womble. The $35,000 will be used for enrichment activities so that students participate in events outside the classroom to complement the Tennessee Core Curriculum in Language Arts, Reading and Science.

Efficiciency from page 1

After a review of the AF-10-207, requirements

were removed that were not applicable to AEDC and the Ops Center, ultimately generating an Ex-
ception to Policy.

The memo allows changes in the AEDC Command Post classification which in-turn allows changes in requirement. Specific organiza-
tions must utilize applicable guidelines provided by the AF-10-207 and the Air Force Materiel

Command Supplement to AF-10-207.

"An Exception to Policy for the AEDC Operations Center to not be classified as a Command Post but to be classified as a ‘Command and Control (C2) Element’ performing selected C2 requirements from AF-10-207 ‘Command Post’ was submitted to Higher Headquarters Air Force and approved," Hurley said. "With the approval of the ‘Exception to Policy’ the AEDC Operations Center was able to eliminate one controller position and the Air Force will be able to remove the Autorally Command Post slot to another base where their critical career field is short on staffing. With the elimination of the one position and the active duty idea with the reduced cost for training and other items that were eliminated, we expect cost and labor savings." If AEDC personnel have questions regard-

ing the appropriateness and efficiency of AFIs in their area of work, they should speak with their supervisor to start an open process of streamlin-
ing instruction requirements.

By Jim Garamone

AEDC Contributing Writer

The Air Force’s long-
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Aerospace Testing Alliance (ATA) recently donated $1,000 for educational support to Thomas Magnet School in Shelbyville. Presenting the check on behalf of ATA is (L-R) Tessa Bobo, Savannah Bobo and ATA employee Jamie Bobo. The check was given to Thomas Magnet School Principal Janice Womble. The $35,000 will be used for enrichment activities so that students participate in events outside the classroom to complement the Tennessee Core Curriculum in Language Arts, Reading and Science. (Photo provided)
For more than three months, the 421st Fighter Squadron stood down completely during the sequester. The 4th FS, the 421st’s sister-squadron, stood down completely during the sequester. The Airmen of the 388th Fighter Wing are back up and flying again. It was assumed after a 90-day stand down that it would take at least as many days to get back to combat ready. For the 4th FS, Robbins said the process took only about four weeks thanks to the incredible sortie count produced by the maintainers and operations staff, about three weeks were needed to report as combat ready.

The Airmen of the 388th FW are back up and flying again. This was made possible due to collaborative effort between those Airmen working on the flightline and those in the air.

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The C-5A Galaxy information below is an excerpt from the AEDC publication “Beyond the Speed of Sound.”

AEDC’s testing of the engine for the C-5 Galaxy heavy transport has helped to ensure that our troops have the tanks, armored vehicles and other heavy equipment needed to properly defend their posts for the past three-plus decades.

The GE TF39 engine, which powers the C-5A and C-5B Galaxy, completed propulsion flight certification in 1967 and was more recently tested in 2002. Aerodynamic test support began in 1965. The C-5, one of the largest aircraft in the world, can carry outsize and oversize cargo intercontinental distances and can take off or land in relatively short distances. Ground crews can load and off-load the C-5 simultaneously at the front and rear cargo openings.

The C-5 and the C-17 Globemaster III are partners in the Air Mobility Command’s (AMC) strategic airlift concept. The aircraft can carry fully equipped combat-ready military units to any point in the world on short notice and then provide the field support required to help sustain the fighting force.

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The first operational Galaxy was delivered to the 437th Airlift Wing, Charleston Air Force Base (AFB), South Carolina, in June 1970. Two years earlier, however, the C-5 was undergoing both propulsion and wind tunnel testing at AEDC. By March 1968, the C-5A transport had logged hundreds of hours of simulated flight time in model form during its development. Aerodynamic testing started in November 1965, only two months after the Air Force accepted the Lockheed design. At that time, eight test series were conducted, involving the most sophisticated models tested in the center’s then-15-year history. At the same time, AEDC was conducting the second phase of the aircraft’s growth – environmental testing of its GE T39 turbofan jet engines.

The first C-5A tests in the Propulsion Wind Tunnel (PWT) facility were conducted after preliminary studies showed that the aircraft had more wind resistance, or drag, than desired. This series of tests aided Lockheed engineers in reducing this resistance by more than 30 “drag counts,” a significant achievement, since each count above the anticipated total cut the plane’s payload by 940 pounds.

Through 1966 and 1967, test objectives broadened to determining pressure distribution over the entire aircraft at various flight positions and speeds, investigating effects of control surface deflections, experimenting with various motor suspensions and measuring forces acting upon the wings during thrust reverser operations.

As the tests grew more complex, so did the models. An early configuration contained 1,000 separate pressure-measurement points. In subsequent tests, this figure rose to 1,500 and finally to more than 2,100 in the most highly instrumented model ever installed in an AEDC wind tunnel at that time.

In the later 1990s, the AMC began an aggressive program to modernize the C-5. The C-5 Avionics Modernization Program began in 1998 and included upgrading avionics to Global Air Traffic Management compliance, improving navigation and safety equipment and installing a new autopilot system.
ATA Blood Drive Donor School Drawing winner announced

By Jim Garamone
American Forces Press Service

WASHINGTON (AFPS) – Budget cuts con- cern affect every aspect of the Air Force, but the service must continue to modernize, the service’s chief of staff told the Defense Writers Group here Nov. 12.

In forming the defense strategy, the service chiefs have to take resources into consideration, Gen. Mark A. Welsh III said.

“To some extent, numbers have always driven strategy,” he added. “A viable strategy unformed by resources is not a strategy – it’s a dream. We’ve got to understand the reality of where we are going in order to build a strategy that makes sense for the nation.”

As Joint Chiefs of Staff try to determine what the military can do with the reality of a se-questered budget, the ser- vice chiefs’ responsibility is to tell national leaders “what we are capable of doing with the level of resources we think we’re going to have over the next 10 years,” the general said.

Today, the Air Force and the rest of the ser- vices are doing this on multiple levels. Planners are looking at three dif- ferent budgets: the presi- dient’s budget request, a midpoint budget and the sequester budget. The service chiefs need to be straightforward about how much money it takes to field a capabil- ity, Welsh said, and what capacity is needed to be credible.

“Our job is to make sure everybody under- stands the military situa- tion clearly,” he said. “Where we would be failing is if we came out of all this and somehow thought we could con- tinue to do all the things we’ve done in the past when we won’t have the capability or capacity. We need to make sure that ev- eryone understands where reality lies, and then we execute. That’s our job.”

The Air Force is a high-tech force, the gen- eral told the reporters, and Air Force civilians now are worried about job stability and job security. They are also worried that government shutdowns may become the common response from now on if Con- gress can’t come to an agreement.

“We have a lot of civilians now who are re- alizing that the government shutdowns may become the common response from now on if Con- gress can’t come to an agreement. "We have a lot of civilians now who are re- alizing that the government shutdowns may become the common response from now on if Con- gress can’t come to an agreement. "We have a lot of civilians now who are re- alizing that the government shutdowns may become the common response from now on if Con- gress can’t come to an agreement.

Gen. Mark Welsh III said he believes the Air Force lost 8 million man-hours to furloughs, and it was “a huge deal,” he said.

But the government shutdown took civilians over the top, Welsh said, and Air Force civilians now are worried about job stability and job security.

“Where we would be failing is if we came out of all this and somehow thought we could con- tinue to do all the things we’ve done in the past when we won’t have the capability or capacity. We need to make sure that ev- eryone understands where reality lies, and then we execute. That’s our job.”

The Air Force is a high-tech force, the gen- eral told the reporters,
November 25, 2013

What ARE YOU THANKFUL FOR?

Larry Bowen
Electrician
Mission Support/Electrical Maintenance
8 years of service
I am thankful for...
My family, My home, My job

Jane Gray
Technical Specialist
Mission Support/Utilities and Engineering Services
37 years of service
I am thankful for...
Every day I get to come in the gate, have a job and work with such wonderful, supportive people.

Eric Womack
Electrical Systems Engineer
Mission Support/Electrical Utilities, Ops & Maintenance
3 years of service
I am thankful for...
I am thankful for so many things, family, friends, church family, work family. I am so very blessed. I plan to be with my family on Thanksgiving.

Matt Meacham
Truck Driver
Mission Support/Premiere
2 years of service
I am thankful for...
Family and friends

Christy Melton
Custodian
Mission Support/Premiere
8 years of service
I am thankful for...
I am thankful for so many things, family, friends, church family, work family. I am so very blessed. I plan to be with my family on Thanksgiving.

Carl P. Hill
Laborer Chief Steward
Test Assets and Support/Manufacturing Services
8 years of service
I am thankful for...
A great place to live and work in this area and thankful for family and great people to be around throughout the year.

Eric Womack
Electrical Systems Engineer
Mission Support/Electrical Utilities, Ops & Maintenance
3 years of service
I am thankful for...
Just having a job, good friends and family.

Dana Alexander
System Engineer
Mission Support/Mechnical Utilities, Ops & Maintenance
3 years of service
I am thankful for...
The ability to be a nurturing pet parent to my disabled (but happy) senior boxer.

Jessica Means
Secretary III
Mission Support/Electrical Maintenance
10 years of service
I am thankful for...
This year has been a particularly hard one for my family. I am so very thankful for my children, Kailee and Thomas. I am thankful that I have a team of doctors and therapists who go above and beyond when it comes to treating/helping my son. I am also thankful to be a part of ATA and the great workforce that we have here. That being said, I am thankful to be able to work in the shop that I am in and with the folks here. You all have no idea how much you mean to me and how much I appreciate each and every one of you. Thank you for all that you do, and I am proud to call you my family.
The walk test will be.

AF Public Affairs Agency

Salanitri

By Staff Sgt. David

W A S H I N G T O N

(AFNS) – The Air Force

has released further guid-

ance on the implementa-

tion of several changes to the physical assess-

tment test. The new guidance in-

cludes additions to the body composition com-

ponent of the fitness as-

sessment, delegation of appeal authority for fit-

ness assessments and changes to the walk test.

According to the new policy, those taking only

the abdominal circum-

ference component of the fitness assessment will pass with the com-

ponent minimum score as opposed to the com-

posite 75 score as was previously required. Males must now achieve an abdominal circum-

ference of 39 inches, which is the same as the component minimum. Females must now achieve an abdominal circumference of 35.5 inches, which is also their component minimum.

Airmen who fail the abdominal circumference, or AC, measurement but score 75 points out of the remaining 80 points on the other components will take the body mass index, or BMI, screen, the policy states. If the Airmen do not pass the BMI screen, the Airmen will take a body fat assessment, or BFA. If the Airmen pass either the BMI screen or BFA, the Airmen pass the body composition component of the fitness assessment. This addition to the body composition component upholds our confidence in the AC measurement while allowing those rare Airmen who fail the AC measurement, but do very well on the other three components, to meet the DOD body fat standards.

Additionally, the policy states that to pass the BMI screen, regardless of age or gender, the Airmen must achieve a BMI equal to or less than 25 kg/m². This figure is obtained using the height and weight mea-

urements taken at the beginning of the fitness assessment. To pass the BFA, males must achieve a body fat percentage equal to or less than 18 percent. Females must achieve a body fat percentage equal to or less than 26 percent. These percentages are obtained using the two or three site taping procedures.

The wing commander or equivalent will be the first appeal authority for fitness assessments. This change will expedite the appeals process and put the chain of command back in the appeals pro-

cess. The second appeal authority will be the Fit-

ness Assessment Advi-

sory Board at Air Force Personnel Center. The final appeal authority is the Air Force Board of Correction of Military Records.

The last clarification that has been made is to the walk test. In an effort to sim-

plify administration of the walk test, the heart rate measurement will no longer be required. An Airmen must now walk two kilometers in a cer-

tain amount of time de-

pendent on age and gen-

der. The walk test will be pass / fail. “These adjustments to the Air Force fitness program will strengthen the program and continue to promote a “Fit to Fight” mentality,” said Col. Dawn Keasley, the chief of the military force pol-

icy division.

For more information, contact your unit fitness pro-

gram monitor, or visit http://www.afpc.

af.mil/affitnessprogram/

By Staff Sgt. David

Salamitri
Check us out on Facebook! Arnold AFB Services Arnold Golf Course

Winter Green Fee Special through Feb. 28, $10 green fee for unlimited golf. Cart fee not included.

Arnold Golf Course merchandise sale will be held the month of December. Do your Christmas shopping with special discounts ranging from 5 to 30 percent off. Pick out your merchandise then come to the counter and roll a die to determine your discount. You must pay for the merchandise immediately after rolling. Roll a 1 for 5 percent off, 2 for 10 percent, 3 for 15, 4 for 20, 5 for 25 or 6 for 30 percent off. No double discounts and Members First Place discount does not apply in conjunction with this offer.

Hot dogs available in the Pro Shop Monday through Friday. These hotdogs are placed on the roller in the Pro Shop for your convenience and are $1 each.

Mulligan’s Grill is open 10:30 a.m. to 2 p.m. Monday through Friday and 7 a.m. to 2 p.m. Saturday and Sunday. Call ahead orders for dine in or carry out, 454-FOOD (3663).

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

Interested in purchasing tickets from ITT? Stop by Café 100 and meet Arnold Golf Course (GC) 454-GOLF, 454-FOOD Arnold Lakeside Center (ALC) 454-3350

Arnold Lakeside Center: Catering/Management offices by appointment. Operations Clerk Monday, Friday 7:30 a.m. – 2 p.m.; Dinner: full menu available Thursday 5-8 p.m., Friday and Saturday 5-9 p.m.; Main Bar: Thursday 5-8 p.m., Friday 4-10 p.m. and Saturday 5-9 p.m.; Social Hour Friday 4-6 p.m., Movie Night Thursday 6:30 p.m. CLOSED after lunch Nov. 29; CLOSED Dec. 23-30

Information, Tickets & Travel (ITT): Tuesday through Friday 10 a.m. – 3 p.m. CLOSED Nov. 28-30 and Dec. 23-20 Café 180: Monday through Friday 8:30 a.m. – 1 p.m. Lunch starting at 10:30 am. Nov 27-7:30 am-12:30 p.m. CLOSED Dec. 24-25 and 27, OPEN Dec. 26-27 and 30; 7:30 a.m.-12:30 p.m. CLOSED Jan. 1

Barber Shop: by appointment – Monday, Tuesday, Thursday & Friday 8 a.m. – 4 p.m. CLOSED Dec. 24-25

GLC (office located at Arnold Lakeside Center): Monday through Friday 7:30 a.m. – 4 p.m. May vary depending on bookings. CLOSED Dec. 23 and Jan. 1

Outdoor Rec: Tuesday through Saturday 10 a.m. – 5 p.m. CLOSED Dec. 24-25 and Dec. 31-Jan. 1

Fitness Center: Monday-Friday 5 a.m. -7:30 p.m.; Saturday 8 a.m.-1 p.m.; Sunday Closed. OPEN Nov. 27 and Dec. 24-26 a.m.-4 p.m., no classes. CLOSED Dec. 25; OPEN Dec. 26-29 and Dec. 30-31 8 a.m.-4 p.m. no classes; CLOSED Jan. 1

Arnold Golf Course: Pro Shop & Driving Range 8 a.m. – 4:30 p.m. Closed during inclement weather. Driving Range open 24 hours with prepurchased key card. Mulligan’s Grill Monday through Friday 10:30 a.m. – 1:30 p.m. Saturday and Sunday 8 a.m. – 1 p.m. CLOSED Dec. 24-25 and Jan. 1

Wingo Inn: Monday through Friday 7 a.m. – 8 p.m., Saturday and Sunday 8 a.m. – 4 p.m. CLOSED Dec. 25 Nonappropriated Funds Human Resources: Monday through Friday 7:30 a.m. – 4 p.m. CLOSED Dec. 25 and Jan. 1

Recycling: Monday through Friday 6 a.m. – 2:30 p.m. CLOSED Dec. 25 and Jan. 1

See BRIEFS, page 11

See BRIEFS, page 11

See BRIEFS, page 11

See BRIEFS, page 11
Once the event is over, a raffle will be held for all AEDC employees, active duty military, civilian employees, and National Guard. Members of the AEDC community that have an immediate family member in AEDC will be notified by CCM at 454-4003. All proceeds from the raffle will benefit the Ronald McDonald House.

Wednesday, November 27

- **12:30 p.m., November 27, 2013**
  - Title: **“The Mortal In-**
  - Room: **Library**
  - Description: **“The Wolverine,”**
  - Director: **James Mangold**
  - Cast: **Hugh Jackman, Patrick Stewart,**
  - Release: **2013**
  - Showtimes: **2:00 p.m. and 7:00 p.m.**

- **9:00 a.m.-10:00 a.m., November 27, 2013**
  - Title: **“The Battle of the**
  - Room: **Library**
  - Description: **“The Battle of the Bulge,”**
  - Director: **Irwin Shaw**
  - Cast: **Robert Mitchum, Douglas**
  - Release: **1969**
  - Showtimes: **10:00 a.m. and 12:00 p.m.**

Executive Office Square Club Membership

Membership in the Executive Office Square ClubMembership is available to anyone who joins any AEDC club during this time. There is a $5 entrance fee, which may be the first day any portion of the Executive Office Square Club is used. The use of this ticket must be on or before May 17, 2014, to receive full benefit of the ticket entitlements. All tickets are non-refundable and non-transferable. The ticket price is posted on or before May 22, 2014, and the ticket expires in full. For complete details and to order tickets, call 822-5176.

Air Force Service Clubs Membership Conferences and Meetings

Anyone who joins any AEDC club during this time will receive a 5% discount on theater shows that may be booked at AEDC. Please join before January 17, 2014, to receive the discount.

Christmas in the Workplace

Wednesday, December 11

- **12:00 p.m., December 11, 2013**
  - Title: **“The Santa Company**
  - Room: **Library**
  - Description: **“The Santa Company,”**
  - Director: **Jeffrey Hayden**
  - Cast: **Liam Aiken, Adam Archuleta, Jason Hurley, Andy McLay, Chuck Sensible, Virginia Brown, Peter Storm, and Robert Shearman.**
  - Release: **2014**
  - Showtimes: **9:00 a.m. and 12:00 p.m.**

- **5:00 p.m., December 11, 2013**
  - Title: **“The Santa Company**
  - Room: **Library**
  - Description: **“The Santa Company,”**
  - Director: **Jeffrey Hayden**
  - Cast: **Liam Aiken, Adam Archuleta, Jason Hurley, Andy McLay, Chuck Sensible, Virginia Brown, Peter Storm, and Robert Shearman.**
  - Release: **2014**
  - Showtimes: **7:00 p.m. and 9:00 p.m.**

- **5:00 p.m., December 11, 2013**
  - Title: **“The Santa Company”**
  - Room: **Library**
  - Description: **“The Santa Company,”**
  - Director: **Jeffrey Hayden**
  - Cast: **Liam Aiken, Adam Archuleta, Jason Hurley, Andy McLay, Chuck Sensible, Virginia Brown, Peter Storm, and Robert Shearman.**
  - Release: **2014**
  - Showtimes: **9:00 p.m. and 11:00 p.m.**

- **7:00 p.m., December 11, 2013**
  - Title: **“The Santa Company”**
  - Room: **Library**
  - Description: **“The Santa Company,”**
  - Director: **Jeffrey Hayden**
  - Cast: **Liam Aiken, Adam Archuleta, Jason Hurley, Andy McLay, Chuck Sensible, Virginia Brown, Peter Storm, and Robert Shearman.**
  - Release: **2014**
  - Showtimes: **9:30 p.m. and 11:30 p.m.**

- **5:00 p.m., December 11, 2013**
  - Title: **“The Santa Company”**
  - Room: **Library**
  - Description: **“The Santa Company,”**
  - Director: **Jeffrey Hayden**
  - Cast: **Liam Aiken, Adam Archuleta, Jason Hurley, Andy McLay, Chuck Sensible, Virginia Brown, Peter Storm, and Robert Shearman.**
  - Release: **2014**
  - Showtimes: **10:00 p.m. and 12:00 a.m.**