A-10 ‘Warthog’ tested in 16-T

By Raquel March

A model of an A-10 Thunderbolt II, more commonly known as “The Warthog” due to its unique shape, recently underwent a pressure-sensitive paint (PSP) test in AEDC’s 16-foot transonic wind tunnel. PSP was used to obtain surface pressure data on the model. The photo above shows a rear view of the A-10 model during testing in 16T. The A-10 is the only U.S. Air Force aircraft designed specifically used for close air support. The aircraft is notorious for its maneuverability at low speeds and low altitudes and its accurate weapons delivery. (AEDC Photo)

AEDC’s Mary Fedde dives with the sharks for STEM

By Raquel March

Mary Fedde, an AEDC physicist and a Tennessee Aquarium volunteer diver, takes her turn placing JP-8 fuel, used by turbines, in a model of an A-10 Thunderbolt II. More commonly known as “The Warthog” due to its unique shape, the A-10 is the only U.S. Air Force aircraft designed specifically used for close air support. (Photo provided)

AEDC adds Jet-A fuel to turbine engine testing

By Raquel March

The AEDC fuel farm is replacing JP-8 fuel, used by turbine engine testing customers in the Complex’s atmospheric test facilities, with commercial Jet-A fuel. Jet-A is a kerosene-based aviation fuel that has a different freezing point characteristic. “The main difference between JP-8 and Jet-A is the fuel freezing point specification,” said Gary Chain, a terminal manager in the ATA Utilities and Engineering Services Branch. “Jet-A has a higher fuel freeze point specification limit than JP-8 – minus 40 degrees Celsius versus minus 47 degrees Celsius for JP-8.”

JP-8 fuel contains a military additive package (MAP) that isn’t a part of the Jet-A fuel composition. However, the MAP will be added for AEDC customers. Chain said there is an ongoing study within the Department of Defense (DOD) and Air Force Petroleum Agency to determine what additives are still required for which aircraft and in what quantities.

In this Issue....

Arcs Test Team receives Technical Achievement Award

AEDC participates in Relay for Life
—By Jim Raabe
AEDC Contributing Writer

Allow me to set the stage for this successful story.

Two couples set out for a leisurely and social bicycle ride down a local country road. One couple was experienced with bicycling and the other couple was considered novice. The experienced couple were helmets, gloves, and appropriate and of course riding apparel and cycling shoes. The other couple did not wear any protective gear.

They were all riding their own bicycles. The husband of the experienced couple had begun cycling at an early age and had more than four years of experience as a serious cyclist, so he was designated the lead.

While piloting the group on a beautiful, sunny Tennessee afternoon, the lead cyclist encountered a pack of dogs running alongside and barking at him. He slowed down to about 15 mph but before he could react, another dog came out from behind one large dog cut across his path and the bike struck the dog in the chest area. While lead had a different recollection of what happened after that, he noticed that his front wheel was forced to turn 90 degrees right and his white helmet thrown to the ground. The lead struck the back of his head on the concrete road and remained in several places. The helmet did not work as it was designed to achieve and that saving the lead cyclist's life.

When interviewing the lead cyclist I asked, “Did you notice any initial pain or experience a headache afterwards?” He responded, “No, not at all. I didn’t even know the helmet re-covered irresponsible damage until the cyclist behind him informed him of the damage.

The lead cyclist suffered a serious injury or maybe even death to his face. As a result of this, the inexperienced couple professed to use helmets, which lead to the dangerous inexperienced lead cyclist dying.

According to the National Safety Council (NSC) estimates whenever cycling and the millions of cyclists on the roads – the same roads occupied by millions of motor vehicles that are 2.5 times larger, heavier and faster than bicycles. The husband of the experienced couple wore helmets, while the other couple did not. The husband of the experienced couple was killed and more than 45,000 visited the emergency room. More than 8,000 bicyclists are killed on the roads today, increasing the chances of injury. Taking precautions in traffic and wearing protective equipment is a cyclist's best defense against unintentional injuries.

The NSC offers the following tips for safe bicycle riding:

—Obey traffic rules. Get acquainted with local ordinances. Cyclists must follow the same rules as motorists.
—Know your bicyclists’ capabilities. Remember that bicyclists differ from other vehicles – they’re smaller and can’t maneuver as easily, so you can change direction more easily, stop faster and move through smaller spaces.
—Ride in single file with traffic, not against it. Bicycling two abreast can be dangerous. Bicyclists should stay as far from traffic as possible, as watching for opening car doors, signals, skid marks, shoulders, bus stops and other obstacles. Remember that other motorists may not see our presence from a distance away.

—Make sure your helmet and crosses with care. Signal turns by using the correct hand signal (arm straight out for left turn, forearm up for right turn).
—Never hit on cars. A sudden stop could send the cyclist flying into the path of an oncoming car.
—Before riding into traffic: stop, look left, right, left again, and over your shoulder.
—Be sure! During the day, cyclists should wear bright clothing and use reflective clothing at night.
—Make sure the bicycle has the right safety equipment: a rear reflector, a white reflector on the rear wheel, or an orange reflector on the front wheel, reflector on the front wheel, headlight, a horn, or bell, and a rear view mirror.
—Correct Head Injuries cause about two-thirds of all bicycling fatalities. The Council strongly urges all cyclists to wear helmets. The last fact, hurry to fly far forward in a collision is usually the head, and with nothing but air to protect the brain from injury, the results can be disastrous.

It’s also important to know and understand the rules of the road for cyclists who ride on Air Force installations. Air Force Instruction (AFI) 91-207, The U.S. Air Force Transportation Program, Air Force Materiel Command Supplement dated Feb. 11, 2014 applies to all persons (with some Security Forces exceptions) who ride a bicycle, bicycle or other vehicle, including motorized bicycles, on Air Force installations, to include light vehicles. They will:
—Wear a highly visible outer garment during the day and other outer garments contained retro-reflective material at night.
—Bicyclists must wear retro-reflective high visibility outer garments when riding during periods of inclement weather.
—Bicycles will ride side bike lane on installation roads.

—Wear a properly fastened, helmet if riding a bicycle.
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For general information about High Mach, call 615-588-3200 or visit www.arnold.af.mil.

The complex’s vision: To ensure the nation’s highest value ground test and analysis source supporting contractor, at Air Force (ATA), under exclusive written contract with AAF, for aerospace and defense systems.

The complex’s core values:

—Core Values

1. Mission: Team AEDC
—Service before self
—Excellence in all we do

2. Core Values

—Vision

—AEDC departments and individuals are expected to:
—Communicate clearly and effectively
—Continually improve in all that we do
—Team AEDC

—Smoking Policy

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speakers; that diver will speak rigged with a microphone and supplied full-face mask that is used. “One diver wears a surface do four shows,” Fedde contin
Nickajack Lake or River Giants. such as the fresh water tanks and cleaning for other tanks people to perform the dive show ing dive is complete, the team member remains topside as our safety surface support.”
er two [divers] in the water will window cleaning while the oth others will do the scrubbing and down the windows. Three divers in fuel, inhibits icing and mi
Savings may be seen in DOD more than $40 mil-
formation in stored fuel and friction, prevents peroxide nates corrosion, reduces crobiological growth, elimi
fuels can be distributed to
Camelina, Tallow, JP-4, receiving or using JP-8 as its AEDC will no longer be re-
continuing to use JP-8. At the gine test[ cell that is con-
ing the conversion to Jet-A for several months,” Chain
The Keeper Kids programs offer children in kindergarten to 12th grade activities such as learning about sharks, going be-
Queen triggerfish. “The queen
queen triggerfish. “The queen contro-
tachers at the aquarium when close swimming proximity. The sharks in the tank aren’t aggressive. But due to the speaking diver’s limited vision while wearing goggles, the div-
er may be startled by the sharks’-close swimming proximity. Fedde recalls a too close en-
counter at the aquarium when she was “biten by the mean queen triggerfish.” The queen triggerfish has teeth which they use to eat urchins. They inhabit the coral reefs in the western Atlantic Ocean and the Gulf of Mexico.

AEDC physicist Mary Fedde, also a certified diver, exits one of the tanks at the Tennessee Aquarium after a dive. (Photo provided)

AEDC’s Arcs Test Team was presented a Technical Achievement Award for its originality, creativity and innovation in completing a recent test in the H2 arc heater facility. The team had previously and successfully implemented a new test method for stagnation coupon testing based on interfaces already available at AEDC, which minimized costs to the customer by using remanating project resources to reduce future risk. AEDC Commander Col. Raymond Toth (second from left, front row), AEDC Executive Director Dr. Douglas Blake (far left, second row) and AEDC Chief Technologist Dr. Edward Kraft (far right, second row) were on hand to present this award to the Arcs Team and congratulate the group on a job well done. (Photo by Deidre Ortiz)

AEDC Arcs Test Team receives Technical Achievement Award

TESTING from page 1

in fuel, inhibits icing and mi-

Fedde’s diving knowledge has taken her to dive in the Gulf of Mexico and Bonaire, a Ca-

AEDC Checkweigher diver information for the VolunteerDiver.aspx

Fedde, a certified diver since 1999, described her experience with acquiring certification.

“A week to the local dive shop and signed up for class,” she said. “My Basic Open Wa-
ter certification took only two weekends to complete. The course consisted of classroom work, learning and practic-
ing skills in a pool and then four open water training dives. I have completed many other certifications since then such as Advanced Open Water, Rescue Diver, Deep Dive and As-
sistant Instructor.”

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Find the QR code in this sto-
y using a smart phone to view a video of volunteer divers at the Tennessee Aquarium.

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Changing your name may be the hardest part of the process. You must change all legal documents that reflect your old name, such as your driver’s license, voter registration, credit cards, social security number, etc. Changing your child’s name is an added step required when you seek to have your child’s name changed. In some states, you must always seek the other biological parent’s permission. While in other states, you need only seek such permission if you were previously married to the other parent. If after a reasonable effort you are unable to locate the other parent, you can proceed without the approval. Even when the other parent refuses to give the permission to have the child’s name changed, it may still be ordered by the court under certain circumstances.

In Tennessee, if a child is born during marriage, the child will have the surname of the husband father (even if the man is not the actual biological father), unless the parents both agree that the child will choose the mother’s name or a combination of the two. However, if the parents were never married, the child will have the mother’s surname and the father does not have the right to insist on the child having his surname, even if he acknowledges paternity and has court-ordered visitation. A father in that situation, who wishes the child to have his surname, must petition the court to order the child’s name change and must present sufficient evidence to the court to prove that it is in the child’s “best interest” to have his surname instead of the mother’s. Of course, this does not apply in the case of an adoption. In that case, the biological parents’ right to the child will have been terminated and the adoptive parents have the right to give the child their surname. Such a name change must only be reflected in the Final Order of Adoption. The parents should then send a certified copy of the order along with an application for a new birth certificate and processing fee to the Tennessee Office of Vital Records.

Any questions regarding this topic or other legal assistance issues can be directed to the AEDC Legal Office at 454-7814.
By Elmer Standridge

Auburn and Air Force win AFRL Collegiate and Service Academy Design Competition

The competition revolved around an engineering challenge each year, aimed at fostering innovative and creative solutions from the Mechanical Engineering Department at Auburn University and the Air Force Academy. The challenge centered on a problem faced by the Air Force Academy, which required the teams to design and build a solution that would allow viewing of the stresses on the inner bladder of their lift bag.

Even for those teams that understood the problem, it involved an engineering challenge. It is this kind of innovative design activity that allows for multipurpose lifts and very efficient energy transfers. Regardless of their performance on the field trial, everyone present craved some test experience with their entries. The real world proved to be a further challenge.

Even for those teams that had accumulated some test experience with their entries, the real world proved to be a further challenge. Devon Parker, a senior engineer at AEDC, was the host and manager for the competition. He provided regular feedback to the design teams throughout the academic year during design reviews. While this was designed principally to ensure the teams fully understood the problem, it also allowed him to ensure the trial phase conducted at AEDC could safely accommodate all of the various design entries during the demonstration.

The challenge Parker set up at AEDC was a 40,000-pound bulk load resting angled on an incline deep within the Tennessee Volunteer Training Site at Arnold Air Force Base. The competition and the teams were supported by a number of experienced Air Force personnel from around the country — who performed work under the load for the student teams, as instructed by the respective team student leader. The dozer was driven against any significant contact between proposed 55-ton crane to take up the load if required. The crane was manned at all times during the competition by effectively an experienced AEDC supervising supervisor from ATA.

Regardless of individual results, every team came away with a more profound understanding of why it is essential that engineers leave their office desks and get their hands dirty working on a problem. It is this hands-on experience that enables engineers to effectively comprehend the scope of any problem, and allows them to work more effectively as part of any product development or problem-solving team.

Auburn University accepts first place at the third annual Air Force Research Laboratory Collegiate and Service Academy Engineering Design Competition. Team members shown left to right are John Bissell, Kameron Braxton, Kevan Branton, Luke Hasha, Travis Campbell, Matthew Park and Morgan Allison. (Photo by Rick Goodfriend)

Auburn University Team accepts first place at the third annual Air Force Research Laboratory Collegiate and Service Academy Engineering Design Competition. Team members shown left to right are John Bissell, Kameron Braxton, Kevan Branton, Luke Hasha, Travis Campbell, Matthew Park and Morgan Allison. (Photo by Rick Goodfriend)
Team “Remember,” from AEDC, participated in the Coffee County Relay for Life which was held at the Coffee County Fairgrounds last month.

AEDC Team Remember raised more than $2,000 for cancer research, and overall the event, sponsored by the American Cancer Society, raised more than $20,000.

Col. Raymond Toth, AEDC commander, attended the event and had this to say, “Relay for Life is such an inspiring event, particularly for me as cancer took three very important people in my life. It is always an honor to be able to celebrate the survivors of cancer and, just as importantly, their caregivers who work so hard to help cancer victims beat the disease.”

“Relay for Life is an event that raises money to help end cancer and promotes how individuals can reduce their cancer risk. This program, with the support of thousands of volunteers around the country, along with the American Cancer Society, helps to save hundreds of lives every year. You can’t help but be moved by their courage.”

Team Remember raised money prior to the event by holding a bake sale and selling T-shirts, designed by AEDC member Staff Sgt. Thomas Starling. The bake sale raised several hundred dollars thanks to the generosity of AEDC employees.

The team raised money at the event hosting a bazaar table, offering chair massages and providing attendees the opportunity to smash a car with sledgehammers. Chair massages were offered by Susie Alexander-Newman and Carrie Heard from Tullahomma On-site Bodywork and Massage. Colt Sain and several of his students from the Georgia Career Institute in Murfreesboro also provided massages.

2nd Lt. Andrew Spurgeon and 2nd Lt. Carlin Lucente manned the wreck-a-car station and raised almost $100. Due to everyone’s dedication and assistance, fund-raising efforts were a huge success, according to Shawn Wolfe, chief of AEDC Military Personnel.

“Even though we had a very small team, we still raised over $2,000. Thank you to everyone who helped make this event a success.”

Wolfe has shared the team’s participation coordination since 2009. Team Remember included the following members: Shawn, Dee and daughter Amber Wolfe; and Lisa Stevens with the AEDC Services Division.
Legacy airframe and modern technology CONECT

By Airman 1st Class Joseph Raatz

HANSCOM AIR BASE, Mass. (AFNS) – The Air Force successfully completed the first Maritime Modes program risk reduction flight as the service moves toward providing a new air-sea battle surveillance capability.

The test flight, which took place in the airspace above the Navy’s Point Mugu sea range in Cali- fornia, consisted of an F-16C and a half-hour sortie on a test Global Hawk Block 40 remotely piloted air- craft.

Maritime Modes is comprised of two compo- nents: a Maritime Moving Target Indicator and a Maneuvering Inverse Synthetic Aperture Radar, or MISAR, that functions together to provide intel- ligence, surveillance and reconnaissance and acquisition of vessels traveling on the water.

During the flight, the MISAR collected data on assets and moving targets on the water, ultimately testing more than 100 items of interest. “We’re very pleased with the initial results of the test flight,” said L.Cpl. Col. Michael Hamm, the program’s material leader. “A good majority of the items met with suc- cess.”

The flight test data is being analyzed in order to determine perf- ormance, stability and neces- sary fixes before enter- ing the development test and evaluation phase. This system, which is being developed by an Air Force Life Cycle Management Center team out of here, will integrate with other modes currently residing in the radar, according to Alan Williams, the deputy program manager. “The system will be able to detect, track, classify and build a profile from where the vessel came from as well as have the ability to see much smaller marine ve- hicles.”

Maritime Modes is a Tier 2 Alliance Group, which is responsible for developing and acquiring a surveillance system to track vessels traveling on the water’s surface. (U.S. Air Force photo/Stef/Sgt. Andy M. Kim)
Building resilience is important to the Air Force. So much so, resilience training is now being provided to all interested DOD personnel at AEDC. Wind tunnel project manager Allie Falk, who serves as one of the Master Resilience Trainers on base, explained resilience training is part of the Air Force Comprehensive Airman Fitness initiative.

“The purpose of resilience training is to build resilience across the Air Force, including active duty, guard, reserves, civilians and families,” she said. According to the Delina Centers of Excellence, the Air Force’s definition for resilience is “the ability to withstand, recover and/or grow in the face of stresses and changing demands.”

In light of this objective, Falk stated resilience training is meant to support airmen by enabling them to better handle difficult or unexpected situations.

“There are 11 skills in resilience training that help Airmen to recover from negative events, cultivate leadership skills and learn positive coping mechanisms,” Falk said. “These skills include things like interpersonal problem solving, good listening and active constructive responding, and acceptance strategies.”

Drummon Crosson, Chief of Workforce Development and MRT trainer at AEDC, noted several other benefits airmen take away from completing the training.

“Airmen can use the skills they are taught to deal with the unknowns and hazards of daily life,” Crosson said. “This can lead to positive outcomes in performance, health, team work and leadership, [therefore] helping Airmen and enhancing the Air Force mission.”

Falk added that MRT skills can be taught in individual 30-minute sessions and/or grow in the face of stressors and hassles of daily life. “Airmen can use the skills they are taught to deal with the unknowns and hazards of daily life,” Crosson said. “This can lead to positive outcomes in performance, health, team work and leadership, [therefore] helping Airmen and enhancing the Air Force mission.”

Deanna Croxen, Chief of Workforce Development, DOD Mentoring Program, DOD-Mentoring Program and individual branches.

“MRT skills can be taught in individual 30-minute sessions and other training opportunities may include Wingman Day, Air Force Council, Spouse Organizations, DOD-Mentoring Programs and individual branches. For more information on resilience training contact Drummon Crosson at 454-4683 or Allie Falk at 454-6228.

LUKE AIR FORCE BASE, Ariz. – An F-35 Lightning II took to the skies over the West Valley on May 5 in what was the first local training sortie for the fifth-generation fighter.

The jet, tail number LF 501, is currently the only F-35 at the base. Additional jets are expected to arrive at Luke within the next few weeks.

“The ability to conduct local flight operations demonstrates the commitment by thousands of individuals who have worked to make this a reality,” said Lt. Col. Michael Elber, 61st Fighter Squadron commander. “Our first sortie this week represents a significant milestone in the Air Force program at Luke.”

There are currently 15 F-35 pilots assigned to the 61st FS, which is the first F-35 squadron at Luke. There will eventually be approximately 30 by the time the squadron is up to full capacity.

The 61st FS coordinates with the 61st Aircraft Maintenance Unit, which maintains the aircraft, to fly the jet when it is available – which as of this week is approximately 1-2 times per day. That number could increase to 2-4 sorties a day by next month, when more jets are expected to arrive at Luke, Elber said.

As F-35 operations ramp up, West Valley residents may notice a slight decrease in F-16 sorties, as jets from one of the F-16 squadrons, the 309th FS, are being transitioned to Holloman Air Force Base, N.M. Construction, much of which is sub-contracted locally, continues on base to prepare for the arrival of additional F-35s.

The Academic Training Center, which will house classroom and F-35 simulators, is under construction and is expected to be completed in late September. Construction is also underway on the combined Operations/AMU building for the second F-35 squadron.

Other projects, including the third Operations/AMU building, a maintainer training facility and a four-boy F-35 hangar are also in planning stages.

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By Deidre Ortiz
ATA Public Affairs

The Air Force announced an award fee rating of 92 for AEDC’s operating contractor ADA for the period Oct. 1, 2013 through March 31, 2014.

In a note to the ATA workforce, General Manager Steve Pearson said, “All of you should be proud of not only the score but all the work you performed for AEDC’s customers either directly or indirectly. It takes every one of us to deliver the mission and it was clear we were running on all cylinders.”

“We thank you for all you do. We have a lot of work in the future; and a lot of changes with the [contract] transitions. In the meantime we must remain focused on the work and do our best for our customers.”

Pearson said the company will continue to share the award fee money with employees in accordance with its policies.

The AEDC task and support contract was awarded to ADA on June 30, 2003. The operating contract is for up to 12 years and worth potentially $2.7 billion.

ADA is a joint venture of Jacobs Engineering, PAE and GP Stratex.

For more information about AEDC, visit the Complex’s website at www.carolda.com.
Recent AEDC retirees Rosemary Matty and Jerry Kitchens received U.S. flags that were flown over the Complex’s Aeropropulsion Systems Test Facility (ASTF), for turbine engine testing, as part of their retirement. Matty and Kitchens worked on systems sustainment projects in ASTF where a crane is currently in place for the facility’s exhaust system. The flags were suspended from the crane. Matty, previously an AEDC Advanced Large Military Engine Capability (ALMEC) program manager, retired with 33 years of service at AEDC. Kitchens was an AEDC Aeropropulsion Sustainment Branch director and retired with 37 years of service.

New desktop icon offers quick access to helping agencies

By Deidre Ortiz
ATA Public Affairs

It will now be even easier to gain access to the online directory to all helping agencies available to base personnel.

Under the guidance of the Air Force Materiel Command, AEDC leadership has implemented a Helping Agencies Icon on all AEDC personnel’s desktops.

The helping agencies are presently made available through the Arnold AFB homepage in the Employee Resource Guide under AEDC Links.

However, with just a click of a mouse, anyone looking for assistance will be taken directly to the directory listing the contact information for all helping agencies. These helping agencies include Military One Source, Airmen and Family Readiness Center, Sexual Assault Response Coordinator, Health and Wellness Center, Employee Assistance Program, Victim Witness Assistance Program and many more agencies.

By implementing this icon the AEDC community will have quicker access to help when someone is in need. It’s been called a “one-stop shop” for finding information on all the helping agencies available from any computer.

The Helping Agencies Icons have already been implemented at Edwards AFB and Wright-Patterson AFB.

At AEDC, the icon will be added to all new computers deployed in the future and cannot be removed by the user. Should personnel have questions concerning the placement of the icon, please contact the Arnold Help Desk at 454-4060, option 2.
By Barb McGuire
AEDC Woman's Club celebrates 60 years

The AEDC Woman's Club had a 60th Anniversary Celebration at the Arnold Lakeside Center on May 6. A photo presentation was given by the former club president Barb McGuire. The presentation included photos from 1953 through 2013 of board members, senior presentations, programs of belly dancers, girls night, Demetria Kalodimos of Channel 4, historian David Hibbert and many other programs of the club.

All AEDC Woman’s Club members were given a copy of the anniversary presentation. Founding member and former president Milly Ellis was in attendance. Other past presidents and honorary presidents who attended the anniversary were Sande Hayes, Liz Jolliffe, Pam Wiedemer, and Herb’s college fraternity brother (right).

World War II and Korean War veterans while he talks with two soldiers from grandfather Herb Fearing of Tullahoma (in wheelchair) on the Honor Flight of Middle Tennessee.

By Claude Morse
Honor Flight of Middle Tennessee takes veterans to Washington D.C.

The AEDC Woman’s Club members take a moment to pose for a photo during the club’s 60th anniversary celebration on May 6. Pictured in the front row is Sande Hayes, Milly Ellis, Liz Jolliffe and Pam Wiedemer. Back row: Bobbie Gillard, Blossom Merryman, Dana Rudy, Carolyn Scott, Dianna Herron, Gloria Creeford, Lau Ann Mitchell, Lorene Limbough, Barb McGuire, Suzanne Rutley, Patti Mathis, Mary Alice Smith and Susan Schulz. (Photo provided)

The AEDC Woman’s Club, besides awarding scholarships to area students, gives donations collected each month to various charitable agencies. This year’s donations went to The Good Samaritan Center in Clarksville, Tenn., the Fishers House Foundation, Inc., the Toys for Tots Campaign by the first department, The Blue Mountain Foundation, The United Way and The Samaritan Center in Coffee County.

Other past presidents and honorary presidents who attended the anniversary were Sande Hayes, Liz Jolliffe, Pam Wiedemer, and Herb’s college fraternity brother (right). (Photo by Claude Morse)

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