American Red Cross
Bloodmobile at AEDC,
June 10-13
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By Deidre Ortiz
ATA Public Affairs

AEDC engineers are presently working on a multimillion-dollar fast-track design and build effort for the 16-foot transonic wind tunnel called Large Model Wings Level Yaw (WLY). It’s likely that the new WLY capability will be available to AEDC’s test customers by the end of 2014. Marvin Sellers, flight systems senior engineer, explained the reason behind this accelerated effort: “The current WLY capability, built in the mid-1990s, does not have sufficient capacity to handle the loads generated by some of the new aircraft being tested,” he said. “We have used the existing WLY for all of the Global Hawk tests performed at AEDC with great success. The WLY system uses a second roll mechanism offset by a prebend from the primary roll mechanism, which is installed on the pitch sector. By rolling the two roll mechanisms approximately the same amount in opposite directions and adjusting the pitch sector, the model yaws while keeping the wings level to the floor.” Sellers noted that test articles with larger load requirements

Cmdr. Brian Allen (center) and his wife Sherri are being “piped ashore for the last time” at his retirement ceremony recently held at the Arnold Lakeside Center. This tradition is performed during a Navy retirement ceremony. (Photo by Rick Goodfriend)

Cmdr. Brian Allen (right), with the U.S. Navy and the AEDC Test Support Division (TSD) director of operations, receives a letter for best wishes from former President George W. Bush during his retirement ceremony presented by Capt. Sam “Pappy” Paparo, Allen’s close personal friend and who served as the retiring officer. (Photo by Rick Goodfriend)

Cmdr. Allen retires with 29 years of service in the U.S. Navy

AEDC personnel display their muscle cars, cruisers and hotrods at the Complex’s Cruise In. See page 4 for more photos. (Photo by Jacqueline Cowan)

‘Cruise-In’ style

Family, friends and coworkers recently gathered at a retirement ceremony for Cmdr. Brian Allen, with the U.S. Navy and the AEDC Test Support Division (TSD) director of operations, to wish him well in his future endeavors. The ceremony was attended by his wife Sherri, son Bre, daughter Kasey, father Michael, mother Kathy, brother Mike and sister Lori Rausch. The Ohio native shares his thoughts about the
The Memorial Day holiday was the official start of the 2014 Critical Days of Summer campaign.

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The Aeropropulsion Test and Evaluation (T&E) Short Course at AEDC has been hosting since 2011 is beneficial to the Complex and its customers. For one, Aeropropulsion Test Branch Deputy Director Mike Jolliffe said the course has “paid dividends” in helping AEDC to build strong partnerships with its customers. The course is offered on a semianual basis to the Air Force Life Cycle Management Center engineers and program managers, engine and model engineers and managers, Air Force Research Laboratory test engineers, Navy and Army testers and others. Engineers and program managers with the System Programs Office (SPSO) and Tinker Air Force Base participate in the most recent T&E course held May 6-8. The three-day T&E course was developed in an effort to provide AEDC’s external customers with an overview of the fundamental role and technical elements of turbine engine ground test and evaluation. It’s aimed at educating the customer about the Complex’s significant role in maintaining and improving their systems. During the course, participants receive a mini-classroom training as well as hands-on training at test cells and control rooms. Past participants of the course have commented on their experiences as follows: “The best part was seeing the experts and capabilities that AEDC possesses,” one recent participant said in his course evaluation. The next T&E Short Course is scheduled tentatively for November 2014. For more course information call 454-3826.

Tech. Sgt. Jennifer Stokes received her Certificate of Retirement from AEDC Commander Col. Raymond Toth at a recent retirement ceremony. Stokes retired early with 16 years of service in the U.S. Air Force. She was the AEDC noncommissioned officer in charge of out-patient services and an independent duty medical technician. (Photo by Jacqueline Galbreath)

AEDC’s Stokes retires from U.S. Air Force

Testing and Evaluation Course valuable to AEDC, its customers

By Deidre Ortiz
AEDC Public Affairs

AEDC employees will have an opportunity to donate blood with the American Red Cross during a blood drive June 10-13 at 11 a.m. – 4 p.m. at the Red Cross office in Building 100. The Red Cross provides a complimentary snack and T-shirt. By donating blood, you are helping to save lives and you will be added to the donor list of nearly 3 million red cross donors. To be eligible to donate, you must be at least 17 years old (16 years old with parental consent), weigh at least 110 pounds and be in good health. The process usually takes about 30 minutes and includes a complimentary snack and T-shirt. Donors are asked to drink plenty of fluids – avoid caffeine – and eat a meal that is rich in iron prior to donating. Bring identification in the form of a donor card or driver’s license.

The Red Cross Tennessee Valley Blood Services Region serves nearly 60 hospitals in Tennessee, western Kentucky, Southern Illinois and parts of Missouri. They must have approximately 400 people donate blood or platelets each weekday to meet the needs of hospital patients.

To donate blood at other locations, call 454-3827.

By Raquel March
AEDC Public Affairs

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AEDC personnel and their families viewed muscle cars, cruisers and hotrods at the Complex’s 2014 Cruise-In last month. The third annual lunch-time display allowed personnel to showcase their cars as well as participate in demonstrations and tours.

Though organizers were concerned the threat of thunder storms would impact the event, fortunately it ended up being a beautiful day for the event. Two participants tied for 2014 People’s Choice winners, they are AEDC employee Mike Hodges with his 1963 Ford F100 and ATA retiree Wayne Hawkins with his 1957 Chevy.

On behalf of those who planned this year’s Cruise-In, Ralph Jones said he appreciated everyone’s participation and gave a special thanks to Ricky Bobby’s Hot Rod Shop and Hawks Hardware Speed Shop, both located in Manchester, for bringing their ‘Rat Rod’ for display.
Eglin welcomes final F-35A

By 1st Lt. Hope Cranio
33rd Fighter Wing Public Affairs

EGLIN AIR FORCE BASE, Fla. (AFNS) - The 58th Fighter Squadron became the Air Force’s first complete F-35A Lightning II squadron after they welcomed their first full F-35A pilot into the fighter squadron with the arrival of the 26th and final jet assigned to the 33rd Fighter Wing (U.S. Air Force photo/Senior Airman Christopher Callaway)

The accident was followed by 11 days in the hospital and several grueling months of physical therapy and rehabilitation. “We started her with the basic range of motion exercises to work up to lightweight and stretch, and she didn’t overwork herself,” said Kim Pie, a local physical therapy assistant. “We now have her going through impact work, like skipping, to get her body adjusted to the feel of pressure on the joints and bones. Even though her body was aching and her workouts were strenuous, she worked through the difficulties with a single goal: to return to flying.” Jones suffered multiple breaks and injuries during the collision — injuries that grounded her flying career.

“The accident left me with a shattered left femur, my right wrist was broken in four places, my jaw was broken in two places, and my lungs were bruised, among other scraps,” Jones said. “After I heard there were no neck, spine or eye injuries, I knew I would be flying soon enough.”

The accident was followed by 11 days in the hospital and several grueling months of physical therapy and rehabilitation. “We started her with the basic range of motion exercises to work up to lightweight and stretch, and she didn’t overwork herself,” said Kim Pie, a local physical therapy assistant. “We now have her going through impact work, like skipping, to get her body adjusted to the feel of pressure on the joints and bones. Even though her body was aching and her workouts were strenuous, she worked through the difficulties with a single goal: to return to flying.”

“My main concern was when I would be able to fly again,” Jones said. "When an F-35A Lightning II pilot and instructor pilot to the F-35 Integrated Training Center responsible for F-35 A/B/C Lightining II pilot and maintainer training for the Marine Corps, the Navy, the Air Force and, in the future, at least eight international partners.

The flight went great, I knocked off a lot of rust and have my confidence back,” Jones said. “I felt better than I expected it would.”

I’m hoping to be back flying with students in the next week,” Jones said. “I’m excited to take the reins as an instructor once again. I’ve been in a series of transitions for the 58th FS and the F-35 program since 2009. Half of those pilots are Air Force. We are focusing now on redefining our processes and training, improving our overall program to meet the needs of the Air Force as our Airmen move out to other F-35 missions,” said Ram- burger. The last F-35A delivered is more capable than the first F-35A delivered back in October 2010. Half of those pilots are Air Force. We are focusing now on redefining our processes and training, improving our overall program to meet the needs of the Air Force as our Airmen move out to other F-35 missions,” said Ram-bruger.

The accident - injuries that grounded her flying career.

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The accident - injuries that grounded her flying career.

“At the beginning, I thought I’d never fly again,” said 1st Lt. Laura Jones, when she recalled the accident Jan. 2 that kept her from flying for three months. Jones is a 85th Flying Training Squadron student pilot and instructor pilot to the F-35 Integrated Training Center responsible for F-35 A/B/C Lightning II pilot and maintainer training for the Marine Corps, the Navy, the Air Force and, in the future, at least eight international partners.

“Shortly after, a pass was made in front of my car on the highway,” Jones said. “At the beginning, I thought I’d never fly again,” said 1st Lt. Laura Jones, when she recalled the accident Jan. 2 that kept her from flying for three months. Jones is a 85th Flying Training Squadron student pilot and instructor pilot to the F-35 Integrated Training Center responsible for F-35 A/B/C Lightning II pilot and maintainer training for the Marine Corps, the Navy, the Air Force and, in the future, at least eight international partners.

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By Deidre Ortiz
ATA Public Affairs

Members of the AEDC Fire Department and the Capitol Hill Fire Department joined their efforts in activating a new dry hydrant at the Morris Ferry Dock.

James Evans, assistant fire chief of the Arnold AFB Fire Department, stated acquiring this hydrant at Morris Ferry Dock has been a work in progress and both departments are proud that it’s now installed.

“About a year ago, Capitol Hill’s fire chief and Arnold AFB Fire Inspector Steve Macon saw a need for a dry hydrant to supply water to the Morris Ferry Dock area in the event of a fire,” Evans said. “After working with several base officials, the hydrant was installed [a few months] ago.”

Though the dry hydrant at Morris Ferry Dock has been set up and ready to go, the weather had not allowed the fire departments to test the hydrant until recently.

On May 16 members of the Capitol Hill and Arnold fire departments met to, according to Evans, “put [the hydrant] through its maiden voyage.”

And while they don’t work together daily, this occasion is far from the first time that the Arnold Fire Department has teamed up with Capitol Hill’s firefighters.

Arnold Deputy Fire Chief Daryl Vance explained Capitol Hill Fire Department is one of the base’s valued and trusted Mutual Aid (MA) partners.

“Our MA agreement with Capitol Hill allows us to support their emergency responses when necessary and provides an avenue of additional resources for us as well,” he said.

Vance added that the dry hydrant they worked to get will be greatly beneficial to the area and to fire personnel in the event of a fire.

“This hydrant will allow fire apparatus to refill their water tanks during emergencies,” he said. “Hydrants are scarce in that area so having access to water from the lake will increase the chance for successful fire operations.”

The dry hydrant itself is a unique type of hydrant which pulls water from an existing water source. Dry hydrant systems are generally non-pressurized and are designed for use in a drafting application. The installation of these systems on alternate water supplies can provide year-round water sources for fire suppression. Installed in strategic areas, five or more dry hydrants often become a main water supply system for rural fire departments where pressurized systems are not available or where lines are too small to support needed fire flows. However, they can also be used to supplement pressurized systems in municipal areas where low water pressure exists or where back-up systems are desirable for emergency preparedness.

Morris Ferry Dock receives hydrant:
Fire Departments join in activation

Members of the Capitol Hill and Arnold Air Force Base fire departments work together to perform a first draft of the dry hydrant installed at Morris Ferry Dock. Pictured in the first photo are Capitol Hill fire personnel hooking the fire truck up to the dry hydrant. As seen in the second photo, the fire hose successfully sprays water from the lake. Pictured in the last photo are AEDC fire personnel Odell Crutchfield (left) and Billy King (right) assisting in detaching equipment from the truck. (Photos by Jacqueline Cowan)
By Senior Airman Jette Carr

Retired Staff Sgt. Daniel Crane draws an arrow back using a mouthpiece during the Air Force Trials April 10 at Nellis Air Force Base, Nev. After a gunshot wound left him right forearms and left hand amputable, Crane immersed himself in adaptive sports, where he has learned new ways to overcome his limitations. (U.S. Air Force photo/Senior Airman Jette Carr)

Retired Staff Sgt. Daniel Crane told a story about his life on Oct. 10, 2014, during the fair at the Air Force Trails event in Las Vegas. His story was part of the Air Force Wounded Warrior Program, which encourages the idea of Airmen helping Airmen.

"As a veteran to the program, you are there basically as a link between athletes and coaches," he said. "You relate through your own experiences and help others to realize their potential, along with the benefits of being active." As a part of the adaptive sports camps hosted by the program, Crane’s eyes have been opened to methods of adapting to overcome his limitations, something he hopes others are able to experience. Through the adaptive sports camps hosted by the program, Crane’s eyes have been opened to methods of adapting to overcome his limitations, something he hopes others are able to experience.

"The anti-military-ly-

Rooted in hope, the recently injured warrior will help others who are struggling through similar trials. Just want them to keep pushing forward, don’t let whatever happens to them stop them from being who they are," he said. "It hasn’t stopped me.

The night of July 28, 2012, Crane wasscarred by someone he’d never meet, a stranger who happened to be the neighbor of a friend of him, visiting out base at Guam. Though he was later told the man had a history of run-ins with military members, at the time of his attack, Crane said he was unaware of the grade that had been building in the house next door. Ready to head home after his visit, Crane said goodbye to his buddy around midnight and walked to his car. After his two dogs got settled in the back seat, the security forces Airman started the engine and rolled down his windows. He glanced to the right and watched as a car passed by. That’s when Crane saw the blast and heard the crack of a gun being fired.

"At the time when he shot me, I didn’t realize he’d done it," Crane said.

"So, when I realized that it was actually real, I tried to get out of my car and to my buddy’s house," he said. "But I got to the gate and found the amount of blood I lost, I just couldn’t move anymore. So I tried to yell for help, and that’s probably the most helpful and the most scared I’ve ever been.

The anti-military-ly-

"Crane retired from the military in February due to his injury. He now sports a beard and his hair is no longer within regulations, but said he still feels a connection with the Air Force. "My dad was enlisted in the Air Force for 30 years," Crane said. "That’s definitely what I knew, and he raised me right. I just knew that was my calling, and once I joined, I realized I wanted to do so much more. I loved the broth- erhood. I love the camaraderie, and what I was a part of. It was the biggest thing to me. It still is.

When telling the story of his shooting, Crane is able to speak in a calm and matter-of-fact man- ner, but when he delves into having to hang up his combat boots, his voice begins to waver.

For Crane, a career in the Air Force was his dream, and it’s one he hopes to continue in the future, he said. Until then, he plans to go to school for animal psychology, with the goal of rehabilitating and training dogs—perhaps even training dogs for wounded warriors. He will also be furthering his participation in the Air Force Wounded Warrior program and he was recently selected as one of the athletes to compete in the Warrior and Invictus Games this fall.

Recently, Crane joined the newly formed Air Force Wounded Warrior Recovering Airmen Mentorship Program, which encourages the idea of Airmen helping Airmen.
What is your most memorable AEDC moment during your years of service?

"The most heart-pounding is experiencing an APTU run for a scramjet test article at Mach 6. You can feel the facility as much as see and hear it. Butane, LOX [liquid oxygen], hydrogen, superheated JP-7 fuel and lots of high pressure air all come together to generate an extreme test environment."
Phil Medley reflects on his past 45 years at AEDC

Phil Medley started his career at AEDC right after graduating from Tennessee Tech University in 1969. Forty-five years later, Medley, who now works as the Test Measurement and Diagnostic Equipment (TMDE) technical lead, remembers his interview like it was yesterday, commenting on the kindness he was shown that day.

“I spent most of the morning in the Engine Testing Facility (ETF) talking with the instrumentation folks,” he said. “When it came knocktime Mr. Will George offered to take me to the AEDC Cafeteria for lunch. I panicked for a few seconds. I was so excited about [my] interviews that I didn’t make sure I had lunch money when I left home that morning. I secretly counted the change in my pocket as we went through that morning. I was relieved when Mr. George bought me a hot dog and a glass of water. I had enough change for a little pocket as we went through all the lab learning about calibration, metrology and such from the instrument technicians, especially Calvin Rieben who taught me just about everything there is to know about temperature, metrology from measurements near absolute zero, to working with the metallic freezing point standards.”

Medley stated his most memorable, and perhaps at the most stressful, moment spent 12 great years in the lab occurred April 1, 1974. “One of the technicians, Gene Smith, was calibrating the alternating current voltage standard, in our multimarker calibrating station and incidently came in contact with about 2,200 volts,” he said. “The circuit breaker turned off the power and those nearby took care of Gene. He made it through the ordeal, and an investigation revealed a design flaw in the voltmeter he was using. Gene was following the correct safety procedures, but the design in the Swiss cheese’ just happened to not be designed so as to give him the electrical shock.”

Medley received a letter of recommendation from AEDC’s general manager for doing his part in what could have been a life measuring accident. Medley moved to ETF in 1982 and had the opportunity to gain valuable experience by spending the summer in the Solid Rocket Motor Test Facility 35.”

“I was one of the ETF production test cells at the time,” Medley explained. “Not only did I gain test experience, I gained new friends, including Lawrence Gossick.”

Maj. Gen. Gossick, now deceased, served as AEDC’s commander from 1964-67. After retiring from the Air Force, he returned to AEDC in 1980 to serve first as director of quality and safety, then as deputy general manager of the AEDC, a large government contractor for nine years. “Gossick shared his management philosophy with me as we walked around,” Medley said. “That’s one thing we all need to do, whether managing our home life or a big project at work. Stay involved with the ‘team.’”

One noteworthy event came about in 1990, when he met the woman who would later become his wife. “One of my job duties involved tracking down new instrument orders. As we began an order, I would make the new contractor familiar with the work that we do here at AEDC. We would make the new contractor feel at home at AEDC and do the job done.”

Medley said his married life has been best described as a partnership. “We grew as a couple with each other and the children.”

The years he’s witnessed have been exciting news. “At that time, it took a letter from your branch manager and director to get a report created by the CCP programming staff, and it took a long time to get the report. This program made the reports practically instantly.”

Though he’s looking towards retiring soon, Medley believes the TMDE program is in good hands and will continue to be successful. “We (AEDC) now have a TMDE program we can be proud of,” he said. “Our test data quality is the best it’s ever been and we are meeting the Air Force customer’s expectations for compliance with TMDE related technical orders. As we begin another avatar of TMDE history this fall with the new PAMEL contractor, I feel we can be proud of the TMDE community will do what needs to be done to make the new contractor feel at home at AEDC and do the job done.”

“I feel that having been a part of this group has been supportive along the way,” Medley concluded. “I’m very happy to have had the opportunity to work with the many people that made up the AEDC/Sverdrup Instrument Branch, as well as many others from the other departments who gave me a good foundation. And there’s the AEDC culture – we have a great, highly performing workforce who knows how to use technology to keep AEDC at the forefront of the ground test community. Thanks to all of you for allowing me to share a wonderful 45 years at AEDC.”

By Deivde Ortiz
ATA Public Affairs

Phil Medley has had several career opportunities during his time at AEDC. He is currently working as the Test Measure- ment and Diagnostic Equipment technical lead. (Photo by Jacqueline Cowan)
AEDC military personnel receive promotions

Capt. Paul Malone (right) takes his Oath of Office during his promotion ceremony where he was promoted to captain in the U.S. Air Force. The oath was presented by Lt. Col. Jay Orson. (Photo provided)

First Lt. Benjamin Hoff (right) takes his Oath of Office during a promotion ceremony where he was promoted to first lieutenant in the U.S. Air Force. The oath was presented by Hoff’s father, Gregory. (Photo by Jacqueline Cowan)

First Lt. Julie Sung (center) is pinned by U.S. Air Force Lt. Col. Jay Orson (left) and U.S. Navy Lt. Cmdr. Jessica Herman during a recent promotion ceremony where she was promoted to first lieutenant in the U.S. Air Force. (Photo by Jacqueline Cowan)

First Lt. Joseph Achenbach (center) is pinned by 1st Lt. Benjamin Hoff (left) and 1st Lt. Chance Johnson at a recent promotion ceremony where he was promoted to first lieutenant in the U.S. Air Force. (Photo by Jacqueline Cowan)

The AEDC Public Affairs office would like to use pictures of your military promotion to run in High Mach. If you are interested, please contact the High Mach staff at 454-5655 or via e-mail at: arnold.highmach@arnold.af.mil to let them know the date and time of the promotion/celebration!

CONGRATULATIONS ON YOUR MILITARY PROMOTION!