AEDC and AFRl collaborate to make advances in hypersonic technology

By Deidre Ortiz

AEDC and the U.S. Air Force Research Laboratory (AFRL) conducted the testing at Tunnel 9 as part of a scientific research effort program called Hypersonic International Flight Experiments (HIFEX). HIFEX is a joint effort of AEDC and the German Aerospace Center (DLR) to advance the maturity of enabling technologies for the realization of a next generation hypersonic aerospace system.

Douglas Dolvin, AFRL program manager of HIFEX, said the vehicle design tested in Tunnel 9 was unique because it was one that “had never been explored before.” As part of the HIFEX test, the effects of engine restart on stability and aerodynamic heating of a complex hypersonic vehicle design were evaluated during the wind tunnel test prior to flight experimentation. The HIFEX program was created to advance the maturity of technologies deemed enabling to the realization of a next generation hypersonic aerospace systems.

The program’s goal was to investigate fundamental hypersonic phenomena and characterize the effectiveness of key technologies in a relevant hypersonic environment. Dolvin explained hypersonic aerospace systems may enable a full spectrum aerospace force.

Active Shooter Exercise in progress

Dr. Baker recalls 50 years at AEDC as ‘icing on the cake’

By Raquel March

Dr. Bill Baker, a 2004 AEDC Fellow and branch chief in the AEDC Test Operations Division Analysis and Evaluation Branch, recalls his hire date of Aug. 13, 1964 with an emerging aerospace ground, flight testing facility as “icing on the cake.”

“My first two weeks at AEDC were dominated by the fact that we had driven all the way across the country with my wife [who was] eight-and-a-half months pregnant and we had to have a place to live and find an OB-GYN doctor for the impending birth,” Baker said. “Meeting my new coworkers and learning how things were done at AEDC was the icing on the cake.”

As an aerospace engineering student at Pennsylvania State University, Baker participated in university trips to AEDC. After completing his master’s degree in 1963, he received an employment offer with the Arnold Research Organization (ARO), Inc., but he had already accepted a job.

Baker said, “When I told Mr. Warren [with the ARO, Inc. personnel office] that I had accepted a job with North American Aviation, Inc. in Los Angeles, he said, ‘Bill, when you get California out of your system, give me a call and come on home.’ In July of 1964 I called Mr. Warren on August 13, 1964, I drove in the front gate of AEDC as an employee of ARO.”

Baker said that he was fortunate to be assigned to the propulsion wind tunnel facility (PWT) when he first arrived at AEDC.

Col. Timothy West, the chief of the AEDC Test Operations Division, presents a 50-year service recognition plaque to Dr. Bill Baker, an AEDC Fellow and branch chief in the AEDC Test Operations Division Analysis and Evaluation Branch, at a recent celebration in honor of Baker.

See ADVANCES, page 5

Minuteman III rocket motor aging surveillance test completed at AEDC

By Raquel March

AEDC personnel completed testing of a Minuteman III Stage II motor in the Complex’s J-6 Large Rocket Test Facility for aging surveillance of the 48-year-old defense program. The Stage II motor is part of the Minuteman III Aging and Surveillance test program to obtain motor performance data that is used to identify and quantify age-related degradation,” said Richard Kolpek, an AEDC test manager and engineer in the Space and Missile Test Branch.

“In addition, the motor is instrumental in post-test for any emerging critical failure modes. Since these motors are located in different operational locations for varying lengths of time, aging surveillance testing may uncover critical information that is valuable to the Department of Defense.”

“Motors such as this Stage II, pulled from the field and sent to us by Branden Dorman, a J-6 test engineer, ‘The motor’s age and storage conditions are tracked and documented for the test. It is fired at the J-6 facility and various performance parameters are collected and analyzed to determine the motor’s overall performance. This information is then compared to build specifications, as well as previous firings, to assist in early detection of trends that could threaten the readiness of our nation’s ICBM (Inter-Continental Ballistic Missile) fleet.’”

Preparation for the test involves coordination from different support areas at the Complex.

“We support buildup of the rocket motor and facility by translating the test requirements into information that the AEDC [test] team will use to prepare for the firing,” said Paul Ritter, senior Dorman, an AEDC test manager and engineer in the Space and Missile Test Branch.

“In addition, the motor is instrumental in post-test for any emerging critical failure modes. Since these motors are located in different operational locations for varying lengths of time, aging surveillance testing may uncover critical information that is valuable to the Department of Defense.”

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In This Issue...
Absente Voting Week committee reminds everyone to ensure their voice is heard

By 1st Lt. Andrew Spurgeon

As members of the armed forces we are asked to make many sacrifices, one of which is serving outside of our state of residence. This creates unique challenges in exercising the right to vote in local, state and national elections.

Absente Voting Week is an opportunity to ensure that everyone is properly prepared to exercise this right to vote. This week is devoted to making sure that all military personnel and their family members are able to file their absentee ballots on time. This publication will be made available from Sept. 29 through Oct. 6. During this week we have the opportunity to elect, or re-elect, 435 Members of Representatives, 36 Senators, 435 Members of the House, 33 judges and technical reporting.

Foster speaks ‘Equality’

Amy Foster (left at table), the director of the AEDC Contracting Execution Division, speaks to AEDC Commander Raymond Toth (right). “The First” list was available at each luncheon table. The list contained names of women who achieved first accomplishments in the nation’s history. Foster, who was featured in the “The First” list, shared her story.

‘Danger Zone’ presents hazards in the office

As you go through your day, use these safe work practices and procedures.

Smoking Policy

1. The tobacco revised AEDC smoking policy is effective immediately. Smoking is permitted only in designated areas identified by a plastic "smoke zone" poster. This poster is for the sole purpose of indicating tobacco use is allowed, not to guide any- other issue off their chests. They can access the Action Line in one of three ways: visit the AEDC intranet home page, Action Line boxes at the base canteens or by calling 454-9999.

Although the Action Line is available at all times, please do not hesitate to get things resolved by visiting your site Action Line personnel to discuss your concerns, or other general or specific, or other issues off their chests. They can access the Action Line in one of three ways: via the AEDC intranet home page, Action Line boxes at the base canteens or by calling 454-9999.

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With the capability to perform seamless operations that transcend the continuum of air and space domains, transformational missions currently envisioned include prompt global reach, responsive precision strike and flexible maneuver through anti-access denial regions.

The research efforts also seek to advance the state-of-the-art in measurements and diagnostic instrumentation,” he said. “This has culminated with the [recent] aerodynamic phenomena characterization before and after AEDC testing of the twin scramjet configuration through the development and test of the research model.

The test director communicated often and effectively with AFRL’s principal investigators. Together they formulated a test manifest which was comprehensive enough to capture the most critical aerodynamic phenomena yet responsive to constraints on time and cost.”

Dolvin added AEDC’s team provided critical support, especially whenever challenges arose.

“They were receptive to inputs from our scientific leads and responsive of the concerns of our supplier representatives,” he said. “The knowledge base and experience of the AEDC team was extensive and evident. The high quality of optical instruments and the measurements technology employed, including extensive use of temperature sensitive paints, proved to be invaluable in capturing unusual aerodynamic phenomena that have never been characterized before and for making an understanding of complex interactions.”

AEDC Commander Col. Raymond Toole received a letter of appreciation from leadership with AFRL High Speed Research Experimentation (HIFEX) program. The letter cited the collaboration between AFRL and Tunnel 9 as a two-way street,” he said. “Becoming aware of any issues and testing needs related to scramjet vehicle testing has allowed us to advance our measurements of this and future vehicle testing. In addition to HIFEX, AEDC has partnered with AFRL to identify, develop and execute several advanced technology programs, such as the Aesthetic Scramjet Engine Test (ASET) and Hypersonic International Flight Research Experiments (HIFiRE) programs,” AEDC will also be continuing its hyperscience research and test future with AFRL through its hyperscience branch now on site at AEDC.

The AEDC DebrisSat Team received the General Gossick Team Excellence recognition from AEDC Chief Technologist Dr. Edward Kraft (far left) and AEDC Commander Col. Raymond Toth (far left) for their support of accelerated mission testing for the F100 engine. Team members shown here are 1st Lt. Stuart Coston, Gene Klingensmith, Don Blaylock, Tom Schmidt, Steve Pease, Thomas Knoll, Paul Kelly, Dale Cranberry, Dan Flanigan, Rick Miller, Ray Joellenbeck, Mike Murphy, Tim Holland, Wendell Duncan, Craig Hargis, Jim Torey, Scott Slabaugh and Mike Price.

The AEDC F100-FX231-25 Accelerated Mission Test Team received the General Gossick Team Excellence recognition from AEDC Chief Technologist Dr. Edward Kraft and AEDC Commander Col. Raymond Toth. The AEDC DebrisSat Team received recognition for aerospace testing support from the AEDC public affairs department.

By Raquel March

The AEDC DebrisSat Team received the General Gossick Team Excellence recognition from AEDC Chief Technologist Dr. Edward Kraft (far left) and AEDC Commander Col. Raymond Toth (far left) for their support of accelerated mission testing for the F100 engine. Team members shown here are 1st Lt. Stuart Coston, Gene Klingensmith, Don Blaylock, Tom Schmidt, Steve Pease, Thomas Knoll, Paul Kelly, Dale Cranberry, Dan Flanigan, Rick Miller, Ray Joellenbeck, Mike Murphy, Tim Holland, Wendell Duncan, Craig Hargis, Jim Torey, Scott Slabaugh and Mike Price. (Photo by Rick Goodfriend)
Twenty-seven Graduates of the AEDC Science, Technology, Engineering and Mathematics (STEM) Aviation Program participated in graduation glider flights during the summer, school break. Graduates who participated were from North Middle School, Winchester; East Middle School and West Middle School, Tulsa; and Westwood Middle School, Manchester. In the program, students fly virtual aircraft to study science concepts such as energy/forces and modify existing aircraft designs to improve aircraft performance and learn the engineering process. STEM Aviation Program graduate Madelyn Parker (center), from West Middle School, was able to participate in one of the glider flight sessions, and snapped a selfie in flight, under the supervision of Gary Davis (right), a Federal Aviation Administration certified glider flight instructor for the Eagleville Soaring Club. (Photos provided)
Prepared for the unthinkable

By Oskar Ortiz

An active shooter drill was recently held base-wide at Arnold Air Force Base to ensure AEDC’s first responders, as well as general personnel, are prepared in the event of a malicious inci- dent.

Such drills are held annually to ensure AEDC’s first responders are prepared in the event of a malicious incident. On Aug. 4, Arnold Po- lice, Fire and Emergency Services personnel responsibil- ized as if an armed individual had actually been on the base and required AEDC em- ployees.

A mock press conference was held, during which re- porters from WSMV-Chan- nel 4 from Nashville, The Tullahoma News and Light- bulb Channel) it were on hand, in addition to AEDC Media and Public Affairs staff who posed as jour- nalists. The reporters were given the opportunity to talk to AEDC Commander Col. Raymond Toth, questions about the nature of the exer- cise and its purpose.

Air Force Instructions require all installations to conduct exercises covering a range of crisis situations, one of them being an active shooter event. Dan Johnson, the in- stance, exercise program manager at AEDC, told the active shooter drill and later commented the primary goal during an active shooter ex- ercise is to mitigate the threat and minimize the loss of life.

“The active shooter ex- ercise was designed to give the first responders and the base populace an opportu- nity to practice their proce- dures and identify areas for improvement. It is impro- 12345

We change the codes every year to make sure those launch codes are as secure as they can possibly be,” said Lt. Paul Wolfe, a 740th Mis- sile Squadron missile combat crew commander. “It’s a way to make sure we have control of the missile at all times.”

Throughout the three- week process, all three 91st Missile Wing groups come together as a team to com- plete the mission. Missile squadrons members stay on alert at surrounding Missile Alert Facilities, or MAFs, ensuring communication is clear and constant throughout the change. Security forces defend- ers guard the launch facili- ties during the change to en- sure maximum security is in place. Missile maintenance crews are responsible for the actual change, from opening the site to physically chang- ing the codes.

“We open the site and we’re the last ones to leave,” said Staff Sgt. Michael Swan, the 91st Missile Op- erations Squadron facility maintenance team instructor and penetration team mem- ber. “We could be out there for over 20 hours, but I love it! It really puts us in the mindset that what we’re do- ing is significant.”

Not only do the differ- ent groups work together in the field, but they also em- brace the entire company at the MAFs. With the main- tenance teams and the extra- defenders, the number of people staying at the MAFs increases dramatically during code change.

“I’ve been getting to know enlisted members, and it’s been awesome,” said 2nd Lt. Chris Collins, the 740th Missile Squadron deputy missile combat crew com- mander. “This opportunity isn’t afforded but once a year, and it’s great for mission- like me who really like that interaction.”

Despite being substi- tution based during the code change, the Airmen working around the clock still view the change as crucial in many ways.

“It’s a busy alert load, but it does build camarad- e,” said Collins, a first time participant in code changing.

“Away from changing the codes it makes it more difficult for anyone to know what we’re doing and how we’re doing it. I think it increases the importance of our mis- sion.”

Airmen involved in the code change completed in just three weeks what they practice for nearly four months. Whether they were at a site working on a missile or behind the scenes ensuring the safety of our nation’s assets, the team worked to- gether to accomplish one of the Air Force’s biggest peace- time missions.

“Represents our nation’s sovereignty,” Collins said. “It says, ‘Hey, the United States is the real deal.’”

Code change: Securing critical assets

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By April Hall

Minot Air Force Base, N.D. (AFNS) – Once a year, the codes used to launch Minot Air Force Base’s intercontinental bal- listic missiles need to be up- dated.

The manual process re- quires hundreds of Airmen work around-the-clock, for three weeks straight to ensure the codes used to launch Minot Air Force Base’s intercontinental bal- listic missiles need to be up- dated.

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By Barbara McGuire

AEDC Commander and wife host Woman's Club meeting

The August board meeting of the AEDC Woman's Club (AWC) was held on the home of the AEDC Commander Col. Raymond Toth and his wife, Theresa, on Aug. 5.

The board had a wonderful time planning programs, luncheons and get-togethers. The food, which was prepared by Mrs. Toth, was outstanding. The AWC President Susan Harris led the meeting with Anne Wonder, second vice president, presenting program ideas.

The next meeting will be on Sept. 2 at the Lakezide Center with Lynne Tollesby from Lynchburg who is Jack Daniel's greatest niece and the former proprietor of Miss Mary Bobo's Boarding House and Restaurant. She currently travels the world as a personal chef, cookbook author, tour guide and consultant. She will present a Tastee Tunnel at the distillery which may become a great uncle fondly.

The presentation will include a status of Jack Daniel's which will certainly help with the enjoyment of Jack Daniel's Whiskey, the Jar of Lynchburg and Miss Bobo's.

Table donations will go to one of Lynne's favorite charities – The Motherladies Philanthropic Society.

The main focus of this group is to provide scholarships for women age 21 and older. These women do not qualify for the Tennessee Lottery HOPE Scholarships and often do not meet the requirements of Miss Mary Bobo's Boarding House and Restaurant. She currently travels the world as a personal chef, cookbook author, tour guide and consultant. She will present a Tastee Tunnel at the distillery which may become a great uncle fondly.

The dinner will be held at the AEDC Lakezide Center during the business meeting and program beginning at 10 a.m. Reservations and cancellations for the Sept. 2 meeting must be made no later than noon, Aug. 26. You may make reservations or cancellations by contacting Liz Jolliffe at 235-3522 or jajolliffe@aedc.dazio.net. Dr. Bill Baker, the director of the AEDC Analysis and Evaluation Branch, will discuss the Apollo Escape Module in the AEDC 1-foot transonic wind tunnel (1T) in the 1960s. (AEDC life file photo)

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The AEDC Women’s Club held a board meeting Aug. 5 headed by the AEDC Commander Raymond Toth and his wife, Theresa at their home. Pictured left to right on the back row is Toth, Suzanne Rutley, Patti Matthews, Theresa Toth, Sandy Hayes, Olga Brindley, Cecilia Schlegelsbach and Suzanne McCoy; (front row, l-r) Barb McGuire, Beverly Pratt, Susan Harris, Anne Wonder, Liz Jolliffe, Kate Caneary and Sandie Simms. (Photo provided)

AEDC Commander and wife host Woman’s Club meeting

The purpose of the test program was to help reduce the total cost and I very much enjoy my position with the Air Force at AEDC. Dr. Donald Malloy, an aerodynamic analysis engineer in the AEDC’s Analysis and Evaluation Branch, worked closely with Baker before his retirement and consulted him after his retirement on a project.

“My most memorable work experience with Dr. Baker occurred during his semi-retirement years when I was leading an AEDC team supporting flight testing of a legacy aircraft,” Malloy said. “My biggest challenge was convincing AEDC’s leadership that I needed a separate research (core team member) to lead a study to estimate thrust and drag coefficients for configurations and increasing thrust through the engine bay and ejector nozzle to make engine-bay overheat problems when there was high level of uncertainty in the workload at AEDC.”

AEDC changes and the future

Baker said one significant change he has noticed over the years is the government’s greater involvement in the testing and evaluation processes at AEDC and he saw a bright future for the complex. “I see a very bright future for AEDC and its increasingly important role in the development of new weapon systems,” Baker said. “A significant part of the cost of a new weapon system occurs in the technology development and engineering and manufacturing development phases of the system. AEDC plays a very important role in those phases of development. As AEDC works to reduce the cycle time that a program spends in these two phases, it will be able to help reduce the total cost of the system.”

A significant challenge will occur with the total change in role that AEDC is mandated for the next contract and the increase in the technical role of the government in the operation of the test and evaluation mission of the Complex. I think that there will be growing pains, but the end result will be the best interest of AEDC.”

Baker, who is a resident of Rutherford County, plans to continue his service at AEDC.

“5 will look forward to coming to work every day and be very much enjoy my position with the Air Force at AEDC. Dr. Donald Malloy, an aerodynamic analysis engineer in the AEDC’s Analysis and Evaluation Branch, worked closely with Baker before his retirement and consulted him after his retirement on a project.”

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Demolition of final ‘Deuce’ squadron missile launcher is a new START milestone

By John Turner

341st Missile Wing Public Affairs

Malmstrom Air Force Base, Mont.

The last of 50 deactivated Minuteman III installations and launch facilities across five states were demolished Aug. 5, closing an important chapter in the Minuteman Missile Wing’s history. The event also marked a significant milestone toward U.S. compliance with New START.

The 564th Missile Squadron at Malmstrom Air Force Base in Montana was the only squadron in the Minuteman II force to be fully deactivated as of Aug. 15.

The 564th MS received formal direction from then Defense Secretary Robert Gates in 2006 to begin the dismantlement of the Minuteman II’s unused silos.

The squadron was officially deactivated on the 564th MS, as signed in 1919.

The 564th MS had four missile silos at Malmstrom Air Force Base in Montana, with 50 other Minuteman II silos at Vandenberg AFB, Calif.; Minot AFB, N.D.; and F.E. Warren AFB, Wyo.

Three other Minuteman II squadrons at Malmstrom were deactivated 2008. All of the sites are in accordance with New START, which requires the U.S. to formally removed from the Air Force’s accountability for them.

The final 10 silos recently demolished had been in caretaker status that allows them to remain undisturbed until START require the U.S. to formally removed from the Air Force’s accountability for them.

The decision to deactivate the Minuteman II’s 50 decat-

ected silos fulfills almost half of this commitment, said Rick Bialczak, 341st MW treaty affairs officer. The limits set by New START require the U.S. to formally removed from the Air Force’s accountability for them.

Col. Tom Wilcox, 341st MS commander, watched at Launch Facility T-49, located approximately 25 miles west of Conrad, Mont., as the final Minuteman II’s 50 silos were demolished.

“Both of these treaties,” said Wilcox. “When we first got the Minuteman IIs in Minot, then you’d say, ‘oh my gosh, that’s a lot of them,’ but, if you’d really sit down and think about it, it was a different system and you had to do a lot of things that were unique to that system, they’re made more reliable.”

The squadron was officially deactivated on the 564th MS, as signed in 1919.

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The decision to deactivate the Minuteman II’s unused silos.

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When we first got the Minuteman IIs in Minot, then you’d say, ‘oh my gosh, that’s a lot of them,’ but, if you’d really sit down and think about it, it was a different system and you had to do a lot of things that were unique to that system, they’re made more reliable.”

The squadron was officially deactivated on the 564th MS, as signed in 1919.

The 564th MS had four missile silos at Malmstrom Air Force Base in Montana, with 50 other Minuteman II silos at Vandenberg AFB, Calif.; Minot AFB, N.D.; and F.E. Warren AFB, Wyo.

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ATA personnel awarded for exceptional performance at AEDC

Gregory Crabtree
Craftsperson of the Quarter
Integrated Test and Evaluation Department

Danny Strickland Sr.
Craftsperson of the Quarter
Mission Support Department

Danna Pemberton
Technical Excellence in Engineering of the Quarter
Information Technology and Systems Department

Nathan Lister
Technical Excellence in Engineering of the Quarter
External Customer Service Excellence of the Quarter
Integrated Test and Evaluation Department

Ken Tatum
Technical Excellence in Engineering of the Quarter
Integrated Test and Evaluation Department

Vynona Cramer
Administrative and Professional Support Services of the Quarter
Mission Support Department

Bill Siamore
Administrative and Professional Support Services of the Quarter
Performance Management Department

Hunter Beavers
Operations and System Engineer of the Quarter
Test Assets and Support Department

Phillip Medley
Operations and System Engineer of the Quarter
Test Assets and Support Department

Carrie McInturff
Program Manager of the Quarter
Test Assets and Support Department

Tom Schmidt
Program Manager of the Quarter
Integrated Test and Evaluation Department

Kristi Farris
Internal Customer Service Excellence of the Quarter
Mission Support Department

Michael Turri
External Customer Service Excellence of the Quarter
Information Technology and Systems Department

Photos are not available for:

Floyd Gibbs
Craftsperson of the Quarter, Mission Support Department

Howard Frederick
Technical Excellence in Engineering of the Quarter, Mission Support

Chris Broaddrick
Administrative and Professional Support Services of the Quarter, Test Assets and Support

Richard Guen
Craftsperson of the Quarter, Mission Support Department

Chris Bird
Operations and System Engineer of the Quarter, Information Technology and Systems Department
Airmen from the 96th Bomb Squadron, prepare a B-52H Stratofortress for takeoff at Ellsworth Air Force Base, South Dakota, prior to a 15-hour-long cross-country mission to operations area of Aug. 15, Assigned to the 2nd Bomb Wing, Barksdale Air Force Base, Louisiana, the aircraft and seven-person aircrew participated in PANAMAX 2014, an annual U.S. Southern Command-sponsored exercise designed to provide multinational interoperability training in complex operations. (U.S. Air Force photo by Airman 1st Class Rebecca Imwalle)

By Darren D. Heusel
Tinker Air Force Base, Okla. (AFNS) – The commander of the Air Combat Command, Gen. Mike Horner, recently declared initial operational capability for the 552nd Air Control Wing’s E-3G Sentry, an Airborne Warning and Control System Block 40/45 aircraft here.

"This modification represents the most significant upgrade in the 35-plus year history of the E-3 AWACS and greatly enhances our crew members’ ability to execute the command and control mission while providing a building block for future upgrades," said Gen. B. Bickley, the 552nd ACW commander.

Bickley and meeting this milestone is a testament to the outstanding teamwork as evidenced with the great partnership enjoyed between the 552nd ACW, the AWACS system program office, ACC, Oklahoma City Air Logistics Complex, on ALC, and the wing’s contracting partners.

General Fitzgerald, the 552nd ACW’s director for requirements, said six Block 40/45 modified aircraft have been delivered to the 552nd ACW and two of the E-3G models have been successfully deployed in support of contingency operations.

He also said the wing has completed 40/45 specific parts, support equipment and technical data on hand. The wing has completed the initial training and initiated a “hands on” training.

"As a result of this we can deploy and support this important weapon system worldwide," Fitzgerald said.

Big Gen. Gene Kirkland, the Oklahoma City ALC commander, said the complex workforce is proud to be part of an important operational milestone, but there is still much left to do to give the 552nd ACW more 40/45 capable platforms.

Bickley praised the many members of the AWACS team who made the milestone possible, adding "the U.S. military and command and control we can all be proud to be a part of.”

The 552nd ACW is home to the E-3/C, with a majority of its AWACS aircraft being housed here and the remaining aircraft split between Kaduna Air Base, Japan, and Joint Base Elmendorf-Richardson, Alaska.

According to Fitzgerald, the entire fleet of E-3 aircraft will be upgraded by fiscal year 2020. Bickley describes black-and-white rotating radar dome that sits on top of the aircraft as a 360-degree全方位 surveillance system and communications need for today’s 360-degree全方位 surveillance system and communications need for today’s global strike forces.

The B-52 aircrews hone long-range ISR capabilities

BARKSDALE AIR FORCE BASE, La. (AFNS) – Airmen from Air Force Global Strike Command recently took advantage of a multinational U.S. Southern Command-led exercise to hone their long-range reconnaissance capabilities.

The 2nd Bomb Wing, Barksdale Air Force Base, Louisiana, flew a B-52 Stratofortress bomber on a nonstop mission from the United States to the U.S. Southern Command area of operations Aug. 12, during PANAMAX 2014 – an annual U.S. Southern Command-sponsored exercise that focuses on ensuring the defense of the Panama Canal. An almost entirely simulated exercise, the 15-hour-long B-52 sortie, which originated at Ellsworth Air Force Base, South Dakota, and ended at Barksdale Air Force Base, was the lone exception. Flown by the seven-person aircrew, the 96th Bomb Squadron, assigned to the 2nd Bomb Wing, Barksdale Air Force Base, Louisiana, and the seven-person aircrew participated in PANAMAX 2014, an annual U.S. Southern Command-sponsored exercise designed to provide multinational interoperability training in complex operations. (U.S. Air Force photo by Airman 1st Class Rebecca Imwalle)

By Charles Ramey
Air Force Global Strike Command Public Affairs

The Panama Canal is one of the most strategically and economically crucial pieces of infrastructure in the world,” said Col. Gregory Julian, U.S. Southern Command spokesman. “The 17 partner nations participating in this exercise benefit from the collaborative efforts to ensure the safety and security of the Panama Canal and this exercise is designed to test their responsiveness, foster cooperation, and increase interoperability among them.

For Air Force Global Strike Command, PANAMAX is an opportunity to familiarize aircrews with the U.S. Southern Command region and train in a unique mission set not normally associated with bomber operations.

“The B-52 can be modified with additional equipment that allows it to be an especially valuable ISR platform because of its long-range surveillance capabilities,” said Lt. Col. Rob Fitzgerald, an Airborne Warning and Control System Block 40/45 aircraft here.

The 552nd ACW has a continuing presence in the Middle East, flying more than 14,000 sorties and logging more than 130,000 flying hours from 1980 to 2003.

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AWACS upgrade achieves initial operational capability

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AMXS avionics special

New Mexico maintainers keep the future of the Air Force in the sky

By Airman 1st Class Leah Ferrante

HOLLOMAN AIR FORCE BASE, N.M. (AFNS) – Recently, the mission here has transformed from propelling combat airpower to training the next generation of combat pilots and among its many aircraft, Holloman Air Force Base is the premier training base for the MQ-9 Reaper.

The unmanned remotely piloted aircraft, or RPA, flies the skies of the Tularosa Basin daily, executing training missions. With more than 200 flying hours weekly, the importance of keeping the aircraft safe is a high priority, and no one understands that better than the Airmen of the 49th Aircraft Maintenance Squadron.

The Airmen thoroughly inspect each part of the aircraft before takeoff and after landing, looking for any discrepancies that could interfere with the proper operation and safety of the aircraft.

“We check every part of the aircraft, from the wings to the engines and tires. It’s basically like taking your car for a tune-up,” said Senior Airman Caurlen Cal- lier, a 49th AMXS crew chief. “Once a plane lands, you’ll see a lot of crew chiefs, avionics and weapons (Airman) start inspecting.”

Inspections are performed based on differentспектive factors, including total hours flown, discrepancies noticed or reported during training sorties. Additional inspections are completed on varying milestones including 200, 400, 800 and 2,000 hours of flight time. Each inspection is increasingly more in-depth as the flight hours rise.

“There’s a lot of internal inspection on this aircraft,” said Staff Sgt. Al- dwin Del Rosario, a 49th AMXS avionics special-