A test demonstrating Innovative Scientific Solution Incorporated’s (ISSI) dynamic pressure sensitive paint (PSP) was recently conducted in the 16-foot transonic wind tunnel at AEDC.

The effort was funded by the Air Force through a Rapid Innovation Fund. The PSP was used in a Lockheed Martin’s Air-Delivered Weapon Certification (PSP) model simulation of store separation in order to evaluate the need for wind tunnel and flight test drop testing during the certification process.

ISSI researchers were joined by engineers from AEDC, Lockheed Martin and Euclidian Technologies to assess the quality of a welder’s work is continually reviewed by trained technicians. Of Stovall’s projects, Grundy County student Gannon Byers exclaimed, “It was awesome!”

“Around 1989 or 1990 we were told to go to the warehouse and remove the [Gen. Henry “Hap” Arnold] picture and plaque,” Bandy said. “Thinking the plaque was too important to discard, I put it in the scaffold shed and forget about it for about 10 years. I was going through the shed one day and there it was right where I left it.”

Bandy moved the plaque two more times throughout the years until it was finally placed on a file cabinet as a makeshift display where it stayed until Mr. Pearson came to our Test Box meeting on Oct. 15. Knowing he is an avid history buff, after the meeting I told him I had something to show him. The rest is now, as they say, history.

Grundy County High School welding class students watch as AEDC craftsman Chester Stovall works with a tungsten inert gas (TIG) welder. (AEDC Photo by Rick Goodfriend)

A group of 18 welding students from Grundy County High School recently visited AEDC to take a tour of the Manufacturing and Construction Services facility, known on base as the Model Shop.

Bishop, ATA Test Support Branch manager, introduced the students to several key Model Shop staff and explained the work they do in welding and metal fabrication for most of the AEDC test projects that starts.

In touring the facility, the students had the opportunity to watch ATA craftsman Chester Stovall use a tungsten inert gas (TIG) welder to join pieces of metal together. Of Stovall’s presentations, Grundy County student Gannon Byers exclaimed, “It was awesome!”

Though welding may look “cool,” the group learned it takes a good amount of skill, and before starting at AEDC, all welders must pass a qualification test. Then, after being hired, a welder’s work is continually reviewed by trained technicians from the Non Destructive Examination team who use various technologies to assess the quality of their welds.

“Take an idea of the variety of the expertise we require here, there are over 10,000 different welding procedures required that ultimately support our testing,” Bishop said. “I was very impressed with the class. The Grundy County welding program, currently headed up by Robin Dykes and Career and Technical Education (CTE) Director Gina Sons, is well respected beyond middle Tennessee and has produced some of the finest welding talent we have.”

The students were encouraged to hone their skills and consider attending a technical college once they graduate.

“If they want to take their trade seriously they need to plan on attending a vocational school when they graduate from high school and to continue learning the fundamentals.” Bishop said. “In fact, they should be prepared for a career of education beyond the vocational school. What they learn now will only be a foundation for...

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How did we lose this young Airman?

By Col. Donald Grammer, AEDC Commander

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — A school district graduate, staff sergeant for her time testing, received all 5s in her first two deployments and was a very motivated and proud Airman. To do that, we must perform prior to opening the gate. If the gate is not open, the personnel can not get to work. We enjoy the convenience of using this time extension schedule. We will keep the gate open at 6:15 a.m. so those of us asked to work extended hours can get to work at 6:30 a.m. 4 work extended hours can get to work at 6:30 4 a.m. 5 a.m.
November 17, 2014 • 3

Employee and Community Activities Committee announces members for 2015

By Raquel March
ATA Public Affairs

The ATA Employee & Community Activities Committee (E&CAC) is available to support its workforce and community with newly elected officers for fiscal year 2015.

The committee, which consists of 18 members, provides a means for ATA personnel to demonstrate an interest and concern for the general welfare of all ATA employees and the surrounding communities.

The 2015 officers are Tony Medley, president; Christy Brunner, vice president; Kim Vanzant, secretary; and Kristi Farris, treasurer.

Committee chairpersons include: Janet Gammon, Angel Tree committee; Mary Beth Barlow, Athletic committee; Phyllis Lafferty, Social committee; Carol Smith, Civic committee; and Andrea Stephens, Education committee.

The members are nominated and elected by their peers from Tullahoma, Manchester and Winchester areas. These three general areas support multiple areas to include Bedford, Cannon, Coffee, Franklin, Grundy, Lincoln, Moore, Rutherford and Warren counties.

Committee chairpersons are primarily responsible for evaluating donation or activity requests and presenting the information to the committee at monthly meetings. Each member agrees to serve a three-year term.

Shown here are the 2013 members of the ATA Employee and Community Activities Committee (E&CAC). Pictured on the front row, left to right are Michelle Turner, Chris Bird, Brandi Harmon, Ted Boswell, Tony Medley (president) and Scott McPherson. Back row left to right: Andrea Stephens (Education chairperson), Natasha Young, Christy Brunner (vice president), Carie Barham, Phyllis Lafferty (Social chairperson), Kristi Farris (treasurer), Mary Beth Barlow (Athletic chairperson), Carol Smith (Civic chairperson). Members not pictured include Kim Vanzant (secretary), Janet Gammon (Angel Tree chairperson), Scott Marshall and Summer Shields. (ATA Photo by Jacqueline Cowan)
Memories I hope to make this Thanksgiving...
I’m going to make this Thanksgiving a special family event. When I think about Thanksgiving, I always think about spending time at home with my family. This year, I plan to make it a special day for all of us. I hope to create a special atmosphere with my family and have everyone feel comfortable and happy. I plan to start by inviting my family to a special dinner at home. I hope to make this a special event that everyone will enjoy.

Most memorable Thanksgiving...
My most memorable Thanksgiving was 20 years ago. It was a special time for our family because we got together and had a great time. We spent the day cooking dinner, playing games, and enjoying each other’s company. It was a special time that everyone will remember for a long time.

In the end, I hope to make this Thanksgiving special for my family. I hope to create a special atmosphere that everyone will enjoy. I hope to make this a time for everyone to come together and have a great time. I’m looking forward to spending this special day with my family and making memories that will last a lifetime.
The Air Force announced this week an award for rating of 94 for the Arnold Engineering Development Complex’s (AEDC) operating contractor, Aerospace Testing Alliance (ATA), for the period April 1, 2014 through Sept. 30, 2014.

AEDC is a joint venture of Jacobs Engineering, PAE – a provider of integrated global mission services, and GP Strategies Corporation.

For more information about ATA visit their website at www.amralnaf.com.

PAINT
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“looking at real world problems,” he said.

ATA has completed other fast PSP tests between 1994 and 2000, and there’s a major difference in the data obtained using a “big boy” system and AEDC’s PSP-167 rather than a smaller test article, he said.

And AEDC is no stranger to PSP testing. PSP is a technique often used in the Complex’s wind tunnels to acquire full pressure surface data on test models.

“AEDC has developed a ‘production PSP capability’ for the wind tunnels that leads the world in capability,” said Marvin Sellers, PSP lead engineer. “We can provide steady-state surface pressure and pressure-integrated loads from PSP to customers immediately after acquisition. This capability is required to make real-time decisions about wind tunnel test results and flight vehicles.”

The number of tests using PSP has increased significantly in recent years as acceptance of the technique has grown. 

Crafton mentioned this experience was also a reason ISSI chose AEDC as the site to perform the test and conduct necessary support during testing.

“Fast PSP is the next step of development for a capability customers have been looking for all these years,” Sellers said.

“Dynamic surface pressure measurements provide information to vehicle designers that are missing in the conventional PSP. The current method of acquiring this data is with special high-precision sensors and requires the pressure fluctuations. These transducers are very expensive, heavy and require a few hundred pounds of power to be acquired using wind tunnel models. With this dynamic pressure data can be acquired with PSP on a conventional wind tunnel model, information can be acquired on the complete model's surface and significant savings can be achieved for the test customer.”

Sellers said that the results are used in the recent 1RT test is like that for this test. The data obtained from the test can be used to produce high spatial resolution measurements of surface pressure. The PSP is excited by a laser that illuminates the surface and gives off light at another wavelength with an amount inversely proportional to the surface pressure. The data is recorded and the images are analyzed using a computer to determine the pressure distribution on the test article.

What this means is, areas of high pressure will be the brightest, and areas of low pressure dimmer.

The major difference between the two is found in the ability of the paint binder. For conventional PSP, the particle size of the PSP molecules must permeate into the binder layer. In other words, the signal is recorded in light output in the PSP molecule. The process of oxygen permeation in a polymer binder produces a signal at rates of 2,000 to 4,000 images per second. AEDC developed new data acquisition and image processing software that uses digital image processing software to improve luminescence intensity. This will lead to higher spatial resolution and data acquisition rates.

For oxygen molecules to permeate the binder layer, some oxygen molecules must be in the gas phase. For conventional PSP, oxygen molecules must be excited by visible light. This means they must absorb energy and become excited. For oxygen molecules to become excited, some energy is required.

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Native American legacy of honor, dedication

By Tech. Sgt. Joshua Strang Air Education and Training Command Public Affairs

The fuel conversion at Wright Patterson Air Force Base marks the end of a journey and the beginning of a new era of financial leadership stewardship for the Air Force fiscal community, said Col. Linda Hurry, the 65th Air Base Wing commander at Scott Air Force Base.

The Air Force Petroleum Agency (AFPE) became operationally aligned under the 65th SOW and on Oct. 3 as part of the Future Air Force Organization initiative.


Education and operations dialogue have been the Joint A conversion, Hurry said. “It is a true testament to our Air Force financial leadership stewardship and our fiscal profession- als, who realized the benefits associated with this conversion and accelerated the process.”

“Over the past 10 years, refineries were becoming hesitant to produce Jet A fuel, as it required proper segregated handling and transportation. Suppliers need to produce the commercial grade Jet A fuel, which is a fungible product and readily available,” said Col. Carmen Goyette, the commander of the Air Force Petroleum Agency.

Because of its interconnectivity and avail- ability, the switch to a commercial specification product will expand the industrial base and should be an example, not just for the overall aviation fuel costs, but also for other Federal agencies. Hurry said.

Jet A will now replace Jet A subscripted with the same additives, which has been designated the National Cooking Code F-24. (Department of Defense

The Joint Air Force policy statement was key to the continued success of joint exercise and tenant partner support.

The Air Force Petroleum Agency was selected for the 2013 Defense Standard- ization Program Team Performance Achievement Award. Hurry said. This in the second consecutive year that AFPE has been rec-ognized for exceptional Defense Standardization Program achievement.

Air Force completes historic fuel conversion

By Master Sgt. Brad West Air Force Public Affairs

WASHINGTON (AFNS) – The Air Force officials took an important step in fiscal responsibility and supply chain effi- ciency with the conversion of the final static fuel instal- lation from Jet Propellant 8 (JP-8) to the more common and commercial- ly available JP-5. Oct. 20, at Wright-Patterson Air Force Base, Ohio.

The transition to JP-5 completed a process where the Air Force, in partner- ship with the Defense Logistics Agency, converted 130 state-wide Air Force fuel fi elds locations in less than fi ve years, approximately 18 months ahead of the estimated 2016 conversion completion date.

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We are beginning to lose extra minutes of daylight each day and AEDC has many workers who arrive while it's still dark. Pedestrians in dark parking lots, cross walks, and other areas are difficult to see – especially when they’re wearing dark clothing or weather conditions limit visibility.

Since every area isn’t brightly lighted, it’s up to drivers and pedestrians to exercise caution. Intersections, pedestrian crossings, remote parking areas, and walkways are particularly areas of concern.

Studies of pedestrian and vehicle accidents reveal a small bit of insight:
- During normal daytime driving conditions, it takes a driver between 1.5 and 1.75 seconds to detect a pedestrian and react by braking or steering. At night, particularly in heavy fog or rain or on slick roadways, that time is significantly increased.
- Even in the best of conditions, pedestrians may perceive that a driver has seen them and is taking evasive action when that is not the case.
- More accidents occur when a pedestrian is approaching from the driver side of the vehicle than from the passenger side of the vehicle.
- It’s safer if the driver and pedestrian make direct eye contact or otherwise signal each other to indicate it’s safe to proceed. Poor visibility makes this difficult.
- Other tips for driving in the dark:
  - Make sure your headlights are properly aimed.
  - Don’t encroach your headlights. You should be able to stop inside the illuminated area.
  - Dim your instrument panel and dashboard lights.
  - Regularly check your lights to make sure they’re bulbs are out.
  - Don’t stare at oncoming headlights or bright signs. Focus your eyes on the side of the road when approaching a vehicle with bright lights.
  - Keep the windshield, inside and out, clean to help reduce glare. If there is any doubt, turn your headlights on. Lights will not help you see better in early twilight, but they’ll make it easier for other drivers to see you. Being seen is as important as seeing.

Airman from the 351st Expeditionary Reconnaissance Squadron prepare an MC-12W Liberty for operations Aug. 28, 2010, on Kandahar Airfield, Afghanistan. The MC-12W provides full-motion video and signals intelligence to assist battlefield commanders. (U.S. Air Force photo by Staff Sgt. Eric Harris)

"It enabled the deployment of a highly modifiable Hawker-Beechcraft King Air 350"  — Torri Ingalsbe, Air Force Public Affairs

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Kelly receives People’s Choice Award

By Raquel March

ATA Public Affairs

John Kelly, an aerospace engineer with the Atmospheric Ground Test Branch, recently received the William M. Dunne People’s Choice Award for the third quarter of 2014. Kelly, who is a Muscatine resident, was recognized for his excellent leadership contributions in support of the Pratt & Whitney F119 engine test and the F135 engine accelerated mission test.

Col. Timothy West, the AEDC Test Operations Division director, cited in the award nomination that Kelly relieved test centers with the implementation of a workshare program and solved many power issues.

His abilities were also recognized in the management of the upgrades performed on the turbine engine sea level test cell (SL2) on a tight deadline and completed a successful test of the F135 engine under budget.

Kelly was also acknowledged for his mentorship and improved accuracy of field test parameters.

Parmentier receives AEDC Technical Achievement Award

By Raquel March

ATA Public Affairs

First Lt. Michael Parmentier, a project manager with the AEDC Space and Missile Test Branch, recently received the AEDC Technical Achievement Award for the third quarter of 2014.

Parmentier, who is a native of Cedar Rapids, Iowa, was recognized for his outstanding leadership of a test measurement team.

Col. Timothy West, the Test Operations Division director, stated in the award nomination that Parmentier rapidly accelerated the test schedule to overcome inclement weather delays and prevented more than four days of lost test time for the customer in space and missile testing.

The award nomination cited that he also provided unparalleled technical support and data collection for the customer.

ATA announces quarterly award winners

1st Lt. Michael Parmentier

By Raquel March

ATA Public Affairs

Angela Garrard

External Customer Service Excellence of the Quarter Mission Support Department

Marcheta Darrell

Internal Customer Service Excellence of the Quarter Test Assets and Support Department

John Jenkins

Operations and System Engineer of the Quarter Mission Support Department

Kip Ludeman

Craftsperson of the Quarter Test Assets and Support Department

James Thompson

Program Manager of the Quarter Integrated Test and Evaluation Department

John McFadden

Administrative and Professional Support Services of the Quarter Mission Support Department

Lisa Waddell

Program Manager of the Quarter Test Assets and Support Department
By Barbara McGuire

AEDC Woman’s Club

The AEDC Woman’s Club (WC) Dec. 2 meeting will focus on Christmas Boutique and the holiday. Many items will be available for purchase such as candles, dishes, decorations, pictures, table linens and arrangements. There will also be a bazaar. Come prepared to see what is for sale and Christmas entertainment. The social hour of the meeting starts at 9:30 a.m. at the Lakeside Center, with the business meeting and program beginning at 10 a.m.

Reservations and cancellations for the Dec. 2 meeting must be made no later than noon, Nov. 25. You may make reservations/cancellations by calling 393-2512 or 931-4112.

Disclaimer: This is a private organization which is not part of the Department of Defense or any governmental status.

By 2nd Lt. Tho Dang

71st Flying Training Wing
Public Affairs

VANCE AIR FORCE BASE, Okla. (AFNS) – The Air Force spends more than $9 billion annually on energy. Aviation consumes 86 percent of that amount. In support of the Air Force Energy Strategic Plan to foster an energy-aware culture and reduce aviation fuel consumption, an instructor pilot from the 5th Flying Training Squadron introduced some innovative ideas to make pilot training more efficient.

Lt. Col. Mark Lyons, a reserve and commercial pilot, is spearheading the effort to conserve jet fuel in the Air Force, starting with the Air Education and Training Command. Lyons is a member of the Air Force Energy Analysis Task Force, which leverages reservoirs who are also commercial airline pilots. As a task force member, Lyons pairs his commercial experience and military background to identify, test and promote best practices that can save fuel and money.

As part of a year-long trial, Lyons developed four training techniques to reduce fuel consumption in the T-1A Jayhawk, which were tested in T-1 simulators here with a small group of students from Joint Specialized Undergraduate Pilot Training classes 14-12 and 14-13. One of these techniques is called the fuel-efficient descent or the optimized-profile descent.

“We are teaching our student pilots to select the optimal point to begin their descent into an airport,” Lyons said. When the students select the correct point to begin their descent, they are able to pull the power back to idle and descend from the sky without using fuel. So far, the new approach has reduced fuel usage by 35 percent during the descent phase of flight.

“Lt. Col. Lyons’ training initiatives go far beyond the fuel savings in the T-1 and are helping to instill a culture of energy efficiency in new Air Force pilots,” said Lt. Col. Chip Bulger, the Energy Analysis Task Force director. “Fuel savings in the T-1 are valuable; however, the fuel efficiency mindset new pilots carry into aircraft such as the C-5 (Globemaster III) have limitless potential.”

The overarching goal of this training is to create an energy-aware culture in the Air Force, specifically in the flying community. Lyons said by incorporating these practices early in training, students learn to be energy conscious at the beginning of their careers rather than having to change habits later in life. “Successful completion of the T-1 fuel efficiency small group try out at Vance Air Force Base sets the stage for permanent adoption in the 71st Flying Training Wing and more broadly across AETC,” Bulger said.

A pilot introduced to fuel-efficient flying prior to follow-on training can make significant contributions toward the Air Force’s goal to achieve a 10 percent fuel usage reduction.

(Second Lt. Tho Dang

Crump contributed to this story)

AEDC Woman’s Club prepares for Christmas

Air Force pilot develops plan to reduce jet fuel consumption

The December meeting will be held at the Arnold Lakeside Center to get to know the wonderful WC ladies and be involved with programs. You do not need to have military connections or be involved with Arnold Air Force Base to visit and become a member.

For information about the WC, contact the membership chairman, at 455-1653.

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