AEDC Commander announces Test Operations and Support contractor

By Raquel March
ATA Public Affairs

AEDC Commander assumes leadership of Air Force Materiel Command

By Kim Bowden
Air Force Materiel Command Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — Gen. Ellen Pawlikowski assumed the top position of the major command responsible for installation support and the technology, acquisition, test and sustainment of the Air Force’s current and future weapon systems during a ceremony at Wright-Patterson Air Force Base on June 8.

Pawlikowski took the reins of Air Force Materiel Command from Gen. Joan E. Hefner, who had served as AFMC commander since June 2012, retired after 35 years of service.

Air Force Chief of Staff Gen. Mark A. Welsh III presided over the ceremony and commended the outgoing commander.

“The fact that we’re...
- Heavy driving: Highway to disaster

By Paul Ahlberg and Champ, Sheomene Frank

Aeromedical Engineers Squadron, Alcohol and Drug Abuse Prevention and Treatment Program

KEELER AIR FORCE BASE, Miss. (AFNS) – Heavy driving is defined as consuming five or more standard drinks in a two-hour period or a single “risk” driving due to the health concerns associated with heavy drinking. Many stories about heavy drinking are glamourized, not publicized, or forgotten altogether; so behaviors don’t change. Here’s a story on transportation issues and risks associated with heavy drinking. Can you pick them out? You may not think of traffic accidents as a transportation issue.

It was a perfect day on the Mississippi coast to take a trip to the sea, so a couple of Force Base Airmen decided to have a party one Sunday afternoon at his house. He invited some of his buddies over to join him in the celebration. While the airmen had a few of their friends to gather, which quickly turned into having some drinking, one of the men also wanted to bring a boat out for a day of fishing. A neighbor went out to the boat and was waiting for the renters to show up. He met them and started to help them out with the boat. Meanwhile, the airmen were waiting for the people to come over.

By 5 p.m., guests arrived and the designated key operator was letting the beer pour freely for everyone who wanted it without verifying the ages of the guests. Other attendants brought hard liquor and many were taking shots between and during happy hour. The boat was hired and had too many people on board. This went on for several hours before the boat left.

A young female who had been playing beer pong was noticed injuries near the pool. One of the other airmen was...
By Kim Bowden

AEDC Life Achievement Fellow Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – At the Arnold Air Force Base Social Hour on June 11, Dr. Peggy Gray, AEDC Fellow, was recognized as an AEDC Fellow for her contributions to the future of advanced space systems through advanced space aircraft systems during her 35-year service for the Corporation. The award was submitted for her selection as a Specialty Chair in 2015, as an engineer and innovator.

Patton lead the effort to establish a turbine engine acceleration program at AEDC and was the evaluation engineer for engine tests involving systems such as the Pratt & Whitney F100, General Electric F110, GE F414 and others.

During the 1970s and 1980s, Dr. Dan Fieldeman, AEDC Fellow, helped to create a database on complex engine test cells and hydraulic resources to create the vision of the future.

In 1972, Dr. Frank Patterson, AEDC Fellow, studied the relationship between the test cell and hydraulic resources to create the vision of the future.

In 1972, Dr. Frank Patterson, AEDC Fellow, studied the relationship between the test cell and hydraulic resources.

In 1972, Dr. Frank Patterson, AEDC Fellow, studied the relationship between the test cell and hydraulic resources.

In 1972, Dr. Frank Patterson, AEDC Fellow, studied the relationship between the test cell and hydraulic resources.

In 1972, Dr. Frank Patterson, AEDC Fellow, studied the relationship between the test cell and hydraulic resources.
COMMAND from page 1

Change is the constant. I’ve often wondered how, or why, one woman to another is so interesting, and it’s history," he said. "But it’s not as cool to me as the fact that we’re changing from one phenomenal leader to another.”

Welsh highlighted Wolfenbarger’s career and acquisition expertise, and he thanked her for her service.

"Under Janet’s star- ing leadership, you have taken AFMC to new heights," Welsh said. "She always wants the focus to be clearly on the men and women who give this great command life. It’s never, never been about her. But just once, before she retires, I want to say thank you, with best wishes and acquisition expertise, and I am humbled by all you were able to accomplish on my watch. My final salute goes to you, with best wishes from the Wolfenbarger family." 

In introducing Paw- likowski, Welsh en- pressed his confidence that AFMC remains in great hands, saying that she is eminently qual- ified and ready for the challenge.

"Gail, Ellen Wolfen- barger has a spectacu- lar track record of suc- cess," he said. "She’s smart, she’s not intimit- ated by tough people or tough issues, and she is completely dedicated to the welfare of her Air- men and their families."

"Ellen, I ask that you take a look at the men and women in this com- mand," Welsh contin- ued. "The Secretary and TUNNEL from page 1

Lead project person- nel involved in the mod- ernization emphasized the importance of having the capabilities to fabri- cate and machine parts "in-house." We did the majority of the modernization in the project "in-house," said Jeff Harvey, machine planner for the AEDC Model Shop. "We do a lot of specific and specialty items that go into the test cells. Many of the craftsmen have 30 or more years of experience and not only experience machining but experience in making things that work.”

Due to the synergy between the AEDC craft personnel, designers and engineers, the project personnel, designers and engineers cooperation between the AEDC craft in the Model Shop. "We did the majority of it [the modernization effort] in the Model Shop. We used what you gained experience that installation process, they didn’t have to have ev- erything completed to get it going."

The craft personnel worked closely with the designers, and that pro- vided insight and more capabilities for the ma- chine shop where main- tenance may be needed later. "We were able to use people’s experiences to make ours [capability] better. We had a project manager for the System upgrade. "By us- ing AEDC craft in the design, fabrication and installation process, the final product experience that will aid them in future maintenance and repair efforts.”

Wright said the fabri- cation process “was defi- nitely faster” due to the communications between the craft personnel and design personnel who were closely located.

Greg Fox, the section manager of the PWT Op- erations Group, also em- phasized the importance of an "in-house" fabrica- tion for the project. "Since the equipment is designed specifically for our use, it helps us tremendously to have our engineers and our craft, our people here at AEDC involved in the installa- tion, checkout and fab- rication," said John Wright. "This is because when it comes time to troubleshoot problems, we can fix it next time, to work on it, to use it, we really understand what we have more so than if somebody were to just drop a turkey system on us and we would have to start, at that point, learn- ing."

The high quality of each project was due to design changes through- out the process.

Jeff Tate, a mechan- ical planner in the Model Shop, called the project unique because, “you didn’t have to have the finished design or “you didn’t have to have every- thing completed to start” on the fabrica- tion.”

"It’s a design-build kind of process that makes AEEDC unique," Tate said. "Also, all working together to take a look at the men and women in this command."

"I have spent the past two years for selling part of a confidential avia- tion ordinance manual."

SUPPORT FROM PAGE 1

The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)

This day in espionage history

June 15, 1917 – Espionage Act of 1917 passed into law

June 11, 2015 – Espionage Act of 1917 passed into law

June 20, 1986 – Robert Dean Hugwood sentenced to two years for selling part of a confidential avia- tion ordinance manual.

June 18, 2009 – Roy Lynn Oakley sentenced to six years in prison for unlawful disclosure of research development (RD) information.

June 1, 1992 – The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)

Suicide prevention discussion during Airman training

June 11, 2015 – Espionage Act of 1917 passed into law

June 20, 1986 – Robert Dean Hugwood sentenced to two years for selling part of a confidential avia- tion ordinance manual.

June 18, 2009 – Roy Lynn Oakley sentenced to six years in prison for unlawful disclosure of research development (RD) information.

June 1, 1992 – The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)

Suicide prevention discussion during Airman training

June 11, 2015 – Espionage Act of 1917 passed into law

June 20, 1986 – Robert Dean Hugwood sentenced to two years for selling part of a confidential avia- tion ordinance manual.

June 18, 2009 – Roy Lynn Oakley sentenced to six years in prison for unlawful disclosure of research development (RD) information.

June 1, 1992 – The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)

TUNNEL from page 1

Lead project person- nel involved in the mod- ernization emphasized the importance of having the capabilities to fabri- cate and machine parts "in-house." We did the majority of the modernization in the project "in-house," said Jeff Harvey, machine planner for the AEDC Model Shop. "We do a lot of specific and specialty items that go into the test cells. Many of the craftsmen have 30 or more years of experience and not only experience machining but experience in making things that work.”

Due to the synergy between the AEDC craft personnel, designers and engineers, the project personnel, designers and engineers cooperation between the AEDC craft in the Model Shop. "We did the majority of it [the modernization effort] in the Model Shop. We used what you gained experience that installation process, they didn’t have to have ev- erything completed to get it going."

The craft personnel worked closely with the designers, and that pro- vided insight and more capabilities for the ma- chine shop where main- tenance may be needed later. "We were able to use people’s experiences to make ours [capability] better. We had a project manager for the System upgrade. "By us- ing AEDC craft in the design, fabrication and installation process, the final product experience that will aid them in future maintenance and repair efforts.”

Wright said the fabri- cation process “was defi- nitely faster” due to the communications between the craft personnel and design personnel who were closely located.

Greg Fox, the section manager of the PWT Op- erations Group, also em- phasized the importance of an "in-house" fabrica- tion for the project. "Since the equipment is designed specifically for our use, it helps us tremendously to have our engineers and our craft, our people here at AEDC involved in the installa- tion, checkout and fab- rication," said John Wright. "This is because when it comes time to troubleshoot problems, we can fix it next time, to work on it, to use it, we really understand what we have more so than if somebody were to just drop a turkey system on us and we would have to start, at that point, learn- ing."

The high quality of each project was due to design changes through- out the process.

Jeff Tate, a mechan- ical planner in the Model Shop, called the project unique because, “you didn’t have to have the finished design or “you didn’t have to have every- thing completed to start” on the fabrica- tion.”

"It’s a design-build kind of process that makes AEEDC unique,” Tate said. "Also, all working together to take a look at the men and women in this command."

"I have spent the past two years for selling part of a confidential avia- tion ordinance manual."

SUPPORT FROM PAGE 1

The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)

Suicide prevention discussion during Airman training

June 11, 2015 – Espionage Act of 1917 passed into law

June 20, 1986 – Robert Dean Hugwood sentenced to two years for selling part of a confidential avia- tion ordinance manual.

June 18, 2009 – Roy Lynn Oakley sentenced to six years in prison for unlawful disclosure of research development (RD) information.

June 1, 1992 – The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)

Suicide prevention discussion during Airman training

June 11, 2015 – Espionage Act of 1917 passed into law

June 20, 1986 – Robert Dean Hugwood sentenced to two years for selling part of a confidential avia- tion ordinance manual.

June 18, 2009 – Roy Lynn Oakley sentenced to six years in prison for unlawful disclosure of research development (RD) information.

June 1, 1992 – The Secretary and AEDC Commander Col. Raymond Torth (right) discusses suicide prevention with Airmen at the Complex during training on May 8. The required suicide prevention training included the presentation of the acronym “ACE” on a resource card. “ACE” represented “Care for your Wingman” and “Competence” (encouraged suggestions on how Airman should communicate with a fellow wingman as well as provid- ing resources for assistance. (Photo by Jacqueline Cowan)
Women’s AF history expands with new-four-star

By Staff Sgt. Carlin Leasure
Secretary of the Air Force Public Affairs

WASHINGTON (AFNS) – In Air Force history a legacy has been written, by women, for women. The walls of the Women in Military Service for America Memorial are filled with stories of historic and iconic women from all U.S. military services that have served the nation.

History has once again been written. Those halls now hold a new story by Lt. Gen. Ellen M. Pawlikowski, the assistant secretary of the Air Force for acquisition, technology, and logistics, as she is now the third female four-star general in Air Force history.

“This is a great day for Ellen (and her) family and (from) my perspective it is a great day for the United States Air Force,” said Air Force Chief of Staff Gen. Mark A. Welsh III. “(Secretary of the Air Force Deborah Lee James) and I have been extremely confident that Pawlikowski will do all those things.”

Pawlikowski entered the Air Force in 1978 through the ROTC program at the New Jersey Institute of Technology and became the first female officer to receive a commission from that institution.

“In the words of my mother, ‘Just do the best no matter how hard it is, no matter how menial you think it is, just do the best that you can, and never quit’,” Pawlikowski said. “And from my late husband, the message of ‘Do the right thing even when it’s hard, because that’s what I love.”

The career of Pawlikowski has ranged from a variety of technical management, leadership and staff positions including command at the wing and center levels.

Air Force Chief of Staff Gen. Mark A. Welsh III congratulates newly promoted Gen. Ellen M. Pawlikowski during her promotion ceremony June 1, at the Women’s Memorial for Military Service in Arlington National Cemetery, Va. Pawlikowski is the commander of Air Force Materiel Command at Wright-Patterson Air Force Base, Ohio. (U.S. Air Force photo/Scott M. Ash)

Pawlikowski said there are three statements that define her. “Madam secretary (Gen. Welsh,) you know you have my commitment and promise that I will do the best that I can, Pawlikowski continued. “I will never, ever quit and I will do the right thing even when it’s hard, because that’s who I am.”

“I will never, ever quit,” Pawlikowski said. “And from my late husband, the message of ‘Do the right thing even when it’s hard, because that’s what I love.”

Continuing her career as a leader, Pawlikowski assumed command as the head of Air Force Materiel Command at Wright-Patterson Air Force Base, Ohio. As she stood on the stage of the Woman’s Memorial, in the presence of so many men and women who have defined history, Pawlikowski said she truly felt like she was standing on the shoulders of giants.

$2M Air Force Prize for development of a small, efficient turboshaft engine

By Wright-Patterson Air Force Base Public Affairs

WASHINGTON (AFNS) – Registration is now open for the $2 million Air Force Prize that will be awarded to the first entrant to successfully develop a small, light-weight, fuel-efficient turboshaft engine.

“In order to continue to move forward and to ensure that our Air Force has the best technology available, it is imperative that we collaborate with industry and academia,” said Secretary of the Air Force Deborah Lee James at the Bending the Cost Curve summit on Jan. 14. “The Air Force Prize is an exciting step in the right direction to encourage this kind of innovation.”

The Air Force Prize is designed to spark American ingenuity by inviting a wide audience to compete, and to encourage innovative solutions to Air Force mission requirements beyond typical acquisition programs.

“Recent advances in materials and manufacturing techniques hold extraordinary promise for someone with a great idea and the ability to make it a reality,” says Lt. Col. Aaron Tacket, the program manager of the Air Force Prize. “Rapid prototyping techniques like 3D printing can help produce a turbine engine that meets the performance criteria.”

A successful 100-horsepower turboshaft engine must operate on jet A fuel, demonstrate a brake-specific fuel consumption less than or equal to 0.55 pounds of fuel per horsepower per hour, and generate at least 2.0 horsepower per pound.

A team with the ingenuity to create this engine can submit performance data to the Air Force Research Laboratory (AFRL). A verification test will be completed in an AFRL test facility before the prize money is awarded. Detailed rules and performance criteria are available at www.airforceprize.com.
WASHINGTON (AFNS) – The Defense Department hosted the first ever DOD Lab Day in the courtyard of the Pentagon, May 14. All services had booths, and one of the key organizations in the event was the Air Force Research Laboratory, showcasing an array of innovative technologies to the DOD’s top leaders, scientists and engineers, the media, and select high school students.

“What we see today is innovation in the foreground,” said Frank Kendall, the under secretary of Defense for acquisition, technology and logistics, during the opening ceremony. “We are in the pursuit of game-changing technologies … things that are going to make the biggest difference to us on future battlefields.”

The AFRL has roughly 5,700 scientists, engineers, researchers and supporting staff coming up with innovative technologies.

“The work we’re doing is to provide the warfighter the technological edge,” said Maj. Gen. Tosias J. Masiello, the AFRL commander. “We have three lines of operation, and one of those lines is revolutionary technology. These are technologies that are true game changers, and we like to highlight hypersonics, directed energy and autonomy.

Among the many displays the Air Force had, one was called the Battlefield Air Targeting Man-Aided Knowledge (BATMAN) system, during the Department of Defense Lab Day at the Pentagon in Washington D.C. May 14. Lab Day showcases innovations from more than 60 Air Force, Army, Marines, Navy and Medical laboratories and engineering centers across the country. (U.S. Air Force photo/Tech. Sgt. Dan DeCook)

Second Lt. Anthony Eastin, behavioral scientist with the Air Force Research Laboratory, describes the capabilities of the Battlefield Air Targeting Man-Aided Knowledge (BATMAN) system, during the Department of Defense Lab Day at the Pentagon in Washington D.C. May 14. Lab Day showcases innovations from more than 60 Air Force, Army, Marines, Navy and Medical laboratories and engineering centers across the country. (U.S. Air Force photo/Tech. Sgt. Dan DeCook)
homemade ramps on his property. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. He picked up a few other things along the way, like how to roll a joint, how to chew tobacco, and that the burn, bent spoon wasn’t to be used for eating. Davenport describes his childhood, candidly and without prudence, as ‘Lonely.’

His mother, Martha, was a drug addict and was constantly loaded on whatever she could get her hands on. Men came and went with regularity, and the same went for houses. Moving from home to home was standard, and by ninth grade, Davenport switched schools six times.

He found normalcy only during summers, when he’d try to find his way in his life — his grandma had double knee replacements, for example. Amidst his constant cycling, he’d stay hidden by staying home.

Martha was usually out drinking or working. He carried his own gas for minimum wage, and even with J.D. a militiaman, non-assaultive，默认小毛根据他的日子，他逐渐学会将空闲时间跟到下次的周末。它提供了很多有趣的户外活动，比如骑自行车、爬山、野营等。每当他走出大自然的怀抱，他会感到一种新的成就感。很遗憾，这并没有改变他的命运。

x

An Airman’s recovery from his haunted past

By Staff Sgt. Derek Vanhorn

35th Fighter Wing Public Affairs

MISAWA AIR BASE, Japan (AFPN) — Growing up, many of his child-

hood nights were spent storing through a gaping hole in his bathroom ceil-

how it got there, but sometimes it served as a plausible ex-

cape from the surrounding chaos. It gave access to the wide open Oklahoma sky and he positioned his mattress in the corner of the room to watch the stars crawl into its tiny smile.

He knew at some point the peacefulness would end. As darkness ap-

proached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.

“I was always more worried about getting walled in for no reason at three or four in the morning,” said Master Sgt. Vern Davenport. “It happened once or twice a week.”

There were too many of them, he said, and it was during much of their childhood like being hemmed up on his bicycle and laying pennies on the ground to make them do tricks. He learned quickly that if he slipped into the house unnoticed, he’d have a better chance of being left alone through the night. And as darkness approached, the cockroaches would be out soon and the all-too-familiar sounds of their chomping jaws would be the ubiquitous chorus of the night. But even that was better than the worst nights.
Kendall cites progress on F-35 performance, schedule, cost

By Cheryl Pallerin
Defense News, Defense Industry Daily

WASHINGTON (APNS) – The F-35 Lighting II program (also known as the Joint Strike Fighter program) is making progress on performance, schedule and cost, Frank Kendall, the undersecretary of defense for acquisition, technology and logistics, told U.S. reporters last week during a teleconference from Norway.

Kendall was in Oslo to attend the two-day F-35 CEO conference, an annual meeting in which senior U.S. government leaders, international partners and industry members discuss the F-35 program's status and strategic outlook. This was the first year a partner nation hosted the high-level meeting.

“We’re continuing to execute to the (2011 F-35 Technical Baseline Reviews),” Kendall said, “and we’re exceeding our expectations on cost and performance and we’re close to our projections on schedule.”

The undersecretary noted that there was a fundamental change in the direction of discussions at the meeting. Focusing on the future “We are not sitting here worried about the risk of completing baseline development,” he said. “We’re turning our focus much more toward fielding the program, upgrades in the future and getting what we currently have integrated into the platform, and technology has matured that we want to insert into the platforms, so we designed the (F-35) so we can upgrade it throughout its lifecycle.”

Changing threats The baseline F-35 configuration, designated 3-F, was defined some time ago, he added.

Over the intervening time much has changed, the undersecretary said, “so we want to take advantage of more mature technologies and we want to respond to threat changes – particularly in areas like electronic warfare – and we want to integrate newer weapons that are coming online.”

Norway, Turkey and the United Kingdom also want to integrate weapons into the aircraft that were not part of the baseline, he said.

Integrating weapons “The detailed planning for that was discussed and will take place over the next few months,” Kendall said. The program, for some of the weapons, already has begun capability fit checks and other initial actions.

On the production side, Kendall said the attendees discussed the possibility of implementing what they called a block buy.

“We’re not quite ready for a standard multiyear procurement yet, but we do think that starting in about fiscal year 2018, we’ll be ready for a 3-year block buy that will require congressional approval,” he said.

“We still have some work to do there but we’re feeling optimistic enough about the program that we’re going to proceed with the planning, and we’ll be talking to Congress about it,” he said.

Block buy For partners and U.S. foreign military sales customers, commitment to such a block buy could save them money that Kendall said he’d like to see reach “double digits.” Block buys will occur in fiscal years 2018, 2019 and 2020, he added.

On the support side, Kendall said, “the complexity and scope of the program is enormous, with all the international partners, with the different builds that we’re fielding, the different IOCs that are coming on board, and we’re starting to come to grips with how we’re going to organize for that in a few years ahead of us.”

In all of these things, Kendall said, “whether it’s development, production or support, the focus is on cost and driving cost down in the program and making the F-35 as affordable and cost effective as it possibly can be.”

A Lake Air Force Base F-35A Lightning II stands by to take off at Nellis Air Force Base, Nev., April 15. (U.S. Air Force photo/Senior Airman Thomas Spanger)

Kendall quoted to members of the media as representing the status of the F-35 program.

“We’re ‘turning the future into the present,’ she said, and I think the present is going to be much more about F-35 operations than it has been before. And we’re looking forward to continuing to make progress in that regard.”

Kendall said next year he hopes to hold the CEO meeting at the first operational base for the F-35, after the Marine Corps F-35B reaches initial operational capability (IOC) later this year.

Initial operational capability IOC refers to fielding F-35 squadrons capable of handling a range of combat missions. For the Marine Corps, Marine F-35B Attack Squadron 121, or VMFA-121, known as the Green Knights, based at Marine Corps Air Station Yuma, Arizona, will be the first F-35B operational squadron.

“We’re on track to do that,” Kendall added. “And we’re on track to have Air Force IOC the following year and the Navy a couple of years after that, and our partners will start IOC-ing as well.”

F-35 follow-on development was one of the meeting topics, he said.

“The threat constantly changes out there,” Kendall said. “People develop weapons that they want to have integrated into the platforms, and technology has matured that we want to insert into the platforms, so we designed the (F-35) so we can upgrade it throughout its lifecycle.”

Now, he lives the role. His existence revolves around selflessness. Sometimes I forget his home. The Air Force missed the recovery process is constant and he’s come to accept the fact that some things will never make sense to him. But he said he loves his ministry. Through all the years of rejection and trying to fit in where he wasn’t wanted, he’s finally found his home. The Air Force let him be himself. He admits the recovery process is constant and he’s come to accept the fact that some things will never make sense to him. But he said he feels whole. Some things he never thought possible for so many years. It’s made me a stronger person,” he said. “Sure it sucked, and I wish it could have been different, but there’s no reason to dwell on it. It’s all made me who I am today.”
Airmen bonded together by family, service

Bruce Dean
30 years, Plant Systems Design Section Manager
ATA Integrated Test and Evaluation Department

Milestones

- 10 YEARS
  - Brandi Harmon, ATA
  - Christopher Davison, ATA
  - Wayne Whittington, ATA
- 15 YEARS
  - Holly Petty, AF
  - Frank Steinle Jr., ATA
- 20 YEARS
  - Stephen Arnold, ATA
  - Bruce Dean, ATA
  - Kenneth Acuff, ATA
- 30 YEARS
  - Randy Nicholson, 35 years, Engineer
  - Geoffrey Gipson, ATA

INBOUND MILITARY

- Steve Sheppard, NAF
- Christpher Mathis, ATA
- Bryan Larson, NAF
- Andrew Hughes, AF
- Richard Hagar, ATA
- Doyle Shettleworth, ATA
- Larry Parks, ATA
- Kim Dawson, ATA
- Bryan Larson, NAF
- Christopher Mathis, ATA

DEGREES

- 1st Lt. Akshay Tripathi to 1st Lt. Chance Johnson to 1st Lt. Akshay Tripathi to 1st Lt. Chance Johnson to
- 1st Lt. Akshay Tripathi to Capt. Andrew Hughes to

On the other hand, Guillermo, prior to join- ing, lived in a small town in Kentucky with the rest of his Hawaiian Filipinos. He owned that he owes his career decision to his family.

“Honestly, most of my life I have not had a plan,” Guillermo said. “I went to (a college) open meeting to talk about being, not realizing the financial obligations that underlie it. Right after that I didn’t know what I wanted to do so I pushed me in the direction of business.”

Since Guillermo joined, he explained how much the military has helped him.

“I have had a lot of great opportunities that I have never seen if I hadn’t stayed behind to carry on the family legacy started by his sister.”

Kenneth Acculli

THE ART OF CUSTODIAL CARE – A 100 YEAR CELEBRATION OF DAC

On the other hand, Guillermo, prior to join- ing, lived in a small town in Kentucky with the rest of his Hawaiian Filipinos. He owned that he owes his career decision to his family.

“Honestly, most of my life I have not had a plan,” Guillermo said. “I went to (a college) open meeting to talk about being, not realizing the financial obligations that underlie it. Right after that I didn’t know what I wanted to do so I pushed me in the direction of business.”

Since Guillermo joined, he explained how much the military has helped him.

“I have had a lot of great opportunities that I have never seen if I hadn’t stayed behind to carry on the family legacy started by his sister.”

Kenneth Acculli
Certifies SpaceX for National Security Space Missions

Los Angeles Air Force Base, Calif. (AFNS) - The Space and Missile Systems Center (SMC), here released a for- mal solicitation June 2, seeking proposals for shared public-private investments in rocket propulsion system (RPS) prototypes.

This solicitation is part of a comprehensive Air Force plan to transition the Russian-supplied RD-180 propulsion system used on the Atlas V rocket to a domestic, commercially viable launch provider.

An Air Force component would provide a path for the U.S. military to compete to provide launch services as soon as feasible.

“The end goal of our strategy is to have two or more domestic, commercially viable launch providers as soon as feasible,” said Lt. Gen. Samuel A. Greaves, the Air Force’s program executive officer for space and missile systems. “This is essential in order to solidify U.S. assured access to space, transition the (Evolved Expendable Launch Vehicle) program away from strategic for- eign reliance, and support the U.S. launch industry’s commercial viability in the global market.”

Los Angeles Air Force Base, Calif. (AFNS) – The Space and Missile Systems Center (SMC) here released a formal solicitation June 2, seeking proposals for shared public-private investments in rocket propulsion system (RPS) prototypes.

This solicitation is part of a comprehensive Air Force plan to transition the Russian-supplied RD-180 propulsion system used on the Atlas V rocket to a domestic, commercially viable launch provider. The Air Force will continue to competitively award launch services contracts to certified providers who demonstrate the capability to design, produce, quality, and deliver launch systems and provide the mission assurance support required to deliver national security space satellites to orbit.

The end goal of our strategy is to have two or more domestic, commercially viable launch providers as soon as feasible.

Los Angeles Air Force Base, Calif. (AFNS) – The Space and Missile Systems Center (SMC) here released a formal solicitation June 2, seeking proposals for shared public-private investments in rocket propulsion system (RPS) prototypes.

This solicitation is part of a comprehensive Air Force plan to transition the Russian-supplied RD-180 propulsion system used on the Atlas V rocket to a domestic, commercially viable launch provider. The Air Force will continue to competitively award launch services contracts to certified providers who demonstrate the capability to design, produce, quality, and deliver launch systems and provide the mission assurance support required to deliver national security space satellites to orbit.

The end goal of our strategy is to have two or more domestic, commercially viable launch providers as soon as feasible.