AEDC lab creates and installs sensors for aerothermal measurement during tests

By Deidre Ortiz
ATA Public Affairs

The AEDC Aero-thermal Measurements Lab (ATML), known as the Heat Lab, is tasked with fabricating and installing temperature-related sensors and small transducers on test models. The lab supports AEDC test facilities by providing methods of measuring the heat flux or heat transfer per unit area, per unit time. It benefits testing of thermal protection systems, material sample evaluation, boundary layer transition and roughness effects, and practicability locating. Heat transfer testing is not a new concept, and was widely used in the 1970s and 1980s for testing the space shuttle and the shuttle’s external tank from material, performing boundary layer transition studies and other programs. There is renewed interest in heat transfer measurements with the development of new hypersonic vehicles. According to Stuart Coulter, ATA lab engineer, the lab was first formed at AEDC in the 1970s to serve the von Kármán Gas Dynamic Facility by supporting aerothermal measurements. “We do heat flux sensor design and development and support the tests as needed,” Coulter said. “We also assist in model planning and choice of sensor, the sensor fabrication and then installation in the wind tunnel model;” he added. “Many times we come up with custom configurations of sensors.”

Temperatures sensors and transducers are fabricated and installed on test models in the Aero-thermal Measurements Lab (ATML) at AEDC. ATML staff Randall Moon, Annette Painter and Stuart Coulter, pictured left to right, view heat flux sensors and model hardware through microscopes used in the lab. (Photo by Rick Goodfriend)

Revolutionary Change:
Col. Todaro announces updates to FSS contract award

AEDC Commander, Col. Rodney Todaro provided an update on AEDC’s Source Selection efforts to the entire workforce via email on July 22. Additionally, messages and other information can be found online at www.arnold.af.mil/transition.

Team AEDC,
We were notified this past Thursday that the Small Business Administration denied the pre-award protest on our Facility Support Services (FSS) effort allowing us to begin Congressional notifications that same day.

So, today, the FSS effort was awarded to Akima Support Operations, LLC (ASO), a small business located in Herndon, Va. This award will be a hybrid firm-fixed price and cost-reimbursement contract valued at $87.5 million. ASO

See CHANGE, page 3

16T project team determines more efficient process for disconnect panel fabrication

By Deidre Ortiz
ATA Public Affairs

The team leading the Improve Transonic Test Capability (IMTTC) Improvement and Modernization program at AEDC has found a better, more cost-effective way of fabricating disconnect panels for the 16-foot Transonic Wind Tunnel (16T). The disconnect panels, which are part of the 16T Test Article Control System (TACS) and Data Acquisition System (DAS), are used to provide a clean interface between system input/output hardware and field devices. These panels are typically 19 inch wide, 1/8 inch thick aluminum panels that contain connectors, terminal blocks and servo amplifiers, among other components. Fabricating these panels has been done in-house at a cost approximately $1,360 per panel. According to Elijah Minter, Air Force acquisition program manager for the Flight Sustainment Branch, the old process for fabricating was

See 16T, page 4

New Tunnel 4T Captive Trajectory Support System expands test envelope

Services Tri-City Tournament winners announced

AEDC Quarterly Award winners announced
By Col. Rodney Todaro

AEDC Commander

Looking forward to serving with Team AEDC

Our Mission

Your reputation throughout our organization is highly important. Your professional reputation is inextricably linked to your military reputation. The way you present yourself and your work ethic are important. You are the key to future recruitment and retention. You are the future of AEDC.

Situational awareness is paying attention to what is important, knowing your limits. It is a key only not working safely, but also to staying safe in most aspects of your life. It is a mindset and skill that requires the continuous evaluation of the world around you and about your surroundings, interpreting that information, and acting accordingly – all while you are normally engaged in your daily tasks.

The first step is focusing on the risk associated with the situation. The second step is understanding the need to take responsibility for your safety. A majority of others on the worksite and respond when hazards are observed.

We typically operate on one of three levels of awareness.

1. High alert – when a deer crosses your path, you alert the other drivers. A high alert requires discipline and a relaxed awareness when the situation is simple.

2. Focused awareness – when you are driving and have no reason to be distracted; you have full control of your vehicle.

3. Tuned out – when you are driving and have no reason to be distracted; you are driving to get somewhere.

4. Relaxed awareness is the most important "ever-present" awareness. The key is to shift your thinking if needed. By shifting your thinking, you will be able to get through the day.

Airmen! I cannot say "thank you" enough over these years to those of you who served in the United States, against all odds and with a great deal of sacrifice. I know you can do anything when you are fully focused on your mission.

The changes to the Combined Test Problem Office (CTPO) provide the right information to decision makers. As I said before, you are the key to future recruitment and retention. You are the future of AEDC.

AEDC Commander

Col. Rodney Todaro looking forward to serving with Team AEDC

Smoking Policy

The following described smoking policy is effective immediately. Smoking is allowed inside designated areas identified by a plastic "smoke genie" sign. This restriction is for the sole purpose of tobacco use only on base. Smoking is not permitted in any area, on or off the installations, if the presence of a "smoke genie" sign is not visible. The presence of the sign indicates that smoking is permitted. Smoking is allowed only in designated smoking areas and is not permitted in any area or anywhere on AEDC property unless specifically prohibited. Smoking is not allowed in any part of the installations, including high alert – when a deer crosses your path, you alert the other drivers. A high alert requires discipline and a relaxed awareness when the situation is simple.

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New Tunnel 4T Captive Trajectory Support System expands test envelope

Above, Randy Vinke, an ATA electrician with the Propulsion Wind Tunnel (PWT) Facility Test Operations group, installs wires for the interface panels that are used to connect the test model instrumentation to a data system. The installation occurs in the PWT four-foot transonic wind tunnel (4T) Captive Trajectory Support (CTS) system, which contains a newly designed and fabricated mechanism that enables a test model to have six degrees of motion: pitch, roll, yaw, axial, horizontal, and vertical. The CTS is used to conduct staging and store separation testing. (Photo by Rick Goodfriend)

Right, Pictured during installation is the mechanism in the Propulsion Wind Tunnel four-foot transonic wind tunnel (4T) Captive Trajectory Support (CTS) system. The newly designed and fabricated mechanism controls the movement of the test model during a store separation test. (Photo by Rick Goodfriend)

New AFMC mission, vision statements emphasize agility

By Air Force Materiel
Command Public Affairs

WRIGHT-PATTERSON AFB, OHIO – New mission and vision statements are the foundation of a new command strategy designed to push Air Force Materiel Command to be more agile as it delivers war-winning support to the warfighter.

The command’s new mission statement is succinct but declarative: “Deliver and support agile war-winning capabilities.” The mission statement encompasses the entire spectrum of AFMC’s role as a provider of agile combat support. Agility is reinforced by a new vision statement designed to push the command to optimum performance. The vision statement is “Delivering the world’s greatest Air Force … the most trusted and agile provider of innovative, cost-effective war-winning capabilities.”

Gen. Ellen Pawlikowski, AFMC commander, led the command’s senior leaders through a day-and-a-half session in early July to develop the statements and begin work on an updated AFMC strategic plan.

“In the current world environment, the Air Force and the other services are being forced to react more quickly and put greater emphasis on agility,” Pawlikowski said. “The Force is agile only if it can be agile from AFMC.”

AFMC’s six centers will deliver that agility through a revised list of core mission areas: the Air Force Research Laboratory discovers and develops new war-winning capabilities; the Combat Capabilities Development Agency provides war-winning support to all our weapon systems; the Air Force Sustainment Center sustains and supplies our war-winning capabilities; the Air Force Installation and Mission Support Center provides war-winning mission support to Air Force commanders worldwide; and the Air Force Nuclear Weapons Center delivers and supports our nuclear deterrent capabilities.

The command’s nuclear mission was added to emphasize the unique nature of AFMC’s role in the nuclear enterprise. Installation and mission support was also added in recognition of AFMC’s newest role of providing mission support to Air Force installations worldwide through its Air Force Installation and Mission Support Center.

“Enterprise focus … our Air Force”

“What we value defines what we do,” said Pawlikowski. “They illustrate how we embrace our stewardship, how we support, how we respect our people and their well-being, and how we embrace our stewardship for the resources used to deliver war-winning capabilities.”

MISSION

Deliver and support agile war-winning capabilities

VISION

Delivering the world’s greatest Air Force … the most trusted and agile provider of innovative, cost-effective war-winning capabilities

CORE MISSION AREAS

Discovery and Development
Test and Evaluation
Life Cycle Management
Sustainment and Logistics
Installation & Mission Support
Nuclear Systems Management

We are discussing if we can complete phase-in and begin performance on Oct. 1. With the recent challenges with security clearance processing this past Oct. 1 to ensure mission continuity. As we move forward, our leadership team will keep you informed of any updates to prepare you for the new calendar.
and instrument the model and cable in.”

The ATML staff at AEDC is a small team, consisting of instrument technicians Brian Anderson, Randall Moon and Annette Painter and engineers Stuart Coulter and David Woods.

“Annette, Randall and Brian do a great job assembling the tiny components into sensors using wire as small as 0.001 inches in diameter and sensors that can be as small as 1/16 an inch or smaller. Probes and other specialty thermocouples are built up for use in the Aerodynamic and Propulsion Research Facility. ATML personnel measure emissivity, an efficiency in which a surface emits thermal energy. Emissivity measurements are needed by the Heatlab staff and by the space chamber staff. As for the Propulsion Wind Tunnel, ATML team members have in the past installed dynamic pressure transducers with sensors that can be 1/16 inch or smaller.

“We also have performed special calibrations for various customers, to help answer data anomalies,” Coulter said. Some of the national programs the ATML has assisted with include the Space Shuttle Return to Flight, NASA Ares Launch Vehicles, the Japanese Hope, Navy Standard Missile, various tests under the Conventional Prompt Global Strike (CPGS) program and Boundary Layer Transition tests. In the past, work was done on hot-wire anemometry, which uses microscopic wires positioned in boundary layers to measure mass flux, to aid the development of boundary layer theory.

Coulter notes that Joe Donaldson, Frank Kafka and Charles Nelson were AEDC pioneers of this type of work for Wright Patterson sponsored tests. “Two AEDC fellows, Carl Kidd and William Scott, also came out of the lab [and were recognized] for their heat flux sensor innovations” he said.

This day in espionage history

Aug. 7, 1986 – Bruce Damien Otto sentenced to 25 years in prison

• Airman First Class assigned as admin clerk at Beale Air Force Base

• Attempted to sell classified information to undercover agents posing as Soviet representatives

• No classified information was actually compromised during this incident

• Otto was financially motivated

• Aug. 7, 1986, found guilty and sentenced to 25 years

Aug. 9, 1985 – Arthur James Walker found guilty of seven counts of espionage, sentenced to 8 years in prison

• Airman First Class assigned as admin clerk at Beale Air Force Base

• Attempted to sell classified information to undercover agents posing as Soviet representatives

• No classified information was actually compromised during this incident

• Walker was financially motivated

• Aug. 7, 1986, found guilty and sentenced to 25 years

Aug. 14, 1987 – Michael Hahn Allen sentenced to 8 years in prison

• Airman First Class assigned as admin clerk at Beale Air Force Base

• Attempted to sell classified information to undercover agents posing as Soviet representatives

• No classified information was actually compromised during this incident

• Allen was financially motivated

• Aug. 7, 1986, found guilty and sentenced to 25 years

By AEDC Industrial Security

Aug. 4, 1977

ESPIIONAGE OFFENDERS

17% with military training

Espionage

83% in technical fields

Offense

This year in espionage

by AEDC Industrial Security

AA Flight winner Dustin Nash in action.
WASHINGTON (AFPS) – The Air Force celebrated the Global Positioning System 20th anniversary during a ceremony at the Smithsonian’s National Air and Space Museum in Washington D.C., July 17.

GPS was originally invented to aid the military with operations and intelligence. It’s a constellation of orbiting satellites that provides navigation data to military and civilian users all over the world. (U.S. Air Force photo/Staff Sgt. Whitney Stanfield)

**Wright-Patterson Air Force Base, Ohio** – Key personnel across the Air Force are working together to analyze the current civilian hiring process. Participants in this initiative include Headquarters Air Force Materiel Command, Headquarters Air Force Personnel Center, installation civilian personnel offices, and Directorate of Personnel employees within AFMC.

This partnership is working to analyze each stage of the hiring process to identify inefficiencies and duplications, and develop a future process that eliminates barriers and streamlines processes wherever possible.

Last year, Wright-Patterson hosted the ninth rapid improvement event that examined the roles and responsibilities of the manpower office in the hiring process. This is part of a series of RIEs which have been ongoing since February of this year at multiple locations.

“We are looking at every avenue to improve the civilian hiring process not just in AFMC but across the Air Force – even when it appears the initiative may be difficult to implement,” said Tammy Lyons, chief of AFMC’s Personnel Support Division and co-leader of this most recent RIE. “In addition, both the stakeholders and owners of the process must be open to changing roles and responsibilities. Improving timeliness in the hiring process ultimately results in our ability to support the AMC and Air Force missions. Our goal to have positions filled within 80 days (i.e., from vacant to employee in seat) is achievable if we are proactive and responsive to the hiring process.”

During this most recent event, the group conducted significant reengineering of current procedures, resulting in identification of a more efficient process. The initiatives identified through this RIE will be incorporated into a pilot program. Participating organizations in this pilot program are the Air Force Life Cycle Management Center here, the Oklahoma City Air Logistics Complex at Tinker Air Force Base, Oklahoma, and the 502nd Air Base Wing at Joint Base San Antonio, Texas. The organizations in the pilot will be tracking the measurement of timeliness of the actions and providing feedback to continually refine and improve the hiring process.

The next two RIEs will be held at JBSA-Randolph and explore reengineering such hiring stages as the announcement process, issuance of referral certificates, candidate selection, making a job offer and setting the entry on duty date.

“We recognize that in order to remain competitive with the private sector and other Federal agencies, we need to expedite recruitment and hire the best and brightest candidates to help carry out our mission,” Lyons said. “The successful completion of this project will promote a more proficient hiring process for both management and applicants.”

**By AFMC Personnel Programs Branch**

**Marking 20 years of GPS**

By Staff Sgt. Whitney Stanfield

Secretary of the Air Force Public Affairs Command information

**WASHINGTON** – Calhoon said. “GPS does rally more than others,” said Maj. Benjamin Calhoon, the chief of the Positioning, Navigation and Timing Branch within the Space Operations Division of Headquarters Air Force, gives a GPS lecture at the Smithsonian’s National Air and Space Museum in Washing-ton D.C., July 17.

“GPS was originally invented to aid the military with operations and intelligence. It’s a constellation of orbiting satellites that provides navigation data to military and civilian users all over the world. (U.S. Air Force photo/Staff Sgt. Whitney Stanfield)

From 1980 to 1990, GPS was originally intended to aid the military with operations and intelligence. It’s a constellation of orbiting satellites that provides global coverage of navigation to military and civilian worldwide.

“The there are 39 satellites up there right now,” said Maj. Benjamin Calhoon, the chief of the Positioning, Navigation and Timing Branch within the Space Operations Division of Headquarters Air Force. “So to provide global coverage, only 24 satellites (are) needed.”

At minimum, the system consists of 24 satellites orbiting in space in six regions. In each region there are four satellites that move semantically. The system provides location, velocity and precise time by using this formula for accurate location: distance = rate x time.

“In a preliminary U.S. economic benefits study, results show GPS contributes $68.7 billion annually,” Calhoon said.

Tammy Lyons, Chief of AFMC’s Personnel Support Division captures the ideas of the group brainstorming for ways to improve the civilian hiring process during a meeting between members of Headquarters Air Force Materiel Command, Headquarters Air Force Personnel Center, installation civilian personnel offices, and Directorate of Personnel employees within AFMC, July 22 in Dayton, Ohio. They also discussed and identified inefficiencies and duplications of the current process which should be addressed. (U.S. Air Force photo by Whitney Farnsworth)
Ground testing for F-35 gun conducted

The Voice of Democracy contest, in its 69th year, gives high school students in grades nine through 12 the opportunity to compete for thousands of dollars in scholarships and a trip to Washington, D.C. Students must write and record a three to five minute essay on the theme “My Vision for America” on an audio CD or flash drive and present their recording, typed essay and entry form to their local VFV post by Nov. 1. Post winners advance to District and District winners advance to a state-wide competition. All state winners receive an all-expense paid trip to Washington, D.C., Feb. 27-March 2 to tour the city, be honored, and receive a portion of $12,500 in national awards with first place winning a $3,000 college scholarship. For details visit www.vfw.org/Youth/Voice-of-Democracy.

The Patriot’s Pen competition gives middle school students in grades six through eight the opportunity to win thousands of dollars. Students must write a 300-400 word essay on the theme “What Freedom Means to Me” and present their essay and entry form to their local post by Nov. 1. Entrants compete for monetary prizes at the post, district, state and national levels. National winners will receive at least $500 with the first place national award being $5,000 plus an all-expense paid trip to Wash. D.C. for the winner and a parent or guardian.

For details visit www.vfw.org/Youth/Patriot’s-Pen.

The testing airframe, tail number AF-2, is a highly modified flight sciences aircraft, and underwent four months of instrument modification and had a line production gun installed for this test.

The testing aircraft, tail number AF-2, is a highly modified flight sciences aircraft, and underwent four months of instrument modifications and had a line production gun installed for this test. Tiffany Krogstad, the Lockheed Martin/Grumman F-35 flight test engineer, said the testing aircraft is only a “scientist aircraft” existing loads and buffet environment.

While deployed, Rollins said, “I’ve been highly instrumented in order to get us the information we need to proceed to the next test point and ultimately to achieve a full envelope.”

As the test conductor, Krogstad and her team are monitoring the gun’s performance and ensuring the systems work as designed. She is especially concerned with making sure the test will not get us into the loads of a firing gun, and that the gun operates as expected.

When we hand (the gun) off to the next aircraft to test full integration with the full avionics and mission systems capabilities, we’ll test every knowing what we did, because we could make sure that their test won’t have those issues,” Krogstad said.

Rollins on the other hand is looking at it from a test pilot’s perspective, evaluating the gun’s effects on the aircraft’s handling qualities.

“The time we get airborne, we’re hoping that our extensive preparation during planning, ground tests and airborne tests will eliminate every potential issue,” she said. “The last thing associated with flight, since flying will be the true test of this gun.”

Rollins said “While we’re satisfying very specific objectives, we’re also gaining a clearer understanding on the remaining issues that could be associated with flight, since flying will be the true test of this gun.”

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An F-35A Lightning II, tail number AF-2, fires a burst of rounds down range at the Edwards Gun Harmonizing Range July 17 at Edwards Air Force Base, Calif. The F-35 Joint Strike Fighter Integrated Test Force is in the process of testing the F-35’s newest munitions asset: a four-barrel Gatling gun that fires 25 mm rounds, known as the GAU-22/A. (Courtesy photo/Darin Russell)
Munitions systems specialists arm the ‘ultimate battle plane’

By Senior Airman
Jeff Parkinson
1st Special Operations
Wing Public Affairs

HURLBURT FIELD, Fla. (AFNS) – Without the munitions systems specialists of the 1st Special Operations Equipment Maintenance Squadron, the AC-130U Spooky would have difficulty completing its close air support missions, to include supporting troops in contact, convoy escort and single point air defense.

Airmen of the 1st SOEMS munitions flight are responsible for every step in between shipping and receiving, to testing and assembling guided and unguided non-nuclear munitions for the Spooky payload. They are also responsible for issue and delivery, storing, maintaining, and reconditioning these munitions to support the 1st Special Operations Wing, Air Force Special Operations Command and Air Force mission.

“I’d say we process an average of 30,000 rounds per week,” said Senior Airman Alexander Bien, a 1st SOEMS conventional maintenance crew chief. “Every 25mm load is a thousand pounds, and that’s not accounting for the 40mm or the 105mm.”

It all starts with the 1st SOEMS munitions controllers, the liaisons between the organizations requesting the ammo and the Airmen within the munitions storage areas that maintain it.

Munitions controllers work with about 100 people daily, generating all munitions requests on base.

“As a munitions controller, we coordinate, direct and control all munitions activities to and from the flightline, within the MSA and anywhere on base,” said Staff Sgt. Landon Mace, a 1st SOEMS munitions controller. “We have a handful of organizations that we deal with on a daily basis, and we coordinate anything with munitions through the control office.”

After receiving the requests, the munitions controllers will forward them to a conventional maintenance dispatcher.

When Senior Airman Michael Mehren, a 1st SOEMS dispatcher, receives requests, he schedules work orders and determines the manning and equipment needed to complete the mission.

“Daily, I schedule all the work for the following week to support the flying schedule,” Mehren said. “I set up jobs for crew chiefs to complete and make sure the tools they need are in usable condition.”

Once the schedule is made, the conventional maintenance crew chiefs get to work by inspecting the rounds and preparing them for transport.

Senior Airman Alexander Bien, a 1st Special Operations Equipment Maintenance Squadron conventional maintenance crew chief, loads thousands of 105mm, 40mm and 25mm rounds by hand.

The 25mm is the largest of the three. Each container can hold more than 1,000 rounds weighing a pound each, and the team can load up to five containers per day.

More than 70 Airmen assigned to the munitions flight work around the clock to ensure the Spooky’s continued success and distinguished combat history.

“When something real-world happens these Airmen are reactive,” said Master Sgt. David Veillette, the 1st SOEMS conventional maintenance element chief. “They’re ready at all times to help provide combat-ready forces.”

Rounds move through the 25mm processor at Hurlburt Field, Fla., June 23. The processor inserts the rounds into linked carrier tubes to be transported to the flightline. (U.S. Air Force photo/Senior Airman Jeff Parkinson)
AEDC quarterly award winners announced

McConnell Reservists keep Thunderbirds flying

Maj. Curtis Doughtery, a slot pilot for the Thunderbirds, banks right over the Rocky Mountains after being refueled in flight by a KC-135 Stratotanker from McConnell Air Force Base, Kan., May 2. The KC-135 was one of two McConnell tankers providing cross-country air refueling support for the Thunderbirds. (U.S. Air Force photo/Capt. Zach Anderson)

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Company Grade Officer of the Quarter

Master Sgt. James Key
Senior Non-Commissioned Officer of the Quarter

Tech. Sgt. Shara Jackson
Non-Commissioned Officer of the Quarter

2nd Lt. Christopher Handy
Honor Guard of the Quarter

Lea Smith
Civilian of the Quarter

Barry Bennett
Civilian of the Quarter
Scientist/Engineer

Saturday, August 15th
10 a.m. – 4 p.m.

Fun Fly

$5.00 Landing Fee for Pilots
Demonstrations: Helicopters, 3D flying, IMAC, FPV, Giant Scale

Public invited
Fun for all
Learn to fly Radio Control Aircraft
Free Flight Lessons
Concessions
Raffle
Event Location, Coffee Airfoilers Club Field
www.coffeeairfoilers.com
Wattendorf Highway-Next to Arnold Golf Course
Proceeds to support Wounded Warrior Project

AS AN AIR FORCE CIVILIAN, WHERE CAN I FIND HELP?

We all face challenges, learn what we can do to find answers.

If you need help, try these agencies and their resources.

AIRCRAFT MAINTENANCE AND HOME OWNERSHIP: All American Association of Home Owners, Inc. (www.allamericanhoa.com)

ADDITIONAL ANSWERS AVAILABLE AT THE MCCONNELL AIR FORCE BASE WHS WOUNDED WARRIOR PROJECT, 416th Force Support Squadron, 13th Wing, McConnell AFB, 620-758-0700

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Milestones

35 YEARS
Timothy White, ATA
30 YEARS
Angela Young, ATA
20 YEARS
Mickey West, ATA
15 YEARS
Robert Hickey, ATA
10 YEARS
James Potter Jr., ATA
James Presswood, ATA
5 YEARS
Colin Loudermilk, ATA

By National Museum of the United States Air Force

DAYTON, Ohio – Visitors to the National Museum of the U.S. Air Force often ask if it’s possible to get inside the aircraft on display. With the help of technology, online visitors have the chance to see the interiors of many historical icons. Among the most recent additions to the free ACI Cockpit360º app, available from the museum and AeroCapture Images, are the world’s only remaining XB-70 Valkyrie and President Truman’s VC-118 The Independence.

The XB-70 has long been a popular exhibit at the museum, and now virtual visitors can take a 360-degree tour of the pilot station, copilot station and electronic equipment compartment inside this exotic aircraft, which could fly three times the speed of sound and was used to study aerodynamics, propulsion and other subjects. Conservation work was recently completed on the interior of The Independence, the aircraft that carried President Truman to Wake Island in October 1950 to discuss the Korean situation with Gen. Douglas MacArthur. Nine interior views, such as the presidential galley and VIP dressing room, show online visitors how presidential airlift has changed over the years.

Interior views of 12 other aircraft – the P-26A, Hawker Hurricane, Mosquito, B-26G, P-41C, C-124, A-7D, B-57B, KC-97L, B-58A, C-113A and F-104C – were added as well, which means the free app now features high-definition panoramic photos of the interiors of 41 aircraft on display at the museum. The app is currently available for free download from the Apple and Google Play stores. The interior photos also are available on the museum’s interactive 360-degree virtual tour, which allows users to explore the museum at their leisure through factsheets, supplemental information and educational tools based on the museum’s collection. The tour is available at www.nmusafvirtualtour.com. A list of links to all interior images is available at www.nationalmuseum.af.mil/Visit/VirtualTour/Cockpit360.aspx.

The museum plans to feature additional cockpit photos as time and resources allow.

The National Museum of the U.S. Air Force, located at Wright-Patterson Air Force Base near Dayton, Ohio, is the world’s largest military aviation museum. With free admission and parking, the museum features more than 360 aerospace vehicles and missiles and thousands of artifacts amid more than 17 acres of indoor exhibit space. Each year about one million visitors from around the world come to the museum. For more information, visit www.nationalmuseum.af.mil.