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February 22, 2016

AEDC wind tunnel testing data readies F-35 for first Sidewinder launch

By Deidre Ortiz
ATA Public Affairs

Over the years, store separation testing using the Air Intercept Missile-9X (AIM-9X) Sidewinder has been conducted in the 4-foot transonic wind tunnel at AEDC. Data from these tests helped prepare the F-35 Lightning for its first successful launch of the AIM-9X.

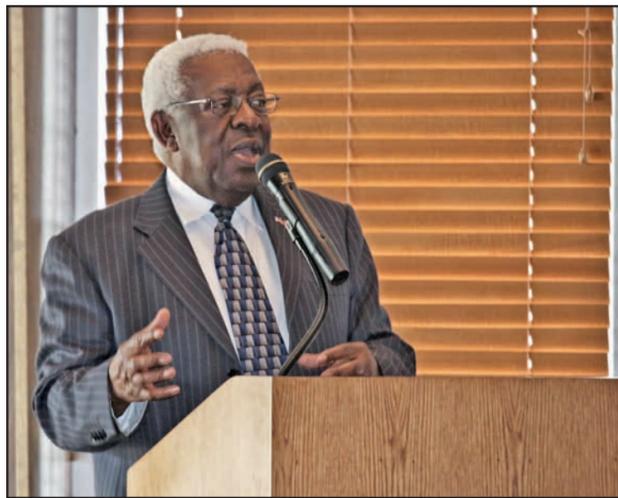
On Jan. 12, an F-35 from the 461st Flight Test Squadron released an AIM-9X over the Pacific Sea Test Range at an altitude of 6,000 feet. The AIM-9X is an advanced infrared missile and the newest of the Sidewinder family of short-range air-to-air missiles carried on a wide range of fighter jets.

During testing in Tunnel 4T at AEDC in 2008, the AIM-9X was one of several stores released from the F-35 Joint



AF-01, of the 461st Flight Test Squadron at Edwards Air Force Base, Calif., became the first F-35 to fire the Air Intercept Missile-9X missile Jan. 12. Store separation testing using AIM-9X Sidewinder has been conducted in the 4-foot transonic wind tunnel at AEDC, with one the most recent tests being in 2012. Data from these tests helped prepare the F-35 for its recent launch of the AIM-9X. (Courtesy photo by Chad Bellay/Lockheed Martin)

See F-35, page 5



Manchester Mayor Lonnie Norman served as guest speaker for the Black History Luncheon Feb. 12 at the Arnold Lakeside Center. Norman was the first black mayor of Manchester, elected in 1991, and was re-elected as the 45th mayor in 2012. (U.S. Air Force photo/Holly Fowler)

Speaker of Black History luncheon says make the most of life

By Deidre Ortiz
ATA Public Affairs

The African American Heritage Committee of AEDC held its annual Black History Luncheon and invited Manchester Mayor Lonnie Norman to be the speaker.

Norman was the first black mayor of Manchester, elected in 1991, and he was re-elected as the 45th mayor in 2012.

The 2016 Black History theme, established by the Association for the Study of African American Life and History, is "Hallowed Grounds: Sites of African American Memories."

Along with that theme, Norman recalled growing up during a time of segregation, where even in small towns like Manchester, blacks had to enter at

the back door of a building instead of the front and were generally treated different than their white counterparts.

"It was no different than any other city in the South at that time," he told the crowd gathered Feb. 12 at Arnold Lakeside Center.

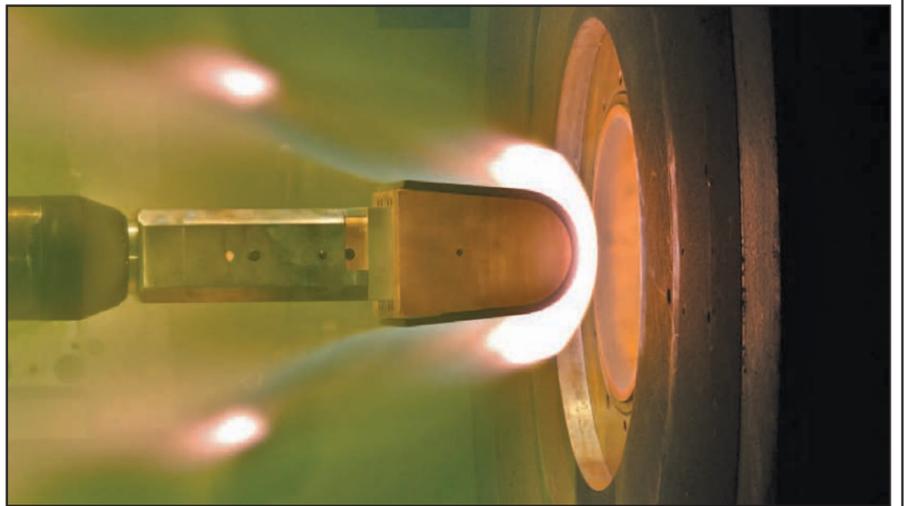
Norman, a retired employee of AEDC, started at 21-years-old and served at the base for 41 years.

"I remember my first day being scared to death, and at that time there weren't any black engineers, programmers or secretaries."

But more job opportunities later opened up to people of color. Hired on as a custodian, Norman eventually became an

See SPEAKER, page 5

AEDC arc heater facility supports next generation weapon systems



A carbon-carbon leading edge test in the 24-inch diameter nozzle in Arc Heater H-2 for the Hypersonic Test Vehicle-3 technology program in 2007 demonstrates hypervelocity capabilities at AEDC. (AEDC photo)

By Deidre Ortiz
ATA Public Affairs

Testing on nosecone materials for a next generation weapons system was recently completed in the AEDC arc heater facility.

According to 1st Lt. Joey Achenbach, Air Force project manager at AEDC, the test program for San Diego Composites, Inc. (SDC) was performed to screen materials that will likely be used as part of a weapons system that will travel at high speeds and high altitudes.

The SDC nosecone test was conducted in the H2 Test Unit, but Achenbach explained all AEDC arc heaters, H1, H2 and H3, which simulate atmospheric re-entry conditions, are capable of this type of testing.

"Each has their own focus

and benefits," he said. "H2 is for simulating high velocity at high altitude for aerospace vehicles while H1 and H3 are mainly used for high velocity at low altitude for ICBM ballistic reentry. H3 also operates on a larger scale, at over twice the available power level and mass flow of H1, with higher pressures of up to 160 atmospheres."

H2 was also used to test re-entry materials for the heat shield on NASA's Mars rover Curiosity.

Just as the Curiosity test involved research and development of materials, information from the test on the SDC nosecone will help in determining the composition of the new weapon system.

"It will determine which candidate materials will be able to withstand the high energy environment associ-

ated with hypersonic velocities," Achenbach said.

AEDC test teams measured ablation rate, shear response and thermal performance on the Thermal Protection System technologies. Additionally, during this test a mixing/stilling chamber was used to create lower altitude conditions.

"This was unique in that it essentially lowered the total energy of the final air flow by injecting ambient air into the heated air flow produced by the heater," Achenbach said.

He noted the test marked the first time AEDC performed testing on this particular project.

"It was a preliminary research test but there have been many similar types of tests done before for similar government programs."

In This Issue....

Maj. Gen. David Harris visits Tunnel 9

...Page 3

Godwin reporting for duty, ready for inspections

...Page 3

AEDC promotes STEM at Tracy City Elementary

...Page 4

HIGH MACH

Arnold Engineering Development Complex
An Air Force Test Center
Test Complex

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Core Values

- Be accountable for our own actions
- Ensure the safety of individuals and equipment
- Demonstrate the highest integrity and ethical standards
- Communicate clearly and openly
- Deliver professional and technical excellence
- Nurture, enable and treat people fairly
- Align with customer goals and objectives
 - Use disciplined and innovative processes
- Continually improve in all that we do

Prepared for Anything

By Micheal Walton
AEDC Public Affairs



Micheal Walton
AEDC Public Affairs
deputy/operations

On Feb. 8 in Washington, D.C., 106 years ago, officials of a new youth-service organization filed paperwork to incorporate and federally charter the Boy Scouts of America.

These men, representing a broad cut of social and civic clubs, educational institutions and religious bodies, had no clue as to what direction their small organization would go. They patterned much of the new Boy Scouts organization after their peers in Britain: it was a businessman from Chicago, William D. Boyce, which ran into a British Boy Scout during a business trip a couple years back which sparked the entire effort. Boyce later met with Sir Robert Baden-Powell, whom had sparked British youth with the things found in his Scouting for Boys – originally a military skills manual – and brought back copies of the book along with badges and materials to start his own “Boy Scout” group in Chicago.

He shared what he learned with other organizational leaders, and together they decided the best way to make this work for the nation was to create a body, The Boy Scouts of America.

But there were already Boy Scouts in America at the time of the incorporation. Good news travels fast, even in the days before websites, push technologies, Yahoo and America Online. Personal letters between heads of community organizations resulted in “experimenting with this new concept called Scouting.”

Scoutmasters were self-appointed and they organized groups, some with the approval of the Scout Association in England. Church leaders and community activists took kids hiking, camping and teaching themselves as well the finer arts of making a ground fire, lashing poles together, and cooking entire meals over open flames.

And because this was the period long before Pop-tarts, Swanson dinners and Sara Lee, everything was done from scratch, which required more time to prepare, more time to cook or bake, and naturally, more time to eat. Scouts leaned how to entertain themselves while waiting for the food to cook, without the assistance of Walkman and his self-contained, battery-powered buddies.

Scouting grew well in advance of the official words, the official books, the official uniforms, and

uniform, the same insignia, and worked from the same book. There were no “white” nor “black” uniforms, insignia or books.

And a First Class Boy Scout, be he brown, beige or freckled – or a shade in between – was a First Class Boy Scout and the community was as proud of him as it was their other civic leaders. Eagle was just icing on the cake!

Scouting became a household word, not because of the skills it was teaching, nor because of the way it was teaching those skills by letting groups of boys lead and direct themselves under the supervision of a man or two called a Scoutmaster, whose only “claim to fame” was in proudly saying “those are my boys.” Scouting became a household word because of the things that Scouts and Scout units, called Troops, did for their communities. They took care of the homes of those too ill or infirmed to take care of

them by themselves. They created miles of community trails and camping areas and swimming areas. They taught other kids how to swim. They worked in stores and in small businesses, and through their constant work, only stopping for lunch, became known as reliable young men.

Scouts housed people during storms, and played with small children while parents met to decide on how to rebuild communities. Scouts directed traffic in and out of towns. In school and church, Scouts were the leaders; the ones that didn’t have an “I don’t know” for a response when asked their opinion. Scouts kept up with the news from town and always had a way to be of use – to anyone whom would ask. And because his town saw him frequently in his Scout uniform, clean and pressed, they sought them out.

Scouts were prepared for anything.

Scouting in America expanded itself, first by offering adult-like opportunities for the older males; then by offering nautical skills on land and on the water. Also, by providing the means for younger boys to become a part of Scouting, and through Cub Scouting, to get a small taste of what Scouting is all about when they get older. In all cases, America continued to look to Scouting as that “great equalizer” of life, the one place unlike any other in life, whereby truly one’s achievements are only limited to what he was willing to do and how quickly he would meet his own goals.

In the 1960s, the BSA, now a truly national organization, with chapters operating in all 50 states and by mail or cable in such remote spots as Moscow, South Africa, Peru, Peking and in 100 other countries; allowed teenage girls the opportunity to experience

See **PREPARED**, page 5

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2016 Engineers Week Activities
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DISCOVER
ENGINEERS WEEK
FEBRUARY 21-27, 2016

Student Design Competition
Feb. 22, 9 a.m.-2 p.m., Hands on Science Center - Tullahoma

Engineer-for-a-Day
Feb. 24, 7 a.m.-3 p.m., AEDC & local companies

Engineers Banquet
Feb. 25, 5:30 p.m.-8:30 p.m., Manchester/Coffee County Conference Center
Speaker: Les Johnson
Deputy Manager for NASA's Advanced Concepts Office
Marshall Space Flight Center, Huntsville



Les Johnson

Smoking Policy

1. The following revised AEDC smoking policy is effective immediately. Smoking is permitted solely in designated areas identified by a plastic “smoke genie.” This receptacle is for the sole purpose of cigarette butt disposal. If there is no receptacle, smoking is not permitted in that area. It is the responsibility of all smokers to clean up the area surrounding the receptacles for any cigarette butts on the ground. Smoking in government-owned vehicles is strictly prohibited. Personnel are allowed to smoke in their personal vehicles at any time. Smoking areas will be held to the absolute minimum and will be located in low traffic, low visibility areas away from points of building ingress/egress and air intakes. A map of all authorized smoking areas is available on the Team AEDC SharePoint site. Smoking near a facility in an area not designated on the map is prohibited and any smoking receptacles located in areas not shown on the map will be removed. All “smoking permitted” and “no smoking” signs will be removed unless specifically required by OSHA.

The fact a person smokes has no bearing on the number of breaks they may take. Breaks should be taken in accordance with the company/agency personnel policies that apply to all employees.

Smoking, including the use of electronic cigarettes and smokeless tobacco, is prohibited in any area, at times when official business is being conducted with government clients, test customers, outside visitors and dignitaries, and where official business is being conducted including conference rooms, auditorium settings, business meetings, or in any other area where Air Force regulations specifically prohibit use. Containers of tobacco waste product, including selaeled containers, must not be left unattended or disposed of in trash receptacles. Users of smokeless tobacco must flush tobacco waste down the toilet. Due to the nature, appearance, and safety concerns of electronic cigarettes (also known as “e-cigs”), the use of said products will abide by the same rules for tobacco products stated above and governed by AFI 40-102, *Tobacco Use in the Air Force*.

2. Supervisors at every level will ensure this policy is followed. Disciplinary action is appropriate for repeated violations.

3. Updates to this policy will be made in the future to further align with Air Force guidelines.

4. This policy remains effective until rescinded. (This policy is dated December 20, 2013)

Action Line

Team AEDC

I believe in free and open communications with our Team AEDC employees, and that’s why we have the Action Line available. People can use the Action Line to clear up rumors, ask questions, suggest ideas on improvements, enter complaints or get other issues off their chests. They can access the Action Line in one of two ways: via the AEDC intranet home page, and by calling 454-6000.

Although the Action Line is always available, the best and fastest way to get things resolved is by using your chain of command or by contacting the organization directly involved. I encourage everyone to go that route first, then if the situation isn’t made right, give us a chance.

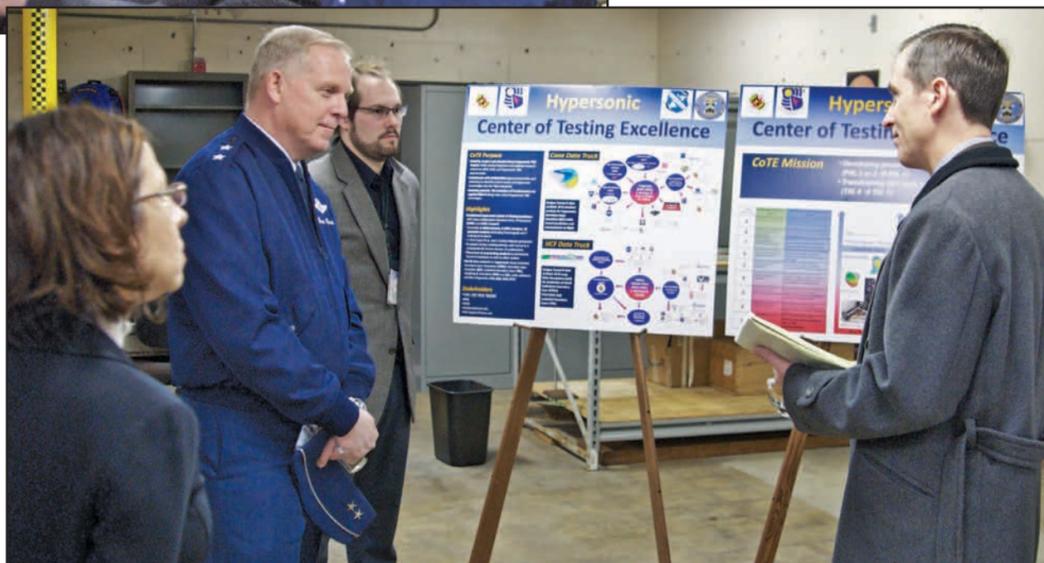
Col. Rodney Todaro
AEDC Commander

Maj. Gen. David Harris visits Tunnel 9



Above, Maj. Gen. David A. Harris, commander of the Air Force Test Center, Edwards Air Force Base, Calif., tours the AEDC Hypervelocity Wind Tunnel 9 at White Oak, Md., Feb. 5. Dan Marren (left), director of the White Oak site, describes how they control 40,000 psi pressures in order to produce Mach numbers about 14 times the speed of sound. (U.S. Air Force photo/A.J. Spicer)

Right, Maj. Gen. David A. Harris, commander of the Air Force Test Center, Edwards Air Force Base, Calif., visits the center's laboratory that houses the novel workforce development pilot jointly sponsored by the Air Force Office of Scientific Research and the Test Resource Management Center, Feb. 5. Pictured left to right are: Ashton Burke, with TRMC; Harris; Dr. Eric Marineau, Tunnel 9 chief technologist; and Dr. Ivett Leyva with AFOSR. (U.S. Air Force photo/A.J. Spicer)



Godwin reporting for duty, ready for inspections

By Raquel March
ATA Public Affairs

Bradford Godwin, the new AEDC director of Inspections, arrived at the Complex in December ready to lend his experience in keeping Arnold Air Force Base operating at peak efficiency.

As the director of Inspections, Godwin is responsible for providing leadership an overview of organizational health along with an analysis of where to focus limited resources based on trends that allow ongoing progress at AEDC to effectively deliver core capabilities.

"The mission of the Inspector General office is to enable and strengthen the Commanders' mission effectiveness and efficiency," Godwin said. "We accomplish this by promoting a culture of continuous improvement and military discipline while improving individual unit performance both up and down the chain of command. We also assist leadership in identifying issues that could interfere with readiness, economy, efficiency, discipline, compliance, performance, surety and management excellence."

Planning and executing the inspection program is conducted through exercises and inspections. Godwin and the IG staff have set in motion a process for achieving the mission of the Office of Inspector General.

"I believe for Air Force Inspection System and the Commander's Inspection Program to be successful at AEDC it must start with fostering a culture of critical self-assessment," Godwin said. "This means placing responsibility of programs back in the hands of the program owners. Accomplishing this task will require a trust between unit leadership, the workforce, and the IG with a shared goal of improving efficiency and effectiveness at AEDC."

"In January we began moving toward this com-

mon goal by establishing trained self-assessment managers (SAPMs) in each division to assist members in identifying areas of concern within their programs. While the program is still in its infancy at AEDC, I have been impressed with how people have reported

honestly on whether or not they comply with directives and informed their supervisors when they cannot comply."

Godwin retired from the U.S. Air Force in 2015 as senior master sergeant. At that time he was the Superintendent of Wing

Inspections for the 557th Weather Wing, Offutt Air Force Base, Neb.

A native of Vicksburg, Miss., Godwin and his family are settling into Tennessee life and weather.

"Moving from Nebraska to Tennessee was not a hard decision for the family – ever been in a Midwest winter storm?" Godwin said. "While there is always a certain level of uncertainty in moving, the benefits of relocating to this area well outweighed any negatives

we could find. The 10th of February marked two months in the area and we have already made several friends, found a church and the children are making friends."

Since Godwin and his wife Amy have family close to Arnold, he said, "Being able to relocate to this area was a blessing for our family as it puts us near family and allows us to enjoy the outdoors together."

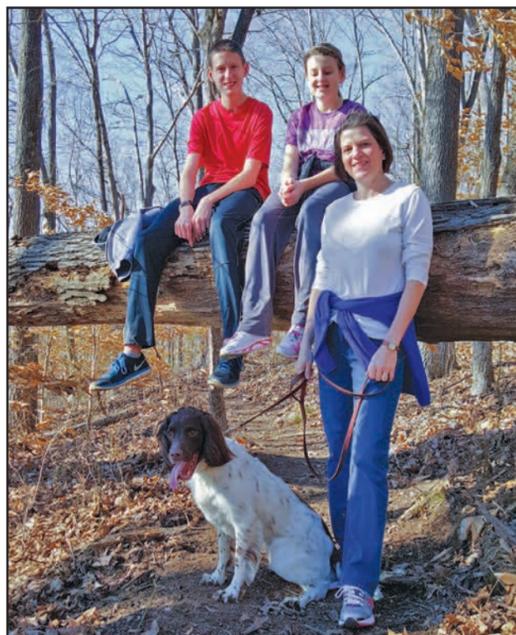
Son Andrew, age 16; daughter Anna, age 12; and Quincy, an English springer spaniel, complete

the Godwin family.

Godwin began his Air Force career in 1991 as a weather observer and has served as a weather technician at the flight squadron, wing and field operating agency level. His assignments included bases in Illinois, Mississippi, Georgia, Germany, Nebraska and Turkey. He also deployed in support of Operation Southern Watch, Operation Northern Watch, Operation Enduring Freedom, Operation Iraqi Freedom and Operation New Dawn.



Bradford Godwin is the new AEDC director of Inspections. He retired from the U.S. Air Force in 2015 as senior master sergeant serving as the Superintendent of Wing Inspections for the 557th Weather Wing, Offutt Air Force Base, Neb. (U.S. Air Force photo/Jacqueline Cowan)



Amy Godwin (far right), with son Andrew, daughter Anna and Quincy, an English springer spaniel, take a break during a Tims Ford Lake area hike in Franklin County. Amy is the wife of Bradford Godwin, the new AEDC director of Inspections, who recently moved to Tennessee. He retired from the U.S. Air Force in 2015 as senior master sergeant serving as the Superintendent of Wing Inspections for the 557th Weather Wing, Offutt Air Force Base, Neb. (Courtesy photo)

2016 AEDC FELLOWS



Nominations due by March 25

Nominations are currently being accepted for the 2016 AEDC Fellows Program. Nominations must be submitted in written form with supporting materials to:
AFTC/CZ, 100 Kindel Drive, Suite A327
Arnold AFB, TN 37389-1327.

For information, including the format for AEDC Fellows nomination submissions, contact the AEDC Chief Technologist Office at (931) 454-6505.

AEDC promotes STEM at Tracy City Elementary

By Kathy Gattis
ATA Public Affairs

Students, teachers and parents at Tracy City Elementary School recently saw first-hand how much fun science, technology, engineering and mathematics can be when the AEDC Discovery Dome came to their school.

The Discovery Dome provides a full planetarium experience and is 16 feet by 10 feet.; it can hold up to 35 students and one adult for each presentation. The dome includes surround sound and videos tailored to the grade level of the students.

Jere Matty, coordinator for AEDC STEM, partnered with Discover Together and the Tracy City Elementary School to plan a two-day visit to TCES. On the first day, Matty stayed after school and held two additional shows so parents could watch with their children.

Both students and teachers left the event saying they were impressed.

“One of the fifth grade boys gave Mr. Matty a hug and thanked him for coming,” said Susan Johnson, Community Ambassador, and the parents were ask-

ing why their children were so excited.”

The comment came after the students launched rockets on day two of the visit.

This was Matty’s first visit to TCES where 450 people participated. The group included students, teachers, staff and parents who went through the AEDC Discovery Dome.

On the second day, another 15 students built and launched rockets. As a reward for their work with the rockets, Matty gave the students some materials to make an airplane and then watched as they flew them.

By the end of the second day, students at TCES were flying their planes and eager to learn more about STEM.

“The students told me they didn’t want to leave, and they kept asking if Mr. Matty can come back,” said Johnson. “Experiences like this can spark an interest in our children to study STEM, and it’s never too early to plant that seed!”

Matty agreed and noted, “We just love working with these smart young folks and showing them a vision of the bright future they can be part of.”



AEDC STEM Coordinator, Jere Matty, helps students at Tracy City Elementary School build and fly planes. (Courtesy photo)

Johnson planned the event and worked with TCES Principal Glenda Dykes and Matty at AEDC to make the visit to the school possible, and the entire school participated.

“Discover Together is a partnership of Scholastic Seawanee – a collaboration between the University of the South, the Yale Child Study Center and the community in Grundy County,” said Emily Partin, the director of Grundy County Schools Family Resource Center and Discover To-

gether Grundy. Scholastic Seawanee was designed to build family resiliency through programs focused around place, community and literacy and every community is rich with

unique people, places, stories and dreams... to be discovered together.”

Matty travels with the Discovery Dome throughout the state and provides a variety of items for

check out through the AEDC STEM Center.

For more information or learn about all of the opportunities available, go to <http://www.arnold.af.mil/STEM>.



Community Ambassador Susan Johnson prepares students as they enter the AEDC Discovery Dome for a unique experience. A total of 450 students, teachers, staff and parents participated. (Courtesy photo)

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SPEAKER from page 1

instrument technician and lead technician, and he has several fond memories from his years working at AEDC.

"I made a lot of good friends that are still my good friends today," he said.

Even in difficult situations or if he was ever treated unfairly, Norman said he would remember how his parents raised him and what they said about how to treat others.

"The main thing I've

learned in life is you treat people how you want to be treated, you won't have any trouble," he said.

He added later, "I would be less of a man to try and blame someone else in this room for anything that has went wrong in my life."

In ending his speech at the luncheon, Norman then thought back to a conversation he's had with his children about politicians, doctors and other positions where people have titles

before their names.

"I told them it doesn't matter what's in front of your name, be a person that you'll be proud of."

In addition to Norman's presentation, Alesia Payne started the event with a special dance performance. Janice Willis also later received the African American Heritage Committee Award for her work as part of the committee and Mayor Norman received a plaque for his support.



Alesia Payne performed an interpretive dance to kick off the Black History Luncheon, coordinated each year by the AEDC African American Heritage Committee. Many people were in attendance for the event held at the Arnold Lakeside Center Feb. 12. (U.S. Air Force photo/Holly Fowler)

PREPARED from page 2

the grand outdoors through their Exploring program. However, most girls as well as boys at that time in life, were interested more in getting that first job and being happy working that first job. The Exploring program allowed them to do just that, by partnering them up with businesses that saw the benefit of workers that want to be there. More importantly, these were SCOUTS – a different brand of Scout, but one in the true tradition of those earlier Scouts that bent over backwards to be of service to others. Many Explorer Posts did the nation and their communities – as well as the program – proud.

The Boy Scouts of America further expanded itself by operating in schools during school time. Many areas of the nation still barely had safe roads, and electricity in some areas was still a dream to be realized. But they had Scouting, thanks to the forward thinking of businesses and schools that saw what Scouting has done for citizenship and personal fitness development earlier, and wanted some of that too.

By the middle 1970s, every public and private school system wanting Scouting had it and conducted Scout Troop and Cub Pack meetings during or after school. Every community in America has heard of Boy Scouting and most wanted – and had – Scouting in some form: the traditional form, chartered and partnered by a business, church, school, military organization or "group of citizens" residing in a community; or non-traditionally, within the context of school, church or within American

Embassies in such far off locations as Chile and New Zealand.

Doing good for others and working with business and government has always been the benchmark of Scouting over the many years. From paper and can drives in the 1930s and 1940s, to Victory Gardens, to drug abuse prevention programs, to organ and tissue donation awareness. Americans have reacted positively to the call by Scouts to help out.

When floods leveled entire communities, it was the National Guard and the Scouts first on the scene – in some cases, one and the same as many National Guard units chartered Emergency Service Exploring units to handle contingencies exactly like what happened. When tornadoes blew, or when hurricanes came on-shore, or deep, long snows hit communities, Scouts were there, preparing and in some cases handing out food, putting together cots and finding blankets, and collecting and distributing toys for needy children. Our newspapers are full of Scouts, individually and collectively as units, entire Councils – putting aside such petty things as race, color, creed and later sex – working to make a positive difference for other people.

And it all started with the willingness of businessmen, civic group leaders, church officials, educational administrators and community leaders to "put together an organization which will do good for America and her citizens, while teaching good qualities of responsible citizenship, personal

character, and moral and physical fitness."

In today's dot-com, super-fast electronic retailing environment, Scouting still needs those businessmen and women, those civic group leaders and those members of our communities and cities, to continue to forge and reformulate Scouting today. To help us to chart the direction we should be moving in. To help Scouting's volunteers to teach valuable skills which they and America may need to meet our still-changing world.

It was only in the early 1970s that a new merit badge in computers was introduced; and in 1973, a merit badge called Emergency Preparedness was added to the short list of badges required of all Eagle Scouts to earn. While Scouts today are not taught how to stop a runaway horse or how to sew a tent together, Scouts do learn how to react to and report a bomb threat as well as how to use a ground cloth as shelter.

Remember the Columbine shootings? Two boys, one unfortunately, a former Boy Scout, armed themselves and killed several students and a high school teacher in a suburb of Denver, Colorado. Two of the many students holed up in the high school waiting to be rescued, administered a first aid to the high school teacher who later died. They remembered their Scouting first aid training as they treated the teacher for shock by covering him with shirts and jackets and helping him to focus on his family. One Scout was showing him photos from the teacher's wallet, asking

Monty Burks to speak at UTSI Black History Celebration

By Barbara Birdsong

University of Tennessee
Space Institute Public
Relations



Monty Burks
UTSI Black History
Celebration Speaker

"Transformation: On the Road to Success" will be Monty Burks's topic as featured speaker at The University of Tennessee Space Institute's Black History Celebration Feb. 26 at 10 a.m. in the UTSI auditorium.

Burks is the director of Faith Based Initiatives for the Tennessee Department of Mental Health and Substance Abuse.

He is the first person to hold the position since its creation in 2014. Burks brings more than 15 years of experience working with the criminal justice system in various roles; including director of Faith Based and Volunteer Services with the Tennessee Department of Corrections, adjunct criminal justice instructor at Motlow State Community College, Criminal Justice Off Campus program coordinator and adjunct instructor at Tennessee State University, criminal justice research analyst at Middle Tennessee State University, and State of Tennessee's Lifeline project coordinator for Region five North which aims at re-

ducing stigma associated with people who suffer from addiction.

Burks has also served as a program coordinator, job placement specialist, and cognitive skills instructor with the Middle Tennessee Rural Reentry jail and prison program earning national recognition for helping ex-offenders break down employment barriers.

He earned his master's degree in Criminal Justice from Middle Ten-

nessee State University and is currently pursuing his doctorate in theology. He is also a certified peer recovery specialist, certified Moral Reconciliation Therapy facilitator, certified anger management facilitator and volunteer Literacy Tutor of America.

Burks belongs to several professional organizations including the Academy of Criminal Justice Sciences, Southern Criminal Justice Association, American Criminology Society, Community Anti-Drug Coalitions of America and The Wilson County Prevention Coalition.

The UTSI Black History Celebration is free and open to the public. A reception will follow in the UTSI lobby. Please contact UTSI Human Resources at (931) 393-7226 for additional information.

F-35 from page 1

Strike Fighter aircraft Short Takeoff and Vertical Landing and Carrier variants. Testing observed separation characteristics of these stores from the weapons bay and weapons pylons of the aircraft model. Separation data were acquired for numerous aircraft configurations and model angles of attack at flight speeds up to Mach number 1.6.

In 2012, additional tests investigating separation characteristics of the Conventional Takeoff and Landing and Carrier variants of the F-35 were completed in Tunnel 4T. Captive loads data were acquired for the AIM-9X at several down-rail positions from aircraft wing

stations.

In addition to the Lightning, other fighter aircraft have undergone store separation testing at AEDC using the AIM-9X. In the early 2000s, a 1/15-scale model of the F-16 and the AIM-9X was tested. AEDC personnel have also accomplished AIM-9X separation testing from the F-15C/D/E, F/A-18E/F, and the F-22 aircraft in Tunnels 4T and 16T.

According to an Air Force press release, the inaugural shot of the AIM-9X Jan. 12 paves the way for the F-35 to utilize the weapon's high off-boresight and targeting capabilities, increasing lethality in the visual arena.

him to tell him who were in the photos while they applied direct pressure on the shotgun holes to slow the bleeding.

One of those two students, a Scout named Aaron Hancey, later told a newspaper reporter that in Boy Scouting, "you're trained to deal with broken arms, broken limbs, cuts and scrapes. Stuff you get on a camping trip...you never train for gunshot wounds."

In many places we do now.

Scouting is still as important to American life as it was back in 1910. We have adapted to the times we live within, and will continue to do so. I invite you to help us continue the adaption and movement of such an important program!

Settummanque!!

(This article was originally published in February 2000 and has since been updated. It was a part of "Scouting's Days of the Week", a set of articles written for local Council usage during Scouting Anniversary Week that year. Since 2011, Mike Walton ("settummanque, the blackeagle") has served as AEDC's Public Affairs deputy/operations chief. An Eagle Scout with Silver and Gold Palms, Walton was employed under a Labor Department grant to the BSA in the early 1980s as a Paraprofessional, serving Tennessee and Kentucky while attending undergraduate school. He currently serves as a national-level volunteer, an active member of the Executive Board of the Transatlantic Council, and as Advancement Chair of the Elk River District which serves AEDC.)

Remember winter weather driving safety

By AEDC Safety

If you must drive in snowy conditions, make sure your car is prepared, and that you know how to handle road conditions.

Inclement weather can turn a normal trip into a driver's worst nightmare.

Be proactive

- Keep an emergency kit in the trunk of your car in case you are stuck in winter weather. Items for your kit should include: food (that won't spoil such as energy bars), first aid water (in plastic bottles, change every 6 months), blanket, extra clothing and shoes, first aid kit, small shovel, scraper and snowbrush, candle and matches, wind up flashlight, whistle (to attract attention), roadmaps, copy of your emergency plan, sand/salt/cat litter (non-clumping), antifreeze/windshield washer fluid, tow rope, jumper cables, fire extinguisher and warning light or road flares.

- Consider taking a winter driving course to help you develop and strengthen your winter driving skills so you are prepared for the road conditions.

- Check the brakes, exhaust system, and make sure the front and back wipers, heater, defroster and rear window defogger are all in good working order. All-weather tires will perform well under most conditions, but winter tires are recommended if you expect to be on the road daily.

Anticipating problems before they arise should aid drivers in maintaining control of their vehicle. This is important because winter driving requires an adjustment for every driver and makes accelerating, braking, and turning more challenging due to the weather conditions.

Finally, check weather and traffic reports prior to and during your trip. Be patient, flexible and adaptable.

Driving safely on icy roads

- Decrease your speed and leave yourself plenty of room to stop. You should allow at least three times more space than usual between you and the car in front of you.

- Brake gently to avoid skidding. If your vehicle has anti-lock brakes (ABS), apply even pressure and let the brakes do their job. If you don't have ABS and your wheels start to lock up, ease off the brake.

- Turn your lights on to increase your visibility to other motorists. Keep your lights and windshield clean.

- Use low gears to keep traction, especially on hills. Don't use cruise control or overdrive on icy roads. Be especially careful on bridges, overpasses and infrequently traveled roads, which will freeze first. Even at temperatures

above freezing, if the conditions are wet, you might encounter ice in shady areas or on exposed roadways like bridges.

- Don't pass snow plows and sanding trucks. The drivers have limited visibility, and you're likely to find the road in front of them worse than the road behind.

- Don't assume your vehicle can handle all conditions. Even four-wheel and front-wheel drive vehicles can encounter trouble on winter roads.

If your rear wheels skid

Take your foot off the accelerator. Steer in the direction you want the front wheels to go. If your rear wheels are sliding left, steer left. If they're sliding right, steer right.

If your rear wheels start sliding the other way as you recover, ease the steering wheel toward that side. You might have to steer left

and right a few times to get your vehicle completely under control.

If you have standard brakes, pump them gently. If you have anti-lock brakes (ABS) do not pump the brakes. Apply steady pressure to the brakes. You will feel the brakes pulse – this is normal.

If your front wheels skid

Take your foot off the gas and shift to neutral, but don't try to steer immediately. As the wheels skid sideways, they will slow the vehicle and traction will return. As it does, steer in the direction you want to go. Then put the transmission in "drive" or release the clutch, and accelerate gently.

If you get stuck

Do not spin your wheels. This will only dig you in deeper. Keep the snow and ice from blocking your exhaust pipe. Lower your window slightly to avoid as-

phyxiating carbon monoxide fumes from entering your vehicle. Run the engine and heater about 10 minutes per hour. Don't leave the car unless you know your exact location and the time and distance required to get help.

- Turn your wheels from side to side a few times to push snow out of the way.

- Use a light touch on the gas, to ease your car out.

- Use a shovel to clear snow away from the wheels and the underside of the car.

- Pour sand, kitty litter, gravel or salt in the path of the wheels, to help get traction.

Try rocking the vehicle. (Check your owner's manual first – it can damage the transmission on some vehicles.) Shift from forward to reverse, and back again. Each time you're in gear, give a light touch on the gas until the vehicle gets going.

NASA Space Launch System's First Flight to Send Small Sci-Tech Satellites Into Space

By National Aeronautics and Space Administration

WASHINGTON

The first flight of NASA's new rocket, the Space Launch System (SLS), will carry 13 CubeSats to test innovative ideas

along with an uncrewed Orion spacecraft in 2018.

These small satellite secondary payloads will carry science and technology investigations to help pave the way for future human exploration in deep space, including the journey to Mars.

SLS' first flight, referred to as Exploration Mission-1 (EM-1), provides the rare opportunity for these small experiments to reach deep space destinations, as most launch opportunities for CubeSats are limited to low-Earth orbit.

"The 13 CubeSats that will fly to deep space as secondary payloads aboard SLS on EM-1 showcase the intersection of science and technology, and advance our journey to Mars,"

said NASA Deputy Administrator Dava Newman.

The secondary payloads were selected through a series of announcements of flight opportunities, a NASA challenge and negotiations with NASA's international partners.

"The SLS is providing an incredible opportunity to conduct science missions and test key technologies beyond low-Earth orbit," said Bill Hill, deputy associate administrator for Exploration Systems Development at NASA Headquarters in Washington. "This rocket has the unprecedented power to send Orion to deep space plus room to carry 13 small satellites – payloads that will advance our knowledge about deep space with minimal cost."

NASA selected two payloads through the Next Space Technologies for Exploration Partnerships (NextSTEP) Broad Agency Announcement:

- **Skyfire** - Lockheed Martin Space Systems Company, Denver, Colorado, will develop a CubeSat to perform a lunar flyby of the moon, taking sensor data during the flyby to enhance our knowledge of the lunar surface

- **Lunar IceCube** - Morehead State University, Kentucky, will build a CubeSat to search for water ice and other resources at a low orbit of only 62 miles above the surface of the moon

Three payloads were selected by NASA's Human Exploration and Operations Mission Directorate:

- **Near-Earth Asteroid Scout, or NEA Scout** will perform reconnaissance of an asteroid, take pictures and observe its position in space

- **BioSentinel** will use yeast to detect, measure and compare the impact of deep space radiation on living organisms over long durations in deep space

- **Lunar Flashlight** will look for ice deposits and identify locations where resources may be extracted from the lunar surface

Two payloads were selected by NASA's Science Mission Directorate:

- **CuSP** – a "space weather station" to measure particles and magnetic fields in space, testing practicality for a network of stations to monitor space weather

- **LunaH-Map** will map hydrogen within craters and other permanently shadowed regions throughout the moon's south pole

Three additional payloads will be determined through NASA's Cube Quest Challenge – sponsored by NASA's Space Technology Mission Di-

rectorate and designed to foster innovations in small spacecraft propulsion and communications techniques. CubeSat builders will vie for a launch opportunity on SLS' first flight through a competition that has four rounds, referred to as ground tournaments, leading to the selection in 2017 of the payloads to fly on the mission.

NASA has also reserved three slots for payloads from international partners. Discussions to fly those three payloads are ongoing, and they will be announced at a later time.

On this first flight, SLS will launch the Orion spacecraft to a stable orbit beyond the moon to demonstrate the integrated system performance of Orion and the SLS rocket prior to the first crewed flight. The first configuration of SLS that will fly on EM-1 is referred to as Block I and will have a minimum 70-metric-ton (77-ton) lift capability and be powered by twin boosters and four RS-25 engines. The CubeSats will be deployed following Orion separation from the upper stage and once Orion is a safe distance away. Each payload will be ejected with a spring mechanism from dispensers on the Orion stage adapter. Following deployment, the transmitters on the CubeSats will turn on, and ground stations will listen for their beacons to determine the functionality of these small satellites.

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33rd FW hosts first F-35A load competition

By Airman 1st Class
Andrea Posey
33rd Fighter Wing Public
Affairs

EGLIN AIR FORCE BASE, Fla. (AFNS) – The 33rd Fighter Wing held its first weapons load competition with the F-35A Lightning II here Feb. 5 to find the best weapons load crew in the 33rd Maintenance Group.

The event marked a milestone in the wing's F-35 program as the first competition in seven years since the 2009 drawdown of the F-15C Eagle. The 33rd FW flew F-15s until the Defense Department's Base Realignment and Closure Commission directed the divestment of the aircraft and established the wing as the host unit for the F-35 Integrated Training Center. On Sept. 8, 2009, the wing's final F-15 departed to make way for the F-35's arrival in the summer of 2011.

"(This competition) is very important to the F-35 program because it shows our progress as weapons load trainers and how the F-35 has grown," said Tech. Sgt. Daryl Crane, a 33rd MXG weapons load standardization crew member. "It also shows how we've brought this aircraft (toward) initial operational capability. We set the milestones for other bases to have these aircraft ready to drop



Staff Sgt. Timothy Gauden, a 33rd Aircraft Maintenance Squadron weapons load crew chief, and Airman 1st Class Jacob Robinson, a 33rd AMXS weapons load crew member, attach a joint direct attack munition to a missile-guided bomb unit for the first F-35A Lightning II load competition at Eglin Air Force Base, Fla., Feb. 5. During the event, Airmen competed in a uniform inspection, a written test, a tool box inspection, and an integrated load. (U.S. Air Force photo/Senior Airman Andrea Posey)

(munitions) as soon they get them."

During the competition, load crews underwent a uniform inspection, a written 25-question test covering loading procedures and weapons safety, a weapons tool box inspection, and an Air Intercept Missile-120 and Guided Bomb Unit-12 integrated load. All evaluated processes are graded on a point system distinguishing the team with the highest points as the winner.

"The purpose of weapons load competition is to allow the 58th Aircraft Maintenance Unit load crews to showcase their abilities as excellent loaders and encourage a competitive spirit to our career field," said Tech. Sgt. Raymond Mott, a 33rd MXG F-35A loading standardization crew member.

The 33rd FW has 14 load crews made up of one lead standardization crew, two lead crews and 11 load crews. Only these

11 load crews in the 58th AMU are eligible to compete in the load competition.

The wing hosted four quarterly load competitions for the 11 load crew teams to compete against each other to qualify for the event.

"The competition pushes our loaders to stay competitive," Mott said. "This (event) ultimately makes all of our 11 load crews better and smarter loaders."

See F-35A, page 10



Staff Sgt. Timothy Gauden, a 33rd Aircraft Maintenance Squadron weapons load crew chief, inspects a joint direct attack munition for the first F-35A Lightning II load competition at Eglin Air Force Base, Fla., Feb. 5. This was the first competition hosted at the 33rd Fighter Wing in seven years. (U.S. Air Force photo/Senior Airman Andrea Posey)

45th SW supports Air Force GPS IIF-12 launch aboard an Atlas V



The 45th Space Wing supported the U.S. Air Force's twelfth launch of a Boeing-built Global Positioning System IIF satellite aboard a United Launch Alliance Atlas V from Space Launch Complex 41 Feb. 5 at 8:38 a.m. EST. GPS is the Department of Defense's largest satellite constellation with 31-operational satellites on orbit. (Photo by ULA)

By 45th Space Wing
Public Affairs

CAPE CANAVERAL AIR FORCE STATION, Fla. – The 45th Space Wing supported the U.S. Air Force's twelfth launch of a Boeing-built Global Positioning System IIF satellite aboard a United Launch Alliance Atlas V from Space Launch Complex 41 Feb. 5.

"Today's launch marks a momentous milestone in the history of the Global Positioning System. It is the

twelfth and last GPS IIF satellite and closes out nearly 27 years of launches for the GPS Block II family of satellites," said Col. Shawn Fairhurst, 45th SW vice commander, who served as the Launch Decision Authority. "As the nation's premier gateway to space, we are proud to be part of the team providing GPS and its capabilities to the world and look forward to the future as we begin preparation for the next generation of GPS III satellites. Together with the



The 45th Space Wing supported the U.S. Air Force's twelfth launch of a Boeing-built Global Positioning System IIF satellite aboard a United Launch Alliance Atlas V from Space Launch Complex 41 Feb. 5 at 8:38 a.m. EST. GPS is the Department of Defense's largest satellite constellation with 31-operational satellites on orbit. (Photo by ULA)

Space and Missile Systems Center and our industry partners, we make up one team delivering assured space launch and combat capabilities for the nation."

An Airmen-led processing team at CCAFS has processed every satellite of the series since GPS IIF-1 launched here in May 2010.

"This is a significant milestone for GPS, the 50th GPS satellite to be delivered on-orbit," said Lt. Gen. Samuel Greaves, Space and Missile Systems Center commander

and Air Force Program Officer for Space. "The GPS IIF satellite performance has been exceptional and is expected to be operational for years to come."

This mission proves the Air Force's dedication to deliver pre-eminent space-based positioning, navigation and timing service to users around the globe. GPS is the Department of Defense's largest satellite constellation with 31-operational satellites on orbit. GPS IIF is critical to U.S. national secu-

and to sustainment of the GPS constellation for civil, commercial and military users. Originally designed for the military user, GPS has become a global utility depended upon by more than two billion users worldwide. Even 45th SW personnel rely on GPS satellites currently on orbit to track most missions they launch from the Eastern Range at CCAFS.

Eastern Range instrumentation provides radar tracking, telemetry, communications, command/

control sites, camera and optical sites, and other support capabilities such as meteorology. Instrumentation is necessary to safely and successfully conduct civil, commercial, and national security spacelift operations and ballistic missile tests and evaluation. Eastern Range assets are based on dependable designs and technology, and are arrayed in a highly efficient architecture designed to ensure safety of the launch environment and the public at large.

AEDC Woman's Club fashionable at giving back

By Barbara McGuire
AEDC Woman's Club

During the Feb. 2 meeting of the AEDC Woman's Club, there was a fashion show by J. Jordan Boutique Fashions and Accessories of Shelbyville and an opportunity for giving donations to the AEDCWC Scholarship Foundation. From the donations, two scholarships will be awarded to area students.

Susan Binkley, founder of the Blue Monarch, will speak at the March 1 AEDCWC meeting at the Arnold Lakeside Center.

The Blue Monarch opened in 2003 and is a long-term, Christian residential recovery program for women and their children who are overcoming abuse and addiction. They have served more than 600 women and children. Binkley will speak about the programs at the facility.

In addition, through Blue Monarch's program nearly 200 children have reestablished a relationship with their mothers who had



AEDC Woman's Club members and models display fashions from J. Jordan Boutique Fashions and Accessories of Shelbyville. Pictured left to right are Suzette McCrorey, Andrea Armstrong, Johanna West, Karen Todaro, Suzanne Rutley, Cecilia Schlagheck, Gale Klingelhoets, Pam Wiedemer, Marilyn Rampy, Kate Canady, and boutique owner Jennifer Jordan. (Courtesy Photo)

previously lost custody. Table donations from the meeting will go toward the Blue Monarch.

The March meeting is open to the public and provides the opportunity to

meet the AEDCWC members and become a member. You don't need to have military connections or be involved with Arnold Air Force Base to visit and become a member.

For information about the AEDCWC call 455-3569.

The social hour of the meeting starts at 9:30 a.m., with the business meeting and program beginning at

10 a.m.

Reservations and cancellations for the meeting must be made no later than noon, Feb. 23. Make reservations or cancellations by calling 931-393-2552 or

931-636-4152.

Disclaimer: This is a private organization which is not part of the Department of Defense or any of its components and has no governmental status.

F-35A from page 9

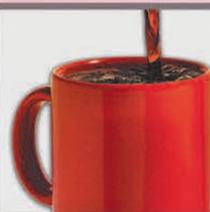
The winners of this competition will be announced at the military professional of the year ceremony March 11. This team will then compete in a base-wide load competition March 18 against load crews from the 96th Test Wing on Eglin Air Force Base to determine the base's best load crew.

"Our career field has a lot of pride. Earning the title of the best load crew is the same as winning the gold medal in the Olympics because it follows you throughout your entire career," Mott said.



Load crew members from the 33rd Aircraft Maintenance Squadron prepare to participate in the first annual F-35A Lightning II load competition at Eglin Air Force Base, Fla., Feb. 5. The 33rd Fighter Wing hosted four quarterly load competitions where Airmen competed to qualify for the event. (U.S. Air Force photo/Senior Airman Andrea Posey)

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Ascend Federal Credit Union's corporate headquarters goes red for women

By Greg Davis

Ascend Federal Credit Union

one in three deaths among women each year, which is more than all cancers combined.

"Fortunately, we can change that because 80 percent of cardiac events can be prevented with education and lifestyle changes," the site states.

Ascend employees also participated by wearing red. Employees who donated at least \$5 were allowed to wear blue jeans and a red shirt. Ascend matched employee funds for a total donation to the American Heart Association of \$1,740.

For more information about maintaining a healthy heart or what the warning signs are for a heart attack or stroke, visit the American Heart Association at heart.org.

If you drive by Ascend Federal Credit Union's corporate headquarters at 520 Airpark Drive in Tullahoma during the month of February, chances are you'll see something a little unusual.

All month long, the credit union's corporate headquarters will be bathed in red lighting in support of the American Heart Association's Go Red for Women® movement. The red lights began displaying on Feb. 5, National Wear Red Day®.

The special day was an awareness project of the American Heart Association's Go Red for Women® movement. According to goredforwomen.org, heart disease and stroke cause



Ascend Federal Credit Union's Corporate Headquarters at 520 Airpark Drive in Tullahoma during the month of February will be bathed in red lighting in support of the American Heart Association's Go Red for Women® movement. The red lights began displaying on Feb. 5, National Wear Red Day®. (Ascend Federal Credit Union Photo)

2016 March

ALC – Arnold Lakeside Center, 454-3350
 Café – Café 100, A&E, 454-5885
 ODR/IIT – Outdoor Recreation, 454-6084
 RRRP – Recycling, 454-6068
 Marketing/Sponsorship – 454-3128
 Barber Shop – 454-6987

GC – Arnold Golf Course, 454-GOLF
 MG – Mulligan's Grill, GC, 454-FOOD
 FC – Fitness Center, 454-6440
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 Resource Management – 454-7425
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3rd Place = \$2,500	= \$2,500

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Thursday		Friday		Saturday	
3	Café 100 National Cold Cuts Day Cold Cut Sandwich or Wrap \$4.50 turkey, ham, or roast beef only Movie: Creed, PG13	4	ALC First Friday Jam 6pm	5	
10	Movie: The Martian, PG13	11		12	
13	Arnold Golf Course Winter Special Dollar-a-Hole 9 holes/\$9 18 holes/\$18 454-GOLF (4653) good 7 days a week ~ cart fee extra Open to the public	14		18	Services is hiring! Visit NAFJobs.org
15		16	Fitness Center Pot O' Gold Run/Walk "on your honor" 2 laps around Fitness trail no set time or timers run or walk at your pace Call to sign up 454-6440 first 30 to sign up and complete get event t-shirt	19	
20		22	Café 100 Nat'l Water Day Buy Breakfast item get Bottled Water \$.50	25	ALC Last Friday Trivia 6:30pm Open 3-10 pm
21		23		26	
27	The Karen & The Theresa	03.30.16	Boat Christening of The Karen & The Theresa Join along for the official christening ceremony adding two 22' Pontoons (115hp) to the ODR Fleet 2 pm Cookies & Punch provided ALC Pavilion behind Arnold Lakeside Center	31	ALC Book Fair Café 100 9am-1pm Movie: In the Heart of the Sea, PG13

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