Engine for the new Airbus A330neo tested at AEDC

By Deidre Ortiz

Arnold Air Force Base has been selected to take part in an energy saving performance contract due to having a very large energy load. Through this contract, funding will become available to finance numerous facility improvement projects that will save money and energy for AEDC. The execution of the projects will be financed through the achieved energy cost savings.

Nick Hildan, energy manager for AEDC, explained that the Energy Savings Performance Contract (ESPC) Investment Grade Audit is currently underway, with the energy services company NORESCO heading the audit.

“The [AEDC] kicked off on March 8 with a meeting of NORESCO employees, Air Force Civil Engineering Center employees and Arnold employees,” he said. “This marks the start of a nine-month data gathering effort.”

NORESCO has been selected by the Air Force to perform a nine-month data gathering effort to determine how to proceed with the ESPC. Pictured right is Raquel March, of ATA Public Affairs, and to the left, Dan Haddon, lead outside machinist at AEDC, helps prep the Rolls-Royce Trent 7000 engine for testing in the C-2 engine test cell. (U.S. Air Force Photo/Jacqueline Cowan)

A group of representatives with NORESCO, the energy services company selected to carry out the Energy Saving Performance Contract at Arnold Air Force Base, recently took a tour of the test facilities at AEDC. NORESCO began a nine-month Investment Grade Audit to determine how to proceed with the ESPC. Pictured right is Raquel March, of ATA Public Affairs, speaking to NORESCO staff at the Aeropropulsion System Test Facilities (ASFT) facility. (Air Force photo/Holly Fowles)

As part of the audit, representatives from NORESCO will be performing an assessment in order to provide sufficient information, such as determining energy consumption and estimating potential utility cost savings, for the Air Force to make a decision on proceeding with the ESPC projects. A recent report by the AEC, CEC Public Affairs listed the special energy needs of AEDC due to testing requirements.

By Deidre Ortiz

By Deidre Ortiz

Air Force Reference Guide

The Trent 7000, the Rolls-Royce engine to be used in the new Airbus A330neo, was recently tested at AEDC.

Jit Sahota, engine management engineer for Rolls-Royce Trent 1000 and 7000 projects, said testing at AEDC was conducted to affirm the combined capabilities that Rolls-Royce was striving for in this engine and it was achieved. “The Trent 7000 brings together experience from the Trent 700, the engine of choice for the current A330, as well as architecture from the Trent 1000—TEN, the latest version of the Trent 1000 engine—and the latest technology from the Trent XWB, the world’s most efficient large civil engine,” he said.

Sahota added the 68,000 to 72,000-pound thrust Trent 7000 will deliver a step change in performance and economics compared to the current version of the Trent 700. It will improve specific fuel consumption by 10 percent, have twice the bypass ratio and will cut noise emissions by half, he said.

The LR71, the first Trent 7000 engine to be built, was brought to AEDC for testing in December 2015. Both AEDC and Rolls-Royce teams worked extremely hard and long hours to get the engine pinned and ready for test,” he said.

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Arnold participating in Energy Savings Performance Contract

Dan Maren (front row, eighth from left), director of the AEDC Hypersonic Velocity Wind Tunnel Test facility and the U.S. Food and Drug Administration headquarters. WAH will become a part of the White Oak Science and Technology Park, where it will provide health care to the White Oak community. (Courtesy Photo)

The Air Force Test Center Technical and Management Advisory Services (TMAS) Range Test Order under the General Service Administration’s One Acquisition Solution for Integrated Services (OASIS) small business multiagency contract vehicle was awarded to QuantiTech, Inc., Huntsville, AL, as a cost-plus-fixed-fee contract with a potential value of up to $224 million. The period of performance is 3 months – three month base period, four one-year option periods in addition to a 120-day phase-in period.

The QuantiTech team will provide advisory and assistance services at Arnold AFB, Eglin AFB, Holloman AFB, Wright-Patterson AFB, and AFCIT’s operational test and combat training at Air Combat Command and Pacific Air Force sites.

Col. Rodney Todaro

AEDC Commander Col. Rodney Todaro recently provided a series of updates on AEDC’s Source Selection efforts to the entire workforce via email. Below is his message sent March 17. Additionally, messages and other information can be online at www.arnold.af.mil/transition.

Team AEDC,

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Tunnel 9 director breaks ground with new White Oak, Md, tenant

Dan Maren (front row, eighth from left), director of the AEDC Hypersonic Velocity Wind Tunnel Test Facility, attended the groundbreaking ceremony March 7 for the Washington Adventist Hospital (WAH). A $310 million project, the event took place adjacent to the Federal Research Center, the location of AEDC’s White Oak test facility and the U.S. Food and Drug Administration headquarters. WAH will become a part of the White Oak Science and Technology Park, where it will provide health care to the White Oak community. (Courtesy Photo)

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Test facility team receives Exemplary Civilian Service Award...

Area elementary student chosen as a national winner of Reach for the Stars Rocket Competition...

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See AWARD, page 2
Integrity first

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By Col. Rodney Stewart

Airmen are asked to accommodate our Air Force’s diverse community, and I agree. As a service provider, I have served our community for 30 years as a member of the military and over 10 years as a civilian. The military family is a unique and diverse group. The military family is a community, and a community is comprised of professionals and their families.
By AEDC Natural Resources

A pre-season AEDC Security Area turkey hunting meeting will be held at the Arnold Lake-side Center March 22 at 1 p.m. for AEDC military, government civilians and all contractors. Hunters must attend a meeting or will not be allowed to hunt. Hunting Permits can be purchased at Outdoor Recreation (Bldg. 3055) prior to the briefing. A permit fee of $10 plus a $2 agent fee (to Services) is required for each registrant, including dependents. Hunters must bring the permit receipt and state hunting license to the meeting and complete a Hunter Information Sheet to be issued a hunting permit.

By AEDC Commander Col. Rodney Todaro (left) presents the Exemplary Civilian Service Award to the T-11 Test Facility Return-to-Service Team who includes left to right, Michael Lazalier, Propulsion Plant Asset manager; Ashley Colvin, Aeropropulsion Instrumentation, Data and Controls engineer; and Devon Parker, senior manager with Test Facility Planning. The award, presented Feb. 15 at AEDC, was to recognize the engineering leadership of an integrated Air Force and ATA team during the restoration of the Engine Test Facility test cell T-11 at less than 15 percent of the estimated cost. (U.S. Air Force photo/Holly Fowler)

New gate zone speed limit notifications posted

Motorists should abide by the new 40 mph solar speed limit signs posted on Wattendorf highway at AEDC approaching the Main Gate entrance and Gate 2 entrance to the Complex. The speed limit signs flash with yellow lights to alert drivers to follow the 40 mph speed limit during the gate peak operation hours of 6-8 a.m. and 3-5 p.m., Monday through Friday. The speed limit on Watte-ndorf passing in front of both gate entrances is 55 mph at all other times. (U.S. Air Force photo)

By Deidre Ortiz

ATA Public Affairs

Samuel Mansfield, fifth grade student at Robert E. Lee Elementary School and son of GP Strategies engineer James Mansfield, won the local Reach for the Stars Rocket Competition last year and was recently selected as a winner at the national level. Samuel is one of four students that will be recognized as a Reach for the Stars national winner and be part of a special celebration April 16 at the Kennedy Space Center in Florida. While there, Samuel will be able to tour the Astronaut Hall of Fame and have the opportunity to launch his winning rocket. The program was co-founded in 2005 by former science teachers Jack and Kathy Colpas. Their goal is to inspire an interest in Science, Technology, Engineering and Math subjects and to celebrate the first teacher in space, Christa McAuliffe, of NASA’s Space Shuttle Chal-linger.

James Mansfield said his son has always been interest-ed in taking apart and build-ing things and mentioned that over Christmas break he put together a motorized LEGO Crawler Crane and LEGO Service Truck in only three days.

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WINNER from page 3

By Stacey Geiger

AFMC strategic plan to help carry Air Force to Third Offset

Hill’s F-35s drop first weapons

By Nathan Simmons

HILL AIR FORCE BASE, Utah (AFNS) – Airmen from the 380th and 419th Fighter Wings dropped laser-guided bombs from the Utah Test and Training Range the week of Aug. 21, indicating the first time an F-35A has deployed weapons from the F-35A.

Lt. Col. Chase Wadkins, the 34th Fighter Squadron commander, said dropping weapons from the F-35 allows pilots to more fully engage the aircraft and confirm that the weapons work as planned.

“I think this is significant because we’re building confidence in our pilots by actually dropping things off the airplane instead of simulating weapon employment. This is another step, a very important step, in making sure we’re ready to go,” Wadkins said.

The F-35s were able to deploy both laser-guided and gravity bombs.

The 34th FS, along with the 419th FS, deployed laser-guided bombs on Aug. 21.

According to Col. Adam Martin, Hill’s F-35 program director, the F-35s are now fully capable of deploying both types of ordnance.

Pilots are preparing for combat missions that will require them to deploy both types of ordnance.

The engines from page 1

The engine completed four air-on days to carry out testing, lighting, starting and performance testing.

“Most test objectives were met acquiring high quality data,” said Capt. Michael Allen, Rolls-Royce test director, who expressed appreciation for the opportunity to meet the test challenge.

Specimen information was taken to allow the F135 engine to be fully qualified for combat missions.

ENERGY from page 1

“Nobrex has already identified some great potential IEMs (in- engine conservation measures) at Arnold, includ- ing some efforts within the industrial area,” said Morgan Hurst, the AFCEC program manager. “I’m looking forward to seeing how they build on that as the investment Grade Audit.”

Some information about this was taken from a release by The Air Force Civil Engineering Command Public Affairs Office.

March 21, 2016
“Best practice” operations.

Field Grade Officer - Maj. David R. Jarnot, Air Force Space and Missile Systems Center, Hill Air Force Base, Utah. Jarnot distinguished himself as Non-Commissioned Officer in Charge of Laboratory Services when he successfully aills an non-commissioned officer position and flawlessly directed laboratory operations, completing an outstanding 198,000 test results. Additionally, he devised a medical deployment operation plan, coordinating with 15 agencies and two wings and bolstering the Tanker’s readiness rate by 3 percent.

Senior Non-Commissioned Officer Category - Staff Sgt. Randy R. McKenzie, Air Force Life Cycle Management Center, Wright-Patterson Air Force Base, Ohio. McKenzie distinguished himself as the Dormitory Operations Superintendent by providing exceptional leadership and mentorship to 408 personnel, overseeing five facilities and $28 million in government property. During his deployment he formed a sustainment program tracked and accounted for 22,000 Other Country Nationals protecting 80 Joint and Coalition personnel. The support activities including IRR Sustainment and Freedom’s Sentinel.

First Sergeant Category - Master Sgt. Brian Partido, Hill Air Force Base, Utah. Partido’s leadership as a First Sergeant was instrumental in promoting the health, morale and welfare of 543 personnel. Responsible to the Command Chief, the 234-member unit flawlessly deployed the Team Tinker Retain program, where he standardized 12 base organizations to conduct monthly ceremonies. Additionally, Partido deployed in support of 534 Airmen, where he managed five emergency leaves and guided his unit through the near loss of an individual.

Company Grade Officer Category - Capt. Jacquelyn H. Iron, Air Force Research Laboratory, Wright-Patterson Air Force Base, Ohio. As Deputy Chief of the Electro-Optics Command Branch, Iron seamlessly led the research and development efforts for 19 government employees and 53 contractors, providing guidance to three labs and programs totaling $21 million. He identified key requirements for a flight test, the results of which will be used to protect against electro-optical/infra-red missile threats. Additionally, he coordinated the transfer of three cyber tools to the Extreme Systems, saving $1.5 million in support funding while saving $5 million.

Field Grade Officer Category - Maj. Donald R. Jeon, Air Force Space and Missile Systems Center, Los Angeles, Calif. Jeon distinguished himself as Deputy Program Manager for a highly classified program as a Firefighter while responding to a High Anxiety Rescue cardiac arrest emergency where he performed CPR and saved a life. Additionally, he managed $200 million in programs totaling $500 million in federal funds for local fundraisers for the Muscular Dystrophy Association and Children’s Burn Foundation, Macom Elementary, Cantonment Middle, Theodore Public Schools and Tuscaloosa in-kind programs which delivered $220,000 in grants for mutual aid, ambulance service in the local community.

Civilian Category II - Erin T. Bickford, Air Force Test Center, Wright-Patterson Air Force Base, Ohio. As a Test Engineer, Bickford skillfully collaborated with representatives from the KC-46 Program Executive Officer and the Office of the Director of Operational Test and Evaluation to conduct critical live Fire Test and Evaluation of the KC-46 aircraft. As a first enforcer, he integrated the results into the KC-46 Systems Integration Laboratory and assisted in developing initial operational test and evaluation programs, ensuring a streamlined Air Force presence and savings of $1.5 million annually. Finally, Mendoza distinguished the Air Force installation and ceaseless efforts led to the results into the KC-46 Program Executive Office and the Office of the Director of Operational Test and Evaluation of the KC-46 aircraft. As a first enforcer, he integrated the results into the KC-46 Systems Integration Laboratory and assisted in developing initial operational test and evaluation programs, ensuring a streamlined Air Force presence and savings of $1.5 million annually.
By Airman Daniel Broussard
Malmstrom Wing Public Affairs Office

Malmstrom female commander breaking barriers in engineer field

Celebrating Women’s History Month

By Tech. Sgt. Nadine Y. Barclay
Malmstrom Wing Public Affairs

CREECH AIR FORCE BASE, Nev. (AFNS) – It has been said that “you can’t know where you’re going with- out knowing where you’ve been.” For some, this quote may not mean much, but for the women of the 432nd Wing/432nd Air Expeditionary Wing, who provide the Air Force’s largest regularly piloted aircraft enterprise with support, this statement rings true.

Women’s History Month started as a national celebration in 1982, when Congress authorized the president to proclaim the week beginning March 7, 1982, as Women’s History Week. In 1987, Congress designated the month of March 1987 as Women’s History Month. Since 1995, President Bill Clinton, George W. Bush and Barack Obama have issued a series of annual proclamations designating the month of March as Women’s History Month.

On a daily basis, these women provide intelligence, surveillance and reconnaissance maintain both the MQ-1 Predator and MQ-9 Reaper safeguard control centers, administer medications, file records and maintain secured communications capability. They also command squadrons, fly aircraft and tell the Air Force story.

During March, women and their contributions to national defense are celebrated, regardless of different backgrounds, cultures or creeds.

Staff Sgt. Esther Blake was the first female to en- list in the newly formed Air Force on July 8, 1948, on the first hour of the first day. She joined the Civil Air Patrol, worked at air shows and earned her private pilot’s license. She was eventually accepted into the U.S. Air Force Academy. She did all of this despite being told there was no such thing as a female fighter pilot. She earned her pilot wings in August 1995.

These women represent the caliber of women serving in today’s officer corps. According to the Defense Department, there are total of 60 female military flag officers with 21 of those belonging to the Air Force, the most in any military branch.

Female Airmen also serve in key enlisted positions, including command chiefs, first sergeants and chaplain assistants. They continuously work to im- prove the quality of life for Airmen around the Air Force.

Senior Master Sgt. Christine serves as the only female superintendent at Creech AF. She is the chief enlisted advisor for nearly 240 aviation and intelligence Airmen and aviation resource management personnel, while integrating Air Force Re- serve Command members. Together they provide 24/7 combat support to combat-ant commanders in multiple areas of responsibility. She also served as Creech AF’s Top 3 personnel and vice president, and cur- rently teaches unmanned aircraft system courses at Embry-Riddle Aeronautical University.

Despite any misconcep- tions about women serving in today’s military, in a re- cent statistics release from the DOD, women make up 29 percent of all Air Force military personnel and 30.5 percent of all civilian personnel, with nearly equal representation in both the officer, 28.3 percent, and enlisted, 18.9 percent, corps.

Of the 105,550 female Airmen on line offices, and 65 per- cent are non-line officers, and of the 307,801 active- duty personnel, 38,785 are women, with 876 female pilots, 208 navigators and 223 air battle managers.

In a 2015 presidential proclamation, Obama said, “We honor the many pa- tients who have shaped not only the destinies of other women, but also the direc- tion of our history. Let us resolve to build on their ef- forts in our own time.”

By Airman Daniel Broussard
Malmstrom Wing Public Affairs Office

MALSTROM AIR FORCE BASE, Mont. (AFNS) – Looking down the road as a new lieutenant in 1994, Col. Yvonne Spencer never imagined she would be in the posi- tion she is in today – a colonel and commander of one of only four active- duty RED HORSE units.

Spencer took command of the 816th RED HORSE Squadron in July and is the first African American and first female to lead a squadron. She is also the first female African American to

lead an active-duty RED HORSE unit. RED HORSE (Rap- id Engineer Deployable Heavy Operations Squadrons) engineers provide the Air Force with a highly mobile civil engineering response force to support contingency and special operations worldwide.

Spencer said what she looks back on the past and the processes who paved the way for females, who she feels the Air Force is carrying on the legacy. “My Air Force is get- ting it right,” she said. “My Air Force is accept- ing people for what they bring to the fight and not their packaging. They are looking at skills, capabili- ties, enthusiasm and suc- cesses. “We are embracing those ideals that the mil- itary is known for,” she continued.

Only two other females have been civil engineer commanders, including retired Col. Susanne Way- nes, former 823rd RHS commander and the first military woman to enter the Air Force civil engi- neering career field, and Maj. Gen. Theresa Carter, the first female engineer- ing officer promoted to the rank of brigadier general.

See TERRAIN, page 11

Tham-Lt. Col. Yvonne Spencer presents an award to Sai Sharp in Kabul, Afgh- anistan, during a Transatlantic District North house meeting in 2012. (USACE photo/M. Beeman)
Women's Airforce Service Pilots (WASPs) were pioneers for female pilots of today, tomorrow.

By Shannon Collins

Defense Media Activity

WASHINGTON (AFNS) – Before there could be a first female Thunderbird pilot or women flying combat missions into Iraq and Afghanistan, there were the pioneers: the Women's Airforce Service Pilots of World War II.

In September 1942, nine months after the attack on Pearl Harbor, Army Air Forces commander Gen. Henry H. “Hap” Arnold told the Women’s Auxiliary Flying Squadron, or WASPs, and the Women’s Flying Training Detachment, or WFTD, according to the Air Force Historical Support Division, both units merged July 5, 1943, into a single group of women pilots who were rapidly extending their qualifications to every type of aircraft in service. The new unified group called itself the Women’s Airforce Service Pilots, or WASPs, as pilots known as WASPs.

Training

The women paid their own way to travel to basic training at Astenger Field in Texas. More than 25,000 women applied, even some from Canada, England and Brazil, said Bernice “Bee” Falk Haydu, a WASP pilot from Montclair, New Jersey. But only 1,374 U.S. women were accepted into the program. Of those, 1,074 earned their wings.

To qualify, applicants had to be at least 5 feet, 10 inches tall, pass Army physicals and have a pilot’s license. Haydu said. Women also had to have at least a high school diploma and be age 18 to 35.

Most of the women were college graduates, but the toughest part of the training was you started out in a basic aircraft and then you’d go to a medium and then an advanced,” Haydu said.

When she joined the WASP program in 1944, she said training was being accelerated.

“They wanted to experiment with the women to see if they could eliminatone of the phases of training, so we went from the Stearman, which is an open cockpit biplane, as primary (training), and after about 60 to 70 hours of that, we went directly into the advanced training. And then you’re back to the biplane and then you’re into the medium and then you’re into the advanced,” Haydu said.

Doing ‘everything the men did’

“Those were the longest two years we operated. In the two years we operated, they had more than 100 washouts.” Haydu said, “and we delivered airplanes safely and in a very small way, are being recognized by Congress.

WASPs were pioneers for female pilots of today, tomorrow.

Tennessee, who died in a desert collision in Texas. In an interview before her death, she said she became a WASP because of her commitment to serving her country, and because she was in the attack on a certain number hours before the attack on Pearl Harbor as a civilian pilot. Her Interstate Cadet was riddled with bullets, but despite the Japanese Pearl Harbor missed the gas tank. She said she realized the importance of their mission because of an event at her graduation.

“While we were standing at attention, a bomb took off, followed by four fighters. We knew that the bomb was headed across the ocean and that the fighters were going to escort in part as they circled over us, I could hardly see from the tears in my eyes,” Fort said.

“Doing ‘everything the men did’

“We flew every aircraft manufactured for World War II, and one of the WASPs was sent to Day- ton, Ohio, where they did testing and actually flew four-engine aircraft. We just did that for everything the men did,” Haydu said.

For example, Bette Tacklesby Blackley, a WASP, and one of the last WASPs to die in 2010, was happy to fly on a test trip to Dayton.

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The flight for recognition

The women were initially paid as civilian employees, with the promotion to aircrew as a civilian pilot, and were entitled to receive as beneficaries of the families of the girls were going to escort it. As long as our planes get for the infantry, flying Command, where the women were going to escort it. As long as our planes get for the infantry, flying Command, where the women were going to escort it. As long as our planes get for the infantry, flying Command, where the women were going to escort it. As long as our planes get for the infantry, flying Command, where the women were going to escort it. As long as our planes get for the infantry, flying Command, where the women were going to escort it.

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By Barbara McGuire
AEDC Woman's Club

The March 1 meeting of the AEDC Woman’s Club featured Susan Binley, founder of an area addiction recovery program for women called The Blue Monarch. Binley was accompanied by Kate Suttles, also with Blue Monarch. Together they presented information about many of the women participating in their program, the how they work to change, and the terms in their lives. Those in attendance also watched a video of the women and their children telling about their lives and how Blue Monarch has helped them build new lives. At the end of the day, through the generosity of the club’s membership, Blue Monarch was presented a check for $500.

The guest speaker for the April 3 meeting at the Arnold Lakeside Center is Dr. Rhea Seddon, a native of Marblehead and a doctor in general surgery. Seddon became an astronaut in 1978 and is one of the first six female astronauts. Seddon flew on three space shuttle missions for a total of 30 days, primarily studying the human adaptation of weightlessness. She married fellow astronaut Capt. Robert “Hoot” Gibson. Seddon left the astronaut program in 1996, moved back to Marblehead and worked at Vanderbilt University Medical Center for 11 years. She then taught healthcare professionals all over the country about teamwork. She was inducted into the Astronaut Hall of Fame and the Tennessee Women’s Hall of Fame in 2002. Seddon is currently the executive director of the nonprofit Blue Monarch and is designing a new satellite to deliver reliable data communications to all corners of the globe.

Seddon left the astronaut community with the highest honors. She is a member of the White Oak Society which granted former WASPS, whose careers were cut short by the war, the Congressional Gold Medal. Seddon has been a mentor to many of the WASP veterans through the WASP Project, which is dedicated to raising awareness of and developing educational programs about the WASPs. Seddon was also a member of the Board of Directors of the WASP Foundation.

Victory at last
What sealed the deal, Hoevd said, was the WASPs’ in their Santiago blue uniforms descending on Washington after sending letters and telegrams, making telephone calls and pushing publicity in every way possible. President Jimmy Carter signed Public Law 93-415 on Title IV, on Nov. 23, 1977, which granted former WASP veterans status with limited benefits. The Air Force graduated its first female pilots that same day. In 1984, the WASPs received World War II Victory Medals and for those who had served more than one year, American Theater Ribbons, American Campaign Medals. On March 10, 2010, the Congressional Gold Medal, the highest civilian award bestowed by Congress, was presented to the WASPs. Hoevd said she was tremendously proud and happy the WASPs finally received their recognition.

Female pilots of the future
Haydu said she enjoys sharing her stories with Air Force service members and at Boys and Girls Clubs, and said that during her speeches, her goal is to stress equality. “It’s not what sex you are,” she said. “It’s what you can do, and if you want to do something that should be all that matters. You should pursue whatever it is you want, and you should not allow people to say, ‘Oh, you can’t do that.’ Just do the best you can and I hope you can make it.”

Hoevd said she is impressed by the female airmen of today. “I’ve been so impressed by what women pilots are doing today, flying combat missions,” Wise said. “The military is not for everyone but it offers a great opportunity to young women.”

“Avoided access to space was a team sport and here on the Eastern Range, we continue to prove we are the ‘world’s premier gate-way to space,’” Hoevd said. The 45th Space Wing successfully launches Falcon 9 SES-9

Indian Ocean. (Courtesy photo/SpaceX)
Spencer’s success speaks volumes for people wanting to lead and be successful, even when she may not have received as much support as she would have liked.

“I was putting together my package to apply to the Air Force Academy,” she said. “I asked one of my instructors for a letter of recommendation and he declined. He told me, ‘I don’t think you have what it takes.’

“In hearing that, it was almost additional fuel to my fire,” she continued. “In the back of my mind all I kept saying was ‘watch me.’ Even though Spencer’s potential may have been doubted in the beginning, she worked hard and has risen through the ranks from lieutenant to colonel, proving herself to others that it is not physical attributes that matter, but what an individual brings to the table that counts.

“Even though Spencer’s potential may have been doubted in the beginning, she worked hard and has risen through the ranks from lieutenant to colonel, proving herself to others that it is not physical attributes that matter, but what an individual brings to the table that counts. ‘If you’re attempting to do something and you’re thinking ‘I’m this or that,’ my reply to you is ‘so what?’” Spencer said. “What do you have on the inside? You need to look within yourself and say ‘what am I bringing to the fight?’ and you keep moving in that direction.’ She added. ‘Do not take ‘no’ for an answer.’ In her more than 20 years of success in the service, Spencer recalled one of her favorite memories while serving with her fellow Airmen.

“(One of my favorite memories was) the opportunity, as a major, to be a detachment commander,” she said. “I was responsible for getting my folks, preparing them for the deployment and bringing everyone back in one piece. That was my first true opportunity to be a leader. It was a great feeling spending time with my Airmen and getting them back to their families,” she continued. Spencer said one of her proudest accomplishments was pinning on the rank of colonel because she never knew it was going to happen.

“It was about the folks that I looked out to in the audience,” she said. “Each one of them played a part in my success, small or large, and they fed into this machine that I am and to help me be successful. I am just so very thankful for it.

“I feel so privileged and honored that the Air Force believes in me to give me this level of responsibility. When speaking about success, people speak of keys to success. Spencer’s advice is just two words. ‘Be nice,’ she said. ‘When I say that, it really means to be respectful to others. Showing that you care and just being nice to people. Treat the people the way you want to be treated. At the end of the day, we’re a big Air Force, we’re a big machine but the machine doesn’t run without the people.’

Spencer’s story can be relatable to anyone with potential and the ‘nothing will stop me attitude.’ She said if it’s something that is important to an individual, a way to achieve that something will be made, the excuses will be removed and it will be achieved. ‘You just can’t stop,’ she said.