Wind tunnel test cart enclosures upgraded to accommodate new systems

By Deidre Ortiz
ATA Public Affairs

The test carts for the AEDC Propulsion Wind Tunnel have received new enclosures to house the data acquisition and control systems.

“With new systems on the carts, we had to come up with a new enclosure to house that equipment,” said Marc Smotherman, ATA project manager for the Innovative Test Capability and Test Article Control Systems programs.

Though the internal data acquisition and control equipment in the enclosures is essentially the same, it was a requirement that the new enclosures be able to house the same equipment but also be lighter and smaller to access the internal equipment.

The other benefit is the updated data acquisition and control equipment will increase reliability and improve data rates as well as system controls. Smotherman mentioned the upgrade was completed at half the expected cost thanks to the work of the project team, which included members of PWT and the Model Shop.

“We initially expected each of the 11 enclosures to cost approximately $120,000, but the work was completed for $60,000,” Smotherman said.

Philipp Kropp, ATA mechanical designer, headed the design and developed the prototype enclosure that was used for verification of the design. Robert Reed, PWT Test Operations system engineer, then developed and executed tests to verify that the prototype met all system requirements.

So far, nine of the 11 enclosures have been received. The remaining enclosures are expected to be delivered in May.

AEDC Commander announces 2016 Fellows

By Raquel March
ATA Public Affairs

Col. Rodney Todaro, AEDC commander, recently announced four past and present personnel as AEDC Fellows, recognizing their accomplishments to the Complex.

Tom Best and Dr. Rob McAmis will be inducted as AEDC Fellows, and Robert Lindeman and Claude Morse will be inducted as AEDC Lifetime Achievement Fellows. They will be recognized at the annual AEDC Fellows Banquet at the Arnold Lakeside Center on June 24 at 5:30 p.m.

An AEDC Fellow is recognized for personally receiving the highest recognition for contributions to the AEDC complex.

AEDC Lifetime Achievement Fellow

Robert Lindeman
AEDC Lifetime Achievement Fellow

Tom Best
AEDC Fellow

Claude Morse
AEDC Lifetime Achievement Fellow

Dr. Rob McAmis
AEDC Fellow

Robert Lindeman and Claude Morse were inducted as AEDC Lifetime Achievement Fellows. They will be recognized at the annual AEDC Fellows Banquet at the Arnold Lakeside Center on June 24 at 5:30 p.m.

Robert Lindeman is a recognized leader in the propulsion area and has a wealth of experience in conducting experiments and analyzing data. He has been involved in numerous projects and has contributed significantly to the field of propulsion.

Claude Morse is a recognized leader in the propulsion area and has a wealth of experience in conducting experiments and analyzing data. He has been involved in numerous projects and has contributed significantly to the field of propulsion.

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Dr. Rob McAmis is a recognized leader in the propulsion area and has a wealth of experience in conducting experiments and analyzing data. He has been involved in numerous projects and has contributed significantly to the field of propulsion.

The AEDC Propulsion Wind Tunnel facility has received new enclosures for its test carts. These enclosures house the data acquisition and control systems. Pictured are Barry McCann, ATA Test Article Control System engineer, and Dale Schultz, ATA instrument technician, checking out the Cart Test Controls for the High Angle Automated System.

Lt. Col. Walker 2016 AFMC Senior Military Scientist/Engineer Award winner

By Deidre Ortiz
ATA Public Affairs

Lt. Col. Anthony Walker, Materiel Leader of the AEDC Propulsion Ground Test Branch, was recognized as the recipient of the 2016 Senior Military Scientist/Engineer Award, one of the awards presented as part of the Air Force Material Command Science, Engineering and Technical Management Awards.

Gail P. Forest, Science, Engineering, Service member and director of Engineering and Technical Management, said the award recognizes the recipients of the 2016 AFMC SEATM Awards.

“I am pleased to announce the winners of the 2016 Science, Engineering, and Technical Management (SEATM) Awards,” said the “record number of nominations, high quality of the packages, as well as the significance of their achievements made it a highly competitive selection process.”

The winners in the Junior, Mid-Career and Senior Military and Civilian Scientist/Engineer categories, as well as the Engineering, Technician, General rank and Team Science and Engineering Educator award will go on to compete at the Air Force level.
By General Ellen M. Pawlikowski
Air Force Materiel Command

ROKE ISLAND, ILL. — Today, Memorial Day kicks off the summer season. Families gather for cookouts, go boating or enjoy the outdoors, all while they enjoy their activities, please remember the service members who provide our safety. But as we spend time with friends and family, let us remember the most important meaning of this day.

In 1868, Memorial Day was a day to honor those who lost their lives in the Civil War. But even today, we continue to honor the fallen Americans who made the ultimate sacrifice for our country. These brave men and women deserve the best to protect us before self to protect our freedoms.

History is full of stories of service members defending our national value From World War I to today’s continuous war, the respect against terrorism, and wars we have fought have served with courage and honor. But many did not have a chance to come home. Many have given their lives for the families of the fallen—sons, daughters, mothers and fathers. Some have given their all to save our nation. Our families deserve our deepest gratitude and respect. Their sacrifices must never be forgotten.

We can never repay these courageous patriots for their act of self-sacrifice. But as we spend time with friends and family, let us remember the most important meaning of this day.

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AcDemo team outlines planned activities related to transition

By Ted Singer
At the AEDC AcqDemo Team Meeting on May 12, 2016, Gen. Ellen Pawlikowski, AFMC commander, said “AcDemo” is a joint effort by the employees and supervisors of our civilian workforce, employees who are part of the Defense Personnel and Pay Center and employees who are part of the Defense Information Systems Agency. AcDemo allows supervisors to flex the laws to best help the right people, develop skills as employees mature and retain employees based on the effectiveness of their contribution, supervisors, employees will be rewarded based on the effectiveness of their contributions, but not how long they stay on the team. The First Contribution Planning cycle, the Contribution-based Compensation Appraisal System, will be an abbreviated version of the period June 12 through September 30, 2016. A contribution plan will be created on a joint effort by the employee and supervisor, and completed by July 1, 2016. The AFMC approved format for contribution plans in the CBI cycle. Results and Impact plans for AFMC AcqDemo employees and supervisors of AcqDemo employees, including mid-level supervisors, should be finalized. Employee benefits will be reviewed and adjusted at the end of the 2016 Air Force Materiel Command Excellence in Heritage Projects Award. One-hundred images were restored, framed and put on display in the 2016 Air Force Materiel Command Excellence in Heritage Projects Award. One-hundred images were restored, framed and put on display in the 2016 Air Force Materiel Command Excellence in Heritage Projects Award. One-hundred images were restored, framed and put on display in the 2016 Air Force Materiel Command Excellence in Heritage Projects Award. One-hundred images were restored, framed and put on display in the 2016 Air Force Materiel Command Excellence in Heritage Projects Award.
Make shift work safe work

By AEDC Safety

Many people think of work hours as the daytime, from 7 a.m. or so in the morning until 5 p.m. or so in the afternoon. But more than 20 million Americans, and most of the students per year are believed to be sleepy at night, or begin around midnight and end in the early morning. If this applies to you, be aware that your body naturally wants its own, personal body needs. Maintain a regular exercise routine, which can help avoid shift work, which can make you fall asleep more easily. Special challenges and associated with shift work are:

• It’s more difficult to see in the dark. Artificial light can’t illuminate every part of the room, which can result in more trips and falls. This also makes night driving more hazardous.

• Shift work may result in psychological problems for shift workers who fall asleep to eat, rest and sleep, especially in the middle of the night when there is less light.

Fatigue – the number one shift work safety problem:

• Your normal body clock wants you to wake up, alert and productive at night. It can’t adjust if you don’t change your daily schedule. Your body is less likely to recognize a potentially dangerous condition, or to respond quickly in an emergency.

For example, more than 50,000 vehicle accidents per year are believed to be caused by sleepy drivers. Perhaps it’s no coincidence that past disasters like the Three Mile Island nuclear malfunction and the Exxon Valdez oil spill happened at night.

Tips for dealing with fatigue:

• Keep a regular meal schedule. Your body can’t adjust if you don’t give it a chance.

• Keep your bedroom dark and quiet - have family or roommates cooperate with noise control.

• Avoid excessive use of alcohol, tobacco and caffeine, especially during the pre-sleep hours.

• Eat regular meals, but don’t consume a heavy meal right before trying to sleep - eat a light snack.

• Maintain a regular exercise regimen, which improves sleep and helps reduce overall stress.

• Most important of all, get enough sleep for your own, personal body needs. Stay alert during your shift, and go home safely - whatever the time may be.

The drawing pictured here shows a before (right) and after drawing that was restored by AEDC Photographer Rick Goodfriend for display in the Administration and Engineering building which depicts AEDC history. Goodfriend and E&CAC committee member Ted Boswell.

“Thanks to people like you, the project was amazing by.” -- Maj. Gen. David Harris

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AF demonstrates key rocket engine technologies for next generation launch systems

By Air Force Research Laboratory, Propulsion Directorate

EDWARDS AIR FORCE BASE, Calif. (AFRL) – The U.S. Air Force Research Laboratory and contractor Aerojet Rocketdyne achieved a major milestone under the Rocket Propulsion Demonstration (RPD) program, which is advancing demonstra-
tion engine technologies in support of next generation launch systems. The RPD program completed full power testing of a new design of the oxygen-rich staged combustion (ORSC) engine sub-scale preburner. Testing was conducted at the Historic Rocket Test Stand 2A at Edwards Air Force Base; the facility was first uti-
ilized to test the F-1 engine used to power Saturn V rockets in the Apollo pro-
gram to reach the moon.

The sub-scale preburner test campaign accomplished the first demon-
strations of several key rocket engine technologies, including the first use of Mondaloy 200 superali-
loy in a rocket engine environ-
ment and the first opera-
tions of a metal preburner. Demonstration of Mondaloy 200, which was co-developed by Aerojet Rocketdyne and the AFRL Materials Directorate, was a critical step to proving the unique combination of high-strength and burn resistance necessary for hardware survival in the harsh ORSC rocket envi-
ronment.

“These tests are a sig-
nificant milestone for our program, but also just the beginning of an Air Force development and transition to leveraging the tests, tools, components and knowledge to benefit our customer and the U.S. rocket industry,” said Shawn Phillips, the chief of the AFRL Rocket Propulsion Division.

The U.S. has a limited technology base in the high-performance ORSC rocket engine cycle. The United Launch Alliance Atlas V launch vehicle is powered by Russian RD-180 rocket engines, which were developed based on decades of ORSC research and development in the former Soviet Union. Tens

ions with Russia spurred limits on future use of the RD-180 engines for na-
tional security launches and triggered increased U.S. government invest-
ment in ORSC technology for industry to use to pro-
vide future launch services for national security space launch needs.

A key goal of the Hy-
drogen Boost (HCB) Pro-
test Program is to mature the tech-
nology readiness of ORSC engine components to ad-
vance the U.S. rocket tech-
nology base. This is also a

key goal of the Booster Propulsion Technology Maturation (BPTM) pro-
jects led by the Air Force Space and Missiles Systems Center at Los Angeles Air Force Base. “The DOD is abso-
lutely committed to transi-
ting off the RD-180 as quickly as possible, while ensuring no impacts to na-
tional security. Programs such as BPTM are essen-
tial to achieving that objec-
tive while solidifying U.S. assured access to space and supporting the U.S. rocket industry’s viability in the global market,” said Lt. Gen. Samuel Greaves, the SMC commander and AFRL program execu-
tive officer for Space.

Technology maturation and risk reduction efforts are part of a comprehensive Air Force plan to transition off the RD-180 engine. One of the BPTM project areas is to advance technol-
ogy readiness through critical rocket engine com-
ponent design, integra-
tion and testing. To this end, SMC’s augmented HCB program funding to accel-
erate development of the HCB full-scale preburner and enable near-term U.S. demonstrations that demonstrate national goals for the critical data for design validation of the HCB full-scale preburner is underway. Preburner component level testing will be conducted at NASA Glenn Research Center at Lewis, Ohio.

For more information regarding HCB well-
ness activities, visit www.afmcwellness.com.
UT assistant professor donates space memorabilia to the UT Space Institute

By Barbara Birdsong
University of Tennessee Space Institute Public Relations

Dr. William Hartel, UT assistant professor in dentistry, recently donated his 45-years’ worth of early space program memorabilia to the University of Tennessee Space Institute.

Hartel has been a fan of the manned space program since the days of the Gemini program. In fact he clipped his first new article about the space program in 1965, when he was just 6 years old, the year UT Space Institute opened its doors. He considers himself extremely fortunate for having met all 12 astronauts who walked on the moon, completing his quest by meeting Neil Armstrong by accident in 2006.

Among the many rare items in Hartel’s collection are signed photos of every astronaut from Mercury, Gemini and Apollo missions as well as a page from the Apollo 8 log book which orbited the moon 10 times in 1968 and a lunar map carried aboard the Apollo 17 to the surface of the moon in 1972.

Hartel’s collection includes space artwork as well as memorabilia such as Paul Calle’s pencil drawings of the Apollo 11 astronauts sitting up on the morning of the launch of their historic mission each signed by the artist and the astronauts. Michael Collins original watercolors, large prints signed by astronaut/artist Alan Bean, and a 1950’s handwritten document by early space scientist, Konstantin Tsiolkovsky, considered the “father of space exploration,” written in 1927. Other older items include a photo signed by Wernher von Braun in 1959, and a letter from space pioneer Semyon Korolev, the Soviet’s “chief designer.”

“We plan to connect Hartel’s space collection with the STEM initiative at UT Space Institute and in Tennessee, Statewide,” said Carole Thomas, UT Space Institute STEM Program Manager. “We hope to expand this special collection with more than 50 rare signed astronaut books Hartel collected over 30 years.”

Hartel convinced his friend Apollo 8 astronaut Bill Anders to autograph a photo of himself holding a toothbrush on his moon mission with “Welcome to the UT Space Collection.” Anders specifically requested that it be hung upside down to suggest weightlessness.

This collection of space artifacts will be housed in a special area of the Space Institute and plans are to open it to the public during normal business hours. We hope this collection of space artifacts will provide students with a greater sense of space exploration and adventure by being able to see these items.

Hartel’s donation bestows upon the university, and indeed Tullahoma and the surrounding area, the rare distinction of owning a little bit of space history to be enjoyed by all.

“I hope my donation helps connect current and former UT Space Institute students with the early space program to demonstrate the continuum of exploration,” “UTSI has graduated nine astronauts who have flown in space,” said Hartel. “It is a good bet that among the first crews heading back to the moon or to Mars there will be a UTSI grad. I hope my collection inspires future students to attend UTSI, study hard and make that crew!”

Hartel joined the faculty of the UT Health Science Center in September 2014 after returning from Iraq on a wide range of topics, from the Beatles to dentistry in space, as well as authoring a best-selling book on Chicago’s Wrigley Field.
Eagle population increases at Arnold

By Raquel March
AF Jr. Public Affairs

In 2009, two bald eagles were reported, for the first time, nesting out of sight of eagle nests, in the Arnold Air Force Base Wildlife Reserve, and recently two more eagles were spotted on Arnold property. The new pair of eagles are not yet mature and are perfectly mimicking their nest which can measure anywhere from 5- to 8-feet across. This “pair of eagles is 4 years old,” said John Lamb, a wildlife and plant biologist with U.S. Federal Services at AEDC. “Their age is based on plumage. They still have some brown feathers behind the eye and in the tail. A 5-year-old, full-grown, adult eagle will have completely white feathers on the head and tail. “They built a rather shabby first attempt at a nest, but aren’t actually using it.”

Bald eagles may be spotted in many prime locations in Tennessee and off-base, they may contact their county TWRA. Resources office at 454-5378 or the Arnold AFB Natural Resources office at 454-5378. If an eagle is seen, they should call 454-5378 or the Arnold AFB Natural Resources office at 454-5378. If an eagle is seen, they may contact the Tennessee Wildlife Resources Agency report, their wide wingspan can be 6-8 feet. A male, bald eagle may weigh 6-9 pounds, whereas a female may weigh 20 to 30 percent more. Their wingspan can be 6-8 feet. For more information about eagles, visit the TWRA Watchable Wildlife website at www.tnwatchablewildlife.org.

The F-35 PSC is charged with providing mission data, intelligence support, lab facilities and training to the eight partner countries purchasing the fifth-generation aircraft. The growth of the PSC will release the pressure, as well as en- sure our coalition partners are ready to partici- pate in any future opera- tions,” Kraus said. The partner com- munities include: Australia, Canada, Denmark, Italy, Norway, the Netherlands, United Kingdom and Turkey. These countries provided critical design input and funding during the early stages of the F-35 program, which dif- fers from foreign military customers. “The PSC will directly support the partners, who currently have no indigenous capability to create mission data for the F-35,” Kraus said. 

This bald eagle was seen for the first time nesting at Arnold AF in 2009. A bald eagle nest can measure to 8-feet across. (U.S. Air Force photo/David Hoffland)

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ROYAL AIR FORCE
LAKENHEATH, England (AFNS) – Twelve F-22 Raptors from the 95th Fighter Squadron and about 220 Airmen from Tyndall Air Force Base, Florida, completed on May 8 a month-long deployment to Royal Air Force Lakenheath.

This historic deployment was the largest Raptor deployment in Europe to date and is part of their Global Response Force training.

“The F-22 deployment to RAF Lakenheath makes perfect sense,” said Col. Robert Novotny, the 48th Fighter Wing commander. “Lakenheath is the home of combat fighter aviation in Europe; it’s the place where we work with our NATO allies to sharpen our tactical skills and reaffirm to our commitment to the alliance.”

During the deployment, the F-22s participated in exercise Iron Hand 16-3, conducted air training with all three RAF Lakenheath fighter squadrons and RAF Typhoons. The Raptors also forward deployed to Romania and Lithuania, both NATO countries, and participated in the commemoration of the 100th anniversary of the Lafayette Escadrille in Paris.

“Deploying Raptors here and integrating with our efforts in these areas has been a phenomenal success,” Novotny said. “During this deployment, we were able to integrate seamlessly into some of the largest fighter exercises in Europe.”

According to 1st Lt. Jolly Foss, a 95th FS Raptor pilot, training with the Typhoons was one of the main objectives for deploying to the U.K.

“There’s different capabilities here, different airspace that we don’t have access to back home and being able to integrate with the three F-15 Eagle squadrons and the Typhoons has allowed us to go through our exercise objectives,” Foss said.

Raptors complete successful European deployment

A four-ship formation consisting of a U.S. Air Force F-15E Strike Eagle, an F-15 Eagle, an F-22A Raptor, and a Royal Air Force Typhoon fly together during a training sortie April 26. Airmen and aircraft from the 95th Fighter Squadron deployed from Tyndall Air Force Base, Fla., and conducted air training exercises with other U.S. and RAF aircraft during a course of several weeks. (Courtesy photo/Jim Haseltine)
Foss explained the different types of training sorties while deployed to the U.K. “We had some long sorties, where you send anywhere between 10-12 jets on the blue side against 10 aircraft on the red side; tactical sorties, where we look into destroying targets on the ground; and mixed tactics, where you favor the enemy from approaching that line,” Foss continued.

“Sending the Raptors into Low Fly Area 7 (Mach Loop in Wales) was an opportunity for them to see firsthand the amazing training opportunities we have in the United Kingdom. The training ranges and low-flying airspace here are some of the best in the world,” Novotny said.

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“The intent of the exercise was to show the capabilities of ‘rapid Raptors’ by taking two F-22s to Lithuania and Romania, along with our support assets on a tanker, and being able to go anywhere in the world with very little coordination and notice,” Foss said.

According to Novotny, many lessons were learned that will ensure faster, simpler and if necessary more lethal deployments in the future.