The rake hardware that will be used this summer in the Phase II Flow Calibration of the 46-by-80 foot test section at the AEDC National Full-Scale Aerodynamics Complex at the Ames Research Facility, California, was fabricated at the AEDC Model and Machine Shop. Fabrication of the flow characterization rake was kept “in house” due to tight tolerance requirements, the ability to have local oversight of the fabrication efforts, and to keep the flexibility to adjust design constraints on the fly, all the while maintaining schedule for a summer 2017 test entry. The rake is designed to support 27 probes distributed in an array so that flow quality measurements can be made across a representative cross section of the wind tunnel test section. The probes will measure flow static and dynamic pressure as well as flow angles and turbulence over the survey area. Additional sensors on the array will measure tunnel total pressure. The goal of the Phase II Flow Calibration is to characterize the 46-by-80 test section flow quality throughout the tunnel operational envelope and report the results.

Engineers’ innovations benefit AEDC, customers

The rake hardware that will be used this summer in the Phase II Flow Calibration of the 46-by-80 foot test section at the AEDC National Full-Scale Aerodynamics Complex at the Ames Research Facility, California, was fabricated at the AEDC Model and Machine Shop. Fabrication of the flow characterization rake was kept “in house” due to tight tolerance requirements, the ability to have local oversight of the fabrication efforts, and to keep the flexibility to adjust design constraints on the fly, all the while maintaining schedule for a summer 2017 test entry. The rake is designed to support 27 probes distributed in an array so that flow quality measurements can be made across a representative cross section of the wind tunnel test section. The probes will measure flow static and dynamic pressure as well as flow angles and turbulence over the survey area. Additional sensors on the array will measure tunnel total pressure. The goal of the Phase II Flow Calibration is to characterize the 46-by-80 test section flow quality throughout the tunnel operational envelope and report the results.
**Base Legal Office continues tax filing assistance through April 18**

By Leslie McCown

Arnold AFB, Ala.

Free Volunteer Income Tax Assistance (VITA) appointments, through the Arnold Air Force Base Legal Office, are available and continue until the yearly tax filing deadline of April 15.

All service members on active duty and their dependents are eligible to receive these free services. This year the legal office will also be able to provide tax services to other categories of filers including Department of Defense civilians whose income is less than $60,000.

IRS-trained volunteers assist all filers in preparing, reviewing, and electronically filing their income tax returns. Most customers receive their refund within two weeks. The deadline for filing individual returns is the end of April 15.

For government employees, the fact that a person smokes has no bearing on the number of breaks they are allowed, according to the current smoking policy.

For more information, call the legal office at 454-6457.

**Smoking Policy**

1. The following revised Arnold AFB smoking policy is effective immediately and applies to all individuals on Arnold AFB property.

2. Tobacco products are restricted in places with signs indicating their presence. (See attached designated smoking areas)

3. Tobacco products are prohibited in all Department of Defense (DoD) facilities except in designated smoking areas.

4. Smoking in government-owned/leased vehicles is strictly prohibited. Personnel are allowed to smoke in their personal vehicles when no other passengers are present. Smoking by other passengers will result in disciplinary action.

5. For government employees, the fact that a person smokes has no bearing on the number of breaks they are allowed, according to the current smoking policy.

6. The following revised Arnold AFB smoking policy is effective immediately and applies to all individuals on Arnold AFB property.

7. Tobacco products are restricted in places with signs indicating their presence. (See attached designated smoking areas)

8. Tobacco products are prohibited in all Department of Defense (DoD) facilities except in designated smoking areas.

9. Smoking in government-owned/leased vehicles is strictly prohibited. Personnel are allowed to smoke in their personal vehicles when no other passengers are present. Smoking by other passengers will result in disciplinary action.

10. For government employees, the fact that a person smokes has no bearing on the number of breaks they are allowed, according to the current smoking policy.

The revised smoking policy is attached as an insert in this publication.

The rain date is set for a Tuesday in April for the One-on-One sessions. For more information about these sessions, contact IRS Information VITA line at 1-800-829-4443. For a tax appointment at Tullahoma, please call 931-643-4075.

If you are interested in assisting with tax preparation in your area more efficiently, contact the Arnold AFB Volunteer Income Tax Assistance Branch at 454-4907.
Prescribed fire sustains land management goals at Arnold

By Shannon Allen

Arnold AFB Natural Resources

Proper utilization of prescribed fire is both art and science. It takes a combination of fuel conditions, weather conditions, smoke management, and fire behavior to achieve the proper fire intensity to accomplish specific management goals.

All of the Arnold Air Force Base ecosystems, from forests to grasslands, are perpetuated by disturbance regimes. Disturbances can be natural or manmade, such as major storms, fires, floods, timber harvests, herbicide applications, and insect infestations and natural mortality.

Prescribed fire is a tool used by land managers to accomplish a variety of goals. It is both efficient and environmentally responsible. Pre- scribed fire is often considered a cost effective tool at a land manager’s disposal, especially when compared to other management techniques such as bush-hog- ing or hand burning.

Confined spaces include, but are not limited to, tanks, vessels, silos, storage bins, hoppers, vaults, cells, storage tanks, boilers, pipes, tunnels, equipment housings, ductwork and electrical箱子. These locations can possess the potential to engulf an entrant; has the potential to contain a hazardous substance; has the potential to form an atmosphere that is hazardous to life or health; or contains any other recognized safety or health hazard, such as unguarded moving parts, and can be difficult to enter or exit.

According to guidance developed by industry and AEDC to prevent an entrant from oxygen deficiency or exposure to other hazardous substances, a confined space and all personnel who enters a confined space, monitors others entering, grants others approval to enter or is responsible for making a rescue, must be current on their confined space training. Confined spaces must be identified, opened, entered, and exited in a safe manner.

This prescribed fire shown at Arnold Air Force Base is a necessary process that promotes new growth by removing dead vegetation and suppressing woody species that would eventually grow into a forest in the absence of fire.

It is used in the base pine plantings to control the encroachment of hardwood and other undesirable species. The loblolly pines, in the pine plant- ings at Arnold AFB, tolerate much higher fire intensity than the undesirable species. Fuel reduction is accomplished by periodically using a low inten- sity prescribed fire to consume dead fuels, such as leaves, bro- ken branches, dead grasses and tim- ber. Reducing fuels with pre- scribed fire does not kill the for- est canopy, or large and taller trees, and decreases the chance of wildfire.

The majority of prescribed fire operations occur March–May. During this timeframe both meteorological and fuel condi- tions are generally conducive to accomplishing prescribed fire management goals.

For more information contact the Arnold AFB Natural Resources Planner at 454-3466 or the Arnold AFB Fire Officer at 454-3230.

AIAA Tennessee Section accepting award nominations

By Raquel March

AIAE Public Affairs

The American Institute of Aeronautics and Astro- nautics (AIAA) Tennessee Section invites nominations through April 14 to present annual awards recognizing significant technical accomplishments, outstanding achievements and support to AIAA Section activ- ities.

This is an opportunity for individuals to recognize colleagues, peers, mentors and co-workers. The award criteria acknowledge the achievements of individuals whose specialized skills fabricated designs into state-of-the-art space exploration instrumentation; the engineer whose innovative ideas and designs implanted significative improve- ments and improved data quality; the administrative sup- port person whose organizational abilities, tenacity, and energy helped make the airplane, organization, new projects and conferences, and the scientist that directed research efforts which contributed to the understanding of physical fundamentals.

Membership in AIAA is not a requirement for the recipients. An individual may be nominated in more than one category.

Nominations will be accepted from May 1 on the nomination form, available on AIAA’s website. Nominations should include the following 4 items:

1. Name and current position.
2. Award Category.
3. Description of the accomplishment, focusing on the award criteria. The description can be as broad or as detailed as you desire.
4. Nominators should include the Arnold AFB Section Awards Committee, 1077 Schriever Ave., Arnold AFB, TN 37349-6468 or by email at Aiai4@Ennen- ser@gmail.com.

For additional information call 454-3457.

Stay safe when working in confined spaces

By AEDC Safety

The Safety Condition Campaign for April is Confined Spaces and the importance of following the guidelines required when performing work in confined spaces.

What are confined spaces?

According to information on the Occupational Safety and Health Administration (OSHA) website, confined spaces are areas that are considered “confined” because inside they are not necessarily designed for people; they are large enough for workers to enter and perform certain jobs. A confined space also has limited or restricted means for entry or exit and not designed for continuous occupancy.

Confined spaces include, but are not limited to, tanks, vessels, silos, storage bins, hoppers, vaults, wells, buildings, tunnels, equipment housings, ductwork and pipelines. OSHA uses the term “permis-sion required confined space” (permit space) to describe a confined space in which the employee must be aware of the following characteristics: contains or has the potential to contain a hazardous atmosphere; contains material that has the potential to engulf an entrant; has walls that allow water to flow or flow of solids downward and enter into a smaller area which could trap or asphyxiate an individual; or contains any other recognized safety or health hazard, such as unguarded machinery, exposed live wires or heat stress.

There are several hazards unique to working in confined spaces, with asphyxiation being the leading cause of death. The asphyxiation that has occurred in permit spaces has generally resulted from oxygen deficiency or exposure to hazardous atmospheres.

Failure to energize equipment inside a confined space prior to employee entry is also a factor in many accidents.

The natural pressure of many confined spaces contains the risks of exposure to atmospheric or other serious hazards. The elements of confinement, limited access, and restricted airflow can result in hazardous conditions that would not normally arise in an open workspace.

Lack of knowledge of the hazards is the confined space in one of the leading factors for people suffering injury in the space. Through the use of hazard analysis for the confined space, implementation of approved confined space entry procedures, training and recognition of hazards by employees and supervisors who become aware and understand to analyze the space is safe for entry.

AEDC jackpilot Chris Shores, far left, and Wilbert Eppeger remove a manway cover at Joni’s Hotel and Grill for the Team Facility 2 performance to repair a leak 100 feet down the buried pipeline. This water line is considered a confined space and all personnel who enter a confined space, monitors others entering, grants others permission to enter or is responsible for making a rescue, must be current on their confined space training. (AEDC photo)

Confined spaces at AEDC may be test cells, tanks, pits, manholes, sewers, boilers and ducts. These locations can possess other hazards and are responsible for hazards and may be difficult to exit in an emergency.

Any employee who enters a confined cell, tank, pit, manhole, sewer, boiler or ducts must be current on their training.
By Douglas Brown

The Project Management Institute (PMI) Southern Mid-Florida Chapter is holding a luncheon meeting at the University of Tennessee Space Institute (UTSI) April 27, 11 a.m. – 12:30 p.m.

The guest speaker will be Rodger Oren, PhD, PMP, who will be discussing “Earned Schedule – A metrics approach to project duration.”

Join local project management professionals for a time of networking and learning.

In the project manager’s world, using subjective and objective measures ensure projects are delivered on time, on budget and meeting the scope needs of the client. Through the use of a variety of objective measures, an unbiased project trajectory can be determined. Traditional Earned Value metrics were used, reporting project progress through currency values. However, they have some shortfalls in their predictive quality.

A new emergent set of metrics called Earned Schedule, which look at project duration, have been created and adopted by the profession. Developed by Walter Lipke, who worked in the software directorate at Timber Mountain Air Force Base, these metrics provide duration measures which are robust and work throughout the execution phase of a project. They have been adopted by the Project Management Institute in the metrics practice.

Project Management Institute presents ‘Earned Schedule’ at April 27 luncheon

By Staff Sgt. Alyssa Gibson

Secretary of the Air Force Public Affairs

WASHINGTON (AFPS) – In 2016, the Air Force was introduced to Green Dot, an interactive training program designed to help Airmen intervene in and prevent situations of sexual and domestic violence, abuse and stalking.

After conducting a pilot program with thousands of Airmen across five installations within Air Combat Command and U.S. Air Forces in Europe, Air Force officials have decided to integrate suicide prevention into the Air Force Green Dot training for Airmen.

“One suicide, one sexual assault, or one instance of family violence is too many. Using an adaptation of the Green Dot model, this integrated training satisfies both Sexual Assault Prevention and Response and suicide prevention annual training requirements through a consolidated delivery method,” said Air Force Vice Chief of Staff Gen. Stephen Wilson in an implementation memo signed March 22, 2017.

According to Lt. Col. David Linkh, the Air Force Suicide Prevention Program manager, there were several steps in this evolution, beginning with the Air Force Suicide Prevention Summit held in September 2015.

“We emerged from the summit with six critical lines of effort – the first being integrating prevention across the board,” Linkh said. “The question arose of whether or not this could be done maintaining the effectiveness for both sexual assault and suicide prevention, and we quickly realized this had tremendous potential and it was the right thing to do.”

Last year, Green Dot facilitators across the Air Force informed Airmen of the four steps a bystander can take when an issue arises – recognizing the warning signs, understanding the barriers to intervening, intervening by directing, de-escalating or distracting, and strengthening the protective factors associated with sexual assault.

“When we first started implementing Green Dot, some of the training was done by suicide prevention, others used Green Dot and applied it to sexual assault, but the process underneath, what we’re wanting bystanders to do, is the same,” Edwards continued.

Several months were spent in partnership with Linkh and experts around the country from the very start of this implementation, Edwards said.

“After that I really wanted to break them, but it was about joining the local branches of the families, and by coincidence the linkage between the two programs happened to get us started. We were really going to do this and it really happened. We started early, we made a commitment, we persisted, and we saw that commitment and persistence turn around some situations,” Leavitt said.

“The protective factors for suicide are different than the protective factors for sexual assault, but the process underneath, what we’re wanting bystanders to do, is the same,” Edwards continued.

“By integrating the training, we enhance the training and reduce the annual training requirement (compared to 2016) by nearly 300,000 hours,” Wilson said. “We must do everything we can to prevent all forms of personal violence as well as provide the best response and care for our Airmen who face crisis or trauma.”

Rodger Oren, PhD, PMP

about joining the local branches or to make a reservation for the luncheon.
AFMC promotes social fitness through spring Wingman Day

By Diane L. Warha
Air Force Materiel Command Health & Wellness Team

WILLIAMSTOWN–AFRICAN BASE

Wingman Day remains a tradition in the Air Force community and supports a culture of caring and commitment to each and every Airman. It reinforces the Air Force wingman concept as the foundation to build resilient Airmen. On Wingman Day and every day, we encourage you to pause, appreciate each other, and focus on social wellness. During Spring Wingman Day activities, our topic focuses on social fitness and the importance of positive connections in our everyday exchange with family and those in the workplace.

Social fitness is defined as the ability to engage in healthy social connections and social networks to promote overall well-being and optimal performance. Social connections include the following: our behavior toward each other, mutual benefits from our relationships, and building positive relationships to increase our resilience. The connections we build and the bonds we make increase our resilience to withstand everyday pressures and accomplish the mission.

Three strategies to strengthen social fitness in today’s workplace: sense of mission and purpose, development of healthy communication skills, and choosing to act on what you know and feel with respect. Mission and purpose asks us to examine what role we play in our families, in our jobs, and in the world. Refocusing on who we are contributes to a strong sense of self and helps clarify where we fit in. Developing healthy communication skills asks us to note that effective and positive communication between people aids in social fitness and may reduce pressure of being the first. Developing effective communication, social support, and connectedness. These concepts are the key message of Comprehensive Airmen Fitness, or CAF, which promotes a holistic approach to taking care of people. On Wingman Day and throughout the year we continue to highlight the importance of situational awareness.

Wingman Day and throughout the year we continue to highlight the importance of situational awareness.
AFRL lighting the way for military aircrews

By Holly Jordan
Air Force Research Laboratory

WRIGT-PATTERSON AIR FORCE BASE, Ohio (AFNS) – Air Force Research Laboratory Materials and Manufacturing Directorate (RX) junior force researchers resolved an issue of critical importance to military pilots and aerials—portable, reliable and cost-effective temporary landing zone lighting.

The team has also transitioned from legacy portable lighting systems to a new, more fully-featured solution to aging legacy portable lighting systems. (U.S. Air Force photo/Rolly Jordan)
F-22 Raptor: a next-generation fighter aircraft that is an active electronically scanned array fire control generation radar that is an active electronically scanned array (AESA) radar.

Scalable Agile Beam Radar is a fifth-generation radar.

F-16 Radar Modernization Program.

Calif. (AFNS) – The 416th Fighter Wing is taking the integration and testing to a new level with a robot designed to enhance safety for aircraft maintenance personnel.

According to the project team, Aerobotix personnel have utilized their expertise with the process to make the transition to F-22 robot intake coating restoration as smooth as possible for all involved.

“F-22 Raptor coatings such as this one will encounter robotic technology newly developed through the Air Force Small Business Research program. The robots are more being placed into operation at the Hill AFB depot for the purpose of making the process of restoring specialized coatings on F-22 engine inlets much safer for aircraft maintenance personnel,” said Carl Lombard, a materials engineer at the AFRL.

“Botix was chosen is because it is accurate, reliable, and can work in tight spaces, which is necessary for the coatings we need to restore the inlets. The second part of the project is to get the robotics to work inside the warfighter’s perspective, we like what we see. There are some issues we’re working through, but any project that involves the use of robotics is going to have some hiccups, but in the end, it’s definitely better,” he said.

“Aerobotix personnel and that may cause some ad-

Coatings go in their use of robotics. They have certainly been more than accommodat- ing, to not only the AFRL and the SP0’s needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- taining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main- maintaining their schedule and re- evaluating when they need to be in the depot doing work and getting to not only the AFRL and the SP0 needs, but also the depot’s needs, as far as main-
April 10, 2017 • 9

Maintenance personnel install mounting hardware for an APG-83 Scalable Agile Beam Radar (SABR) on a 416th Flight Test Squadron F-16 Fighting Falcon in August 2015. The 416th FLTS has been conducting developmental testing on the fifth-generation Active Electronically Scanned Array fire control radar. (U.S. Air Force photo by Christopher Okula)

delivered to the Air Force in January 1979. Since then, improvements have led to the F-16C and F-16D, which are the current single- and two-seat versions. All active Air Force, Air National Guard and Air Force Reserve units have converted to the F-16C/D, according to the Air Force.

Since 9/11, the F-16 has been a major component of the combat forces committed to the war on terrorism, flying thousands of sorties.

The F-16 is also flown by several partner nations around the world.
W A S H I N G T O N (AFNS) – Today’s environment is filled with examples of technology designed to connect Airmen to the internet through common devices such as smart phones, smart watches, and other common personal technology that is always capable of connection. While Airmen have grown more connected to the digital world, the connections open the door to insider and external threats easier to exploit. Airmen must take on this task of cybersecurity and protect their devices from vulnerabilities to safeguard data, protect their identity, and simply activate that electronic access key that the door.

The Air Force culture has integrated an understanding of smartphone capabilities and risks because they’ve been with us for more than two decades. It’s common knowledge that smartphones send and receive data and can therefore be used as a tool to transmit data for espionage purposes. We think about the risks and have adapted to them for the most part by leaving those devices at home, in the car or desk when not in use,” said Pettie Kim, the Air Force chief information security officer.

Ultimately, cybersecurity is the epitome of a team sport. As technology gets smarter, Airmen and their families should take that mission impact of smart devices in the workplace, researching their cyber security capabilities or even just disabling their Wi-Fi connectivity feature will go a long way in establishing a more secure Air Force culture as well as the home front. Asking questions before purchasing smart technology will also add a huge layer of protection for Airmen and their families.

“Personal cyber hygiene is the foundation of cybersecurity culture. Airmen and their families should take that extra moment to understand the risks involved with all things connected to the internet. Where ever possible, take steps to harden those devices through security patches or disabling of Wi-Fi when not in use,” said Pettie Kim, the Air Force chief information security officer.

This year marks the 70th anniversary of the Air Force. Throughout the last seven decades, a common bond that unifies all American-Airmen are the core values.

BY ARNOLDServices

The Air Force successfully launched the ninth Boeing-built Global SATCOM satellite aboard a United Launch Alliance Delta IV Evolved Expendable Launch Vehicle from Space Launch Complex 37B, Cape Canaveral Air Force Station, Florida, March 18. WGS satellites play an integral part of the joint military communications network.

WGS9 launches successfully


BY ARNOLDServices

The Air Force Club Scholarship Program accepting entries through May 12

Everything is listening in the digital age

BY COL. PATRICK S. RYAN

Washington, Office of the Chief Information Officer

Money for College?

By Arnold Services

Over the past 19 years, the Air Force Club Scholarship Program has provided college tuition assistance to 419 Air Force Club Members and/or their eligible family members.

This program is one of the benefits of the Air Force Club membership. The 2017 Airmen Club Scholarship Program will award 10 scholarships totaling $36,000.

There are two options to enter, either written or video, and there are two categories, either traditional or non-traditional. First place in each category will win $7,000; second place wins $5,000; third place wins $3,000; and honorable mention wins $1,000. Traditional Category is for a 2017 high school eligible graduating senior and Non-Traditional Category is for all other eligible club members.

Those eligible to enter are Air Force Club Members in good standing, their eligible family member ID card holders (spouse, child, or other eligible family member) working towards their first Associate or Bachelor’s degree.

To win a scholarship, you must meet all entry and eligibility requirements, provide all requested documents and uploads.

Required Documents or Uploads include:

1. A completed application (located at www.myairforcelife.com) and either a written or video essay using the 2017 topic (see below). A 1,000 word written essay will accept between 980 – 1,020 (no more, no less; paste YouTube link in the designated box making sure it is accessible from the time of entry until September 2017). 2. Two letters of recommendation (attached where requested). Letters can come from your supervisor, clergy, civic leader, etc. 3. One letter of acceptance or admission to the college or university of choice (attached where requested).

2017 Essay Topic

This year marks the 70th anniversary of the Air Force. Throughout the last seven decades, a common bond that unifies all American-Airmen are the core values. The Air Force has three core values: Integrity First, Service Before Self, and Excellence in All We Do. For this year’s essay we’d like to hear about a time when you were tested to live up to these core values. Tell us about a specific moment when embodying these ideals was difficult, how you succeeded or failed, what you learned from the experience and how that impacts the way you live your life today.

Winners will be announced June 2 and their names will be posted at www.myairforcelife.com June 16. Scholarship checks will be mailed by July 28.

Everything is listening in the digital age

The U.S. Air Force successfully launched the ninth Boeing-built Wideband Global SATCOM satellite aboard a United Launch Alliance Delta IV Evolved Expendable Launch Vehicle from Space Launch Complex 37B, Cape Canaveral Air Force Station, Florida, March 18. WGS satellites play an integral part of the joint military communications network. WGS9 will significantly enhance the current WGS constellation by providing increased communication capacity and coverage. (Courtesy photo/United Launch Alliance)
April 10, 2017

•  11

values: Integrity First, Service, and Excellence in All W
this year’

to these core values.

specific moment when embodying
ideals was difficult, how you
way you live your life today.

www.myairforcelife.com

July 28.

Everything is listening in the digital age