Mission Ready - Today and Tomorrow

PWT staff testing national assets for 60 years

By Raquel March
AEDC Public Affairs

April 2017 marks 60 years that AEDC team members have operated the AEDC Propulsion Wind Tunnel, a one-of-a-kind test facility where the nation’s defense systems have benefited from test capabilities critical to development. The first test run in 1957 in the 16-foot Transonic Tunnel, or 16T, was documented by Phil Tarver, then an AEDC staff photographer. However, there was no mention of the name of the test article. Pictured on the left is a load bank previously used to test 440 volt welders. The 40-year old load bank didn’t meet regulations for operations posing a hazard to personnel. Pictured on the right is the new load bank which replaces the older equipment.

The priorities of Air Force land use are sustainable mission support and stewardship. As a result, its forest management is not primarily dictated by traditional commercial forestry practices that emphasize optimal yields or traditional commercial forestry practices that emphasize optimal yields of forest products. Instead, the AF strives for ecologically sustainable management of its forests to maintain the continued supply of desired ecosystem services, including realistic training and harvesting forest products.

Logging at Arnold Air Force Base is shown here as part of the Base Forest Management Program priorities for Air Force land use, which are sustainable mission support and stewardship. AEDC workers inspect tiles in the Propulsion Wind Tunnel 16-foot Supersonic Tunnel in 2014. (U.S. Air Force photo/Rick Goodfriend)

Forest management key to base land use

By Shannon Allen and Brandon Bailey
Arnold Natural Resources and Forestry

The psychiatric basis for defining ecosystem integrity and developing sound tree cultivation practices.

This type of management will be practical in support of the base Artificial Reclamation, where the Base Forest Management Program will harvest 143 acres at the north and south ends of the airfield for flight line clearance between May and October. Of the 39,081 acres at Arnold, 29,764 acres are pine and hardwood forest. Pine forests at the base consist of planted lodgepole pine plantations in a variety of age classes. Hardwood forests consist primarily of closed canopy oak-hickory forest types ranging from upland hardwoods on well-drained sites to mixed bottomland hardwoods on poorly-drained sites.

AEDC AFB manages all of its forests with a sustainable approach, but the primary focus for managing and harvesting forest products is within pine plantations.

Logging at Arnold Air Force Base is shown here as part of the Base Forest Management Program priorities for Air Force land use, which are sustainable mission support and stewardship. (AEDC photo)
Smoking Policy

1. The following revised Arnold AFB smoking policy is effective immediately and applies to all individuals on AFB property or in AFB facilities, to include visitors, contractors, employees, and AFB family members, and applies to tobacco products, e-cigs, and related devices.

2. Tobacco products include all forms and presentations.

3. Smoking is permitted at designated Tobacco Areas (TAs) identified by designated signage. No smoking is permitted in any other areas. 

4. Smoking in a government-owned or government-operated vehicle is strictly prohibited. Penalties for violation include suspension and revocation of driver’s license.

5. Smoking is prohibited in all government buildings and facilities.

6. Smoking is prohibited in all government-leased and government-operated facilities.

7. Smoking is prohibited within 50 feet of all buildings, including sidewalks, parking lots, and other public areas.

8. Smoking is prohibited in all public areas, including sidewalks, parking lots, and other public areas.

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Six of the 24 FIRST® LEGO® League teams sponsored by the AEDC Science, Technology, Engineering and Mathematics (STEM) Education Outreach Program placed in their division at the East Tennessee FIRST® LEGO® League Championships.

At the East Tennessee Championship competition held at Tennessee Tech University in April, the BII LEGO Lions from Homer Pittard Cari¬snton Campus School in Mur¬freesboro placed second in the GRACIOUS® PLC category. The Black Robo Raiders, also from Car¬snton County Middle School in Manchester placed third in the same category. The Black Robo Raiders, also from Car¬snton County Middle School in Manchester placed third in the FLL Inspiration category. ALL teams, which are made up of students and guided by adult coaches, research a real-world problem such as food safety, recycling or energy, and strive to design a solution and present their results. They also must design, build and program a robot using LEGO MINDESTORM® technology, then compete on a table-top playing field.

The council is composed of six voluntary craft representatives including boil¬ermakers, pipefitters, machinists, sheet metal workers, instrumentation and electricians along with management representa¬tives.

Scott Henninger, a deputy group man¬ager, and Dave Simmons, a group man¬ager, are pleased with the results of the council and credit the success to the rela¬tionship between the council members, the workers and the management. “This is a craft-led and craft-run safety program. The unique feature that our operation has is the incorporation of the workers. They are very instrumental in researching available systems and worked with several vendors to adapt their safety standard practices to meet our needs.”

Branman believes the workers are willing to report the findings because they see safety and the success to the rela¬tionship between the council members, the workers and the management. “This is a craft-led and craft-run safety program. The unique feature that our operation has is the incorporation of the workers. They are very instrumental in researching available systems and worked with several vendors to adapt their safety standard practices to meet our needs.”

Henninger said in order to start the process of repair or elimination, they must clarify the findings to address the issue. “This may involve weighing the importance of better lighting against installing fall restraints and the team members’ inputs and a common decision.”

A list of findings and corrected safety is¬sues are posted so all team members to see throughout the Complex as well as posted in the workshops for all craft¬men who receive reports to pres¬ent during the MSLC meeting.

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These tunnels test the aerodynamics of flight vehicles at high altitude conditions and speeds reaching up to Mach 4.75. The PWT facility actually had its beginning as far back as the end of World War II when Gen. Henry “Hap” Arnold, questioned how the Germans made such rapid progress in developing high-performance jet aircraft and rocket-powered missiles.

To Arnold, the most important lesson of the war was the need for pre-eminence in air research to provide cutting-edge technology for national security. And that is the role the PWT facility has played for 60 years. Every major aircraft, rocket and manned spaceflown program of the past six decades has sent models through the facility’s tunnels, simulating conditions they experience during flight.

Tests in the facility reduce the risk and cost of developing aircraft by solving problems before the first aircraft is built or test flown. Aircraft modifications are checked out, supplying critical data to customers that is needed to determine a plane’s optimal shape.

PWT was the first large-scale-models testing facility in the United States. The impact of PWT on flight testing was recognized in 1989 when the American Society of Mechanical Engineers named the facility an international historic mechanical engineering landmark. The organization designated PWT as a landmark because of its historical importance in developing mechanical engineering.

Planning for PWT began in January 1950 when aircraft propulsion industry representatives met with the Air Force Research and Development Board on Facilities and agreed there was a need for a supersonic wind tunnel with a 15-foot diameter test section.

Revisions of test plans enlarged the test section from the original projection to a 16-foot cross-section, and in 1956, the transonic circuit of the tunnel underwent its first powered calibration test.

The next year, the first test involving a jet engine was performed in the 16-foot Transonic Tunnel.

Editorial note: This story includes text from a previous story written by the AEDC Public Affairs office.
Confined Space Entry procedures a safety focus area

The goal of the monthly Safety Condition Campaigns is to identify conditions that make compliance with safety requirements a challenge, to make changes to processes leveraging Air Force safety standards, and to establish consistency across our work locations. We remain focused on periodic updates on our results.

This year we completed these safety focus areas: fall protection, barricades and signs, and lockout/tagout. Our efforts resulted in successfully identifying areas that need to be improved. In each case, a short term solution was identified and the process for identifying longer term fixes has begun. Thanks to all who have participated in this campaign to date. Your actions are making our workplace safer.

During April, our focus is on confined space entry.

Safer, Health and Environmental

By Staff Sgt. Alexandre Montes

70th ISRW Wing Public Affairs

FORT GEORGE G. MEADE, Md. (AFNS) — As one of Air Combat Command’s integral assets, the 70th Intelligence, Surveillance and Reconnaissance Wing is home to several types of cybersecurity warriors, including the exploitation analysts (EA) of the 41st Intelligence Squadron.

“The 70th ISRW is known in the cyber community as ‘America’s cryptologic wing,’ being a premier source for the Defense Department’s information assurance and network exploitation,” said one way the 70th ISRW received that accolade is through enhancing their 41st IS exploitation analysts with precise selection, testing and training.

“One exploitation analyst’s job is to defend the DOD information network, secure DOD data and mitigate risks to DOD missions against some of the nation’s hardest cyber threats,” said Tech. Sgt. James, a 41st IS cyber intelligence analyst. “Specifically, we provide actionable intelligence about nominated targets in order to provide effects in cyberspace and ensure our DOD’s freedom of maneuver within the cyber domain.”

Cyberwarrior training is no easy task.

To become an EA, Airmen go through a rigorous and lengthy training process, said James.

After Air Force basic training, Airmen spend 110 days learning the foundations of intelligence analysis at Goodfellow Air Force Base, Texas.

“Those that show potential in the cyber realm are then nominated or selected for the Joint Cyber Analysis Office – wall entry station, Florida, where they receive instruction on a wide spectrum of cyber topics,” James said.

Before becoming fully operational, those selected completed 600 hours and 15 courses in U.S. Cyber Command joint training. Airmen are then tested on 114 job qualification requirements, James said. Upon completion, they become Cyber National Mission Force qualified.

In addition to their military credentialing, EA Airmen are also given the opportunity to qualify with certifications in Cisco Certified Network Apprentice, Linux, Security, Network+ and others, like their civilian counterparts, James said.

“One training requirement is difficult to achieve,” he said. “Our squadron must build National Cyber Mission teams and national support teams in an era when our economy demands that we do more with less. We have to continually grow and learn to stay ahead of new technologies, developing new threat vectors.”

The exploitation analyst training flight at the 41st IS previously realized that even with all the training through CYBERCOM’s joint pipeline, it was not enough, said James. They had a zero percent acceptance rate to high-profile cyber network organizations for their EA Airmen.

“It became apparent that we needed more rigorous training in order to prepare analysts for the tough mission; thus, our training program was born,” James said.

Even though the program is still in its infancy, the increase in efficiency and knowledgeable EAs has been realized.

Our program takes the foundational knowledge from Joint Cyber Analysis Course, and the subject knowledge from the pipeline, and provides a tailored environment to challenge each individual analyst to leverage their unique bodies of knowledge and apply that knowledge to effectively conduct cyber operations and achieve mission objectives,” said Master Sgt. Michael, a 41st IS cyber intelligence analyst.

“This is the art of teaching,” Michael said.

Creating these types of cultural investments to improve Airman’s readiness has been to evolve our Egyptian eats in the cyber world, said the 41st IS, said Michael.

To practice performing their duties, EA Airmen are provided training to simulate the cyberspace environment. EAs learn to utilize their knowledge. In each kit, Airmen receive a locally crafted portable desktop which is equipped with emerging technologies, machines and facilitate hands-on scenarios. This advances EAs’ capabilities, Michael said.

The advanced mobile desktop training challenges each individual analyst in cyberspace maneuvers to achieve mission objectives. “This, of course, is a short-term measure,” James said.

The ideal, long-term goal is to have squadrons, group and wing-owned labs and hardware that can all be leveraged to develop advanced training, rather than simply paying vendors, he said.

“Rather than relying so heavily on costly commercial training, our in-house training has enabled our EAs to become aware of the best cyber professionals in the world, and the tools to fight the most advanced and sophisticated cyber attacks across the globe,” Michael said.

This one-on-one training has strengthened the unit’s cyberspace environment, he said. As a plus, it has also saved the unit approximately $80,000 in training costs.

“This training is pivotal in not only helping
Over the past 60 years, winter flying missions have provided a significant contribution to how the National Science Foundation conducts scientific research in Antarctica. The C-17 Globemaster III 2016-2017 season recently wrapped up, and the night vision goggle (NVG) capability paired with mid-Austral winter flying continued to be a game changing airlift support for the National Science Foundation during Operation Deep Freeze.

Citizen Airmen assigned to the 446th Airlift Wing and active-duty Air Force members assigned to the 62nd AW formed blended aircrews to deploy as part of the 304th Expeditionary Airlift Squadron who provide airlift to the Antarctic in support of the NSF-managed U.S. Antarctic Program.

“The 446th Operations Group performed at a high level of expertise this season,” said Senior Master Sgt. Derek Bryant, a 446th Operations Group loadmaster. “Every aircrew member should know that they laid a foundation that the NSF is now building upon and the mid-winter missions coupled with our NVG capability have launched us into a new era for ODF.”

Despite the difficulty of operating in an austere environment, the 166 to tal force personnel deployed from Joint Base Lewis-McChord, airlifted 1.8 million pounds of cargo and transported 2,992 passengers into the Antarctic, logging a total of 393 flight hours.

“The new McMurdo-Phoenix Airfield was validated and approved for C-17 and wheeled aircraft operations,” said Lt. Col. Robert Schmidt, the 304th EAS mission commander and 62nd Operations Group deputy commander. “The new field replaces Pegasus field, which has experienced several seasons of melting, and is expected to remain in use beyond 2030.”

Christchurch International Airport, New Zealand, is the staging point for deployments to McMurdo Station, Antarctica, a key research and operations facility for the USAP. Deployment support at McMurdo is provided by Joint Task Force-Support Forces Antarctica and led by Pacific Air Forces at JB Pearl Harbor-Hickam, Hawaii.

Community outreach was a highlight for this season as well. The mayor of Christchurch, Lianne Dalziel, presented the 304th EAS with a civic award for supporting local charities. Aircrews supported New Zealand’s yearly IceFest – a unique festival, with over 4,500 attendees, highlighting New Zealand’s leadership in Antarctica and the Southern Ocean – with a C-17 static display.

Through six decades of continuous support, ODF has evolved to meet today’s logistics requirements of the USAP. Joint Task Force – Support Forces Antarctica, headquartered at JB Pearl Harbor-Hickam, executes inter- and intra-theater airlift, tactical LC-130 deep field support, aeromedical evacuation support, search and rescue, sealift, port access, bulk fuel supply, port cargo handling and transportation requirements at NSF’s request in order to support the USAP.

Planning for the next season will include continued refinement of the mid-Antarctic schedule as well as supporting NSF future requirements.
Increased Antarctic airlift capability contributes to science.
The invitation is part of a broader Air Force effort to explore cost-effective attack platform options. The live-fly experiment is part of the Air Force’s Light Attack Capabilities Experiment, a small-scale initiative run by the Air Force Strategic Development Planning and Experimentation Office at Wright-Patterson Air Force Base, and is currently scheduled for sum- mer at Holloman Air Force Base, New Mexico.

“This is an evolution of the close air support experimentation effort which we have now broad- ened to include a variety of counter-land missions in- teractions since Desert Storm,” said Lt. Gen. Arnold Bunch, the Office of the Assistant Secretary of the Air Force for Acquisition, who is overseeing the experiment as the program executive officer.

Industry members are invited to participate with aircraft that may meet Air Force need for a low- cost capability that is sup- portable and sustainable. This spring the Air Force will analyze data recorded from the test to help decide if the aircraft meets program requirements. The live-fly experiment also includes the employment of weapons commonly used by attack aircraft to demonstrate the capabil- ity of light aircraft to support traditional counter-land missions.

“After 25 years of con- tinuous combat operations, our professional military is in more demand than ever,” said Gen. Larry Spencer, the deputy chief of staff for strategic plans and require- ments. “Since we don’t ex- tend deployment require- ments to decrease, we have to look for innovative and affordable ways to meet capability demands. This experiment is a part of a broader view of how we can leverage our purchase authori- ties to best meet the challenges we face.”

The live-fly experiment is the latest in a number of mission events including medium-altitude, daylight and night, air-to-air combat and close air support missions. This is an experiment, not a competition,” said Harris, emphasizing the event may not necessarily lead to any acquisition. Experimentation and prototyping are environmentally and technologi- cally rigorous processes by which the Air Force understands new or improved capabilities and the most efficient space to pursue those capabilities. The Air Force is interested in using agile funding mechanisms to leverage rapid acquisition authori- zations, where appropriate, to meet anticipated needs. The results of the Light Attack Capabilities Experiment will be used to inform require- ments and criteria for future investment decisions.
The 90th Missile Wing conducts a successful Simulated Electronic Launch-Minuteman test here April 10-12, 2017. The SELM demonstrates the wing’s capability to provide un- 

 awarding nuclear deter- 

 rence for the nation. The 90th MW contributes to the nation’s strategic defense by sus- 

 tanting and operating 150 Minuteman III intercon- 

 tional ballistic missiles and the associated launch 

 facilities. A successful SELM test proves the 

 ICBM weapon system’s effectiveness in a safe 

 and secure manner.

“The Simulated Elec- 

 tronic Launch of a Min- 

 uteman III ICBM is a signal to the American people, our allies, and our adversaries that our 

 ICBM capability is safe, secure, lethal and ready,” said Lt. Col. Deane Ko- 

 novicz, the 25th Strate- 

 gic Operations Squadron commander. “It high- 

 lights the ground and air 

 borne command and con- 

 trol elements of an elec- 

 trically-isolated ICBM, demonstrating that our deployed ICBMs will re- 

 main critical to national security.”

The intricate mission 

 required extensive coor- 

 dination between mul- 

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 porting agencies across 

 the wing and Air Force 

 Global Strike Com- 

 mand. During a SELM, mis- 

 silers in the launch 

 center control send com- 

 mands to the Minuteman 

 III ICBMs in the launch 

 facility. They work with test facilitators who pro- 

 vide the commands and ensure the orders are ex- 

 ecuted accurately. “There are many moving parts involved in making a SELM test effective,” said 1st Lt. Kyle Martinez, the 312th Missile Squadron mis- 

 sile crew commander. “During the test, we send series of prepara- 

 tion commands to the launch command, which ultimately lead to the launch command signaling the SELM was successful.”

The SELM also vali- 

 dates the capability of the Airborne Launch Control System which serves as a backup command and control system, ensuring an adversary cannot carry 

 out a decapitating first 

 strike, said Col. Robert 

 Billings, the 919th Com- 

 mand and Control Group 

 commander. “The ALCS was de- 

 veloped in 1967 to coun- 

 ter a growing Soviet threat,” Billings said. “As the number of countries with nuclear capabilities has increased while the number of U.S. nuclear weapons has decreased, the ALCS remains just as important, if not more important than ever, providing a survivable launch capability for our ICBMs.”

Long before the oper- 

 ators executed the launch 

 codes, maintenance teams 

 printed the sites for the 

 test. Preparation began in 

 January, said Master Sgt. Christopher Bradshaw, the 98th Missile Main- 

 tenance Squadron systems 

 NCO in charge of missile 

 maintenance. “It took almost two 

 weeks to set up the LFs for the SELM. There was a lot of coordination with other agencies on 

 base that needed to take 

 place to get the mission done,” Bradshaw said. “We worked with secu- 

 rity forces to ensure we had the proper security 

 going out to do mainte- 

 nance at the missile site. 

 Safety and the qual- 

 ity assurance office also 

 inspected our work, en- 

 suring the SELM test was 

 safe to be conducted.”

The 90th Missile Mainte- 

 nance at the missile site. 

 “We worked with secu- 

 rity forces to ensure we 

 were prepared for possible 

 disruptions or security is- 

 sues in the area,” Rumph 

 said. “Deterrence doesn’t 

 „work unless our adversar- 

 ies deem our capabilities are credible,” said Lt. Col. Chris- 

 hay James, the 625th STOS director of opera- 

 tions. “Each test we con- 

 duct, whether it is a test 

 launch of an ICBM from 

 Vandenberg Air Force 

 Base, California, or the 

 SELM, we are sending a 

 message that the ICBM force is ready to respond 

 24/7/365.”

“Without us, the 

 mission wouldn’t happen,” said 1st Lt. Charlie Davis, the 31st Missile Squadron Deputy missile combat crew 

 commander, and 1st Lt. Paul Lee, the 31st ICB missile combat crew command- 

 er, simulate key turns of the Minuteman III weapon system during a Simulated Elec- 

 tronic Launch-Minuteman test inside the launch control center at a missile 

 alert facility in the 90th Missile Wing’s missile complex, Neb., April 11. The 90th 

 MW contributes to the nation’s strategic defense by sustaining and operating 

 150 Minuteman III ICBMs and the associated launch facilities. (U.S. Air Force 

 photo/Staff Sgt. Christopher Ruano)
Drivers continue to find road bumpy after answering automobile ads

By Army & Air Force Exchange Service Public Affairs

DALLAS – An individual or individuals using the “Exchange Inc.” name to handle vehicle purchases has once again been placing advertisements in auto magazines and commercial newspapers, leading Army & Air Force Exchange Service shoppers to believe they’re purchasing a vehicle through the Department of Defense (DoD) retailers.

“This has been an ongoing issue for several years now, and it has surfaced once again when someone is using the Exchange’s trademarked logo and name without permission to purportedly handle vehicle transactions in the United States on behalf of private sellers,” said Eric Stewart, the Exchange’s loss prevention vice president. “Unfortunately, some have sent money only to receive nothing in return.

Despite the fact that military exchanges do not have the authority to sell vehicles or represent private sellers in completing transactions in the continental United States, the improper use of the Exchange’s name for these advertisements have left consumers with the impression they are doing business with the DoD’s oldest and largest exchange service.

“This type of fraud has proliferated with the use of the Internet and continues to be a challenge because circumstances the perpetrator cannot be identified as the methods they utilize are not traceable back to any individual,” Stewart said. “In fact, in one case, money wired by an individual was picked up in Bangladesh, indicating this crime goes well beyond U.S. borders.”

Shoppers who believe that they may have been taken advantage of can file a complaint through the Internet Crime Complaint Center at www.ic3.gov.

Exchange facilities are located solely on military installations. While the Exchange does have mail order and Internet offerings, the Exchange does not advertise in civilian newspapers or automobile sales magazines. Advertisements for legitimate Exchange offerings are published in outlets whose audiences are mostly composed of military members.
April 24, 2017

See the April Services calendar on page 6.

AEDC Woman’s Club scholarship recipients are pictured here with the club president, program speaker and scholarship chairpersons.

From left is AEDCWC program speaker Susan Gritton, Ascend Federal Credit Union; scholarship recipients Tyler Reynolds and Kelsea Selvage; Tullahoma High School recipients Samantha Donde and Hannah Luthi; Huntland High School scholarship recipient Candace Hargrave; Franklin County School scholarship recipient Christian Steele; scholarship chairperson Suzette McCrorey; and... (Courtesy photo)