The test facility resurfaced for AFRL-testing of high-efficiency, diesel engine

By Deidre Ortiz
AEDC Public Affairs

Testing for the Graflight V-8, a high-efficiency, diesel engine designed and produced by Engineered Propulsion Systems (EPS), has brought about the resurfacing of the AEDC T-11 engine test cell at Arnold Air Force Base. Prior to this, T-11 had not been testing in at least a decade.

EPS project manager Tom Guelzow explained that the testing at T-11 was sponsored by the Air Force Research Laboratory (AFRL), Advanced Power Technology Office (APTO), and the nation's engine research and development of engines that use a variety of fuels more efficiently.

“EPS submitted a successful proposal and subsequent award as part of the AFRL Alternative Energy initiative, which provided funding for testing at Arnold Air Force Base,” he said.

EPS, founded by Michael Fuchs and Steve Weinzierl, is a small startup company based out of New Richmond, Wisconsin. Guelzow said getting this far in testing the engine is part of a 27-month effort, and the goal for EPS is to validate the engine is part of a 27-month effort, and the goal for EPS is to validate the engine performance of the Graflight V-8 prior to flight-testing it later this year.

“After flight testing, we would then conduct complete accelerated mission testing,” he said. “This engine is meant for single and twin-engine aircraft applications and will offer dramatically reduced fuel consumption.”

He added that the EPS team “feels very fortunate to have the opportunity to test at Arnold AFB, as EPS test facilities are able to reach higher altitudes than any previous tests of the engine.”

“Here (at Arnold AFB) we can hit any altitude we want to relatively quickly,” Guelzow said. “It’s a big challenge that was groundbreaking for us.”

One huge milestone for EPS was having the engine operating successfully at conditions of 30,000 feet altitude. “We ramped up them up five levels or sea level to 30,000 feet in T-11 and back down, which was groundbreaking for us,” he said.

Capt. Randall Hodkin, the APTO program manager, commented that, “Testing conducted at T-11 was an important step in collecting data to clear this innovative engine for future flight tests and was also a critical step in showing the engine capabilities at altitudes previously unattainable to the team.”

John Kelly, EPS test project manager, stated that the EPS engine test has also included a lot of firsts for AEDC.

“The facility hasn’t been running in 10 to 15 years and a lot of work has been a learning process for us so that it’s a small, diesel engine, and instead of taking everything we have been doing out here is groundbreaking for us,” he said.

Lt. Col. Hoffman becomes director of the Flight Systems Combined Test Force

Over the past few years the Complex has updated its sustainability innovation grant program, in various forms, that contributes to the investment in the future of AEDC.

The Complex aims to increase the tempo of that program to diversify the knowledge and skills of the workforce, and of course to capitalize on those ideas that can result in improvements of efficiency or effectiveness as a result of new innovations.

In addition, the Complex plans to use the AEDC's grant fund to invest in the upcoming season to support the grant fund.

We will provide the most profound method and opportunity for employees and teams to challenge the status quo at AEDC with the goal of improving productivity/reducing cost, improving deliverables, and enhancing customer and workforce satisfaction. Innovation is defined using existing knowledge, technologies, and tools to create or deliver something new in terms of product or process for improving some element of AEDC's performance.

This is not a program where studies, papers or opinions are likely to be the products. There should be a unique product or process demonstration as the intended deliverable for each proposal. This is not to simply differ a source of funds to create what we already have as requirements, but rather a source of funds to sort out if one is better, faster, or cheaper ways to satisfy requirements, or maybe even prove that they could be eliminated with minimal impact.

All government, Test, Operations and Support Contracts and Engineering Services Contract, non-manag- er, full-time employees working at any AEDC site - including Hypersonic Wind Tunnel (HWTL) Hyperbolic Combined Test Facility, Holloman Air Force Base, Air Force AFB, and the National Full-Scale Aerodynamic Complex - are eligible to submit innovation proposals. While management is excluded from submitting proposals, they are highly encouraged to promote the program within the workforce.

Teams may include any mix of government and contractors, including Air Force Research Laboratory senior team members shall seek approval for participation from their supervisors and then include the approval with the proposal.

Time changes for all team members is to be charged to the AF cost account solicited by their supervisor and is not normally charge- able to the project.

Individual employees or employee teams may submit proposals for innovation proj- ects that address specific emphasis areas. In some cases proposals may address more than one area. In each area, the proposal does not have to identify the solution, but rather clearly define the problem or challenge and the ap- proach to developing or delivering a prototype solution. It is expected that significant ef- fort will be required in each case to identify the challenge and the plausible range of solutions for pursuit and development. It is expected that proposals will reflect the desires and emphases of the proposer, and that this may not align with the emphasis of supervi- sion or management.

For more information, visit the SharePoint site at https://edi-sites.com/all/sites/3792/ Innovation%20Proposals-AEDC%20Innovation Program_Rev_0.2.docx.

Col. Scott Cain, new Commander of AEDC at Arnold Air Force Base, is pictured here with his wife Michelle and two children. (Courtsey photo) Operation the mission as a whole but also want to synthesize the efforts of the military, DDS and contractors that we continue to get the job done for our cus- tomers and partners. Cain also plans to capitalize on the talent in the region and also would like to attract Talent in the Aerospace and Fot base. Lastly, as part of his transforma- tion focus, he envisions the development of a "long view of the Complex" regarding the future of the mission.

“Our vision continues to be the same. It is to be the nation’s best engineering test force and an effective workforce to be a Combined Test Force. I will fully support the CTF but also want to synthesize the efforts of the military, DDS and contractors that we continue to get the job done for our cus- tomers and partners. Cain also plans to capitalize on the talent in the region and also would like to attract Talent in the Aerospace and Fot base. Lastly, as part of his transforma- tion focus, he envisions the development of a "long view of the Complex" regarding the future of the mission.

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The Insurance Institute for Highway Safety (IIHS) estimates that 1.3 million deer-vehicle collisions (DVCs) occur each year in the U.S. resulting in approximately $1 billion in vehicle damage. Nationally there are an estimated 200 fatalities annually.

While the annual mix of DVCs is highly variable at Arnold Air Force Base, there has been a declining trend over the past 30 years. According to the Deer-Vehicle Crash Information Clearinghouse (DVCC), many factors appear to impact the number of DVCs at a particular roadway location. These factors are generally related to the characteristics of the roadway and terrain, the deer population and the adjacent land use and cover.

At Arnold, always assume you are driving through deer habitat, but based on analysis of the locations of DVCs since 2002, there do appear to be areas where they are more concentrated and pose higher risk.

The following tips for avoiding DVCs were compiled from a number of sources such as IIHS, Tennessee Department of Safety, Tennessee Wildlife Resources Agency, Highway Loss Data Institute, DVCC, and Manual of Uniform TrafficControl Devices.

By Deidre Ortiz
AEDC Public Affairs

Twenty cadets from 12 different states participated in the week-long program, with the week starting on Tuesday, July 8 at the Tullahoma Municipal Airport. The academy, hosted by the Beechcraft Heritage Museum, was supported by the Arnold Air Force Base Science, Engineering and Mathematics (STEM) program, which provided volunteers and materials for the cadets.

In addition to the 20 CAP students, the academy included four Federal Aviation Administration rated glider instructors, four tow planes and four gliders.

“Those young people have an experienced group of instructors and support staff to assist them in their goals of becoming young aviators,” Jere Matty, Arnold Air Force Base Science, Engineering and Mathematics Outreach Specialist, said. “It was a great week for all involved.”

Approximately 335 flights were conducted during the academy, with five cadets earning their Solo Wings. Three cadets completed 2nd Lt. Levi Fudy and Chief Munro Payne’s course, four tow planes and four gliders.

Glider Flight Academy thanks the Beechcraft Heritage Museum for the use of their facilities and Tullahoma Municipal Airport for their work in support of air and ground operations. The academy staff also stated its appreciation for Baynton Inn and Suites, Seminole-Lake Gliderport, Tullahoma Area Chamber of Commerce, Air Force STEM Program, DnB Lizard Australian Sausage.

To the Airmen of the United States Air Force:

For more than 70 years, our fellow Americans have asked you to be the sentinels of air and space for the nation, delivering unmatched capabilities every day. The demand for what you, as American Airmen, bring to the fight will only increase. We will continue to lead and support the Joint Force in defending our homeland, owning the high ground, and projecting power with our allies. As the most dominant air force in the world, we will continue to face evolving and changing threats. In order to ensure our Air Force remains lethal and ready when the nation calls, we have established the following Air Force priorities:

- Restore readiness … to win any fight, any time.
- Cost-effectively modernize … to increase the lethality of the force.
- Drive innovation … to secure our future.
- Develop exceptional leaders … to lead the world’s most powerful teams.
- Strengthen our alliances … because we are stronger together.

Everything we do as a team should advance or augment these priorities. Each and every one of our Total Force Airmen has a role in this endeavor. We will prevail through the power of our Air Force.

You and your families represent our nation’s absolute best. We are humbled to lead this great Air Force and honored to serve with you every day.

Secretary of the Air Force Heather Wilson
Chief of Staff of the Air Force
Gen. David L. Goldfein
Chief Master Sergeant of the Air Force
Kathleen D. Wright
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AF opens doors to universities, small businesses and entrepreneurs to boost innovation

By Secretary of the Air Force Public Affairs

WASHINGTON (AFNS) – Air Force Secretary Heather Wilson announced the launch of AFwerX – Edwards AFB during her visit to Nellis Air Force Base, Nevada. Based on a model used by Special Operations Command, AFwerX opens Air Force doors to highly innovative problem solvers with small amounts of money in ways that strip out bureaucracy.

The first AFwerX location will be near the University of Nevada, Las Vegas, so students and faculty, small businesses and entrepreneurs can connect easily to the Air Force. The first event is slated to open by early 2018 with "opportunities to the public" hours for individuals and groups to present ideas.

"We’re changing the way we do business with innovators," Wilson said. "Bringing an AFwerX storefront to Nevada allows us to take advantage of Nevada’s emerging idea marketplace.

This site is intended to engage the next generation of innovators and entrepreneurs to help the Air Force increase lethality at a lower cost. Wilson said. "We have to move faster and be smarter," she added. "We know there are people out there with answers to problems, with ideas and innovations, and we are going to look at what they have and help them help us."

Innovation challenge brings possible advancement in F-22 test capabilities

By Kenji Thuloweit

412th Test Wing Public Affairs

EDWARDS AIR FORCE BASE, Calif. (AFNS) – The 412th Test Wing’s Experimentation Center for Ideas/Technology Exploration team, known as XCTE, hosted a one-day innovation challenge July 10.

Several engineers from around Edwards Air Force Base partnered with members of the Desert High School Robotics team to come up with a solution to a real-world test problem. The one-day competition consisted of three teams that brainstormed ideas and designed proposals during the morning session and in the afternoon presented their solutions to a panel of leaders from various organizations on base.

"The goal of the day was for 412th TW engineers to participate in gaining training and experience working on a rapid development innovation project team, briefing leadership and then selling their idea; while robotics team students gained experience working with professionals on a real-world problem with real constraints," said T.J. Wuth, an XCTE member.

"The students also had the opportunity to apply science, technology, engineering, and mathematics principals and to learn about federal acquisition."

The three teams were put together to come up with a way to gather ground-based radio frequency imagery of an F-22 Raptor more effectively.

At the F-22 Combined Test Force, engineers routinely use a repair verification radiate to collect ground-based images of an F-22 Raptor. The RVR system uses radar technology to measure the signature of an F-22, which is essential to the fifth-generati- on fighter’s stealth capability.

However, at 500 pounds, the RVR is cumbersome to maneuver, and for a full 360-degree analysis, the RVR is required to be moved to locations around the jet. The RVR also has a tight tolerance with regard to where it is positioned at each location. These time-consuming procedures can be costly, as F-22s from around the Air Force come to Edwards AFB for low observable analysis.

The task for the three innovation teams was simple — develop and present a solution to more effectively maneuver the RVR around the aircraft to collect RF imagery.

The teams developed design concepts by analyzing information on the RVR and the F-22 Raptor. Visual models of mobile platforms to move the RVR were rapidly constructed out of Lego robotics kits and specifications of the different designs were documented on poster paper. The teams also came up with how much their perspective designs would cost to implement.

The proposed costs ranged from $13,000 to almost $30,000, a fraction of the cost to implement. The judges viewed Team #2’s proposal as a little more of a practical and realistic approach — fielding rapidly.

The engineers at the F-22 Combined Test Force will now examine Team #2’s concept further and see about implementing the project.

Brig. Gen. Carl Schaefer, the 412th TW commander, has challenged the Edwards AFB workforce to foster a culture of innovation and empowerment to help solve problems.

"The RVR challenge gives leadership the opportunity to see grassroots innovation efforts in action and empower participate to move forward," Wuth said.
A-10 pilot spits fire in fight against ISIS

By Senior Airman Ramon A. Adelan

INCIRLIK AIR BASE, Turkey (AFNS) - In the darkness of a desert night surrounding his aircraft, the wind rushes past his cockpit.

As the target approaches, nervousness builds deep within his core and his heart races at extraordinary speeds.

Locking in on the task at hand, the pilot’s eyes glow as he focuses through night vision goggles to locate targets below.

Muscle memory from years of training takes over with subconscious adjustments on the controls.

Then with the target in his sights, he deploys the carefully selected weapon system onto an enemy position.

“This is how Lt. Col. Ben Rudolphi, the 407th Expeditionary Operation Support Squadron commander, describes flying combat missions in the A-10 Thunderbolt II. "You’re constantly locating the target, checking, rechecking and adjusting for your pass," Rudolphi said. “The Joint Terminal Attack Controller is communicating with me; I’m responding back and relaxing information to my wingman. My heart is beating out of my chest at this point as I’m waiting for the FETO to say, ‘cleared hot.’ Once I hear those words my nerves go away. I roll in, make my pass and then we are on to the next target.”

Even as an experienced A-10 pilot, Rudolphi still feels his nerves standing on edge each time he goes out on a mission.

“My mind is going a hundred miles per hour before I make my first pass on a mission,” Rudolphi said. “All I’m thinking about is ‘Don’t mess this up!’ At the same time, I’m pushing buttons, twisting knobs, speeding up or slowing down, and continually checking where my target is without even thinking about it. All I know is that I need to make a direct hit to help our troops on the ground.”

Originally tasked to deploy as an A-10 pilot in support of Operation Inherent Resolve, Rudolphi saw his mission change before even leaving the U.S.

"I immediately took this opportunity," Rudolphi said. “This is a new experience and an achievement, which many people don’t get the opportunity (to have). I have always been behind the yoke controlling the airspace. But now I’m at the forefront ensuring operations can continue.”

At the 407th Air Expeditionary Group, Rudolphi leads his unit in the essential buildup of a strategic operating location for the Air Force, joint and coalition forces operations. As the 407th EOG commander, he plans and evaluates the installation for expansion, future and short notice operations, while enabling the mission to continue around the clock.

Meaning such things like airfield operations, dining facilities and other supporting functions are prepared for these types of circumstances.

Though his focus lies with the mission and Airmen under his command, the assignment has not kept Rudolphi from the battlefield. When given the opportunity, he quickly transitions to take the familiar aircraft controls and has flown A-10 combat missions with the 447th AEG in the fight against the Islamic State of Iraq and Syria.

“The A-10 is an irreplaceable platform, bringing an unmatched ability to the fight,” Rudolphi said. “With its low aerial speed, it can quickly change directions and deliver precise firepower.”

The A-10 supports ground forces with rapid employment close air and contact support. It utilizes a variety of bombs, missiles and a 30mm GAU-8 seven-barrel Gatling gun.

"When you think about jets you think of these roaring fast planes," Rudolphi said. “Well the A-10 isn’t that, it’s what we call a walker. The best way to explain how it’s a walker is in relation to other jets; is to image going by a baseball game. If you were to walk by, you can see the entire play happening. If you were driving by you can kind of see the action, but you’re going too fast to see what is really happening.”

Rudolphi continued, imagine that but now as if your voice is your weapon. Driving by you can hear, but it’ll be jumbled not understandable noise. But the walker can slow down, redirect toward the action and cheer. This time you would be heard. People can understand you.

"In a sense, you can say I quickly redirected my path to be the 407th EOG commander," Rudolphi said. “Now, I’m in close contact with the entire spectrum of operations, which provides the mission to continue, including those in direct combat.”

Lt. Col. Ben Rudolphi, the 407th Expeditionary Operation Support Squadron commander, conducts a preflight munitions check on an A-10 Thunderbolt II July 11 at Incirlik Air Base, Turkey. Rudolphi has provided a dual role in Operation Inherent Resolve as the commander of the 407th EOG in Southwest Asia and being directly in the fight against the Islamic State of Iraq and Syria conducting A-10 flying missions with the 447th Air Expeditionary Group.

The A-10 supports ground forces with rapid employment close air and contact support. It utilizes a variety of bombs, missiles and a 30mm GAU-8 seven-barrel Gatling gun.
By Carole Chiles Fuller

JOINT BASE SAN ANTONIO-LACKLAND, Texas (AFNS) — Capt. David Simon, an elite bobsled athlete, is a shining light for others to follow and upholding the four pillars of Comprehensive Airman Fitness: mental, physical, social and spiritual.

Mental: Nothing stops Simon. Not injuries, not being dropped from the Air Force World Class Athlete Program. “With resilience, you keep pressing forward until you get to the next thing,” he said.

Physical: Bobsled is a demanding sport. “Everybody on the team can run 40 miles in under 3 seconds. Everybody is squatting 400-plus pounds. You’re not just fast, but you have to be pretty strong and explosive. You’re an interesting hybrid of an athlete,” Simon said.

Social: The support of family, friends and fellow Air Force athletes helps Simon in his drive and motivation. “My family have made sacrifices in terms of my time away to train and compete and re- mained very supportive,” Simon said.

Spiritual: Enthusiast Simon encourages all Airmen to always be ready and resilient, and he draws on faith to keep him strong. “Stay positive and have faith release from the program. However, in his typical fashion, he bounced back and, with faith and resiliency, is fired up to try again, aiming for the 2018 Winter Olympic Games in Pyeongchang, South Korea. Simon appreciates the honor of representing Air Force Services Activity and being kicked down a hill, was the result of failing in the military. Simon is now an mated for 17 years, said Simon is an exceptional team mem- ber of the Army’s WCAP Skeleton coach and member of the USA Bobsled and Skeleton National Teams are reset before every sea- son and athletes compete for spots every fall. Simon aims to be among them during the summer combined events, which begin in June. “To make the Olymp- ic team and represent God, country and the Air Force would be such an honor and privilege. To make the Games next year would also have another special meaning to me as I am half Korean (material) and half African-American (paternal); a product of the choices,” she said.

“On duty or off duty, how athleticism can lead you going to work harder and smarter ways to train. Be flexible and always try new things. Be open to becoming a better swimmer at my size. Typically, you try not to see a lot of guys 200-plus pounds sprinting. I try to swim across the pool and work smarter and wiser ways to train. Be flexible and always try new things,” Robbuck said. “He’s more mature than most of the other athletes. He’s always going to be doing the right thing and making the right choices,” she said.

Being an Airman helps Simon overcome adversity. “A lot of these guys compete with great athletes,” he said. But most of them do not have the Air Force advantage. Sgt. Shauna Rohbock, a USA Bobsled Skeleton coach and member of the Army’s WCAP for 17 years, said Simon is an exceptional team mem- ber. “Captain Simon, being the military, holds him —” Robbuck said. “he’s going to work harder and maybe things don’t go your way.” Col. Donna Turner, the Air Force Services Activity commander, greets Capt. David Simon, after he was selected as an Air Force World Class Athlete Program bobsled pusher in August 2016. Simon is still aiming for a spot on the U.S. Bobsled Team that will compete in the 2018 Winter Olympics in Pyeongchang, South Korea. (U.S. Air Force photo/Carole Chiles Fuller)

Capt. David Simon (right) pushes the bobsled before hopping in for a run at the U.S. Bobsled Team Trials in Park City, Utah, on Nov. 2, 2016. (Courtesy photo)
creating an unsafe condition. Additionally, not contact the aircraft, and/or each other, FLTS B-52 Stratofortress air vehicle man Adapter Beam,” said Kevin Thorn, a 419th Squadron are looking to see if B-52 Stratocraft in order to reach a wide area. with messages are often dropped from air something as simple as distributing leaflets. military operations overseas is commun...
Children of Arnold Air Force Base team members participated in the Science, Technology, Engineering and Mathematics Summer Camp at the Base, July 24-26. The three-day camp was conducted by the Arnold AFB STEM Center and the University of Tennessee Space Institute. Children in grades five through eight participated in hands-on-demonstrations like a bottle rocket build and launch. The camp also included a trip to the Space and Rocket Center in Huntsville, Alabama. For more photos see https://www.facebook.com/ArnoldAirForceBase/.