To meet development and testing needs for long-range strike and hypersonic vehicle materials, the H2 Arc Heater at AEDC has been upgraded, with check-outs being performed recently to ensure the modifications were successful.

According to Harry Clark, AEDC senior engineer with the Strategic Plans and Test Facility Requirements project, known as the Mid-Pressure Arc Heater Prototype project or MPAH, has been a risk reduction effort that supports the Critical Test and Evaluation Investment Program (CETIP) project upgrading the H2 arc-jet test capability. "The Test & Evaluation, Science & Technology branch of the Test Resource Management Center identified in 2014 the opportunity to improve the success of the MPAH project by funding the installation of a segmented heater in H2 and demonstrating its performance envelope," Clark said. "The project was funded in 2015 and has nine test conditions that comprise the Key Performance Parameter for this risk reduction effort. Successful demonstration of the KPP is required before CETIP project can proceed to execution."

The facility modifications necessary to install the segmented heater in H2 were designed by AEDC engineers in 2015 and the fabrication was accomplished in 2016. Checking out began in the fall of last year, with the first KPP test condition demonstrated successfully in December. Two more KPP conditions were demonstrated before the end of 2016 and four of the remaining six were demonstrated last month.

"The AEDC design engineering team, the Model and Machine Shop team and the Arcs Test team deserve high praise for their efforts to take this project from concept to an operational first step toward a validated test capability in just over two years," Clark said.

As part of the upgrade, a state-of-the-art segmented heater is being placed in the H2 Arc Tunnel to replace the vintage Huels heater. The upgrade is necessary as hypersonic flight places extreme demands on vehicle structures and materials. Survivability testing of thermal protection system materials and structures for hypersonic environments requires high-temperature air flow with gas temperatures between approximately 4,500 degrees and 17,500 degrees Fahrenheit. Arc heaters are able to meet this need by providing an efficient source for heating simulations, with realistic run times that are consistent with the time of many hypersonic flight missions.

Ted Myers, NAS project manager, also notes that the MPAH represents a significant operational capability upgrade to the AEDC arc jet test capabilities, which are unmatched by any in the world. "Many folks have contributed to this accomplishment by personal sacrifice and long extensive work hours," he said. "I take great pride in working with all the talented professionals that have made this happen."

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Increased efforts to personnel."

AEDC’s economic impact felt throughout the area; exceeds $602 million in FY2016

AEDC’s economic impact that includes remote operations locations – the Hypervelocity Tunnel 9 at White Oak in Silver Spring, Md., and the National Full-Scale Aerodynamics Complex at Moffett Field, Calif. – was $602.8 million for fiscal 2016. Each location impacted the local areas through payroll, secondary jobs created through local spending, and other expenditures for supplies, utilities, fuel and services and the spin-off impact of those purchases.

AEDC’s employment mix includes active-duty military personnel from the Army, Navy and the Department of Defense civilians; and contractor personnel, which totaled 2,282 personnel in fiscal 2016. Of the 2,282 personnel, 43 were active-duty military; one Air Force Reserve; 326 appropriated fund civilians (includes general schedule, federal wage board and other military branches); 39 government non-appropriated fund employees; 18 other civilians (scale salaries, Base Exchange and commissary tenants); and 1,808 contractor and subcontract employees. Additionally, using the Tennessee Valley Authority economic impact model methodology, AEDC estimated that more than 1,375 secondary jobs were created in the local area, for a total of 3,875 jobs directly related to AEDC. Examples of secondary jobs include those created by home construction and local supermarkets, car dealerships and departments stores.

In this Issue…

Dr. Chris Cotting to speak at Engineers Week Banquet... Page 3

Military spouse Jody Moll, making an impact where she lives... Page 4

AEDC H2 Arc Heater team validating new test capability after upgrades

By Deidre Ortiz

AEDC Public Affairs

The H2 Arc Heater at AEDC has recently been upgraded, and checkouts are being performed to ensure the modifications were successful. Pictured is the model positioning system in the clean test cell of the H2 Arc heater after the upgrades. (AEDC photo)

Lominac retires after 40 years of civil service

By Raquel March

AEDC Public Affairs

When Kent Lominac, chief of the AEDC Capital Improvements Branch, started his career with the government, he began a journey that would lead him to manage projects until retirement Feb. 3.

Lominac writes about personal experiences before his departure from AEDC and the various test facilities he toured me around, showing me the various test facilities and the overall complex.

HM: What led you on your path to work at AEDC?

Lominac: My wife is originally from Tullahoma and her father worked for ARO [Arnold Research Organization], and I became engaged, I was brought to AEDC and that was the marquee outside the main entrance to AEDC. I saw the sign, way (and go past the main entrance) and the CETIP project was such that I became a career employee of AEDC. On one visit, her father brought me to AEDC and toured me around, showing me the various test facilities and the overall complex.

Lominac retired on February 3 with 40 years of civil service, working in Atlanta for a private consulting firm. On the weekends I would drive to Tullahoma on the AEDC Access Road (Windsor High- way) and go past the main entrance to AEDC. I saw the marquee outside the main entrance and the CETIP project was such that I became a career employee of AEDC. On one visit, her father brought me to AEDC and toured me around, showing me the various test facilities and the overall complex.
Electronic Cigarettes (also known as “e-cigs”):

- For government employees, the fact that a person smokes has no bearing on the number of breaks they are afforded.

- Pursuant to Air Force Instruction (AFI) 40-102, Tobacco Free Living, e-cigs are considered to be equivalent to traditional tobacco products (e.g. cigars and cigarettes): Smoking is permitted solely in Designated Tobacco Areas (DTAs) identified by designated signage. If no DTAs are designated, smoking is not permitted. (This policy is dated July 27, 2016)

Traditional Tobacco products (e.g. cigars and cigarettes):

- Smokeless Tobacco products (e.g. snuff and dip):
- Smoking is permitted solely in Designated Tobacco Areas (DTAs) identified by designated signage. If no DTAs are designated, smoking is not permitted.

- The revised Arnold AFB smoking policy is effective immediately and applies to all individuals on Robbins AFB military post, headquarters, and installation facilities, while applying the highest standards of ethics, innovation, and flexibility. We actively seek new and better ways to do our work. We pursue excellence, and we do not settle for mediocrity or complacency. We strive to be a world-class organization. We are dedicated to the Air Force mission and to our people. We value them and respect their contribution to our work. We do this so that we can do our work in the most efficient and effective manner possible.

- Core Values
  - Ethics: We are uncompromising in our standards of ethics, innovation, and flexibility. We actively seek new and better ways to do our work. We pursue excellence, and we do not settle for mediocrity or complacency. We strive to be a world-class organization. We are dedicated to the Air Force mission and to our people. We value them and respect their contribution to our work. We do this so that we can do our work in the most efficient and effective manner possible.

- Relationships: We build positive, long-term business relationships through creativity, perseverance, technical know-how, and good faith. We are committed to reaching mutually beneficial agreements with all our partners. We are known for being fair and committed to the highest standards of ethics.

- Vision

  • Sustainability. We plan and act for the long term. We strive to build a stronger Arnold AFB, a stronger nation, and a stronger world.

  • Integrity. We are honest, unmistakable, and fair. We act with integrity. We embrace the right thing, even when no one is watching.

  • Relationships. We build positive, long-term business relationships through creativity, perseverance, technical know-how, and good faith. We are committed to reaching mutually beneficial agreements with all our partners. We are known for being fair and committed to the highest standards of ethics.

- By Dave Wells

AEDC to take part in Relay for Life

- The Coffee County Relay For Life event is trying several new things this year, one of these changes is Manchester and Tal-uh-bahns are combining to host a joint event.

- For the first time, the or-ganizers of the event are changing the day of the week and the time. The event is being held June 3 from 5-11 p.m. at the Coffee County Joint Industrial Park at 843 Joint Park Boulevard in Talaluhbans.

- AEDC employees are encour-aged to participate in the fund-raising for the American Cancer Society.

- Relay For Life is not a race; it is an event to raise money and awareness for cancer research and a large percentage of the monies raised at these local events are used to help local residents get the care they need.

- Cancer has affected just about everyone at Arnold AFB in one way or another. Almost everyone knows someone who is currently battling cancer, who has gone through it, or who hasn’t survived it which is why events like Relay For Life are so important.

- I am a two-time cancer survi-vor and my husband Shaver and I, both AEDC DOD employees, coordinate the base’s involve-ment in the event. We have partici-pated in the event since 2009 and have been captains of team REMEMBER since 2011.

- Since 2009, AEDC teams have raised more than $33,000 for cancer research. Team RE-MEMBER has partnered with Zacheys in Manchester for Spirit Night that will be held Friday 5-8 p.m. Feb. 10, March 11 and April 7. We will have flyers available for distribution and our team will receive a portion of the proceeds for every flyer that is turned in during those dates and times.

- If you would like more infor-mation about Relay For Life, are interested in joining on team Relay For Life or starting your own team, or would like to make a donation, call 454-9131 or 454-7824. Individuals can also register online at www.relayforlife.org/coffeetn.

- Smoking Policy

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

2. Tobacco products include the following:

   a. Tobacco: a product that contains tobacco and can be smoked, chewed, or snorted, including cigarettes, cigars, pipes, or smokeless tobacco. (This policy is dated July 27, 2016)

3. Tobacco use on the Arnold AFB Golf Course is permitted, but discounted based on the health hazards of tobacco use and second-hand smoke. Smoking is permitted within 50 feet of all golf course buildings, stands, and bus stops. Smokers are expected to keep their area clean while smoking.

4. Smoking in government-owned vehicles is strictly prohibited. Personal drivers are observed in their personal vehicles while at work. However, all personnel are subject to health and safety guidelines to ensure a safe workplace.

5. For government employees, the fact that a person smokes has no bearing on the number of breaks they are afforded. Breaks shall be taken in accordance with the current assignment and personal time off.

6. Tobacco use at all Arnold AFB facilities, while applying the highest standards of ethics, innovation, and flexibility. We actively seek new and better ways to do our work. We pursue excellence, and we do not settle for mediocrity or complacency. We strive to be a world-class organization. We are dedicated to the Air Force mission and to our people. We value them and respect their contribution to our work. We do this so that we can do our work in the most efficient and effective manner possible.
As Arnold AFB was named after Gen. ‘Hap’ Arnold, command- ing general of the Army Air Forces during WWII. He was born in 1892 and died at the age of 80 in 1971. ArnoldAir.com.

It was Arnold who asked Hungarian scientist Dr. Theodore von Kármán in 1941 to help create a scientific research body that would see to the creation of what would become AEDC. The marker, serving as a daily reminder of the history of Arnold AFB and the world in air superiority, was dedicated as a daily reminder of the history of Arnold AFB and the world in air superiority, was dedicated

The following information is provided to assist you in knowing what to report and what you may be able to leave off. It is only within your control to avoid delays in accessing your form.

Some general information to keep in mind when reporting your financial information is First, if an item is valued at $1,000 or more, it if produced $200 or more in income for the reporting period (previous calendar year), then, generally speaking, it must be reported. Second, be advised that in some of the categories you will also report in-kind information that pertains to your spouse and/or children.

Non-Investment Income:
• Report any non-federal income made by you, your spouse and/or children. 
• Royalties or Honoraria
• If it is investment income, do not report it here. Report it in the Assets section instead. 

Assets:
• Generally, this is for all investment vehicles – stocks, mutual funds, annuities, pensions, etc. Please include the name of the fund and ticker symbol.
• The biggest area of concern here at AEDC is owing a pension plan that is managed by your employer or your spouse’s current employer (Note: if the pension plan has diversified mutual funds, then only report the name of the fund and add a note to your report that the fund only contains diversified mutual funds.)
• Do not report diversified mutual funds. If your fund is not diversified mutual fund, then you must report the name of the fund and all underlying assets contained within that fund.
• Do not report cash, checking, savings accounts, CDs, money market funds or U.S.

Government securities/obligations (Bonds.)
• Do not report federal government benefits TSP, Social Security, VA, etc.

Liabilities:
• Only report this in section any liability over $10,000 owed by you, or a member of your household. This does not include – mortgages, loans, credit cards, etc. (commercially available lines of credit) – only report personal loans or a line of credit for business interests.

Outside Positions:
• Only report any position you have held that was not compensated or not that was not part of your official duties during the reporting period. Examples include: of- ficer, director, trustee, general partner, principal, representative, executor, employee or consultant to any non-federal entity.
Military spouse Jody Moll, making an impact where she lives

Jody Moll (right), spouse of Air Force Research Laboratory High Speed Experimentation Branch Chief Maj. Jason Moll, shares her story as a military spouse David whom she sponsored during the 24th Annual Frostbite 5k, 10k and 1-Mile Fun Run/Frostbite 5k, 10k and 1-Mile Fun Run, March 4, 2016 in Fletcher, North Carolina. Jody was through the Run 4 program. Jody was nominated recently for the 2017 Joan Orr Air Force Spouse of the Year Award. (Courtesy photo)

DEADLINE

From page 3

• Do not report positions held by family members.
• Do not report if you are merely a member of an organization (only if it meets the description above).
• Do not report travel paid directly to you by the government, then you do not have to report it.
• Do not report gifts from prohibited sources such as travel benefits from a non-federal entity (if you had travel benefits paid directly to the government, then you do not have to report it.)

If you have any additional questions, contact the Legal Office at 454-7814.

RETURNING

From page 1

JMC: What are the other areas you have worked through out your education, including AEDC?
Lominac: Almost eight years of the 40 year total was with the U.S. Army Corps of Engineers in Jacksonville, Florida, with the Jacksonville District of the Corps of Engineers here at AEDC. I started my career in 1985, roughly seven years of the eight years was with the Corps of Engineers here at AEDC. I started my career in 1985 and then moved to the Mobile, Alabama, District. Since moving to the Air Force in 1985, I initially started in the Base Civil Engineering Group. Later I moved to the newly formed Maintenance Group and finally worked in the Capital Investment Improvement Group.

JMC: How do you see the future of AEDC?
Lominac: As long as the country has a need for defense and warfighting, AEDC will always be needed in my opinion. AEDC has been on the leading edge of development for the country. The Department of Defense and the Air Force. The future needs of the Air Force will not like the needs of today. With the expanding business in space, weapons development, new and greater aircraft, both fighter and support, AEDC has played an integral part of prior expansion in these areas. I see no reason why it won’t continue in the future. With an agency in a forefront, test facilities and capabilities of our focus will be required to maintain and improve as much as possible these facilities and capabilities to ensure AEDC can support the warfighter.

JMC: What will you miss most about AEDC and why?
Lominac: This is a complex question that I definitely will miss the people of AEDC. Over my career of 40 years, you can only imagine the individuals that I’ve worked with, both contractor and Government, dealt with, and become very close friends. Many are retired and others have passed on. I have vivid memories of all AEDC has some of the most professional people that I’ve had the experience to work with throughout my career. I will miss the dedicated mission focus and effort necessary and required to support our warfighters. I will also miss the opportunity to be a part of an enterprise dedicated to providing the capabilities and means for the defense of this great country.

JMC: What is your most memorable moment at AEDC?
Lominac: I have several memorable events such that it is hard to single only one moment. Basically, there are three moments that I remember as very significant while at AEDC. One is being selected as the Air Force’s National Society of Professional Engineers Federal Employee of the Year and one of the top three individuals for the Department of Defense’s National Society of Professional Engineers Federal Employee of the Year. The second most memorable event was being a part of the Airports Design Systems Test Facility (ASTF) construction. I arrived at AEDC shortly after the ground breaking for ASTF and remained with the program throughout, which included the transfer to the Air Force of the completed, operational facilities. The total time for the ASTF project was nearly eight years. And the third event, I have been the AEDC Program Manager for the Base Realignment and Closure (BRAC) program to release the testing capability of the U.S. Navy at their test facilities and capabilities of AEDC, to AEDC. This program was known as the Tenon Transition and lasted approximately five years from beginning to end.

JMC: What are your retirement plans? Lominac: Currently, my wife and I have no immanent plans for travel or major activities. We will continue to provide the care and support for her mother. We plan to continue with improvements, modernization and upgrading of our home in Tallahassee. Amid those activities, I am going to try to continue teaching some golf games when I can as well as continuing to follow some technic engineering courses at Motlow State Community College. We are both hoping to teach there off and on for over 35 years.

Military spouse Jody Moll has lived in several locations with her husband Maj. Jason Moll over their 20-year commitment to the Air Force. During that time Jody has dedicated her time to the communities in which they have lived. Throughout her community service, Jody helped in serving dinners for those in need, contributed to students’ educational needs, coached soccer and volleyball, and taught several church classes for youth and newly-married couples.

―Being involved in the Air Force and local communities is something that I enjoy and I am pleased by the opportunities I have had to make connections here at Arnold Air Force Base and in Tallahassee,” Jody said.

Maj. Moll, the deputy chief of the Air Force Research Laboratory High-Speed Experimentation Branch at AEDC, recognizes that Jody is committed to helping others.

―She’s been doing awesome things for the community where we’ve been stationed,‖ he said. “From fixing Thanksgiving dinner for the Security Forces in Alaska to reading at the elementary schools and from her community involvement through Chick-Fil-A elementary schools and from her community involvement through Chick-Fil-A.“

For forces in Alaska to reading at the elementary schools, Jody is the marketing and catering director at Chick-Fil-A in Tallahassee. Jody said.

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AFMC promotes American Heart Month

By Secretary of the Air Force Public Affairs

Positively using barricades and safety signage

By ADG Safety

The purpose of the NAS Safety Condition Campaign is to identify conditions that make compliance with safety regulations difficult, so that owners and managers may ensure we are in compliance with the Air Force safety standards, and to establish consistency across Air Force installations. During this focus period, the focus will be on the use of proper safety-related signs and barricades.

Team Member Actions
1. Actively participate and support supervisor, walk down team members, and management team.
2. Review barricades and signage in place to be sure use is in accordance with the NISSK standard.
3. Remove barricades or signs that are no longer applicable.
4. Identify signs that need to be replaced.
5. Identify areas where barricades and signs should be installed but are missing on site, with particular emphasis in areas where barricades should be permanently installed.
6. Identify hazardous conditions or environments that have not achieved full compliance with barricade or signage requirements or where compliance is difficult to achieve.
7. Report observations to the supervisor.

SH&E Standard B3, Control of Handrails Areas Using Safety Signs, Tags, and Printed Wall Plastics requires the use of barricades and sign requirements for NAS employees and is summarized as follows:

• Anytime a worker is exposed to a 5 ft or more fall, or some form of fall prevention must be used. When choosing a full fall protection system, first consider installing guardrails or barriers. They provide a high degree of protection when installed properly.
• Barricade (or tape) must be set back at least 6 ft from all exposed edges and personnel shall not pass the barricade without another form of fall protection.
• If using flexible barricades in high hazard (“Danger”) areas, the barricade shall be red or red and white in color. For lower hazard (“Caution”) areas, the barricade shall be yellow or yellow and black in color.
• Guard rails must be designed according to Occupational Safety and Health Administration’s specifications for “standard guard rails.” If installing guardrails or barriers at a worksite is not practical, then personal fall protection shall be implemented.
• It is expected that each person will identify areas where additional barricades are needed so that the information can be compiled and work requests issued to address necessary corrections or installations.

• All existing barricades shall have proper signage as specified in Standard B3.
• If Sandbox or work area are barricaded make sure there is adequate lighting in the area.
• Air traffic, traffic, and To Department of Transportation required signage is NOT included in this exercise.
• Existing barricades, no longer deemed necessary (enforced removal), are to be removed.

EAT heart healthy – Put together an eating plan that offers the balance of calories that is right for you, including vegetables, fruits, whole grains, and low-fat dairy products, poultry, fish, lean meats, and legumes. Limit sodium, sugars, and saturated and trans fats. Alcoholic, processed meats, and red meats. Additional information about this is available at www.nhlbi.nih.gov.

Be physically active
The CDC physical activity guidelines recommend adults should engage in moderate-intensity aerobic activity at least 150 min every week or at least 75 min every week. Activity should be at least 10 min in length at a time, and at intervals throughout the week. Doing activities that make you breathe harder and make your heart beat faster, like brisk walking. Regular physical activity can reduce your risk of developing heart disease, burning extra calories for weight management, lowering blood pressure, and increasing levels of good cholesterol, or HDL, while lowering levels of bad cholesterol, or LDL. Additional information about this is available at www.cdc.gov/physicalactivity.

Don’t smoke
Smoking is the leading cause of preventable death in the United States. Both smoking and regular exposure to second-hand smoke increases your risk of heart disease. If you smoke, quitting will lower your risk for heart disease. All Federal Employee Health Benefits plans offer 100% coverage of tobacco cessation treatment options. Additional information about this is available at www.apg.gov.

Maintain a healthy weight
If you have too much body fat, especially at the waist, you have a higher risk for heart disease. A high-risk waist and is 35 inches or more for women and 40 inches or more for men. Also, a higher body mass index increases the risk for heart disease, especially for BMI that is greater than 30. Healthy weight range is 18.5 to 24.9 on the BMI height and weight chart. Additional information about this is available at www.nhlbi.nih.gov.

Properly using barricades and safety signage

By By Secretary of the Air Force

American Heart Month

WASHINGTON (AFNS) – Under secretaries of the Air Force Lisa S. Disbrow will serve as the acting secretary of the Air Force as of Jan. 20, until the President nominates and the Senate confirms a permanent replacement. Under federal law, the current secretary automatically assumes the job of acting secretary until a replacement is confirmed. Disbrow succeeds Deborah Lee James, who served as secretary of the Air Force from Dec. 13, 2013, until July 1, 2017.

“An honor to continue to serve our Air Force,” Disbrow said. “As the commander look forward to ensuring continuity of the transition and will continue to partner with our civilian and military leaders to support Air Force personnel.” The secretary is responsible for the affairs of the Department of the Air Force, including organizing, training, equipping and providing for the welfare of its more than 3 million active-duty, Guard, Reserve, and civilian Air Force and their families. She also oversees the Air Force’s annual budget of more than $139 billion.

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“An honor to continue to serve our Air Force,” Disbrow said. “As the commander look forward to ensuring continuity of the transition and will continue to partner with our civilian and military leaders to support Air Force personnel.” The secretary is responsible for the affairs of the Department of the Air Force, including organizing, training, equipping and providing for the welfare of its more than 3 million active-duty, Guard, Reserve, and civilian Air Force and their families. She also oversees the Air Force’s annual budget of more than $139 billion.
An active outbreak of more than 2,400 mumps cases has been seen across Oklahoma, Arkansas and Tennessee. Overall the CDC has seen a significant increase in mumps cases across the US in the last few months and this outbreak has set a 10-year record for number of cases nationwide.

The Center for Disease Control and Prevention are monitoring this situation carefully and recommend ensuring you and your family are protected with the Measles, Mumps, Rubella vaccine, or MMR, to lower the risk of receiving or spreading this disease.

The CDC recommends children get two doses of the MMR vaccine, starting with the first dose at 12 through 15 months of age, and the second dose at 4 through 6 years of age. Teens and adults should also be up to date on their MMR vaccinations. Women who are pregnant or planning on anticipating a pregnancy in the near future and people with weakened immune systems should discuss immunization with their health care provider.

For active duty members and their families and Tricare eligible retirees, you can access your immunization records and those of your dependents at https://imr.afms.mil/imr/MyIMR.aspx. Any immunizations not completed at a military medical treatment facility will not be shown.

For questions, call your doctor or the Arnold Medical Aid Station at 454-5351. For DoD employees and contract workers, you may contact your doctor’s office or your local health department for an appointment.

To find a health department near you, visit https://tn.gov/health/topic/localde-partners.

**Arnold Medical Aid Station provides recommendations for mumps outbreak**

**By Arnold AFB Medical Aid Station**

**DON’T LET MUMPS SPOIL YOUR FUN**

**MMR VACCINATION IS THE BEST PROTECTION AGAINST MUMPS!**

**KEEP FROM SPREADING MUMPS**

- Don’t touch your eyes
- Cover your sneezes
- Wash your hands often with soap and water
- Clean and sanitize surfaces

**SIGN AND SYMPTOMS OF MUMPS**

- Parotitis
- High fever
- Tiredness
- Muscle aches
- Headache

**THE H2 Arc Tunnel was built from 1960 to 1968 as part of the Air Force consolidation of arc facilities at AEDC. It is one of three arc facilities currently in use at the Complex.**

**DOD programs supported by H2 have included the Internationally Ballistic Missile, Navy Submarine-Launched Ballistic Missile, Defense Advanced Research Projects Agency (DARPA) Hypersonic Technology Vehicle 2 and HTV-3, DARPA Materials Development for Platforms, the Air Force Hypersonic Technology (HyTECH) Scramjet, multiple Army missile programs and Missile Defense Agency hypersonic interceptor programs. Civil and NASA programs supported include the Crew Exploration Vehicle, Development Mars Science Lab, Heat Shield for Extreme Entry Environment and Orion Multi-Purpose Crew Vehicle.**

**IMPACT from page 1**

During fiscal 2016, the payroll cost for AEDC government and contractor personnel was $221.1 million. AEDC’s direct expenditures—which include utility costs, service contracts with outside vendors and military health insurance paid to local doctors and hospitals—was $188.8 million. Furthermore, the indirect spin-off impact of these direct expenditures is approximately $192.9 million.

The overall economic impact figure does not include more than $107 million paid to the approximately 4,626 retired military personnel living in the local area around Arnold Air Force Base. In total, this retired pay group generates more than $157 million, including the spin-off effect.

The economic impact data and secondary employment estimates represent AEDC’s economic impact during fiscal 2016, which ran from Oct. 1, 2015 to Sept. 30, 2016. AEDC operates the world’s largest complex of ground test facilities with a replacement value of more than $11.7 billion.

The 704th Test Group, added to AEDC in December of last year, is not part of this economic impact assessment, but will be added in 2017.
Arnold Medical Aid Station provides recommendations for mumps outbreak
The B-52 undergoes HERO testing at Edwards AFB

By Keny Thiulwalt

EDWARDS AIR FORCE BASE, Calif. (AFNS) – A B-52 Stratofortress from the 95th Bomb Squadron at Barksdale Air Force Base, Louisiana, is undergoing hours of Electromagnetic Radiation to Ordinance Testing in the Benefield Anechoic Facility (BAF).

The test was requested by the B-52 Program Office at Tinker AFB, Oklahoma, to comply with a recent mandate from the Air Force Safety Office according to members of the 772nd Test Squadron who oversee BAF operations. The mandate states all Air Force weapons platforms will provide Electromagnetic Environmental Effects Evaluations. This test with the B-52 centered on the HERO element.

Ordinance and other devices that contain electro-explosive devices must function in their operational electromagnetic environment without inadvertently activating. To prevent the susceptibility of ordnance to radiated or conducted electromagnetic energy, HERO limits are imposed. HERO tests are conducted to classify the ordnance’s susceptibility to electromagnetic radiation as HERO Safe, HERO Susceptible, or HERO Unsafe.

“Large aircraft like the B-52 require an additional chamber, the customer does not have to build a facility to house the aircraft, which typically results in transmitting line at night only to avoid interfering with flightline and commercial operations.”

The BAF at Edwards AFB is the largest anechoic chamber in the world and can fit any aircraft inside. It provides a “free space” so electromagnetic warfare tests can be conducted without radio frequency interference from the outside world. The chamber is filled with radiation-absorbing material, or RAM, designed to stop reflections of electromagnetic waves. The size of the BAF, which is painted dark blue or black, varies depending on the test being conducted. Aircraft systems can be tested and verified that they work properly in lieu of an actual flight test.

Dahlgren said the physical placement of the B-52 in the chamber was accomplished in four days. Once the jet was backed into the chamber, the bomber and the jack stands were placed on the turntable and rotated 180 degrees.

“There were no challenges relating to the size of the B-52. However, it was the first time the B-52 was jacked up within the BAF. This presented some logistics,” Dahlgren said.

A maintenance team from Minot AFB, North Dakota, jacked the aircraft up and the landing gear was retracted to simulate in-flight conditions. Members of the 772nd TS placed the radiation-absorbing material around the aircraft along with pallets of fuses to absorb the various emitting frequencies from the aircraft.

“Real ordnance is not needed during testing because the BAF’s equipment can simulate real-life radio frequency and electromagnetic conditions,” sensors

The test with the B-52 would carry weapons. Testing in the BAF allows the B-52 Program Office to collect a complete set of data at a higher fidelity and in shorter time in a secure, controlled environment than it would have been possible anywhere else. Being indoors also provided beneficial during the recent [inclement] weather that we have had at Edwards,” Dahlgren said.

Due to local testing scheduling, Air Force Global Strike Command provided the B-52 in place of an Edwards’ bomber. An offensive and defensive weapons crew member is also on loan to operate the on-board systems. Minot AFB, provided a maintenance team to support the test. Local manpower and logistical support is being provided by 912th Aircraft Maintenance Squadron and electronic warfare personnel from Eglin AFB, Florida, are also involved.

“We also had contractor engineering support provided by Boeing and the Harris Corporation. This test would have been impossible without the outstanding professional collaboration and support from all members of the team,” Dahlgren said.

Testing is scheduled to be completed Jan. 30.

Program office celebrates T-38C mod completion

By Richard Essary

HILL AIR FORCE BASE, Utah (AFNS) – Air Force program officials recently completed two major modifications to the T-38C Talon.

Technicians from the 576th Aircraft Maintenance Squadron at Joint Base San Antonio-Randolph, Texas, modified the last of 64th Air Force and 10 Navy T-38Cs with a video data transfer system (VDTS) and speed brake indicator switch (SBIS) December 2016.

The $50 million VDTS-SBIS program upgraded the aircraft’s video recording capabilities and added a new speed brake position indicator that didn’t previously exist.

“Live field extension programs and modifications are essential for any aircraft like the T-38 in order to meet current and future mission needs,” said Angela Michael, the Mature and Proven Aircraft Division chief and T-38 System program manager. “These modifications will ensure consistent and effective operation of the T-38 fleet.

The VDTS modifications were implemented as a result of a video tape recording mishap during training exercises, Michael said. This system is important for pilot training flights. The VDTS system captures high-quality video data used to debrief students pilots after training flights.

The SBIS modification added a visual indicator of the speed brake position on the heads-up display that will provide pilots the ability to check the aircraft’s speed brake position during flight.

In addition to the VDTS/SBIS modifications, other T-38 modifications currently underway include the Pacer Classic III program, which replaces fatigue-critical structural components on the aircraft; and the Avionics Component Integration Program, which provides avionics upgrades such as ADF and component redesigns to address aircraft obsolescence.

The T-38, which entered the Air Force in 1954, is primarily used by the Air Education and Training Command, to train combat-ready pilots for fighter and bomber pilot training.

Modifications are critical to sustaining Air Force training operations, Michael said, and will keep the T-38 viable until at least 2034, when the next-generation trainer X is expected to reach full operational capability.

However, the 2013 AETC decision date simply marks a milestone for the T-38, as Air Combat Command, Air Force Global Strike Command, the U.S. Navy, National Aeronautics and Space Administration, and Foreign Military Sales partners still plan to use the aircraft beyond that date, Michael said.

ACC currently uses the T-38A and B models for F-22 Raptor adversary air training. Additionally, B-2 Spirit and U-2 pilots utilize the T-38 for mission training and currently have no plans to fill that role with another aircraft in the future.
Upgrade advances A-10s search capability

By Airman 1st Class
Mya Crosby
355th Fighter Wing
Public Affairs

DAVIS-MONTHAN AIR FORCE BASE, Ariz. (AFNS) – A-10C Thunderbolt IIs assigned to active duty fighter squadrons at Davis-Monthan Air Force Base are in the process of having new lightweight airborne recovery systems installed.

The LARS V-12 is designed to allow A-10 pilots to communicate more effectively with individuals on the ground such as downed pilots, pararescuemen and joint terminal attack controllers.

The LARS system provides A-10 pilots with GPS coordinates of ground personnel and enables them to communicate via voice or text, according to Staff Sgt. Andre Gonzalez, 355th Aircraft Maintenance Squadron avionics technician.

“This urgent operational need arose in August (2016),” said Timothy Gray, the 309th AMARG acting director. “Air Combat Command and the A-10 Program Office asked me if AMARG could complete 16 aircraft by (Dec. 16). I said, ‘Absolutely!’ It was awesome to see Team AMARG take on this massive logistical challenge, build a production machine, find facilities, manpower, equipment, tools, and make material kits (to) execute the requirement."

In the last three months, technicians have completed LARS installations on 19 aircraft from Davis-Monthan AFB and Moody AFB, Georgia, which will ultimately provide pilots and ground personnel downrange with a valuable search capability.

“A-10 pilots take the Combat Search and Rescue role very seriously,” said Lt. Col. Ryan Haysle, the 354th Fighter Squadron commander and A-10 pilot. “While this is just one tool, it can assist us in bringing them back to U.S. soil safely.”
By Airman 1st Class Nathan Byrnes

NELLIS AIR FORCE BASE, Nev. (AFNS) — The debut of the F-35A Lightning II at Red Flag has afforded the pilots and maintainers of the aircraft a chance to be a part of the Air Force’s premier air-to-air combat training exercises.

For Airmen involved with the F-35, Red Flag 17-1 provides a unique type of training that prepares them to be fully mission ready.

“It’s been great coming here and doing something that some of us haven’t necessarily done before,” said Senior Airman John Girtman, an F-35A avionics systems specialist assigned to the 388th Aircraft Maintenance Squadron at Hill Air Force Base, Utah. “It gives us the ability to exercise our strength. Being able to work in an environment like Red Flag and seeing all of our training and hard work from back home come to fruition is extremely beneficial.”

A major part of the success so far of the F-35 aircraft can be contributed to the planning and training that went into getting prepared for Red Flag 17-1.

“For the Red Flag we set up our game plan and planned out what we may encounter or any issues we might face and how we can overcome those challenges,” said Staff Sgt. Brandon Bailey, a 388th AMXS crew chief.

“Now that we are here, the challenges we face during Red Flag helps us see what kind of challenges we might be faced with in a deployed environment and how we can overcome those,” Bailey said. “The things we learn during this exercise will carry with us to progress and get better.”

Red Flag exercises are fast-paced and provide aircrews the experience of multiple, intensive air combat sorties in the safety of a training environment.

“Here at Red Flag there is a great sense of urgency,” said Airman 1st Class Anhre Bourgeois, a 388th AMXS F-35A weapons troop. “We are always on the go. If it ever came to a real world contingency I think it will be the same thing. Just constantly on the go to get the job done and the jets up in the air. Red Flag really prepares me for that.”

The F-35’s combined lethality and survivability make it the platform of choice for operations in a highly-contested threat environment. The F-35 will be the backbone of future joint and combined air operations, enabling critical interoperability.

“The F-35’s combined lethality and survivability make it the platform of choice for operations in a highly-contested threat environment. The F-35 will be the backbone of future joint and combined air operations, enabling critical interoperability. “It’s an eye opening experience to be out here,” Bourgeois said. “It’s not every day that you get to work on an aircraft as smart as the F-35A. It’s definitely taught me a lot and I’m very humbled to be working on an aircraft like this.”

This is the first deployment to Red Flag for the F-35A and the first large movement since the Air Force declared the jet combat ready in August 2016.

Lt. Col. George Watkins, the 34th Fighter Squadron commander, said, “It is exciting to integrate the newest operational fighter squadron and the newly initial operational capability F-35A with all the other experienced warfighters including two of our partner nations. The professional aggressors are giving us great training, but enemy is no match for our integrated fourth- and fifth-generation Air Force.”