Arnold AFB powered by workforce, fueled by innovation

By Deidre Ortiz
AEDC Public Affairs

The U.S. Air Force is focused on the importance of innovation in delivering war-winning capabilities to the warfighter by inspiring and providing the necessary tools and support.

By a major Air Force Vision, General Dave Goldfein, Air Force Chief of Staff, has noted the significance of innovation.

“We are the service you rely on to push the limits of innovation,” Gen. Goldfein said. “It’s in our bloodline. We’ve faced challenges before and overcome them with ideas.”

To keep innovation at the forefront, those heading up the Technology Innovations Branch at Arnold Air Force Base are committed to creating technical competencies and supporting its employees as the driving force behind these improvements.

“Our Technology Innovations branch is currently focused on cultivating the total portfolio of our innovation pursuits,” said David Miller, a group manager for Technology Innovations. “As part of leadership’s commitment to cultivating new technical competencies, we are recognizing our best innovators in accomplishing our mission during our daily work. From the beginning of the Test Operations Sustainment (TOS) contract performance period until present, the Technology Innovations Branch has reached out to the other branches and documented over 70 specific technical innovations by team members. Miller mentioned that the advances haven’t been in only one AEDC mission area.

“Innovations have run the entire gamut of technical competencies and all have provided measurable and objective enhancement to mission accomplishment,” he said. “Innovative approaches to logistics, test support, manufacturing, engineering solutions and information technologies have dramatically enhanced test efficiency and decreased mission risks.”

One example of recent innovative efforts, of software engineer Scott Wil...
Integrity first. Smoking is permitted solely in Designated Tobacco Areas (DTAs) identified by designated signage. If no DTAs are available, the smoking area is defined by three signs placed at a minimum of 50 feet from the golf course facility, such as golf course administration buildings or the clubhouse. Tobacco use on the Arnold AFB Golf Course is permitted, but discouraged based on the health hazards of secondhand smoke. No smoking is permitted within 50 feet of golf course buildings or facilities, while applying the highest standards of safety, security, and quality to daily operations, while applying the highest standards of safety, security, and quality to daily operations. Specifically, containers of tobacco use and secondhand smoke. No smoking is permitted within 50 feet of golf course buildings or facilities, while applying the highest standards of safety, security, and quality to daily operations. Specifically, containers of tobacco waste product, including sealed containers, must not be left unattended or disposed of in trash receptacles. Wilson, who was administratively sworn in as secretary May 12, has more than 15 years of professional experience in the range of leadership and management roles in the military, higher education, government, and private industry. Mattis called Wilson "very well suited to lead the Air Force" and said he needs her ideas and wisdom as the Air Force begins a new chapter. Mattis said he, Wilson and Air Force Chief of Staff Gen. David L. Goldfein are committed to reengineering, modernizing and adding capabilities to improve national security and mission readiness. Mattis said, "On behalf of all Air Force personnel, we welcome you home." Secretary of Defense James Mattis delivers the ceremonial oath of office to Secretary of the Air Force Heather Wilson, making her 28th secretary, during a Pentagon event, May 16. (U.S. Air Force photo/Scott M. Ash) This is not America's Army; there are other hands pushing on the door," Mattis said to reporters later. Goldfein and Wilson first served together as co-duty commanders at Arnold Air Force Academy where they both took the oath of office for the first time as members of the same class. By Master Sgt. Bryan Frank Arnold Air Force Base Public Affairs

WASHINGTON (AFNS) – Defense Secretary James Mattis ceremonially swore in Heather Wilson as the 24th Secretary of the Air Force at the Pentagon May 15, 2017. "We will do whatever it takes to defend our way of life. Wilson’s leadership has been strong and steady," Goldfein said. He added, "Throughout Wilson’s two decades of service, from 1997 to 2017, she served in critical leadership roles in the most complex of military operations. Special attention is paid to the activities of the Office of the Secretary of Defense. Adm. Michael S. Mullen, chairman of the Joint Chiefs of Staff, presided over the event. Lt. Col. Jason Avram, deputy chief of Force Protection Division, Hanover Air Force Base, Va., presides over the ceremony in the AEDC Engine Test Facility (ETF) building April 28 to promote Lawrence Warren to lieu tenant colonel. Warren, nine years of service in the Dynamic Test Division, receives congratulations from Warren at the conclusion of the ceremony. (U.S. Air Force photo/Rick Goodfellow) For government information about club programs and events in the Arnold Air Force Club, visit: arnold.af.mil or arnold.af.mil.
The student who lands his or her rocket closest to the target, which is marked 30 feet downrange from the launch point, wins. On May 13 at University of Tennessee Space Institute May 13, this year’s winner was Jack Parker, age 11 of Robert E. Lee Elementary School in Cookeville. The event, hosted by UT Space Institute and the Defense Advanced Research Projects Agency (DARPA), is an official competition for the X-51A Waverider scramjet, a ramjet-powered hypersonic strike weapon technology that can fly faster than the speed of sound and can amplify many of the changing capability which technological superiority provides options for an operational weapon system of rapidly and effectively prosecuting the type of targets we know we’ll need to react to in highly contested environments.

Students 10-18 years old from the southern mid Tennessee region participate in the local Reach for the Stars rocket launching competition May 13 at the UT Space Institute. The event, hosted by UT Space Institute and organized with help from members of the Tennessee Section of the American Institute of Aeronautics and Astronautics and the United States Air Force Base Science, Engineering, Mathematics and Technology (STEM) program coordinator Joe Partly is part of an educational outreach program that gives young students the opportunity to build and launch their own rocket.

"We simply can’t get where we need to go without continued science and technology investment to bring those supporting technologies to a readiness level that can meet our timelines for an operational capability," said Lt. Gen. Arnold Bunch, military deputy, Office of the Assistant Secretary of the Air Force for Acquisition.

"We’re accelerating hypersonics development to a relevant altitude. Additional programs aim to leverage continued science and technology investment to bring those supporting technologies to a readiness level that can meet our timelines for an operational capability," said Lt. Gen. Arnold Bunch, military deputy, Office of the Assistant Secretary of the Air Force for Acquisition.

"The Air Force continues to partner with DARPA on flight demonstration programs for high speed strike weapon technologies which address challenges such as air vehicle efficiency, survivability and affordability. We are advancing development of critical technologies of an effective and affordable hypersonic cruise missile. This demonstration will build on the X-51 success and will include a tactically compliant engine start capability and launch from a reusable altitude. Additional programs aim to develop and demonstrate technologies to enable future air-launched, tactical-range hypersonic boost glide systems.

"We’ve had great long-term relationships with industry on these efforts," Bunch said. "The technology and concepts from these demonstrations will provide options for an operational weapon system of rapidly and effectively prosecuting the type of targets we know we’ll need to react to in highly contested environments.

"We’ve had great long-term relationships with industry on these efforts," Bunch said. "The technology and concepts from these demonstrations will provide options for an operational weapon system of rapidly and effectively prosecuting the type of targets we know we’ll need to react to in highly contested environments."
WASHINGTON (AFNS) – The X-37B Orbital Test Vehicle mission 4 (OTV-4), the Air Force’s unmanned, reusable space plane, landed at NASA’s Kennedy Space Center Shuttle Landing Facility May 7.

“Today marks an incredibly exciting day for the 45th Space Wing as we continue to break barriers,” said Brig. Gen. Wayne Monteith, the 45th SW commander. “Our team has been preparing for this event for several years, and I am extremely proud to see our hard work and dedication culminate in today’s safe and successful landing of the X-37B.”

Scale models of the X-37 underwent aerodynamic loads testing and aerodynamic jet interaction effects testing at the AEDC von Karman Gas Dynamics Facility wind tunnels. The OTV-4 conducted on-orbit experiments for 718 days during its mission, extending the total number of days spent on-orbit for the OTV program to 2,085 days.

“The landing of OTV-4 marks another success for the X-37B program and the nation,” said Lt. Col. Ron Fehlen, X-37B program manager. “This mission once again set an on-orbit endurance record and marks the vehicle’s first landing in the state of Florida. We are incredibly pleased with the performance of the space vehicle and are excited about the data gathered to support the scientific and space communities. We are extremely proud of the dedication and hard work by the entire team.”

The X-37B is the newest and most advanced re-entry spacecraft that performs risk reduction, experimentation and concept of operations development for reusable space vehicle technologies. "The hard work of the X-37B OTV team and the 45th Space Wing successfully demonstrated the flexibility and resolve necessary to continue the nation’s advancement in space,” said Randy Walden, the director of the Air Force Rapid Capabilities Office. "The ability to land, refurbish, and launch from the same location further enhances the OTV’s ability to rapidly integrate and qualify new space technologies.”

The Air Force is preparing to launch the fifth X-37B mission from Cape Canaveral Air Force Station, Florida, later in 2017.
Holloman surges RPA operations

By 49th Air Wing Public Affairs

HOLLOMAN AIR FORCE BASE, N.M. (AFNS) — The 49th Wing’s re- makeup of the 2017 AEDC Commander, retired Maj. Gen. Mark Stenner, the full capabilities of the Airman and civilians of the Air Force Reserve. The 6th, 9th and 20th Attack Squadrons completed 45 MQ-9 Reaper sorties and more than 10 MQ-1 Predator sorties to discover and record limitations.

“The importance of conducting surgery oper- ations you can see a flurry of activity that is happening as that base, and the other we call the core of a team we are,” said Lt. Col. Timothy Monroe, the 49th Attack Squadron commander. “There are a number of things happening on the flight line and in the flying squadrons; you can even see the engineering contractor support elements that are enabling pilots, sensor opera- tors and maintainers to launch all of those aircraft.”

Surgery week also peak command- ers with the opportunity to exercise the system to acclimate the proficiency, accuracy and competency of the pilots.

“As the surge continues, you can work to continue, we do not want to be in this situation anymore,” said Monroe. “It is a very well built and well trained team to accomplish the mission.”

Personal support surgery oper- ations included air traffic controllers, aircraft maintainers, schedulers, flight safety, fuels and municions specialists, and construction contractor personnel worked long hours to keep pace with the RPA mission. Sometimes shifts are utilized to keep the aircraft in working order. A typical duty day on surge is waiting for the MQ-9 to land so that we can get control of the Ground Con- trol System and aircraft, that’s when the real hard work starts, getting your fin- ners dirty, that kind of stuff,” said Airman 1st Class Bryon Pollock, a 49th Aircraft Maintenance Department communications systems technician.

“Any kind of problems the plane has, we get told about it. We go out and fig- ure out how to fix it. We get the parts out and put the parts in to fix whatever problem it has.”

Airframe maintenance was critical during the surge operations, when both aircraft and personnel worked to the maximum extent possible for student training.

“Our simulators are operating on the order of 18 hours a day or more,” Mon- roe said. “Right now we are launching aircraft that will stay airborne for 12 to 11 hours, and it takes a very fine tuned sequence and schedule in order to execute those tasks.

A key component to the Holloman team is instructor pilots who help students to develop skills that will prepare them for future roles of providing con- batant commanders with crucial situa- tional awareness and strike capabilities.

“You develop a much deeper appre- ciation for how hard everyone is working on the flight line every single day,” Monroe said. “From maintenance personnel, the aviators that are operat- ing the aircraft and all of our various mission support partners that help us to accomplish our mission. You develop an appreciation for just how great of a team we are for producing students and airpower capabilities here.”

CRANE from page 3

tal chambers, are heavi- lly utilized. The crane workhorses are in other special units [at Arnold]. Many of the complex test system’s capabilities are unmatched elsewhere in the United States, and some are unique to Holloman. A heavy lift capability with the "appropriate size, flexibil- ity and reach is required to maintain these facili- ties." The new crane is 54 feet long, 10 feet wide or 26 feet wide with out- riggers extended, and 13 feet high, weighing 122,000 pounds. It is also capable of lifting 240 tons and has a reach of 210 feet.

Grantham added that the new crane has been added to Arnold for a while because the crane being used was being exper- iencing wear and had limit- ed capabilities.

“During spring and summer 2016, AEDC ex- perienced multiple problems with our Manto- wo crane,” Grantham said. “The crane was manufactured in 1978,” he said. “AEDC purchased it from the Tennessee Valley Authority. This crane was the workhorse for long reach and heavy lifts. The 3900T was rat- ed at 140 tons but was not able to meet the requirement for the intended lift.”

The older crane also came up in mul- tiple times, and during the surge period, so cranes were being used to maintain multiple maintenance jobs. Grantham said he was later tasked with re- searching the pros and cons of purchasing a crane, leasing a crane or continuing to rent a crane, and find which would benefit Arnold.

The business case that I proposed found that I would recommend the purchase of a crane,” said Grantham. “This confirmed by a second, independent business case that was pre- sented to leadership who approved funding for the purchase in early 2017.

During the research stage, supported by Dave Semmens, manufacturing branch manager for the Test Operations Support- ment contractor, the re- cations for the new crane also had to be also developed.

“Within two months we had to be ready for the decision time frame. We had to be prepared to sell the project, which consist- ing of the Test System Sustainment Division, the Test Systems Sustainment Division Logistics Office, Instal- lation Contracting office and the TOS contractor, received local purchase power of purchasing authority from Warner Robbins; issued the solici- tation; received propos- als; evaluated proposals for lowest-price, techn- ically acceptable; and awarded the contract on Dec. 9, 2016,” Grantham said. “There was great commitment and dedi- cation provided to the team by John Michael Johnson and Kelly Pitts, with the Installation Contracting Office, and Capt. Mike Saltzman, with the Lo- gistics Office.”

The award was made to the

FELLOWS from page 3

Council, a 561st Tennes- see Non-Prof Item Com- pleted in 2000 to support AEDC, took over rep- resentation for the AEDC FELLOWS Program. Changes to Air Force policy in mid-2016 pro- vided Federal Contracts to previously give awards to individu- al contractor personnel. The AEDC FELLOWS Committee, led by a former AEDC com- mander, retired Maj. Gen. Mike Grantham (2012-2016, Aircrew and Achievement AEDC Fel- lows), finalized the selec- tion of the 2017 AEDC Fellows from nominations submitted by past and present AEDC personnel and AEDC Fellows.

someone write an application to gather additional data

CRANE from page 3

Invention from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1

Innovation from page 1
 Researchers at the materials and manufacturing directorate, Air Force Research Laboratory, have developed a novel, lightweight artificial hair sensor that mimics those used by natural fibers – like bats and crickets – using carbon nanotube forests grown inside glass fiber capillaries. The hairs are sensitive to air flow changes during flight, enabling quick analysis and response by agile fliers. (Air Force courtesy photo)

### Staying safe when doing electrical work

For the month of May, the Safety Condition Campaign focuses on electrical work. This type of work is done only as a last resort and by a select number of trained employees. While fewer teams focus on this, we hope everyone is just as aware of the hazards and the effects of electric shock.

- **Review inspection dates on protective equipment**
- **All electrical protective equipment, to include gloves, blankets, hot sticks, etc. are to be tested as approved, prior to performing work on energized equipment.**
- **Equipment, as designated in Standards B4 and B6, must have Arc Flash warning labels posted on the equipment.**
- **Exposed energized equipment must be barricaded at a distance defined by Standards B4 and B6.**
- **Employees, working on energized equipment must be wearing proper flesh clothing.**
- **All electrical protective equipment, to include gloves, blankets, hot sticks, etc. are to be tested as approved, prior to performing work on energized equipment.**
- **Hard hats, used in conjunction with arc flash clothing, are to be replaced if in use greater than 5 years.**
- **Even if you aren’t performing electrical hot work, it’s important to be informed on general electrical hazards and the effects of electric shock.**

Conventional aerial systems typi- cally show data from bulky ‘boiled-on’ sensors, resulting in single point mea- surements with delayed sensing. The Artificial Hair Sensor team created a novel, lightweight artificial hair sensor that mimics those used by natural fibers – like bats and crickets – using carbon nanotube forests grown inside glass fiber capillaries. The hairs are sensitive to air flow changes during flight, enabling quick analysis and response by agile fliers.

Cricket hairs are a friend or a foe, said Dr. Jeff Baur, a principal engineer in the structural materials division, materials and manufacturing directorate. “Nature has given bats and crickets these fine hairs that they use to sense changes in their environment. We hypothesized that if we could engineer similar hairs at the surface of an airplane, we could create an agile flight sensor that can detect changes in the air that are otherwise not detectable.”

Thus, a multi-directorate artificial hair sensor team funded by the Air Force Office of Scientific Research was started to develop an innovative, adaptive, multifunctional structure for Air Force Systems. Beginning in the lab as a ‘proof of concept’ experiment, the artificial hair sensors have gained international interest, with aerospace companies and researchers eager to integrate these into their wind tunnel models and flying systems.

Moreover, the research has also resulted in a number of potential applications based on the research activity – a highlight for scientific research in any field.

- **We’re providing new insights and non-traditional solutions for air flow monitoring (AFRL) research.**
- **The project has moved to the point where we are mak- ing these sensors, evaluating them in the wind tunnel within AFRL and dis- tributing them to collaborators across the globe to try them out in different concepts.**
- **It’s exciting,” Baur said.**

For the Air Force, the need to un- derstand airflow and its effects on aircraft performance, naviga- tion and more has become more criti- cal as flying machines are now lighter and operate in diverse environments. The need for ‘fly-by-feel’ systems, where aerial systems have distributed smart sensors to assess the external en- vironment and change maneuvers dur- ing the course of flight, is increasingly important as agile fliers join the fleet.

Conventional aerial systems typi- cally show data from bulky ‘boiled-on’ sensors, resulting in single point mea- surements with delayed sensing. The Artificial Hair Sensor team created a novel, lightweight artificial hair sensor that mimics those used by natural fibers – like bats and crickets – using carbon nanotube forests grown inside glass fiber capillaries. The hairs are sensitive to air flow changes during flight, enabling quick analysis and response by agile fliers.
**Endpoint cybersecurity technology deployed through AF agreement**

By Jaclyn Knapp

Program Office

**HANSCOM AIR FORCE BASE, Mass.** – The Air Force Life Cycle Management Center electronic systems development division here and Carbon Black, a locally-based security company, signed a cooperative research and development agreement to improve cybersecurity for the Hanscom Air Force Base Collaboration and Innovation Center.

The CRADA will further enable the Hanscom Collaboration and Innovation Center to improve cybersecurity. “Together we will provide capabilities that will enhance the Air Force’s visibility at the endpoint level to help them understand the techniques, tactics and procedures that are used in adversarial attacks,” said Damon Cabanillas, Carbon Black’s vice president of federal sales and operations.

**CRADAs** provide quick, unique access to extensive government research and development resources that can yield powerful research results. This technology transfer agreement will enable the Hanscom Collaboration and Innovation Center to implement real-time, continuous cyber defense software not currently used by the Air Force.

“Cyberwarfare is a clear and present danger and can significantly degrade one’s country’s ability to execute our mission in the frontline for both the government and commercial industry,” said Cabanillas. “This CRADA will allow our teams to collaborate on new ways of defending against cyber-attacks that most technologies can’t detect.”

Advanced endpoint security allows users to create a profile to identify, monitor and ban specific behaviors, activities and threats. In addition, users have access to 10,000 industry and proprietary experts via an online community.

“Together, we will provide a collaborative cybersecurity information, assistance and training to government, industry and academic activities that require common research, development, test and evaluation environments,” said Canavan.

“The CRADA will further enable the facility to provide additional cybersecurity information, assistance and training to government, industry and academic activities that require common research, development, test and evaluation environments,” said Canavan.

**For additional information about CRADAs, technology transfer or how to partner with the Air Force, please contact the Air Force T2 Program Office at 917-998-9356, af.sponsorship@us.af.mil or visit the T2 website at www.wpafb.af.mil/t2.**

**See the June calendar on page 11**

**By Tim Rudder, center, the former Air Force Life Cycle Management Center chief technology officer, signs the paper for a cooperative research and development agreement with Carbon Black, March 15 at Hanscom Air Force Base, Mass., while Michael Canavan, left, the electronic systems development division chief, and Damon Cabanillas, Carbon Black’s vice president of federal sales and operations, look on. The electronic systems development division signed a CRADA with Carbon Black to enable deployment of advanced endpoint security technology on the Hanscom Collaboration and Innovation Center to improve cybersecurity. (U.S. Air Force photo)**
The small shop saved the 366th Fighter Wing approximately $1.3 million combined between cost savings and cost avoidance, and Bergmann said his team is on-track to save an estimated $2.5 million this year.

“We’ve got a really big deal,” said Tech. Sgt. Zachary Dowd, an AFREP circuit card repair technician, replaced the resistor on the power supply. The replacement only took a few minutes, but finding out what was wrong and how to fix it took a bit longer.

Dowd had to look up the schematics for the power supply, some of which were hand-drawn, inspecting and testing each part to find where the problem was. This isn’t uncommon; the team frequently works on decades-old, custom-made equipment, some of which will have a single manufacturer.

Once the problem was found, Dowd used the general maintenance technical order used by AFREP and consulted the manufacturer to determine how to repair the part. AFREP must get maintenance proposals approved by engineers before the repair can be made and the part returned to the customer.

And what do AFREP’s customers think about the program?

“We’ve got a contarless number of parts that we cannot fix because we’re not cocked to, or having AFREP as a valuable resource on base to be able to take that burden rather than throwing a part in the trash is a big deal,” said Tech. Sgt. Aaron Shabtai, a 266th Range Squadron ground radar technician. “Saves us money, saves the Air Force money as a whole and allows somebody to run more efficiently.”

To be cost-effective, AFREP focuses on high-value items, usually from aircraft, but the team has repaired everything from gym fitness centers’ running clocks to security forces’ sirns. In each case, AFREP saved the unit downtime, money or both.

“If there’s something in within your work center that you think is a high-value asset and it’s going to cost your unit quite a bit of money, might as well let us have a shot at it,” Bergmann said. “What we really need is the units to be aware of us.”

The important role played by the AFREP team members isn’t lost on them. When Dowd was asked how he feels when his coworkers, Senior Airman Joshua Vance, held up a dirty child holding his arms in triumph. “Honestly, I’ll have a hard time going back to my career field not being able to fix something that would otherwise have been thrown in the trash.”

The AF Repair Enhancement Program saves millions of dollars
MQ-9 Reapers add to arsenal with first GBU-38 drop

By Darlina Y. Cawser

Air Force Safety Center
Public Affairs

KIRTLAND AIR FORCE BASE, N.M. (AFNS) – Thousands of falls mishaps occur across the Air Force every year that result in thousands of lost work days. From 2012-2016, Air Force personnel were involved in almost 3,500 non-sports related falls, resulting in more than 42,000 lost days of work. More significantly, there were 13 fatalities during this same time.

Air Force Occupational Safety and Health Directorate Focus on Fall Prevention can reduce serious injuries during this same time.

For the past 10 years skilled MQ-9 aircrews have been employing AGM-114 Hellfire missiles and GBU-12 laser-guided bombs, but the JAMC brings new global positioning system capabilities to the warfighters.

"The GBU-38, just like the Hellfire and GBU-12, is a very accurate weapon and the fact that it’s GPS-guided gives us another versatile way to guide the weapon, specifically, through inclement weather onto target," Scott said.

The JDAM being added to the arsenal is another step in fortifying the attack capabilities of the MQ-9 Reaper force.

"There’s definitely times when I

The JDAM will add flexibility and efficiency to the targeting process Aircrews will continue to employ the AGM-114 Hellfire and GBU-12 in a dome target in addition to the GBU-38 that is now ready for combat.

"The overall impact of the GBU-38 is that gives us another versatile way to guide the weapon, specifically, through inclement weather onto target," Scott said.

The JDAM being added to the arsenal is another step in fortifying the attack capabilities of the MQ-9 Reaper force.

An MQ-9 Reaper is loaded with a GBU-12 laser-guided bomb on the left and a GBU-38 Joint Direct Attack Munition on the right on April 13 at Cheyenne Air Force Base, Nev. The addition of this new munition will add capability to the warfighters, specifically by aircrews being able to employ weapons through inclement weather. The first few GBU-38s employed in training successfully hit their targets May 1 over the Nevada Test and Training Range. (U.S. Air Force photo/Senior Airman Christian Clausen)

Air Force to Release F-35 Weight Restrictions

By Secretary of the Air Force Public Affairs

WASHINGTON (AFNS) – Air Force leaders recently removed the restriction that kept pilot weights lower than 136 pounds from flying the F-35A. The restriction was imposed in 2015 due to concerns about the risk during ejection in a portion of the flight envelope. After rigorous testing to ensure the escape system works reliably and safely in all planned conditions and across all pilot weights, these design restrictions became obsolete. The Air Force Safety Center said it has reviewed the flight envelope. A new switch was installed on the seat that slightly delays parachute deployment at high speeds and decreases the parachute opening forces for lightweight pilots. Additionally, a head support panel has been mounted on the rear of the parachute to prevent the pilot’s head from moving backward during an ejection. Finally, the overall helmet weight has been reduced through both the reduction of internal strapping material and the removal of an additional external visor, which decreases injury risk during parachute opening. I have personally briefed every single F-35 pilot in the United States Air Force about these changes to their ejection seat, and I’m confident our pilots are no longer concerned with the safety of the F-35 ejection system. I’ve flown in this seat myself and believe, with these modifications, this is the safest ejection seat I’ve ever flown,” said Brig. Gen. Scott L. Pleas, the F-35 Integration Office director.

In July 2015, during the manufacturer’s ejection testing, analysis identified an unacceptable risk of neck injury during parachute deployment/opening for pilots weighing less than 136 pounds. The requirement is for the seat to be certified for any pilot weighing between 103 and 245 pounds.

Air Force headquarters directed the manufacturing contractor to take immediate action to ensure pilot safety and work with the manufacturer to meet requirements for the seat. The F-35 Joint Program Office has been working in concert with contractors to develop options to reconfigure the ejection system.

The new ejection seats are already being reinstalled into training aircraft and the lightweight helmets are being replaced in production now, while full production starts later this year. The Air Force has received more than 100 F-35As to date, trained more than 400 pilots and accumulated more than 40,000 flight hours.
See the May calendar on page 8

MQ-9 Reapers add to arsenal with first GBU-38 drop

An MQ-9 Reaper drops a GBU-38 Joint Direct Attack Munition on the right April 13 at Creech Base, Nev. The JDAM is a GPS guided munition which brings added capability to the warfighters, specifically by aircrews being able to employ through inclement weather. The first two GBU-38s employed in training successfully hit their targets May 1 over the Nevada Test and Training Range.

Air Force to Release F-35 Weight Restrictions

I'm confident our pilots no longer concerned about the safety of the F-35 ejection system. I've flown with these seat belts, I've ever flown,” the F-35 Integration director. The manufacturer’s ongoing testing, analysis identified an unacceptable risk of neck injury during parachute extraction if the pilot or crewmember’s weight exceeded 136 pounds. The requirement to be certified for any weight over 245 pounds.

Office has been working to develop options to re-certify the ejection system. Those options are already being reviewed and installed into the existing fleet. The Air Force has received 40,000 flight hours.

See the May calendar on page 8

Golf Course Tun/Thu Scramble 4:30pm

Tue: 5-7 Thu: 5-10 plus green fee & cart both days 454-GOLF