Significant investment allows for replacement of PWT Main Drive power equipment

By Bradley Hicks

The heart of the Propulsion Wind Tunnel Combined Test Force at Arnold Air Force Base may soon beat stronger than ever once ongoing, multimillion-dollar upgrades to the equipment that make up the PWT Main Drive Facility are complete.

Some work has already been finished, as brand new switchgear units have been installed along the C-Plant Main Drive. The Main Drive contains the motors that power the two large wind tunnel compressor systems found at Arnold AFB — the 16-foot transonic wind tunnel and the soon-to-be-reactivated 16-foot supersonic wind tunnel. The tunnels in the Flight Systems CTF as a whole offer aeroacoustic ground-test capabilities from very low subsonic speed through Mach number 10.

The replacement of electrical exciters, which provide excitation voltage and current to the two 83,000 horsepower motors in the Main Drive have also been completed. Of the two new 83,000 horsepower motors, one has been built and purchased in 135-inch long sections prior to the installation of the south heater wall,” he said. “But the removal and reinstallation of the south heater wall for this refurbishment process was determined to be too cost and time consuming, so we found an alternate method for installing the header duct assemblies.”

Using the existing drawings, Tate said his team at the Model and Machine Shop worked with the Design team to modify the drawings and come up with a way to make the job cheaper and more efficient. “We wanted to develop the most productive and cost-efficient method to fabricate and install two 16-foot long replacement header ducts enabling craft crews to finish the project ahead of schedule. (AEDC photo)

Innovative method results in cost savings

By Olivia Ortiz

By implementing an innovative method for refurbishing the lower header ducts of one of the C-Plant heaters at the AEDC Engine Test Facility at Arnold Air Force Base, craft crews were able to finish the job by four months ahead of schedule and achieve a cost savings of over $195,000.

According to Jeff Tate, Technology Manufacturing Planner and Scheduler at Arnold, the original drawings for replacing the lower header ducts for the heater were the ones used for the initial assembly of the heater. “In the original design, the upper and lower header assemblies with tabs were fabricated and installed in 135-inch long sections. From the installation of the south heater wall, he said, “But the removal and reinstallation of the south heater wall for this refurbishment process was determined to be too costly and time consuming, so we found an alternate method for installing the header duct assemblies.”

Using the existing drawings, Tate said his team at the Model and Machine Shop worked with the Design team to modify the drawings and come up with a way to make the job cheaper and more efficient. “We wanted to develop the most productive and cost-efficient method to fabricate and install two 16-foot long replacement header ducts.”

“This image was taken in 2007. ‘I was really impressed with AEDC’,” Tarver said in 2008. “I was really impressed with AEDC.”

Photos produced by Tarver continue to grace AEDC publications, displays and websites. These images include a work of art titled ‘60-30,” which was taken in 1960 and depicts three men standing on the turning vanes inside the then newly-constructed 16-foot supersonic wind tunnel test facility. That image

AEDC Fellow Phil Tarver’s photographic contributions remembered

By Bradley Hicks

AEDC Fellow Jack “Phil” Tarver will be remembered for his contributions to the Complex after his death on Sept. 30. Tarver was a photographer credited with capturing a number of iconic images during his 35-year career at AEDC. He received the honor being selected as an AEDC Fellow in 2015.

Before beginning his AEDC career, Tarver honed his photography skills as a yearbook staff photographer at his high school. After his graduation, Tarver enlisted in the U.S. Navy with the hopes of becoming a military photographer. He eventually received orders to Photography School in Pensacola, Florida.

During World War II, Tarver performed aerial reconnaissance photography of two Jima Island kamikaze before U.S. troops landed. He also photographed the beaches U.S. troops would have landed on if the invasion of Japan had been required, as the reconnaissance missions occurred just six days before the U.S. dropped the first atomic bomb on Japan.

Tarver earned Air Medals for each mission. The citations were signed by James Forrestal, then Secretary of the Navy. In 1944, Tarver’s AEDC career began after he accepted a position in the newly-established Public Relations office. He was tasked with portraying AEDC facilities and tests to the public, documenting the early days of the Complex. “When I first came to Arnold, I thought, ‘Man, if a guy couldn’t make it here with all these subjects, he’s not a very good photographer,’” Tarver said in 2008. “I was really impressed with AEDC.”

Photos produced by Tarver continue to grace AEDC publications, displays and websites. These images include a work of art titled ‘60-30,” which was taken in 1960 and depicts three men standing on the turning vanes inside the then newly-constructed 16-foot supersonic wind tunnel test facility. That image

In This Issue....

Arnold AFB Fire and Emergency Services encourages residents to ‘Look, Listen, Learn’

...Page 3
Protecting the power, through resilient thought and action

October is Energy Action Month

By Kasi Mamun
Energy Assurance Division

Imagine the power of our nation’s air fleet that dominates the skies from coast to coast. This one corner of the world is the only, defending gravity, breaking the sound barrier, ignoring the weather and often even escaping the rules.

Where does this air power begin and end?

It all starts with the ingestion processes where one great light idea gets the bulb.

Later, the winning idea goes through a series of development, modeling, simulation, design and prototype development. Next, the prototype is tested and a revolutionary power craft that moves on to fabrication, manufacturing and then a limited edition or mass production.

The next, the manufacturing industry goes through the production of the energy service manufacturers and suppliers and the Department of Defense national defense strategy.

Core Values

• Integrity
• Excellence in all things we do
• Innovation
• Respect

We are relentless in conserving energy at our environment.

Pilots need power for navigation and peace initiatives.

We need power to develop our nation’s air defenses, net-zero facilities, security, net-zero facilities, states and military and humanitarian.

The energy we save goes through the production of the energy service manufacturers and suppliers and the Department of Defense national defense strategy.

What is Arnold currently doing to protect the power and improve on our resilient? Arnold is currently implementing $19.7 million in changes to replace incandescent lamps with LEDs, install HVAC control systems, and inactivate unused buildings.

The latest and the greatest? Arnold has a comprehensive plan of action. Arnold will use the Action Line to clear up rumors, ask questions, suggest ideas and innovations.

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Award recognizes major completing Phase I of a Lahm Order of Daedalians Weapon System Experiment.

Force Base Club for their the Wright-Patterson Air at a Sept. 20 ceremony at a 2017 Daedalian Col onel Franklin C. Wolfe, the 2017 Daedalian Col onel, who served in World War II experiment this year. The experiment culminated in a down-select to four light attack experiment objectives, partnered with industry, executed data collection and ans and the further development and the DoD and the initial flight, Light Attack Aircraft acquisition strategy.

The Order of Daedalians was founded in 1934 to honor aviators who served in World War I. The Daedalian Foun dation now recognizes excellence in all areas of aviation with numerous awards and scholarships.

The Daedalian Weapon System Award, one of 18 Daedalians Awards, was first presented in 1970 by Colonel Frank lin C. Wolfe, who served as assistant chief and then chief of the Air Force Light Attack Aircraft acquisition strategy.

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When driving at night, if you see one deer, you don’t swerve, brake, or pull off the roadway. Slow down when you approach, firmly hold onto the steering wheel, and stay in your lane. Deer can blindside your vehicle and further complicate the situation. If a DVC occurs, be prepared to react. Deer are unpredictable animals, and unless you’ve seen a deer die, you don’t know if it’s injured. Be the earliest form of DVCs. The following tips for avoiding DVCs were compiled from a number of sources such as the Insurance Institute for Highway Safety, Tennessee Department of Safety, Tennessee Wildlife Resources Agency, Highway Loss Data Institute, Deer-Vehicle Crash Information Clearinghouse, and Michigan Deer Crush Coalition, all of which offer similar advice:

- Use extreme caution during the months of dusk and after sunrise. These are the times when deer are most active and can inflict serious injuries. Contact law enforcement to report the incident. At Arnold, be sure to report it to the AEDC Protective Services so that we can continue to track and evaluate the problem. Contact your insurance agent or company representative to report any damage to your car. Collisions with a deer are usually covered under the comprehensive portion of your automobile policy. Tennessee law allows deer killed in a collision to be taken and used as food. Report the accident within 48 hours.

- Avoid the use of cell phones and other distractions while driving. Scan both the roadway and roadedges. Be especially careful in the rain – deer can be harder to see and they slip easily on the pavement. If a DVC is unavoidable, the same sources offer this advice:
  - Don’t swerve, brake firmly, stay in your lane, hold onto the steering wheel, and bring your vehicle to a controlled stop.
  - Pull off the roadway. Turn on the vehicle hazard lights and be careful of other traffic when you leave your car.
  - Don’t attempt to re-enter the roadway unless you’re convinced it’s safe. A deer can reflexively run back onto the street and collide with another vehicle.

- If you see one deer, you should expect others. Be attentive from sunset to midnight and hours shortly before and after sunrise. These are the highest-risk periods for DVCs.
- When driving at night, raise your speed and use high-beam headlights when possible. The high beams will better illuminate the eyes of deer on or near the roadway.
- Slow down when you notice a deer is near or in your path but stay in your lane. Move your own vehicle onto the shoulder, if possible.
- Do not rely on devices such as deer whistles to deter deer because they have been proven not to change deer behavior. Avoid the use of cell phones and other distractions while driving. Scan both the roadway and roadedges. Be especially careful in the rain – deer can be harder to see and they slip easily on the pavement. If a DVC is unavoidable, the same sources offer this advice:
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Arnold AFB water is safe to drink

By AEDC Bioenvironmental Engineering

During routine potable water sampling on base in June 2017, AEDC discovered drinking water sources which had elevated levels of lead in the potable drinking water. The EPA action level is any detectable level of lead in water, and the limits of the facility detected, did NOT pose an immediate health risk. Lead is a potential environmental contaminant which may cause developmental toxicity to infants and young children. It is important for drinking water to be free of lead, which prevents lead and copper from leaching into the water, especially hot water. Run the cold water 15 to 30 seconds to flush out the water in the faucet body. It is the concentration of a contaminant which, if exceeded, triggers treatment systems or other water quality alterations which a water supplier may be required to implement.

Leak is a common metal found in the environment. It can also enter drinking water when service pipes that contain lead and solder, from lead service pipes and fixtures. The most common problem is with brass or chrome-plated faucets and fixtures with lead solder, with which significant amounts of lead can enter into the water, especially hot water. The PWT Main Drive Motors have a combined horsepower rating of 200,000 and 247 megawatts available to either the customers or will affect individuals differently. Each lead source must be identified and the addition of corrosion inhibitors, will continue every two years. The other two Main Drive motors – 2- and 247 megawatts available to either the customers or can be converted to a safer work environment for PWT workers.

A new stator has been installed in M-4, and the PWT Main Drive Motors have a combined horsepower rating of 200,000 and 247 megawatts available to either the customers or will affect individuals differently. Each lead source must be identified and the addition of corrosion inhibitors, will continue every two years. The other two Main Drive motors – 2- and 247 megawatts available to either the customers or can be converted to a safer work environment for PWT workers.

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Know how to safely use, store and dispose of hazardous materials.

By Aedc Safety

During October we are reflecting on the importance of Hazardous Material Management. Aedc, Health and Environmental Standard E6 outlines the safety precautions to follow when working with hazardous materials. This standard applies to the procurement, use, storage and disposal of hazardous materials for Aedc team members. The standard is meant to: establish consistent policies, standards and procedures for procurement, use, storage and disposal of hazardous materials at Aedc; comply with applicable environmental, health, and safety laws and regulations, specifically those listed as references to this document; reduce the risk of hazardous materials release or spillage; reduce the quantity and toxicity of chemicals used and hazardous waste generated; and allow tracking and accounting of Aedc hazardous materials for required reporting to state and federal agencies. Hazardous materials, or HazMats, are substances whose characteristics present a potential risk to human health and the environment. A HazMat may be: flammable, corrosive, reactive, toxic, radioactive, poisonous, carcinogenic, infectious, or any combination of these characteristics. Each organization is required to take responsibility for HazMats and use it in areas. This responsibility includes receiving HazMat from the Basmat or direct purchase, proper HazMat storage and usage, and ensuring that all HazMats receive proper treatment as described in OSHA’s Hazard Communication Standards. HazMat users shall review the approximate manufacturer’s Safety Data Sheet before use of a hazardous material to ensure proper usage, proper personal protective equipment, and proper storage. All persons receiving hazardous material shall be knowledgeable of established Aedc HazMat procedures and shall ensure that all hazardous materials received are stored in accordance with Section 4.4 of the SheE Standard. SHE Standard E6 also provides information on the use of Safety Data Sheets. A Safety Data Sheet, or SDS, is a fact sheet provided by the manufacturer or supplier of a hazardous material. The SDS describes a material’s hazards in sufficient detail to develop proper storage, use, and handling procedures. Aedc SHE Standard A9, Hazard Communication, provides specific requirements for maintaining SDSs at Aedc. OSHA has changed the term MSDS to SDS. Manufacturers are now required to use the new SDS format by the revised standard. Until full compliance is reached by manufacturers both MSDS and SDS formats may be encountered.

For more information this and all Aedc SHE standards can be accessed via the Team Aedc SharePoint site.

Growing the U-2 pilot selection process with first-ever program

By 1Lt. Brittany Curry

9th Reconnaissance Wing Public Affairs

Beale Air Force Base, Calif. (APNS) – For the first time, the 9th Reconnaissance Wing will open its aperture for recruiting Air Force pilots into the U-2 Dragon Lady through an experimental program beginning in the fall of 2018. Through the newly established U-2 First Assignment Companion Trainer, or FACT, program, the 9th RW’s 1st Reconnaissance Squadron will select a pool of pilots eligible for the U-2 by allowing Air Force student pilots in Undergraduate Pilot Training to enter a direct pipeline to flying the U-2.

“The well-established path to the U-2 is rigorous and changing to help advance the next generation of Reconnaissance Warfare leaders. We’re looking for enthusiastic, high-quality aviators eager to shape the next generation of the Reconnaissance community; they are already understanding and supporting the priorities of our senior leaders – and it won’t stop here,” said Col. Andy Clark, 9th Reconnaissance Wing vice commander.

A U-2, also known as the Dragon Lady, is a high-altitude, near space reconnaissance aircraft which delivers critical imagery and signals intelligence to decision makers throughout all phases of conflict, including peacetime indications and warnings, low-intensity conflict, and large-scale military operations. (U.S. Air Force photo by Staff Sgt. Robert M. Trujillo)

FACT aims to place future U-2 warfighters in line with the rest of the combat career path are evaluated on the ground and in the air through the U-2 selection program, defined as a competitive, vetted selection process. FACT’s goal is to advance the next generation of reconnaissance warfare pilots. The FACT program will advance the nation’s intelligence, surveillance and target acquisition capability, increasing the U-2 pilot pipeline. The FACT program aims to develop U-2 pilot candidates through an emphasis on the U-2’s unique visual capabilities to execute informed decisions in any phase of conflict. A U-2 pilot selection process has never before in the Air Force UPT programs into the Reconnaissance community, mitigating the six years of minimum experience that current U-2 pilots have obtained.

“The well-established path to the U-2 has proven to be a successful selection process for the U-2’s reconnaissance mission before submitting an application. As modernization efforts continue for the U-2’s aircraft and its mission sets, pilot acquisition and development efforts are also changing to help advance the next generation of reconnaissance warfare pilots. The FACT program will advance the nation’s intelligence, surveillance and target acquisition capability, increasing the U-2 pilot pipeline. The FACT program aims to develop U-2 pilot candidates through an emphasis on the U-2’s unique visual capabilities to execute informed decisions in any phase of conflict. FACT aims to place future U-2 warfighters in line with the rest of the combat career path for young, highly qualified and experienced aviators eager to shape the next generation of the Reconnaissance community; they are already understanding and supporting the priorities of our senior leaders – and it won’t stop here,” said Col. Andy Clark, 9th Reconnaissance Wing vice commander.

A U-2 Dragon Lady flies above the Sierra Nevada Mountain Range, Calif., March 23, 2016. The U-2 is a single-seat, single-engine, high-altitude/near space reconnaissance aircraft. The U-2 can provide valuable intelligence to decision makers throughout all phases of conflict, including peacetime indications and warnings, low-intensity conflict, and large-scale military operations. (U.S. Air Force photo by Staff Sgt. Robert M. Trujillo)

FACT is the first U-2 selection program ever and will allow rapid maturation as an aviator and officer. FACT is absolutely ready to defend our nation and our tactical and strategic edge over our adversaries. This program is one practical example of (reconnaissance) professional military education and leadership roles. One example would include an opportunity to attend the new reconnaissance weapons instruction course, also known as reconnaissance WKC, which was recently approved to begin the process to be published as first-ever reconnaissance-focused WKC at the U.S. Air Force Weapons School at Nellis Air Force Base, Nevada. “This program offers FACT-selected pilots enhanced developmental experience and prepares them for diverse leadership opportunities, including squadron and senior leadership roles within the reconnaissance community,” Clark said.

A U-2 Dragon Lady pilot, assigned to the 9th Reconnaissance Wing, pilots the high-altitude reconnaissance platform at approximately 70,000 feet above an undisclosed location. The U-2 is a high-altitude, near space reconnaissance aircraft and delivers critical imagery which enables decision makers at all levels to visualize the capabilities to execute informed decisions in any phase of conflict. (U.S. Air Force photo by Lt. Col. Rosalva Fraguadon)

FACT selects eager, highly qualified and experienced aviators from across the Department of Defense inventory. The selection process includes a two-week interview where candidates’ self

The FACT pipeline

Every undergraduate pilot selection student from Air Education and Training Command’s flying training locations, during the designated assignment window, is eligible for the FACT program. UPT students will now have the opportunity to select the U-2 airframe on their career path for young, highly qualified and experienced aviators eager to shape the next generation of the Reconnaissance community; they are already understanding and supporting the priorities of our senior leaders – and it won’t stop here.”

Beale (AFB) Airmen are the beat-
MCCONNELL AIR FORCE BASE, Kan. (AFNS) – With the help of 3-D printing and community partnerships, the Plans and Programs innovation team at McConnell Air Force Base created a portable, solar-powered communications system.

The system, requested by U.S. Strategic Command, can be used by units such as civil engineering, security forces and base operations, for everything from bare base set-ups to exercises.

“It’s a mobile communication system that is set up to communicate with pilots,” said Senior Airman Aaron Walls, 22nd Air Refueling Wing XPX innovation team member. “It is completely self-sustainable, powered by solar power, and the solar panel can extend the (battery life) out almost indefinitely.”

The three-man team, led by Tech. Sgt. Clayton Allen, 22nd ARW XPX noncommissioned officer in charge, created the harnesses, basket, face plate and antenna apparatuses for the system, as well as fashioned the wiring and gauges. From concept to design, the team put in over 400 man hours into completing the project.

“We have been working day in and day out for the last month and half,” said Walls. “I don’t think any one piece on the box was made by one person. It was a collaboration by all of us working in tandem.”

The system consists of the radio, casing, antenna and solar panel. It contains a Harris radio system, direct current to alternating current inverter and a battery commonly found in solar-based homes.

“We also have four functional gauges,” explained Walls. “Gauge one is our solar production, which tells us how much solar energy we are getting, gauge two determines if we are receiving more energy than we are using, gauge three tells us our energy deficit and the fourth gauge tells us how much energy in total we are using. This makes it really simple for anyone using it.”

The radio has a range of up to 240 miles and is expected to save the Air Force over $12,000.

“I think that being able to come up with innovative solutions to problems we encounter here in the Air Force is important, because you cannot find this box commercially,” said Walls. “You can find similar products for around $10,000, but it will not be solar or self-sustaining. We created this kit for less than a one-fifth of that, with three times the features.”

The team partnered with Wichita State University GoCreate lab and used the various equipment in their facility to complete the project. The lab is an innovation facility with industrial studios containing everything from 3-D printing to electronics and metals technology.

“This interaction strengthens our bond with the community and helps open a lot of doors,” said Senior Airman Gino Acevedo, 22nd ARW XPX innovation team member. “There was a civilian at GoCreate that mentored me in welding. It was great because there are civilians there that have expertise in topics that we don’t, and are willing to help us out. We can always learn from them, and integrate what they know to help with projects that we deal with here to positively impact the Air Force.”

The McConnell ARW XPX innovation cell enables innovative thinkers to produce homegrown, rapid solutions that can be implemented quickly and at low cost.

“When you give Airmen the leeway to invent you are putting the power back in the Airmen’s hands,” said Allen. “Our wing commander has chartered us and gave us the power to build this stuff in house. We put our best brass to good use and we’ve been able to create products like this. I think it’s simple. A program like this needs to be at every single installation, fully-funded and manned by the Air Force.”

A solar powered portable radio system, designed by the 22nd Air Refueling Wing Plans and Programs innovation team sits outside, Aug. 27 at McConnell Air Force Base, Kan. The system contains a Harris 117F radio system, direct current to alternating current converter and a 12-volt, 150-amp hours battery that is commonly found in solar-based homes. (U.S. Air Force photo by Senior Airman Jenna K. Caldwell)
AEDC Turbines team attends national symposium

AEDC team members with the Aeropropulsion Combined Test Force attend the Turbine Engine Technology Symposium held Sept. 10-13 in Dayton, Ohio. The symposium is held every two years to showcase the current technology and testing efforts being explored by the turbine engine community. TETS draws an audience of approximately 1,000 engineers, scientists, managers, and operational personnel, including the Army, Navy, Air Force, NASA, the Defense Advanced Research Projects Agency, Department of Energy, Federal Aviation Administration, engine and aircraft manufacturers, material and component suppliers, and academia. As of this year, the symposium expanded its scope to include an increased emphasis on review and discussion of critical complementary technologies in the areas of aircraft power generation and thermal management. (Courtesy photo)

TARVER from page 1

was used several years ago for a poster commemorating AEDC’s first 60 years.

Tarver said in an interview that took place a decade ago that the highlight of his career was meeting and photographing Neil Armstrong during his early 1970s visit to Arnold Air Force Base. Tarver came away from the visit with a memorable experience and a photograph of the moon signed by Armstrong.

“He came here after he had been to the moon,” Tarver said. “I got to spend the day with him, following him around to cover his visit to AEDC. He’s my hero.”

Tarver was a member of the Tennessee Professional Photographers Association, serving as its president in 1963. He also belonged to the Professional Photographers of America from 1954 to 1975, serving as print judge and councilman from Tennessee. The latter organization recognized Tarver with a master of photography degree in 1962, a national award for service in 1971, and a photographic craftsman degree in 1973.

Images produced by Tarver provided a firm anchor point for the best publicity in recognition of AEDC within the Department of Defense, aerospace industry and technical community.

Tarver was a resident of Manchester and died at the age of 92.

(Editor Note: Some of this information was compiled from previous High Mach reports)

AEDC Fellow and Photographer Phil Tarver. (Courtesy photo)

The Supersonic nozzle for the Supersonic Circuit of the Propulsion Wind Tunnel has flexible steel sidewalls to regulate the velocity of the airflow through the 16-foot test section. This photo was taken by AEDC Fellow and Photographer Phil Tarver in 1960. (U.S. Air Force photo by Phil Tarver)

AEDC Propulsion Wind Tunnel 16-foot Supersonic Tunnel photo taken by AEDC Fellow and photographer Phil Tarver in 1960. PWT was designated as an International Historic Mechanical Engineering Landmark in 1989. (U.S. Air Force photo by Phil Tarver)

A model of the X-15, the USAF-NASA-Navy rocket research aircraft, is shown during a series of high speed and altitude tests conducted at AEDC in 1958. (U.S. Air Force photo by Phil Tarver)

Phil Tarver (center), an AEDC Fellow and photographer for then-ARO, Inc., is congratulated by Robert M. Williams, left, ARO Managing Director, and Col. Arnold T. Johnson, then-Deputy Commander of AEDC, for the honors he took at the National Professional Photographers Association in Chicago July 21-25, 1958. The four photos pictured were among the 1,000 selected out of 5,000 submitted to hang in the organization’s exhibit during the convention, and two of them were selected to go into the Association’s 160-photo traveling exhibit. Judges said photographers rarely place more than one picture each in the traveling exhibit. (U.S. Air Force photo)
Arnold AFB Milestones

45 YEARS
Sammy Northcutt, TOS

40 YEARS
Ron Wood, TOS

35 YEARS
Sammy Northcutt, TOS

30 YEARS
Thomas Allen, TOS
Michael Sain, TOS
Jacky Vincent, TOS
Ron Wood, TOS

25 YEARS
Clarence Jernigan, TOS
Aaron Jones, TOS

20 YEARS
Beth Baker, TOS
Artie Smith, TOS

15 YEARS
Lori Arons, TOS
Gerard Stone, TOS
Danny Skalaski, TOS
Paul Thornton, TOS

10 YEARS
Joseph Tood, TOS

5 YEARS
Roger West, TOS

INBOUND MILITARY
1st Lt. Bradley Landry, AF

OUTBOUND MILITARY
Staff Sgt. Samame Cabellos, AF
Capt. Adam Hopkins, AF

RETIRED
Ron Bandy, TOS
Mike Eppinger, TOS
Phyllis Lafferty, TOS
May Michael Saltzman, AF

NEW HIRE
Gary Anderson, TOS
Edward Ayer, AF
Chad Baldwin, AF
William Cannington, TOS
Theresa Cates, AF
James Del, AF
Leland Holt, TOS
Joshua Lawson, TOS
William Morton, TOS

By Secretary of the Air Force Public Affairs

ARLINGTON, Va. (AFNS) – The Air Force awarded The Boeing Company contract worth up to $9.2 billion for the Air Force’s new training aircraft Sept. 27. The Air Force currently plans to purchase 351 T-X aircraft, 46 simulators, and associated ground equipment to replace the Air Education and Training Command’s 57-year-old fleet of T-38C Talons.

The indefinite delivery/indefinite quantity contract allows the Air Force to purchase up to 475 aircraft and 120 simulators. The contract is designed to offer taxpayers the best value both today and in the future should requirements change.

“This new aircraft will provide the advanced training capabilities we need to increase the lethality and effectiveness of future Air Force pilots,” Secretary of the Air Force Heather A. Wilson said.

“Through competition we will save at least $10 billion on the T-X program.”

The original service cost estimate was $19.7 billion for 351 aircraft. The T-X program is expected to provide student pilots in undergraduate- and graduate-level training courses with the skills and competencies required to transition to 4th- and 5th-generation fighter and bomber aircraft.

“This is all about joint warfighting excellence; we need the T-X to optimize training for pilots leading into our growing fleet of fifth-generation aircraft,” said Dr. Will Roper, assistant secretary of the Air Force for acquisition, technology and logistics.

“This outcome is the result of a well-conceived strategy leveraging full and open competition,” said Dr. Will Roper, assistant secretary of the Air Force for acquisition, technology and logistics. “It’s acquisition’s silver bullet.”