AEDC Turbines team dedicated to meeting customer’s testing needs

By Odisre Ortiz
AEDC Public Affairs

AEDC craftsmen and engineers carefully executed their skill and dedication to overcome several obstacles when completing a recent series of turbine engine tests in the Engine Test Facility, or ETF.

Maj. Mike Knauf, operations officer of the Propulsion Asset Management, said at the time. “We had several turbine engine test customers needing to meet critical milestones this summer, but we also had much of our facility machinery that was scheduled for repair by outside contractors,” Knauf said. “This resulted in a busy test schedule with little room to spare before our maintenance downtime.”

Even though the time between each test was limited, the facility crews continued their maintenance requirements, which included inspecting machinery between each test period. During one of these inspections, a defect or flaw in some equipment was identified. Jimmy Stickle, AEDC propulsion asset manager for the Air Force, said, “Inspections of the machinery revealed the pending failure of equipment that could damage the test engine. These flaws in the machinery were small and required special techniques to detect. The inspection crew demonstrated diligence to find the flaws and prevent a larger issue.”

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Col. Scott Cain
Commander
Arnold Air Force Base

Cal. Tran is no stranger to Test Systems Sustainment operations

By Deidra Ortiz
AEDC Public Affairs

Col. John Tran recently stepped into the role of AEDC Test Systems Sustainment Chief at Arnold Air Force Base, and in this position he plans to further develop Commander Col. Scott Cain’s strategic plan and vision for mission readiness sustainment across all test facilities.

“The Test Systems Sustainment Division is responsible for the overall lifecycle management of equipment, from purchase to disposal of materials and equipment for all test facilities,” said Tran. “This is not only at Arnold but across all of AEDC, which includes our geographically separated units as well.”

Col. Tran plans on adding a Reliability Centered Maintenance approach to integrate and drive sustainment across the complex. BCM will also utilize emerging technologies such as machine learning.

Trans’ responsibilities as TSS Chief will be to lead, direct, and oversee sustaining maintenance and reliability activities for $1.5 billion in assets that provide unique national-level ground and flight testing capabilities for the Department of Defense. His division is responsible for the operation and sustainment of the research, development, test and evaluation of airspace test and support systems, delivering mission-ready systems through asset management and capital improvement.

After serving as chief of staff at Arnold AFB, Tran was serving as deputy chief, Maintenance Division, at the Pentagon. While there, he said it was made clear that a major focus of the U.S. Air Force is readiness.

“I was good timing coming from the Pentagon to be here,” he joked. “There are strategic changes being made, with an emphasis on rapid development and innovation in regards to new technology.”

“This includes a huge effort for sustainment to be faster, more efficient and cheaper.”

Though he had heard of AEDC in passing, he had never worked closely with the Complex before.

“I wasn’t really familiar with what all AEDC did, but now I see how the people and capabilities all fit into the bigger (Air Force) puzzle,” he said. “It’s really eye opening.”

Tran received his commission from the United States Air Force Academy in Colorado

Tran has 21 years of experience as an air

craft maintenance officer, and he is a fully-

qualified Joint Staff Officer with operational

craft maintenance officer, and he is a fully-

qualified Joint Staff Officer with operational

from Headquarters Air Force Staff, Air

Force Material Command and United States

sustainment across all test facilities.

Tran has served in command in a variety of

improvements, enter complaints or

People can use the Action Line to clear

Sgt. Michael Roberts in the TSS Office at Arnold.

Sgt. Michael Roberts in the TSS Office at Arnold.

His duties also have him to operations overseas on numerous occasions, including Operations Southern Watch, Iraqi Freedom, Freedom and Tomo-
duel.

“I say that is only my second assign-
ment east of the Mississippi,” he joked.

As the U.S. Air Force continues to grow and adapt for the future, Tran said he looks

forward to his duties as TSS Chief.

“A lot will be coming through AEDC, as

far as the next-generation technology,” he

said. “I say that this is only my second assign-
ment east of the Mississippi,” he joked.

‘I’m looking for this to be the defining
moment of the mission.’

This ties back to the defense strategy of “high-end” light capabilities, now that our

adventures have similar technology and war-

giving capabilities. Arnold will be integral in

enabling these new capabilities are tested and
developed quickly.”

Having movable to rural Tennessee from Washington, D.C., Tran mentioned it will take a little while for him and his family to get used to their new surroundings.

“But it really is a hidden gem,” he said. “You really can’t get any better than this in terms of the community. Everyone’s really nice and there’s a small-town feel on base.”

Tran also mentioned that he liked while

other military bases sometimes rely on another

organization’s coordination to progress a project, AEDC has many of its programs and capabilities here in one place at Arnold, which can allow for smoother and quicker processes.

“It can sometimes be bureaucratic else-
where, and here we’re kind of able to control our own destiny,” he said. “There are programs engineers, contractors and right here, so we have the ability to make the big stuff happen.”

Chief, Arnold

Chief of Staff

AEDC or NAS. The ap-

mission-ready sustainment across all test facilities. Scott Cain’s strategic plan and vision for mis-
nent of the mission.

ment of the mission.

directly involved. I encourage everyone to
go that route first, then if the situation hasn’t
done right, give us a chance.”

Col. John Tran (left), AEDC Test Systems Sustainment Chief, speaks to Senior Master Sgt. Michael Roberts in the TSS Office at Arnold, (U.S. Air Force photo by Deidra Ortiz) (This image was manipulated by obscuring items for security purposes).
By Bradley Hicks

AEDC Public Affairs

The Alpha Warrior Battle Rig can be an imposing sight to even the most avid fitness fanatics. Continued within the compact obstacle course are several stations, each representing a grueling athletic challenge resembling those seen on the “American Ninja Warrior” television series. Among these trials are the column-induced hanging rings and bars those bold enough to brave the rig must attempt to traverse. There’s the upper body-exhausting salmon ladder, which requires users to climb its range using a metal bar. It also includes an apparatus known as the “Devil’s Steps” where participants must essentially ascend and descend a large ladder while using their legs to be sustained.

Tony Pennington wasn’t about to give it a go.

“I know there’s always a voice inside my head asking me if I have what it takes to meet whatever challenge, so the Alpha Warrior event was a perfect opportunity to answer that voice,” he said.

Pennington, program manager in the Test Support Division, Engineering Section, was among the Airmen and DOD personnel at Arnold Air Force Base to try his or her hand at the Alpha Warrior Battle Rig during its Aug. 28 visit to Arnold.

The Alpha Warrior Battle Rig and members of the Alpha Warrior team came to Arnold as part of an ongoing worldwide tour of Air Force bases. According to its website, Alpha Warrior provides training and obstacle fitness for civilians and military around the world.

The Air Force previously partnered with Alpha Warrior to establish the Alpha Warrior program through which the rigs are brought to the numerous bases.

Alpha Warrior professionals Kevin Klein, McKinley Patrie and Ewanne Lastard, all of whom have competed on “American Ninja Warrior,” were on hand to provide a demonstration of the rig before base personnel got to try it out.

“Our main mission is to get people excited about exercising and training in a different environment; get people off the couch and into fitness,” Klein said.

Airmen at Arnold were invited to use the rig as part of their physical training.

“It was a great upper body workout and absolutely a comprehensive Airmen Fitness – physical, mental, social and spiritual,” Klein said.

After familiarizing themselves with the rig, Airmen and DOD personnel were invited to take turns in a competition to see who could make it furthest into the course in the shortest amount of time.

Pennington placed first, reaching the “Broken Bars” portion of the course, the next to last obstacle, in just under 2 minutes 30 seconds.

“I wanted to go out there and see what I could do without embarrassing myself, so I was very surprised to place first,” he said.

“Over the next few days, you just don’t know what might happen if you place yourself in the ‘arena’ to compete. The rig is a test of a person’s commitment to themselves,” said Maj. Sinemus, executive officer for the AEDC commander.

“It was really the next few day from using muscles that aren’t normally targeted in the gym.”

Klein said an important goal of the Alpha Warrior program is to instill confidence and really just getting people in a positive state.

Sinemus, who placed third in the competition, said the event succeeded in that regard.

“For the active duty members, it was a morale building event,” he said. “With one member competing at one time, we all rallied to motivate each other.”

The Alpha Warrior Battle Rig is viewed as a device that allows Airmen to address the four pillars of Comprehensive Airmen Fitness – physical, mental, social and spiritual.

“That’s what’s really cool about the rig you can kind of attack all things,” Klein said. “Obviously, the physical is apparent. You’re got to be at some sort of physical standard before you can make your way through this thing. But the cool thing about it is the mental approach and the game plan you have to take and the focus that’s required when you’re on the rig and how much you have to sue that in conjunction with your physical metrics.

“The rig is a test of your focus and what you can do this. Maybe that bleeds over into their job. Maybe they’ll say, ‘This project in front of me isn’t so big after all. I can do this. It kind of all works toward instilling confidence and really just getting people in a positive state.’”

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September 17, 2018 • 3
By the end of this year, the Alpha Warrior team will have hosted all five Air Force bases.

“It’s an incredible opportunity,” said a personnel who provided air and the test operations team. The test team developed an activation plan prior to the transition and was in the process of executing those procedures around this time two decades ago.

SL-2 and SL-3 essentially provide environmental engine testing at sea level conditions and are capable of testing engines with up to 70,000 pounds of thrust. The cells are each about 24 feet in height and width and approximately 60 feet long.

With the use of the En- gine Test Facility plant, SL-2 and SL-3 can run speeds up to Mach 1.25 and temperatures ranging from 20 degrees Fahrenheit to 290 degrees Fahrenheit. The sea-level cells are normally used for Accelerated Mission Testing. Such tests evaluate engine durability and performance retention by repeatedly simulating the types of missions the engine will fly in service.

Support systems for both cells include state-of-art data acquisition sys- tems with which provide SL-2 with the ability to record up to 1,500 parameters and allow SL-3 to record up to 2,100 parameters.

Along with the F-19 engine for the F-22A, SL-2 in recent years has tested the F100 engine for the F-15 and F-16. SL-3 has also tested the F100 engine, as well as the F115 engine for the F-35.

“Testing for new and innova- tive applications is learning a new plant,” said Julius Lockett, senior me- chanical engineer, who started up the equipment.

SL-2 and SL-3 cells are available for the Air Force by 2018. Such cells are available for the Air Force by 2018. Such cells are available for the Air Force by 2018.

“Considering the vast number of factors constraining the test, the team has to do things.”

Yancey Burchett, Air Force test engineer, explained the efforts of the plant crew and the test team and their cooperation in getting the work done quickly and efficiently.

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hill cryogenics has what you need

Correctly position self-retracting lifelines and lanyards for fall protection

A beaker of liquid oxygen sits filled July 27 at Kadena Air Base, Japan. The 18th Logistics Readiness Squadron has the only operational cryogenic production plant in the entire U.S. Air Force. (U.S. Air Force photo by Staff Sgt. Jessica H. Smith)

Vehicle Usage Top Five Ways To Protect the Power

Only about 14 percent of the energy from the fuel you put in your tank gets used to move your car down the road or run useful accessories, such as air conditioning. The rest of the energy is lost to engine and driveline inefficiencies and heat. Therefore, the potential to improve fuel efficiency with advanced technologies is enormous.

1. Set your vehicle idle, idling is equivalent. It uses up to a gallon of fuel per hour depending on the vehicle. It pollutes also creating up to 20 lbs of greenhouse gases. And it demands more than 5 billion gallons of gas annually in the U.S. (And Idling heats up your engine, breathing vehicle emissions increases risks of respiratory illness.

2. Capsule whenever possible. Use Capscommercial / Public Transit / Non-Motorized Options: Ride the bus, carpool, bicycle or walk instead of driving alone. Share a ride with a worker to do a task or a two effectively double your fuel economy for the trip.

3. Don’t Drive Aggressively / Drive at the Speed Limit: Avoid aggressive driving and braking. In a car the vehicle does not stop at speeds above 5 mph. Driving 95 mph instead of 75 makes your fuel cost by 15%. Driving 55 mph would save 25%.

4. Reduce Air Conditioner / Close Windows; When the air conditioner increases fuel cost from 10% to 25%. It’s cool enough, use the through-ventilation instead of rolling down the windows is saving AC.

5. Combine errands when possible. Combining errands into one trip saves you time and money. Your fuel economy is worst when your engine is cold than when it is warmed up. So, several short trips taken from a cold start can use twice as much fuel as a longer, multi-purpose trip covering the same distance. Trip planning can reduce the amount of time you drive with a cold engine. It can also reduce the distance you travel.

By Staff Sgt. Jessica H. Smith
18th Wing Public Affairs

KADENA AIR BASE, Japan (AFPN) – Providing the base and various other units on the island with cryogenic products—whether it be in a liquid or gas form—is the plant’s primary function.

“We produce the liquid oxygen and the liquid nitrogen here for our organizations across the island to make sure they get the product they need to make the mission happen,” said Tech. Sgt. Mark Pannell, 18th Logistics Readiness Squadron assistant noncommissioned officer in charge of cryogenic productions.

The production plant provides services for a range of reasons, whether it be for pilots or patients, the plant handles it all and can also be the difference in life or death in some instances.

“We manufacture liquid oxygen and liquid nitrogen for various organizations to use—Breathable air at high altitudes for aircraft, liquid nitrogen to fill tires for the aircraft so they don’t explode if they hit the ground too hard and the hospital has various uses for oxygen and nitrogen as you could imagine…” It’s important,” said Senior Airman Christopher Tallan, 18th LRS cryogenic production operator.

While other bases have to purchase their liquid oxygen and nitrogen from external vendors, Kadena Air Base is able to support the mission directly as well as save money.

“I don’t like to solely rely on other people because I know if we do it ourselves, it’s going to be done the right way and I think this is really valuable for the Air Force because we’re always looking for new and innovative ways to save money.” Pannell said.

“We should really strive to be innovative and this is something I push down to my team – we’re always looking for new and innovative ways to do things.”

With innovation comes the ability to see critical opportunities – and growing pains.

“It’s been challenging at times because everyone is learning a new plant,” Pannell explained.

“We have to learn the ins and outs, everyone here is growing.” Providing these services can prove to be rather complex. From taking the forces exerted on your body in a fall and distributing them so that your fall is not assisted.

When you get a harness, have a partner check to see that the D-ring SRL is situated exactly halfway between your shoulder blades. That does not mean it can just be in the center of your back – it must be in the center of your back at shoulder height.

If you find it pulling to one side or another, you’ve over tightened one side of your harness. If you find it too tight or too loose, the harness may not be the correct size for you.

Also, ensure that your leg harness are not too loose or tight, when you are hanging by the harness it will be too late to make an adjustment.

A harness should have special lanyard keepers that are specifically designed to break immediately when put under tension, such as special break-away plastic clips. When tying back one of the lanyards to the harness, workers should use this lanyard to the body or the harness.

Again, always remember to use the buddy system. Have a coworker ensure that your SRL is positioned correctly.

Senior Airman Michael Hall, 18th Logistics Readiness Squadron cryogenic production operator.

A cart with liquid oxygen July 27 at Kadena Air Base, Japan. The production plant has been operational for nearly a year and has been very successful. (U.S. Air Force photo by Staff Sgt. Jessica H. Smith)

A beaker of liquid nitrogen sits filled July 27 at Kadena Air Base, Japan. The 18th Logistics Readiness Squadron has the only operational cryogenic production plant in the entire U.S. Air Force. (U.S. Air Force photo by Staff Sgt. Jessica H. Smith)

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Tech. Sgt. Matthew Cohen, 23rd Maintenance Group quality assurance inspector, scans the components of an A-10C Thunderbolt II TF34 engine during a QA inspection, May 24, 2016, at Moody Air Force Base, Georgia. For the first time, in August 2018, the 23rd MXS propulsion flight ensured every TF34 engine in their fleet was repaired to serviceable status with zero required maintenance work. (U.S. Air Force photo by Senior Airman Greg Nash)

Moody A-10 engine maintainers make history

By Senior Airman Greg Nash

MOODY AIR FORCE BASE, Ga.—For the first time, Moody’s 23rd Maintenance Squadron’s propulsion flight accomplished an unprecedented feat by ensuring every TF34 engine in their fleet is repaired to serviceable status.

This milestone level relinquishes the need for the flight to perform maintenance on their current A-10C Thunderbolt II engine assets. While they normally maintain the 74th and 75th Aircraft Maintenance Unit’s engines in support of Moody’s close-air support mission, the backshop will now centralize their TF34 repair efforts to assist other bases and Major Commands to include Reserve and National Guard units.

This has allowed the 23rd MXS to play a vital role in helping secure an Air Force-wide 200 percent “war-ready” engine status, the highest in the TF34’s 40-year history. “I’m excited for every member of this team,” said Master Sgt. Cevin Medley, 23rd MXS propulsion flight chief. “This is my third year at base and engine backshop. Repainting an entire engine fleet to serviceable status (with zero required maintenance) is something I have only ‘heard’ about in my 17 years. “This (accomplishment) is important because it not only allows us to meet our minimum deployment requirements, but also support other operations if ever ( Moody AFB’s A-10 aircraft were to be tasked to deploy),” Medley added. “Since our ‘war-ready’ engine levels have been so high, we have been able to help the rest of the Air Force’s TF34 community with their due engine repair.”

The 23rd MXS propulsion flight manages WREs, which are engines that are already ready to be installed on the A-10C. Of their entire fleet, 14 are spare WREs, which surpasses Air Combat Command’s required level of five spare WREs. The flight’s 260 percent spare WRE rate has enabled the backshop to currently perform no current maintenance on their assets and have rebuildd seven engines in total from outside Moody. “The road to pursue this challenge wasn’t easy. An innovative process, known as the Continuous Process Improvement, positioned the flight to have a chance at history. In 2017, approximately 20 civilians and Airmen from almost every enlisted rank implemented ideas to help the flight better maintain the TF34 engine.”

“Last year’s Continuous Process Improvement event allowed us to identify waste in our streamlines,” said Medley. “This enabled us to share an average of 50 work hours off each engine visit. This allowed us to go from an awaiting maintenance engine, which is the amount of engines we didn’t have the manpower to work because we were repairing other engines in 2016, to where we are today.” In order to reach new heights in maintenance proficiency, many small changes were made. The flight refocused training for new Airmen on common problems, began ordering commonly needed engine parts, enhanced cross-unit and internal communication, and even added updated photos in technical order. For Senior Airman Da- losta Gunter, 23rd MXS aerospace propulsion technician, these new improvements paid big dividends for the backshop’s operations. “The Continuous Process Improvement not only helped us (reduce) time on engine rebuilds, it also made the job a lot easier,” said Gunter. “Our processes have gone a lot smoother with everyone from checking out tools to (per-forming) and documenting maintenance.”

Airmen 1st Class Jordan Vazquez, 23rd Maintenance Squadron aerospace propulsion technician, inspects the fuel lines of an A-10C Thunderbolt II TF34 engine, May 16 at Moody Air Force Base, Georgia. For the first time, in August, the 23rd MXS propulsion flight ensured every TF34 engine in their fleet was repaired to serviceable status with zero required maintenance work. (U.S. Air Force photo by Airman 1st Class Eugene Oliver)

According to Medley, the cohesion and continuous support of not only the 23rd MXS, but the 23rd Maintenance Group super- vision proved invaluable. He hopes to sustain their achievements and continue to assist in getting the rest of the Air Force’s TF34 fleet to match Moody’s readiness.
See the October Services calendar on page 10.
Arnold Lakeside Center renovations and changes ready for customers

By Tanya Bryan Arnold Lakeside Center Office

The Arnold Lakeside Center, or the ALC, has gone through a lot of changes over the last few months, mostly in the form of new decor, to new menus, you may not even recognize it.

Just walking in the door from the parking lot, patio looks a lot different now. The Landing Bar has gone through a major facelift and has a more contemporary feel. The Arnold Air Force Base USDA wildlife biologist, designed a drop net system for this area of operations and worked with the Arnold base’s combat metals shop to build it in-house.

The USDA net system for this area of operations and worked with the Arnold base’s combat metals shop to build it in-house.

The entire system is mobile and can be easily placed anywhere on the base. It can be moved up to a foot off the ground and is modular, so it can be changed out periodically, soueva is no “normal” use for a field surgeon, but that is exactly what the ALC does. From major sports injuries in the field to minor cuts and scrapes, everyone on base, and people can join through MyAirForceLife.com and know in all the changes.

The Landing Bar is open Thursdays, 5-9 p.m. and Fridays, 3-10 p.m.

The ALC’s new staff members.

Kristina Morrison is the Complex manager. Complex is known as consolidated Community Center and Club operations. Some may recognize her from Cafe 101 where she was manager. Kristina has been with Services for three years and has over 10 years of experience in the catering, food and beverage industry. Her culinary experience and enterprising personality has aided in the improvements seen throughout and promises more updates and changes ahead.

Bill Montoya is the manager. He has served not only in the night manager capacity, but also has filled in as the bartender, waiter, and on occasion, cook to ensure custom-

er always have an outstanding experience at the ALC.

Melody Diane is the ALC event coordinator and also got her start with Services in Cafe 101. Melody set the ground run-
ning booking wedding after wedding plus various parties.

The Landing Bar at the Arnold Air Force Base Arnold Lakeside Center has gone through a major facelift and has a more con-
temporary feel. (Courtesy photo)

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The Landing Bar is open Thursdays, 5-9 p.m. and Fridays, 3-10 p.m.

The ALC’s new staff members. Kristina Morrison is the Complex manager. Complex is known as consolidated Community Center and Club operations. Some may recognize her from Cafe 101 where she was manager. Kristina has been with Services for three years and has over 10 years of experience in the catering, food and beverage industry. Her culinary experience and enterprising personality has aided in the improvements seen throughout and promises more updates and changes ahead.

Bill Montoya is the manager. He has served not only in the night manager capacity, but also has filled in as the bartender, waiter, and on occasion, cook to ensure custom-

er always have an outstanding experience at the ALC.

Melody Diane is the ALC event coordinator and also got her start with Services in Cafe 101. Melody set the ground run-

ning booking wedding after wedding plus various parties. Meeting with Molly and the new catering book will make planning an event a positive ex-

erience.

The Landing Bar at the Arnold Air Force Base Arnold Lakeside Center has gone through a major facelift and has a more con-
temporary feel. (Courtesy photo)
AEDC Woman’s Club announces local artist as October guest speaker

By Barbara McGuire

TULLAHOMA, Tenn.—The ladies of the AEDC Woman’s Club are excited to announce that local artist Pat Rollie will be the guest speaker at the Oct. 4 meeting at the Arnold Lakeside Center.

Rollie began working with watercolor in 2003 and her love of both painting and quilting has led her to the creation of beautiful, award-winning art quilts. Her work has been recognized at the Road to California, Houston and Long Beach International Quilt Festivals, the American Quilter’s Society in Nashville, and other quilting conferences.

Rollie lives in Tullahoma with her husband and four cats. She is a member of the Tullahoma Art Center and Tennessee Craft. She also teaches a variety of art classes at the Art Center and Artisan Depot in Cowan.

During the Oct. 4 meeting, Rollie will be sharing her favorite pieces along with the background story and inspiration for each quilt.

Table donations at the October meeting will go to Shepherd’s House of Tullahoma.

On Sept. 6, the AEDCWC had another great meeting at the Arnold Lakeside Center. Maj. Gen. Carl Schneider presented information about his life and career in the Air Force from 1946 to 1978. Schneider flew in combat missions in Korea and Vietnam and tested many different jets. He shared pictures and brought two books that he authored.

The table donations of $100 went to the Good Samaritan of Winchester.

The social hour of the Oct. 4 meeting starts at 9:30 a.m., with the business meeting and program beginning at 10 a.m. Reservations must be made no later than noon Sept. 27. Make reservations by calling 931-393-2552.

The AEDCWC meetings are open to the public and provides the opportunity to meet the members and become a member. You don’t need to have military connections or be involved with Arnold Air Force Base to visit and become a member. For information about the AEDCWC, call the membership chairman at 931-455-3569.

Disclaimer: This is a private organization which is not part of the Department of Defense or any of its components and has no governmental status.

Members of the AEDC Woman’s Club welcome Maj. Gen. Carl G. Schneider, who served 32 years in the Air Force, to the Sept. 6 meeting at the Arnold Lakeside Center. Pictured are General Schneider, Cathy Welch and Liz Jolliffe. (Courtesy photo)