AFRL achieves record-setting hypersonic ground test milestone at AEDC facility

By AFRL Aerospace Systems Directorate

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – An Air Force Research Laboratory and Air Force Test Center ground test team set a record for the highest thrust produced by an air-breathing hypersonic engine in Air Force history.

“AFRL, in conjunction with Arnold Engineering Development Complex and Northrop Grumman, achieved over 13,000 pounds of thrust from a scramjet engine during testing at Arnold Air Force Base,” said Todd Barthorst, AFRL aero-engineer and lead for the Medium Scale Critical Components program.

The 18-foot-long Northrop Grumman engine endured a half hour of accumulated combustion time during the nine months of testing.

“The series of tests, run in conjunction with AEDC and AFRL, on this fighter-engine sized scramjet was truly remarkable,” said Pat Nolan, vice president, missile products, Northrop Grumman.

“The scramjet successfully ran across a range of hypersonic Mach numbers for unprecedented run times, demonstrating that our technology is leading the way in this critical area of propulsion development. These results are a testament to the people and the facilities at AEDC.”

In his role, one of Haubelt’s goals is to ensure the engines are solid and safe so that during flight test, when the pilot pushes the throttle up, you know the engine is going to work. That’s a testament to the people and the facilities at AEDC.”

“My main goal is to execute the mission,” he said. “This is the busiest and most exciting time in decades. The volume of testing increases year upon year, and it’s expected to grow. Also, the systems that we are testing are more complex and they demand more intricate test setup and instrumentation. To execute that mission, we need to focus on two main areas. One is ensuring we have the resources, the facilities and the infrastructure to meet that demand and complexity. Secondly, ensuring the team and the people have the training and support needed to execute that mission.”

“Haubelt added that he realizes how important to meeting the overall needs of AEDC and AFRL, on this fighter-engine sized scramjet was truly remarkable.”

New Aeropropulsion CTF director faces challenge of meeting increased test demand

By Deidre Ortiz

AEDC Public Affairs

Though he had not worked directly with AEDC before, Lt. Col. Lane Haubelt, the new director of the Aeropropulsion Combined Test Force at Arnold Air Force Base, knew of its mission and commented that the Complex’s reputation precedes it.

“As an engineer, especially one with an aeronautical engineering focus, I was aware of AEDC and knew of the work they did,” he said. “As a flight test engineer, I benefited from that good work, especially in the Aeropropulsion CTF. Ensuring the engines are solid and safe so that during flight test, when the pilot pushes the throttle up, you know the engine is going to work. That’s a testament to the people and the facilities at AEDC.”

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In this new job at Arnold Air Force Base, he is eager to see what opportunities await him.

“I’m really excited to start wrapping my mind around new challenges,” he said. “It excites me and inspires me. I am really excited to start wrapping my mind around new challenges”

Taking on challenges is nothing new for Duff. During the two years he spent pursuing his associate degree from Chattanooga State Community College, Duff was homeless. Without a stable place to lay his head at night after a day of classes, Duff rented rooms, crashed on couches and sometimes slept in his car.

By Deidre Ortiz

AEDC Public Affairs

Although Robert Duff is still settling in to his new job at Arnold Air Force Base, he is eager to see what opportunities await him.

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By Bradley Hicks

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“Haubelt added that he realizes how important to meeting the overall needs of AEDC and AFRL, on this fighter-engine sized scramjet was truly remarkable.”

It was hard,” Duff said. “It was just the hardest thing I’ve ever done in a way. I pushed through it, and I luckily had a lot of people who met me along the way, saw my work and really thought I was doing something good and supported me.”

Duff was born in Fort Hood, Texas. His father served in the U.S. Army, as did his grandfather and brothers. Duff expected to follow suit. However, around the age of 13 Duff was diagnosed with Type-1 Diabetes, which precluded him from joining the military.

It was also around this time that Duff and his family, after years of moving around, settled in Ooltewah, a suburb

Arnold engineer recounts how he overcame homelessness

By Bradley Hicks

AEDC Public Affairs

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Aerodynamics to treehouses: The benefits of acquisition skills shared during lunch and learn

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AEDC offers college interns unique learning experience

Aerodynamics to treehouses: The benefits of acquisition skills shared during lunch and learn

AEDC quarterly award winners announced

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New TS/Division Chief assumes leadership


Chino, a race car driver, and his entrance into the racing world came from his dad passing down his passion for the sport, as well as providing him with a car to practice with.

That same passion for racing led Christman to pursue a career in the military, and she became a member of the National Guard and the Air Force Reserves. While serving in these roles, she discovered her passion for flight and decided to pursue a career as a pilot.

Christman's journey to becoming a pilot has been challenging, but she has persevered through obstacles and setbacks. She credits her determination and hard work as key factors in achieving her goal of becoming a pilot.

Despite the challenges, Christman is now living her dream of flying. She is currently serving in the Air Force Reserves and has completed her basic flight training.

Looking back on her journey, Christman realizes that the obstacles she faced were ultimately stepping stones that helped her reach her goal. She encourages others to persevere through challenges and to believe in their dreams.

With her new career as a pilot, Christman is excited to see where her journey takes her next. She hopes to continue to grow and learn in her field, and to inspire others to pursue their own dreams.
In his new treehouse, Mike Dent has a custom bar counter featuring a logo.

Aerodynamics to treehouses: The benefits of acquisition skills shared during Lunch and Learn

By Deidre Ortiz

Mike Dent, chief of the Capital Improvements Branch at Arnold Air Force Base, built a “treehouse” near his residence in Tullahoma, complete with HVAC, bathroom and other amenities.

During a Project Management Institute Lunch and Learn at Arnold in July, Dent used the treehouse project as an example of applying acquisition principles to large home projects.

The theme of the talk was how he could have accomplished the project much more efficiently had he adhered to a strict acquisition strategy.

Prior to building the treehouse, there was already an existing structure in this area by Dent’s home.

“There had been someone living in it before, but it wasn’t structurally sound or safe,” Dent said.

However, this haphazardly put-together treehouse gave him the idea to erect a structure that would actually be a safe place, with electricity and running water to hang out and have beers.

And he and his wife have affectionately dubbed the treehouse, the “Zulu Tree Company.”

“Zulu is the last letter in the military phonetic alphabet, so it’s known as Zulu, because it’s the ‘last step,’” Dent said.

Being in the Capital Improvements Branch at Arnold and having project management experience throughout his Air Force career, Dent is familiar with the different phases of the acquisition lifecycle.

“First you determine project needs, then develop requirements that will meet the needs,” he said. “After an analysis of alternatives, you come up with a concept. Once you have a concept, the next step is to come up with a design. Ensure that the design considers reliability and maintainability. After your design is complete, you execute. After you’ve completed the project, you will be glad you considered reliability and maintainability because you will likely be the one responsible for asset management.”

He completed his first Improvement and Modernization project in January 2019 with the addition of a 12,000 British thermal unit (BTU), mini-split HVAC unit.

One of the primary metrics in project management, Dent mentioned, is adherence to cost, schedule and performance of the project at hand.

He started his treehouse project in May 2016 and officially completed it in February 2018.

He had initially planned to finish it in August 2017 and he estimated the cost at $10,000. However, this haphazardly put-together treehouse gave him the idea to erect a structure that would actually be a safe place, with electricity and running water.

“I really think we knocked this project out of the park in terms of performance, but man, the cost and schedule did not go as planned,” Dent said.

Figuring out the requirements for building a treehouse was the tricky first step.

“Because it’s an elevated structure, I needed to make sure it would have enough support and stability,” he said. “And I wanted it to have a roof, a bathroom, heating and air, electricity and insulation.”

Dent mentioned there were some basic engineering techniques used, such as using the Pythagorean theorem to figure out the placement for the posts to ensure a square footprint. Building most of the house himself, he encountered some interesting puzzles to solve with regard to leverage and bracing.

“I used a ton of internet videos as references for learning how to accomplish the project,” he said.

“I learned to take the planning part seriously but to also have fun,” he said.

Mike Dent, Chief of the Capital Improvements Branch at Arnold Air Force Base, recently built a “treehouse” near his residence in Tullahoma. He got the idea to construct the treehouse as there was already an existing one in same area, shown in the first photo. However, due to stability and safety issues, Dent started from scratch and built his own treehouse, with full heating and air, electricity, running water and plumbing, as seen in the second photo.

AEDC Public Affairs

Mike Dent's treehouse, known as the “Zulu Brew Co.” has been completed since February 2018. Dent recently spoke at a Project Management Institute Lunch and Learn at Arnold Air Force Base and told colleagues how he applied knowledge used on the job when building the treehouse.

AEDC Public Affairs

Once completing the posts and prior to starting on the walls, pictured, built the stairs to his treehouse. Dent, Chief of Capital Improvements Branch at Arnold Air Force Base, discussed application of acquisition principles for large home projects during a Project Management Institute Lunch and Learn at Arnold in July.

(Author photo by Mike Dent)

(Author photo by Mike Dent)
ANN ARBOR, Mich. — As the nation celebrates its birthday, many reflect on how the United States has grown and changed over the years.

But there are also those who look back at what came before and wonder if the country has truly evolved.

One such person is Robert Duff, an engineer at Arnold Air Force Base in Tennessee.

He said he grew up in a small town in rural Tennessee, where he was the only child of his parents.

“Back then, there wasn’t much to do except go to school and work,” Duff said.

“I was basically on my own to figure it out. I think my parents were more interested in my education than my future,” he added.

Duff graduated from high school in 1992 and then attended college at the University of Tennessee, where he earned a degree in aerospace engineering.

“I really wanted it, and I grabbed for it,” Duff said.

Duff has been involved in various engineering projects throughout his career, including work on the AEDC-10, a test facility located near Chattanooga.

“The opportunity is all the more meaningful when you consider the fact that Duff believes his job at Arnold will provide the chance for additional growth,” the article states.

Duff and his family, his wife Marina and two kids, are still getting acquainted with the area but he is sure it will feel like home soon.

“I and my wife have been very impressed with the Tennessee landscape. It’s really something unique, supporting us and ensuring that the mission continues on during the transition from Lt. Col. [Dwight] Cargill to me. Not only helping us get settled, but helping to stay with any mission focused.”

AEDC Propulsion Combined Test Force Director Lt. Col. Lane Haubelt, center left, meets AEDC Commander Col. Jeffery Geraghty after the Apro- pulation CTF Change of Leadership Ceremony at the Sea Level 2 Test Cell at Arnold Air Force Base. Also pictured, Haubelt’s wife, Marina, left, and Test Operations Division Chief Col. Rosawn, (U.S. Air Force photo by Jill Pickett)

On the other hand, Haubelt mentioned that during his career, some of the most advanced and brilliant people desiring to work in propulsion systems. That was something I told him. Duff said he is an engineer, test manager, or a leader here at Arnold Air Force Base.

Duff said he hopes others are inspired by his story, especially those who feel they don’t have an opportunity to be part of something bigger and greater.

“Looking at my story and trying to find opportunities, Duff said. “You just have to work hard and be willing to put in the time.”
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Why practicing good housekeeping is important

By AEDC Safety

What single thing can each of us do to contribute to fire prevention, foreign object damage elimination, incident reduction, tool control, industrial security and a positive attitude? If the first thing that pops into mind is “Take a permanent vacation,” you are only partially right. Taking a “permanent vacation” from clutter will head us in the right direction.

That means practicing good housekeeping.

Working in a clean, organized environment puts us in control of our workplace. It saves time and increases productivity. When tools and materials are returned to their proper place, time is not lost looking for needed items. As a minimum, housekeeping requires personal vigilance and constant action to “pick up after ourselves.”

The following are steps you can take to keep your workplace organized and safe:

• Return equipment and tools to their proper place after use.
• Tag broken or damaged tools for repair, replacement or discard.
• Dispose of waste and scrap as it collects; ensure it goes in the appropriate receptacle.
• Be sure guards and interlocks are secure and in good working order.
• Store all hazardous substances in appropriate containers and cabinets.
• Immediately report spills or leaks; mark any spill hazards that can’t be readily cleaned up.
• Make cleanup a part of your JSA or STARRT card. Cleaning the work area is part of the job.
• Limit food and drink to break areas only; do your part to keep these areas clean.
• Keep materials neatly. Place heavy or bulky items on the bottom.
• Keep exits, stairs, aisles, and walkways clear.
• Keep floors free of clutter, electrical cords and other trip hazards.
• Keep electrical outlets and fire extinguishers free of obstructions.
• Don’t overfill racks, bins and storage areas.
• Follow cleaning and maintenance routines.
• Dispose of old newspapers, magazines, boxes and unused furniture, etc. appropriately.
• Follow safe work practices for electrical appliances, fans, heaters, etc.

Practicing these and good housekeeping skills could prevent an injury or other accident.

Rocketing resupply run

A SpaceX Falcon 9 CRS-18 rocket launches July 25 at Cape Canaveral Air Force Station, Florida. The CRS-18 is the latest mission in the Commercial Resupply Services program, which transports thousands of pounds of cargo and supplies to resupply the International Space Station. (U.S. Air Force photo by Airman 1st Class Dallon Williams)
Airmen 1st Class Taylor Dow, 7th Equipment Maintenance Squadron metals technology apprentice, uses the augmented reality welding system to train on welding a groove weld at Dyess Air Force Base, Texas, Aug. 5. The augmented reality system is split into three training operations for welding: metal inert gas, tungsten inert gas and arc welding. (U.S. Air Force photo by Staff Sgt. David Chunavam)

By Mary Nell Sanchez
7th Equipment Maintenance Squadron metals technology apprentice, uses the augmented reality welding system to train on welding a groove weld at Dyess Air Force Base, Texas, Aug. 5. The augmented reality system is split into three training operations for welding: metal inert gas, tungsten inert gas and arc welding. (U.S. Air Force photo by Staff Sgt. David Chunavam)

Robert Klesges, who is looking to adopt a military working dog, meets with Sofi, a military working dog, at Joint Base San Antonio-Lackland, Texas, June 26. Thousands of MWDs are stationed around the world protecting themselves in harm’s way. Thousands of MWDs are also eligible for adoption. (Courtesy photo)

While there is demand to adopt the dog that don’t advance in the training program, older retired dogs bring great obedience and good manners even though they have limited longevity, Britt added.

No matter what amount of time Klesges will have with his new canine companion, he is ready to adopt the dog who deserves a great rehome. He will always make the final pairing, he said.

“Not to be a dog that has very good obedience,” said Britt, who watches over count- less dogs every day as he looks for the right one for Klesges and other adopters.

For now, Klesges will wait for the call that will tell him his next walking canine partner has been selected. He’ll return to JBSA-Lackland and fly home with his new companion seated next to him as retired MWDs are permitted to travel in the cabin. Once they land, they’ll head off to the park and start a new chapter together.

For more information on the MWD adoption program, email mwd_adoption@jbsa.mil or call 210-671-6766.

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Retired MWDs looking for families, homes, couches

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A new Defense Department program called the CATCH Program "allows victims of sexual assault who’ve opted into CATCH to report cases, even if they are unsure of the details of the assault into an online database. The details can be processed by the United States' joint staff, and access to the case is limited to prevent the public from knowing the identity of the victim. The intention behind the program is to make it easier for victims to report sexual assault incidents and to enable the military to better prevent and respond to these crimes.

The CATCH Program is designed to create a database of all sexual assault cases, regardless of whether the victim chooses to report the incident. The database is accessible to military personnel who are authorized to access it, and it is intended to help prevent future incidents by identifying patterns and trends in sexual assault.

The program is intended to be a resource for those who have experienced sexual assault and may not feel comfortable reporting the incident to the proper authorities. It is also intended to provide a sense of comfort and privacy for those who may not be ready to report the assault immediately.

The CATCH Program is part of the Department of Defense’s (DoD) Sexual Assault Prevention and Response (SAPR) efforts. The program is designed to be a confidential and secure way for victims to report sexual assault incidents, even if they do not choose to report the incident to the proper authorities. The program is intended to provide a sense of support and resources for those who may not be ready to report the assault immediately.

The CATCH Program is accessible to all victims of sexual assault who have opted into the program, regardless of the location of the assault. The program is intended to provide a sense of comfort and privacy for those who may not be ready to report the assault immediately.
AEDC quarterly award winners announced

Photos unavailable for the following award winners:

William (Bill) Johnson
AF/Civilian of the Quarter
Category II

Exceptional Innovator Award:
Sami Labban,
704th Test Group, OL-AC, Wright Patterson AFB

Technical Achievement Award:
Thresher Sled Design Team, 846th Test Squadron, Holloman AFB

General Gossick Team Excellence Award:
NAVFEST Execution Team, 746th Test Squadron, Holloman AFB

Safety Award:
M-Code GPS User Equipment Mishap Flight Crew, 704th Test Group, 746th Test Squadron, Holloman AFB

By Barbara McGuire
AEDC Woman’s Club

The AEDC Woman’s Club will hold its next meeting Sept. 5 at the Arnold Lakeside Center with musician Judy Paster as the featured guest. Paster, an American artist from Philadelphia, has resided in Nashville for eight years. She released a new album, “Like Stardust,” July 12. AEDC Commander Col. Jeffrey Geraghty and his wife, Nora, will also be in attendance.

Table donations will be going to the Good Samaritan of Winchester. The social hour of the Sept. 5 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 Aug. 29. Make reservations by calling 931-393-2552 or 931-434-5415.

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For information about the AEDCWC, call the membership chairman at 248-872-7923.

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.

AEDC Woman’s Club members attend board meeting to plan the club year. Pictured from left are Jenni Roberts, Pam Wiedemer, Nora Geraghty, Stephanie Miltuch, Barb McGuire, Cecelia Schlagheck and Kelly Doyle. (Courtesy photo)
By Louis Briscese
60th Air Mobility Wing (Public Affairs)

TRAVIS AIR FORCE
BASE, Calif. (AFNS) – Aircrew members on the KC-10 Extender could soon benefit from a new safe that will store weapons and classified documents right on the aircraft. A design initiated by the 60th Air Mobility Wing Phoenix Spark Lab at Travis Air Force Base has been in the works for some time and now has the attention of Air Mobility Command and The Boeing Company to address a potential fix that has long plagued aircrews.

Currently, aircrews spend a lot of time coordinating the placement of weapons or other sensitive materials because of their inability to store the items themselves. Maj. Matthew Ables, 9th Air Refueling Squadron director of staff, believes having a safe on the KC-10 will give aircrews more time and flexibility.

“This safe will provide them the means of securing weapons and other materials that they need,” Ables said. “Aircrews will have more time to mission planning and enter into or exit without having to run around looking for a place to store the items.”

With the capacity to hold up to 350,000 pounds of fuel, the KC-10 has been refueling aircraft around the world since the early 1980s and remains in high demand today. “We’re proud of the fact no other aircraft can carry as much fuel as the ones we use,” Ables said. “It gives us the ability to project airpower around the globe.”

Some of these locations don’t even have the necessary facilities to secure weapons, which adds another layer of coordination for aircrews.

“Currently it takes some ingenuity from our aircraft commanders to coordinate with ground facilities to store weapons,” Ables said. “We often have to take our assets to places that don’t always have the services we’re accustomed to.”

Realizing that aircrews could give up some of their time to figure out how to do it was the challenge. The task was placed on the shoulders of Tech. Sgt. Zachary George, 60th Air Mobility Wing Phoenix Spark Lab noncommissioned officer in charge, works with computer animation software to design a safe June 25, at Travis Air Force Base, California. George designed the plate that will securely attach a General Services Administration-approved safe to the floor of a KC-10 Extender which will allow aircrew members to store weapons and other sensitive materials on the aircraft. (U.S. Air Force photo by Louis Briscese)

The fittings come directly from the manufacturer and are made-to-order, which can be time-consuming. George decided to 3D print the fittings.

The biggest concern was finding a way to secure the safe to the aircraft without having to modify the KC-10,” George said. “There’s a lot of red tape that comes with trying to modify an aircraft and it’s usually never approved.”

After reading a lot of Air Force Instructions and researching different types of storage devices, George and his team decided that creating a new safe was not feasible.

“The best solution was to utilize an already existing General Services Administration-approved safe,” George said. “This would give us the flexibility to make it small enough to fit onto the aircraft but also easy enough to get on and off if necessary.”

Attaching the safe to the aircraft without modifying it was the next step in the process. George worked with aircraft structural maintenance operators to design a plate to attach to the existing floor.

“We used a GSA safe that had already been approved for our aircraft,” George said. “We had to fabricate the plate to ensure that the fastener would fit the hole pattern on the bottom of the safe and lock into the existing floor track.

George solicited the help of his boss, Tech. Sgt. Zachary George, 60th Air Mobility Wing Phoenix Spark Lab noncommissioned officer in charge, maintenance fabricator June 25, at Travis Air Force Base, California. George works with computer animation software to design a safe. (U.S. Air Force photo by Louis Briscese)

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“Before starting work, we had to fabricate the plate to be sure we could secure the existing aircraft floor track,” Ables said.

“At first we started off with cargo hooks but we couldn’t get them to work properly,” Bruns said. “Initially we reached out to the company that makes the fasteners and got all their schematics for each one.”

The key finding was a fastener strong enough to secure the safe. Once the fastener was selected, the plate could be fabricated to the exact specifications of the fasteners.

“The challenge was researching the fasteners we would use,” Bruns said. “We took a path that already existed and didn’t add a whole lot of new design.”

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