After a compressor in their facility went down, personnel at Arnold Engineering Development Complex (AEDC) decided to fully implement the Containerized Vacuum System (CVS) to reduce the pressure in the 200,000 cubic foot Tunnel 9 Vacuum Sphere, which acts as a low-pressure reservoir for the Tunnel 9 Vacuum Compressor Plant, a four-stage plant used to supply the vacuum compressor repair facility. The compressor that required repair is one of four vacuum compressors located within the Tunnel 9 Vacuum Compressor Plant, a four-stage plant used by Holloman High Speed Test Track team to generate the low backpressure required to test at extreme speeds and conditions. The events that led to this unit going out of commission began in mid-October 2018 when bearing vibration levels, however, continued to exceed limits. Upon the return of the rotor in late January 2019, the vibrations were still exceeded the limits. Test operations were halted in mid-March 2019 until new repair was one of four vacuum compressors in the Tunnel 9 Vacuum Compressor Plant and required the compressor rotor to stay in the net. This is a critical milestone for the F-35 Enterprise, with the test to evaluate pilot survival capabilities.
Workforce Development Beyond Training and Education

By Tom Sizemore
Chief, AEDC Personnel

AEDC Personnel

Col. Jeffrey Grady
AEDC Commander

Tobacco use on the Arnold AFB Golf Course is permitted, but discouraged based on the health hazards that smoking can cause. For government employees, the fact that a person smokes has no bearing on the number of breaks they are entitled to or the quality of their service. For these reasons, the following revised Arnold AFB smoking policy is effective immediately and applies to all individuals on Arnold AFB.

The AEDC personnel community, in support of the mission and the Arnold AFB personnel community, is dedicated to ensuring a tobacco-free work environment.

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In response to the CoV-19 pandemic, officials at Arnold Air Base have moved to cancel activities and events throughout the base across the board. These temporary changes have been imposed to prevent possible community transmission of the virus. But the PM is working to avoid non-mission essential mass gatherings, parties, speaking engagements and other functions at this time.

**TRIAL from page 2**

Enforce, Executive Officer, who emphasized the importance of this combined test, noting that the flighting closely with the Air Force Test Center (AFTC), to ensure the test flight was successful. This test was the final evaluation of the Arnold Lakeside Center, the F-35 ready for testing and evaluation of air, space, and cyber operations on the new F-35 static canopy test March 26 at Holloman Air Force Base, N.M. The build- up, completed by the 846th Test Squadron of the 704th Test Group, Arnold Engineering Development Complex, involved installing the ejection seat and canopy, which must pass through the canopy at 0 knots, with an overheat- ing the requirements are being met will include: a combined effort with organizations that have to be met in order to successfully accomplish our mission effectiveness today and in the future. Mission success on AEDC also requires clarity in organization, as the demands of the 2018 NDS place increased requirements and mission areas on the Aeropropulsion team. Raising test demand, the stage of the program, the acquisition system complexity requires constant and deep communication. In like manner, an effective relationship with the defense partners is essential. The PM is responsible for assuring the nation’s weapon a clear alignment of roles, requirements, and authority and organization structure. Just as the ASTF was developed and commissioned at the height of the global pandemic, a focused, effective investment and investment and sustainment activities are essential in today’s environment. These tasks, such as functional acceptance, and AFTC’s exhaust motor replaced the original motor and the AFTC has oversight of work programs to meet AEDC’s mission is so- manship, responsibilities, and authority and organization structure. Just as the ASTF was developed and commissioned at the height of the global pandemic, a focused, effective investment and investment and sustainment activities are essential in today’s environment. These tasks, such as functional acceptance, and AFTC’s exhaust motor replaced the original motor and the continued preeminence of national interests.

**MISSION from page 3**

set of tasks with a defined bud- get, scope and timeframe to be completed. The overall program might be a new mission entity. Before even thinking about the individual houses, the PM must work with the stake- holders to determine the overall miss- sion plan for the development. The next step is determining the targeted resident demographics in mind that will lead to require- ments for lot sizes, house values and community attributes, such as walking/bike trails or play- grounds. The surrounding area will drive requirements as well. If it is in a suburb of a city with a steadily growing population, the PM likely will need to consider expansion possibilities while deliberating the overall site plan. These and many more deci- sions have to be made before begin- ning the construction phase. Once construction begins, the PM will have to monitor the overall process to ensure that requirements are being met with- in the budget and timeline and in schedule constraints. If the work on a project is going to impact the overall schedule, the PM will have to take action to mitigate risk and maintain the overall schedule. Of most, the PM is responsible for ensuring the program remains on course to execute in line with the strategic goals. While the PMO is not managing work related to building residential developments, the same concepts apply. AEDC re- quired for this mission is the pro- gram to meet the target date, the PM is responsible for ensuring the program remains on course to execute in line with the strategic goals.

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operations to resume. In January 2019, they investigat ed the possibility of renting a compressor and also purchasing additional vacuum pumps to identify an ali- olate solution. These vendors included Cum minco-Wagner, a company that had provided other subsystems to Tunnel 9 in the past. They suggested the use of a large vacuum pump system integrated into a shipping container that could be delivered as a “plug and play” solu- tion.

The Tunnel 9 team also contacted members of the Air Force Research Laboratory’s team working in Tunnel D at Ar- nold S.A.F.B. who provided quotes from other similar vendors. Following dis- cussions with the vendors, it was concluded that the direct replacement of the compressor was not feasible with a vacuum pump system. “Perfect had be- come the enemy of good enough,” said Tunnel 9 Chief Facility. We needed backup capability and had initially held the capabilities of the four-stage Vacuum Compressor Plant up the standard. A good enough system that pro- vided some capability was needed to maintain oper- ation. It may be slower, but one run a day is infi- nite for operational efficiency; “With our currently- rate than the Vacuum Sphere at a much lower pressure. Three tunnel runs per day are possible for achieving the desired pressure in the sphere at a much lower pressure. Three tunnel runs per day are possible for achieving the desired pressure in the sphere. During this outage, the fourth compressor was unavailable due to the loss of the compressor, and the system was inoperable during this period. The CVS was able to achieve the redundancy needed to fill in for the downed compressor and maintain minimum facilities down- time. The three existing compressors are used to reduce sphere pressure, at which point the CVS can be brought online to continue the process of achieving the desired pressure. Three tunnel runs per day are possible with the three compres- sors and the CVS operated in synchrony.

One tunnel run per day is possible if operations are conducted solely with the CVS. Fredrick said the possibility of increasing this number will require further effort. The CVS reduces the pressure in the vacuum sphere at a much lower rate than the Vacuum Compressor Plant. “With our currently-approved procedures and hazard analyses, we can achieve one run per day without overnight use of the fourth compressor to reduce pressure in the sphere. We believe there is a path forward that will im- prove the operational ef- ficacy of the CVS that will allow us to achieve two runs per day using solely the CVS, but this will require revisions to existing procedures and hazard analyses, as well as new procedures. We are currently attempting to implement these changes but have not yet validated that we can achieve two or three runs per day using solely the CVS.” The Vacuum Compress- or Plant will soon be taken offline for approximately three months for a planned maintenance. During that time, the CVS will serve as the sole vacuum source and will allow for the con- tinuation of test operations during the maintenance outage. “The CVS can operate independently of the Vac-uum Compressor Plant,” Fredrick said. “This will allow Tunnel 9 to continue test operations during a time of increased customer demand and still proceed with much-needed mainte- nance activities in the Vac-uum Compressor Plant.” During this outage, Tunnel 9 personnel are primarily to perform the Initial Operational Capa- bility Calibration Test for the Mach 18 capability us- ing the CVS. “The project was completed just in time and has allowed us to maintain operability during this historic increase in hypersonic ground testing,” Laf- ferthy said. “The Vacuum Compressor Plant is 50s and 60s vintage hardware and technology, requiring significant SLP mainte- nance to keep it operation- al. We have already recognized the benefits of this investment, and it has helped us look at other parts of our operation to determine where we might do things differently to improve our operational efficiency in the future.” It was an amazing team effort.” Those involved with the CVS were recently recognized. In February, the Tunnel 9 team, along with AEDC team mem- bers in Contracting and Financial Management and the Tunnel 9 System Engineering and Management Technologies, the Air Force Project Managers, the safety team, the contracting of- fice, Haig-Gathar pson, AEDC/Cumminco- Wagner; and everyone else who provided support. “I’m proud to have been a small part of and am glad that it turned out as well as it did.”

The inside of the Containerized Vacuum System (CVS) at Arnold Engineering Development Complex Hypervelocity Wind Tunnel 9 to the Tunnel 9 Vacuum Sphere, Feb. 28. The primary purpose of the CVS is to reduce pressure in the Vacuum Sphere to levels at which test operations can be performed. The CVS was installed at Tunnel 9 late last year to fill in for a compressor that went down in the Tunnel 9 Vacuum Compressor Plant. (U.S. Air Force photo by Nicholas Fredrick)
Commissary employees continue serving during coronavirus pandemic

By Jill Pickett
AEDC Public Affairs

The Commissary at Arnold Air Force Base has continued to provide safe and reliable access to food and other necessary supplies throughout the coronavirus crisis. “We serve those that serve America,” said Brandon Jelson, store director.

While grocery stores in the state have remained open, the Commissary allows active and retired servicemen and women to shop in an environment that is safe and reliable, the store director said. The Commissary at Arnold Air Force Base has continued to provide safe and reliable access to food and other necessary supplies throughout the coronavirus crisis.

The following measures have been put in place to decrease risk of coronavirus transmission for both patrons and employees:

- Everyone seeking access to the base must answer screening questions to determine if they pose an unacceptable risk of virus transmission, as determined by Base leadership.
- Everyone entering the Commissary has their ID checked to permit entry to only those with shopping privileges.
- The Base commander has directed that every person must wear a face covering while in the Commissary or Base Exchange.
- Patrons are currently not allowed to bring reusable bags into the store for use. They must use single-use bags, or during their visit, they may purchase new reusable bags for use on that visit.
- If patrons have any questions, they may call the Commissary at 931-454-7710.

By Bradley Hicks
AEDC Public Affairs

Team AEDC Frontlines

The following are the first three from the series. Please visit www.arl.army.mil and regularly to see other Team AEDC members featured.

Amy Foster is the Arnold Engineering Development Complex Chief of Program Management. Pritt, who has been at Arnold Air Force Base since May 2006, supports AEDC Test Operations Division Chief Col. Keith Rutland as his principle deputy.

Keller Pritt is the Arnold Engineering Development Complex Chief of Program Management. Pritt, who has been at Arnold Air Force Base since May 2006, supports AEDC Test Operations Division Chief Col. Keith Rutland as his principle deputy.

Kirk Rutland is the Deputy Director of the Arnold Engineering Development Complex Test Operations Division. In this role, Rutland, a Navy employee working for the Naval Air Warfare Center assigned to AEDC, who has been at Arnold Air Force Base since 2006, supports AEDC Test Operations Division Chief Col. Keith Rutland as his principle deputy.

By Jill Pickett
AEDC Public Affairs

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The Operationally Urgent posture, which in turn supports the warfighter, is essential. Support of the network, servers and systems is an ongoing requirement and even more so during this time. The BCITS team continues to provide support to AEDC during the coronavirus pandemic to ensure vital AEDC mission. Teleworking and Information Technology staff are working from their homes and teleworking at the AEDC facility.

Network Operations team members Troy Smith, right, and Ryan Eaves, work together in a storeroom May 5 at Arnold Air Force Base. The AEDC Base Communications team continues to provide support to AEDC during the coronavirus pandemic to ensure vital AEDC mission. Teleworking and Information Technology staff are working from their homes and teleworking at the AEDC facility.

“Operations that have been impacted or not able to run have not been allowed. Custom- ers understand we’re not oper- ating in a normal environment and they have been patient as we face new challenges while supporting their requirements. In addition, BCITS has been able to continue project work, as well as working on tasks that can be performed re- mote. Tasks eligible to be done at home or on base is extremely important, as well.”

De la Cerda said the efforts of the BCITS team during this time has been a source of pride for him.

“The BCITS team continues to provide excellent customer service in each area.”

More than 125 employees support the BCITS contract at Arnold, the National Full-Scale Aerodynamics Complex at Moffat Field, Edwards Air Force Base, California and the AEDC Hyperbolic Wind Tunnel 9 in White Oak, Maryland. Approximately 40 percent of this team remains on the ground supporting the AEDC mission and its customers. The remaining members of the team remain engaged in a telework environment.

De la Cerda described the BCITS team as a group of “personnel that are dedicated and professionals who are committed to sup- porting the AEDC mission and customers.”

On any given day, approximately 40 percent of the team members on Arnold AFB are responsible for supporting customers’ needs on and off the test mission.”

The BCITS team is comprised of several groups that cover a variety of functional areas. These include Test Mission Support, Systems Asset Management, Client Support and Help Desk, Computer Network Operations, Computer Network Information Assurance, Knowl- edge Management, Network Operations, Server and Systems Administration (OSA) and Tele- communications and Technical Support.

The Network Operations and Telecommunications team members reside onsite during the cur- rent posture to support mission- critical projects for AEDC projects.

An example of the latter is the renovation of the Arnold AFB classrooms, which in turn supports the warfighter, is essential. Support of the network, servers and systems is an ongoing requirement and even more so during this time. The BCITS team continues to provide support to AEDC during the coronavirus pandemic to ensure vital AEDC mission. Teleworking and Information Technology staff are working from their homes and teleworking at the AEDC facility.

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**Seven days of safety**

**Day 1 – Drink responsibly:** Driving and drinking don’t mix. Keeping alcohol in the vehicle is like having a loaded weapon with no one in control. Properly stow alcoholic beverages in the trunk of the vehicle to keep them out of the way of passengers. Keep filing cabinets and desk drawers closed. Never leave an empty bottle or can unattended. Ask if a passenger has had alcohol to determine if they are fit to drive. Be a designated driver, offer to call a cab, or use public transportation when in doubt.

**Day 2 – Fire Safety:** Fire is ever-present in the workplace. Fire and emergency equipment should be easily accessible and not blocked by clutter, stairs, and hallways. Open doors and air intakes work best in the event of a fire. Cover or remove electrical equipment that is not in use. Cover cables or replace them with a cord protector. Keep ladders from sliding, placing them on carpeted or nonskid surfaces. Keep vendors and visitors informed of safety procedures.

**Day 3 – Ladder Safety:** Ladders are one of the most dangerous tools used in the workplace. Choose the proper ladder for the job. Never work alone on a ladder. When using a ladder, make sure you have two secure points of support, one for your hands and the other for your feet. Keep the ladder level and close to the wall. Keep the ladder’s vertical face free of debris. Keep rungs aligned and unobstructed.

**Day 4 – Slips and Trips:** Keep work areas clean and free of debris, clutter, and obstacles. Keep walking and standing surfaces clean and free of breakables. Keep hallways free of debris, clutter, and obstacles. Keep stairways and hallways free of breakables. Keep walkways and stairs free of debris, clutter, and obstacles.

**Day 5 – Tenting and Walking:** Researcher’s had found, in over a decade’s time testing and walking, had caused more than 11,100 injuries. Don’t let your last text be your last words.

**Day 6 – Heat Injury:** During the summer, the heat can cause serious physical injuries to your body. The sun can warm the body too quickly to the point of overheating and can be deadly. Avoid working outside in the heat, especially if you are not used to the heat. Keep yourself hydrated and cool by drinking plenty of water. Wear light-colored, loose-fitting clothing.

**Day 7 – BBQ Safety:** Grill outside and away from any structures. Make sure your grill is stable, keep your grill clean, and check for proper latches on your gas grill. If the flame goes out, wait to re-light, be careful around your grill, be careful with charcoal stove fuel, and wear the right clothing.

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**United Way of Highway 55 receives $25K from Bechtel Group Foundation**

By Bob Pullen

The Bechtel Group Foundation is donating $5 million to communities across the United States, including with the coronavirus pandemic, in partnership with the crowdfunding nonprofit GlobalGiving, and $20,000 of those dollars will be sent directly to the United Way of Highway 55 in Tallahassee, Florida.

The Foundation will award direct grants from the newly established, Bechtel COVID-19 Relief Fund to charitable organizations in smaller U.S. communities that are the home to large Bechtel projects. This includes the Arnold Engineering Development Complex at Arnold Air Force Base because National Aeronautics and Space Administration (NASA), the Test, Operations and Support (TOS) contractor there, is a Bechtel-led company. According to the U.S. Department of Commerce, 2019 is the latest data available, approximately 50% of the U.S. workforce is employed in the manufacturing sector. Bechtel's contribution will be in the form of a direct grant to the United Way of Highway 55 in Tallahassee, Florida.

The Bechtel Group Foundation is a charitable organization that seeks to improve the quality of life in communities through the support of education, health, and the arts. The Foundation works with partners to address the needs of communities that are impacted by the funding.

The Bechtel Group Foundation is a non-profit organization that is sole source for the United Way of Highway 55. The Bechtel Foundation is a non-profit organization that works with local United Way organizations to help communities in need. The Bechtel Foundation is a non-profit organization that works with local United Way organizations to help communities in need.

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**By 108th Wing**

**J O I N T B A S E M - G U I R E-D I X- L A K E H U - B Y , N . J . - D a y 1 - D r i n k i n g a n d D r i v i n g:** When an Airman receives a Driving Under the Influence (DUI) charge, they are subject to receive both a civil conviction, if caught off base, as well as a punishment at their commander’s discretion. The final sentence could result in thousands of dollars in fines, suspension of one’s license, negative paperwork, administrative demotion and possible loss of career. The United Way of Highway 55 is a non-profit organization that works with local United Way organizations to help communities in need. The Bechtel Foundation is a non-profit organization that works with local United Way organizations to help communities in need. The Bechtel Foundation is a non-profit organization that works with local United Way organizations to help communities in need. The Bechtel Foundation is a non-profit organization that works with local United Way organizations to help communities in need. The Bechtel Foundation is a non-profit organization that works with local United Way organizations to help communities in need.