Project Phoenix achieves milestone, delivers capability upgrade to existing AEDC facilities

By Jill Pickett
AEDC Public Affairs

The renovation of J-5 at Arnold Air Force Base from a large rocket motor test facility to a large-scale, clean air, variable Mach, hypersonic test facility, known as Project Phoenix, recently reached another milestone with the installation of a large, high-pressure air, or HPA, bottle farm.

“This is the first of many new capabilities Project Phoenix will bring to Arnold Engineering Development Complex in support of the National Defense Strategy,” said Elijah Minter, Central Test and Evaluation Investment Program Hypersonics Portfolio manager and project director. “The project has been funded by the Central Test and Evaluation Investment Program since 2017. Project Phoenix is the first large-scale capability addition to AEDC in many years and is something the team is very proud to be a part of.”

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New F135 hardware undergoes accelerated mission testing at Arnold AFB

By Jill Pickett
AEDC Public Affairs

The Pratt & Whitney F135 engine, which powers the F-35 Joint Strike Fighter, is back at Sea Level Test Cell 3, or SL-3, at Arnold Air Force Base for another round of accelerated mission testing, or AMT, to validate new hardware.

AMT provides a means to test engines through a full life cycle of operations in a compressed timeframe.

“The AMT is our primary vehicle to evaluate, validate and gain exposure in a compressed timeframe. It’s something the team is very proud to be a part of,” said Jill Pickett, AEDC Public Affairs.

The Pratt & Whitney F135 engine undergoes accelerated mission testing in Sea Level Test Cell 3 at Arnold Air Force Base, Nov. 15.

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Mentorship can help AEDC Air Force “hone edge in air and space”

By Maj. Ali Hemdani

HOLLOM AFB AIR FORCE PLANNING CENTER (AFPC) — The Arnold AFB Golf Course is a beautiful place that, for many, serves as a relaxing refuge from the stresses of day-to-day life. As golfers often describe it, the Arnold AFB Golf Course is a fantastic place to unwind, as it offers an escape from the hustle and bustle of the Arnold AFB environment.

The Arnold AFB Golf Course is not only a place where individuals can unwind and take a break from their daily routines, but it is also a place where individuals can bond with one another. Many of the Arnold AFB Golf Course staff have been with the Arnold AFB Golf Course for many years, and they have shared their personal experiences and stories about the Arnold AFB Golf Course with one another.

As the Arnold AFB Golf Course staff continue to work together, they share their personal experiences and stories about the Arnold AFB Golf Course with one another. This sharing of experiences and stories is important because it helps to create a sense of community among the Arnold AFB Golf Course staff. It also helps to create a sense of trust and respect among the Arnold AFB Golf Course staff, which is important because it helps to create a positive and productive workplace environment.

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existing bottle farm at the Aerodynamics and Propulsion Test Unit at Arnold AFB, the new bottle farm will allow test engineers to achieve test conditions for durations representative of actual flight profiles at the J-5 facility.

“The new bottle farm more than doubles the Arnold storage capacity of the existing HPA distribution network and is the largest single volume of HPA on base,” said Chris Rogers, Hypersonic Test Capability Improvement lead engineer.

The bottle farm consists of 288 pressure vessels and will be integrated into the existing HPA distribution network at Arnold AFB that supports a variety of test cells. Once connected to the rest of the base next year, the added HPA capacity will allow multiple facilities with varying HPA requirements to test concurrently and increase test productivity.

“The new HPA bottle farm will be the first system to be delivered by Project Phoenix to AEDC for base utilization,” Rogers said. “It is the culmination of three years of design and installation efforts by multiple contractors working together to successfully execute the project.”

Phenomenex from page 1

A high-pressure air bottle is lifted and lowered into place in the J-5 test facility bottle farm Aug. 26 at Arnold Air Force Base. (U.S. Air Force photo by JW Pickett)

A total of 288 pressure vessels make up the J-5 bottle farm, shown here Oct. 20, which will supply high-pressure air to test facilities at Arnold Air Force Base. The tan building at left will house the test section of the large-scale, clean air, variable Mach, hypersonic test facility. (U.S. Air Force photo by JW Pickett)

ACCELERATED from page 1

estimates they will have conducted 1,777 air-on sea-level hours, and 135 RAM hours. During sea level operations, the facility is operated at ambient air conditions. RAM operations involve using test facility compressors to increase engine inlet pressure and temperature simulating high-speed travel at low altitudes, a harsh environment for engine operations.

Over the course of these hours, the test plan calls for more than 5,000 total accumulated cycles, or TACs. A TAC is a measurement of engine operations accounting for various actions, such as powering up and achieving military thrust, which are responsible for wear and tear on the engine.

“I am repeatedly impressed by the discipline and drive of the entire AMT team,” said Lt. Col. Lane Haubelt, chief of the Propulsion Test Branch. “AMTs are a unique tool that allow insight into important questions on the reliability, maintainability and cost of engine improvements well prior to their deployment across the entire fleet.

“The significant commitment required to execute an AMT highlights the importance of disciplined execution, robust analysis and cooperation between AEDC, the engine manufacturer and the program office. The extended hours in the control room and test cell, the long weekends inspecting and maintaining the test engine, and the countless days spent pouring over data ensure our warfighter and nation are equipped with reliable and cost-effective propulsion systems.”
Each year, team members across Arnold may sponsor “angels” from a list shared with the workforce. These angels are area children who may not otherwise receive Christmas gifts from family members due to their financial situation.

The AEDC Angel Tree drive isn’t just about providing local children with toys for Christmas. Those sponsoring an angel or, in some cases, multiple angels purchase gifts based on each angel’s specified wants, such as action figures, dolls, LEGO’s, Play-Doh and Nerf guns, and needs, such as socks, sweaters, coats and bedding.

“There’s a healthy mix of wants and needs, and the volunteers from my team have been more than happy to accommodate not just the needs, but also the wants as well to make sure that the children have a happy holidays with not only things they need for the day to day, but the things that they want to enjoy,” Velez said.

Since the late 1990s, organizers of the AEDC Angel Tree program at Arnold have worked with the Center for Family Development in Shelbyville. The base is among the businesses and organizations that receive a list from the center. When this partnership began more than two decades ago, there were around 30 children on the Angel Tree list provided to Arnold. As the number of people seeking support through the Shelbyville center has increased, so has the number of children on the list.

In 2019, personnel at Arnold provided gifts for more than 130 area children. Last year, an increased need in the community, perhaps caused by the ongoing COVID-19 pandemic, was no match for the generosity of the Arnold workforce. More than 200 children were sponsored during the 2020 Angel Tree drive. Again this year more than 200 children received sponsorship from those at Arnold.

Benita Caldwell with the Center for Family Development described the relationship between the center and Arnold as “wonderful,” as a call is placed to the center each year to request an Angel Tree list ahead of Christmas time. She added center staff are very appreciative of the assistance those at Arnold provide.

“It’s amazing the support they give to the families,” she said. “We wouldn’t be able to do what we do without their support.”

Velez said many across Arnold were eager to help and take part in the 2021 drive.

“As soon as the information was starting to get out there, I had people requesting to help immediately,” he said. “A lot of people did inquire about this, so next year I will ensure that whoever is running it, whether it’s myself or not, that we’re able to get the word out sooner and be able to get folks signed up sooner.”

Sponsors were able to drop off gifts at several locations across Arnold throughout the 2021 Angel Tree drive. The majority were stored in the former barber shop ahead of Dec. 6, when representatives with the Center for Community Development visited to collect the gifts provided by Arnold personnel. Some members of Team AEDC assisted those from the center in the loading of the presents.

Velez expressed his appreciation to all who sponsored an angel and assisted with the program this year.

“I am extremely grateful to those who decided to and were willing to help out, not just with the physical aspect of carrying toys around, but also the financial aspect because, as we know, COVID has really hit all of us in some sort of fashion,” he said. “But AEDC team members really did step up and ensure that they were able to help out in any way that they could.”

Disclaimer: The Angel Tree program is a private organization which is not part of the Department of Defense or any of its components and has no governmental status.
**AEDC leadership to kick off 2022 with virtual town hall**

**By Dan Hawkins**

**AEDC Public Affairs**

by Email: AEDC.Army-Airfield@us.af.mil; Phone: 931-273-3405

December 20, 2021

AEDC leadership to kick off 2022 with virtual town hall, Jan. 7, 2022, at 12 p.m. (CDT) via ZoomGov. AFMC leadership will host a command-wide virtual town hall, Jan. 7, 2022, at 12 p.m..

The live event will be broadcast via ZoomGov and is open to AEDC personnel. The session link will be sent to personnel with planning and integration. Any questions regarding the event will be sent to the AFMC public affairs office.

The full video will be available following the event along with a transcript for review by those unable to watch the live event. Any questions submitted during the event will be answered subject to time limitations.

**AFCEC demonstration explores new CE technologies**

**By Emily Michud**

**AFMCC Public Affairs**

January 7, 2022

The Air Force Materiel Command (AFMC) leadership will host a command-wide virtual town hall, Jan. 7, 2022, at 12 p.m. (CDT) via ZoomGov. This will be the second annual event following the first in 2021. It will provide an opportunity for AFMC personnel to submit questions about the event page on the AFMC Facebook and Twitter pages. Pre-event submissions will be accepted until Dec. 30.

Individuals are highly encouraged to submit questions before the town hall on the event page on the AFMC Facebook and Twitter pages. Pre-event submissions will be accepted until Dec. 30.

As the Air Force Installation and Mission Support Center, AFCEC supports the AFMC mission in play,” added José Alfonso, CEO of AEDC.

The Air Force Materiel Command leadership will host a command-wide virtual town hall, Jan. 7, 2022, at 12 p.m. (CMT) to discuss current topics of interest and adjust their mission to match AFMC’s changing mission. The event will be streamed on the AFMC Facebook and Twitter pages.

The full video will be available following the event along with a transcript for review by those unable to watch the live event. Any questions submitted during the event will be answered subject to time limitations.

**Questions regarding the event can be sent to the AFMC public affairs office.**
Introducing BRAVO: A hackathon series for Air Force, industry

By Secretary of the Air Force Public Affairs

WASHINGTON (AFNS) -- The Air Force’s new STITCH-ES Warfighter Application Team, or SWAT, in close coordination with the Office of the Chief Information Officer, AFWERX, Air Combat Command, the Joint Artificial Intelligence Center and others are starting the first known Department of Defense-wide classified innovation hackathon called BRAVO @ Nellis Jan. 5-12 at Nellis Air Force Base, Nevada. A hackathon is an innovation event commonly employed by security communities and technology companies, in which teams self-form and develop working prototypes urgently in response to challenges, all accompanied with data.

In an unprecedented collaboration of Air Force, Navy, Army, and Department of Defense civilians, with an expected 10-plus industry companies, hackers – data scientists, product managers and engineers – will rapidly prototype capabilities of their choosing on Air Force Weapons System data with mentorship from Air Force and DOD leaders.

Unlike other DOD technical environments, BRAVO will allow hackers to bring open source or proprietary software into the environment quickly, such as the JAIC’s Joint Common Foundation development platform. This allows for unprecedented software collaboration to be used on classified DOD data.

“I began planning this hackathon with a peer, Jimmy Jones, this summer while still at DARPA before being hired by the USAF,” said Stuart Wagner, chief digital transformation officer for the Department of the Air Force. “We realized the extent of underleveraged raw data available from various Air Force weapons systems and we want to fundamentally shift Joint All Domain activities from talk and imagination exercises to development exercises on real weapons system data.”

Wagner, a former software developer at Microsoft, coded a sex trafficking disruption prototype on a winning Microsoft hackathon team after just three months working there. That capability, now known as Freedom Signal, has since scaled to dozens of police departments and non-profit organizations around the United States.

“This is a beta test of a radical military innovation model that will allow any capable DOD civilians or military members to build and validate capability and impact U.S. and foreign partner national security after one week of effort. Once we validate our model, we will scale this to 500+ inter-service, inter-agency, foreign partner hackers,” Wagner said.

The BRAVO hackathon series is named from Project B, a 1921 series of joint Army-Navy target exercises conducted on surplus ships in response to Army Brig. Gen. Billy Mitchell’s claim that bombers sink battleships. This claim undermined the then current investments and strategy of the Navy and then Department of War. Project B was authorized by SECWAR and SECNAV to disprove and disgrace Mitchell by demonstrating the insignificance of airpower. Mitchell instead directed his bombers to destroy all the test ships, changing military strategy, defense resourcing for aeronautics and aircraft carriers, and ultimately the Department of War by proving the need for a separate Air Force military department.

Styled off Project B, BRAVO hackathons are sponsored by senior DOD leaders to provide technical and cultural innovation environments that enable government and industry to test and validate bold ideas on real DOD data. These events align under Air Force Chief of Staff Gen. CQ. Brown, Jr.’s Sept. 17 memo requiring senior leaders to enable Airmen to experiment and innovate.

A limited number of spots remain for members of government who are interested in attending. Registration remains open until Dec. 15: https://docs.google.com/forms/d/e/1FAIpQLSc-bQ_ZvK3y2BoIZHUZNU2e-kJ4s9fijx6e0I9KkjAEgrA/viewform.

Project B proved bombers beat battleships and kickstarted a century of airpower innovation. Although the exercises validated Army Brig. Gen. Billy Mitchell’s claim that bombers sink battleships, he was never promoted to a role to lead the change. In 1925, he provided a lengthy statement, summarized as: "All aviation policies, schemes, and systems are dictated by non-flying officers of the Army or Navy who know practically nothing about it." He was consequently court martialed.”

(Courtesy photo)
Introducing BRAVO: A hackathon series for Air Force, industry
Remote control aircraft tug creates safer work environment

By Joseph Mather

ROBINS AIR FORCE BASE, Ga. – Remote controlled tugs are being used to move F-15 aircraft around the flight line and through hangars at Robins Air Force Base, Georgia. F-15 aircraft maintenance workers with the Warner Robins Air Logistics Complex have taken TOWFLEXX 5.4 or TF-5, low profile aircraft tugs to move F-15 aircraft around hangars where traditional tugs can’t maneuver.

Carl Motter Jr., 402nd Aircraft Maintenance Group TOWFLEXX program manager, said they researched new technology that could turn an F-15 aircraft in a 45-foot circle inside the high bay area of building 125.

“The conventional tug and tow bar configuration would not clear tight constraints inside of this building for turning and positioning aircraft,” he said.

“But with the TF-5, there is greater mobility and less repositioning involved to place an aircraft in a work stand, and it can handle any aircraft up to 120,000 pounds.”

Motter said the TF-5 does not require fuel. It is powered by four 12-volt direct current, 200 AMP/hour batteries, he said. “It meets the new regulations for all green procurement for the Department of Defense,” he said.

Motter said safety comes first when using the TF-5.

“The TF-5 operator uses a remote control belly pack to control the tug while attaching, moving and releasing any aircraft with 360 degrees of walking around capability,” he said. “No one has to sit under the aircraft while positioning or moving the aircraft.”

Also there are no harmful exhaust fumes or loud engine noises while maneuvering an aircraft through a hangar,” he continued.

In addition, there are cost savings while using the TF-5, Motter said.

“Labor cost is reduced by $240 an hour per aircraft that needs to be positioned into the next workstation,” he said. “It’s a huge productivity increase and with the need to utilize existing hangars space, new technology will be required to maintain this country’s assets around the world,” he said.

In addition to F-15s and other aircraft under 120,000 pounds, the TF-5 can be loaded into a 65-foot circle inside the A-10, F-16, F-22, F-35 aircraft. The TF-5 can be loaded into any cargo plane and transported to any destination around the world, he said.

“TF-5 tug will have an opportunity to learn how to properly use and set up the TF-5 on an F-15 before using them, Motter said.

“The 402nd AMXG worked with the Robins Air Force Base training group to develop courses for members in the F-15 Squadron, he said. “Any mechanic that goes through the WR-ALC training course and acquires a certificate of completion after passing the course will be capable of operating the TF-5.”

The TF-5 can be loaded into any cargo plane and transported anywhere in the world where tugs and tow bars have not been shipped,” he said. “This will allow the advance deployment personnel to move aircraft like never before around the flight line and through hangars at Robins and throughout the military.

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The TF-5’s small size and capabilities allows the tug to be an easy item to deploy.

“The TF-5 can be used for long distances, a conventional tug and tow bar will be used.

“The TF-5 will be used to move F-11s and other aircraft under 120,000 pounds,” he said. “For long distances, a conventional tug and tow bar will be used.”

The personnel in the F-15 flight line will have an opportunity to learn how to properly use and set up the TF-5 on an F-15 before using them, Motter said.

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AFMC Connect
December focus: Hope

By Estella Holmes
AFMC Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – As Air Force Materiel Command team members reflect on the passage of another year, it is also time to look to the future with hopeful anticipation.

Hope is the AFMC Connect focus for December.

Hope is the expectation of positive things to come. Many view the year to come with a positive outlook and anticipation of success. Others might find the entire season both challenging and stressful.

Strategies to help an Airman challenged with a hopeful outlook might include:

• Formulating plans for the future and steps to achieve them

Promoting an environment where seeking help when needed is common

Being there for a member who is struggling in order to help them feel less alone

Leaders can create an environment that supports members when they face challenges and promotes the benefits of seeking help.

Helping agencies can be found at Employee Assistance Program (EAP) and Military One Source.

The AFMC Connect Implementation Guide is available as a resource. In addition, information on leading discussions on hope can be found on the AFMC website.

AFNWC collaborates on production of modernized nuclear bomb

By Leah Bryant
AFNWC Public Affairs

KIRTLAND AIR FORCE BASE, N.M. – The Department of Energy’s National Nuclear Security Administration rolled out the first production unit of the B61-12 nuclear bomb at its Pantex plant in Amarillo, Texas, Nov. 23.

The B61-12 is DOE’s first major modernization program of an Air Force nuclear warhead in over 50 years and the Air Force Nuclear Weapons Center here collaborated closely with NNSA on this effort in design, development, qualification, and component production.

For example, AFNWC led the development and production of Boeing’s new guided tail kit for the B61-12 and weapon integration with B-2, F-15E, F-16, PA-200 and F-35 aircraft.

In close coordination with NNSA and multiple Air Force participants, AFNWC also helped conduct an intensive test program of over 70 successful flight tests.

“The first production unit is a major milestone in the modernization of this Air Force nuclear deterrent, which plays a primary role in the NATO alliance,” said Col. Frederick Hunt, director, AFNWC air-delivered capabilities.

“As we in AFNWC know well, every weapon is the product of a partnership between the Department of Defense and Department of Energy. Achieving this major milestone for the B61-12 is a testament to that partnership and the hard work of all involved,” said Maj. Gen. Anthony Genatempo, AFNWC commander and Air Force program executive officer for strategic systems. “It also demonstrates how we can work together with our nuclear enterprise partners to provide 21st-century deterrent capabilities to the United States and its allies.”

According to NNSA officials, many modifications have been made to improve the B61 since it first entered service in 1968. During the B61-12 life extension program, the bomb’s components were refurbished, reused or replaced to extend its service life by at least 20 years. The B61-12 will replace three B61 models currently in the U.S. nuclear stockpile (B61-3, -4, and -7). They anticipate starting its full-scale production in May 2022 and completing production in FY 2026.

“This is a critical capability needed by the warfighter that they will have soon and our adversaries are taking note,” Genatempo said.

Headquartered at Kirtland AFB, New Mexico, AFNWC is responsible for synchronizing all aspects of nuclear materiel management on behalf of Air Force Materiel Command, in direct support of Air Force Global Strike Command. The center has about 1,800 military and civilian personnel at 17 locations worldwide.

Fellow Airmen, as well as helping agencies, can provide hope during, what is for some, a challenging season. (Courtesy graphic)
Workshop unites digital-first experts on transformation

By Marisa Alix-Novotelski
Air Force Materiel Command

An Air Force Materiel Command digital campaign office helped industry and government officials plan a digital-first workshop.

Workshop organizers suggested that the event would draw 250 to 300 attendees.

While we targeted specific attendees for the event, many actually forwarded the invite to other practitioners, thereby creating a larger network of digital culture change agents. "This event was focused on initiating a culture shift and empowering the grass roots workforce to drive change from the bottom up," said Kyle Hurst, director, Air Force Digital Transformation Office. "The excitement around this initiative exceeded our expectations. While we targeted specific attendees for the event, many actually forwarded the invite to other practitioners, thereby creating a larger network of digital culture change agents."

Digital transformation focuses on delivering better capabilities to warfighters which requires a revamp of traditional acquisition processes. To be successful in this effort, said Hurst, it is critical that stakeholders across the acquisition lifecycle embrace innovative and emerging technologies, tools and processes to deliver what the Air Force needs faster than we are. To ensure we are postured to win the next high-end fighters, which requires a revamp of traditional acquisition processes. To be successful in this effort, said Hurst, it is critical that stakeholders across the acquisition lifecycle embrace innovative and emerging technologies, tools and processes to deliver what the Air Force needs faster than we are.

"This was not a top-down discussion; rather, the participants led the discussion, which focused on driving action," said Hurst. "Attendees were enthusiastic about the experience, which gave them ownership of the process. In addition, the exposure to a broader range of fellow digital practitioners in fields ranging from engineering and logistics to contracting, financial management, program management and more helped drive home that transformation must occur across all domains in order to be successful." Hurst and his team will use the inputs and feedback from the event to develop a long-term roadmap for the overall Air Force transformation initiative. As they solidify priorities, the team plans to launch a number of work streams to help focus digital efforts across multiple mission areas.

"We’re engaging digital-first minded Airmen and Guardians in a new way by using innovative collaboration and ecosystem-building software and methodologies to rapidly deliver impact, said Hurst. "This is just the beginning. Culture change is rapidly coming, and we're looking forward to taking the lead."

National Aerospace Solutions recognizes 2021 Salute to Excellence award winners

By Sheila Gideon

National Aerospace Solutions, LLC., employees were recognized Dec. 6 with NAS Salute to Excellence employee awards at Arnold Engineering Development Complex, or AEDC.

Employees are nominated annually for Salute to Excellence awards based on their superior performance in supporting the company’s core values and in technical excellence. Out of approximately 1,700 NAS Team employees, 80 were nominated, and only 16 selected.

Award winners, their supervisors and presenters gathered for a recognition ceremony at the Arnold Air Force Base Main Auditorium. Richard Tighe, Ph.D., NAS General Manager, welcomed the elite group, remarking that those in the room represent the best of our highly qualified workforce.

“You are an impressive group, and you are being recognized for strong leadership in addition to significant impacts made over an extended period of time. You have each made notable contributions to NAS performance in support of the AEDC mission,” Tighe said. “You are setting the standard for NAS at AEDC. We need people like yourselves to step up and demonstrate excellence.”

The award winners represent a diverse cross section of the NAS workforce. Some winners have worked at AEDC for 40-plus years while others have only been a part of the team for a few years. Winners included craft technicians, engineers and non-manual business personnel.

Tighe thanked those who took the time to submit a nomination; it’s a time consuming and detailed task. He also thanked the selection committee, recognizing the fierce competition which made it tough to decide. Finally, he thanked Tina Bonner from NAS Human Resources for coordinating the employee recognition program.

At a separate event on Dec. 13, the 80 nominees were recognized with an NAS coin and gift card.

National Aerospace Solutions recognizes 2021 Salute to Excellence award winners

Erik Graubner
Information Technology Engineer Instrumentation, Data & Controls Branch Quality Award

Robert Forde
Instrumentation, Data & Controls Engineer Instrumentation, Data & Controls Branch Quality Award

Matthew Kennedy
Information Technology Specialist Flight Branch Quality Award

Robert McPandrick
Instrument Technician Flight Branch Quality Award

Christopher Broadrick
Work Control Supervisor Technology Innovations Branch Safety Award

Hunter Holcomb
Test Operations Engineer II Aeropropulsion Branch Security Award

Thomas King
Information Technology Engineer Instrumentation, Data & Controls Branch Innovation Award

Lisa Yelisko
Project Controls Supervisor Project Controls Branch Customer Service Excellence

James Howard
Capital Project Manager Aeropropulsion Branch Project Leader of the Year

Garry Burnett
Pipeliner Lead Technology Innovations Branch Craftsman (Lead) of the Year

Harli Nunley
Electrician Test Controller I Flight Branch Craftsman (Journeyman)/Technician

Jim Childers, Jr.
Senior Staff Engineer & Subject Matter Expert for Test Assets Technology Innovations Branch Engineer of the Year

Juergen Joellenbeck
Test Operations Engineer III Aeropropulsion Branch Operations Support Engineer of the Year

Allen Gilmer
Craft Superintendent/ Craft Supervisor Flight Branch Superintendent of the Year

Christopher Bird
Information Technology Engineer Instrumentation, Data & Controls Branch Mentor of the Year

Christopher Byron
Mechanical Engineer II National Full-Scale Aerodynamics Branch Design/Analysis Engineer of the Year

Photo unavailable for the following award winner:

James Howard
Capital Project Manager Aeropropulsion Branch Project Leader of the Year

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