



# HIGH MACH

Serving the World's Premier Flight Simulation Test Complex



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## F135 test demonstrates success of AEDC workshare initiative

By Deidre Ortiz  
ATA Public Affairs

"The workshare initiative is an example of how AEDC consistently improves the test experience," said Dan Blaettler, program manager of U.S. Air Force Engine Component Improvement.

Blaettler's comment is in reference to the Accelerated Mission Testing (AMT) of the F135-PW-100 Conventional Take Off and Landing/Carrier Variant (CTOL/CV) occurring in the Sea Level 2 (SL-2) test cell at Arnold Air Force Base. The F135 engine, which has been tested at AEDC since 1999, powers the F-35 Joint Strike Fighter.

As part of the workshare efforts now being implemented at Arnold Air Force Base, AEDC test teams have taken on responsibilities that are usually held by the original equipment manufacturer. This new process was displayed during the F135 AMT when testing was performed for

a day without assistance from Pratt & Whitney personnel – a milestone event for AEDC.

John Kelly, AEDC F135 test manager, stated that in the past an F135 AMT in the sea level test cells SL-2 or SL-3 required at least two Pratt & Whitney test engineers, one mechanic, one instrumentation tech and one controls engineer from United Technology Corporation Aerospace Systems.

"Due to the workshare program we've initiated at AEDC, we've been increasing the role of AEDC in SL AMTs," he said. "When we ran on Nov. 26, we ran E116 with only AEDC and ATA personnel and the Hamilton Sundstrand controls engineer. No Pratt & Whitney personnel were on-site for the testing. We were able to prep the engine for the test, which includes a walk around inspection to ensure the engine is properly configured. We then accomplished the day's testing followed by completing

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ATA Test Engineer Darren Carroll, pictured in front, assists as Pratt & Whitney Test Engineer Ronnie Thomas does a borescope inspection of the fan on the F135 engine. (Photo by Jacqueline Cowan)

## AEDC committee announces Black History luncheon

### Celebrating a century of African American life, history and culture

By Raquel March  
ATA Public Affairs

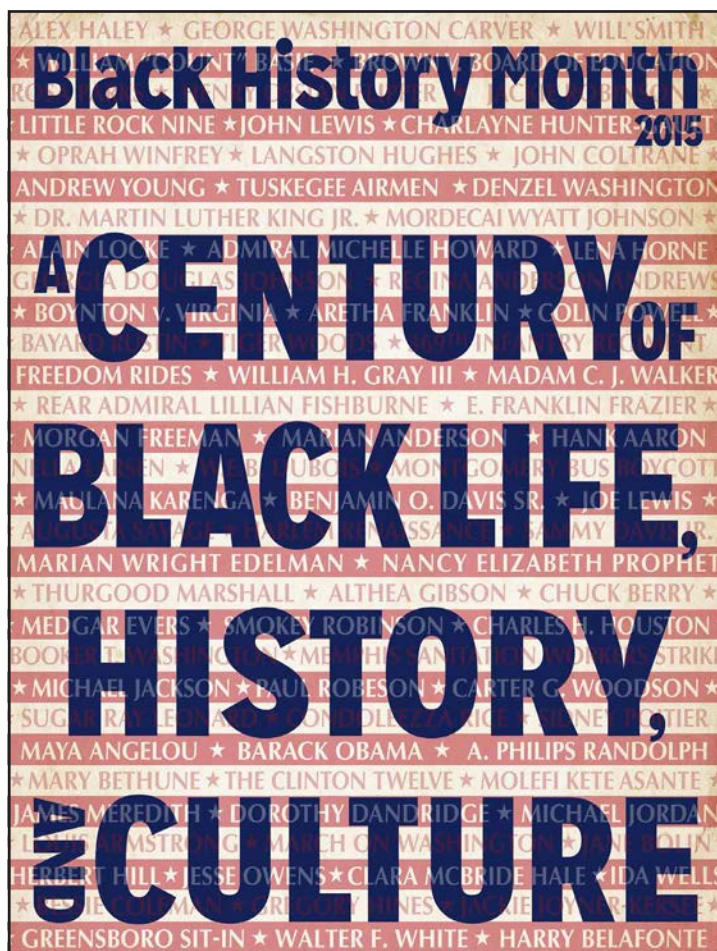


Lt. Col. Anthony Walker

The African American Heritage committee will hold a Black History luncheon Feb. 19, 11 a.m., at the Arnold Lakeside Center where they will celebrate African American contributions in history and culture.

The 2015 Black History theme, established by the Association for the Study of African American Life and History (ASALH), is "A Century of Black Life, History and Culture." The theme represents how African American lives have become major forces in the history of the United States and the world.

The luncheon speaker is Lt. Col. Anthony Walker, the director of the AEDC Aeropropulsion Ground Test Branch and the Aeropropulsion Combined Test Force. He leads a team of more than 500 Air Force and Navy government and contractor individuals. Additionally, he manages the \$4 billion facility requirements and resources supporting unique test capabilities including sea level, simulated altitude, high



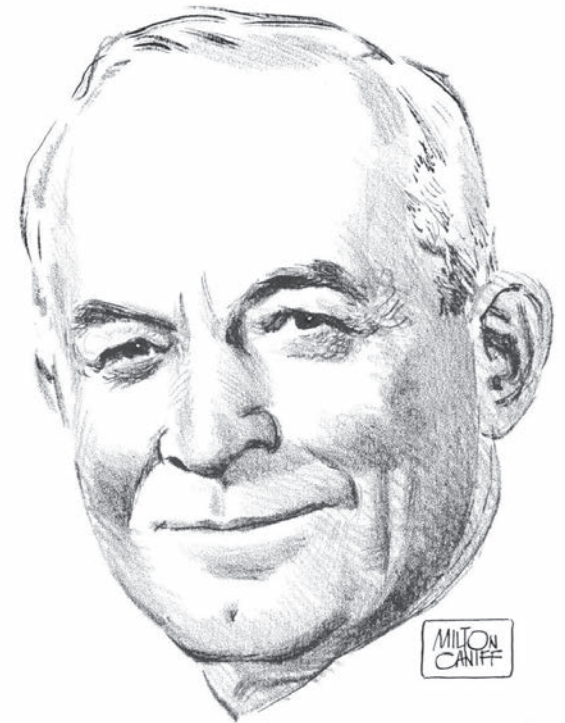
Mach up to hypersonic speeds.

Walker received a bachelor degree in mechanical engineering from Tuskegee University in 1997. He is a 2002 graduate of Flight Test Engineer U.S. Air Force Test Pilot School, Edwards Air Force Base, Calif. He has held a variety of assignments in the Air Force specializing in air and space testing, foreign military sales, and various areas of systems acquisition and sustainment. Walker also served as an exchange officer with the Japan Air Self Defense Force in Japan and was selected for the

Department of State Immersion Program by the Air Force Chief of Staff Political Advisor. He has been assigned as officer aircrew in multiple aircraft systems accruing over 400 flying hours.

Reservations must be made no later than Feb. 13. Tickets may be purchased by non-Services members for \$11 and by Services members for \$10. AEDC personnel may make reservations at <https://ata.arnold.af.mil/rsvp/>. Cash purchases of tickets may be made by calling 454-4823, 454-6804, 454-6557 or 454-4949.

## AEDC 2015 Fellows nominations needed by March 25



By Raquel March  
ATA Public Affairs

Fellow must personally have made sustained, notable and valuable contributions in aerospace ground testing at AEDC.

AEDC is currently accepting nominations for the 2015 Fellows Program with submissions due no later than March 25.

Established in 1989, the Fellows program recognizes AEDC individuals who have made substantial and exceptionally distinguished technical contributions to the nation's aerospace ground testing capability at AEDC.

Since the inception of the program, AEDC has bestowed the complex's highest honor to a total of 83 individuals (Fellows, Craftsmen Fellow, Lifetime Achievement Fellows and Honorary Fellows).

AEDC Fellow nominations may be submitted by any present or former AEDC government or operating contractor/subcontractor employee. All current or retired military, civilian and operating contractor and subcontractor personnel assigned or previously assigned to AEDC can be considered candidates for selection as an AEDC Fellow. Candidates qualified for consideration as an AEDC

Fellow nominations may also be submitted in the same manner as the AEDC Fellow nominations. All current or retired military, civilian and operating contractor/subcontractor personnel assigned, or previously assigned, to AEDC can be considered candidates for selection as an AEDC Craftsman Fellow. The Craftsman Fellow category recognizes exceptional craftsmen who possess the ability to identify customer requirements and respond with sustained technical innovations, working effectively and efficiently as part of technical teams and have dedicated their careers to the success of AEDC's mission. They must have personally made notable and valuable lifetime contributions to AEDC in any area relevant to the AEDC mission.

AEDC Lifetime Achievement

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**HIGH MACH**

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An Air Force Materiel Command Test Complex

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**For general information about *High Mach*, call (931) 454-5655 or visit [www.arnold.af.mil](http://www.arnold.af.mil).**

**The complex's vision:** Be the nation's best value ground test and analysis source for aerospace and defense systems.

**Core Values**

- Integrity first
- Service before self
- Excellence in all we do

**Vision**

*"ATA will be a trusted partner in delivering best value warfighter support and asset stewardship to AEDC"*

**Core Values**

- Be accountable for our own actions
- Ensure the safety of individuals and equipment
- Demonstrate the highest integrity and ethical standards
- Communicate clearly and openly
- Deliver professional and technical excellence
- Nurture, enable and treat people fairly
- Align with customer goals and objectives
  - Use disciplined and innovative processes
- Continually improve in all that we do

# Be prepared for winter storms and extreme cold

**AEDC Safety, Health and Environmental**

Major cities – including New York City, Boston and Philadelphia – were largely shutdown Jan. 26.

Rhode Island declared a travel ban, and airports in a large portion of the Northeast cancelled flights. So far, we've been spared, but extreme cold and ice or snow storms can happen here. Most of us have experienced at least one ice storm; many remember March 11-12, 1993, when two to four feet of snow blanketed Middle Tennessee overnight. And we can all remember the sub-freezing weather of a few weeks ago.

AEDC Emergency Management offers a few suggestions for taking care of ourselves before, during and after periods of extreme winter weather:

**Before extreme cold arrives**

- Ensure walls, attics,

crawl space and pipes are properly insulated.

- Caulk and weather-strip doors and windows.
- Install storm windows or cover windows with plastic from the inside.
- Acquire safe emergency heating equipment.
- Install and check smoke and carbon monoxide detectors.
- Prepare your vehicle. Install winter tires. Get an ice scraper and small broom or brush for ice and snow removal. Stash a blanket and unperishable food and water. Maintain a near-full tank of gas.

**During times of extreme cold if indoors**

- Stay indoors and dress warmly.
- Listen to local weather for the latest up-

dates.

- Conserve fuel. Close off unused rooms. Set the thermostat to 65 degrees Fahrenheit during the day and 55 degrees Fahrenheit at night.
- Let faucets drip to avoid freezing; know how to shut off water valves.

**If Outdoors**

- Dress warmly in loose-fitting, layered, light-weight clothing; wear gloves and appropriate footwear and headgear. Try to stay dry.
- Cover your mouth to protect your lungs from extremely cold air.
- If you go out to shovel snow, do a few stretching exercises to warm up your body.
- Watch for symptoms of frostbite or hypothermia.

- Avoid overexertion. Unaccustomed exercise and cold weather put added strain on the heart and can lead to heart attack or worsen other medical conditions. Break often during strenuous activities.

**If stranded in a Vehicle**

- Stay in the vehicle. Do not leave to search for assistance unless you see a building close by where you know you can take shelter.
- Display a trouble sign. Hang a brightly colored cloth on the antenna.
- Occasionally run the engine (about 10 minutes per hour) to keep warm. Avoid carbon monoxide poisoning by keeping the exhaust pipe clear of snow and opening a down-wind window slightly for ventila-

tion.

- Turn on the dome light at night.
- Try not to stay in one position too long. Do minor exercises to keep circulation flowing. Clap hands and move arms and legs occasionally.
- Huddle together for warmth. If blankets are unavailable, use newspapers, maps, and even removable vehicle mats for added protection.

**After extreme cold passes**

- Notify friends or family of your condition.
- Use phone service sparingly.
- Monitor local radio and television stations for the latest information.
- Help those who have special needs – the elderly, large families, children, and those with disabilities.

# My journey as a victim advocate

**By Staff Sgt. Maria Bowman**

*375<sup>th</sup> Air Mobility Wing*  
Public Affairs

**SCOTT AIR FORCE BASE, III. (AFNS)** – When I was a teenager, I saw a movie about a college student who was raped by her brother's fraternity brother at a party. I remember being saddened by what happened to her; not only by the act of sexual assault, but by how the school's administrators and students treated her when she decided to come forward. The school didn't want to believe her, because her rapist was loved by the school. Other students stared at her and judged her behavior that night.

That movie and its message have stuck with me for more than 15 years. I have wanted to be able to help victims of sexual assault for a long time – I just wasn't sure how.

Then, I learned about the Sexual Assault Prevention and Response program. After learning about the victim advocacy program, I immediately signed up because I wanted to make a difference.

Last year, I received a phone call from the Sexual Assault Response Coordinator saying someone would be coming in the next day to fill out a report. After hanging up the phone, I began to pray that I would be able to provide the right amount of comfort and support

she would need throughout this entire process.

The next day, I met my first client. My anxiety was up, and I was feeling very nervous because this was my first time doing this outside of a training environment. This person mattered, and I wanted to show her empathy and compassion during this difficult time. Her trust in another person had been violated, and I was trying to show her that she could trust me. I knew that would not be an easy task to accomplish, but it was important to be there through this very scary time.

Even with all the training I went through, nothing would have prepared me for that first encounter. I was looking at someone who had survived one of the most difficult experiences to live through. Feelings of anger and sadness arose within me. Words and thoughts flooded my brain, but I was finding it difficult to speak them aloud.

Fortunately, I wasn't going through this alone. The SARC was there, being my guide and mentor, walking us both through the process. Her presence and guidance helped put my mind and body at ease, knowing I would have someone to turn to when problems or questions came up.

When we went to the hospital, it was the first opportunity to sit with my new client and talk with her alone. While we

waited for the nurse to come collect evidence, I struggled to find words that would begin to build her trust in me. She didn't know me – why should she possibly trust a complete stranger? I tried to come up with the right things to say, but the only thing I tell her was that I would be her rock, and that I was here for whatever she needed on her road to recovery.

By the time we met with the Office of Special Investigations the next day, I was beginning to feel like my presence beside her was a blessing. I started to feel hopeful, and I started to believe that my time spent advocating on her behalf would be successful. Throughout that long day of interviews and listening to her talk about what had happened to her, I began to fully understand how strong she was. I knew I needed to be strong for her too.

When that was completed, the focus shifted to the relationship I would build with her. After hearing her talk about herself and the struggles she was having, I began understanding her. No longer nervous that I would mess things up, my confidence in my abilities grew.

Over the next year, we would talk about how her case was progressing. Whenever she had a question I didn't know, I felt really comfortable talking it over with the SARC or the Special Vic-

tims Council. The SVC was her legal advisor when it came to anything concerning her victim rights or the upcoming court martial.

Having the SARC and the SVC as resources made it a lot easier to successfully advocate for her and make sure she was getting what she needed. Since the SVC was located nearby, it was easy for me to talk with her and get advice. It also helped to build trust in her, because I could see that she really cared about helping my client in whatever way she could.

Then the court martial began. I knew I had to be emotionally ready to take care of my client through a very stressful time in her recovery. While I sat in silence during other people's testimony, my mind was working hard to stay focused and not get upset.

When my client took the stand to talk about what had happened to her, an array of emotion came flooding in, but mostly, I felt proud. I knew her hard times over the past year had paid off, and she was standing up for herself, saying what had happened to her was not right.

When the trial concluded, and I heard the verdict, my only concern was for my client. This was another chapter in her life, and it was closing. The stress of the pretrial hearings and the court martial were over. Now, I knew she would

be able to continue down her path toward being a survivor.

Throughout my experience this past year, I have felt thankful for the people I have worked with. The SARC and the SVC were always available and willing to talk me through any questions I had. They always made sure my needs were being taken care of, too. The commanders and first sergeants I met with took our concerns or needs very seriously and worked hard to make sure they were met. The legal office always took time to discuss the case in great detail, so we would know what to expect in the courtroom.

Because of what I went through last year, and knowing the people and resources available to me and my client, I have faith in our SARC's office and the VA's who volunteer to make a difference in someone's life. They have changed me and given me confidence in my abilities, which helped me reach out when my client needed someone to be in her corner and believe her story.

I know my client is a survivor, and I have faith that she will continue to thrive even after she is standing on her own. I am proud to have been a part of this organization. I feel good about helping someone during a difficult time in her life – we are both stronger today because of what we went through together.

# Smoking Policy

1. The following revised AEDC smoking policy is effective immediately. Smoking is permitted solely in designated areas identified by a plastic "smoke genie." This receptacle is for the sole purpose of cigarette butt disposal. If there is no receptacle, smoking is not permitted in that area. It is the responsibility of all smokers to clean up the area surrounding the receptacles for any cigarette butts on the ground. Smoking in government-owned vehicles is strictly prohibited. Personnel are allowed to smoke in their personal vehicles at any time. Smoking areas will be held to the absolute minimum and will be located in low traffic, low visibility areas away from points of building ingress/egress and air intakes. A map of all authorized smoking areas is available on the Team AEDC SharePoint site. Smoking near a facility in an area not designated on the map is prohibited and any smoking receptacles located in areas not shown on the map will be removed. All "smoking permitted" and "no smoking" signs will be removed unless specifically required by OSHA.

The fact a person smokes has no bearing on the number of breaks they may take. Breaks should be taken in accordance with the company/agency personnel policies that apply to all employees.

Smoking, including the use of electronic cigarettes and smokeless tobacco, is prohibited in any area, at times when official business is being conducted with government clients, test customers, outside visitors and dignitaries, and where official business is being conducted including conference rooms, auditorium settings, business meetings, or in any other area where Air Force regulations specifically prohibit use. Containers of tobacco waste product, including sealed containers, must not be left unattended or disposed of in trash receptacles. Users of smokeless tobacco must flush tobacco waste down the toilet. Due to the nature, appearance, and safety concerns of electronic cigarettes (also known as "e-cigs"), the use of said products will abide by the same rules for tobacco products stated above and governed by AFI 40-102, *Tobacco Use in the Air Force*.

2. Supervisors at every level will ensure this policy is followed. Disciplinary action is appropriate for repeated violations.

3. Updates to this policy will be made in the future to further align with Air Force guidelines.

4. This policy remains effective until rescinded. (This policy is dated December 20, 2013)

# Action Line

**Team AEDC**

**I believe in free and open communications with our Team AEDC employees, and that's why we have the Action Line available. People can use the Action Line to clear up rumors, ask questions, suggest ideas on improvements, enter complaints or get other issues off their chests. They can access the Action Line in one of two ways: via the AEDC intranet home page, and by calling 454-6000.**

**Although the Action Line is always available, the best and fastest way to get things resolved is by using your chain of command or by contacting the organization directly involved. I encourage everyone to go that route first, then if the situation isn't made right, give us a chance.**

**Col. Raymond Toth**  
AEDC Commander



# Engineering students give technical presentations at colloquium

By Deidre Ortiz  
ATA Public Affairs

University students in the pilot workforce revitalization program at AEDC Hypervelocity Wind Tunnel 9 in White Oak, Md., recently participated in their yearly formal review colloquium in a conference focusing on hypersonic technology, analysis and test.

Held at the Basic Research Innovation and Collaboration Center (BRICC) in Arlington, Va., the conference was part of a technical review for the University of Maryland and AEDC Hypersonic Workforce Revitalization Program, a program meant to demonstrate and pilot several innovative strategies to strengthen our testing workforce for a future in hypersonic testing and evaluation (T&E).

Members of the Air Force Office of Scientific Research (AFOSR)

and the Department of Defense's (DOD) Test Resource Management Center (TRMC), which help provide funding for the program, were also involved in the planning and hosting of the event.

Tunnel 9 Site Director Dan Marren stated the conference allows the engineering students, who are getting hands-on experience at the wind tunnels, the chance to present on their particular areas of study in front of a diverse group of technical and managerial peers.

"What a great opportunity for these future engineers," he said. "This provides them a setting in which to discuss their research activities with those already working in the field as well as their peers."

According to Marren, while at Tunnel 9 the university students are able to learn about unsteady shocks, turbulence char-

acterization, simulation, modeling and validation. They also work in diagnostics such as temperature sensitive paint (TSP) and background-oriented Schlieren (BOS). He added that although the benefit to the students is alone worthwhile, the increase in technical maturity of AEDC's employees resulting from their participation, mentoring and research is the real value to the Air Force T&E enterprise and what we would like to advance in other places.

Eight students presented technical papers and five others presented on technical posters they created. The topics covered included: Focusing Schlieren Deflectometry Applied to Isolator Shock Train Propagation; Preliminary LES of Hypersonic Shock/Turbulent Boundary Layer Interactions; Development of PIV in Mach 2.7 Wind Tunnel at AEDC White



Sammy Park, pictured left, receives the Best Paper Award for his work entitled, "Practical Active Combustion Control for Suppressing Augmentor Instability." Pictured right is Dr. Michael Kendra, program officer of Test and Evaluation for the Air Force Office of Scientific Research, presenting the award. (Photo by Glenn Liston)

Oak; Shock-Turbulence Interaction: Lessons from Linear Theory; Design of Flared Cylinder Sensor Layout Using DNS Analysis; Simulation of Dual-Mode Scramjet Combustor Under Various Mode Operation; Method of Characteristics Analysis of the Internal Flowfield in RDE; and Optimal Aero-Assisted Spacecraft Missions Using Hypersonic Waverider Aeroshells.

## AEDC's economic impact \$620.9 million in FY14

By Kathy Gattis  
ATA Public Affairs

AEDC's economic impact – which includes AEDC and its remote operating locations the Hypervelocity Tunnel 9 at White Oak in Silver Spring, Md., and the National Full-Scale Aerodynamics Complex at Moffett Field, Calif. – was \$620.9 million in Fiscal Year 2014.

Each location impacted the local areas through payroll, secondary jobs, created through local spending, and other expenditures for supplies, utilities, fuel and services and the spin-off impact of those purchases.

AEDC employed a mixture of active-duty military personnel from the Air Force and Navy; Department of Defense civilians; and contractor personnel, which totaled 2,310 personnel in fiscal 2014. Of the 2,310 personnel, 52 were active-duty military; two Air Force Reserve and National Guard; 291 appropriated fund civilian employees (includes general schedule, federal wage board and other military branches); 60 government non-appropriated fund employees; 30 other civilians (credit union, Base Exchange and commissary tenants); and 1,875 contractor and sub-contractor employees.

Additionally, using the Tennessee Valley Authority economic impact model methodology, AEDC estimated that more than 1,640 secondary jobs were created in the local area, for a total of 3,950 jobs directly related to AEDC. Examples of secondary jobs include those created by home construction and at local supermarkets, car dealerships and department stores.

During fiscal 2014, the payroll cost for AEDC government and contractor personnel was \$304.4 million. AEDC's direct expenditures – which include utility costs, service contracts with outside vendors and military health insurance paid to local doctors and hospitals – was \$117 million. Furthermore, the indirect spin-off impact of these direct expenditures is approximately \$198 million.

The overall economic impact figure does not include more than \$102 million paid to the approximately 4,554 retired military personnel living in the local area. In total, this retired pay group generates more than \$150 million, including the spin-off effect.

The economic impact data and secondary employment estimates represent AEDC's economic impact during fiscal 2014, which runs from Oct. 1, 2013 to Sept. 30, 2014.

AEDC operates the world's largest complex of ground test facilities with a replacement value of more than \$11.8 billion.

## AFMC promotes awareness of heart attack warning signs

By Air Force Materiel Command  
Wellness Support Center

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – February is American Heart Month. The National Institutes of Health reports that more than one million people in the United States have a heart attack each year. Of the people who die from heart attacks, about half die within an hour of their first symptoms and before they reach the hospital. When a heart attack happens, delay in treatment can be deadly. It is important to learn the warning signs and symptoms of a heart attack and know the single most important thing you can do to save a life: call 911 immediately for emergency medical care.

According to the American Heart Association, warning signs of a heart attack may include:

- Chest discomfort that feels like pressure, fullness or a squeezing pain in the center of the chest
- Upper body discomfort that extends beyond the chest to one or both arms, back, shoulders, neck and jaw
- Unexplained shortness of breath, with or without chest discomfort
- Other symptoms include: feeling of extreme fatigue, cold sweats, light-headedness or sudden dizziness, nausea and vomiting

Chest pain and discomfort are the most common heart attack symptoms for both men and women. But women may experience other common symptoms. These include shortness of breath, nausea or vomiting, and back and jaw pain.

Quick action can save a life. If you



### Learn What a Heart Attack Feels Like—It Could Save Your Life.

This fact sheet tells you about heart attack signs. It also tells you what to do if you are having any of these signs.

**Take these steps. They could save your life.**

1. Know the signs of a heart attack.
2. Understand that heart attacks are not all the same.
3. Act fast.
4. Call 9-1-1.

**Know the heart attack warning signs.**



Your chest hurts or feels squeezed.



One or both arms, your back, shoulders, neck, or jaw may hurt.



You may feel like you can't breathe.



You may feel light-headed or break out in a cold sweat.



You may feel sick to your stomach, or your stomach may hurt.



You may feel really, really tired.

U.S. Department of Health and Human Services  
National Institutes of Health  
National Heart, Lung, and Blood Institute

or someone you are with experiences chest discomfort or other heart attack symptoms, call 911 immediately. Do not wait more than five minutes to make the call. Contacting Emergency Medical Services as soon as possible will allow for the administration of clot-busting and artery-opening medications that can help stop a heart attack.

During the month of February, Civilian Health Promotion Services (CHPS) will be conducting educational briefings on heart disease prevention and the warning signs of a heart attack. For more information regarding CHPS activities for American Heart Month, visit [www.AFMCwellness.com](http://www.AFMCwellness.com) or contact your local CHPS team.

### TEST from page 1

everything required to safely shutdown both the facility and engine."

Though perhaps more work on the AEDC test team's part, saving customers time and money is top priority.

"This is a cost savings to the customer, because none of our AEDC people are on travel expenses," Kelly said. "Also,

it gained the customer an extra day of testing because this would normally have been a travel day for the Pratt & Whitney personnel to get home for the [Thanksgiving] holiday."

Jeff Albro, Joint Strike Fighter Program Office test and evaluation manager for the F135 engine, noted that AEDC remains innovative and is al-

ways looking to give the customer the most for its money.

"The workshare initiative is another way in which AEDC continues to think out of the box," he said. "What used to be the norms are being challenged in terms of traditional manning profiles. When we combine this with AEDC's change to 24-hour operations

for AMT testing, the result is tangible savings to their customers."

Blaettler stated he's in agreement that the AEDC "workshare decreases cost, increases flexibility and achieves customer satisfaction."

The F135 AMT in SL-2 is ongoing and is expected to wrap up sometime this spring.

### FELLOWS from page 1

Fellow nominations may be submitted by any present or former AEDC government or operating contractor/subcontractor employee. AEDC Lifetime Achievement Fellows are reserved for exceptional candidates and are not necessarily selected each year. All current or retired military, civilian and operating contractor/subcontractor personnel assigned or previously assigned to AEDC can be con-

sidered candidates for selection as an AEDC Lifetime Achievement Fellow. Candidates qualified for consideration as an AEDC Lifetime Achievement Fellow must personally have made notable and valuable lifetime contributions to AEDC in any area relevant to the AEDC mission.

Only AEDC Fellows may submit a nomination for an AEDC Honorary Fellow. AEDC

Honorary Fellows are reserved for exceptional candidates and are not necessarily selected each year. Candidates qualified for consideration as an AEDC Honorary Fellow must have made sustained, notable, valuable and significant contributions to AEDC. These eminent individuals need not have worked at Arnold AFB.

Newly selected AEDC Fellows are honored annually on

or about June 25, the birthday of General of the Air Force Gen. Henry "Hap" Arnold.

For more information including the format for AEDC Fellows nomination submissions, contact the AEDC Chief Technologist office at (931) 454-6505. Nominations must be submitted in written form with supporting materials to: AEDC/CZ, 100 Kindel Drive, Suite A327, Arnold AFB, TN 37389-1327.





## ATA makes donation to Huntland Interact Club

The ATA Employee and Community Activities Committee (E&CAC) recently made a donation of \$250 to the Interact Club at Huntland High School. The donation was made in support of the club's community service projects. Interact stands for International Action, and as part of the organization, students participate in projects to make a difference within their community. Pictured left to right: Rachel Collins, Alanna Morrow, Savannah Davis, E&CAC representative Andrea Stephens, Mikayla Roland, Saede Stinnett and J.C. Stephens. (Photo by William K. Bishop)



## Have 401(k) Questions?

Let's Talk

**Deta Cunningham**  
Financial Advisor

**931-728-8398**  
[www.edwardjones.com](http://www.edwardjones.com)




MAKING SENSE OF INVESTING

## AF, small business developing critical processors for satellites

By 88<sup>th</sup> Air Base Wing  
Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE (AFNS) – The Air Force Research Laboratory

(AFRL) and a small business partner are developing technologies that they expect will enable successful use of high-power processors that operate on satellites with funding from the Air Force Small Business Innovation Research (SBIR) program.

A next-generation, micro-chip carrier is currently in development by ThermAvant Technologies LLC, located in Columbia, Missouri, and is already being tested by manufacturers of several major commercial and military satellite and aerospace systems. This innovative cooling solution will reduce the temperature of high-power satellite components to levels manageable by the spacecraft's thermal control system. This is advantageous, because it improves processor reliability while providing the opportunity to increase on-board processing.

"If successful, this technology solution could be headed for every major DOD space system, where it will replace the current, state-of-the-art technology developed during SBIR programs 10 years ago," said Dr. Greg Spanjers, the chief scientist of AFRL's Space Vehicles Directorate.

## Engineering New Horizons



Join us in celebrating the engineers who make the world a better place.



## Engineers Week 2015

**Feb. 21 – MathCounts Competition**  
8 a.m., at the University of Tennessee Space Institute

**Feb. 24 – Student Design Competition**  
at the Hands-On-Science Center in Tullahoma

**Feb. 26 – Engineer-for-a-Day**  
Students will tour AEDC, have lunch and then go with a mentor to observe engineers at work. Some students will stay at AEDC, others will visit companies in the local area.

**March 2 – Engineers Week Banquet**

at the Manchester-Coffee County Conference Center

guest speaker:  
Dr. John Schmisser



For more information or to volunteer, call 454-6316.  
Banquet Tickets: 454-4335, 454-4495, 454-6093, 454-6542, 393-6632 or 454-4345

See **SATELLITES**, page 5



# F-35 arrival begins new era at weapons school

By Staff Sgt. Siuta B. Ika  
99th Air Base Wing Public Affairs

**NELLIS AIR FORCE BASE, Nev. (AFNS)** – A new era began at the U.S. Air Force Weapons School when its first F-35A Lightning II touched-down on the flightline Jan. 15, flown straight from the Lockheed Martin plant in Fort Worth, Texas.

Working in conjunction with the U.S. Air Force Warfare Center and 422nd Test and Evaluation Squadron, Col. Adrian Spain, the USAFWS commandant, said the weapons school's first F-35 will be used to drive tactics development with the immediate goal of creating a curriculum for the first F-35 course.

"That's going to be the initial focus over the next year," Spain said. "Certainly in the next year-and-a-half or so, we will be far enough along in continuing (tactics development) to develop a weapons school syllabus for the F-35. ...In the next two years, we'll be transitioning pilots in the short term to get F-35 experience, but we'll also be developing the (combat air forces) syllabus."

The arrival and integration of the F-35 into the school is a natural evolution toward the Air Force's desired force mixture and will have far-reaching effects, explained Spain.

"The addition of the F-35 is something that is unquestionable in terms of its impact on the rest of the Air Force and our ability to wage war in a modern battle space," Spain said. "Because it's the latest fighter we have in our inventory, those capabilities need to be integrated as quickly as possible and as efficiently as possible, so the rest of the field knows how to go to war with it, if it's ever called upon."

While the first and subsequent USAFWS-assigned F-35s will initially operate under the umbrella of the 16th Weapons Squadron – the weapons school's F-16 squadron – it is important not to template any of the current legacy aircraft, and how they execute missions, onto the F-35, said Lt. Col. David Epperson, the 16th WPS commander.

"We're going to build the F-35 weapons school cadre out



**The U.S. Air Force Weapons School's first assigned F-35A Lightning II sits under a sun shade on the flightline Jan. 15, at Nellis Air Force Base, Nev. Working in conjunction with the U.S. Air Force Warfare Center and 422nd Test and Evaluation Squadron, the USAFWS' first F-35 will be used to drive tactics development. (U.S. Air Force photo/Airman 1st Class Mikaley Towle)**

of people from every MDS, (or) mission design series," Epperson said. "We're going to continue to take instructors and experts from all the MDSs and combine them together, so that we can leverage all of their knowledge from their own MDS as we move forward to the mission sets of the F-35. ...So it's going to be incumbent upon the (weapons instructor course) instructors, along with all the operational test and evaluation cadre that develop the tactics, to think outside of the container, and to look into the future and develop brand new tactics using their expertise."

Epperson also said the school will take a "building-block approach" with the F-35.

"U.S. Air Force Weapons School programs, as they are currently set up, leverage all of the capabilities that the Air Force has to offer; especially as we get into more of the integrated scenarios toward the end of the course," he said. "The last three weeks of the course we do different types of integration and the F-35 will start to

integrate as part of those, even before it stands up as a weapons school course. ...As we learn more through the tactics development of the F-35, we'll see where it will blend into the current capabilities of the assets we have at the weapons school and we will make that part of the syllabus, so we (can) expose the weapons school graduate to the capabilities that the F-35 has."

Maj. Gen. Jay Silveria, the USAFWC commander, said the future of the F-35 at the school and at Nellis Air Force Base is bright.

"We take our role in preparing the F-35 for its initial operational capability seriously," Silveria said. "Nellis is out in front of this – Nellis is leading the way in preparing the F-35 and developing the tactics and testing it operationally. (Flying the F-35) is like getting a glimpse into the future. It's pretty amazing to see what the Air Force is going to be like in the future and that future is pretty incredible."

The first F-35A USAFWS student course is tentatively scheduled for January 2018.



**Monique Purdon, Lockheed Martin's wind-tunnel lead on the F-35 Lightning II store separation team, examines a GBU-39 Small Diameter Bomb (SDB) in the AEDC four-foot transonic wind tunnel. (Photos by Rick Goodfriend)**

## SATELLITES from page 4

AFRL and ThermAvant began researching the application of this technology as a result of an Air Force SBIR solicitation. The project called for reliable, high-conductivity heat spreaders; ThermAvant demonstrated the improved heat transfer properties of different structural materials including aluminum, titanium, copper and copper molybdenum composite embedded with the Oscillating Heat Pipe (OHP) technology. OHP-embedded chip carriers and heat spreaders will be used to transport heat dissipated by micro-chips to the spacecraft's larger thermal control systems.

This is a critical technology for space-based systems that will enable the deployment of higher temperature and power processors aboard satellite payloads. It can be used in both commercial and military satellite applications, as well as any high-performance land-based electronics. ThermAvant successfully investigated the thermal performance tradeoffs of different fabrication processes for making OHP heat spreaders under a range of simulated real-world operating conditions.

During the testing, ThermAvant's prototype OHP-

embedded heat spreaders provided an 84 percent reduction in the temperature rise across the heat spreader, when compared to current state-of-the-art technologies. This reduction in temperature provides many benefits for the Air Force, but the most striking is the ability to increase the on-board computing power.

Current satellite processors are running at 10 percent of their operating capability as a result of insufficient thermal management. Reducing the junction temperature allows for increased processing capability, up to 10 times more, and increases the expected lifetime of the on-board chips.

Additionally, the advanced manufacturing techniques developed under this effort will allow this higher performing technology solution to be manufactured at a lower price point than competing technologies.

The company's improved methods for making OHP-based products has already demonstrated commercial promise to both space- and ground-based thermal management applications for electronics. During the first year of this Phase II SBIR,

ThermAvant transitioned OHP-based thermal management solutions to four major defense contractors for six applications on platforms ranging from Army tanks to Navy ships and Air Force aircraft and spacecraft. In these applications, the OHP-based thermal management solution performs 5 to 50 percent better than the status quo and is, on average, approximately 20 percent less expensive.

The Air Force SBIR and Small Business Technology Transfer (STTR) programs are mission-oriented programs that integrate the needs and requirements of the Air Force through research and development topics that have military and commercial potential. The SBIR program was established by Congress in 1982 to fund research and development through small businesses of 500 or fewer employees.

The Air Force SBIR and STTR programs provide more than \$300 million in funding for research and development activities by small businesses annually. With this budget, the Air Force funds research from the early stages of concept development until it transitions to military or commercial use.



# A dream born from chaos

By Senior Airman  
Aubrey White

633rd Air Base Wing Public  
Affairs

## JOINT BASE LANGLEY-EUSTIS, Va.

(AFNS) – In the early hours of Dec. 20, 1989, when most of Panama City was sleeping, a 10-year-old boy and his family were awakened by explosions and helicopters overhead. The family exited their home, only to witness pandemonium: buildings burning down, people running and screaming.

War was reality for Arjune Haynes and many other Panamanian citizens during Operation Just Cause - the U.S. invasion of Panama to overthrow military dictator Manuel Noriega.

“My mom woke me up and I could hear the fire-fights,” Haynes recalled. “All I could see were buildings burning and falling apart. I was scared.”

In the confusion, Haynes said all he could do was cry.

After sleeping at a family friend’s home, Haynes said he remembers witnessing troops and tanks patrolling the streets as criminals looted nearby stores.

A couple days later, Haynes and his family returned to see what was left of their home. He recalled peering at the smoldering rubble of what used to be his neighborhood. His mom left for a moment to visit the families of loved ones they’d lost in the midst of the chaos.

Standing on a curb alone and upset, Haynes said he noticed an unlikely

companion walking toward him.

“I was crying and scared, and that’s when one of the (U.S.) Soldiers came up to me and said, ‘Are you all right?’”

“I was just looking at him and I didn’t say anything,” Haynes said. “He gave me a Baby Ruth, I’ll never forget. He said, ‘Everything’s going to be all right. Don’t worry; it’s going to be all right.’”

Haynes said the small gesture of the sweet, snack-size candy bar – something most would consider insignificant – was just enough to ease the young boy’s nervous tension and leave a lasting impression.

“(The soldier) impacted my life in such a great way,” Haynes said. “After that instance, I knew I just wanted to wear the uniform; I didn’t know if it was Air Force or Army, I just knew it was the United States armed forces and that’s all I wanted to be.”

Days later, Haynes spoke to his father, a Panama Canal worker, about his interest in the U.S. military.

“As I got older, I realized I wanted to join the Air Force – mostly because of the planes,” Haynes said. “After a little more research, I told my dad my dreams and he immediately enrolled me in a bilingual (elementary) school. At the time I didn’t know what was going on, but he was setting me up for (a career in the U.S. military).”

Haynes continued attending bilingual schools, learning English throughout middle and high school. He eventually



Staff Sgt. Arjune Haynes (left) directs Senior Airman Robert Hart through a pulmonary function test Jan. 16, at Langley Air Force Base, Va. After multiple failed attempts at the Armed Services Vocational Aptitude Battery and being disqualified during his physical, Haynes, a native of Panama, thought his dream of becoming an American Airman were out of reach. Now an Airman of eight years, Haynes said he tells the younger Airmen he comes in contact with to never take no for an answer. Haynes is the 633rd Medical Operations Squadron cardiopulmonary services assistant NCO in charge and Hart is an 633rd MDOS cardiopulmonary technician. (U.S. Air Force photo/Senior Airman Aubrey White)

enrolled in college, still hopeful for a chance to go to the United States and join the Air Force.

One day in 2000, Haynes’ father returned from a long day’s work at the Panama Canal with an opportunity Haynes couldn’t pass up. His father, who had worked for the United States for more than 20 years before the canal’s control was transferred to Panama, was offered the opportunity to move to the United States. This move meant Haynes could finally fulfill his dream of joining the Air Force, and although his parents denied the offer, Haynes left with no hesitation.

“Though I knew I

would miss my family and friends, I couldn’t let the opportunity slip through my fingers,” he said. “I was going to make something of myself; make my family proud, and change someone else’s life for the better, just as mine was.”

The day Haynes first set foot in the United States, Dec. 20, 2000, he visited a recruiter’s office in hopes of being accepted into the Air Force.

“I was nervous but I had wanted this for so long, the nervousness was overpowered by anticipation,” he said. “This was it; this was my chance to accomplish my dream.”

Not knowing what to expect of the Armed Services Vocational Aptitude Battery pretest, the Air Force-hopeful failed the exam. After retaking it and passing, Haynes unsuccessfully attempted the ASVAB, realizing he could use more time to study.

“I wasn’t as prepared as I had first thought walking into the recruiter’s office,” he recalled. “I tried not to allow the failed attempts to deter me from trying again, so I took a few more months to study.”

Haynes took the ASVAB for a second time and passed. He was another step closer.

So he thought.

“When I was doing my physical, I got disqualified because apparently I had a heart murmur,” Haynes said, remembering the heartbreak he felt being denied again. “My dreams were shut down, so I put that on hold and found a civilian job at a hospital in Staten Island, New York.”

Haynes said the hustle of working to provide for himself seemed to make days and nights blur to-

gether, and before he knew it, six years had passed.

When Haynes’ best friend came to visit from Panama, he gave Haynes the awakening he needed to try his hand again at bringing greater significance to not only his own life, but now, with a 2-year-old daughter, his family’s life through the Air Force.

The friend asked, “What are you doing?” Haynes said. “Your entire life you’ve said you wanted to join the Air Force. You left your family. You left your friends because you were seeking your dream and you’re sitting here doing something that’s not what you wanted. Go back and take the physical again.”

“He was right,” Haynes said. “I couldn’t let my father’s hard work in getting me here be in vain. I wanted to make my family proud. I wanted to do for someone else what that soldier had done for me, and the only way I was going to accomplish that was by getting back up and trying again.”

With his renewed drive, Haynes re-entered the enlistment process. This time, he took the ASVAB and physical and passed.

The words he said he had been longing to say finally flowed from his lips as he recited the Oath of Enlistment Sept. 19, 2006.

“The moment I swore to support and defend the Constitution of the United States, I let out a sigh of relief,” Haynes said.

“Now, all I had to do was make it through (Air Force Basic Military Training). If I could make it through years of trying to get into the Air Force, I knew I could make it over one

more obstacle.”

After graduating from BMT, Haynes returned home to Panama to visit family, friends and his old high school.

“Everyone was super proud. I can’t find the words to describe how good it felt,” Haynes said. “That was a way of life telling me to never take no for an answer. I was shut down so many times. This was the best decision I’ve made in my life for so many reasons.”

Haynes said he was reassured that fulfilling his dream proved he truly had made the right choice.

Now, Staff Sgt. Haynes, the 633rd Medical Operations Squadron cardiopulmonary assistant NCO in charge, often reminisces on the eight years he has spent in the Air Force and how a childhood dream had flourished into a dream come true. When he deployed in 2009, Haynes said he felt he fulfilled the second half of his goal – impacting lives with one small act of kindness at a time, just as his was.

“I deployed to Bagram Airfield, (Afghanistan,) in 2009, and had an extraordinary experience,” he recalled. “This was the best experience, knowing that I was taking care of those who are wearing the uniform outside the wire. I had no problem working 12-hour shifts every single day, just knowing I was going to take care of someone and do my best to make sure that person returned home safely.”

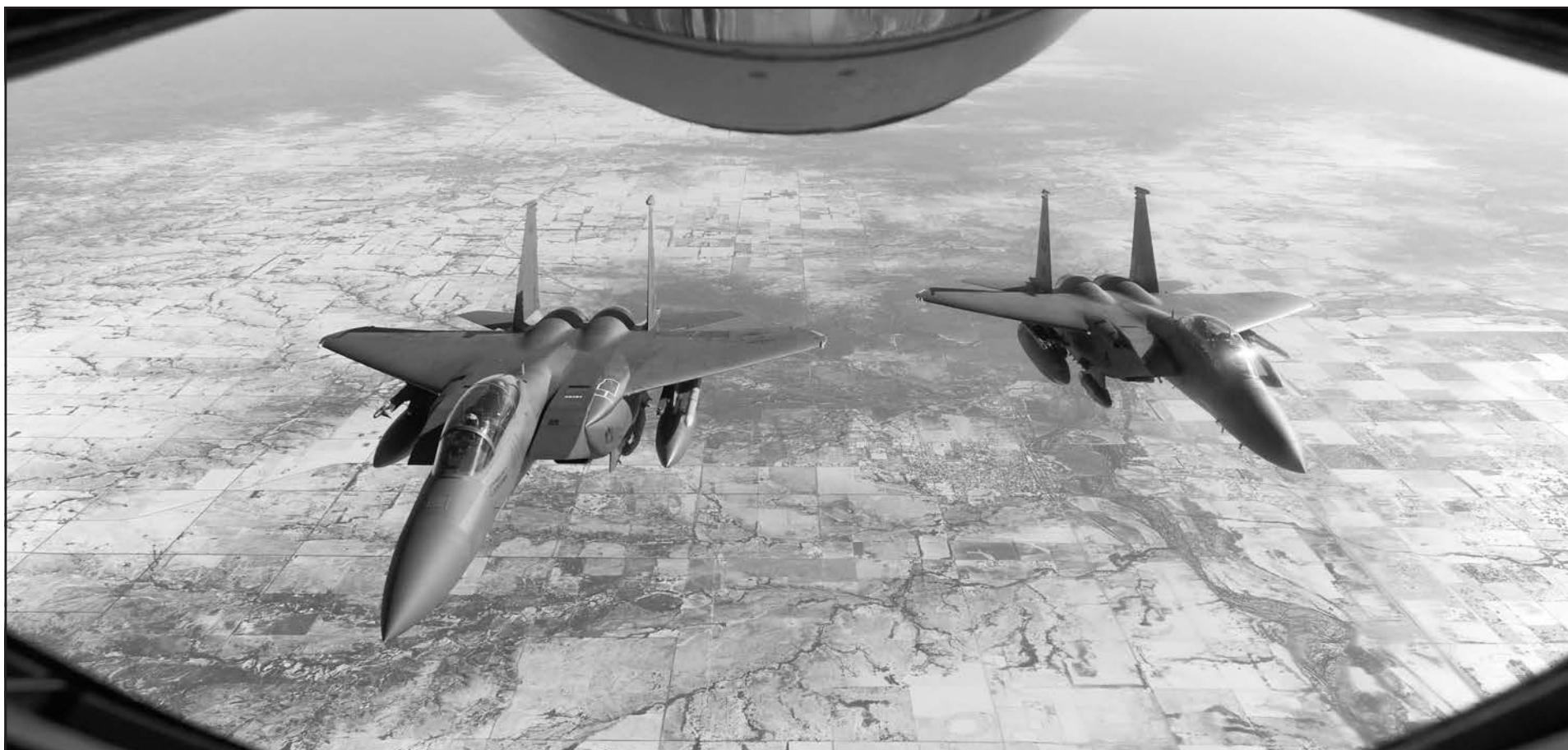
In an effort to continue his work of positively impacting lives through his military service, Haynes said he always makes sure to give the Airmen around him one specific piece of advice.

“Find your ‘why,’” he said. “There’s a (reason) for whatever you want to become or whatever you want to do. If you focus yourself on the ‘why,’ you’ll get there no matter what. My ‘why’ was to impact someone’s life and the only way I was going to do that was to wear the uniform and do the same thing that soldier did for me.”

Sometimes a dream can form from a grand revelation or epiphany, but other times a dream can begin as a snack-sized candy bar – insignificant to most, but a source of hope and reassurance to those who need it the most.







## 4th FW Strike Eagles head to Nellis in support of Red Flag 15-1

Two F-15E Strike Eagles wait to receive fuel from a KC-135R Stratotanker Jan. 23, on their way to Nellis Air Force Base, Nev., in support of Red Flag 15-1. The exercise, featuring aircraft from 21 different Air Force squadrons, offers realistic combat training involving the air, space and cyber forces of the U.S. and its allies. The F-15s are assigned to the 4th Fighter Wing and the KC-135R is assigned to the 916th Air Refueling Wing. (U.S. Air Force photo/Airman 1st Class Aaron J. Jenne)

## 341st MMXS missile communications train for field



Bob Fick explains the functions of communications equipment in a launch control center trainer Jan. 20, at Malmstrom Air Force Base, Mont. Fick uses the trainer to familiarize 341st Missile Maintenance Squadron Airmen with how they will work in the missile field. Fick is a 341st Missile Maintenance Squadron missile satellite instructor. (U.S. Air Force photo/Airman 1st Class Dillon Johnston)



The launch control center trainer at the 341st Missile Maintenance Squadron is used to familiarize 341st MMXS Airmen with how they will work in the missile field. Working equipment procured from the decommissioned 564th Missile Squadron enables the trainer to be a close replica of a real LCC. (U.S. Air Force photo/Airman 1st Class Dillon Johnston)

By Airman 1st Class  
Dillon Johnston  
341st Missile Wing Public  
Affairs

**MALMSTROM AIR FORCE BASE, Mont.** (AFNS) – When it comes to ensuring the U.S.’s inter-

continental ballistic missiles are ready at a moment’s notice, an essential piece to the puzzle is proper maintenance on its communications network.

This is where the 341st Missile Maintenance Squadron Missile Communications training section comes into play.

Using a one-of-a-kind training vault, they are able to provide a realistic training environment to better prepare missile maintenance Airmen for what they will experience in an actual launch control center (LCC), as well as the wires and conduits stretching across the 13,000 square

miles of Montana real estate the missile fields cover.

“Each base has their own trainers, but periodically we have hosted folks from Vandenberg Air Force Base (California) here for some special training,” said Bernie Marinaccio, a 341st MMXS missile radio instructor. “They’ll come here because we have the better trainer over the other two (missile) bases.”

The training facility was made possible by utilizing parts and equipment left over from the decommissioned 564th Missile Squadron. The result is a near-replica of an LCC, complete with almost all of the functioning communications systems ranging from radio to hardwired communications found in the field.

“It’s still a work in progress and there’s still a lot to do, but we have four of our five communications systems operational in our trainer,” Marinaccio said.

By using an on-base trainer, it reduces trips to the field, thus limiting the time missions are put on hold. This keeps LCCs active for longer periods of time, while still providing critical training.

“The more we can do on base, the better quality training we can give (missile communications members),” said Bob Fick, a 341st MMXS missile satellite instructor. “We don’t have a time limit; we’re not interrupting an operational mission, so we can take our time and explain things better.”

“It’s just a better scenar-

io,” he added.

Because of new demands on the maintenance personnel, training days for new members of the squadron have jumped from 80 to 120 days, cramming in extra proficiencies and combining jobs done previously by other shops, making each technician a more vital asset.

“We have taken on about another 100 (training) tasks within the last six months,” Fick said. “They determined that it would be better for us to do the whole mission, much like the old communications squadron did.”

Where before it would have required lengthy trips to the missile field, having an on-base trainer allows Fick and Marinaccio to rapidly educate 341st MMXS members on the new tasks, reducing training time significantly, and improving and bulking up the force of ready maintainers.

The trainer is constantly being improved and added to, with a major addition expected to be completed later this year.

“There’s another big piece to the puzzle, which hopefully we’re going to get completed in the spring,” Fick said. “There is one task that we cannot do on base – a periodic servicing of an antenna. If we get that set up here as a trainer, all the guys that weren’t able to be involved in the training last year out in the field we’ll be able to train them all on base.”



# AEDC quarterly award winners announced



**Capt. Michael Saltzman**  
Company Grade Officer of the Quarter



**Staff Sgt. Jared Vanwey**  
Senior Non-Commissioned Officer of the Quarter



**2nd Lt. Kyle Monsma**  
Honor Guard of the Quarter



**Peggy Proffitt**  
Civilian of the Quarter  
Clerical/Technical Support



**Kandi Pearson**  
Civilian of the Quarter  
Administrative



**William Mallory**  
Civilian of the Quarter  
Scientist/Engineer



**John Garner**  
NAF Employee of the Quarter  
Mulligan's Grill  
Category II



**Colin Hennessy**  
NAF Employee of the Quarter  
Mulligan's Grill  
Category I

## Claybrook receives People's Choice Award

John Claybrook, an aerospace engineer with the AEDC Test Operations Division, recently received the William M. Dunne People's Choice Award for the fourth quarter of 2014.

Claybrook, who is a Manchester, Tenn. resident, was recognized for his excellent contributions in testing capabilities for the AEDC

Space and Missile Test Branch.

The award nomination cited that he contributed "flawless test execution of \$2 million in all space areas," and "developed a cost estimate tool for space chambers cutting [test] time by 25 percent."

His abilities were recognized in test planning as well as development support for test customers.



## Sexual Assault Prevention Summit offers multiple tactics to prevent sexual assault

By **2nd Lt. Esther Willett**  
*Air Force District of Washington  
Public Affairs*

**WASHINGTON (AFNS)** – Leaders in academia, government, and industry presented cutting-edge research related to sexual violence at the Sexual Assault Prevention Summit on Jan. 13-15 at Joint Base Andrews, Md.

Dr. Andra Tharp, Dr. Gilbert Botvin, and Dr. Dorothy Edwards spoke to 150 Airmen about sexual assault prevention models, as well as strategies to overcome prevention barriers and risk factors through life skills and effective bystander intervention and training.

The speakers represent the many leaders and experts who presented current research and perspectives to participants during the five-day summit designed to engage Airmen of varying ranks and career fields in a conversation about sexual assault in the Air Force.

"Sexual violence is a significant public health problem," said Tharp, a health scientist in the Centers for Disease Control and Prevention's Division of Violence Prevention. "It really does have a ripple effect through individual lives and through an entire community."

According to Tharp, a public health approach to sexual assault prevention includes defining the problem, identifying risk and protective factors, and

developing effective strategies to stop sexual violence before it starts.

Sexual violence and related problem behaviors are the result of the complex interaction of risk factors, such as alcohol and drug use, poor decision making, peer pressure and media influence, said Botvin, a Ph.D. at Weill Cornell Medical College.

"There is no single cause of violence," Tharp emphasized. "It's the confluence of risk factors that causes violence."

Edwards, the executive director of Green Dot Etcetera said the external risk factors are compounded by individual barriers to taking action. Every person has their own personal barriers to overcome, such as shyness or fear.

Successful prevention strategies will leverage protective measures, such as emotional health, empathy and connectedness to offset risk factors, Tharp said. Comprehensive approaches will impact individuals to communities for a "surround sound effect."

Botvin expressed that each intervention designed to offset these external and internal risks should be developed to impact attitudes, knowledge and behaviors. The life skills approach decreases vulnerability to risks by bolstering social skills, teaching self-management, and increasing resilience.

"We do not assume that people know how to cope with

stress and anxiety, and we provide them with specific skills,"

Botvin said. "The skills I'm talking about are not taught in any systematic way. All of us kind of blunder through life, learning some of these things if we're lucky."

All the speakers agreed that an effective sexual violence prevention strategy will be multi-faceted. There is no single magic bullet that will work. Consequently, each of these strategies will only be effective if Airmen own the process.

"There is no policy, order or directive that can force an Airman to find some way to step in and do something," Edwards said. "Prevention only works, we're only going to get where we want to be, if we can engage intrinsic motivation."

Throughout the summit, Airmen took the information from each session and applied it in working groups designed to create tools to help the Air Force prevent sexual assault.

As they tackled the significant issue with lots of new information, Airmen were warned against falling into the trap of taking on too much at once.

"Don't sacrifice depth for breadth," Tharp said. "Choose a few key risk factors or a few key approaches and really invest in those to get things started."

*(Editor's Note: This is the final story in a series of three in recognition of the 2015 Sexual Assault Prevention Summit.)*



# Milestones



**Dwane Bailey**

**35 YEARS**

Dwayne Bailey, ATA  
William Irby, ATA  
Ronald McFarlane, ATA  
Mitch Nolan, ATA  
Patricia Reynolds, ATA

**30 YEARS**

Larry Cunningham, ATA  
Clement Holt, ATA  
George Myers, ATA

**25 YEARS**

Kimberly Luther, ATA  
Kimberly Marshall, ATA  
Robin Roberson, ATA  
Rhonda Uselton, ATA  
Vicki Vertrees, ATA

**20 YEARS**

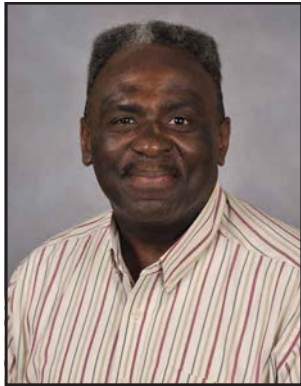
Danny Owens, ATA  
Timothy Wilson, ATA

**15 YEARS**

Ronald Eads, ATA  
Christopher Davis, ATA  
Christy Melton, Premiere  
Randy Prince, ATA

**10 YEARS**

Steven Ardry, ATA  
Dan Blaylock Jr., ATA  
William Coppeans, ATA  
Thomas Dimon, ATA  
Mark Downs, ATA  
Michael Farris, ATA



**Mitch Nolan**

Michaele Hartman, ATA  
Jacob Holloway, ATA  
James Landon, ATA  
Suzanne Luthi, ATA  
Edward D. Mickle, ATA  
Melissa Minter, ATA  
Randall Moon, ATA  
Dean Mukai, ATA  
Karen Nicholson, ATA  
Gerald Norton Jr., ATA  
Teddy Perry, ATA  
Adam Plondke, ATA  
Timothy Scott, ATA  
James Sweeton, ATA  
William Tucker, ATA  
Dusty Vaughn, ATA  
Ray Warren, ATA

**5 YEARS**

Crehton Caldwell, ATA  
James Gray, ATA  
Anthony Jimcoily, ATA

**INBOUND MILITARY**

Master Sgt. Matthew Krueger, AF

**RETIREMENTS**

Stanley Coppinger, ATA  
Peggy Glass, ATA  
Scott Glass, ATA  
Robert Hall, ATA  
Carolyn Hill, ATA  
Dennis Huprich, ATA  
Leldon Kelley, ATA  
Danny Patterson, ATA  
Willie Jo Taylor, AF  
Richard Zimmerman, ATA



**Ron McFarlane**

**NEW HIRES**

Sylvia Armer, ATA  
Gary Bise, ATA  
Ryan Bond, ATA  
Austin Bonds, ATA  
Clint Bryant, ATA  
April Candelaria, ATA  
Chad Cantrell, ATA  
Casey Culver, ATA  
Yeshiemebet Dohrmann, ATA  
Brett Fetherlin, ATA  
Bradford Freeze, ATA  
Jason Hoge, ATA  
Ethan Jobe, ATA  
Eddie Lee, ATA  
Jonathan Lister, AF  
Michael Malloy, AF  
Jeffrey Matteson, ATA  
Tyler McKelvey, NAF  
Jeremy Miller, ATA  
Melissa Minter, AF  
William Nelson, ATA  
Kristyn Nivins, ATA  
Nathan Payne, AF  
Wallace Pruitt, ATA  
Bobby Rodgers, ATA  
James Rogers, ATA  
Rebecca Rought, ATA  
April Samol, ATA  
Gregory Smartt, ATA  
Danny Smartt, ATA  
David Smith, ATA  
Matthew Smith, ATA  
Nathan Tendick, ATA  
Jonathan Thompson, ATA  
Albert Velazquez Jr., ATA  
Matt Witt, ATA  
John Wohleber III, ATA



**William Irby**  
35 years, Controls Engineer  
ATA Information Technology and Systems Department

*What is your most memorable AEDC moment during your years of service?*

"I have had opportunities to work in many different areas. The one most memorable was in the mid-1980s. I worked on the activation of the new test facility ASTF. Our team had the challenge of getting the instrumentation system known as the TIS (Test Instrumentation System) up and operational. To give you an idea as to the computer technology in the mid-1980s, each disk drive was about the size of a washing machine. We spent many long hours and late nights troubleshooting problems. This was a challenging but fun and rewarding time."

## AFMC exceeds Air Force small business goals for FY 2014

By Stacey Geiger

*Air Force Materiel Command Public Affairs*

**WRIGHT-PATERSON AIR FORCE BASE, Ohio** – In 2014, and for the first time since 2005, Air Force Materiel Command exceeded its goal for awarding contracts to small businesses. The Fiscal Year 2014 small business goal was 10.41 percent of contracts awarded, and AFMC achieved 12.03 percent, with \$3.7 billion awarded to small businesses.

"The hard work and efforts of senior leaders, small business specialists, and contracting offices in the field, have contributed to this AFMC success," said AFMC Director of Small Business E. Jean Smith.

The AFMC Small Business program ensures that the command maintains a competitive edge and that small busi-

nesses can obtain a fair share of federal contract dollars. Each year, the Air Force Small Business office establishes a Small Business Senior Leader Performance Expectation for each command. AFMC managed approximately 65 percent of the Air Force contracts and 46 percent of the Air Force small business prime awards in 2014.

"Fiscal 2014 started with budget cuts, and total obligations across AFMC were also down from the previous year. Although total obligations were decreased, we obligated more of that portion to small businesses," she said.

"Initiatives went out that were signed by AFMC Commander Gen. Janet Wolfenbarger in January 2014 to ensure we were maximizing competition and increasing small business opportunities," Smith said.

Smith also increased communication with industry by providing no-cost outreach events throughout the year. These events gave the opportunity for the small business program and industry to have candid and open discussions about challenges and what can be done to improve relationships with one another. The events also allowed AFMC small business offices to inform industry about requirements and the importance of responding to Requests for Information and Draft Request for Proposals.

"We want to ensure small businesses are given a fair opportunity," Smith said.

AFMC won the 2012 and 2013 Secretary of the Air Force Annual Small Business Award, as well as the 2013 Secretary of the Air Force Small Business Director's Top Major Command award.

## Tuskegee Airmen visit Barksdale AFB



Calvin Spann, a Tuskegee Airman, speaks with Maj. Matthew Millard, right, inside the bomb bay of a B-52H Stratofortress Dec. 27, 2014, during a visit to Barksdale Air Force Base, La. Spann, a former lieutenant in the Army Air Corps, served in Italy during World War II. He was a P-51 Mustang pilot and flew in 26 combat missions. Millard is from the 11th Bomb Squadron. (U.S. Air Force photo/Senior Airman Benjamin Gonsier)

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READINESS RESPECT



## South Middle School cheerleaders receive donation from ATA



The cheerleading team at South Middle School receives a donation from the ATA Employee and Community Activities Committee (E&CAC) to help with uniform and equipment costs. Pictured back row, standing: Trinity Lewis, Carly Bean, Aleigh Sherril, Cheerleading Coach Tara Brewer, Brandon Landis (mascot), E&CAC representative Andrea Stevens, Madison Bagget, Alexis Mosley and LK Whitsett. Second row: Madyson Damron, Maddie Cunningham, Jenna Graves, Alexia Finch, Grace Palmertree and Kayleigh Hogan. Third row, seated: Hannah Daniel, Emma Elliott, Jada Graves and Kayla Henley. (Photo by Tina Lindsey)

## USAF Marathon to increase price in February

**WRIGHT-PATTERSON AIR FORCE BASE, Ohio** – If you're planning on running in the Air Force Marathon this September, time is running out to take advantage of current pricing. The Marathon staff notes that prices will increase on February 2, 2015.

"We traditionally experience a huge surge in registrations prior to a price increase," said Robert Aguiar, Marathon director. "This year, we've added an additional pricing tier so prices are going up sooner. Previ-

ously prices have remained the same until April"

Prices for the full and half are currently \$90 and \$80 respectively, while the 10K is 40 and the 5K is \$30. All race prices will rise by \$5 on February 2.

All registered runners receive a tech shirt, towel, patch and goodie bag. Everyone who finishes a race also gets a medal celebrating the featured aircraft, the U-2 Dragon Lady. Medals are presented at the finish line by a senior Air Force officer. All races begins and

end at the National Museum of the United States Air Force except the 5K which takes place on the campus of Wright State University

The Air Force Marathon is a Boston Marathon qualifying event and the course goes past a number of historic landmarks including Huffman Prairie, where the Wright Brothers perfected manned flight.

The Air Force Marathon, presented by Northrop Grumman, USAA and Boeing, will be Saturday, September 19, 2015. The Sports

& Fitness Expo is held at Wright State University's Nutter Center and will be Thursday, September 17, and Friday, September 18. The event will also feature a Gourmet Pasta Dinner and Breakfast of Champions on Friday, September 18. Get more information about the race at [www.usafmarathon.com](http://www.usafmarathon.com).

## Lessons learned in protecting social media accounts

By Brig. Gen. Kathleen Cook  
Office of the Secretary of the Air Force

**WASHINGTON (AFNS)** – On a Saturday afternoon in late November, I was informed about a political remark that appeared on my Director of Public Affairs Twitter feed. A staff member called to ask if I was aware of the retweet. At the time, I was on leave, out of the state, tending to my daughter who had had surgery the day before. I was unaware of the retweet and when told of its substance, I arranged for a member of my staff to remove the tweet from the feed.

As far as how a tweet was unknowingly re-tweeted from my organizational

account, we do not have a definitive answer. I realize this response may be unfulfilling to some, but it's the truth. That said, as the owner of the account, I accept responsibility for its content.

What is clear is we've learned several lessons about protecting the security of social media accounts. Granted the lessons aren't new, but it's my hope that by highlighting them just one more time, others might avoid similar incidents.

- If you assume an organizational/positional account from a predecessor, change the password. Also, find out who else has/had access and determine if additional administrators are necessary.

- Make sure your password is difficult and not predictable.
- If others post on your behalf, consider having them include their initials behind their input.
- Never store passwords on a shared drive.
- Always log out and lock your device before walking away, putting it down, or tossing it in your pocket or purse.

In the end, what I know to be true is that the account belongs to me and I accept responsibility for it. I've applied the lessons above to safeguard both my personal and professional accounts and encourage every Airman reading this to do the same.

## Practice caution when using social media; Twitter DOs and DONT's

Twitter is a social networking and microblogging site whose users send and read text-based posts online.

The site surged to worldwide popularity with more than 300 million active users as of 2011, generating 300 million tweets and 1.6 billion search queries daily.

"Tweets" are short text-based messages – up to 140 characters – that users post to Twitter. "Tweet" can refer to a post as well or to the act of posting to Twitter. Tweets are public, indexed and searchable unless protected by the user. Many users never Tweet, choosing only to follow persons or topics of interest.

"Hashtags" (#topic) are used to mark a keyword or topic in a Tweet. Posts with hashtags are categorized by topics in the Twitter search engine. Hashtagged words that become popular become Trending Topics (ex. #jan25, #3gypt, #sxsw).

"Mentions" (@username) are used to tag a user in a Twitter update. When a public user mentions a private Twitter account, the link to the private account profile becomes public.

Twitter best practices include:

- Avoid using hashtags (#) in updates to avoid being indexed and associated with a topic by Twitter Search.
- Tweet responsibly. Do not provide personal details regarding your whereabouts and activities in your post.
- Do not upload links to personal photos or websites on Twitter.
- Do not allow Twitter to use your location on mobile devices.
- Change your Twitter username periodically to limit account exposure.





