

AFA 335

TENNESSEE VALLEY FLYER

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2022 Doolittle Raid Commemoration

Chapter members gathered at Community Partner, Straight to Ale, on Monday, April 18th to celebrate the 80th Anniversary of the Doolittle Raid on Japan. Burke Hare brought a framed picture of a B-25 bomber autographed by Brig Gen Jimmie Doolittle himself. The group discussed the history of the raid with Ken Philippart sharing personal experiences he had with Dick Cole, Jimmie Doolittle's co-pilot on the raid. After the discussion, Chapter President John Pennell led the members in the same toast the Doolittle Raiders would use each year at their reunion. Chapter members attending included: Zyg Jastrebski, Mike McNabb, Tim Davis, Daryl Carpenter, Jack Royster, Burke Hare, Ken Philippart, John Pennell, and Rick Driesbach.



AFA Rebrands to Become the Air & Space Forces Association

From the National AFA website with minor Chapter 335 editing: <https://www.afa.org/news/afa-rebrands-become-air-space-forces-association>

ARLINGTON, Va., April 7, 2022 After 76 years as the preeminent voice for American air and space power, AFA today announced it is changing its name to better match its mission and will henceforth be known as the Air & Space Forces Association.



The new logo

"AFA was formed in 1946—even before the Air Force became an independent military service," said AFA Chairman Gerald Murray. "But times change, and just as the Air Force was an offshoot of the Army, our Space Force was born two years ago from the roots of our Air Force. Today, both military services are represented by the Department of the Air Force and thus both are fully represented by our Association. This change makes clear to everyone that Space is integral to our mission." AFA will retain its three-letter acronym that has served the Association since its start. But the new name and a distinctive new Star-Delta logo will redefine what those letters stand for. These changes ensure those new to the association understand the breadth of its mission: To educate the public about air and space power, to advocate for the world's most capable, most lethal, and most effective Air and Space Forces, and to support Airmen, Guardians, and their families.

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"AFA has always been fully committed to supporting both the Air Force and Space Force as the most indispensable elements of our joint force," said AFA President Lt. Gen. Bruce Wright, USAF (Ret.). "Even now, as the Space Force grows, expands, and builds its own, unique warfighting culture, air and space remain inextricably linked. The Airmen and Guardians who are the masters of those domains nevertheless remain tightly integrated and mutually dependent within a single Department of the Air Force. So it is with our Association."

AFA's new Star-Delta Logo embraces both the heritage and heraldry of the Air Force and the innovation and unique identity of the Space Force. The Star is derived from the original "Hap Arnold" Army Air Corps Star, elements that defined AFA's identity since its founding in 1946. The new logo combines a stylized reimagining of the Hap Arnold star with the Space Force's distinctive Delta and Polaris, both drawn from the Space Force logo.

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"These elements have been combined to present a unique visual identity that reflects the dynamism and permanent bonds between these two services and their respective warfighting domains," said Murray, former Chief Master Sergeant of the Air Force. "The Polaris in particular is of note, as it represents the Space Force's unique role as a guiding light and enabler for the whole of the joint force."



An example of the old logo, which will no longer be used and is only added to this article by AFA Chapter 335 as an example of the difference in the old and new logos.

About AFA

The Air & Space Forces Association is the only professional military association exclusively dedicated to promoting dominant U.S. Air and Space Forces as the foundation of a strong National Defense. Founded in 1946 as a non-profit membership association, AFA is dedicated to educating the public on critical issues in air power, space power, and national security; advocating for dominant U.S. Air and Space Forces as the foundation of a strong national defense; supporting Airmen, Guardians, and their Families; and honoring the enduring heritage of America's Air and Space Forces and veterans.

Please visit the national AFA website (<https://www.afa.org/>) or the chapter 335 (<http://afa-huntsville.org/>) website for more information.



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"Another Friday Night..."

A Heritage Article By Russ Lewey, Col (Ret)

One Friday night in 1981, that song took a whole different meaning. Allow me to set the stage. For those who don't know me, in April 1979, I graduated from Undergraduate Pilot Training (UPT) and was assigned to fly B-52Gs at Barksdale AFB, Louisiana. Following B-52 qualification training at Castle AFB, CA; I reported to the 62nd Bomb Squadron. For the most part, my first years there as a copilot were uneventful. In was the fall of 1981, that would change and "Another Friday Night" was anything but a "routine training mission".

Back then, approaching the end of a fiscal year, we'd fly missions that were somewhat less than productive, to "zero out" flying hours for the year. It was a Friday evening flight in September (we rarely flew on Friday nights), that our crew was scheduled for a short (probably 6 hour) cross-country flight. A B-52 crew, at that time, consisted of the Aircraft Commander/Pilot (AC), Radar Navigator (RN), Navigator (Nav), Electronic Warfare Officer (EW), Gunner ("Guns", only enlisted member), and yours truly, Copilot (CP). The mission that night: take off to the north, fly for about 3 hours west, and return to fly out whatever the remaining time that the Wing Scheduler dictated. We showed up four hours early for prep and preflight brief. We were informed we had a substitute gunner flying with us, a new gunner who'd just arrived from Castle AFB (training). During the mission brief, the EW was released from the flight, as there would be no EW activity and his training activities were complete. He was happy. I, on the other hand, not so, as that now meant that I got to sign out all of the crypto (not the currency, but the codes in case we went to war during our flight). With an abbreviated mission (takeoff, nav leg, and landing), the crew briefing went quick; we proceeded to the Base Ops and I to the Vault to sign out the secret codes.



Russ Lewey in the copilot seat of a B-52G

We showed up at the plane with a crew chief who wasn't any happier than we were to be working on a Friday night. The Walk-around, preflight checklist was accomplished, and the only maintenance required was the gunner's call for "Life Support" to check his ejection seat. I was close to being upgraded to pilot, so the AC agreed that I'd make the takeoff. We took the active runway and pushed all eight throttles to the firewall and the "old bird" jumped into the air pretty easily (a light fuel load and no ordnance). We took off to the north; pretty soon were cleared to Little Rock (Arkansas) and handed-off to Memphis Air Traffic Controller (ATC) who cleared us to Flight Level 300 (30,000 feet).

The controller then requested we expedite our climb as he had an airliner he wanted to get under our flight path. I acknowledged that would be no problem, pushed the power up, and pulled the nose up. She responded quite well and the next thing I knew we were approaching FL 300 much faster than anticipated, so I yanked the power back and pushed the nose over to minimize going through our assigned altitude. Just like on a roller coaster, we all got pretty light in the seat and then we heard a "muffled bang".

The "Master Caution Light" was flashing!! After a quick scan of the instrument panel, we saw we'd lost cabin pressurization, donned our oxygen masks and started an emergency descent to 10,000 feet. I informed Memphis that we were declaring an emergency due to rapid decompression and were descending to 10,000 feet. The AC called "Crew Report" (to insure everyone was okay) ... "Radar Check Complete, Nav Check Complete", (no EW aboard, so we awaited gunner's check). Hearing nothing, I responded, "Co-pilot Check Complete", and the AC called out "Pilot Check Complete". Now, to figure out why the decompression and what was up with the gunner. Was his intercom not working? Perhaps (it wouldn't have been the first time), the gunner was asleep. Another call for "Guns" and the AC requested the RN grab a portable oxygen bottle, see if the bomb bay entry door had come unlatched (causing a decompression) and to check on the gunner. [In the B52G and H models, the gunner was no longer in the tail, but in the crew compartment, next to the EW (both facing backwards)].

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The RN confirmed the bomb bay entry door was secure; but when he got to the ladder, he saw stars and thought that's different. As he climbed the ladder, he saw that the gunner's ejection seat (along with the gunner) was missing!! He came to the realization the gunner had ejected from the plane. You need to understand, there are words / phrases you need to be careful of, if and when, you say them on a military airplane. "Eject" or "Bailout" are two such words, for we are trained to do just that if we hear such words. Given we'd just declared an emergency, the crewmembers were on edge and the RN was trying to be careful. The conversation went something like this:

Radar: "Pilot, the gunner's gone."

Pilot: "Radar, what do you mean gone?"

Radar: "He's no longer in our airplane."

Pilot: "Oh, he's gone!"

(Now remember, Memphis has an airliner on a path to pass underneath us, we need to let them know we have a real heavy ejection seat and a crewmember falling from 30,000 feet.)

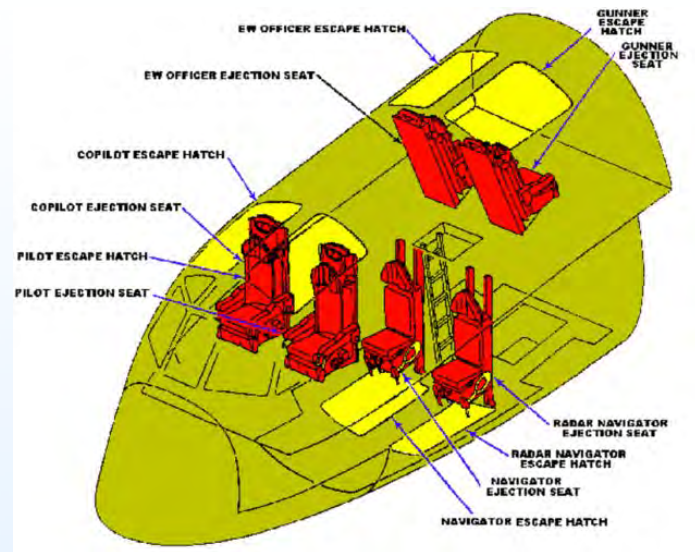
Copilot: "Memphis, be aware we have a crewmember who has parachuted out of our aircraft at FL 300."

Memphis: "Roger, understand you are all abandoning the aircraft."

Copilot: "Negative, just the gunner. The aircraft is fine and we are returning to base."

Memphis: "Roger, state the individual's name."

Copilot: "Guns, wait ... standby", (I dug in my flight bag to find the flight orders, as no one remembered his name; he was "Guns"). I found his name, and passed it to Memphis and they were more than happy to hand us back to Shreveport Control.



Ejection Seats in a B-52 G/H

We executed a 180 degree turn and proceeded to talk to Barksdale's Command Post. Murphy (you know, "anything that can go wrong, will go wrong") was having a field day; we were the only plane flying that evening, so the Wing had a new Command Post Controller experiencing his first day solo on the console. Of course, at 10,000 feet and almost 200 miles away, UHF radio contact was sketchy at best. The Command Post finally understood our situation and reached out to Boeing to see are there were any special concerns following an ejection seat potentially impacting the aircraft. Boeing felt the chances of the seat causing damage were minimal, but recommended we reduce fuel and conduct a controllability check prior to landing. You can't dump fuel in the BUFF, but with eight engines at low level, the fuel goes down pretty quick and we were ready to land in just a couple of hours.

The landing was smooth and having declared an emergency, we were followed down the runway by the fire trucks and other emergency vehicles. We exited the runway and there sat the Director of Operations (DO) who directed us to shut down and informed us that Security Police (SP) would be boarding to secure the plane. I looked back to get the bag full of classified documents, typically stored behind the pilot seats near the gunner station. It had turned over and top-secret paperwork was all over the crew compartment. I was scrambling collecting as much as I could, when an SP ordered me off the aircraft. I said, "just a minute" and he told me "Sir, that was not a request". I grabbed what I had and quickly proceeded down the ladder and onto the ramp.

After a brief screening by medical personnel, we were given a ride to the hospital for a drug screening. They separated us (even though we'd been together for the last three hours). Once finished at the lab (another group not happy with having to work on Friday night), we headed to Wing Headquarters to recount everything we'd done the last 72 hours. It was well after 0100 hours when we were released with orders to return to the Headquarters by 0800 in Class A's. We still had no word on the fate of the gunner.

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My wife had been called earlier that evening (as the Wing had realized that local news may have reported the incident); so she was anxious and thankful when I walked through the door. Needless to say, sleep didn't happen, due to concern on the status of our gunner and on my career. We reported back to Headquarters to continue debriefing and accident investigation interviews in the morning. By mid-morning, we received word that our gunner was alive and would be back to Barksdale AFB that afternoon. We all let out a huge sigh of relief.

That afternoon, we were all there to greet the gunner when his flight arrived at Base Ops. All in all, he was in pretty good shape. His eyes were blood shot because he had ejected at 30,000 feet while the aircraft was traveling some 450 mph and he'd likely free-fallen over 15,000 feet before his parachute opened. I understood he told the investigators he felt the plane experience the "zero-g" and thought it was out of control; looked over and saw that the EW wasn't there and figured it was time for him to eject (remember, there was no EW on this mission). As he was floating down, he saw some lights in the distance; landed safely, opened up his survival kit and drank some of his water. He then proceeded to open his sleeping bag and sleep till morning. He was never successful in getting his emergency radio to work (although it did work when tested during the investigation) and started walking in the direction of said distant lights. He came upon a logging road and a logging crew picked him up and took him to the local sheriff. The sheriff contacted Little Rock AFB, who orchestrated his return to Barksdale.



**Instrument panel of a B-52
(Above), B-52 (Right)**

It turns out the gunner had a fear of flying. In Basic Training, he'd signed up to be a Fire Control Officer (the official career job title for a gunner). He thought he was going to be a fireman. Embarrassed to admit his mistake once he realized at Castle AFB he'd be flying, he just always had his seat checked. During the investigation, he was questioned, would he do anything different in the future; he said no. That was his last flight.

Our crew was grounded for about a month as they conducted the incident investigation. They replaced the seat in the aircraft with one out of the "boneyard". They found the gunner's seat in pretty good condition and it was turned into a training device. I managed to upgrade to Aircraft Commander the next year, but **picked up a nick-name, "Level-off Lewey"** which stuck with me throughout my career. In addition to being much more aware of abrupt maneuvers in the aircraft, I always made sure to know who was on the plane.



Chapter 335 Sees Top Gun: Maverick

Ken Philippart

Members of the Tennessee Valley Chapter came together on June 1, 2022, for dinner and to watch the summer's biggest blockbuster, Top Gun: Maverick. The highly anticipated sequel to the 1986 hit Top Gun had opened in Huntsville right before Memorial Day weekend. For the chapter's first "dinner and a movie" event since February 2020, 14 chapter members and guests met at Bravo! Italian Kitchen at the Bridge Street Center prior to the movie for dinner and camaraderie. Members shared memories from their lives from when the original Top Gun movie opened as well as trading their own war stories. After a relaxing meal and much socializing, the group walked to the Cinemark Monaco Theater to see the movie starring Tom Cruise, Jennifer Connelly and Val Kilmer. The movie was action-packed, lived up to the hype and was a worthy sequel to the original movie. Thank you to Daryl and Barb Carpenter, Jack and Biddy Royster, Rick Driesbach, Bob and Sandy Hovde, Ken and Lisa Philippart, Lee and Dana Alford, Ginger Pohlmann and her parents Bill and Linda for an enjoyable evening of good food, great friends and fun entertainment. Story by Ken Philippart.



Elementary Teacher of the Year Award

April 2022

Bob Hovde, AFA Chapter 335 Vice President for Aerospace Education, presented Mrs. Kristie Barnette of Good Hope Primary School the AFA Chapter 335 Elementary (K-8) Teacher of the Year Award in a ceremony at a school assembly on Friday, Apr 22, 2022. Besides a certificate and pin, Mrs. Barnette was presented a \$500 check and access to the Civil Air Patrol aerospace education website.

Mrs. Barnette is the teacher for the Good Hope Primary School. She is the STEAM Lab (Science, Technology, Engineering, Arts, Math) instructor for the school. Although her students are K-2, she mentors them through the process of analyzing a problem, creating possible solutions, trying a solution and going back to adjust and try again. As young as the students are, they are very excited about learning and can't wait each week to get to STEAM Lab to learn something new.



High School Teacher of the Year Award

May 2022

Bob Hovde, AFA Chapter 335 Vice President for Aerospace Education, presented Mike McCandless of Haleyville High School the AFA Chapter 335 High School (9-12) Teacher of the Year Award in a ceremony at a school assembly on Monday, May 23, 2022. Besides a certificate and pin, Mr. McCandless was presented checks totaling \$750 and access to the Civil Air Patrol aerospace education website.

Mr. McCandless is a Physics and Chemistry teacher for the Haleyville High School. He has received numerous awards for “Most Inspirational Teacher” and has worked with the Alabama Wing of the Civil Air Patrol to bring their educational resources to the school system. While at the Russellville Middle School, he served as the sponsor for the school’s Team America Rocketry Challenge (TARC) for two years. The team won the TARC World Championship. He also conceived and developed Alabama’s first Aerospace Science Curriculum for middle schools.



Christiansen Memorial Scholarship Presentation

April 2022

Dick Christiansen presented the Christiansen Memorial Scholarship to Cadet Col Megan Green of the Huntsville High School Space Force Junior ROTC Detachment on 27 April 2022. The scholarship is named in honor of Dick's father, WWII B-17 bombardier Howard Christiansen, a longtime Huntsville resident and member of our AFA Chapter. The award was for \$2,500. Cadet Green was very active in JROTC throughout her four years as a cadet. She was a member of the StellarXplorers Team which was a National semi-finalist for three years and a National finalist one year. She excelled at every level of leadership, was on the Academic Honor Roll all four years, and dedicated 77 hours to numerous JROTC service activities supporting the community and Huntsville High School. We wish her great success in all her endeavors!



Bob Jones High School Scholarship Presentation

April 2022

Chapter 335 President, John Pennell, Lt Col USAF (Ret) presented a certificate and confirmation letter to Bob Jones High School Cadet Lt Col Shaniya Jacobs-Lanier for a Chapter 335 \$1,500 scholarship at an AFJROTC Awards Ceremony on 19 April 2022. Shaniya plans to attend Samford University in Birmingham, AL in the fall. We wish her great success!



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Air Power History Tour Visits Huntsville

Article By Ken Philippart

The Commemorative Air Force (CAF) Air Power History Tour 2022 visited Huntsville Executive Airport from April 27 to May 1. Members of the Tennessee Valley Chapter of the Air & Space Force Association (AFA) participated in the weekend events.

Conducted by the B-29/B-24 Squadron of the Commemorative Air Force, the Airpower History Tour brings together the aircraft, pilots and crews from CAF units across the country to create the AirPower Squadron – an assortment of military aircraft touring together to bring the sights, sounds and smells of World War II aviation history to audiences across the United States. This year's edition of the tour included FIFI, the most famous, flying Boeing B-29 Superfortress and one of only two flying in the world and Diamond Lil, an equally rare B-24 Liberator. The tour also included the P-51 Mustang Gunfighter, a T-6 Texan, and a Boeing Stearman biplane. These aircraft were on static display for taking pictures, having discussions with the crews and walk-through tours. For the more adventurous, living history flight experience rides were available for purchase with the proceeds going toward keeping the aircraft flying.



B-29 Superfortress
Fifi, above

T-6 Texan, below



Alabama State President and Tennessee Valley Chapter member Ken Philippart flew onboard the B-24 Diamond Lil, the sole B-24 still flying and giving rides. The flight was delayed by six hours while an engine problem was corrected, not completely unexpected for an aircraft built 81 years ago. After an engine run up to ensure the problem was corrected, the crew of 9 passengers received a safety and ops briefing before boarding the aircraft. Passengers were assigned seats for take-off but were able to move around the aircraft during flight to experience all of the open crew positions. Ken was assigned the navigator's position for take-off so received an up-close look at the flight deck while observing the pilot, co-pilot and flight engineer performing their take off checklists. After climbing to cruise altitude, the passengers were cleared to visit the flight deck, tail and waist gunner positions and the bomb bay. They experienced firsthand that a World War II warbird was not built for comfort and that moving around the cramped confines was probably far easier for the young crews who flew her.

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All too soon the passengers were shepherded back to their seats to buckle up for landing. As the old bird's tires chirped on the runway, smiles were seen all around as the passengers excitedly shared their impressions. A highlight of the ride was meeting fellow passenger, Mrs. Diane McFarland, whose father had flown B-24s in the Pacific theater during the war. Diane had brought a scrapbook with newspaper articles, letters and pictures to share her father's story with the group while standing next to the aircraft type her father flew in combat, helping history come alive for all. And bringing history to life is the mission of the Air Power History Tour. Mission Accomplished!



B-24 Diamond Lil



Ken Philippart at a gunner station on the B-24 Diamond Lil



The view from the B-24 Diamond Lil Tail-gunner position



Commemorative Air Force Wing Forming in Huntsville

By Ken Philippart



Calling all pilots, mechanics, veterans, warbird enthusiasts and history buffs! The Commemorative Air Force (CAF) is forming a unit in the Huntsville area with the goal of basing an authentic warbird in North Alabama. Under CAF's New Unit Initiative, which has already resulted in new units in Nashville and Birmingham, the effort started last fall to create a Huntsville CAF unit. The fledgling "Rocket City Wing" of the CAF conducted its first community outreach event by staffing a recruiting table and selling cold water at the Airpower History Tour at the end of April.

The CAF was founded by a group of ex-service pilots in 1957 to acquire, restore and preserve in flying condition a complete collection of combat aircraft flown by all US military services and selected aircraft of other nations, for the education and enjoyment of present and future generations of Americans. More than just a collection of airworthy warplanes, the CAF's fleet of historic aircraft recreate, remind and reinforce the lessons learned from the defining moments in American military aviation history. The CAF perpetuates the spirit in which these great planes were flown in defense of our nation and preserves these symbols of American military aviation.

The Rocket City Wing is nearing the required number of members to be officially chartered. Once officially established, the wing will begin fundraising to be assigned a warbird. The CAF has designated a former US Air Force Korean War L-17 to be assigned to Huntsville when all the prerequisites are met. The wing will fly and maintain the aircraft and participate in aviation and STEM events throughout the region.



If you are interested in becoming a founding member of the first CAF unit in northern Alabama, please visit Commemorative Air Force Huntsville Alabama Chapter - Home | Facebook (<https://www.facebook.com/CAFChapterHSV/>) and Commemorative Air Force (<https://commemorativeairforce.org/>) or email cafchapterhsv@gmail.com for additional details on upcoming meetings and how to get involved.



Community Partners - ACE

Radiance Technology



Air Force Veteran and CEO, Bill Bailey, accepts ACE Community Partner Renewal Medallion from former Chapter President Rick Driesbach. Radiance Technologies and their CEO continue to be a strong supporter of the Tennessee Valley Chapter of the Air and Space Force Association, many thanks!

<https://www.radiancetech.com/>

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Community Partners - ACE

Mary's Wine & Spirits



Chapter members Tim Davis, Daryl Carpenter, and Rick Driesbach presented Steve Golpaye an 2022 – 2023 ACE Renewal Medallion for his Community Partner Plaque. Steve, the owner of Mary's Wine and Spirits, has been a very strong supporter of the Tennessee Valley Chapter of the Air Force Association for over 10 years. Many, many thanks!

<https://www.facebook.com/maryswineandspirits>

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Community Partners - Wingman

Integrated Solutions for Systems (IS4S)

Former Chapter President, Rick Diresbach, presents **Wingman** Community Partner Renewal Medallion to IS4S Engineer Chris Oliver. Continued thanks to IS4S for supporting aerospace education at the highest level!

<https://is4s.com/>



Aero Thermo Technology Inc.

Air Force Veteran, retired Lt Col LeRoy Huntington, accepts the **Wingman** Renewal Medallion for Aero Thermo Technology Inc., from chapter member Rick Diresbach. Aero Thermo has supported the chapter's Community Partner program for 10 years!!!

We can't thank them enough.

<https://www.aerothermo.com/>

Community Partners - Wingman

Intuitive Research & Technology



Celebrating the renewal of Intuitive Research & Technology Corporation in the Community Partner Program were from left to right: Col (Ret) Daron Drown, Chapter member and Intuitive employee; Celia Lee, Intuitive Communications Officer; Arlee Holmes, Intuitive Director of Engagement and Communications; Col (Ret) Rick Driesbach, former Chapter President; and Col (Ret) Jay Carlson, Chapter member and Intuitive employee. Thanks for continuing support Aerospace Education in the Tennessee Valley at the **Wingman** level!

<https://www.irtc-hq.com/>

Community Partners - Basic



Southeastern Skin Cancer and Dermatology

Autumn Wilkins, Certified Medical Assistant, and Karina Ordonez, Medical Administrator, accept the Community Partner Renewal Medallion on behalf of Dr. Bo Rivera and Southeast Skin Cancer and Dermatology on 3 June 2022. Thanks for supporting aerospace education in the Tennessee Valley!



Bevilacqua Research Corporation

Danielle Barbee, HR Administrator and her 2-month old daughter, accept the Community Partner Renewal Medallion for Bevilacqua Research Corporation on behalf of Owner Andy Bevilacqua. Thanks for your support!



Nexolve

NeXolve Senior Engineers Mike Helba and Jim Pearson stand proudly with former Chapter President (and former NeXolve employee), Rick Driesbach, in front of their Community Partner Plaque. Thanks to NeXolve for being a steadfast Community Partner!

COMMUNITY PARTNERS

ACE LEVEL

CUBIC-GATR Technologies www.cubic.com	Mary's Wine & Spirits Hwy 431 South, Brownsboro, AL	Radiance Technologies www.radiancetech.com	Willbrook Solutions, Inc. www.willbrook.net
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Wingman Level

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Basic Level

Aleta Technologies www.aletatechnologies.com	Linda Morgan - Legend Realty www.legend-realty.com/linda-morgan/	Redstone Federal Credit Union www.redfcu.org
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Lamar Advertising www.lamar.com/huntsville		U.S. Space & Rocket Center www.rocketcenter.com

*Annual Giving Levels: Ace: \$500, Wingman: \$250, Basic: \$90
Want to become a Community Partner at the Ace, Wingman, or
Basic level? Contact George Krym at george.krym@yahoo.com.*

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UPCOMING EVENTS

04 Jul: Independence Day

25 Jul: Executive Council Meeting

18 Aug: Executive Council Meeting

Chapter 335 Officers

• **President**

John Pennell

johnpennelljr@aol.com

• **Treasurer**

Jack Royster

jroyster@knology.net

• **Vice President**

Guy Broadhurst

Broadhurst.guy@gmail.com

• **Secretary**

Eric Jackson

eric.jackson1969@gmail.com

Chapter 335 Special VPs

• **Aerospace Education:** Bob Hovde

• **Community Partners:** George Krym

• **CyberPatriot:** Bob Hovde

• **Webmaster:** Eric Silkowski

• **Newsletter:** Kathleen Mason




• **Veteran's Affairs:** Zig Jastrebski

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