



309th Aerospace Maintenance and Regeneration Group



309 AMARG Renewing the Force...

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First PDM C-130 Historic Milestone for 309 AMARG

Maintenance team members from across 309 AMARG set another historic milestone on February 20, 2009, when C-130H, 92-3285, lifted off from Davis-Monthan AFB, Ariz. As shiny as the day it rolled out of production, the Hercules climbed to its service ceiling for the 1,000-plus mile journey to Hill AFB, Utah where it landed code one, no discrepancies. The flight made history since it represents the first time the 309 AMARG team has accomplished the extensive, 15,000-hour maintenance overhaul referred to as programmed depot maintenance (PDM). PDM is a routine, major overhaul accomplished at set intervals on all aircraft; military, commercial, and even general civil aviation.

Though the aircraft slipped the anticipated delivery date, it required only two functional check flights (FCF) before its departure for Hill AFB. The initial FCF on February 14, returned after a local 2-hour flight with some minor write-ups or "fix-it" tickets.

"A few minor problems after an FCF aren't unusual," said SMSgt Ron Whitehead, flight engineer for the delivery flight. SMSgt Whitehead is assigned to the 514th FLTS at Hill AFB, Utah, and a 26-year veteran of the Air Force. He has been flying C-130 PDM aircraft for more than 11 years and has logged more than 5,000 flight hours in the airframe. "This plane was in really good shape," he commented, "but on any post-PDM FCF, we're looking for anything that just doesn't feel right."

SMSgt Whitehead explained that FCF crews must trust their maintainers completely. "Mechanics tear these aircraft down, overhaul them and put them back together with the same or refurbished parts," he said. "Our lives depend on their maintenance skills. We fly these aircraft to make sure they are checked out before we release them to the younger crew members with less flying hours. The FCF crew knows what to look for. Together, the FCF crew and the mechanics at 309 AMARG provide a safe, quality product back to the operational units," he added.

Of course, the most crucial accessory to any flight is the life support equipment and for a two-week duration between FCFs and delivery, Davis-Monthan AFB's life support specialists were key to the operation.

"MSgt Saugstad and survival equipment specialists of 755 OSS at Davis-Monthan, provided a vital link to life support and were integral to a successful mission. They saved the operation thousands of dollars in survival equipment and TDY costs and every short-notice request was accommodated," said FCF pilot Major Jared Dickerson,

514 FLTS.

Whitehead also noted that while working with and flying 3285, the FCF crew developed a mutual respect for the skills and talents exhibited by 309 AMARG's maintainers.

"As a flight crew, we don't foresee any problems in the future," he said. "We expect even better things out of 309 AMARG now since they have the first PDM under their wing." He went on to explain that the first PDM is always the biggest challenge.

"I think we anticipated having to work out some kinks since this airframe was the very first aircraft to undergo PDM here," said Ms. Cindy Sepulveda, the new production lead for the C-130 PDM program. "The medium aircraft team built a great reputation with their earlier work regenerating P-3s and then C-130s for

several foreign allies and government agencies. Although it might be a logical next step, PDM still represents a much bigger undertaking. I'm lucky to have a truly amazing workforce. They didn't waiver for a second. They spotted challenges and they overcame them. As a result, we delivered a quality product to our customer."

The 309 AMARG maintainers were all smiles, standing proudly for a photo op as they gathered to watch 3285's departure. The diverse 309 AMARG PDM team included

augmentees from across the Group, members representing the 577 CMRS and 578 SDS in addition to the traditional medium aircraft branch team from 576 AMRS. Anyone with documented C-130 qualifications added their skills to the team. Talents ranged from overhauling a complete fuel system to troubleshooting the smallest of electronics.

"This is a brand new process for 309 AMARG," said SMSgt Whitehead. "This PDM was a huge undertaking and the AMARG team did it with flying colors."

"This milestone was truly an all AMARG team effort," said Colonel Thomas Schneider, 309 AMARG Commander. "As a result of some innovative maintenance activities, we now have a fine-tuned workforce with a portfolio of crossover skills. They're skills we can apply to a variety of operational platforms, from fighter to any medium-sized aircraft. That flexibility makes 309 AMARG a vital partner to our ALCs."

While at Hill AFB, the aircraft will receive a new paint job before returning to its assigned unit.



309 AMARG recognizes 2008's outstanding performers

During a series of Commander's Calls held February 5, 2009, Colonel Thomas Schneider, 309 AMARG Commander, recognized four Group employees for their outstanding achievements and accomplishments, and for excelling in areas of personal development.

Mr. Edward Kron, production controller for the 578th Storage and Disposal Squadron (578 SDS), earned the top spot for Category GS-10 and below, for scheduling the production flow and subsequent disposal of 272 aircraft and 507 engines while monitoring the execution of over 75,000 production hours.

Ms. Amy Aguillard, earned the award for Category GS-11 and above. As a budget analyst for the 309 AMARG's Business Operations Division (309 AMARG/OB), Ms. Aguillard expertly managed AMARG's labor budget and supply requirements and exceeded HQ AFMC's "on-cost" goals by \$1.4 million under target.

Mr. Thomas Chavez, also from 578 SDS, earned the award for Category WG and WL-09 and below for leading a 4-man aircraft disposal team to a top production rate of

6,500 hours for a 107 percent efficiency rate.

Mr. James Linzmeyer, an aircraft mechanic for the 576th Aerospace Maintenance and Regeneration Squadron (576 AMRS), took Category WG/WL-09 and above for his initiative to resolve, isolate and remedy QF-4 system faults, sparing the Group financial contract penalties; and for successfully executing the QF-4 service life extension program, saving the program \$1.6 million.

Mr. Kron, Ms. Aguillard, and Mr. Chavez were also recognized by the 309th Maintenance Wing (309 MXW) at Hill AFB, Utah, as 309 MXW Civilian of the Year Winners in their respective categories.

According to Colonel Schneider, "These individuals represent a diverse and dynamic group of talented people drawn from all over 309 AMARG and were nominated by their supervisor for setting the standard for exceptional mission accomplishment."

In recognition of their hard work and dedication to our Air Force, each nominee

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Edward Kron
578 SDS
Category GS-10 & Below



Thomas Chavez
578 SDS
Category WG/WL-09 & Below



Amy Aguillard
309/OB
Category GS-11 & Above



James Linzmeyer
576 AMRS
Category WG/WL-09 & Above

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received a personalized medallion and these winners in each of the four categories received the 309 AMARG trophy of excellence, a monetary award; and a certificate of recognition.

Congratulations on a job well done!



The Group's 577th Commodities Reclamation Squadron (577 CMRS) reclamation section team received the 309th Maintenance Wing's (309 MXW) Depot Maintenance Management of the Year (Group) Award for outstanding performance during 2008.

The team was recognized for efficiently reclaiming and shipping over 3,500 T-38 aircraft parts in support of a high visibility Time Compliance Technical Order special project, enabling the production of 692 flight control lever sets. The team also reclaimed 4,158 parts from 30 T-38 aircraft, completing the task two weeks early. These valiant efforts permitted Ogden Air Logistics engineers at Hill AFB, Utah, to expedite stress analyses, thus ensuring the integrity of the Air Force's active T-38 fleet.

309 AMARG A-10 speed line helps keep critical jets fighting

We're seeing a southern migration, but they're not flying to Tucson for the Arizona sunshine. A-10 aircraft are arriving at the 309th Aerospace Maintenance and Regeneration Group (309 AMARG) from around the continental U.S. for necessary inspection and repair, all related to unexpected wing cracks that resulted in an Air Force decision to restrict a large number of A-10s in the Fall of 2008. AMARG is one of four depot-level facilities designated to perform such work on what is being labeled a speed line.

"AMARG's accomplishments on the A-10 service life extension program (SLEP) prove their workforce excels at A-10 aircraft maintenance," said SMSgt Michael "Smitty" Smith, recent A-10 Augmentation Team Lead from the 23rd Equipment Maintenance Squadron at Moody Air Force Base, Georgia. This is a major reason why--when the call went out for repair locations--AMARG immediately stood up to the challenge.

The repair of these critical airframes, which remain a vital asset in the nation's on-going war effort, is taking approximately 17 days to turnaround. However, according to Mr. Larry Gee, the A-10 Supervisor for AMARG's

576th Aerospace Maintenance and Regeneration Squadron (576 AMRS), "Our goal is to reduce the length of their stay to less than 12 days."

"We've already produced and delivered 35 aircraft and as we streamline our processes, we expect more reduction in time," said Mr. Gee. Part of such improvement comes with inspecting and repairing more aircraft.

But, more importantly, members of the 576 AMRS are using their years of SLEP experience together with Air Force Smart Operations for the 21st Century (AFSO21) training to develop and implement innovative solutions. According to Mr. Gee, "Our team constantly challenges the status quo and asks how can we do this better, faster and

with higher quality."

To augment 309 AMARG's efforts, 40 Air National Guard, Air Force Reserve and active duty members from

throughout the Combat Air Forces (CAF) and Air Force Materiel Command have reported for duty at Davis-Monthan Air Force Base, Arizona. This team represents the best in A-10 aircraft maintenance and is key to continuous process improvement and increased speed of repairs.

Soon after they arrive, the aircraft are quickly

prepared and ready for inspection and repair. "There is an intense effort to turn these aircraft around to the warfighter and we're proud to be part of the team making it happen," said SMSgt Smith.

Part of preparing the aircraft involves removing major components and panels so that depot technicians can access, inspect and perform necessary repairs. Given their decades of field experience, A-10 augmentation team members make quick work of such tasks then turn around and reassemble the aircraft once repairs are complete. This symbiotic relationship means A-10s will be back in the air

faster.

"With the completion of necessary repairs, the aircraft then undergoes the rigors of functional checks to ensure that all systems operate properly and safely," said Mr. Gee. And with that, the A-10 is returned to its unit and back in the fight.

According to TSgt Adrian Hitz, an A-10 crew chief from the 649th Combat Logistics Support Squadron at Hill Air Force Base, Utah, recently here on temporary duty with the 309 AMARG, "there's a good mix of skills and definitely a variety of knowledge here on the A-10 speed line" which he feels is exactly why this effort has been such a success.

"I'm impressed with the incredible team work and the fact that the 309 AMARG has everything we need to get this job done right," said TSgt Hitz.



Mr. Guadalupe Lopez (l), 309 AMARG 577 CMRS; and SSgt Mark Bapp, and SSgt David Cureton, from the 355 AMXS, Davis-Monthan AFB, Ariz., assist with speed line wing repairs.



Mr. Binh Tran (l), 309 AMARG 577 CMRS; SrA Sean Carroll, 74th AMU, Moody AFB, Ga.; and SrA Christina O'Gara, 57 AMXS, Nellis, AFB, Nev., perform repairs on an A-10 wing.

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