



# 309th Aerospace Maintenance and Regeneration Group



Vol. 3 Issue. 5

Supplement to the Desert Lightning News

July 3, 2009

## 309 AMARG's "A"-10 team delivers on critical wing repairs

The final A-10 inducted into the AMARG "speed line" for necessary inspection and repair departed June 16, bound for Eglin AFB, Fla. Serial number 81-0989 was one of 84 A-10 aircraft to successfully undergo the mandatory depot-level maintenance at AMARG as a result of wing cracks discovered in the Fall of 2008.

More than 80 Air National Guard, Air Force Reserve and active duty members from throughout the Combat Air Forces (CAF) and Air Force Materiel Command reported for duty at Davis-Monthan Air Force Base to augment the effort.

"On average, 37 military personnel at a time were here at AMARG," said SMSgt Scott Storey, A-10 Augmentation Team Lead, assigned to the Air National Guard in Battle Creek, Mich. "Our military work force did an outstanding job prepping the aircraft, rebuilding and assisting in ops checks once the repairs were complete."

As a result of AMARG's years of A-10 service life extension program (SLEP) experience together with Air Force Smart Operations for the 21<sup>st</sup> Century



The original A-10 Speed Line accommodating aircraft from around the continental U.S. for necessary inspection and repair related to unexpected wing cracks. AMARG was one of four depot-level facilities designated to perform the necessary repair work.



Mr. Larry Gee, A-10 Supervisor for AMARG's 576th Aerospace Maintenance and Regeneration Squadron (576 AMRS), explains the Speed Line repair process to Col Murphy, visiting Air Force dignitary. With the successful completion of the A-10 Speed Line program that inspected, repaired and returned 84 operational A-10 aircraft to their assigned units in less than 8 months, Mr. Gee continues to focus on the Group's A-10 Service Life Extension Program (SLEP).

(AFSO21) training to develop and implement innovative solutions, the A-10 repair team here represented the best in A-10 maintenance and proved key to continual process improvement and speed of repairs.

"The speed line team streamlined the process by reducing the flow of repair in the repair bay from 8 days to 5, and completely eliminated 2 nondestructive inspections, thus reducing the total number of production maintenance hours," said Mr. Larry Gee, the A-10 Supervisor for AMARG's 576<sup>th</sup> Aerospace Maintenance and Regeneration Squadron (576 AMRS).

Throughout the entire 8-month program, the A-10 repair team, as well as other AMARG operations, were aware that these airframes remained a vital asset to our nation's war fighter.

Coordination efforts between functions played an important role in managing the speed line workflow. The 309 Support Squadron's (309 SPTS) supply organization proved instrumental in providing a continuous flow of critical supplies of repair plates, fasteners and required aircraft replacement parts, and structural repair personnel were able to save four hours of time per wing due the 577<sup>th</sup> Commodities Reclamation Squadron (577 CMRS) Machine Shop's local manufacture of a pin punch designed to assist in locating repair plates.

According to Mr. Gee, by the final aircraft, the original overall workflow was reduced by five days--from 17 to 12.

"Of course there were some minor challenges," said Gee. "One aircraft required a total center wing replacement and one airframe required a complete wing removal and center wing repair in the AMARG Wing Shop; however, most impressive is that all of the aircraft were completed under cost and under the estimated production time."

## “Operation Air Force” Academy cadets visit 309 AMARG

Seven United States Air Force Academy cadets visited AMARG on June 26 as part of a three-week “Operation Air Force” visit to Davis-Monthan AFB. Operation Air Force is an annual Academy summer program that places the cadets at Air Force facilities worldwide for career shadowing, mentoring and familiarization.

The cadets were afforded a “boots-on-the-ground” tour of the facility and an opportunity to engage with the Group’s maintenance leads who explained the LEAN-driven F-4 regeneration program; the diversities of the A-10 Service Life Extension Program (SLEP) and Wing Shop; and complexity of C-130 Programmed Depot Maintenance.

“This Group does it all,” commented Mr. Dan Graffioux, 576<sup>th</sup> Aerospace Maintenance and Regeneration Squadron’s (576 AMRS) F-4 Regeneration Production Supervisor. “From entertaining big name movie producers to making planes flyable after 20 years in the desert, there is no limit to what this workforce can do,” he said.

The cadets got a glancing look at the desert removal of warfighter-essential A-10 parts and the ensuing flow of similar critical items as they made their way through the commodities processing facility to a waiting express delivery truck.

“This is a great opportunity to make these students aware of what AMARG has been doing for more than 60 years, not too many people know we’re not just a place to store old planes,” said Mr. Kenny Armstrong, Reclamation Section Supervisor

for the 577<sup>th</sup> Commodities Reclamation Squadron (577 CMRS).

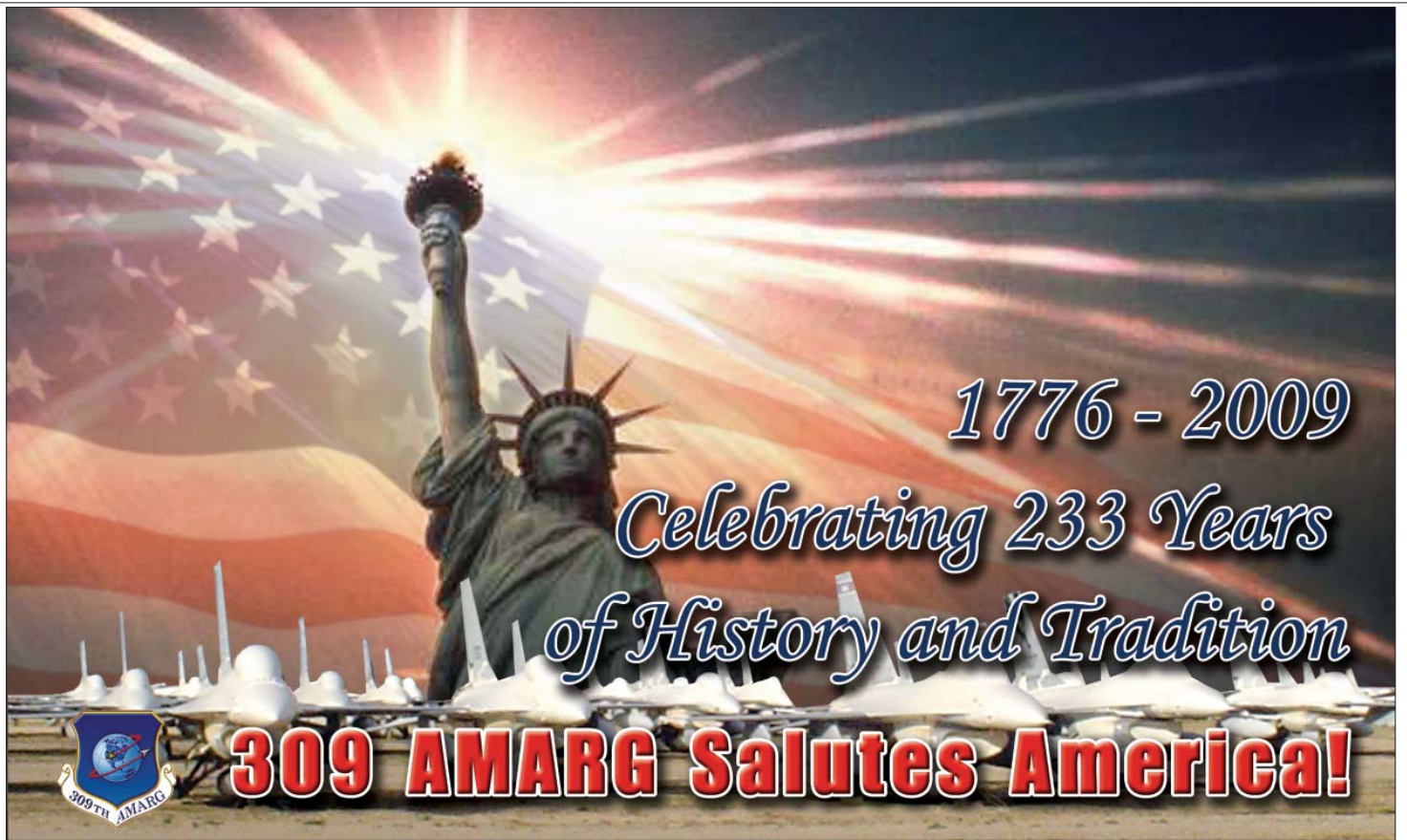
The cadets departed the facility in wide-eyed amazement.

“We absolutely had no idea AMARG was responsible for so much,” said Cadet 1<sup>st</sup> Class (senior) Jack Raine, an expression that mirrored that of his classmate’s.



*From left, Cadets 2nd Class Brian Riley, Ryan Nichol, Jonathan Bradley and Karl Mohrmann, Cadet 1st Class Jack Raine, and Cadets 2nd Class Daniel Armstrong and Jake McKeon*

## Advertising



*Graphic by Tommy Bledsoe*

Advertising

# Advertising