



309th Aerospace Maintenance and Regeneration Group



309 AMARG

Renewing the Force...

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309 AMARG welcomes Colonel Patrick Kumashiro, 34th Commander

Colonel Patrick T. Kumashiro took command of the 309th Aerospace Maintenance and Regeneration Group (309 AMARG) in a military ceremony at Davis-Monthan Air Force Base on July 9, 2010. Brig. Gen. John Cooper, Commander of the 309th Maintenance Wing, Ogden Air Logistics Center at Hill Air Force Base, Utah, presided over the ceremony.



As Colonel Kumashiro rendered a salute and accepted command, he became the 34th commander since the Group's historic beginning in 1946.

The AMARG Supplement interviewed the Colonel at the end of his first month. These are his thoughts:

Supplement: Welcome to Tucson,

Arizona and to 309 AMARG, Colonel.

Colonel Kumashiro: Thank you for the warm reception. My family and I would like to thank the 355th Fighter Wing and the local Tucson community for their tremendous hospitality during our move to Davis-Monthan AFB. The ceremony was a first-class event and I appreciate the hours of effort everyone involved put into it.

Supplement: Colonel Kumashiro, during the past month, you've had a chance to visit many of AMARG's Squadrons. What impresses you most about the Group?

Colonel Kumashiro: My first impressions are influenced by our talented and dedicated personnel and their commitment to excellence. Our DoD civilian, contractor, and military personnel are definitely answering our nation's call. The AMARG workforce should be extremely proud of their ability to excel in such a diverse work environment, handling everything from aircraft storage to reclamation, A-10 wing and Service Life Extension modifications, C-130 programmed depot maintenance, F-16 and F-4 drone regenerations, and even aircraft disposal.

Supplement: Sir, what do you see as the key to AMARG's success? And, after one month, are there any changes you'd like to implement?

Colonel Kumashiro: Before we implement any significant changes, I'm determined to work with our group leadership to establish a vision and specific objectives to ensure that we provide superior support to our warfighters and exceptional stewardship of our financial resources. I want to foster an atmosphere where we embrace innovation to ensure we can adapt to a constantly

changing and demanding environment.

Supplement: Our customers expect timely and cost effective products, how will AMARG continue to achieve those expectations?

Colonel Kumashiro: AMARG will be able to meet schedule and cost by taking a supply chain focus to our maintenance processes. We will take a collaborative and transparent approach to sharing forecasting/workloading information with our suppliers and customers to minimize the cyclical nature of supply and demand. Additionally, we will emphasize our quality control and safety processes in all of our activities. The warfighters expect us to deliver quality products and services to them, meeting those expectations will also be our focus.

Supplement: Colonel Kumashiro, describe for us the values and principles you believe make a command stand out as a first-class organization?

Colonel Kumashiro: Our Air Force Core values of integrity, service, and excellence is what we all believe in and is the foundation of our Air Force culture. It is what separates us from any other organization in the world and ensures that we remain the world's greatest air and space force.

Supplement: Thank you Colonel, any last thoughts?

Colonel Kumashiro: I look forward to leading AMARG as a valued and productive member of the Desert Lightning Team!



The 309 AMARG Booster Club welcomes Colonel Kumashiro, presenting him with the first 2010 Holiday Party admission ticket. From left, Tony Carrillo, Pat Leclair, Nicki Griffin, SSgt. Stephanie Barnes, Doris Griffin, Col. Kumashiro, Caroline Chartrand, Keith Restorff, Nancy Weightman, Jennell Christofaro, and Mary Lee.

Former “Blues” Number Seven takes center stage on display row

A former member of the “Blues” joined the existing line-up of aircraft on display row here in July as a result of the Navy replacing some F/A-18A and B-model aircraft with C and D-models.

The Boeing F/A-18B “Hornet,” Bureau Number 161711, is distinctly painted as the Blue Angels’ number seven jet, and was traditionally used to provide media and VIP orientation flights during air shows. Such flights support Navy and Marine Corps recruiting objectives. The Blue Angels’ show narrator flew number seven and also used this jet as a back-up aircraft during air shows.

The world-famous “Blues” flew their first air show in June 1946, using battle-tested Grumman F6F “HellCats” of WWII fame. From those humble beginnings at their home station in Pensacola, Fla. the “Blues” have become one of the U.S. military’s premier flight demonstration teams.

The Blue Angels are named after the city of New York’s famous Blue Angel nightclub. It’s said that an original team member came across the name in a New Yorker magazine while planning a 1946 show.

Though this Blue Angels number seven may no longer roar past an air show crowd at Fleet Week while performing precision flying and high-performance maneuvers, the aircraft, even in retirement, will remain a Naval goodwill ambassador to the men and women serving in the armed forces.

Public tours of 309 AMARG include a trip

down display row and are offered by Pima Air & Space Museum. Additional tour and schedule information may be found at www.pimaair.org/.



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KC-135E disassembly; evidence 577 CMRS is a “cut” above the rest

The 577th Commodities Reclamation Squadron (577 CMRS) recently completed the disassembly of an entire KC-135E airframe. The project began in June under the watchful eye of project leader, Mr. Mario Gastelum, 577 CMRS.

The tanker underwent this structural teardown in support of an Air Force-funded program to inspect KC-135 aircraft to determine their current structural condition, as well as the long-term structural viability of the fleet.

Since the KC-135 is projected to remain operational until 2040, these teardown inspections are required to validate the analytical predictions used to determine the 2040 service life goal.

A teardown inspection provides access to areas that are not accessible without aircraft disassembly and provide an in-depth (or behind the scenes) look at the effects of normal operational wear and tear on the aircraft. They also assist in determining if damage exists where it's not expected or if damage is more severe than expected.

Bottomline, the results of these examinations are used to proactively manage the fleet's structural integrity by developing inspection methods to find the damage, design standard repairs, and plan for the replacement of structure before a fleet-wide problem develops.



Left, 577 CMRS workers lift the severed cockpit from the fuselage. The removed sections or “lots” will undergo a de-burring process to smooth away nicks and fragments prior to shipment.



Utilizing K-12 saws, 577 CMRS workers followed red cut lines drawn by the System Program Office aerospace engineers to disassemble KC-135E, Serial Number 57-1505. MacAulay Brown contract workers were instrumental in prepping the aircraft for disassembly.

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