



## AMARG celebrates 65 years of support to our nation's warfighters

The 309th Aerospace Maintenance and Regeneration Group (309 AMARG) begins its 65th year of operation sustaining America's warfighters today, April 1, 2011.

Occupying of 2,600 acres of Davis-Monthan Air Force Base real estate, the Group currently stores slightly more than 4,000 aircraft and 11 aerospace vehicles for the Air Force, Navy, Marine Corps, Army, Coast Guard (Department of Homeland Security), and other agencies including NASA, the National Science Foundation, the Smithsonian Institution, the State Department and the U.S. Forest Service. Canadian Forces, a more recent customer, joins the Royal Norwegian Air Force and NATO, Germany as the only foreign militaries currently storing aircraft at the facility.

Established by the Army as the 4105th Army Air Base Unit on April 1, 1946 to store post WWII B-29s and C-47s, this varied aerospace fleet provides a unique savings account from which U.S. and foreign allied militaries and government agencies throughout the world may withdraw parts and aircraft now and into the future.

Tucson's meager rainfall, low humidity, and hard "caliche" sub-soil made an ideal site for aircraft storage. Low moisture minimized deterioration and corrosion, while the caliche (a clay-like sub-soil nearly as hard as cement) permitted the largest aircraft to be parked without replacing the desert surface with concrete or steel parking ramps.

The Group's ancestor organization regenerated many C-47s in support of the cargo carrying needs of the Berlin Airlift. Two years later, the unit began regenerating B-29 "Superfortresses" and reclaiming thousands of aircraft

components in support of the Korean War.

In 1964, the Secretary of Defense directed the consolidation of all military aircraft storage and disposition facilities into a single entity, resulting in the organization's conversion to the Military Aircraft Storage and Disposition Center or MASDC. In 1985, the addition of aerospace vehicles (Titan II missiles) as well as the Group's growing capability for restoring aircraft to flying status, prompted another name change to the Aerospace Maintenance and Regeneration Center, AMARC.

In May 2007, AMARC aligned under the 309th Maintenance Wing at Hill AFB, Utah transitioning from AMARC to the 309th Aerospace Maintenance and Regeneration Group or 309 AMARG.

For six and a half decades, 309 AMARG has evolved with the Air Force into a modern, high-tech industrial facility, providing its customers with a broad range of aircraft support services. These services include aircraft storage, parts reclamation, aircraft regeneration (restoration to flight capability), depot-level maintenance and aircraft disposal.

As 309AMARG moves into the future, its mission will continue to evolve, embracing new and innovative techniques necessary to sustain American, allied and coalition warfighters by providing just-in-time delivery and a quality product.



*Then...a mechanic performs an engine run on a B-17 bomber in preparation for flight.*



*And now! A 309 AMARG crew prepares to launch a C-130H after undergoing almost 18,000 hours of depot maintenance.*

## Six stored B-52G heavies get a lift from some brand new platforms

Two and a half days was all it took last month for a cadre of 15 employees assigned to the 578th Storage and Disposal Squadron (578 SDS) to re-modulate six 185,000-pound B-52 "Stratofortresses."

With vital assistance from two very large cranes and their professional contract operators, the team carefully lifted the air frames from their aging stanchions with strengthened straps while "bomb" loaders, often referred to as jammers, quickly placed new framework beneath the balancing 160-foot fuselage.

Executing a well-coordinated plan developed in advance by the Group's Quality Assurance, Safety, Engineering, Wood Mill, Motorpool and Disposal planning personnel, the team safely replaced 60 condemned modules with 72 new platforms customized for the G-model B-52.

"The B-52Gs were all parked within close proximity of the other, so the cranes, forklifts and jammers required spotters to safely jockey them into position," said Mr. Dan Graffious, supervisor for the squadron's disposal section.

"The entire team did an outstanding job considering the scope of this project," said Graffious. "And despite the fact that these employees performed in considerably hot and dusty conditions, the project was completed ahead of time and without incident," he added.



Advertising

## Ret'd. Navy Cmdr./Master Army Aviator (Command Pilot) remembers

After twenty-eight years of rated military flying, a recent visit to 309 AMARG brought back memories and tales of aviation adventures for retired Navy Cmdr. Jack "Beetle" Bailey.

With flight experience dating back to 1966 while serving in the U.S. Army, his memories are abundant and vivid. During a lengthy Army career, he would subsequently learn to fly more than 16 different Army fixed and rotary wing aircraft, serve three tours in Southeast Asia and two tours as an instructor pilot at Fort Rucker, Ala.

He's personally connected to each of the remaining five OV-1D "Mohawks" in storage here, but has a particular fondness for aircraft 68-15942. This aircraft delivered him on numerous occasions from "dangerous operations," as Cmdr. Bailey had countless hours in this air frame as an instructor pilot!

Obviously, his missions in "942" ended safely; however, the commander shared a story about one OV-1 aircraft that did not come home from a tour in Vietnam.

In June of 1969, Chief Warrant Officer Bailey encountered a twin 23 mm anti-aircraft battery with

a true aim. Thankfully, both pilot and the tactical observer's Martin-Baker Mk.5 seats reliably ejected, but both crewmembers spent 6 long hours on the ground until their rescue at first light.

It was the Air Force "Jolly Green" H-3s and the

afforded an opportunity for career development in the U. S. Navy Reserve and would then serve as a dual-rated naval aviator.

Cmdr. Bailey would fly in three "pipelines" of Naval aviation and began flying in Strike Rescue on the HH-3A "Sea King."

As he drove by the three stored HH-3As at AMARG, he nostalgically produced his flight log comparing bureau numbers with entries from days gone by when he flew as an HC-9 "Protector" at NAS North Island, Calif.

The commander's final assignment was flying the C-9B "Skytrain" at the Naval Air Station Dallas until he retired in 1995.

Forty-five years of service and 32,000 hours of total flight time were relived during his brief one-hour tour of the Group, and with each "old friend" he encountered came a sense of renewal and gratification.

At the time of his retirement, Cmdr. Bailey was the only Master

Army Aviator (Command Pilot) in the U.S. Navy.

He continues to fly his own experimental RV-6A aircraft and shares his love for flight with his son, a C-17 pilot for the U.S. Air Force.



venerable A-1s that would extract them from harm's way.

Opening a new chapter in what would already be a very fulfilling military career, Maj. Bailey was

## Advertising

# Advertising