



309th Aerospace Maintenance and Regeneration Group



309 AMARG

Supporting the Warfighter 24/7...

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AMARG employees, friends and family, join thousands in walk/run for cure

Seven AMARG employees were joined by eight family members and friends last month to participate in the 13th Annual Susan G. Komen Race for the Cure® in Tucson.

Though small in number, the AMARG team's warm hearts and persistent canvassing efforts prevailed and they received nearly \$1,000 in donations.



Left center, Ms. Evelyn Wahl and friend Ms. Cheryl Rosano, join the many other breast cancer survivors to form a sea of pink, all brought together to make a difference.

"Everyone was so generous and the money our team raised this year will make a tremendous impact in continuing efforts to find a cure for cancer," said Ms. Evelyn Wahl, a recent breast cancer survivor and AMARG employee.

"I'd like to thank everyone who participated and we hope to do it again next year!" said Ms. Wahl.

Donations may still be made at the following website: <http://www.komensaz.org/komen-race-for-the-cure/donate/>.

Shown above, some of the participants representing AMARG in April's 13th Annual Susan G. Komen Race for the Cure® before their after-work warm-up. From left are Ms. Evelyn Wahl, Ms. Kim Myers, Ms. Guillermina Suarez, Ms. Samantha Morrison and Ms. Karen Morris. Not shown, Ms. Lucie Offerle, Ms. Mary Williams, Ms. Ashley Morris, Ms. Sandra Phillips, Ms. Maria Tilton, Ms. Gwen Vazquez, Mr. Ramon Vazquez, Mr. Donald Wahl, and Ms. Frasia Williams.

Mr. Don Wildman, host of new Travel Channel series "Off Limits," visits AMARG

Mr. Don Wildman recently visited 309 AMARG to film a segment for the Travel Channel's new television series "Off Limits." AMARG will be part of an "Arizona" segment scheduled to air in June.

Far right, Maj. Kathy Roman, Commander, 355th FW Maintenance Operations Squadron, shares the C-5's operational history and significance with the Travel Channel host.

Right, after donning protective wear, Col. Kumashiro, 309 AMARG Commander, and Mr. Wildman, joined Mr. Gilbert Gutierrez (red cap), and Mr. Gerardo Llamas (end right), both assigned to the 578th Storage and Disposal Squadron, in preserving an F-16 Fighting Falcon.



Voluntary Protection Program takes hold at AMARG

The Voluntary Protection Program or VPP is an Occupational Safety and Health Administration (OSHA) program that encourages and recognizes organizations with exemplary safety and health cultures, whether in the air, on the ground, at work, at home or at play.

The program has now taken hold at AMARG thanks to the championing efforts of Ms. Janet Germano of the AMARG Quality Office.

According to Ms. Germano, one of the most important aspects of participating in VPP is assisting employees with taking ownership of their own safety, which reduces the risk of occupational injury or illness. VPP also promotes teamwork skills, develops pride in production, improves the lines of communication between management and employees, plus improves employee morale.

“This cooperative interaction with management gives our AMARG employees an opportunity to affect the organizations safety and health practices,” said Germano.

To assist in AMARG’s success in this day-to-day-dedication to solve safety and health challenges here, Ms. German recently introduced a new VPP

program called “Near Miss.”

“Studies in several industries indicate that there are between 50 and 100 close calls or “near misses” for every accident that actually takes place,” said Germano. “So, AMARG has introduced the “Near Miss” form,” she explained.

The “Near Miss” form serves as an indicator that a latent or hidden design flaw, or training deficiency, exists before a loss is experienced.

For example, a recent submission drew attention to the lack of lighting in a parking area here and after surveying the problem, it was determined that even the malfunctioning existing lighting was inadequate. Therefore, additional

lighting was included in the fix. Another submission led to air quality testing in several “line” shacks by the 355th Fighter Wing Bioenvironmental

shop. The testing provided management with real data on which to base decisions about air quality and circulation concerns from employees.

Shown here, the “Near Miss” form is a one-page document that can be found on 309 AMARG’s intranet home page under the VPP logo. It can be submitted electronically or printed. Employees can also track progress on “Near Miss” submissions through a report feature at the same location.

“Basically, we want everyone that sees something wrong in their workplace, or if they come up with a safer way to do things, to let the VPP team know,” said Ms. Germano. “We’re all here to get the job done and to get it done right--without injury. Civilian or military, we are all Wingmen,” she added.

Any questions regarding AMARG’s Voluntary Protection Program may be sent to the following e-mail address: 309AMARG.vpp@dm.af.mil

Lesson Learned - Almost Happened - Incident Averted - Could've But It Didn't! - Accident Avoided

U.S. Air Force VPP

ON BASE _____ (optional) NAME _____
OFF BASE _____ (optional) CONTACT# _____

Please describe the occurrence/situation as fully as possible to include circumstances, people, location, equipment, etc.

What prevented this occurrence from becoming an accident/incident/mishap?

Was this incident reported elsewhere? To Who?

Do you have any recommendations for unit wide changes needed to address this type of situation?

Other Comments:

THANK YOU!!! Please turn this form in to any Supervisor, Safety or VPP Rep or drop in the nearest VPP box



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AMARG eliminates B-1B under New START; remains critical parts resource

AMARG personnel eliminated an Air Force B-1B "Lancer" here last month as a result of the New Strategic Arms Reduction Treaty's entry-into-force in February.

To comply with the new treaty requirements, this B-1B's remaining wing was placed beside the aircraft and specialized AMARG technicians burned through the aircraft's titanium wing carry-through bolt with a burn rod torch thus eliminating this aircraft and removing it from treaty accountability.

Despite the air frame's new status as being officially "eliminated," and no longer reportable, Serial No. 86-0128, continues service as a valuable donor of critical parts for the Air Force's operational B-1B fleet.

Just days after the elimination, Mr. Steve Echols, assigned to the 577th Commodities Reclamation Squadron, removed a small radar sensor switch, valued at more than \$200, from behind an access panel on the air frame's nose.

The removed part was inspected and prepared for an expedited shipment for re-use by the warfighter.

Seventeen B-1Bs retired into AMARG between 2002 and 2003, having been declared excess by the B-1B System Program Manager or SPO; however, fifteen remain as variable parts resources.

Since the beginning of fiscal year 2011, team AMARG has removed 399 B-1B aircraft parts, valued at \$36.9 million. The total number of aircraft parts reclaimed, or removed for shipment from AMARG thus far is 6,500, with a dollar value of \$265.8 million.



Above, in compliance with the New START, this B-1B's wing was dropped, and the titanium wing carry-through bolt was destroyed with a burn rod torch, thus eliminating the air frame.

Below, 577 CMRS mechanics, Mr. Steve Echols and Mr. Bill Amparano (not shown), teamed up to locate and remove a radar sensor switch from the nose of B-1B, Serial No. 86-0128. The retrieved switch, valued at more than \$200, was inspected and expedited for shipment back to the warfighter.

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