

309th AEROSPACE MAINTENANCE AND REGENERATION GROUP



MISSION

The 309th Aerospace Maintenance and Regeneration Group (309 AMARG) is the U.S. Air Force Technical Repair Center for reclamation, regeneration, storage and disposal of aerospace assets. The Group is also the Department of Defense's designated site for storage and reclamation of aerospace assets for all of America's armed forces as well as the U.S. Coast Guard, federal government aviation branches, and the U.S.'s foreign allies. With more than 2,600 acres of desert storage area, 309 AMARG has the capacity to store vast quantities of aircraft and other aerospace assets. AMARG currently stores approximately 4,000 aircraft, 7,000 engines, and 280,000 line items of aircraft production tooling. The highly skilled 309 AMARG workforce continues to manage this vast inventory of war reserve aircraft and stands ready to continue their direct support of the warfighter through their reclamation, regeneration and depot overflow programs.

This combination of parts reclaimed and aircraft withdrawn represents a return on taxpayer investment of more than \$1.07 billion, nearly \$11 returned for every dollar spent at AMARG. Although the Center's primary customer is the Department of Defense, additional workloads come from other national, regional and local government agencies, as well as foreign allies. Four product divisions, Aircraft, Commodities, Storage and Disposal, conduct AMARG's core industrial operations. The Aircraft Division performs unparalleled regeneration and specialized aircraft repair. The Commodities Division removes, inspects, repairs and delivers aircraft parts and subassemblies in support of U.S. and foreign allied contingency and training efforts.

LINEAGE

Military Aircraft Storage and Disposition Center established and activated, 7 Oct 1964

Organized, 1 Feb 1965

Redesignated Aerospace Maintenance and Regeneration Center, 1 Oct 1985

Redesignated 309th Aerospace Maintenance and Regeneration Group, 2 May 2007

STATIONS

Davis-Monthan AFB, AZ, 8 Feb 1965

ASSIGNMENTS

Air Force Logistics Command, 7 Oct 1964

Air Force Materiel Command, 1 Jul 1992

309th Maintenance Wing, 2 May 2007

Ogden Air Logistics Complex 1 Oct 2012

ATTACHMENTS

Ogden Air Logistics Complex, 12 Jul 2012

COMMANDERS

Col Bruce E. Rianda, Jul 1992

Col Walter L. Mosher, Jun 1994

Col Gregory Stanley, Mar 1997

Col Reed L. Roberts, May 2000

Col Kenneth M. Lewandoski, Aug 2001

Col Lourdes A. Castillo, May 2003

Col Anthony A. Panek, Jul 2005

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Organizational Excellence Awards

1 Jan 1988-31 Dec 1989

23 May 2003-30 May 2004

1 Jan-31 Dec 2009

1 Jan 2011-31 Dec 2012

EMBLEM

Azure, a terrestrial globe oceans Celeste, land masses of the first, edged and gridlined Argent, entoured by a contrail Gules orbiting bendwise sinister beginning with a mullet Or, fimbriated Sable, and terminating in a flight symbol ascending to sinister of the third, fimbriated of the sixth, all within a diminished bordure Yellow. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "309TH AMARG" in Blue letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the

primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The globe with the contrail beginning with a star and ending with a flight symbol represents the Group's desire and ability to repair and maintain products accurately and on time. They then send these products out to where they are needed: on land, in the air and around the globe. This signifies that the unit's work/mission has an impact around the world and in space. (Approved, 15 May 1995)

MOTTO

NICKNAME

OPERATIONS

Immediately after World War II, the Army's San Antonio Air Technical Service Command established a storage facility for B-29 and C-47 at Davis-Monthan AFB. Today, this facility is the 309th Aerospace Maintenance and Regeneration Group, which has grown to include more than 4,400 aircraft and 13 aerospace vehicles from the Air Force, Navy-Marine Corps, Army, Coast Guard, and several federal agencies including NASA. With an original purchase price of more than \$35 billion, this aerospace fleet provides a unique savings account from which military units throughout the world may withdraw parts and aircraft. The government earns additional income by selling aircraft to our allies.

The chief reasons for selecting Davis-Monthan as the site for this storage center were Tucson's meager rainfall, low humidity, and alkaline soil. These conditions make it possible to store aircraft indefinitely with a minimum of deterioration and corrosion. In addition, the soil (called caliche) is hard, making it possible to park aircraft in the desert without constructing concrete or steel parking ramps.

In 1964 the Secretary of Defense directed the consolidation of all military aircraft storage and disposition centers into a single entity located at Davis-Monthan. This facility assumed the name Military Aircraft Storage and Disposition Center or MASDC.

In 1985, the addition of aerospace vehicles (Titan II missiles) as well as the Center's growing capability for restoring aircraft to flying status, prompted another name change to the Aerospace Maintenance and Regeneration Center or AMARC.

In 2005, the Division reclaimed and shipped worldwide 19,194 parts valued at almost \$568 million. Additionally, innovations by Commodities Division team members have saved the government millions of dollars in costs associated with the A-10 wing modification program. The Storage Division prepares aircraft for short-and long-term storage and maintains them while in storage. These comprehensive preservation and maintenance practices safeguarded more than \$33 billion in aerospace assets and made possible the subsequent reactivation of many of these weapon systems. The Disposal Division administers the receipt and accountability for all aerospace vehicles, located at AMARG, that have been declared excess to weapons systems program requirements.

Col. Margaret Romero, commander of the 309th Aerospace Maintenance and Regeneration Group at Davis-Monthan AFB, Ariz., was relieved of command "due to a loss of confidence" in her "ability to effectively lead the organization," according to an Air Force statement. Brig. Gen. Carl Buhler, commander of the Ogden Air Logistics Complex, which oversees the group, made the decision on May 11, according to the short statement. Officials did not say what caused him to lose confidence in Romero, who led the 309th since last June. The AMARG is most commonly referred to as the "boneyard" because it is the Air Force's main storage site for aircraft. Col. Matthew Powell, deputy commander for maintenance at the Ogden Air Logistics Complex, has been appointed the new commander, according to the statement. 2015

The 309th Aerospace Maintenance and Regeneration Group christened a new \$25 million high-bay maintenance hangar at Davis-Monthan AFB, Ariz., on Monday. The new hangar "provides a world class facility for a proud team of professional airmen so they can continue their mission ... providing high quality aircraft and parts to the war fighter," Ogden Air Logistics Complex Commander Brig. Gen. Steven Bleymaier. The 76,746 square-foot facility is capable of housing all but the largest aircraft in the Air Force fleet, and is built to high energy efficiency standards. It incorporates full maintenance facilities and an administrative block, as well as visitor accommodations and an observation deck. The 309th AMARG oversees the Defense Department's aircraft "boneyard" at Davis-Monthan, and will use the hangar for parts reclamation, aircraft sustainment, inspections, and routine maintenance. 2015

DAVIS-MONTHAN AFB, Ariz. (AFNS) -- When a severe hailstorm swept through Laughlin Air Force Base, Texas, in February 2016, it left behind 39 severely hail-damaged, Air Force T-1A "Jayhawk" trainer aircraft. Derived from the Hawker/Beechcraft 400A corporate aircraft and used by the Air Education and Training Command, the Jayhawk is essentially a civil aircraft modified to fit military training needs as an advanced trainer for airlift and tanker pilots. Due to the aircraft's civil transport certifications, the Federal Aviation Administration requires servicing aircraft maintenance facilities to maintain FAA repair station certifications to work on the aircraft. FAA aircraft type specific repair station certifications are uncommon among military repair facilities.

In order to facilitate repairs on the hail-damaged aircraft, a multi-disciplinary repair team was formed in April 2017 to develop courses of action. The team included personnel from AETC at Randolph AFB, Texas, the Air Force Life Cycle Management Center at Wright-Patterson AFB, Ohio, the Warner Robins Air Logistics Complex at Robins AFB, Georgia, the Oklahoma Air Logistics Complex and Air Force Sustainment Center at Tinker AFB, Oklahoma and the 309th Aerospace Maintenance and Regeneration Group, Davis-Monthan AFB, Arizona which is part of the Ogden Air Logistics Complex at Hill AFB, Utah. "Wow! What a testament to AMARG's abilities," said Col. Jennifer M. Barnard, 309th AMARG commander. "To kick off this first-ever T-1A depot-level repair on my first day is a great start for my time as commander. I am very honored to be taking the reins of such a highly agile and efficient organization with such a professional 'can-do' spirit."

"We had to move quickly since AMARG initially lacked FAA certification and there were no existing procedures," said Timothy Gray, AMARG deputy director. "The Jayhawk is desperately needed for pilot training and the aircraft is new to the AMARG workforce, and has never had any major repair work performed by Air Force personnel." The AMARG's burning platform challenge

was to stand up an organic repair capability before end of Fiscal Year 2017. “We utilized (Air Force Sustainment Center) Art of the Possible methodology and kicked off the workload two months ahead of the required schedule,” said Gray. “Overall, our Art of the Possible goal is to complete 11 aircraft by end of Fiscal Year 2018. Any new workload of this size is challenging. This is really a challenge given the rapid stand-up for planning and all the parts and equipment that have to be procured through commercial sources. We also have to develop and validate (and verify) all the repair procedures to the original design manufacturer and FAA approvals.”

Without having the usual military technical orders, and for AMARG to perform the needed maintenance, the group required certification as a Military Repair Station in accordance with the Code of Federal Regulations, Title 14, Federal Aviation Regulations. “With exception of paint workload on KC-10s performed by the Oklahoma City ALC, heavy structural repair on an FAA certified air-frame is something that has never been done before for depot-level repair by an Air Force organization,” Gray said. “I have high confidence in (the 309th) AMARG’s leaders and technicians that we can get this done.” AMARG personnel received T-1 familiarization training in aircraft airframe, power-plant general (engine), electrics, avionics and structural repair tasks at Laughlin AFB.

“We were simultaneously sending people to training, standing up facilities, acquiring equipment, setting up contracts for materials and tech data, building tool boxes and developing overhaul work schedules,” said Gray. “We had to do all that while continuing to support existing work for depot modifications, regenerations, reclamation, disposal and storage sustainment without impact.” In mid-July 2017, the AFSC’s Flight Standards Management Office audited AMARG’s accomplishments toward qualification for the Military Repair Station Program and associated Federal Aviation Administration regulatory requirements. AMARG complied fully with the program and the auditors reporting zero non-compliant areas. This qualified AMARG as the first-ever AFSC, FAA-equivalent Military Repair Station.

“Because of the unique experience held by technicians at AMARG, we were able to show the major structural repair capabilities of various weapons systems and how AMARG’s quality and compliance meet or exceed FAA requirements,” said Cynthia Sepulveda, chief of AMARG quality assurance. “We will be inducting these T-1As and performing depot-level skin replacement work, and are super excited to have oversight of the first Military Repair Station in AFSC.” Gilbert Montoya, director of logistics, engineering and force protection at AETC, became a driving force behind the idea after a 2016 visit to review the group’s capacity to perform this type of depot-level maintenance and applauded AMARG’s achievement at becoming a certified MRS. “According to the T-1 System Program office, once AMARG became an MRS, the repair cost decreased by \$17 million, from approximately \$63 million to approximately \$46 million,” Montoya said. “Because AMARG has taken on this workload, there should also be a reduction in the overall repair schedule by 12 months. The aircraft will be repaired cheaper and returned to service by September 2018.” 2017

Air Force Order of Battle
Created: 3 Aug 2011
Updated: 17 Feb 2019

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
Air Force News. Air Force Public Affairs Agency.