



# 309th Aerospace Maintenance and Regeneration Group



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## Final T-37s retire to AMARG; AFMC Commander joins last flight in Tweet

On July 31, 2009, the last four Air Force T-37 trainers, landed at Davis-Monthan Air Force Base, Ariz. and taxied into retirement at the 309th Aerospace Maintenance and Regeneration Group (309 AMARG).

After flying the lead position in a four-ship flight from Sheppard Air Force Base, Texas, Gen. Donald Hoffman, commander of the Air Force Materiel Command (AFMC), and Lt. Col. Dave Leazer, director of operations for the 89th Flying Training Squadron at Sheppard Air Force Base, Texas, rolled to a stop and shutdown the engines, cutting off the signature whine that gave the T-37 its nickname, the Tweet, for the last time.

Brig. Gen. Andrew Busch, commander of the Ogden Air Logistics Center (AFMC) at Hill AFB, Utah and 309 AMARG commander, Col. Thomas Schneider, greeted General Hoffman on his arrival in hot, sunny Tucson.

"We had beautiful weather [flying] here, but going into Midland, we had to deviate a little bit," said General Hoffman, a command pilot with more than 3,400 flying hours in fighter, trainer and transport aircraft.

The general recounted a memorable T-37 moment while other delivering flight crews wrote indelible farewells on the wide, stark-white noses of the last four "Tweets."

"The most significant is when you solo out a student. You're taking the student from a pedestrian to a novice aviator and when you make the decision that they're ready to fly alone, you step out and launch them off. You can see a smile coming out from behind the oxygen mask as they taxi off for their first take off, and that's always a good sign" said General Hoffman.

Replaced by the Raytheon -built T-6A "Texan II," the T-37 served as the primary



Brig. Gen. Andrew Busch, commander of the Ogden Air Logistics Center, Hill AFB, Utah (center) and Col. Thomas Schneider, commander of 309 AMARG, greet General Donald Hoffman, commander of AFMC, upon arrival.

undergraduate pilot trainer for the Air Force for 53 years.

"The T-6 is a much more capable aircraft," said the General when asked to compare the new trainer with the old. "It has a lot of creature comforts; for instance, it has air-conditioning that works, it's pressurized, and its performance is much better than the T-37," he added.

"Remember the mission of the aircraft is to take a pedestrian and make an aviator. Creature comforts and performance are always nice, but the real task is how you build airmanship. The T-37 was magnificent for that and the T-6 is as well. But the T-37 is more than 50 years old and it's time to move on and take the next step," said General Hoffman.

AFMC, headquartered at Wright-Patterson Air Force Base, Ohio manages research, development, test and evaluation and provides acquisition management services and logistics support required to develop, procure and sustain Air Force weapon systems.

"We're focused on the whole gamut of acquiring and sustaining weapon systems, to include the research laboratories that come up with new ideas that may or may not pan out in the future," General Hoffman said. "AFMC is involved all the way from acquiring aircraft, taking care of aircraft, and as I drive through AMARG, I see the aircraft that are a result of their final disposition--save those slated for possible regeneration. There is plenty of [AFMC] activity in that entire pipeline all the time," he said.

The "final four" bring the total number of T-37s currently stored at 309 AMARG to 396.



Gen. Donald Hoffman, commander of the Air Force Materiel Command (AFMC), bids farewell to the last of the Air Force's T-37 "Tweets" under a sunshade at 309 AMARG.

## Last of the Navy's F-14 Tomcats head for shredder; 11 remain in desert storage



*A local recycling contractor, HVF-West, recently removed 20 F-14 Tomcats from storage at 309 AMARG, leaving 11 F-14 airframes remaining in storage. These F-14s, once the Navy's primary air superiority fighter, interceptor and reconnaissance platform, retired from the active U.S. Navy fleet in 2006 were shredded at the direction of the Navy's Inventory Control Point.*

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## BBC includes 309 AMARG in a world-wide documentary tour

A film team from the United Kingdom visited AMARG on behalf of the British Broadcasting Corporation (BBC) in late July to produce a geologically-focused documentary series on Earth's relationship with man.

Included in their itinerary to travel from the Libyan desert to rural China, was a one-day stop at AMARG.

With its 2,600 acre setting of more than 4,000 aluminum-based aircraft, the facility provided a fitting and "powerful" visual to illustrate their point on recycling and that "metal can never be thrown away."

"Our schedule is taking us around the world to a series of the world's most spectacular locations," said Mr. Chris Howard, assistant producer for the show.

With video camera rolling, Professor Iain Stewart, a BBC "presenter," explained the variety of Earth's metals present in the composition of aircraft and the myriad ways recycling efforts can reform excess airframes as a future resource.

"AMARG really captures some of the main thrust of our documentary, not only the ingenuity of man and mastery of metals and resources but also the need to recycle and reuse as we move forward and resources become more and more scarce," said Mr. Howard.



*Mr. Dave Roe (middle), senior engineer for 309 AMARG, goes on the record with the BBC to discuss the variety of elements used to construct an aircraft and the end-of-life uses of retired military airframes. Interviewer and BBC documentary series producer, Mr. Mathew Dyas, pictured right.*

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