

***FIVE DECADES  
OF***



***SERVICE  
EXCELLENCE***



## I AM THE GUARD

*Civilian in peace, soldier in war...of security and honor for three centuries I have been the custodian, I am the Guard.*

*I was with General Washington in the dim forests, fought the wily warrior and watched the dark night bow to the morning. At Concord's bridge, I fired the fatal shot heard around the world. I bled on Bunker Hill. My footprints marked the snows at Valley Forge. I pulled a muffled oar on the barge that bridged the icy Delaware. I stood with Washington on the sun-drenched heights of Yorktown. I saw the sword surrendered...I am the Guard.*

*I pulled the trigger that loosened the long rifle's havoc at New Orleans. These things I knew...I was there!*

*I saw both sides of the War between the States...I was there! The hill at San Juan felt the fury of my charge. The far plains and moutons of the Philippines echoed to my shout...On the Mexican border I stood...I am the Guard.*

*The dark forest of the Argonne blazed with my barrage. Chateau Thierry crumbled to my cannonade. Under the arches of victory I marched in legion...I was there! I am the Guard.*

*I bowed briefly on the grim Corregidor, then I saw the light of liberation shine on the faces of my comrades. Through the jungles and on the beaches I fought the enemy, beat, battered and broke him. I raised our banner to the serene air on Okinawa...I scrambled over Normandy's beaches...I was there...I am the Guard.*

*Across the 38<sup>th</sup> Parallel I made my stand. I flew MIG Alley, I was there...I am the Guard.*

*Soldier in war, civilian in peace...I am the Guard.*

*I was at Johnstown, where the raging waters boomed down the valley. I cradled the crying child in my arms and saw the terror leave her eyes. I moved through smoke and flame in Texas City. The stricken knew the comfort of my skill. I dropped food that fed the starving beast on the frozen fields of the West and through the towering drifts I ploughed to rescue the marooned. I have faced forward to the tornado, the typhoon, and the horror of the hurricane and flood...these things I know...I was there...I am the Guard.*

*I have brought a more abundant, a fuller and finer life to our youth. Wherever a strong arm and valiant spirit must be to defend the nation, in peace or war, wherever a child cries or a woman weeps in time of disaster, there I stand...I am the Guard. For three centuries a soldier in war, a civilian in peace...of security and honor, I am the custodian, now and forever...I am the Guard.*



HEADQUARTERS  
HAWAII AIR NATIONAL GUARD  
3949 DIAMOND HEAD ROAD, HONOLULU, HAWAII 96816-4495

On behalf of myself and the former commanders of the Hawaii Air National Guard (HIANG), we thank you, our Air Guardspeople, for your 50 years of excellence, commitment, dedication, and service to Hawaii and our nation. In peace and war, you have always answered the call of our state and nation. Today we honor past and present Guardsmen and women and the organization you have made synonymous with excellence--the HIANG.

To those of you who served, our thanks and gratitude. In the past 50 years you served in Viet Nam, deployed to countless numbers of crisis locations, and always performed admirably. You not only built the Air Guard but established its long tradition for service and excellence.

To those who serve today, the future of the HIANG is in your hands. I have every confidence that you will continue the traditions of service and excellence into the 21st century. Despite the furious pace of change and growing challenges that face us, your dedication, competence, and steadfast commitment to Hawaii and our nation bode well for our organization and ohana--the Hawaii Air National Guard.

To all who share the legacy, Happy 50th Birthday!



*Dwight M. Kealoha*  
DWIGHT M. KEALOHA, Brig Gen, HIANG  
Commander



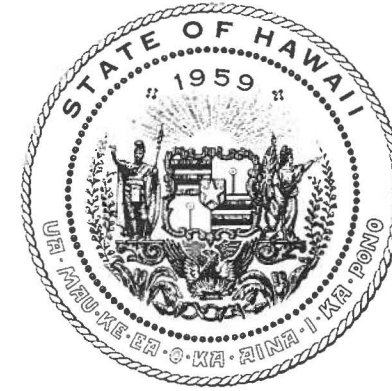
BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF DEFENSE  
OFFICE OF THE ADJUTANT GENERAL  
3949 DIAMOND HEAD ROAD HONOLULU, HAWAII 96816-4495

EDWARD V. RICHARDSON  
MAJOR GENERAL  
ADJUTANT GENERAL

MICHAEL E. RAWLINS  
COLONEL  
DEPUTY ADJUTANT GENERAL



**MESSAGE FROM GOVERNOR BENJAMIN J. CAYETANO  
TO THE HAWAII AIR NATIONAL GUARD**

On behalf of the people of the State of Hawaii, I congratulate the men and women of the Hawaii Air National Guard as they celebrate their fiftieth anniversary. All of its members, past and present, have compiled a record of exceptional service to the United States of America and to the State of Hawaii.

Whether protecting Hawaii's airspace, patrolling the no-fly zone of Iraq, refueling NATO aircraft over Bosnia, or assisting Kauai's people in the wake of Hurricanes Iwa and Iniki, the Hawaii Air National Guard has always answered the call to duty.

Continuing a long tradition of community service both home and abroad, Guard members have participated in the Hawaii Youth Challenge Program and airlifted supplies to Japan and the Philippines following the Kobe earthquake and Typhoon Angela.

Each year, as Hawaii Air National Guard fighter aircraft perform the missing man formation for Memorial Day and Veterans Day, you pay fitting tribute to all of our nation's veterans.

I am certain that the next half-century will produce even greater achievements by the Hawaii Air National Guard. I am proud to be your Commander-in-Chief, and I thank you for your dedicated service. May you succeed in all your future endeavors.

Aloha,

*Benjamin J. Cayetano*  
BENJAMIN J. CAYETANO

Aloha!

This is a very proud and historic moment for the Hawaii Air National Guard (HIANG). Many people have dedicated their lives to get us to where we are today. I especially want to thank those from the past, who blazed the trail, and helped shape us into a world-class organization. The HIANG had many disadvantages to contend with in the early years. We were under-equipped and under-funded. However, our entire organization has worked very hard and we have gained the nation's respect. The results are obvious today, with our increased global responsibilities and more real world missions. Our partnership with the active components is the best it has ever been and because of our full commitment, we have earned more quality of life benefits in today's total force military.

We have also been blessed with dynamic leadership as well as talented and innovative officers and NCOs. They clearly took good care of our people. The HIANG has a proud tradition of togetherness and it is vital that we never lose this strong "Ohana" relationship.

For every crewmember, there are many more dedicated men and women on the ground, working hard to support our missions and contributing to a total cohesive team effort. As a fighter pilot, I always knew that I could count on outstanding maintenance and aircraft reliability. The HIANG team worked diligently to ensure that our entire organization ran smoothly.

As we celebrate this memorable half century of service, and reflect upon our past achievements, we owe our gratitude to the many devoted HIANG personnel who gave 110 percent, day in and day out, because they wanted to be part of a first-class team. Our families and the community also deserve our thanks for their tremendous support. To our newer HIANG members, I ask that you always remember and cherish the foundations established by your predecessors. Emulate their fine tradition as you meet the challenges of the 21st Century.

Sincerely,

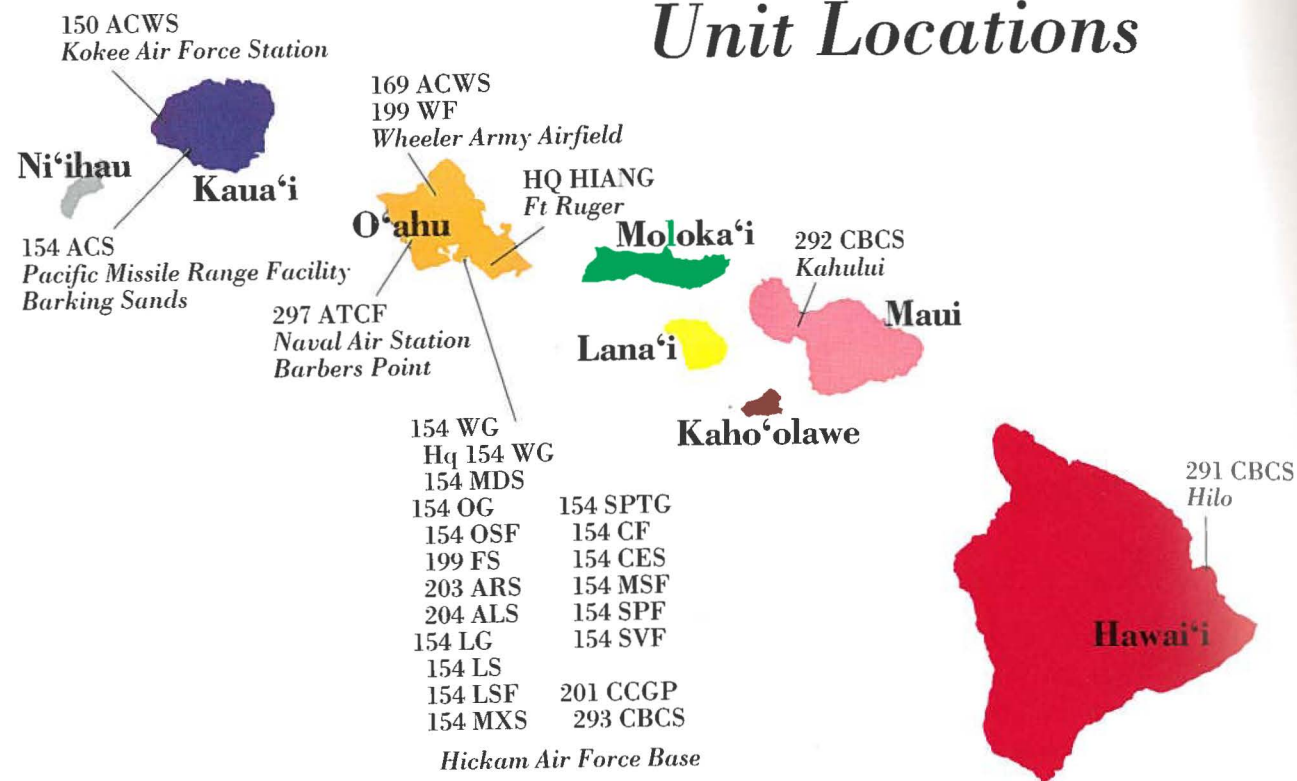
*Edward V. Richardson*

Edward V. Richardson  
Major General  
Hawaii Air National Guard  
Adjutant General





# Hawaii Air National Guard Unit Locations



## In Memoriam

*This 50th Anniversary Yearbook is dedicated to those who served with the Hawaii Air National Guard, but are no longer with us to share in this momentous occasion. Their memory will be with us forever.*

*To those that have passed on, our heartfelt mahalo for the hard work, camaraderie, insight and sacrifice which made the*

*Hawaii Air National Guard*

*the organization that it is today. It is their dedication, devotion to duty, service to their community and country,*

*which has set the course for the*

*Hawaii Air National Guard*

*forever.*

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# Hawaii Air National Guard 50th Anniversary The First Forty Years

World War II was over and Hawaii Governor Ingram M. Stainback ordered the Hawaii National Guard reestablished in August under the command of the new Adjutant General Brig. Gen. Fred W. Makinney. Among these were four Army Air Force units: the 199th Fighter Squadron, the 199th Utility Flight, the 199th Air Service Group, Detachment C, and the 199th Weather Station.

These Army Air Force units, new to the Hawaii National Guard were organized Sept. 10, 1946 by the Military Department, Territory of Hawaii under General Order No. 4, with temporary station at the Honolulu Armory.

The first commanding officer of the 199th Fighter Squadron was Lt. Col. Walter H. Dillingham, who later resigned to run for the Territorial Legislature. Col. Dillingham was succeeded by Maj. William B. Morgan and then Captain Frank R. Harlocker.

By the end of October, recruiting met the minimum requirement for federal recognition. There were seventy-four names in the ranks when the units were inspected at 7:30 p.m., Nov. 4, 1946, by an Army Air Force Inspection Team.

Maj. William F. Nolan took command of the 199th Fighter Squadron in December and by the end of that first year, a portion of Bellows Field was made available to the air units. The area included two main runways, one Butler hangar, three large warehouses, an administration building, a parachute building and a motor pool. Former quarters were also made available and some of the 56 full-time employees moved in.

The HANG received its first aircraft, a B-26C, no. 433, on March 19, 1947. By the end of the fiscal year nine more aircraft had been added to the inventory: two AT-6s, four B-26s, one C-46 and two L-5s. There were, as yet, no tactical aircraft assigned.

Parts were hard to come by necessitating the need for "scrounging" raids to Hickam Field by a group known as "Nolan and his Forty Thieves."

The Control Tower was only manned during known flying schedules. Occasionally it was unstaffed during "unknown" flying schedules.

Bellows Field was not considered the most feasible site for the Hawaii Air Guard because of its geographical location. The roads were not as good as they are today, making it difficult for members to attend drills. A lot of time was lost flying back and forth to Hickam Field for

supplies. Looking far, far ahead Bellows was deemed undesirable for future jet operations. By May of 1947, we began looking for a new home.

On July 9, 1947, the first "JUG", a P-47 Thunderbolt, no. 529, touched down joining the Guard's inventory.

Two weeks later an inspection by the HQ

AAF Inspector General's office found: "No inventory of property had been completed since activation." "There is a lack of sufficient personnel and/or trained personnel to accomplish this within the required periods." Four days later, the fledgling Hawaii Air Guard participated in its first air show and open house at Hickam Field as part of the 40th Anniversary of the Army Air Force.

By September of that year, Hickam Field became



our official home under orders from 7th Air Force. The move was complete by October. The old 19th Troop Carrier Squadron area was assigned to the HANG and included: two open ended Butler hangars and a miscellaneous group of wooden shacks left over from World War II.



On Sept. 18, 1947, the Hawaii Air National Guard celebrated receiving more aircraft and becoming a reserve component of the newly constituted United States Air Force. Although still rough around the edges, the HANG was on its way establishing an effective fighting force.

At this time, Hawaii Air Guard leaders established a goal: To be the outstanding Air National Guard unit with a combat effectiveness rating second to none. This would be blood, sweat and tears times and they were.

The Hawaii Air National Guard grew from a cadre of World War II veterans and a pool of inexperienced recruits to a fully qualified tactical combat operation. Aggressive tactical flying training became the keynote under the guidance of the new Operations Officer, Maj. Lucien E. Parrish Jr. Flying training was upgraded from single engine transition and "boring holes" in the sky to four ship flights engaged in aerial gunnery, ground strafing, rocket firing and dive bombing.

Dawn patrols began Nov. 14, 1948. Pilots took off at 5:50 a.m. and landed at 7:15 a.m., just in time to go to work at their civilian jobs. There were also daily twilight patrols after normal working hours. This aggressive flying schedule produced 4,462 flying hours during the first year.

Maj. Parrish assumed command of the 199th Fighter Squadron on Sept. 8, 1949 and two weeks later the HANG showed its "stuff" in Operation MIKI. MIKI was the code name for a massive joint task force exercise that involved some 4,000 military and naval personnel and over 125 naval ships. A Western Task Force formed in California composed of some 100 vessels and 18,000 Army troops prepared to invade Oahu.

As the exercise "D-Day" approached, several "enemy" submarines were sighted and attacked by HANG F-47s (the P-47s had been redesignated "F"

for fighter) and B-26s. HANGmen went on drill status the 22nd and 23rd of October. There were extensive patrols and on the 23rd the aerial HANGmen hit the jackpot! Fourteen F-47s and three B-26s took off from



Hickam AFB at 11:00 a.m. on Oct. 23 and headed for the island of Hawaii. One JUG developed engine trouble about 30 minutes out and returned home. The formation flew down the island chain at 6,000 feet and passed on the leeward side of Mauna Loa, using the mountain as radar cover. When the formation reached South Point they descended to 3,000 feet and began countermeasures. A force of two carriers, two cruisers and six destroyers was sighted 75 miles out. The unsuspecting fleet was attacked by HANG aircraft. The F-47s and B-26s made strafing passes inflicting destruction and loss to the fleet. The aerial surprise attack was a complete success.

The HANG became responsible for 79 P-47Ns of the inactivated 81st Fighter Group from Wheeler AFB. Airframes and engines of the 81st Fighter Group soon acquired the numbers and plates of the HANG. Parts for the aircraft were good, enough for a "150 year" stock level. Parts were so plentiful that when a mechanic needed a particular type, he had to go through a warehouse piled with aircraft parts to find the right part for job repair. The "P's" were dropped from all fighter aircraft and replaced with "F's" for fighters and by the end of 1949, aircraft mechanics had to maintain twenty-seven F-47Ns, four TB-





26s, five T-6Ds, and two C-46Fs.

The National Guard Bureau announced in 1950, the 199th Fighter Squadron had won one of the twelve Spaatz trophies for outstanding capabilities in 1949, based on the exceptionally high O.R.T. (Operations Readiness Test) score of that year. In fact, the 199th scored highest of all 84 Air National Guard Squadrons of the 12 Wings.

The Military Department of the Territory of Hawaii moved from Honolulu Armory to Fort Ruger in 1950. December of that year, the 109th Aircraft Control and



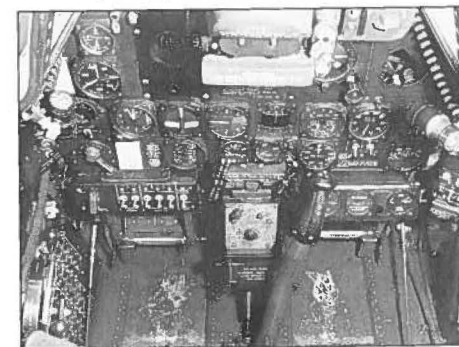
Warning Squadron (109 ACWS) was organized. Maj. Valentine Siefertmann was commander at federal recognition.

Equipment was scarce, so the emphasis was on general military training until equipment could be "acquired" in the tradition of "Nolan and his Forty Thieves." The first meeting was held in the corner of the hangars.

Maj. Frank R. Harlocker assumed command of the 109th ACWS in April 1951. Maj. Siefertmann went to Fort Ruger and became Air Staff Officer of the Adjutant General's staff replacing Lt. Col. John Piper. Maj. James R. Ashford became Operations Officer of the 109th ACWS and Capt. Kiyoshi P. Goya took over the position of Radar Station Supervisor.

Maj. Carlos W. Bonham assumed command of the 199th Fighter Squadron on May 25, just after he won permanent retention of the Brady Trophy for aerial gunnery. The Brady Trophy was in honor of Lt. Leopold J. Brady, killed two years earlier when his JUG crashed on Hickam's Runway 7 upon returning from a morning aerial gunnery mission. Ironically, Maj. Bonham was killed the following year, June 15, 1952, in a mid-air collision while leading a flight of JUGs in acrobatics in-trail. The other pilot parachuted to safety in the sea between Barking Sands and the island of Niihau.

Although the Hawaii Air National Guard (HANG) was federally recognized on Nov. 4, 1946, it was not until Jan. 1, 1952 that the Head-



quarters, Hawaii Air National Guard was authorized. The original HQ HANG staff included Lt. Col.



Valentine Siefertmann, Chief of Staff; Lt. Col. Frank R. Harlocker, A-3; Maj. Vernon Flake, Air Inspector; WOJG Frank Carlos, Supply Officer and six enlisted personnel.

The 199th Fighter Squadron went through two name changes in 1952 from the 199th Fighter Squadron to the 199th Fighter Bomber Squadron on July 15 to the 199th Fighter Interceptor Squadron (199 FIS) on Nov. 19th. The 109th ACWS moved from its home at Battery Closson at Fort Kamehameha to the Kokohead Crater Radar Station. Maj. James R. Ashford assumed command of the 109th on Nov. 19. Capt. Kiyoshi P. Goya became the new C. E. Staff Officer.

The 199th Weather Station was reorganized and redesignated the 199th Forecasting Flight on May 1, 1953. Capt. Allen D. Pearson joined the HANG and proved to be a most vigorous weather commander. He became known as "Big Stormy."



Fiscal year 1954 started off with a bang! The World War II vintage JUGs were replaced with North American F-86E Sabre Jets of recent Korean War fame with several dual-place jet trainers, Lockheed T-33 T-BIRDS. Supply immediately determined what was required and warehouse storage of over 6,000 line items for the T-BIRDS and Sabre Jets.

The 8199th Replacement Training Squadron was formed to accelerate recruiting the best of Hawaii's young men for USAF pilot training and subsequent return to the HANG.

The tempo of preparations for the forthcoming jets picked up. Ten Air Technicians, headed by MSgt. Robert

D.W. Choi (Line Chief) and MSgt. Harold T. Mattos (Chief Inspector), left in October to attend Jet Mechanic School in Amarillo, Texas. Maj. Archibald M. Harrison, Squadron Commander, and five Air Technician mechanics attended a 30 day F-86E Mobile Training Detachment course at Cowen AFB, Idaho in January of 1954.

The first T-33 (No. 273) arrived Nov. 12, 1953. The first Sabre Jets came in Feb. 10, 1954 and were greeted by a large enthusiastic group of HANG members. There were many willing hands to "de-cocoon them of their sprayed waterproof protective coverings. TSgt. Simanu Afoa Jr. a Korean veteran, recognized F-86E No. 740 as been flown by Maj. Jabara, the first American Ace of the Korean War.

Apart from the monumental task of training Hickam HANGmen in jet-age equipment, logistics were a real headache since, ground handling equipment and parts filtered in too slowly, some needed items were made by TSgt. Frederick H. Rittmeister, the HANG machinist, so that work on the aircraft could be accomplished.

After all the fighters had been checked out, the 199th Fighter Interceptor Squadron invited the public to share their pride and joy of having one of the latest type of jet



interceptor aircraft. A full scale Air Show was held at Honolulu Airport in February 1954. Miss Sabre Jet was quite an



attractive attraction.

The 109th ACWS held end-to-end summer encampments at Kokohead Crater AFS. Training was on a 24-hour basis, emphasizing jet transition, F-86E formation flying, familiarization aerial gunnery, and ground control interception missions in conjunction with the 109th.

At the year's end, the pilots had logged 4,822 flying hours in the various aircraft. Aircraft maintenance had become proficient enough in jets to support the 415 annual field training sorties with a Sabre JET 93% in-commission rate.

It was early in FY 1955 when Maj. Gen. Sory Smith, Commander PACAF (Rear), made a startling proposal to the Hawaii Air Guard. As there was no active air defense of Hawaii, he proposed that the HANG provide fighters on alert at Hickam, similar to the air defense augmentation programs of Air National Guard fighter units in the continental United States. The HANG would provide the total air defense capability for the Hawaiian islands





geographic area. Further, that the 109th ACWS provide ground air defense control capabilities, the first active support mission of this type for the Air National Guard. The proposal was accepted with enthusiasm by HANG leaders. USAF approved, and the HANG began planning and coordinating with the National Guard Bureau. Efforts for operational capabilities in the new Sabre Jets increased markedly.

The 199th and 8199th squadrons concentrated on qualifying in the high performance day-fighter Sabre Jets. Fighter pilots continued the "Dawn Patrols" of JUG fame and flew round-robins to Maui. Take off was at 5:30 a.m. and landing was in time to get to work. The 199th and 8199th began to hold separate Sunday drills to get better utilization of the 15 Sabre Jets.

Eighteen days of special aerial exercises were held January-March 1955. Twenty nine pilots performed 340 sorties and expended over 48,000 rounds of cal. 50. Tips of bullets were painted a different color in each aircraft for scoring purposes. The T-BIRD replaced the TB-26 for towing targets. Three fighter pilots "broke the ice" and became the first to qualify both below and above 20,000 feet: Maj. George R. Duncan and 1Lt. Kenneth L. Fisher qualified as Sharpshooters, 2Lt. John E. Russell as Marksman.



Capt. Jarret F. Carr and Letwell P.A. Duvauchelle, 2Lts Robert A. Hinkley and John L. Russell flew an air race from Hilo to Honolulu as part of Armed Forces Day. Lt. Russell won the North American Aviation Co. Trophy in Sabre Jet No. 676: time 19 minutes (he flew at 6,000 feet).

Lt. Col. James R. Ashford assumed command of the 199th FIS on Feb. 15, 1955. Maj. Robert E. Paine assumed command of the 109th ACWS the same date.

Lt. Col. Siefertmann was promoted to Colonel in February 1955. He was appointed Assistant Adjutant General, Air and Commander HANG and promoted to Brigadier General in February 1960.

Maj. George R. Duncan assumed command of the 8199th Replacement Training Squadron July 1, 1955. Capt. Letwell P.A. Duvauchelle became Operations Officer.

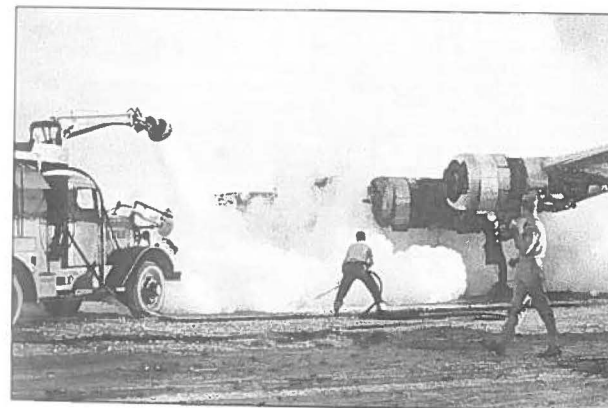
Maj. Robert B. Maguire was presented the 7th Air Force Gunnery Trophy for high aerial gunner score (20.3%) during the previous month's summer camp competition. Lt. Paul L. Hummel was second (18.5% hits) and Lt. John E. Russell was third (18.1%).

Lt. Col. James R. Ashford, Maj. Robert Maguire, Lts. Robert A. Hinkley, Paul L. Hummel, and John E. Russell represented the HANG at the Air National Guard Gunnery Meet, Sept. 8-17, 1955, at Boise, Idaho. F-86s were borrowed from the Phoenix, Arizona Squadron. Bad weather, various delays, and 50 cal. rounds cooking off on the ramp, voided the gunnery meet.

The 109th ACWS acquired a second home in November 1955, the former Federal Quarantine Station at Sand Island that was used as a Prisoner of War compound during World War II. A dozen buildings for training facilities were rehabilitated. A Butler hangar was erected for supply. A temperate tower and a AN/FPS-8 search operational facility remained at Kokohead Crater AFS.



HANGmen blithely decided to make a 28 minute 16 mm color movie with sound about the fighter squadron! Without funds, the production of AERIAL MINUTEMAN was the biggest "scrounge job" ever accomplished by HANGmen. A brash HANG man sat down and wrote his first script. Cooperative technical capability was discovered within the active establishment (Army) and a trained cameraman became "available." Film "appeared" from many sources. The squadron "stars" began to watch their haircuts. Absolute hair-raising techniques were developed to get splendid shots of aerial gunnery. The movie took a year to complete and was meshed with normal training and flying schedules. HANGmen assembled as much as they could and the National Guard Bureau provided funding for the Department of agriculture to complete the original kodachrome and prepare a composite soundtrack. AERIAL MINUTEMEN was a smash hit to HANGmen. It



was excellent for recruiting, orientation and pride in the HANG.

The tempo of the HANG dramatically accelerated in February 1956. Approval for the HANG to actively participate in the active air defense program came on July 1, 1956. The 199th and 8199th were to provide two combat ready pilots and fully armed Sabre Jets on five minute Alert during daylight hours. The 109th was to provide radar surveillance and ground controlled intercept (GCI) capability at the deactivated Punamano AFS.

Aircraft Control and Warning workers began a crash program. The tower erected at Sand Island was hurriedly dismantled and re-erected at Punamano under the leadership of Capt. Arthur U. Ishimoto, MSgts Susumu



Furuike and Charles Singletary. Seventh Air Force rehabilitated existent structures at Punamano, a small operations building, a generator shed, a latrine, and a small supply building. A new air/ground radio building was constructed.

Maj. Robert G. O'Hara assumed command of the multi-based 109th ACWS May 31, 1956. Capt. Peter M. Fowler was the Operations Officer and Maj. Kiyoshi P. Goya was the Electronics Officer.

Lt. Col. John S. Giraudo replaced Col. Barry B. Townsend as Air Force Senior Advisor June 19, 1956. Lt. Col. Giraudo's previous assignment was Commander of the USAF Fighter Weapons School, Nellis AFB, Nevada. His impact upon the HANG was to be significant.

The Hawaii Air Guard commenced active air defense of Hawaii, under the control of 7th Air Force at midnight, July 1, 1956. The Air Defense Control Center (TAILBOARD) was located in Kunia Tunnel and the Control Center Chief was (active duty) Capt. DeWitt C. Bye. At "zero hour" 1Lt. Paul S. Mori and his flight of nine operators, one radio technician and two radar



technicians of the 109th ACWS commenced round-the-clock operation of the Punamano Direction Center (TATTOO). At sunrise that day two operationally ready pilots of the 199th FIS and two fully armed Sabre Jets commenced sunrise to sunset five-minute active air defense Alert (WING DING).

An average of 14 fighter pilots went on alert in short-





tour active duty status each month. Five were on active duty at any one time. The alert aircraft were parked at the head of the flightline closest to the taxiway of Honolulu Airport's runway 8. The alert pilots' "lounge" was a bench outside of the 199 FIS Operations shack. When the scramble buzzer sounded the two pilots on duty would make a 100 yard dash to their Sabre Jets.

It was not long before the alert pilots and crew chiefs moved to a "li'l ole shack" close to the alert aircraft, adjacent to "Fort Beaumont." A little later the alert setup moved to a site adjacent to Taxiway Bravo (location of the present alert pad). Alert facilities grew to two wooden shacks, a pierced-steel planking ramp, and a horseshoe pitching set.

At Punamano, Capt. Arthur U. Ishimoto was the Air Technician Supervisor with 54 full-time men. The controllers (Capt. Frederick M. Hemmings, Harold K. Lee, Lts. Paul S. Mori, William E. Mossman and Donald O'Day) also provided GCIs for the Marine FJ-2 BANSHEE all-weather fighters. Most of the flying was from 6:30 p.m. to 11:00 p.m. hours, sometimes flying from sundown to sunup. A tremendous number of intercepts were logged. The controllers developed calluses on their elbows and resorted to wearing rubber pads.

Seventh Air Force conducted its first air defense exercise in Oct. 1956. It lasted some four hours, and the targets were B-29s and T-33s. The "box score" was 100% of the fakers detected, identified, intercepted and ... destroyed.

The HANG multi-stationed AC&W structure was reorganized Oct. 7, 1956. The 169th ACWS was formed from a 109th cadre with headquarters at Sand island and operational facility at Kokohead Crater AFS. Maj. Kiyoshi P. Goya was appointed Commander. Capt. George T. Miki was Aircraft Controller Staff Officer and Capt. John C.Y. Ing was C-E Staff Officer. The 109th ACWS was cut down in numbers, and the station was established at Punamano AFS only.

HANG members celebrated their 10th Anniversary with a luau and dance Nov. 3,

1956. Governor Samuel W. King addressed the aloha attired Hawaii Air Guardsmen. Maj. Walter F. Judd, master of ceremonies, presented the 199th history ably assisted by nine others who recounted anecdotes: Capt. Tyler M. Harr, MSgts. William M. Enoka, Sun Yau Goo, Carl S. B. Kang, TSgts. Vernon S. DeLima, George Joaquin, SSgts. George H. Oshiro, Lawrence S. Partika, and A1C Arthur T.Y. Lee.

First Sergeant Theodore D. Hussey called the Nov. 4, 1946 roll and ten charter HANGmen received leis from the first lady of the squadron, Mrs. James R. Ashford: 1Lt.s. (now Maj.s.) George R. Duncan, Walter F. Judd, Russell L. Smith, 2Lt.s. (now Capt.s.) Letwell P.A. Duvauchelle, George T. Harris, SSgt. (now CWO) Joseph L. Barnett, SSgt. Harold J. Martinez. Sgts. (now MSgts.) Robert D. Choi, Richard S. O. Lee, and Sgt. (now TSgt.) Frederick H. Rittmeister.

An Open House and Air Show was held by the FIS Apr. 28, 1957 and drew an estimated 50,000 spectators. (The Project Officer was Lt. Col. John "Da Hawk" Giraud. AFSA) 18 SABER Jets fired up simultaneously, taxied in formation and flew several tight aerial reviews. Static displays were provided by the HANG and other military services, the CAP drill team participated, etc. A select maintenance crew changed a Sabre Jet hot engine



in record time (14 min. and 14 sec.): MSgts. Norman C. Ault., Anthony Kim, Clyde H. Sullivan, TSgts. George Joaquin, Lewis K. Kono, SSgt. Gordon L. Martin, A1Cs Samuel M. Safari, Harry M. Y. Awake, and A2C Clement H. Crowell.

The outstanding event of the June summer camp was an aerial gunnery competition with the Marines F-86E Sabre Jets vs. F-4 FURYs. Four pilots of each five man team flew three missions with the standard 200 rounds chargeable when airborne. The F-86Es fired at 20,000 feet (the



Marines said the cal. 50 holes in the targets were "teensy weensy"), the FJ-4s at 18,000 feet (HANG pilots said the 20 mm holes in the targets were "bloody big"). The

HANG won, with a team average of 34.6% hits. The Marines were but 4.5% behind them. The winning HANG team was "dunked" immediately following the competition: Lt. Col. James R. Ashford, Capt. Lorenz L. Kumeilike, Frank J. Smith, Lts. Paul L. Hummel and Kurt E. Johnson. Capt. Kumeilike was the high man with an average of 50% hits. (HANGmen made out like bandits on the side bets!)

An old World War II, 12x12, wooden hut served as a first aid station for HANG personnel. The staff of the first aid station was Dr. Claude V. Caver (a dermatologist) and two enlisted men with no medical experience.

May 1957, the HANG supplements its medical element with its first full-time health Services Technician, Sgt. Toshiyuki Wakabayashi, "Toshi", as everyone calls him, spent many long arduous hours scrubbing and cleaning

that 12x12 wooden hut that he finally refurbished into a more decent first aid station.

The HANG acquired a new air defense "boss" on June 22, 1957, the 326th Air Division (7th Air Force was deactivated.)

Sunrise to sunset active air defense with the day fighter F-86E Sabre Jet was fine, but hampered air defense protection at night. The 109th ACWS scanned the skies 24 hours a day at Punamano AFS, but the significant areas of approach to the island of Oahu were "blanked out" by the mountains. USAF programmed the F-86L all weather fighter interceptor Sabre Jet as replacement and the 169th



ACWS commenced 24 hour active air defense at Kokohead Crater AFS. Conversion from the day fighter E to the all-weather fighter L presented some headaches. The new engine had an afterburner and space was inadequate in the Engine Shop. The L had a drag chute and the HANG needed a larger parachute building, supply had to secure 7,000 new line items and plan disposal of 5,000 E line items. The L \$405,000 Flight Simulator was too big for the present Link Trainer building (Hickam moved out of a C-97 Flight Simulator and Provided the HANG space in their Flight Simulator building), etc. The L had a more elaborate fire control system. The armament was 2.75 inch "Mighty Mouse" air-to-air folding fin rockets instead of cal. 50 machine guns of which the HANG was very familiar. Changes in aircraft meant changes in manning.

Pilots had to learn about the intricate systems of the new aircraft and new tactics "lead collision" instead of the







familiar "pursuit curve." There would be no stand down of E active air defense during the conversion period.

The 169th ACWS installed a new Search Radar

(FPS-8) and allied equipment at Kokohead Crater AFS. The Sand Island facility was abandoned and the station of the 169th ACWS became solely Kokohead Crater AFS, Dec. 15, 1957. The 169th commenced 24 hour active air defense Feb. 1, 1958.

During this fiscal year, there was an infusion of new pilots: 1Lt. John S. Carroll, 2Lt. Thomas A. Haine, Lloyd T. Hiraoka, Charles F. Johnston, George E. Kuroda, Marlin L. Little, Carl T. Nakamura, C. Hutton Smith; Melvin E. Souza and the man who would someday command the Hawaii Air National Guard: Edward V. Richardson.

All tactical pilots were checked out in the I. by July 6, 1958. All qualified to fly using visual pursuit curve tactics, but not Alert Ready or Combat Ready in the all-weather lead collision tactics. It was a whole new art of interception using complex fire control equipment. There were many hours of ground school, simulator rides, and three phases of flying mission qualifications. Capt. Frank J. Smith and Lt. Carl S. Nakamura graduated with honors from the all-weather Interceptor School, Perrin AFB, Texas, and brought back much needed information and techniques.



The inactive duty training schedule was changed in 1958 from two Sunday's a month to one weekend a month. The name of the game in FY 1959 was train, train, train.

A group of Thailand officers visited the new alert pad Mar. 6, 1959. King Hussein of Jordan did likewise two weeks later and flew in a HANG T-33.

Annual field training was held at home stations June 13-27, 1959. PACAF conducted an Annual General Inspection and an Operational Readiness Inspection. There were 220 L sorties and over 600 rockets were fired the last day. Aircraft maintenance averaged an 86.1% L

in-commission rate versus 75% criteria. Turnarounds (loading rockets, fuel servicing and inspections) averaged 11.3 minutes versus criteria of 15 minutes. The 199th and 109th were rated Fully Operationally Ready. In comparison with like-squadrons of PACAF, the 199th moved from last place to second place in combat ready status.

The fiscal year end found 32 of 35 fighter pilots Combat Ready. Jet flying hours totaled 6,581. Average tactical pilot flying time was 188 hours.

Monthly meetings of Hickam Air Technicians began in an effort to weld the diverse functional areas into one team striving for common capability. The ORDER OF THE



HAWAIIAN OWL was originated. A stuffed owl (genuine Pueo) was secured and mounted on an outsized base. The monthly winner was selected who most distinguished himself in any manner and for any cause deemed outstanding. Members were "entitled to stare fixedly and unblinkingly at each other or anyone else during duty hours or at other times they deem appropriate." Early winners included MSgt. Louis W. Perry, TSgts. George G. Wela, Ignacio Gabriel, Frederick H. Rittmeister and Mrs. Alice Doyle.

The HANG celebrated Hawaii achieving statehood Aug. 21, 1959. Pilots stood by at Honolulu Airport when the official proclamations were delivered. Four F-86Ls on the ramp awaited the official announcements, then HANG pilots scrambled to deliver the documents to the mayors of the neighbor islands.

The 199th Support Squadron was activated Feb. 1, 1960 with the nucleus of personnel from the inactivated 199 FIS augmentation. Lt. Col. Walter F. Judd was appointed commander.

Col. Valentine A. Siefertmann, Assistant Adjutant General, Air/Commander HANG, was promoted to Brigadier

General February 29, 1960.

Lt. Col. James Ashford was transferred to HQ HANG Apr.



1, 1960, filling the new position of Deputy Commander, HANG. (He was promoted to Col. May 20, 1960). Maj. George R. Duncan assumed command of the 199 FIS.

The HANG COONEY BIRD supported recovery operations at Hilo following the seismic wave May 23, 1960, which killed 57 persons and caused extensive property damage.

Also in 1960, Maj. Arthur U. Ishimoto was heavily involved in designing and building the radar facility at Kokee AFS, Kauai. He made frequent trips to the island and established his headquarters at the quaint Hale Pumehana Hotel in Lihue. He was awarded the Hawaii National Guard Medal for Merit for his accomplishment.

Construction was started on a new radar facility at the old Kokee AFS, Kauai in June 1960. Completion was estimated at six months. The HANG also wanted to erect a radar site atop Haleakala, Maui, but the ensuing uproar by other users of that area killed the project.

Statistics for the year were impressive: 5,401 jet hours were flown (180 hours average per pilot); the 109th



conducted 3,568 intercepts and the 169th conducted 3,087. There were eight emergency assists and 169 navigational assists. Drill attendance of the 899 HANGmen averaged 95% and the re-enlistment rate was 89%. The HANG Comptroller began IBM punched card reporting to NGB. The HANG balance sheet showed \$526 million of federal assets used to support HANG operational efforts and \$56.8 million of Air National Guard funds were expended.

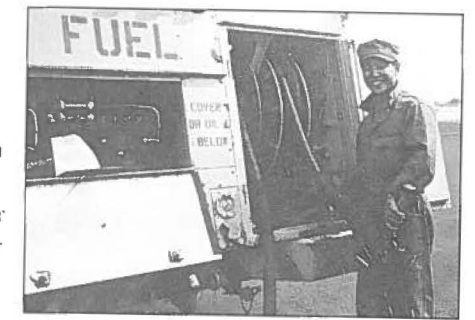
The National Guard Bureau announced officially July 19, 1960 that the HANG was to be converted to F-102A Convair DELTA DAGGERS. HANG draft plans were rapidly finalized. Everyone geared themselves for the forthcoming DEUCE.

The DEUCE was armed not only with folding fin rockets but with Falcon air-to-air guided missiles. A test console was set up in an old Hickam munitions storage structure by SSgts. Lloyd T. Seki, Gordon Y. Makishima, A3C Daniel J. Placido, and Hughes Tech Rep. The missiles were checked out as they arrived.

Base Supply was extremely busy as it was procuring some 12,500 DEUCE parts as well as maintaining sufficiency for the Ls. Line items increased during this year

from 8,600 to 19,500.

HANG Hickam units expanded from two squadrons to a six unit air defense fighter group Dec. 1, 1960. Lt. Col.



Robert B. Merger was appointed Commander of the new 154th Fighter Group. The 199th was reorganized and the 199th Support Squadron inactivated. resultant Squadron Commanders were: Maj. Kenneth L. Fisher, 199th FIS; Maj. Tyler M. Harr, 154th ABS.; Maj. Jarrett F. Carr, 154th CAMRON; Maj. William W. Dau, 154th MS; and Maj. Claude V. Caver, 154th USAF Dispensary.

The first DEUCE arrived in Hawaii Dec. 5, 1960. Land Air Inc. handled de-cocooning and processing, and delivered ready birds to the HANG commencing in January 1961.

HANG's brothers-in-arms, the 298th Artillery Group (Air Defense), Hawaii Army National Guard, began 24 hours active air defense alert with their NIKE surface-to-air missiles Dec. 15, 1960.

The pace of the 109th HANGmen at Punamano AFS began to accelerate rapidly. They formed a Detachment under the command of Maj. Robert W. Little to operate the rapidly completing \$323,310 operations facility at Kokee AFS, Kauai. Capt. Donald M. O'Day ramrodded the complicated transfer of personnel from Oahu to Kauai - for there had to be leapfrog continuity of ACW active air defense from Punamano AFS to Kokee AFS. At 8:30 a.m., Mar. 15, 1961, "B" crew began active air defense operations from Kokee AFS. "A" crew left for Kauai that afternoon, and the leapfrog was completed.

The HANG Airmen Council was organized in May 1961 to advise Commander HANG on the concerns of the enlisted personnel. The members were MSgts Harold K. Abe, Richard N. Fukui, Theodore D. Hussey, George H. Oshiro, John O. Sierra, Lino Fernandez and Henry J. Kajiwara.







The F-102s replaced the F-86Ls on active air defense Alert in May 1961. The "honest Ls" were phased out and sent to Hickam AFB for salvage.

Maj. Arthur U. Ishimoto was awarded the Hawaii National Guard Medal for Merit; he designed and projected the ACW facility and equipment at Kokee AFS. Capt. Raymond J. Moriguchi (Det. I, 109th) was awarded the George T. Miki Memorial Trophy for outstanding and noteworthy performance of Weapons Director duties. 1Lt. Edward V. Richardson received the Outstanding Interceptor Pilot Award, and MSgt. David M. Rodrigues was awarded the Outstanding HANG Airman Award.

The FAA approached HANG and proposed a joint effort to establish a radar station at Mt. Kaala. The proposal was: (1) the FAA to build the access road. (2) HANG to provide the radar equipment and (3) FAA/HANG to provide equal sums of money to develop the station.

Capt. William E. Mossman assumed command of Det. I, 109th ACWS at Kokee AFS, Kauai, July 1, 1961. Capt. O'Day, Ops Officer of Det. I, returned to Oahu and became Ops Officer of the 169th at Kokohead Crater AFS.

The word "professionalism" began to creep into HANG jargon. Concepts and procedures became formalized and were closely adhered to. The "Texas Plan" of Year Round Field Training, rather than 15 consecutive days of summer camp, came into being. The units scheduled their men for 10 separate days of training throughout the year and annual field training, was reduced to five days. Emphasis

shifted to a better quality of On-the-Job (OJT) Training, and personnel were scheduled duty to assist during times of peak workloads. The one weekend a month "drill" was modified so that there was emphasis on flying on Saturdays. Sundays were devoted to OJT and ground school. There was emphasis on Disaster Control training and operations under fallout conditions were realistically exercised.

The DEUCES were modified to Configuration Seven, which gave increased radar capability against aircraft employing electronic countermeasures. Construction was started on a new Missile Facility and an Aerospace Ground Equipment Shop at the new fighter facility.

The 150th ACWS was activated Oct. 21, 1961, with station at Kokee AFS, Kauai. Capt. William E. Mossman was appointed Commander. The 109th ACWS at Punamano AFS had a resultant reduction in its personnel authorizations. (The HANG redoubled its efforts to have the 109th mission changed to mobile communications.) Capt. Mossman made sure the island of Kauai knew that the 150th was there. Each of the 92 Air Technicians received one month's pay in 100 silver dollars and the remainder in paper currency. Kauai banks and merchants were impressed.



The 154th Fighter Group new hangar complex was completed Nov. 6, 1961, and the access taxiway to Honolulu International Airport was completed 11 days later. The group began the move from Hickam's Area 65, which took several months. Saturday, Feb. 17, 1962, was the "Grand Opening." The 10 a.m. Dedication Ceremony speakers were: Governor William F. Quinn, Maj. Gen. F.W. Makinney (Adj. Gen.), Brig. Gen. John A. Rouse (Commander, Hawaii Air Defense Division) and Brig. Gen. Valentine A. Siefertmann (Commander, HANG). The huge hangar doors slowly opened after the speeches. Governor Quinn cut a maile lei fronting the entrance and the Roosevelt High School Choir sang Hawaii Pono 'I. A high speed (and low) pass by a single DEUCE signaled the end of the official ceremony. The scramble horn sounded, and two pilots "broke ranks" and ran to their aircraft and were airborne within five minutes.

The momentous day ended with a 15th Anniversary

Luau. Over 900 HANGmen and guests were served at tables set up in the new hangar. The following "charter members" of the HANG were still with the outfit and were present: 1Lt.s. (now Lt. Cols.) George R. Duncan, Walter F. Judd, Russell L. Smith, 2nd Lt. (now Maj.) Letwell P.A. Duvauchelle, SSgt. (now CWO) Joseph L. Barnett, Sgts. Robert D.W. Choi (now SMSgt.) and Frederick H. Rittmeister (now MSgt.)

Maj. Peter R.M. Fowler assumed command of the 154th Air Base Squadron, Apr. 16, 1962.

The HANG established training to maintain a high level of operational capability. A System Exercise was conducted one weekend assembly per quarter, usually with a pre-dawn call. HANGmen became accustomed to the idea that they were on two hours notice, day or night. The tactical pilots averaged 135 flying hours this year.

1Lt. Vernon Ah Nin lost his canopy behind Tripler Army Medical Center while on an active air defense Alert flight in Aug. 1962. Loss of the canopy caused quite a draft, but Ah Nin pulled down the visor on his helmet and made it back okay.

Prince Carlos of Spain visited the 154th Fighter Group on Aug. 8, 1962.

The 154th Fighter Group competed with six other Air Guard F-102 outfits in the September 1962 Ricks Trophy Event at Tyndall AFB, Florida. The HANG 27 man team, captained by Lt. Col. George R. Duncan, traveled to and from the event in an Oklahoma ANG C-97. They first went to Webb AFB, Texas and borrowed some DEUCES from the USAF 331st FIS. The team "peaked" the birds and competed, determining the two pilots to represent the HANG. Capt. Harold Nagai and 1Lt. Ritchie K. Kunichika were selected. Scoring during the Ricks meet was based on firing live missiles at a drone and an evaluation of the entire team. The HANG team placed third, with 1Lt. Kunichika recognized as the "third hottest interceptor in the Nation."

Col. James R. Ashford assumed command of the 154th Fighter Group Oct. 1, 1962; Lt. Col. Robert B. Maguire became HANG Director of Operations. Other command changes during the fiscal year included: Lt. Col. George R. Duncan assumed command of the 154 CAMRON (Jul. 1, 1962), Maj. Dewitt C. Bye assumed command of the 109th ACWS (Jul. 31, 1962), Maj. Jarrett F. Carr assumed command of the 199th FIS (Jan. 1, 1963), and Capt. James A. Forsyth assumed command of the 199th Weather Flight (Jun. 1, 1963).

PACAF presented its Tactical Unit Flying Safety Award to the 154th Fighter Group in October 1962 for an acci-



dent-free safety record. The 154th USAF Dispensary vigorously supported OPERATION SWALLOW, a community effort to control polio this same month.

Lt. Reginald Y. Doi of the 150th ACWS conducted an impressive emergency assist Oct. 12, 1962. A Navy twin engine attack bomber (A3D) enroute to Hawaii from Alaska, with seven aboard, declared an emergency with 40 minutes of fuel remaining. Lt. Doi discovered the bird 140 miles out and vectored the A3D to Bonham Naval Auxiliary Landing Field, Kauai. When the aircraft safely landed, there was only fuel for another few minutes flying time.

President John F. Kennedy commented about the physical fitness of Americans. At 4:00 a.m., Mar. 2, 1963, 11 "Blister Seekers" of the 150th ACWS began a 50 mile walk-a-thon from Mana to Anahola. Only one of these "Mad Strollers" completed, and it

took him 16:10 hours to do it: SSgt. Wayne Y. Soma.

SMSgt. Robert D.W. Choi became the first Chief Master Sergeant of the HANG Apr. 21, 1963.

OPERATION BIG SWITCH occurred during the five-day June summer camp. Fifty HANGmen cross-trained at the Air Guard's 130th ACWS in Utah; a like number of UTAHmen cross-trained at the 109th, 150th, and 169th Aircraft Control and Warning Squadrons. This worthy effort should really have been called Operational Goya, for it was the "brain child" of Lt. Col. Kiyoshi P. Goya, Commander of the 169th.

The 154th Combat Support Squadron (CSS) began when the former 199th Support Squadron was federally recognized on Feb. 1, 1960. On July 20, 1963 federal recognition was extended to the 154th CSS making it a partner in the 154 Fighter Group. Lt. Col. Frank W. White assumed command in September of the same year. During this period Consolidated Base Personnel Office (CBPO) was organized to provide many diversified personnel actions. A year later, a new mechanized personnel data system replaced the old "morning report" system. Women joined the ranks of combat support with the first two women - one officer and one enlisted woman.

FY 1963 ended on a sad note - 1Lt. Charles F. Johnston was killed Jun. 21, 1963 when his DEUCE plunged into the ocean 34 miles southeast of Oahu.

The HANG Consolidated Base Personnel Office (CBPO) was established July 1, 1963 under the supervision of Maj. James K. Lota.

The 154th Air Base Squadron and the 154th CAMRON were deactivated July 20, 1963 (the aircraft maintenance function became part of the 154th Material Squadron). The 154th Combat Support Squadron was activated the

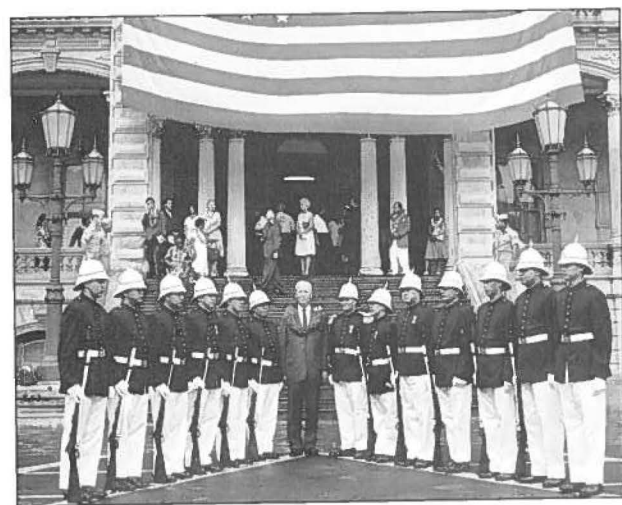


same day, which replaced the Air Base Squadron. Two detachments were authorized under the group headquarters. Command changes during the fiscal year included: Maj. Tyler M. Harr to command of the 154th Material Sq. (July 20, 1963). Maj. Dewitt C. Bye to command of the 150th ACWS (Aug. 7, 1963), and Maj. Frank W. White to command of the 154th CSSQ (Sept. 15, 1963).

Progress on the Mt. Kaala Complex was in full swing. Since the facility was to be jointly used between the FAA and HANG, a joint-use agreement was negotiated and finalized. The FM was responsible for maintenance and certification of the search radar, however, the maintenance section was jointly staffed by FAA and HANG personnel.

Three DEUCEs flew a "missing man formation" in final tribute to the late John F. Kennedy. The pilots were: Col. James R. Ashford, Maj. Donald M. Giddings and Jon G. Parrish.

King Kalakaua's birthday, Nov. 16, saw for the first time in 70 years, the streets of Honolulu town with the Royal Guard of the Kingdom of Hawaii. The men wearing colorful blue and white uniforms and white pith helmets, and carrying vintage 45-70 Springfield rifles with fixed bayonets, were volunteer HANGmen tangibly expressing pride in Hawaii's military heritage.



Modern blue-suited HANGmen were at rigid attention during the ceremony when the recreated Royal Guard emerged from their old home, Iolani Barracks. Governor John A. Burns stated in part during his address: "The traditions of the past are means by which people gain dedication, by which they gain strength to meet the trials of the present and the future." All commands were in Hawaiian, the drill was of the Monarchy period. Organization and authenticity were the result of the efforts of Lt. Col. Walter F. Judd. Leaders of the Royal Guard were elected by their own members: SMSgt. Theodore D. Hussey became Kapena Moku (Capt.), MSgt. Adam Y. Aki became Luna Koa (Lieut.), and Maj. James K. Lota the He Kakiana (Sgt.).

The following year started off on a sad note. Maj. James Y. Sato was killed the evening of Jan. 7, 1964 when

his DEUCE crashed into the sea while approaching Honolulu International Airport for landing.

Col. Frances Gabreski, the top living USAF fighter Ace (40 kills during World War II and Korea), was attached to the 199th FIS while he was assigned to HQ PACAF.

Non-Commissioned Officers (NCOs) of the 150th ACWS organized the Hui-O-Heka-Kiana (Club of Sgts.) Mar. 15, 1964. MSgt. Charles H. Tanaka was the first President.

Air Force Reserve Col. Arthur Godfrey, the noted Radio and TV personality, visited the 154th Fighter Group on July 14, 1964 and was briefed on HANG's active air defense. He also had a flight in a TF-102 piloted by Maj. Harold Nagai.

NCOs of the 169th ACWS organized an NCO Club on July 19, 1964. MSgt. Kenneth S. Kiyabu was elected the first President.

Maj. Donald O'Day assumed command of the 109th ACWS Aug. 1, 1964.

In August 1964, MSgt. Clifford M. S. Chee replaced MSgt. Wing Kong Chang as the Sergeant Major of HQ HANG. Airman Basic Douglass Souza joined the HQ HANG staff AND set a record as the only member in the history to HANG to serve his entire 20 year military career at the state headquarters.

General Hunter Harris, PACAF Commander, checked out in the DEUCE Sept. 22, 1964. His final check ride in the TF-102 was with Maj. Kurt E. Johnson. He commented about the HANG: "The finest in the nation - a unit of which Hawaii can be proud."

The 169th introduced a new split drill schedule in October. This gave more opportunity for concentrated OJT of all personnel, as the number on duty at any one time was small.

Twenty-four members of the Royal Guard celebrated their first anniversary Nov. 16, 1964 at Iolani Palace where they were inspected by Gov. John A. Burns. It is an event they have celebrated annually since.

A number of "firsts" occurred during January 1965: The 154th Fighter Group won NCB's OJT Training Unit Achievement Award. Navy intercept Controllers began proficiency training with the 169th ACWS at Kokohead Crater AFS. HANG's Royal Guard was used by the Governor as part of the official greeting of Japan's Prime Minister Eisaku Sato when he arrived Jan. 15. The Royal



Guard had an even greater honor on Jan. 20, when they were selected to represent Hawaii at President Lyndon B. Johnson's Inaugural Parade in Washington, D.C. (The long march down Pennsylvania Avenue in 25 degree weather was made as comfortable as possible with concealed "long johns".)



Twenty new DEUCEs, which had formerly been stationed at Okinawa and the Philippines, were received in March. They were modified to Configuration Eight, which gave them an Infra Red sight capability and they could carry different missiles.

The 150th ACWS began to use Kekaha Armory, "at the bottom of the hill", for their administrative headquarters.

Maj. Harold T. Mattos assumed command of the 154th Material Squadron May 11, 1965.

The 169th had their hands full: the Mount Kaala Complex was completed and the \$3 million gear was checked out, there was an ORI, 20 of their men were in Utah, and a leap frog move to their new home was imminent.

The 169th closed up shop at Kokohead Crater AFS, July 1, 1965 and at the same instant "opened shop" at the

multi-stationed Mount Kaala Complex: operations and radio maintenance at Building 204, Wheeler AFB; radar maintenance jointly with the FAA atop Mt. Kaala; and radio-relay to/from the 150th on Kauai at Punamano AFS. The 109th ACWS ended its activities at Punamano AFS and moved to Kokohead Crater AFS July 1, 1965. Maj. Paul S. Mori assumed command of this proud senior ACWS August 1st.



The 154th Consolidated Aircraft Maintenance Squadron and the 154th Supply Squadron were activated Dec. 1, 1965 and the 154th Material Squadron was inactivated. Maj. Harold T. Mattos and Frank Carlos, respectively were appointed commanders of the new squadrons.

The 6.8 mile road to Mt. Kaala was closed for three weeks in January 1966 because of a landslide. The 169th radar maintenance men had to walk over a break in the road for three weeks with the assistance of a safety line-it was "like walking on marbles on a steep hill".

Maj. Daniel K.C. Au assumed command of the 154th Supply Sq. May 1, 1966.

Maj. Kurt E. Johnson assumed command of the 199th FIS on July 1, 1966.

Brig. Gen. Valentine A. Siefermann was appointed Acting Adjutant General July 15, 1966 when Maj. Gen. Robert L. Stevenson resigned.

There was a "Name the C-54" contest. (A C-54 SKYMASTER had replaced the old VC-47 GOONEY BIRD the year before.) TSgt. Wayne Y. Soma won with his suggestion, "Spirit of Aloha", and received a \$25.00 savings bond.

The HANG became 20 years old in November 1966. There was a grand Open House at the Hickam fighter facility on Oct. 20. A DEUCE appeared on display at Kapiolani and King streets the morning of Oct. 28. Air Guardsmen in blues and their ladies filled the Hilton Hawaiian Village Dome on the 5th of November for a gala birthday party. A deluge of rain filled the streets to sidewalk level and made entry interesting. The following "charter members" of the HANG were still with the HANG and present: 1Lt. (now Col.) Walter F. Judd, George R. Duncan (now Lt. Col.), Russell L. Smith (now Lt. Col.), Sgts. Robert D.W. Choi (now CMSgt.) and Frederick H. Rittmeister (now MSgt.).

There was another landslide on the Kaala road in November which took a week to clear and rebuild. Capt. Edward V. Richardson was awarded the HANG Commendation Medal Mar. 1, 1967 for planning and carrying out safe guards for the 154th Fighter Group's complex weapons system from November 1965 to June 1966. The 201st Mobile Communications Squadron was activated Mar. 6, 1967 with initial duty



station at Battery Selfridge. Maj. Paul S. Mori was appointed Commander. The 109th ACWS was inactivated. By the end of the fiscal year, the 201st was at 35% strength and 40% of its new equipment had been received. (The four flights were added Oct. 13, 1967).

The 201st Combat Communications Flight relocated to Wailuku, Maui as part of a master plan to decentralize the 201st Combat Communications Group. The flight shared facilities for six years with the Hawaii Army National Guard-Wailuku Armory, Kahului Armory, and HARNG motor pool at Paukalo developing good partnerships. The flight conducted its first unit training assembly (UTA) at the Wailuku Armory with 30 personnel attending. Maj. David Rodrigues was in command, with Capt. Stephen Berg as the operations officer, Capt. Lance Okihara as the operations staff officer, and Lt. Norbert Luke as the maintenance officer.

The 154th Fighter Group received a National Guard Bureau Award for an accident-free 1966.

A short time later, on Mar. 21, Capt. George E. M. Joy bailed out at 500 feet when his DEUCE flamed out while on approach to Runway 8, Honolulu International Airport. He landed through high-tension wires at Iroquois Point. His bird went into the drink at the entrance to Pearl Harbor.

A week later, on Mar. 30, two DEUCEs piloted by Maj. John C. Parrish and 1Lt. James S. Haraguchi took off from Dillingham AFB. Somehow they brushed wing tips, and went on to Hickam for minor repairs.

The 150th achieved a record 13,620 radiate hours on their high value magnetron tube in April 1967 - the longest lived magnetron in PACAF. The "Maggie" was affectionately known as "Caroline".

Governor John A. Burns represented the United States at the coronation of His Majesty King Taufa'Ahau Tupou IV of the Tonga Islands on July 4, 1967. The HANG C-54 "Spirit of Aloha" was asked to transport the official party from American Samoa to Tonga and return.

With the dedication of



Building 3400, the dispensary relocated from that "old hut" to the back half of the third floor sharing space with the USAF advisors and the Combat Support Squadron. With the addition of mobility and medical readiness training, Dr. Walter Chang assumed command during this period of dynamic growth and change.



Maj. Herbert S. Isonaga assumed command of the 154th Combat Support Squadron on Sept. 1, 1967.

The 150th ACWS mourned the loss of "Caroline", their famed magnetron tube, which finally failed after serving for 17,122 radiate hours. In comparison, Air Defense Command had a standard of 5,000 radiate hours.

The local communities quickly adopted the "boys" of the 150th ACWS as their own and in appreciation for their hospitality hosted an Appreciation Luau inviting over 500 community leaders, supporters, and families at the Kekaha Armory. The Garden Island newspaper says it was one of the major events of the year. The 150th hosted an open house at Kokee where 800 visitors toured the Kokee facilities. The squadron's official greeter was Miss Cheryl Eguchi, a Waimea High School senior who was crowned Miss Stargazer for the occasion.

The new 201st Mobile Communications Squadron (MCS) was growing and expanding at a rapid rate. The four flights were authorized Oct. 13, 1967 and ninety more positions were authorized in March 1968. NGB Fully supported getting all personnel up to speed PACCOMMAREA conducted an inspection April 5-7 which found, understandably at this early date, that the unit was not operationally ready.

Maj. Roger Watanabe was appointed the 201st ATCF's first commander. In 1972 Maj. Hon Ping Chee succeeded Maj. Watanabe to become the unit's second commander.

In 1968, the Hawaii National Guard Civilian personnel was organized with CMSgt. Kozen Kaneshiro as one of the original members and later followed by the assignment of MSgts. James S. Oshiro and Ralph M. Kaneshiro and Mrs. Kim Oe Yuen.



PALACE ALERT was an Air National Guard program to augment USAF air defense units in Southeast Asia (suggested by the HANG) and Europe. Combat ready DEUCE pilots from 20 Air Guard units were eligible to volunteer. Maj. Jon C. Parrish and Gerald K. Sada were the first two HANG pilots to volunteer for 90 day tours. They went to the Philippines and flew active air defense missions from Da Nang, South Vietnam. They were followed by Lt. Col. Kurt E. Johnson, Maj. Ritchie K. Kunichika and Edward V. Richardson, and Capt. Rexford H. Hitchcock and Marlin L. Little.

Maj. Melvin C. Yen was flying a DEUCE 115 nautical miles from Honolulu July 13, 1969, when his AC power failure warning light came on and oil pressure began to fluctuate. He turned towards Honolulu and climbed to 34,000 feet. The low oil pressure light came on, engine vibration started, RPM dropped to 90%, and his adjacent flight leader noticed white smoke coming from Maj. Yen's DEUCE. Engine temperature surpassed 800 degrees, there was a minor explosion and the engine froze (PO162 was still 54 miles from Honolulu). Maj. Yen was able to "glide" to a safe landing at Barbers Point NAS. Maj. Yen was awarded the Air Force Association's Earl T. Rick's Trophy and received PACAF's Able Aeronaut Award for saving his aircraft.

The 201st MCS was not about to be out done in comparison with the HANG air defense units in active mission support. They deployed radio gear to Hilo several times in support of Military Airlift Command's participation in several LEPRECHAUN LAUGHTER operations, and sent teams to Pago Pago, Samoa to support the communi-

cation requirements for APOLLO 8, 9 and 10. It sent 28 men to Thailand to support the requirements of SEATO Exercise SEA SPIRIT jointly with USAF's 1st Mobile Communications Group. The 201st MCS also made nine other local training deployments.

Capt. Thomas A. Haine of the 199 FIS was Captain of the United States Volleyball Team that competed in the October 1968 Olympic games in Mexico City.

Four DEUCEs flew a diamond formation over Hickam AFB mall at sunset Nov. 2, 1968. This signaled the start of joint military religious services honoring those who gave their lives in Southeast Asia.

Air and Army Technicians changed status from State employees paid with Federal funds to Federal employees Jan. 1, 1969. Among other things, this generated much paperwork, and formalized personnel procedures.

Quite a storm hit the island of Kauai on Jan. 5. PMRF Barking Sands recorded 80 knot gusts of wind, damage to the facility was extensive, including the HANG hutments. The 150th recorded 34.03 inches of rain in 24 hours at Kokee AFS!

Did you see the movie about the Japanese attack on Pearl Harbor, Dec. 7, 1941 - TORA TORA TORA? Did you know that four HANG pilots were "actors" when the film was shot January-April 1969? The following piloted "Japanese" attack aircraft: Cols. James R. Ashford and Robert B. MacGuire (ZEROS), Maj. Kenneth J. Costa (VAL. KATE & ZERO) and William T. Klopp (KATE & ZERO).

Supply was F-102 NORS-free (Not Operational Ready, Supply) until April 13, 1969 with a record 1,266 days (nearly 3 and 1/2 years) behind them. Finally aircraft maintenance needed something and supply couldn't deliver. Was it something like a wing or an engine? No, it was a butterfly valve. Great credit goes to the tremendous efforts to achieve this record, and well within the 154th Supply Squadron motto: "One team, one mission - keep 'em flying". Supply received PACAF's "Outstanding Achievement Award" for its NORS-free record. Commendations were also received from San Antonio Air Material Area and the National Guard Bureau.

PACCOMMAREA inspected the 201st MCS and found that it was "progressing favorably towards becoming an effective mobile unit". There were a tremendous number of 3 level, a shortage of 5 level, and a very critical shortage of 7 and 9 level AFSCs.

HANG units had a splendid parade June 15, 1969, the first all-HANG parade in many years. Governor Burns was reviewing officer and made the following presentations: two Hawaii National Guard Commendation Medals, Outstanding Interceptor Pilot Award, George T. Miki Trophy, and Outstanding HANG Airman of the Year



Award. Maj. Gen. Benjamin J. Webster presented five Air Medals to HANG pilots who had participated in PALACE ALERT. Brig. Gen. Harold Johnson, Commander of the Pacific Communications Area, presented a plaque to the 201st MCS and 28 certificates of merit to the 201st members for their excellence in SEA SPIRIT.

There were 1,493 HANG personnel assigned at the end of the fiscal year, 84.3% of unit manning documents and 95.1% of NGB programmed strength. Drill Attendance averaged 97%.

Fiscal Year 1970 was a tough year by any standards. Service schools were cut, money was reduced for supplies, and there were three aircraft accidents.

On Sept. 12, 1969, Maj. Thomas Phelan of the 326th Air Division was on his take-off roll when his right landing gear strut failed due to material failure. The DEUCE veered to the right and rode on the right wing tip until the aircraft stopped. The right external fuel tank was dragged off and caught fire, which was quickly extinguished by the alert and excellent fire-crash crews.

In October 1969, the Installation Section grew into the 154th Civil Engineering Flight (154 CEF) assigned to the 154th Fighter Group.

Two months later, Nov. 15, 1969, 1Lt. James D. Moncrief was approaching Honolulu International Airport's Runway 8 for a landing. His engine flamed out, and two attempts to restart were unsuccessful. He steered the DEUCE off shore and ejected at 1,000-1,500 feet. Lt. Moncrief landed some 200 yards off shore among four surfers, borrowed a surfboard, and paddled to shore. His survival training two weeks previously in Okinawa really paid off.

Then on May 27, 1970, Capt. Melvin E. Souza was on his takeoff roll when the fire warning light came on and mobile control told him that his aft section was on fire. Throttle back, drag chute out, brakes applied, fuel shut off, electrical power off, canopy open - when the DEUCE stopped, Captain Souza was out and running as an efficient fire department swung into action. Tough times, but no one was injured.

News was received in September that the 298th Artillery Group (NIKE) of the Hawaii Army National Guard would no longer have the mission of ground-to-air active air defense and would be inactivated. The HANG was authorized to go 100% air technician manning and 24 NIKEMen became HANGmen.

1Lt. Hiram H. S. Pang assumed command of the newly activated 154th Civil Engineering Flight on Oct. 18, 1969.

The 199th Weather Flight was named the Outstanding Air National Guard Weather Flight for 1969.

The bouncy new 201st Mobile Communication Squadron received the Air Force Outstanding Air National Guard Mobile Communications Squadron trophy on May 10, 1970. This trophy was won for outstanding mission potential in 1969 in competition with 43 like units. The 201st also received PACCOMMAREA Safety Award for 1969. Fiscal year 1970 was a busy year for the 201st: it

supported the Military Airlift Command with air-to-ground radio and technicians on five separate occasions at General Lyman Field, Hilo, Hawaii; Apollo 12 with two telecommunication operators at Pago Pago, Samoa; and support of the 154th Fighter Group at three locations during spring camp.

Maj. Casimer Jasinski assumed command of the 154th USAF Dispensary, June 1, 1970; Lt. Col. Claude V. Caver was reassigned to HQ HANG as Air Surgeon.

The fiscal year ended with 1,604 HANG personnel assigned, 100.1% of programmed strength. Of these, 478 were full time employees (Air Technicians). The pilots flew 5,300 DEUCE hours. Aircraft Maintenance supported 75.2% F/TF-102 aircraft in-commission rate. Supply supported with an average 0.5% monthly NORS rate. The



Aircraft Control and Warning Squadrons conducted over 14,700 intercepts. The \$42 million of USAF assets were well used. Federal funds expended in support of the HANG was \$12.9 million, with another \$125,459 obligated by the State of Hawaii.

Maj. Lawrence C. Cabrinha and Capt. George E. M. Joy participated in PALACE ALERT - flying air defense missions in Southeast Asia. They were the last two, as the program was terminated.

PACAF conducted a bang-up Annual General Inspection July 18-28, 1970. The summary included the favorable comments that the HANG was managing its assigned mission well and that the F-102 Simulator Section was considered the best in PACAF.

Secretary of Defense Melvin R. Laird issued a significant policy Memorandum Aug. 21, 1970: "A total force concept will be applied in all aspects of planning, programming, manning, equipping and employing Guard and Reserve Forces ...attention will be given to the fact that Guard and Reserve Forces can perform peacetime missions as a byproduct or adjunct of training with significant manpower and monetary savings ...Guard ...units will be prepared to be the initial and primary source for augmentation of the active forces in any future emergency requiring a rapid and substantial expansion of

the active forces."

Interestingly enough, this important policy statement was in accord with the Hawaii Air Guard's evolution throughout the years. The possibility of updating HANG's mission equipment stirred considerable interest among HANGmen ... It also reversed the prior national policy of manning for the Vietnam conflict. It reaffirmed that the Air National Guard would indeed be the Ready Reserve of the United States Air Force.

The new \$1 million facility at Fort Kamehameha for the 201st MCS was completed and dedicated Sept. 1, 1970. Personnel were happy to move into their shiny new facility with all due respect for their prior temporary home at Battery Selfridge.

The 201st was busy as usual with deployments. The unit supported MAC's PROJECT OPPORTUNE JOURNEY at Hilo, APOLLO 14 at Pago Pago, American Samoa, and emergency maintenance support to PACCOMMAREA for a Radio Beacon problem at Okino, Okinawa. The 201st received three AN/GRM-94 Maintenance shelters, an AN/TSW-7 Air Traffic Control Central and three AN/MRC-108 Communications Centrals to add to their impressive long list of mission equipment on hand.

The 169th ACWS was awarded the Air National Guard Distinguished Communications Electronics Maintenance Unit plaque at the 92nd NGAUS Conference, New York City, in September 1970. This proud HANG unit placed second in Competition with all ANG C-E units.

Air defense communications improved Dec. 3, 1970 when the inter-island tactical microwave system between Kokee AFS, Kauai and Wheeler AFB, Oahu became operational. The Radio Relay Station at Punamano was deactivated.

The 154th Fighter Group had acquired an F-86E and an F-86L for heritage display. Capt. Edward H. Anderson had been given the project of finding an F-47 (JUG) to complete the display of all tactical aircraft which the HANG had flown. Diligent publicity and almost a ream of correspondence over several years had proven unsuccessful. A JUG in flying condition was discovered in "America" that might be available for \$18,000. This idea was discarded (no money), as it was estimated that it would take five years of Portuguese sweetbread sales during drills to accumulate that huge sum.

It was in 1971, that Capt. Eddie Anderson found a World War II F-47 Thunderbolt, in 20 feet of murky water off Waimanalo. Unfortunately, during recovery operations by the US Navy, the heavy fighter was broken into three pieces. One amazing fact: the .50 caliber machine guns were removed from the wings, cleaned by the weapons shop and successfully fired after spending 27 years at the

bottom of the ocean!

February 1971 marked the 10th year of operations with the F-102. And when we got 'em, they were already ten years old! Several modifications were added to the DEUCE to extend the life of the air frame and improve engine reliability.

In September 1971, the Hawaii National Guard Association hosted the annual National Guard Association of the United States conference at the new Sheraton Waikiki Hotel. With General Siefermann as the general chairman for the conference, HQ/HANG personnel became involved in the myriad of tasks required to host a major conference involving thousands of conferees and guests. The highlight of the conference was the All States Dinner attended by more than 2,000 guests in the hotel's ball-room.

By November 1971, the HANG Headquarters staff consisted of these key people: Brig. Gen. Valentine A.



Siefermann, Commander; -Col. Walter F. Judd, Executive Officer; Col. Robert A. Maquire, Director of Operations; Lt. Cols. Harold Nagai and William T. Klopp, Air Operations Officers; Lt. Col. William E. Mossman, Staff Officer; Lt. Col. Arthur U. Ishimoto, Director of Material; Col. Claude V. Caver, Medical Officer; Maj. Richard M. Settsu, Director of Personnel Management; Lt. Col. Richard S. Furuno, Comptroller; Capt. Cedric D. O. Chong, Civil Engineering Staff Officer.

MSgt. William Tabe of Operations at the 150th ACWS saw the year this way. "I'll always remember 1971 because that was the last year that we went to summer camp as a unit. It was one of those old time 'summer camps' that was so enjoyable."

Maj. Owen Ota won the George T. Miki Award for his outstanding performance as a weapons controller with the 150th.

By 1972, HQ HANG was fully manned by experienced personnel. The staff included General Siefermann, Commander; Col. Walter F. Judd, Executive Officer; Col.



Robert B. Maguire, Director of Operations; Col. Claude V. Caver, Medical Officer; Lt. Cols. Harold "Big Daddy" Nagai and William T. "Klippity" Klopp, Air Operations Officers; Lt. Col. William E. Mossman, Staff Officer; Lt. Col. Arthur U. Ishimoto, Director of Materiel; Lt. Col. Richard S. Furuno, Comptroller; Maj. Richard M. Settsu, Director of Personnel Management; Maj. Allen M. Mizumoto, Electronic Systems Officer; Lt. Col. Herbert Isonaga, Communications Staff Officer; Maj. John Carroll, Legal Staff Officer; Maj. Kenneth D. O. Chong, Management Analysis Officer; Capt. Cedric D. O. Chong, Civil Engineering Staff Officer; CMSgt.. Clifford M. S. Chee; SMSgt. Cornwall Matsusaka; SMSgt. Kenichi Sonan and MSgt. Clifford Wong. The headquarters was located in Building 5, an old converted World War I barracks. The old timers who remember Building 5 swear that they shared the building with someone who was often heard but not seen. With the retirement of Maj. Gen. Benjamin J. Webster, Adjutant General, in 1973, there were major changes to the HQ/HANG command structure. General Siefertmann was appointed as Adjutant General and promoted to the rank of Major General. Col. Maguire was promoted to the rank of Brigadier General and became the new HANG Commander. Maj. Edward H. Anderson joined the HQ HANG staff as the Information Officer. Maj. David P. Wissmar became the new Civil Engineer Staff Officer. New titles were given to Lt. Col. Nagai, who became Director of Operations, and Lt. Col. Ishimoto, Director of Logistics. Sgt Asato was the first female guardperson assigned to the headquarters. CMSgt. Chee vividly recalls cooking TV dinners during Unit Training Assemblies (UTAs) on a two-burner hot plate. An old stove was procured from the Group to replace the hot plate, but the dinners were still burnt.

In the area of community activity, we registered 8 on the Richter scale in 1972. We worked on the Cancer Crusade, gave hundreds of young people tours of the Fighter Group and the Royal Guard made 16 public appearances. This was the year that Mayor Frank F. Fasi appointed Maj. Eddie Anderson chairman of the city-wide "Great Automobile Round-up" and the 154th participated with all other military services in rounding up 2,500 derelict and junk cars which were dumped into the ocean



to provide breeding ground for reef fish. Our motor pool "whiz" B.K. Meyer, "Hancho" for the HANG team, moved more cars than any service in cleaning up the toughest area: Windward Oahu.

In support of the State civil disturbance mission, the 150th ACWS organized, equipped and trained a 50 member civil disturbance task force under the command of Maj. John English to handle any civil disturbance on Kauai.

Lt. Col. Paul Goya was awarded the Air Force Commendation Medal in August for his role in administering the PACAF Weapons Controller Requalification School. The

169th ACWS was presented the NGAUS Air National Guard Communication-Electronics Trophy, having competed with 102 organizations nationally.

The 201st MCS (now the Combat Communications Group) participated in 12 deployments in support of the Air Force, including deployment of telephone maintenance technicians to Osan AFB, Korea; VHF radios and

technicians to General Lyman Field in Hilo, Hawaii (on seven separate occasions); VHF transceivers to the Marine Corps Air Station, Iwakuni, Japan; VHF transceivers to Kaneohe MCAS; and one mobile control tower to Kwajalein Atoll.

Joining the HANG staff in 1972 were Maj. John Carroll as Legal Staff Officer and Major Kenneth D. O. Chong as Management Analysis Officer.

Enlisted technicians at the headquarters were Sergeant Major-CMSgt.. Clifford Chee, SMSgt. Cornwall Matsusaka, SMSgt. Kenichi Sonan, and MSgt. Clifford Wong.

The strength of the HANG was 1569, a loss of 35 personnel from the previous year.

The total strength of the Guard was to become a major concern in Hawaii and across the nation as the end of the draft became imminent. The draft had been a prime motivating factor for young men in their effort to join



the Guard as an alternative to active duty service. The advent of the volunteer force would eliminate the draft motivated guard enlistees.

The first WAFs were enlisted in HANG in 1972. Lt.



Barbara O'Hare and AIC Phyllis Dickens. Iris Kabazawa was the first non-prior service female enlistee. The airmen retention rate remained relatively high for the fiscal year with 72.6% either re-enlisting or extending their enlistments.

Attendance at Unit Training Assemblies (UTAs) in HANG was a high 97%. This resulted in a well-trained and

prepared force, as was proven in several exercises conducted by PACAF's 326th Air Division.

The 201st Combat Communications Group (CMBTCC) assisted in nine Opportune Journey deployments. Of particular importance were the VHF radios provided to the 1st Mobile Communications Group during "Operation Homecoming," the return of the POWs in January 1973.

The retirement in 1973 of Maj. Gen. Benjamin Webster, after six years of service as Adjutant General, resulted in the promotion of Brig. Gen. Siefertmann to Major General and his appointment to the position of Adjutant General. Col. Robert A. Maguire was promoted to Brig. Gen. and became the new HANG Commander.

The Air Force's Total Force Policy meant a major change in operational style for the 199th Weather Flight. It meant moving into base weather stations to work directly with the active duty forces during drills. The unit's mobile meteorological van was scrapped because of poor maintainability and the improbability of its use in an

actual emergency.

Capt. Michael H. Tice received the HANG Outstanding Interceptor Pilot Award and MSgt. Delbert D. Dandurant, Combat Support Squadron, earned the HANG's Outstanding Airman of the Year award.

Our alert status remained the same: Two aircraft on "five-minute" and two on "30 minute." We racked up 5,014 flying hours in the F-102, providing airtime for 42 pilots to maintain their combat readiness.

The 154th held its first annual Family and Friends Day in 1973 when more than 1,200 people visited workcenters and offices. They also witnessed a scramble, airborne intercepts, and weapons loading.

Lt. Col. Jon G. Parrish and 1Lt. Fred Bradley terminated their assignments with the

199th and three new second lieutenants joined the pilots' ranks after graduating from the Air Force undergraduate pilot training program and the ANG F-102 Combat Crew Training School at Houston, Texas. They were Robert F. Darrow, Robert H. St. Clair III and Peter S. Pawling.

The 154th Civil Engineering Flight assisted the Air Force by deploying to Osan AFB, Korea, to erect the Base Chapel in 1972.

The 154 USAF Clinic administered flu vaccines and TB skin tests to the patients of Waimano Home.

It was late in 1973 that all personnel were required to wear those little blue plastic name tags. This was also the year that the Social Actions Office was created, headed by Capt. Meriem "Sascha" Saromines. SSgt. Janet Cox meanwhile became the first woman to be accepted into the 150th ACWS. "I don't know if the squadron was ready for us, but I know I was ready to see if I could compete in a 'man's world' of ACW operations," SSgt. Cox said.

The 169th ACWS, meanwhile, underwent a reorganization. The unit's authorized strength was reduced from 235 to 180. The ground power and communications center sections were deactivated and the air police section was reactivated. However, there were no changes in the unit's mission or location.

The recruiting of WAFs continued with considerable success into 1974. Most units were now partially staffed with women volunteers. This resulted in an immediate improvement in morale and a general upgrading of the language in some of the formerly all-male shops. The number of women in the Guard increased from 8 to 25, with 2 officers and 23 enlisted.

Maj. Norman C. Ault, assumed command of the CAMRON on Jan. 21, 1974, with the retirement of Lt. Col. Harold Mattos. Under Maj. Ault's guidance, the unit prepared for the first F-4C "Phantom" which was to arrive in October 1975.

Maj. Ault would go through his second conversion from the F-102 Deuce to the F-4C Phantom. It should be noted that Lt. Col. Mattos and Maj. Ault, had actually "come



through the ranks” of the enlisted and become Squadron Commanders of CAMRON.

The C-54 continued to perform admirably, although the aircraft was beginning to show signs of wear. The decreasing number of C-54s in active service throughout the United States pointed to the fact that parts and supplies for this aircraft might also become very scarce.

Lt. Col. Herbert Isonaga, long-time commander of the 154th Combat Support Squadron, retired and received the HNG Commendation Medal. His aloha tea house party will be long remembered and a great time was had by all who attended. Lt. Col. Richard M. Settsu assumed command of the Combat Support Squadron.

The HANG also said “Aloha” to retiring Lt. Col. Frank Carlos at a luau at the Japanese Chamber of Commerce hall in February. This was also a sad year with the death of MSgt. Frederick “Ritt” Rittmeister. Ritt’s dedication, perseverance and “can-do” attitude exemplified the foundation on which the HANG had been built.

On Feb. 28, 1974 Col. Walter F. Judd, HANG Director of Personnel Management, retired. Col. Judd was known as the “Father of the Royal Guard”. Soon after, Lt. Col. Tai Sung Hong was the new Chief of Staff and Director of Operations, Lt. Col. Ritchie K. Kunichika as Air Operations Officer, and Lt. Col. Donald M. O’Day as Director of Personnel Management. Lt. Col. Nagai was reassigned as Commander of the 199 FIS while Lt. Col. Settsu left to join the 154 Fighter Interceptor Group (FIG).

“The thing that I remember about 1974 was the aggressive recruiting drive conducted by the 150th ACWS. I should know, I was one of the 32 who enlisted,” recalled Alvin Honda. Recruiting played a big part in the HANG in 1974 with the elimination of the draft.

The 154 CEF relocated three portable classrooms from Kailua Intermediate School to Blanche Pope Elementary School in Waimanalo.

The 169th ACWS, historically an all-male outfit, was liberated May 17, 1974 with the enlistment of AB Aurora Lee. Amn. Donna E. Culnan became the first WAF to sign up with the 199th Weather Flight.



In August 1974, Lt. Col. Edward V. Richardson assumed command of the 199th FIS. Fiscal year 1975, again saw movement of personnel within the headquarters. Col. Arthur U. Ishimoto became Acting Chief of Staff and Lt. Col. Ritchie K. Kunichika, Acting Director of Operations, and Lt. Col. John S. W. Lee was transferred

from the 199 FIS to become Director of Safety. Lt. Col. Hong returned to the 154th Fighter Interceptor Group.

Personnel strength began to show signs of rebounding from the slump caused by elimination of the draft. There was an increase in manpower and enthusiasm increased within the units. A total of 61 additional slots were filled during the year as HANG moved to 90.7% of its authorized manning level.

In February 1975, Task Force Guard went into action. The civil disturbance control element of the Hawaii Air National Guard deployed to Oahu Prison with the Army Guard to conduct searches for contraband and weapons. Lt. Col. William E. Mossman of HQ HANG directed the operation. After the initial phase, the HANG men augmented the Army Guardsmen who remained at the prison until new prison security guards could be trained.

The 169th ACWS was again selected for the Air National Guard’s Outstanding Communications Electronics and Meteorology unit for fiscal year 1975 and the Air Force Outstanding Unit Award (AFOUA)- July 1, 1973 to June 30, 1975.

February also saw the retirement of the C-54 “Spirit of Aloha”, the victim of old age and corroded wing spars. Over a thousand C-54s had flown since the first one left the assembly line in 1942. The “Spirit of Aloha” was one of the last in the active inventory of the Air Force/Air National Guard.

The 199th Weather Flight spent four days of annual training at Kilauea Military Camp on the Big Island and apparently took the “weather with them”. It rained the entire time they were there. One day, the Hawaii Volcano Observatory’s rain gauge recorded 19 inches of rainfall in

24 hours. At that time, Hilo had experienced approximately 22 consecutive days of rain. Pretty good timing for the Weather Flight, a “non-prophet” organization.

Unlimited post and base exchange privileges on any two days of the month for HANG members was a big step forward in 1975.

In March, the 199th FIS and the 150th ACWS gave full support to RIMPAC. Once again forces from the United States, Canada, Australia, and New Zealand joined together and for two weeks, mock air, surface, and sub-surface battles took place in Hawaiian waters. The “enemy” air forces were offered the full facilities of the 199th for briefing, debriefing and data collecting. The 199th flew many “attack” sorties against naval forces at sea.

The HANG participated in Memorial Day services for the late Governor John A. Burns at the State Capitol and arrival ceremonies for the Queen of England at the Honolulu International Airport.

MSgt. Howard Okita inspired the squadron logo “HOHOLA” meaning “to give or provide what is desired”. TSgt. Samuel Wong also found that to be a fitting title for the squadron’s newspaper and began publishing stories and events of interest to those in the unit.

When Lt. Col. Daniel K.C. Au was moved up to Deputy Commander for Logistics in 1975, Maj. Gerald T. Morihara assumed command of the supply squadron. That year Capt. James K. Iwamura captured the James Y. Sato Memorial Award again for the squadron. Amn Pamela Eiler became the squadron’s first female enlistee in 1975. Mechanization of the supply system changed to computerization and standardization using the UNIVAC 1050-II System. “Aloha Spirit” was shared when AIC Louise Sharpe toured Europe with the “Hauoli Dance Group”.

More than 3,000 individuals from many schools, clubs and organizations toured the 154th Fighter Interceptor Group during this year. Additionally, 1,600 members, families and employers participated in the third annual open house in mid-June.

The 169th received its initial exposure to the Tactical Air Control System by performing the role of Control and Reporting Center (CRC) in its active support of Exercise Cope Elite. This was a Joint Chiefs of Staff coordinated, Commander-in-Chief Pacific sponsored joint exercise conducted in support of the US Army’s Exercise Oppertune Journey held from April 16 to June 24.

Headquarters USAF and the National Guard Bureau



approved a proposal to reorganize the existing 201st MCS and four separate flights into a mobile communications group with the addition of a mobile communications group headquarters of approximately 43 military positions.

Lt. Col. Kiyoshi P. Goya was assigned as the new Commander of the 201st Mobile Communications Group. Col. Goya commanded the 169th ACWS before assuming command from Lt. Col. Paul S. Mori. In addition, approval was received to plan the relocation of four of the five units located at Hickam AFB, Oahu, to three of our neighbor islands. The selected locations included: The new group headquarters (43 positions) and the 202 MCF (123 positions) to remain at the facility at Hickam; the 202 ATCF (59 positions) relocated to PMRF Barking Sands, Kauai with plans for a \$200,000 facility; the 201 MCF (123 positions) was projected to be relocated to Kahului, Maui into a new \$800,000 facility, the 201 ATCF (59 positions) was projected to be relocated to Keahole Airport to a new \$200,000 facility and the 201st MCS relocated to Keaukaha Military Reservation (HARNG) adjacent to General Lyman Field until a new facility could be constructed. The group headquarters, mobile communications squadron and flights were redesignated as “combat communications” units.

Many personnel changes again took place at HQ HANG during FY 1976, beginning with the retirement of Brig. Gen. Robert A. Maguire. Col. Arthur U. Ishimoto was named to succeed Gen. Maguire and subsequently promoted to Brig. Gen. Lt. Col. John S. W. Lee was

appointed Chief of Staff. Lt. Col. Donald M. O’Day was transferred from the headquarters to assume the position of Commander of the 169th ACWS Col. Claude V. Caver retired as Aerospace Medicine Physician and was succeeded by the former 154th USAF Clinic commander. Lt. Col. Casimer Jasinski. Maj. Allen M. Mizumoto was appointed Acting Director of Logistics and promoted to Lieutenant Col.





Information officer, Maj. Edward H. Anderson, returned to the 154th FIG.

150th members were recognized through the HOKU AWARDS program: MSgt. Emilio Olivas was the first recipient of the HOKU ALII AWARD as the Outstanding Airman of the Year; TSgt. George Susterich was recipient of the HOKU AWARD as the Outstanding Airman for the quarter; and A3C Timmy Albao the recipient of the HOKU HOU AWARD as Outstanding First Term of the Year.

It was early in 1976 that PACAF nominated the 199th FIS for consideration as recipient for the coveted Hughes Trophy for its performance in 1975. Although the 199th was not selected for the trophy, it was an honor to be chosen by PACAF, over all of its regular Air Force units in the Pacific area, the largest Air Force command in the world!

The conversion of the 154th FIG to F-4C PHANTOM aircraft began to occupy considerable time at HQ HANG in planning and coordination. More than just a change of aircraft the F-4C required an additional aircrew members in the form of weapons systems officers, additional maintenance training and facilities, pilot training, additional supply coordination, and a myriad of other details.

Adding to the burden of pilot training was the acquisition of the C-7 Caribou to replace the retired C-54. Pilots were required to train on this new aircraft as well. HQ HANG provided two of the pilots for the C-7: Lt. Col. John S. W. Lee and Lt. Col. Ritchie K. Kunichika. The new crews were trained in time to support the new requirements of the reorganization of the 201st Combat Communications Group (CMBTCC). The C-7 began making runs to Hilo and Kauai to support and equip the units newly assigned to the neighbor islands.

The year 1976 saw the culmination of several years of patient effort by HANG members Lt. Col. John Carroll, SMSgt. Kenneth Kiyabu, and others in passing a bill defining state responsibility for the use of guard members called to state active duty. The landmark bill was welcome news to any member facing a call-up.

March 1, 1976, the 201 Combat Communications Squadron was federally recognized and activated at Hilo under the command of Maj. David F. Howard. In addition,



the 202 Air Traffic Control Flight was relocated to PMRF Barking Sands, Kauai and was commanded by Maj. Charles Prentiss. Maj. James Kurita took over in 1978. In 1980, Maj. Vincent Nishina assumed command.

During the May UTA, the 169th ACWS was presented the Air Force Outstanding Unit Award for exceptional and meritorious service in support of military operations from July 1973 to June 1975. Maj. Gene. Charles C. Patillo, Vice Commander-in-Chief of Pacific Air Forces, made the presentation.

Recruiting and retention remained the focal points in FY 1976, as manpower levels hovered near the 90% mark. The move by units of the 201st CMBTCC to the neighbor islands focused much of the recruiting emphasis to Kauai and Hawaii.

In late 1976, the F-102s were retired and the F-4s were put on runway alert. One of the DEUCEs was retained for our Aircraft Hall of Fame to be displayed with our other "old warriors". The 201st Combat Communications Squadron relocated to the Keaukaha Military Reservation, Hilo, Hawaii. The young unit of eight air technical personnel commanded by Maj. David Howard took up "temporary" residence in some World War II buildings. The State Legislature passed bills defining the responsibility for the use of guardsmen called to state active duty, providing state tax credit for guardsmen and tuition waiver for guardsmen while attending the University of Hawaii, and made the uniform code status of military justice apply during inactive duty.

In 1977, General Ishimoto held the first annual HANG Commanders and Operations Conference at Kauai Surf Hotel in Kauai. Key NGB and PACAF personnel were invited to participate in the conference. This conference has become one of the major events of the HANG. That same year, HQ HANG held its first live-in summer camp at Fort Ruger. The staff "roughed" it in the armory and in later years enjoyed the luxuries of the Hawaii Army Guard bandroom. Col. Lee was the only staff member who avoided the live-in.

During the PACAF Operational Readiness Inspection the 169th ACWS earned the HANG Outstanding Unit Award for fiscal year 1977.

Lt. Col. Kurt and Claire Johnson hosted the annual

199th FIS picnic. Afternoon activities included diving for Lt. Col. Edward Richardson's outboard motor.

On Sept. 1, Lt. Col. Lawrence "Cabby" Cabrinha took command of the squadron from Lt. Col. Edward "Rick" Richardson when he was promoted to the Chief of Staff position at HQ HANG.

That same month, the 154 CEF deployed to St. Albans, Vermont, where they installed an eight inch fire/water main and a dry chemical fire extinguisher system at an Air Defense Command radar site.

November 1977, two additional units of the 201st CCCp were relocated. The 201st Combat Communications Flight was moved to Maui under the command of Major David Rodrigues, and the 201st Air Traffic Control Flight moved to Kealahou, Hawaii where they shared facilities with the Army National Guard. Maj. Hon Ping Chee commanded this unit. However, initial projections did not pan out in Kona and the 201st Air Traffic Control Flight was relocated again to NAS Barbers Point on Oahu in 1981.

Since the transition into the F-4 (two years) the 199 FIS would prove itself in 1978 by sending four F-4Cs to participate in Combat Sage. This deployment marked the HANG's first major deployment in its 32 year history. At Clark AB, Philippines, aircrews tested their abilities shooting down drones with their radar-guided Sparrow and heat-seeking Sidewinder missiles. The air combat training program was initiated and exposed crews to advanced combat maneuvering. Arms and hands now began to flail around the briefing rooms as crews attempted to reconstruct their "side" of the "dogfight" missions and prove how "they" won the fight. They were later named the HANG's Outstanding Unit for 1978.

The 154th Tactical Hospital's first off-island summer camp was to Kokee, Kauai, in 1978. Half way up Mt. Kokee the bus carrying all the personnel got stuck in a ditch. Luckily, a 4-wheel jeep stopped and hauled the bus back on the road.

In June 1978, 154 CEF undertook major construction projects: thirty carports and a motorcycle storage building for the family housing units at Makah AFS, Washington.

Shortly thereafter, the HQ HANG underwent a major reorganization. Eight full-time technicians were transferred to the 154 Composite Group (COMCG) to implement



the tri-deputy organization, with only six full-time staff members to maintain business as usual. Lt. Col. Edward V. Richardson replaced Col. Lee as Chief of Staff.

The physical relocation of the 201 ATCF to Kona began in 1978. Lt. Col. Chee and Capt. Blaine Izuka, along with a small band of air technicians began the formidable task of establishing the unit to Kona.

The 150th also underwent a command change with Maj. Raymond Moriguchi taking over command from Lt. Col. Bud Bye. Maj. and Owen Ota assumed the Operations Officer's position. The 150th ACWS also became a unit within the 154 Composite Group (COMCG) under the command of Col. John S. W. Lee.

The 201st CCSQ annually deployed to the Team Spirit exercises in Korea. Learned from that experience was the fact that Korea is COLD in the winter! Unit members took the lead with off-duty help, donated money and assisted a local orphanage, beginning a tradition that continues. Congress approved \$1.2 million for constructing an automotive equipment shop and \$1.6 million for an electronics maintenance facility.

In January, 1979, CMSgt. Harry Awana became the first Senior Enlisted Advisor for HANG. He was followed by SMSgt. George Ah Chong, SMSgt. Kenneth Kiyabu, and SMSgt. Arthur Lee.

That same month, the 326th AD inspected the 150th ACWS for which the unit received an excellent rating. On Jan. 25, 1979, the AC&W units were assigned to the 154th COMCG.

On Jan. 5, 1979, the National Guard Bureau announced federal recognition of the 154th Security Police Flight (154SPF). Prior to this date the Security Police were assigned to the 154th Combat Support Squadron (CSS). Lt. Clifford Fukuda commanded the flight from January 1979 to November of that year assisted by NCOIC, MSgt. Albert Keliinui. Maj. Warren Chung assumed command in December '79 through April 1982 with NCOIC, MSgt. Harrison Ho. Maj. Gervin Miyamoto assumed command of the flight and was assisted by SMSgt. Harrison Ho and Ms. Leonora Lee.

Maj. Jeffery H. Okazaki assumed command of the 201st CCFT from Maj. Rodrigues in February 1979. Maj. Rodrigues assumed the logistics officer position at HQ



HANG.

In 1979, the HQ HANG staff developed the first five year defense plan which later became known as the HANG Planning and Scheduling Document.

That same year, Lt. Col. Richard Furuno assumed command of the new 154th Resource Management Squadron (154RMS). Under his scope of control came the Comptroller, Transportation, Base Procurement, Logistic Plans, and Supply.

In October, 1979, the first "Home and Home" with the 201st CCSQ was held in Hilo, Hawaii. This annual event brings both units together for a weekend of fellowship and sports competition. The competition determined the Eastern Division representative to the HANG softball, volleyball, and basketball tournaments. The "Home and Home" was renamed the Frank Farley Friendship Festival. The unit

has co-sponsored this event annually since. The flight was awarded the Air Force Communications Command Civic Achievement Award in November 1980.

Six F-4s roared off from Hickam AFB on June 1, 1979, headed to Guam. Phase I took place at Anderson AFB, against the Strategic Air Command's B-52 bomber force stationed there.

Aircrews and radar controllers defended Guam from attack by B-52s. The results were outstanding. Every bomber was neutralized prior to target. Phase 2 began on the second week. The aircrews on Guam were replaced by a new cadre of aircrews from home. They flew to Clark AB, for Combat Sage/Cope Thunder Exercises involving advanced air combat tactics against the Aggressor F-5s stationed at Clark. The smaller, more agile F-5 simulated Russian aircraft and combat tactics. Fighting was very challenging and provided excellent training on how to prevail over most modern Soviet interceptors and tactical fighters.

The 154 COMPG achievement was duly recognized by the presentation by Lt. Gen. Hughes with an Air Force Outstanding Unit Award (AFOUA) on Mar. 1, 1980.

Capt. Blaine Izuka transferred to the 202nd CCFT upon selection as the new detachment commander. We also broke ground this year for construction of our \$2.7 million, 3 acre new facility at Barbers Point.

The 199th WF was designated a Representative

Observation Site (ROS), using a mobile meteorological van. The ROS observer relayed surface observations to the HANG Weather Station by means of a field telephone providing continuous weather watch during all flying activities. Additionally, a pilot balloon (PIBAL) program had been established to support flying operations at any base.

The 199 FIS was PACAF's nomination for the coveted Hughes Trophy for FY 80. By providing active air defense alert for the islands since 1956 and demonstrating combat capability during their last ORI, "the unit reflected the highest standards of professionalism and combat readiness." (Hoyt S. Vandenberg, Jr., Maj. Gen., PACAF/Vice Commander in Chief.)

In 1980, the 154 CEF constructed eighteen bus shelters throughout the island of Oahu for the city and county as part of its beautification project.

Lt. Col. Chee retired and Capt. Russell Mun was appointed 201st ATCF commander in April. Later that year, the unit participated with the Kona Special Olympics and Kealahou School PTA leveling and seeding the school's new playground.

The eruption of Kilauea Volcano prompted Governor George R.

Ariyoshi to place members of the 201st Combat Communications Squadron on state active duty to assist Civil Defense personnel in providing communications and other assistance in the evacuation of residents of the Kalapana area.

Maj. Gar Pilgrim produced, directed and marketed a series of HANG recruiting advertisements that were shown on all local television networks. The ads were tremendously successful and contributed directly to the HANG's recruiting efforts and manning strength of 98 percent.

The television program MAGNUM P. I. requested assistance in filming various sequences for an upcoming show. Lt. Col. Kurt Johnson flew an F-4, which was painted up like a Russian MIG, and landed at Hickam simulating a defecting Russian pilot.

199th's Harris Laser Satellite Facsimile Machines provided rapid data gathering mechanisms in meteorological equipment inventory, filling the void that plagued meteorologists for decades.

On Oct. 1, 1980, Lt. Col. Ernest T. Shima assumed

command of the 201st CCG from the retiring Col. Goya and Maj. Melvin C. Morris became the air technician detachment commander.

Groundbreaking for the new 201st CCSQ facilities were held at Keaukaha Military Reservation. Lt. Col. Howard left the 201st CCSQ for an assignment with Headquarters Air Force Communications Command. Command of the squadron was assumed by Capt. Richard Nishimura.

The 201st ATCF was housed in an old WWII quonset hut scheduled for demolition. Help from the HANG Civil Engineers and \$100,000 from NGB allowed the refurbishment of Bldg. #80 to start. The renovation was completed in 1982.

Throughout 1981, the A-7s from Tucson returned, as did F-14s from Navy carriers and Marine A-4s and F-4s. A new training experience took place when we were able to work with the Air Force's latest version of the C-135, the E-3A Airborne Warning and Control Aircraft (AWACS).

Upon the retirement of Lt. Col. Furuno in 1981, Lt. Col. James K. Iwamura took command of 154th RMS and distinguished himself with his positive "can do" attitude. TSgt. Samuel Wong designed the RMS logo, while SSgt. Jan DeRego inspired to rejuvenate the squadron newspaper and called it "I Kaika O' RMS" meaning "the strength of RMS".

Sgt. Maj. (CMSgt.) Chee retired in 1981 and was replaced by CMSgt. Charles Tasaka.

In early 1982, Brig. Gen. Arthur U. Ishimoto was appointed as Adjutant General and Col. Richardson soon thereafter was named HANG Commander. During this period, considerable time was devoted to working with Hawaii's congressional delegation to get the Hawaii Region Operations Control Center (HIROCC) approved for Hawaii. This effort followed earlier work done by Maj. Gen. Siefermann, Brig. Gen. Ishimoto and Col. Mossman, who laid the basis for the HIROCC initiative. The center was finally approved in 1982 for construction and equipment purchase of more than \$12,000,000. The center was completed in 1984 and declared operational in June. Five months later, the unit successfully passed their ORI.

The 169th ACWS won the Outstanding Tactical Control Unit award for 1982.

The 150th ACWS and MSgt. Lester Matsushima enhanced unit and community pride and involvement with the All HANG Ahi Tournament in 1982, which has become an annual event.

The 199th WF moved to the Wheeler Base Weather

Station and later that year received the HANG Outstanding Unit Award. The next year, the Weather Flight moved to the Hawaii Army National Guard Armory on Wheeler AFB, and claimed it as their permanent home.

The 154th COMPG participated in Commando Road in Guam, Combat Sage and Cope Thunder at Clark Air Base and Cope North at Misawa, Japan. From Mar. 6-20, 1982, the 154th COMPG, with six F-4Cs, participated in its first Red/Green Flag 82-03 as aggressor forces.

Maj. Okazaki relinquished command of the 201st CCFT to Maj. Charles V. Darby in April 1982, to assume the operations staff officer position at the group headquarters.

The Defense Nuclear Agency's Project Air Launched Probe System (ALPS) required Capt. Ed "Easy" Pickering and Mick Melich fly a specially modified F-4 to extremely high altitude to launch a single rocket probe. The

measurements were beneficial to future ballistic missile defense development.

June 1982, the 154 CEF deployed to Cheyenne ANGB, Wyoming, completing \$60,000 of construction projects.

On Sept. 23, 1982, Maj. Gen. Arthur Ishimoto, along with other dignitaries, participated in the ground breaking ceremony for the new 201st CCFT facilities. On Feb. 11, 1984, dedication and grand opening ceremonies culminated with a grand luau.

On Nov. 23, 1982, Hawaii was hit by Hurricane Iwa and HQ HANG became the control center to coordinate airlift support for relief to the island of Kauai. The HQ HANG staff manned the center on a 24-hour basis for several days and coordinated HANG and other military services airlift support. By the end of 1982, Col. Richardson was promoted to Brigadier General.

During the hurricane, Kokee AFS remained on the air throughout the storm. Withstanding winds over 100 knots, the buildings buckled under the hurricane force winds, bravo crew under Maj. Myron N. Dobashi's supervision rode out the storm providing valuable information to the system and the weather bureau. Through the efforts of unit personnel, the station was operational within a week. Two weeks after the Hurricane, the PACAF IG team descended on the unit for an ORI. The 150th requested to be evaluated and came away with an "OUTSTANDING" rating. TSgt. Clifford Tsuyama was able to establish electrical power and MSgt. Edgar Takabayashi and TSgt. Albert Antonio were able to get the HF/SS8 radio on the air with MSgt. Francis DeCosta at the mike. Contact with







the 202nd ATCF the morning after Hurricane Iwa was the first and only radio contact with the devastated

Island of Kauai.

The 202nd participated in the Federal Cheese distribution for the State of Hawaii. They also volunteered support to the local Boy Scouts Council cleanup at Camp Allen Faye from the aftermath of Hurricane Iwa.

At the National Guard Association of the United States (NGAUS) convention in 1983, the Composite Group was honored with the award of the Distinguished Flying Unit Plaque for 1982.

In 1983, plans were developed by the HQ staff, 326th AD, PACAF and NGB to work towards obtaining the F-15 (Eagles) for the HANG and plans to upgrade the crowded facilities at Hickam for the two Groups (154th CG and 201st CCGp).

Brig. Gen. Richardson continued to bring HANG into the total force policy by expanding the participation of the active forces and NGB in various HANG activities, including the HANG Commanders Conference. This eventually resulted in the early selection of HANG for conversion to the F-15 from the F-4C, which was supported by PACAF and NGB.

The 100,000th person recruited into the Air National Guard, AB. Michael Burnham, became a member of the 201st CCSQ.

During Mar. 8-21, 1983, the 154th COMPG participated in its initial Team Spirit staging out of Kunsan, Korea, with six F-4Cs and 115 personnel at the three Korean GCI sites.

The 154th SPF along with members of the 169th Security Police Section were selected as the "Best Marching Unit" in the "Queen's Jubilee Parade" on the 4th of July 1983.

Fiscal year 1983 was highlighted by the dedication of a new building housing the HIROCC part of the nationwide Joint Surveillance System on Sept. 24, 1983. The Hawaii Air Defense System is utilizing state-of-the-art technology and equipment. Its computer processes large amounts of data and displays the information in near-real time, replacing the radar scopes and manual plotting boards used by the HANG since 1956. By 1984, the HANG took control of the HIROCC highlighted by the Initial Operational Capability of the HIROCC. The first ACT/DACT mission was conducted on Mar. 20, 1984. On May 22, 1984, operations at the HIROCC were initiated on a 12 hour per day basis and on June 10, operations assumed full 24 hour manning of the HIROCC. A live System Air Defense Exercise was conducted on June 23, 1984. The System Turnover Certificate for the HIROCC was dated

June 29, 1984, meaning we were finally fully operational.

The Director of the Air National Guard, Maj. Gen. John B. Conaway, announced the selection of the 169th ACWS to receive a NGAUS Mission Support Award for the unit's performance during the period June 1, 1984 through Dec. 31, 1984. Of particular significance was the attainment of Initial Operational Capability of the HIROCC ahead of schedule and successfully passing the PACAF IG MEI/ORI within five months thereafter.

Lt. Col. Owen Ota assumed command of the 150th ACWS from Lt. Col. Raymond Moriguchi who was transferred to HQ HANG. Lt. Col. Reginald Doi became the unit's Operations Officer.

October 1984, saw the 154th CES refurbished the "Hawaii Room" at the NCO dormitory, McGhee-Tyson ANGB, Tennessee.

Several new people in HQ HANG that year led by Lt. Col. Raymond Moriguchi, the new ESSO, and included Maj. Edwin Miyahira, Capt. Wayne Wakeman, Capt. Edwin Vincent, Lt. Stanley Osserman and SSgt. Dennis Takeshita. A year later, Capt. James Robinson and TSgt. Geri Heatherly joined the full-time staff. Lt. Col. Michael Tice came in May of 1986 from the 129 TFS as the new ESSO.

Maj. Nishimura, commander of 201st CCSQ, returned to civilian employment and traditional guardsman status and was replaced by Maj. William Wright from the 149th CCSQ where he served as former commander.

The 154th CAMS attained an ORI/MEI "outstanding" in November and December 1984 with the F-4C aircraft.

In January, 1985, the 154 COMPG hosted an ambitious Composite Strike Force Exercise which featured eight F-15s from Holloman in our Sentry Tiger exercise. In March the Composite Group had been selected for the Air Force Outstanding Unit Award for 1982 and 1983. During May 85, the 154 COMPG deployed eight F-4C aircraft and 168



personnel to Clark AB to participate in Combat Sage and Cope Thunder activities. The intensive weapons and tactics training was highlighted

by the first AIM-9L ever fired by an operational F4 unit. At the Air National Guard Association Conference held in September 1985, the 154 Composite Group garnered six awards which included the Distinguished Flying Unit plaque, the Mission Support plaque (169 ACWS) and four safety awards.

In January 1985, Lt. Col. Robert Y. Nakamatsu assumed command of the Combat Support Squadron's many support activities: including the CBPO, Food Service, Information Systems, Training (CCTV/Small Arms/Photo Lab), Judge Advocate General, Chaplain, and Social Actions.



One of Brig. Gen. Richardson's primary management thrusts has centered on readiness. The HANG Athletic Board, lead by TSgt. Bert Narita, continued to expand and improve the various sports programs for HANG personnel. Two HANG teams participating in the 15th ABW's softball tournament for the first time in many years.

In 1985, the C-130A Hercules replaced the vulnerable C-7 Caribou. The increased capabilities of the C-130 were almost ten-fold. Maj. Ed Miyahira was chosen to head up the C-130 program.

Maj. Arthur Kimura, drill status weapons controller and full time school teacher was selected as one of two teachers from Hawaii to participate in the NASA Teacher in Space Project; as a finalist from the initial 10,000 applicants. He was one of 114 teachers who convened in Washington D.C.

On July 1, 1985, the 201st Combat Communications Group was redesignated the 201st Combat Informations Systems Group. However, this name change was short-lived. On Oct. 1, 1986 the name was changed once again to Combat Communications.

The 199 TFS was the first Air National Guard squadron to perform air defense alert with the F-4C. Realizing that the capabilities of the Phantom allowed for more than just an air defense mission in Hawaii, the unit pursued an enhancement of the mission. With approval from PACAF and the NGB, the unit changed from a purely air defense to a more challenging role of air superiority. This mission change made the 199th the first Air National Guard squadron to be assigned that role.

Lt. Col. William "Bill" Spillane took command of the 199th FIS as Lt. Col. Joseph "Primo Joe" Ah New, Jr., retired. Col. Kurt Johnson joined the HANG in the early 1950s after serving in the Air Force in the Korean War where he achieved "MIG Killer" status. Besides leaving behind a legacy, Kurt also left behind his son, Lt. Garro "Rojo" Johnson. Ro and his Dad became the first father and son aircrew team in HANG history. Ro flew in formation with his dad during Kurt's last fly over.

The squadron guidon flag exchanged hands as Lt. Col. James S. "Cooch" Haruguchi took command of the 199th from Col. Spillane in December 1985.

Lt. Col. Donald M. O'Day, 169th ACWS Commander, retired on Jan. 3, 1986 and was replaced by Lt. Col.

Norman Chang. Lt. Col. Paul Sequeira, Weapons Director Staff Officer, transferred to the 154 COMPG at Hickam AFB and Lt. Col. Steve Oka took over as the new Director of Operations for the 169th.

A solemn "missing man" fly over was performed over Punchbowl's National Memorial Cemetery of the Pacific in honor of Challenger Astronaut, Lt. Col. Ellison Onizuka.

In 1986, the 154 CES traveled to Clark AB, Republic of the Philippines to construct a Flammable Material Storage Building, a 3000 square foot covered Entomology Storage, an addition to the Exterior Electric Shop and helped complete a base perimeter road, all for the 3rd CES.

154th SPF members initiated a Child Identification Program for the Hawaii Air National Guard by fingerprinting children. The program was initiated during the 154 Composite Group Family Day activity in April 1986.

On May 1, 1986, Maj. Louis S. MacKnik, assumed command of the 201st CCFT from Maj. Darby.

Everyone prepared for the arrival of the F-15 EAGLE in 1987. The "Eagles" would replace our aging F-4C "Phantoms". The news caused a lot of happy faces, but also a lot of sad ones, especially for the WSOs, since the F-15 is a single seat fighter.

Thus brings to a close the first 40 years of the Hawaii Air National Guard. But the HIANG has continued to grow, facing budget cuts, expansion and new facilities. As you will see in upcoming pages the HIANG has come a long way in the last ten years, from 1986 to 1996, and promises even more progress in the future with technological advances, people programs and renewed commitment to quality.

Our deepest gratitude to our predecessors, without whom, the Hawaii Air National Guard, as we know it today, would not have been possible. And our thanks to those who have dedicated so much time to the documentation of the history of the Hawaii Air National Guard, it's members, their spirit of perseverance, and the roots from which we've grown. We have flourished in the past fifty years, and continue to grow in this ever-changing world, with constant changes and expansion of worldwide responsibility. As we support and build partnerships with our communities, we focus our vision on customer service and progressive strategies to maintain our readiness and leadership roles.

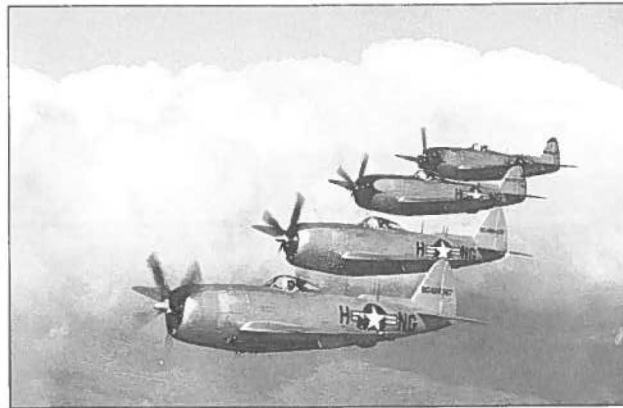




# HANG Aircraft History



T-6 TEXAN, one of HANG's early birds.



P-47 (later designated F-47) THUNDERBOLT, 1947-1954. Our first fighters were affectionately known as JUCs.



B-26. One of the first aircraft assigned to the HANG along with the T-6 and P-47.



F-86 SABRE JET, 1954-1958. The HANG was no longer propelled by props. With this bird we entered the jet age.



F-86L ALL WEATHER INTERCEPTOR, 1958-1961. Took HANG from daytime operations to 24 hours a day.



F-102 DELTA DAGGER, 1961-1976. The DEUCE served the HANG for 15 years.



F-4-C PHANTOM, 1976-1987. Extended range and air refueling capability took HANG Pacific-wide.



F-15 EAGLE. 1987-Present. With the Eagle, the HANG's flown farther and faster.



C-130 HERCULES. 1983-Present. The Hercules is the workhorse of the Air Force, reliable and dependable.



KC-135 STRATOTANKER. 1993-Present. The Stratotanker is our "gas station" in the sky, giving the Air Force and Air National Guard flexibility.



# Hawaii Air National Guard Commanders Past . . .



MAJ. GEN. VALENTINE A. SIEFERMAN  
Commanding Officer of THANG\*  
1953-1973



BRIG. GEN. ROBERT A. MAGUIRE  
Commanding Officer of HANG  
1973-1976



MAJ. GEN. ARTHUR U. ISHIMOTO  
Commanding Officer of HANG  
1976-1982



BRIG. GEN. EDWARD V. RICHARDSON  
Commanding Officer of HANG\*\*  
1982-1991



BRIG. GEN. KENJI SUMIDA  
Commanding Officer of HIANG  
1991-1991



BRIG. GEN. ALLEN M. MIZUMOTO  
Commanding Officer of HIANG  
1991-1993



BRIG. GEN. DAVID M. RODRIGUES  
Commanding Officer of HIANG  
1993-1995



COL. CLINTON R. CHURCHILL  
Commanding Officer of HIANG  
1995-1996

## Present . . .



BRIG. GEN. DWIGHT M. KEALOHA  
Commanding Officer of HIANG  
1996-Present

# Headquarters, Hawaii Air National Guard

Headquarters, Hawaii Air National Guard, or HIANG, has gone through many changes over the last 10 years. These changes ranged from overseeing the conversion from F-4 Phantoms to F-15 Eagles to the activation of the KC-135R and C-130H units as well as the deactivation of a major communications unit. The HIANG leadership also underwent changes with five new Commanders guiding the HIANG through the mission changes as well as the downsizing of the Air Force and Air National Guard.

Brig. Gen. Edward V. Richardson, Commander HIANG, spearheaded the move to convert the HIANG's aging F-4 fleet to new F-15 Eagles. He selected Lt. Col. Jerald K. Aoki as the conversion officer to oversee the conversion from Phantoms to the Eagles. The HIANG received the first two F-15 Eagles in 1987 as they arrived from Holloman AFB, New Mexico. A sudden turn of events saw 24 additional jets authorized for the HIANG to come from Elmendorf AFB, Alaska rather than Holloman AFB as was originally planned. Soon after the arrival of the last F-15 aircraft, plans were under way to upgrade the F-15 aircraft under the multi-stage improvement program (MSIP) which would bring the HIANG's F-15 fleet in line with their active duty counterparts.

In 1988, Brig. Gen. Richardson announced that the HIANG would convert from the C-130A to the newer C-130H aircraft. This was welcome news as the older "A" model was certainly a workhorse for the HIANG but was in need of an upgrade. Planning for the conversion went smoothly as project officers worked long hours to iron out the training issues which come with an aircraft conversion. Our first C-130H aircraft came into the inventory in 1989 and was quickly pressed into duty, flying to Kadena AB, Japan, to airlift members of our 154 CES back to



Hickam after their airlift was canceled. Together, both the older "A" model and the newer "H" model quickly formed a great team as both aircraft took on many missions to support both the HIANG, HIARNG and PACAF.

The 1990's saw the HIANG make tremendous improvements in equipment and missions. Brig. Gen. Richardson announced the HIANG would activate a new tanker unit commencing in 1991, thus the 203rd Air Refueling Squadron (ARS) was born. On Kauai, Lt. Col. Myron N. Dobashi was selected to activate the newly formed 154th Tactical Control Squadron. The unit changed its name to the 154th Air Control Squadron a few years later.

In 1991, Brig. Gen. Richardson was selected and confirmed for appointment to succeed Major General Alexis T. Lum as the State Adjutant General and promoted to Major General. This new role gave the HIANG an opportunity to continue its quest to modernize and expand its mission and role as a total force member in the Air Force community. Brig. Gen. Kenji Sumida was appointed as the HIANG's fifth Commander and he

continued the high tradition of excellence and carried out many of the goals set forth by Brig. Gen. Richardson. Brig. Gen. Sumida helped to coordinate the planning of the NGAUS sponsored "Hawaii 1991" conference, where he provided valuable insight and leadership in hosting more than 5,000 delegates representing Army and Air National Guard members from every state, including many congressmen, governors, and members of the active military force. Brig. Gen. Sumida retired from the HIANG to devote full attention to his civilian occupation with the East-West Center of Hawaii.

Col. Allen Mizumoto was appointed by MG Richardson as



\* Territory of Hawaii Air National Guard

\*\* Changed from HANG to HIANG





Islands. In September 1992, our C-130 crews and men and women of the Hawaii Air National Guard were put to the test as Hurricane Iniki slammed into Kauai and parts of West Oahu. Soon after the hurricane hit Kauai, Hawaii Air National Guard members started the long arduous task of loading much needed equipment, supplies and food items on our C-130's which made hundreds of trips to the island. C-130's from California's Air National Guard was the first out-of-state ANG unit to assist in the recovery efforts. The C-130 aircraft proved it's worth during the entire operation. The clean-up effort brought

HIANG's sixth Commander. Soon after his appointment, he was promoted to Brig. Gen. and spearheaded the HIANG's involvement in commemorating the 50th anniversary of the attack on Pearl Harbor. Brig. Gen. Mizumoto was instrumental in coordinating the HIANG's participation in numerous activities recognizing the event. Lt. Col. James 'Kimo' M. Hussey was appointed project officer for the activation of the 203rd ARS. By the end of September 1991, Lt. Col. Walter K. Kaneakua had resigned from the active Air Force and joined the fledgling 203rd ARS as it's first full time commander.

The HIANG flew a "missing-man" formation during dedication ceremonies for the new State Veteran's Cemetery in Kaneohe, culminating years of planning and construction. This ceremony fulfilled a promise made by Maj. Gen. Richardson that there would be a Veterans Cemetery built to honor all of Hawaii's veterans.

HQ HIANG was awarded the Air Force Organizational Excellence Award for exceptional meritorious service for the period May 1, 1990 through April 30, 1992. This award was well deserved and was an outstanding testament to those who worked hard to make the HIANG a great organization.

The C-130 aircraft was pressed into service, supporting the HIANG's State counter-drug program. Between normal HIANG missions supporting the geographically separated units (GSU's) and HIARNG, the crews were tasked to support humanitarian missions in American and Western Samoa after Typhoon Val as well as missions to Kwajalein Island after Typhoon Gay devastated the Northern Marshall

members of the Hawaii Air National Guard and Hawaii Army National Guard closer together as they worked for months in helping our Kauai neighbors back on their feet.

The first KC-135R Stratotanker trainer aircraft arrived at Hickam AFB soon after the hurricane hit the islands. This marked the beginning of a long activation period for the 203rd ARS. Due to world events and major budget constraints, the Pentagon announced that all military units would have to downsize. For the Air Force, this also meant that a major reorganization effort would soon be put in place. Mission uncertainty, job loss, deactivation of flying units were all part of the reorganization process, and the HIANG took on the task head-on.

Brig. Gen. Mizumoto retired in early 1993, and Col. David Rodrigues was appointed as HIANG's seventh Commander. Col. Rodrigues brought with him years of experience as a vice-president with Hawaiian Electric Co.

Community involvement came to the forefront again as the HIANG established the Hawaii National Guard Youth



Challenge Program. With 1Lt. Tamah-Lani Nakamoto at the helm, the program was designed to provide an educational alternative for high school students who dropped out of high school but who wanted to earn their high school diploma. It has been a highly successful program and continues to help our youth work their way back into the educational system.

Local Area Network, or LAN, was only talked about in years past as a program the HIANG would like to implement. Col. Rodrigues was confirmed for promotion to the rank of Brig. Gen. just as the 1994 New Year rolled in. The newest challenge put forth by Maj. Gen. Richardson and Brig. Gen. Rodrigues was the implementation of a HIANG-wide LAN system. Lt. Col. Kyle E. Breedlove and CMSgt. Rolland F. Tang of the 154th Communications Flight were tasked to implement the new system. In June, 1994, LAN connectivity was confirmed and operational, with all HIANG units able to communicate with each other via fiber optic cables, modems and new computers. The computer age was now upon us in full swing.

Maj. Gen. Richardson soon announced that the 204th Airlift Squadron would activate during the last quarter of fiscal year 1994 with a full squadron of C-130H aircraft. The HIANG welcomed two brand new C-130H3 aircraft which came to us right off the assembly line. This was the first time in the HIANG's history that aircraft from the factory would be assigned to the unit. Maj. Gen. Richardson also announced that the 203rd ARS would robust to a full-fledged squadron of eight aircraft in the fall of 1994. The news was well-received as the 154th Group grappled with the impending downsizing of the F-15 fleet from 24 aircraft to 15 fighters. Placement of full-time technicians and part-time traditional guardspersons in the new 203rd ARS and 204th AS became a major undertaking for the HIANG.

With the F-15 Multistage Improvement Program completed, the HIANG was tapped for it's first "real-world mission" with the aircraft. The 154 Group teamed up with it's sister unit, the 159th Fighter Wing from New Orleans, Louisiana, to participate in Operation Provide Comfort. This program allowed ANG units to temporarily relieve active duty Air Force F-15 units in Incirlik, Turkey, permitting the Air Force members to be home for the Christmas holidays. This deployment provided the Air Force with the opportunity to see first hand what the ANG can do if equipped with state-of-the-art aircraft and weaponry.

Col. Clinton R. Churchill was appointed as the eighth Commander of the HIANG as Brig. Gen. Rodrigues retired in early 1995. Col. Churchill helped to coordinate

HIANG's participation in the World War II events, insuring logistical support, fly overs, parades marching



units and protocol assistance were provided for the hundreds of dignitaries from the NGB and other states.

Lt. Col. Arnold Baltazar, a Hawaii Air guardsperson assigned to the Air Guard/Air Force Reserve Test Center, was named the winner of the Claire Chennault Award for his outstanding contributions to the night vision goggles program. This was the first time that an Air National Guard member was ever chosen for the award.

The activation of the 203rd ARS was completed in September 1995. The 204th AS activation is still on schedule, and has grown to four assigned C-130H aircraft. The 199th Fighter Squadron successfully downsized to it's current level of 15 authorized F-15 Eagles. 154th Group officially changed it's name to the 154th Wing in October 1995, thus becoming the only Wing in the ANG to have three different weapons systems assigned to one unit.

Col. Churchill retired as HIANG Commander in February 1996. Brig. Gen. Dwight Kealoha, who retired as 15th ABW Commander, was appointed as the ninth HIANG Commander. He brings with him a wealth of knowledge and experience as he takes the reigns of an ANG unit full of pride and tradition.

The 298th Air Traffic Control Flight on Kauai was deactivated effective April 1996. Most members of the unit were provided full-time and traditional guard positions with the 154 ACS and 150 ACWS.

The Youth Challenge Program was selected by the Federal Executive Board as the recipient of the 1996 Organizational Excellence Award.

The 21st century is just a few short years down the road. The HIANG has enjoyed 50 years of outstanding leadership,

individuals who had the foresight to break new ground in an ever-changing world, always keeping the welfare of the men, women and the future of the Hawaii Air National Guard uppermost in their minds. The officers and enlisted members leading the HIANG into the 21st century continue to share the dream of their predecessors in insuring the HIANG is the very best in the Air National Guard.





# 154<sup>th</sup> Wing

## Unique Organization to the Air National Guard

The 154th Wing (WG) is a composite of functions and activities forming an umbrella organization which oversees, maintains, and supports the heart of the Hawaii Air National Guard's (HIANG) first line defense force. Each individual unit of the 154th WG is a capable and professional organization which accomplishes their specific mission in an outstanding manner. The Wing, under the command of Brig. Gen. Michael Tice, operates with approximately 1830 military members of which approximately 630 are employed on a full time basis. This ratio of full time and part time manning remains the economic advantage of the United States' ability to maintain an embedded war fighting capability during periods of reduced world tensions. The number of full time people performing the daily mission is based on a "cold war" model of reserve force strength. With the downsizing of our national military structure, the balance of peace time taskings are shifting from active duty forces to the reserve force components.

The 154th Wing serves as part of this force, which reports to the Governor during peacetime day to day operations, but trains daily with, and "chops" to Pacific Air Forces (PACAF) for its war time mission. The military units employ civil service technicians and Active Guard/Reserve members to complete the training and care taking operations. The typical percentage of full time personnel varies from 10% to 60% based on the unit mission. Several units have "one deep" full time positions such as Services, Security Police and Air Base Operability; many others are without full time help, like the Judge Advocate, Social Actions, the Chaplain, and Public Affairs. While examining the part time, or "Traditional Guard" force, one finds doctors, lawyers, private business people, full time homemakers, clerks, sales representatives and dozens of other occupations from which Hawaii's citizens come to serve with the Air National Guard. One of our tremendous strengths is the diversity of the population that serves in uniform. Another is the longevity of the full-time force: several organizations have people who have been in service for 30 years. The 154th Wing is large, diverse and has undergone multiple



mission enhancements in the past two decades. Since 1987 the rate of change seems to have accelerated leaving our people excited, somewhat confused but consistently eager to perform the mission before them.

The 154th Wing interacts with the Air Force as a Total Force partner, along with USCINCPAC, Army, Navy, and Marine units. It also operates with other Air National Guard organizations across the nation in world-wide aircraft and support unit deployments.

The 154th Wing Commander and staff coordinate these efforts through smaller, diverse, and empowered organizations which accomplish missions directed and/or approved from Headquarters, Hawaii Air National Guard (HQ HIANG). The Wing has undergone constant changes since 1987 when the F-15 Eagle replaced the aging F-4C. The transformation became more complex as KC-135's and C-130's joined the flying arsenal. There were also upgrades to ground radar squadrons which, in all, significantly increased the combat capabilities of the organization.

The 154th Wing evolved from a single-unit, single-mission to a worldwide-participating composite organization that deploys to all theaters and participates in a wide variety of operations. The 154th Wing Commander exercises responsibility and authority through his Group Commanders. Col. Peter S. Pawling commands the 154th Operations Group, Lt. Col. (Col. selectee) Michael J. Melich leads the 154th Logistics Group and Col. Richard C. Hastings heads up the 154th Support Group. Additionally, the 154th Medical Squadron reports directly to the Wing Commander. The Wing oversees operations of several units including the 199th Fighter Squadron; 203rd Air Refueling Squadron; 204th Airlift Squadron; the 154th Civil Engineering Squadron; the 154th Commu-

nications Flight; the 154th Mission Support Flight; the 154th Maintenance Squadron; the 154th Aircraft Generation Squadron; the 154th Logistics Support Flight; the 154th Logistics Squadron; the 154th Security Police Squadron; the 154th Services Flight; the 150th Aircraft Control and Warning Squadron; the 169th Aircraft Control and Warning



Squadron; and the 154th Aircraft Control Squadron.

The 154th Wing was initially organized as the 154th Fighter Group on Dec. 1, 1960. The six (6) original units that comprised the Fighter Group were: the HQ 154 Fighter Group, the 154th Air Base Squadron; the 154th Materiel Squadron; the 154th Consolidated Aircraft Maintenance Squadron; the 199th Fighter Interceptor Squadron; and the 154th USAF Dispensary. The Wing saw the transition of the F-86L all weather interceptor to the F-102 Delta Dagger in 1961. In 1976, a transition was made from the F-102 to the F-4C Phantom. The last fighter transition occurred in the 1987 with the acquisition of the F-15 A/B Eagle. The conversion from the F-4C to the F-15 aircraft was successful due in large part to the guidance and leadership provided by Col. John S.W. Lee (154th Group Commander) and Col. Ritchie K. Kunichika (154th Group Deputy Commander for Operations), Col. Allen M. Mizumoto (Deputy Commander for Maintenance) and Lt. Col. James K. Iwamura (Deputy Commander for Resources). The unit was able to convert to the newer aircraft on schedule and was also able to continue its obligation to the 24-hour alert commitment with the 10th Air Division.

Major unit deployments in the recent past included participation in Commando Road in Guam, Combat Sage and Cope Thunder at Clark Air Base, Team Spirit in Korea, and Cope North at Misawa, Japan. The 154th Wing, participated in its first Red/Green Flag 82-03 in March 1982 as aggressor forces with six of our F-4Cs. Other deployments in the 1980s were a Dissimilar Aircraft Combat Tactics (DACT) exercise; HIANG's hosting of the 140th TFG (Colorado) for a DACT; the 154th Civil Engineering Squadron deployment to Clark Air Base in the Republic of the Philippines; the 154th Wing deployment to the Red Flag exercise at Nellis Air Force Base, Nevada; and the deployment of the 154th Tactical Hospital to Elmendorf AFB, Alaska.

Currently, the 154th Wing deploys its F-15 A/Bs to PACAF exercises in Japan, Okinawa, Singapore, Korea, Philippines, Australia, and Alaska. It has flown twice in combat missions over Northern Iraq, and performed the drug interdiction mission in Panama. Its tankers have flown worldwide including more exotic locations such as

Beijing, Hong Kong, Thailand, New Zealand, Italy, Iceland, Puerto Rico and England. The C-130 transits throughout most of the continental states, Japan, Wake Island, Johnston Atoll, and Kwajalein Islands on a regular basis. The unit accepts taskings that take them as far as Thailand and the mission numbers and distance from home base continues to increase. It began tactical airdrop training missions in late 1995. The 169ACWS recently deployed personnel to Saudi Arabia to support a major radar system installation for national air defense.

The 154th WG has certainly come a long way. It deploys more aircraft flying faster and farther than anytime in its history. At the National Guard Association of the United States (NGAUS) convention in 1983, the Wing was honored with the awarding of the Distinguished Flying Unit Plaque for 1982. The Wing is the winner of six (6) Air Force Outstanding Unit Awards since 1978, eight (8) consecutive annual national safety awards, and numerous individual recognition honors at the national level.

There were also major accomplishments in non-flying activities. The 169th ACW Squadron revamped its air defense radar technology with computerized displays and instant information which enabled Hawaii's air defense system to better respond to any emergency. The Hawaii Region Operational Control Center (HIROCC) automated system became fully operational in the summer of 1984. The radar units and support squadrons conduct various exercises and training scenarios to measure combat effectiveness and readiness. Group commanders debrief the results with affected agencies, and attempt to determine what measures can be used to improve customer responsiveness.

The changes that have occurred since 1960 would have boggled the minds of those who first called themselves members of the 154th Fighter Group. But one ingredient remains the same: the culture of the people who believe in unit cohesion, an aversion to failure, and a solid work ethic. The blood, sweat and tears of our people have carried us forward and the vision of our leaders must continue to drive our units toward mission accomplishment. The national mood toward American foreign policy, the resolve to remove ourselves from international crises, and the population's uncertainty about committing Gross National Product to maintenance of a large, military force leaves our future less than definite. The current trend requires the Wing to shoulder a larger proportionate share of the active duty Air Force taskings. Older, tenured members of the organization have experienced an explosive growth in conducting military business. The change in worldwide exposure creates significant turbulence for this growing, developing wing. We are proud of our origins, the work and planning that brings us to this point and are committing energies to the improvements that determine where we are headed. We recognize that we must concert our efforts to support the team work required to promote the 154th Wing's tradition of excellence.



# 154th Operations Group

The 154th Operations Group (154 OG) was implemented October 31, 1994, as part of the Air National Guard reorganization, bringing the group structure in agreement with active duty Air Force units. The unit was officially dedicated February 15, 1995. Its mission is to provide the National Command Authority trained, equipped units, fully qualified personnel, available for active duty with the Air Force in time of war, national emergency or such other times as the interests of the United States may require. Authority to act is contained in Title 10, United States Code 262. Collectively, the organization is capable of employing dedicated air defense, air superiority, air refueling, and theater airlift forces around the globe with minimum notification. The 154th OG possesses composite, integrated air defense, fighter, tanker and transport, assets under one organizational roof. In this respect, the 154th OG is unique in the Air National Guard. The 154th OG Stan Eval section recently received an overall "Excellent Rating" this June by PACAF Inspectors.

## 203rd Air Refueling Squadron

"The vision," in 1986, US CINPAC and the PACAF air component commander examined the concept of a tanker unit based in Hawaii. Tanker requirements prevailed in the Pacific. Prior to 1986, Strategic Air Command supported the tanker task force by deploying tankers to Hawaii. The Beddown of tankers in Hawaii seemed realistic, cost effective and more responsive than strip alert.

Options for a USAF beddown were uncertain. Due to of force structure and budget limitations, the option of having reserves or the guard acquire the mission was more appealing. In 1989, PACAF/PACOM validated the request, and the Hawaii Air National Guard assumed the tanker mission. With this validation, the HIANG, possessing an



F-15A Squadron, and a C-130 support aircraft took on the challenge of erecting a KC-135 squadron. A site survey was completed in 1991, followed by public announcement in 1992. The 203 Air Refueling Squadron was conceived.

On 4 December 1992, aircraft # 64-14832, "HOKU PA'A," made its maiden voyage from Tinker AFB, OK to a new home in the Pacific. Given the Hawaiian name for the north star, HOKU PA'A was the very first tanker received



by the 203rd ARS. With its arrival, the dedicated men and women of the 203rd ARS eagerly prepared it for its stay.

Operations personnel concentrated on laying out their plans, striving to hire and train the best. The same goals drove the maintenance personnel, already working hard with the Field Training Team (FTT).

"The reality;" the 203 Air Refueling Squadron received federal recognition on 12 February 1993. The unit was designated a 4 PAA (primary assigned aircraft) unit. The unit structure was unique in that maintenance and operations were combined under one squadron. This was created with the intent of becoming a group one day. Lt. Col. Walter Kaneakua was the squadron commander, Lt. Col. James "Kimo" Hussey was the squadron operations officer, and Lt. Col. Bruce Minato was the maintenance officer. Together they led the 203rd ARS on its way to excellence.

On 12 March 1993, the first locally generated training mission was flown. The first operational mission was logged the following month, April 1993. Bravo, the 203rd ARS was operational as a 4 PAA unit six months early, 1 July 1994. Kudos again, as they embarked on their first deployment to Cope Thunder in Alaska. In September 1995, the 154th Group reorganized into the 154 Wing. Operations and maintenance were parted into separate squadrons under the new structure. On 1 October 1994, the unit was designated to robust to an 8 PAA unit. With the exceptional growth of the squadron, leadership



was moving on to a bigger, brighter future. On July 16, 1995, Lt. Col. Walter Kaneakua was appointed as vice commander, 154 wing, Lt. Col. Edwin "Skip" Vincent, Jr. assumed the position of squadron commander, and Major Robert "Bob" Ryan took on the squadron operations officer position. The unit was right on target. The 203rd ARS became operational as an 8 PAA unit on 30 September 1995. October 14, 1995, two short weeks later, the 203rd ARS participated in its first operational contingency, "Operation Deny Flight" in Pisa, Italy.

## "A'OLE MAMA O LOA"

"A'OLE MAMA O LOA," translated as "never too far," is the 203rd Air Refueling Squadron's motto. The squadron patch proudly displays Kuka'ilimoku, the favored deity of King Kamehameha, reflecting the heritage of the unit and its location. The black background over the waves symbolizes the night sky indicating the long distances the unit must fly to carry out its mission. The seven stars represent the populated islands where the unit is located and allude to the constellation Pleiades used by Polynesian navigators when traveling between the islands. The contrails of the stars reflect the unit's ability for aggressive airborne movement throughout the world. It's no wonder why they use "hoku," star, as their call sign. All



the aircraft bear the names of Hawaiian navigational stars and symbols:

64-14832 HOKU PA'A: Polaris (north star), lit. "fixed star." Used by Polynesian voyagers for navigation to and from Tahiti when north of the equator.

60-8030 MAKAHA: A star near Aldebaran. Used in conjunction with Makohilani for navigation. These stars are said to be the patrons of fighters.

61-0290 HOKU LELEA shooting star, meteor, or any moving star.

62-3514 HOKU LEA: Arcturus, lit. "the clear star." Used by Polynesian navigators to mark northern destinations when traveling from the Marqueses and Tahiti.

60-0329 KAPE'A: One of several names given for the southern cross. Used by Polynesian navigators when south of the equator.

60-0323 MAKALI'I: Pleiades, lit. "little eyes." This is one of the most thoroughly documented of the Polynesian navigational stars. It was also important as an indicator of the start of the calendar year.

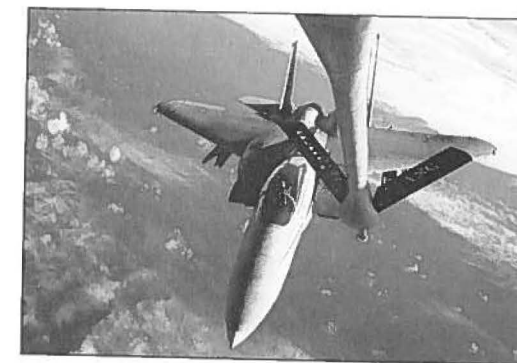
59-1472 MAKAI-O LANI lit. "Eye of the royal hawk."

60-0318 HINA-LI-I: Shortened version of Kai-a-ka-hina-ali'i, lit. "Sea of the chiefs." Used as a time reference (in August) and refers to a significant tsunami (real or mythical is not clear) that marked some of the earliest migrations to Hawaii.

57-1508 HOKU-KEA: One of several names for the southern cross.

The aircraft tail flash further depicts the hoku theme, with a large white star displayed on its tail, accompanied by spears depicting aggressive direction and leadership, and Hawaii as its point of origin. The red and yellow colors further exemplify the royal colors of Hawaii.

Presently, the 203 Air Refueling Squadron is assigned nine KC-135R Stratotankers. The tankers provide in-theater air to air refueling resources for the US Pacific Air Force, and enhance worldwide deployment to augment other theaters of operations. In addition to air refueling, tankers conduct operational airlift, and provide combat ready people and airplanes to execute assigned war plans. Unit goals are: promote quality growth and strength in



their people, facilities, equipment, and procedures. Optimize resources; remain responsive to federal, state, and community needs; through military traditions remain sensitive to family, coworkers, and total force for their people; sustain their energy through planning, programming, systematic rewards, feedback and refreshment.

The 203rd ARS is a total force partner, ready, willing and able. Ke Hiki Mai A Puni Ka Honua I Ka Manawa Like'ole. A Ma Na Wahi Apau, "global reach, anytime, anywhere," is their mission statement. Always prepared for immediate wartime taskings, state/national emergencies, and support of total force readiness.

## 204th Airlift Squadron

The Operational Support Aircraft (OSA) years began with meetings and discussions with National Guard Bureau personnel who indicated that a C-130A may be assigned to the HIANG as early as July 1983 and the latest by FY1/85. A previous plan was generated and developed for conversion to the C-130B, to replace our aging C-7 aircraft. Capt. Wayne Wakeman was initially named as the



project officer to spearhead the conversion. As the planning steadily progressed, Maj. Edwin R. Miyahira assumed the task of project officer. Lt. Col. Miyahira is the current Commander of the 204th Airlift Squadron and continues to move the unit towards airlift excellence.

Beginning in 1984, the Operational Support Aircraft Charter members included: Col. Kenji Sumida, Maj. Edwin Miyahira, Maj. Melvin Honda, Maj. Patrick Tanaka, Capt. Roy Sakata, Patrick Oka, Peter Pawling,



MSgt. Edward Uyeda, TSgt. Samuel Wong, Melvin Enoki and Alan Ogata. The initial cadre of 1 flight engineer, MSgt. Edward N. Uyeda; 1 loadmaster, TSgt. Samuel K. P. Wong,

and 4 maintenance personnel departed in March for 133 FTD, St. Paul / Minneapolis, Minnesota for initial C-130 ground school. Estimated completion date was then set at June 1984. In April, the first group of selected pilots reported to 133 FTD initial C-130 ground school. This group consisted of Col. Kenji Sumida, Maj. Melvin K. Honda, Maj. Patrick S. Tanaka, Capt. Peter S. Pawling, and Capt. Patrick S. Oka. At this point, the group was split up for flying training at two different ANG bases. One group went off to the 164 TAG, Memphis, Tennessee and the other group reported to the 139 TAG, St. Joseph, Missouri. Then in May of that year, Maj. Edwin R. Miyahira, MSgt. Edward N. Uyeda and TSgt. Melvin N. Enoki, loadmaster, found themselves at the 133 FTD for initial ground school. Training continued in June, for Capt. Roy Sakata for an initial C-130 ground school. And soon to follow, were Capt. Wayne P. Wakeman, pilot and TSgt. Alan R. Ogata flight engineer report to begin their initial C-130 training at Duke Field, Florida in August. Our first C-130A arrived the same month, manned by a mixed

crew from the 139 TAG St. Joseph, Missouri, Maj. Ed Miyahira, MSgt. Edward N. Uyeda and TSgt. Melvin N. Enoki. The aircraft arrived after taking the circular route from Missouri to McChord AFB, Washington, to Elmendorf AFB, Alaska to Adak NAS, to Midway Island to Hickam AFB, Hawaii.

Then it wasn't until June the following year that demanded the operational support aircraft depart with maintenance personnel for Wake Island to repair one of our F-4C aircraft that diverted into Wake due to a fuel problem. The aircraft was enroute from the Philippines after completing a Cope Thunder exercise. This was the first long range over water mission for the OSA C-130. Crew members included Maj. Ed Miyahira, Maj. Patrick Oka, TSgt. Alan Ogata and TSgt. Sam Wong. We had to "borrow" a navigator from the 6594 Test Group, Lt. Col. Herb Nakagawa, to help get us there and back. And in August 1985, we assisted the 199th FS and 154th CAMS with multiple airlift sorties in support of the Gun Fire Exercise held at Barking Sands PMRF, Kauai. Along with one other C-130 from the 139 TAG, St. Joseph, MO, we flew 50 sorties, carried 545 passengers and airlifted 89,000 lbs. of equipment and supplies over a two week period.

The US Navy seemed to have received most of our attention throughout 1986, as we airlifted a contingent of US Navy Seabees and 63,000 lbs. of cargo for a construction project for the HIANG at Barking Sands Kauai in June

of that year. And in September, provided airlift for the Navy Seals from Barking Sands Kauai to Hickam AFB. We also supported the AF Band of the Pacific with airlift to Kona. Then as part of the required inspections, we assisted the 154 CAM/MX shop with their quarterly missile recycles throughout the year.

In 1987, we received authorization to recruit additional aircrew members to support increasing airlift requirements. Capt. Clyde Torigoe, a former F-4C Weapons System Officer (WSO), became our first navigator. The flight engineer section welcomed TSgt. Henry Chang and SSgt. Bryan Asato to their ranks. The loadmaster section increased by two more with the welcomed addition of SSgt. James Aea and Anthony H. Wong, Jr. All of the above mentioned were traditional guardsmen positions.

1988 started off the initial planning stages for the replacement of the C-130A to the C-130H model aircraft. Coordination for training and familiarization began with the Alaska ANG, Kulis ANGB, AK. And in May, we assisted the Molokai Fire Department by airlifting 41 firefighters to Molokai to help with a large brush fire. We were also tasked to fly fire retardant from Hilo to Maui.

Then 1989 realized the OSA C-103A aircraft replacement by the C-130H model aircraft. The newer C-130H provided a longer range and increased payload capacity. Aircrews were given conversion training by members of the Alaska ANG from Kulis ANGB, AK. Aircraft 79-0478 was ferried from the 130th TAG, Charleston, WV., by Lt. Col. Bob Bradley, Maj. Ed Miyahira, Maj. Torigoe, MSgt. Alan Ogata, and TSgt. Melvin Enoki. In July, we responded to a request to pickup 66 members and 6000 lbs. of equipment for the 154 CES who were TDY at Kadena AFB, Okinawa. The crew consisting of Lt. Cols Ed Miyahira and Peter Pawling, Maj. Clyde Torigoe, and MSgts Alan Ogata and Sam Wong began the two day trip to get there via Wake Island. The return trip took the crew through Midway.

In August of 1990, a person by the name of Saddam Hussein invaded Kuwait. On that very day, we canceled a scheduled island cargo mission to airlift 300 Marines back from Pohakuloa Training Area to Kaneohe MCAS in preparation for shipping out to the Persian Gulf in support of Operation Desert Shield.

And with the onset of Desert Storm in 1991, we

participated in flying the Pacific "Coral Channel", providing airlift for Kwajalein Atoll, and Johnston and Midway Islands. This allowed the US Air Force to free up the C-141 fleet for duty in the Persian Gulf. We continued flying these missions for the duration of the Desert



Shield/Desert Storm campaign. In June, we assisted the Molokai Fire Department by airlifting 18,000 lbs. of fire fighting equipment along with delivering 33,400 lbs. of JP4 fuel for the helicopters flying fire suppression missions for the Molokai brush fires. The crew consisted of Lt. Cols Melvin

Honda, Peter Pawling, and Ed Miyahira, Maj. Roy Sakata, Capt. Kevin Garcia, and MSgts Alan Ogata and Sam Wong. Lt. Col. Miyahira completed his last day as the C-130 OSA Chief on October 31st of that year. Capt. E. Scott Kimsey was hired to replace Lt. Col. Miyahira as the air technician supervisor, starting on 4 November. And Maj. Roy Sakata assumed military command of the C-130 section on 7 Dec 1991. Hurricane Val smashed into American Samoa in December. We were tasked to airlift the Governor of American Samoa, members of his cabinet, along with Red Cross, FAA and other disaster assessment personnel and supplies (4210 lbs.) to American Samoa. We were the first aircraft allowed to land at the airport, after ensuring that the runway was clear of all debris and safe to land on. While we were there, we were further tasked to aid in the search and rescue of an overdue sailboat, sailing from Fiji to American Samoa, that got caught in the storm. After two days of flying 8 hour search patterns, the search was called off by the Coast Guard. The sailboat was never found. Aircrew members included, Maj. Roy Sakata, Capt. Scott Kimsey, Maj. Clyde Torigoe, MSgt. Alan Ogata, TSgt. Bryan Asato, MSgt. Sam Wong and TSgt. Anthony Wong.

March 1992 saw us complete airlift support for the Honolulu Police Department's No Hope In Dope Program. This support has continued throughout the years allowing the Police Department to get the message out to the public. In April we completed airlift support for the 201st CCG Cobra Gold exercise. The airlift included multiple sorties for mobile communications equipment and personnel from the GSUs that were heading for Thailand. In May we were gearing up to convert from an



OSA unit to an Air Rescue and Recovery unit. Scheduled cross talks began with the 129 ARG, Moffet NAS, CA. Then in June, we assisted the 154 CAMRON by airlifting 20,000 lbs. of F-15 MSIP parts and equipment from Holloman AFB, New Mexico to Hickam AFB, Hawaii. This savings added up to \$144,000 of parts and equipment. In September, Lt. Col. Phil Tokunaga transferred from the 154 CAMRON to fly with us in the OSA unit. We also completed an airlift of two F16 engines from Jacksonville, Florida to McEntire ANG, South Carolina. This mission was in



conjunction with the HIANG commanders visit to the National Guard Bureau. Then the big one. Hurricane Iniki hit Kauai with a vengeance on 11 Sept 1992. Lt. Cols Ed Miyahira, and Melvin Honda, and MSgts Alan Ogata and Sam Wong evacuated the C-130 to Hilo to Ride out the storm. This allowed for us having the aircraft ready the very next morning to begin flying relief missions for our friends and family on Kauai. On 12 Sept. before dawn's first light, we cranked up the aircraft with 60 HIARNG troops from Hilo and headed straight for Kauai, to arrive at day break. We provided the first aerial report of the wide spread damage to Kauai. We soon deplaned our first load of emergency relief personnel, and departed for Hickam to begin two months of non stop relief and emergency support flying. In December, we airlifted emergency relief items in two missions to Kwajalein Atoll, after the islands of the Northern Marshalls were hit by Typhoon Gay. Col. Tom Gresch, a former commander of the 176th TAG, Kulis ANGB, AK arrived to assume the position of Air National Guard Liaison to PACAF/CC. Col. Gresch received approval to continue his flying career with us, adding another source of experience to our unit.

In July 1993, we airlifted the half scale replica of the Vietnam Memorial Wall to Maui for display, which was then later returned to Oahu for display in front of Honolulu Hale. In August, we airlifted members of the US Army Reserve, 100 BN, to Australia in support of PACRES 93. The mission included a stop in American Samoa to pick up part of the contingent stationed in American

Samoa. We returned with Army Reserve members from the Royal Australian Army. Crew members included Lt. Col. Pawling, Capt. Kimsey, Maj. Clyde Torigoe, TSgt Bryan Asato, MSgt. Sam Wong and TSgt Anthony Wong. In September, the crew of MANU 01, flying a training mission, picked up a distress call from a helicopter indicating that he was going to ditch. The crew, consisting of Col. Tom Gresch, Lt. Col. Roy Sakata, MSgt. Alan Ogata, and TSgt Melvin Enoki, responded to the call and began an aerial search for the aircraft and survivors. After

coordinating with a Coast Guard C-130 that was also dispatched to search, the crew of MANU 01 orbited at 1200 ft AGL. MSgt. Ogata was the first person to spot the lone survivor. They immediately marked the spot on the aircraft's SCNS system and vectored a Marine helicopter, also dispatched to search, to the area to pick up the survivor. Airmen's medals were awarded to the crew for their part in the rescue. Through the visionary workings of Maj. Gen. Richardson, preparations began for the acceptance of the HIANG's first ever, brand new C-130H3, right off of the factory floor. This new aircraft was equipped with state of the art instrumentation and avionics, defensive systems and a self-contained flushing toilet. We would also convert from an Operational

Support Aircraft unit to an Aerial Delivery mission. This new mission would now require all of the aircrew members to become tactical airdrop qualified.

In May 1994, we participated in PACRES 94. This is the second time we provided airlift to the Army Reserve and Royal Australian Army Reserve in their cross training exercise. The crew consisted of Lt. Col. Patrick Oka, Maj. Clyde Torigoe, Capt. Scott Kimsey, MSgt. James Aea, TSgt Bryan Asato and Melvin Enoki. Then finally, the 204th Airlift Squadron was born. The following named individuals were Charter Members of this newly formed unit: Lt. Cols Edwin R. Miyahira, Roy K. Sakata, Majs Kevin D. Garcia, Clyde Y. Torigoe, Capts, Kenneth N. Bailey, James Y Yuki, Stanley U Snow, Derrick Doyle, Terrance Ganiko, Timothy Fujino, and Mike Compton, 1Lt. Scott Ginn, 2Lt. Mark Sanvold, SMSgt. Howard Hironaka, MSgts Alan R. Ogata, Samuel K. P. Wong, TSgts Melvin N. Enoki, Bryan E. Asato, Henry K. J. Chang, Anthony H. Wong, Jr., Kathy Fritz, Patrick Mooreland, Robert Block, Karen S. Cary, Gordon Lau, SSgt Wallace Horibata, SrA Christopher Abbott and Anthony Ilagan. The following named 154th Group individuals were attached to the 204th AS for flying duties: Lt. .Col. Patrick S. Oka, Capt. E. Scott Kimsey, MSgt. James A. Aea, Thomas Narvaez. The much awaited moment arrived in August when an entourage of Hawaii Air Guard representatives arrived at Lockheed's C-130 Marietta Plant in Marietta, Georgia to witness the official roll out of our brand new C-130H3, 93-2041. This was the first time the Hawaii Air National Guard ever received

a brand new, off the assembly line, aircraft. With the new aircraft came a new tasking for the unit. Aircraft 93-2041 was transferred to the HIANG on the 40th anniversary of the first flight of the C-130 Hercules. One month later, our second C-130H3, tail number 93-2042 rolled off of the assembly line. In September, aircraft 93-2041 was flown home, after an initial acceptance inspection at Cheyenne, Wyoming. The aircraft was proudly flown home by Lt. Col. Ed Miyahira, Maj. Clyde Torigoe, Capt.



Scott Kimsey, MSgts Alan Ogata and Sam Wong. Lt. Col. Miyahira, MSgts Alan Ogata and Sam Wong are original members of the Operational Support Aircraft program. A blessing ceremony was held to accept the aircraft into the Hawaii Air National Guard. We also welcomed our first female aircrew member, TSgt Karen Cary into our unit. TSgt

Cary would become our first female loadmaster. In October, TSgt Cary began her six months of training, which included basic, initial, and mission qualification aircrew training. TSgt Cary completed her training, graduating as an honor and distinguished graduate. Along with TSgt Cary, our full time and traditional guardsmen manning increased. Also being sent off to school, at Little Rock AFB, Arkansas were Pilots Capt. Mike Compton, Jim Yuki, Stan Snow, Derrick Doyle, Scott Ginn and Scott Kimsey; Navigators, Capt. Tim Fujino and Terry Ganiko; Flight Engineers, TSgt Gordon Lau, SSgt Wallace Horibata and SRA Anthony Ilagan; and Loadmaster SSgt Christopher Abbott.

1995 began with us continuing to send our additional new aircrew members. SSgt. Darren Morris and Herman Lau to formal loadmaster aircrew training. Capt. Gregory Grigson came on aboard as a Navigator and was shipped off to school. Also attending formal school at Little Rock AFB for mission upgrade training were MSgt. Sam Wong, TSgts Anthony Wong and Melvin Enoki. In May, we once again participated in the airlift of PACRES 95. This airlift was to transport 55 members of the HIARNG to Melbourne, Australia and returning with Members of the Royal Australian Army Reserve. The mission once again transited American Samoa. Crew members consisted of Lt. Col. Frank Tantsits, Capt. Stan Snow, Jim Yuki, Terry Ganiko, MSgt. Alan Ogata and Sam Wong, TSgt Karen Cary. In November Capt. Ken Bailey, Jim Yuki, Tim Fujino, TSgt Bryan Asato, SSgt Todd Knight, MSgts Sam Wong, Jim Aea and TSgt Karen Cary spent three week at Oklahoma City flying various airdrop missions with the

137th AW. The mission was successfully completed with crew members receiving mission qualifications and instructor upgrades. The unit continued to grow with the addition of navigator, Capt. Neal Ernst; UPT candidates 1Lt. Laura Jones and Michael Rawlins, and 2Lt. Michael Blake.

In February of 1996, MSgt. Sam Wong and TSgt Karen Cary completed the U. S. Army Joint Airborne Inspection course held at Ft Lee, Virginia. And in March, a crew, consisting of Cols Tom Gresch, Jerald Aoki, Capt. Tim Fujino, MSgt. Sam Wong, TSgts Karen Cary and Gordon Lau departed on a 5 day TDY to deliver 27,000 lbs. of construction material to the Island State of Truk (Chuuk) of the Federated States of Micronesia. The TDY made stops at Johnston Island, Kwajalein Atoll, Pohnpei and Wake. The construction materiel was being delivered to the USAF Civil Action Team (CAT). The CAT was TDY for 8 months to Truk doing various construction projects on the island as part of the United States Nation Building project. Involved in April's events were Maj. Kevin Garcia, Capt. Alvin Alana, Lt. Col. Clyde Torigoe, TSgt Gordon Lau, MSgt. James Aea, and SSgt Darren Morris who participated in tactical airdrop flying training at the 145th AW, Oklahoma City, OK. Their flying training included CDS, and heavy equipment airdrops as well as flying various low level routes.

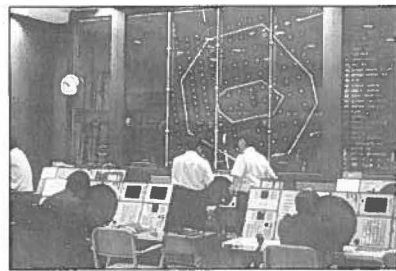
Since our meager beginnings as an Operational Support Aircraft unit to the fledgling Tactical Airdrop unit, we have provided airlift support to the State of Hawaii, Hawaii National Guard units and to Active military forces. We have proudly displayed the Hawaii State Flag from as far south as Melbourne, Australia; west to Kadena AFB, Okinawa, north to Bethal, Alaska and east to Quonset, Rhode Island. We have provided humanitarian flights to save lives and property. The success that we share as a unit can only be attributed to the dedication and professionalism of each and every member of the OSA and 204th AS. Actual airdrops from our own aircraft began in January. So begins our unit's journey into the tactical air delivery mission. . .so begins a new chapter.

## 169th Aircraft Control and Warning Squadron

The 169th Aircraft Control and Warning Squadron (ACWS) is responsible for the air defense of the Hawaiian airspace. Its mission is to detect and identify aircraft entering the Hawaiian airspace, provide intercept information to fighters scrambled for identification of unknown aircraft, and if necessary, to order the destruction of hostile aircraft which threaten the Hawaiian Islands.

Originally called the 109th ACWS, the unit was organized on October 7, 1956 with its headquarters at

Sand Island and operational facility at Koko Crater. At that time, it provided Hawaii with an early warning system during daylight hours. A train trolley carried people and supplies to the top of Kokohead Crater where the unit's wooden buildings and outdoor latrine stood on a dusty



landscape beneath Kiawe trees. In 1958, the unit began 24-hour surveillance that has been uninterrupted to this day. The unit relocated from Kokohead

Crater to facilities at Mt. Kaala and Building 204 at Wheeler AFB in 1965. On January 25, 1979, the unit was realigned and assigned to the 154th Composite Group (now the 154th Wing).

The 169th ACWS replaced the older radar scopes and manual plotting boards and moved into new facilities known as the Hawaii Regional Operations Control Center (HIROCC) on June 29, 1984. The HIROCC is one of seven region/sector operation control centers located in the United States and Canada which make up the Joint Surveillance System responsible for the US air defense. The HIROCC was the first ROCC/SOCC to be operated by a National Guard unit; until 1995, when the Air Force began transitioning all US ROCC/SOCC air defense responsibilities to the Air National Guard.

A conversion period for the assumption of the active Air Force duties began in October 1995. The HIANG will have the authority to scramble the HIANG F-15s on 24-hour alert, authority previously done only by the active Air Force. This will give the HIANG a greater stake in the air defense mission.

The Operations Section performs surveillance, identification, intercept control, and command and control within the Hawaiian Air Defense Region by use of automated data processing and display equipment and inputs from Kaala and Kokee sensor sites. It also provides navigational and emergency assistance to aircraft in distress.



Although air defense is its primary mission, the 169th (Baldwin control) controls daily air combat/dissimilar air

combat training missions with F-15 Eagles, KC-135 Stratotankers and visiting flying squadrons of F-18 Hornets, A-10 Warhogs, F-16 Falcons, F-14 Tomcats, and B-1 and B-52 bombers.

The 169th ACWS has come a long way since its early years. The unit actively participates in multi-force, multi-national exercises such as Hawaii's RIMPAC and Ke Koa.

Alaska's Cope Thunder, Korea's Team Spirit, Japan's Cope North, and Thailand's Cobra Gold. Because their years of experience surpass many of their active-duty counterparts, HIROCC members are well known and sought after for their expertise and advice. Five HIROCC operations personnel went to Saudi Arabia from June to December 95 for the country's Peace Shield Program. Capt. Jeff Waechter, Capt. Kyle Yanagisawa, SMSgt. Robert Suzui, MSgt. Roy Sunaoka, and MSgt. Gary Ishii visited Saudi military installations to evaluate its air defense systems.



Together these five members with more than 120 years of experience in Air Defense represented the United States as evaluators of "Peace Shield."

the Royal Saudi Air Force Air Defense System.

The 169th sent its first team to "Top Scope 96," the Air Force competition to determine the best in Air Defense and AWACS units worldwide. The HIROCC team, which went to Tyndall AFB, Florida in March 1996, included weapons assignment officer - Capt. Jeff Waechter; weapons director - Capt. Peter Ching; weapons technician - SMSgt. Deogracius Agbayani; tracking technician - SSgt. Obed Sniffen; and ID technician - SSgt. Selwyn Valenciano. Capt. Waechter tied for first place as weapons assignment officer and SSgt. Obed Sniffen placed first among tracking technicians throughout the Air Force/Guard.

The 169th ACWS, which has a radar site on Mt. Kaala and a command and control site at Wheeler Army Airfield, has an authorized unit strength of 203 officer and enlisted personnel. Computer Programmers develop and implement systems and procedures to ensure maximum use of the HIROCC computer software. The security police provide security for the Mt. Kaala complex;

participate in multi-force, multi-national exercises such as Commando Warrior in Korea; and provide security for the community during events such as Hurricane Iniki. Food Service personnel provide meals for the Mt. Kaala complex and HIROCC personnel during increased air defense alert conditions. Vehicle Maintenance personnel manage and maintain assigned vehicles. Administration personnel assist and advise the commander on all matters pertaining to unit administration and personnel actions. And Supply personnel provide supply support for the squadron.



The Ground Computer Electronic Equipment Maintenance section maintains the Wheeler/Mt. Kaala complex air defense communications, radar, HIROCC computer/displays and other allied equipment. Pacer-bound radios installed in September 1993 brought us into the tactical



world of digital information links. Through the use of RADIL (ROCC/AWACS Digital Information Link), these HF frequency radios link the HIROCC with aircraft, ships and other ground bases. During non-duty hours, the HIROCC monitors the Oahu State Civil Defense Pacific Disaster Center computer, which alerts the state of any natural disasters in the Pacific. HIROCC involvement will be very cost effective to the state and benefit the whole Pacific area.

The Advanced Interface Control Unit expanded our capability to receive and update flight plans. Have Quick II radios installed in 1996 expanded our operations capability and enhanced our ability to support real world contingencies anywhere on the globe. This multi-channel radio with frequency hopping capability prevents radio communication jamming between HIROCC and fighters by its adversaries.

The 169th ACWS also takes part in humanitarian efforts and community service. On September 1992, Hurricane Iniki devastated the island of Kauai. Members from the 169th ACWS came to Kauai's aid by staffing the voting booths during the island's primary elections; worked at the Oahu State Civil Defense operations control center; and arrived in Kauai days after the hurricane to provide security, clean-up and hand out food, plastic bags, lumber and other materials to aid residents in rebuilding their lives and homes. Since January 1993, the 169th takes part in the State Department of Transportation's Adopt-A-Highway Program. Chairperson, Capt. Kyle Yanagisawa organizes this event once a quarter to serve the community and inspire unit camaraderie. The 169th performs its state and federal missions with such skill and dedication, it received the Air Force Outstanding Unit Award seven times.

## 150th Aircraft Control and Warning Squadron

Kokee AFS' vital role in air defense was first started during World War II as an US Army Signal Corps radar and radio installation. The Kokee facility was closed along with other defense installations on Kauai following the end of WWII in 1945. Fifteen years later, construction of the present Kokee AFS facility was started.

In August 1960, ground-breaking ceremonies were held marking the official start of the present Kokee AFS facility construction. The facility was built on approximately four acres of land at 4,200 feet elevation above sea level by A. C. Chock, Ltd., of Honolulu, the general contractor.



Construction of the new facility was completed in 1961. Air defense operations at Kokee AFS started in March 1961 as Detachment 1 of the 109th Aircraft Control and Warning Squadron, Punamano Air Force Station, Oahu. Federal recognition of the unit as the 150th Aircraft Control and Warning Squadron (150ACWS) was accomplished on 21 October 1961.

The 150ACWS received approval of its unit emblem in June 1963. The dark blue background represents the Air Force color, the stars and rays in bright yellow represent the night and day vigilance maintained by the squadron as its mission; the little brown man is the powerful "menehune" with his shield representing the radar screen; the lightning bolt, signifies speed of action to maintain peace as symbolized by the white dove on the shield; and the motto, "Kauai-O-Ma-Mo-Kalani" on the scroll means "Chief of the multitude."



The decade of the eighties for the 150ACWS was one marked by significant changes. A



major change occurred during the first half of the decade with the advent of the Hawaii Region Operations Control Center (HIROCC), which introduced computerized equipment into the Hawaii Air Defense System (HADS). This change resulted in the 150ACWS losing 23 man-power positions to the 169ACWS in 1984. The unit continued its 24-hour a day watch in the Hawaii Air Defense System. Equipment upgrades include the replacement of the AN/GTA-6 communications network with the DBX 1200 Teleconferencing Switch and Intellect system.

Lt. Col. George Kawamura led 3 150ACWS members in support of Cope Road 86, 27 Jan to early Feb 86.



On 6 Aug 1988, Lt. Col. Myron Dobashi took command of the 150ACWS from Lt. Col. Owen Ota who retired on 5 Aug 1988. During the year Chief Master Sergeant Melvin Kauahi was designated the Hawaii Outstanding Senior NCO of the year.

The unit shared the honor of the Air Force Outstanding Unit Award (AFOUA) as part of the 154th Composite Group for 1986-1987 and again for 1988-1989. In Dec 1988, HQ PACAF IG conducted Operational Readiness and a Unit Effectiveness Inspections to evaluate the unit's ability to accomplish their assigned wartime mission and management of unit resources. Excellent ratings were received.

24 Mar - 6 Apr 89, Maj. Patrick Casey led six members of the 150ACWS to participate in Giant Warrior 89-03 on Guam. Later that same year, 27 Sep - 7 Oct 1989, Maj. Norman Nitta led fifteen members of the 150ACWS to participate in Cope Road 89 on Guam. In addition to Maj. Nitta, Maj. Gary Nitta, 1Lt. Patrick Fierro, SMSgt. Bill Tabe, MSgts Herbert Takeya and Steve Niau, TSgts Napua Sugai, Max Miyashiro and Gene Moriguchi, SSgts John Visitacion and Lawrence Rego, Sgts Wilbert Fermin and Jonathan Oyamoto, SrA Joe Briones, AIC Bradley Johnson and Amn Obed Sniffen provided outstanding support.

On 1 October 1989, the 150ACWS was mandated to reorganize by the United States Air Force due to force

reduction and budgetary reasons. Funding was provided by the NGB to support adjustments for personnel overages created by this reorganization for two fiscal years. Transfers to other HIANG units, retirements and attrition accommodated most of the personnel overages resulting from the changes. Additionally, highly skilled and experienced personnel from the 150ACWS that included 3 officers and 57 enlisted personnel formed the nucleus of the 154th Air Control Squadron (154ACS) that was established in June 1990 and federally recognized on 16 July 1990.

2-11 Aug 1990, Capt. Wayson Iwasaki led 8 members of the 150ACWS and 2 control teams from the 169ACWS to participate in Giant Warrior 90 on Guam.

In 1991, the 150ACWS successfully completed the manning authorization change from 195 military (65 air technician) to 66 military (37 air technician) positions. The 150ACWS continues to provide radar data to the Hawaii Region Operations Control Center together with weapons control and surveillance capabilities available on a limited basis. In May 1991, Lt. Col. Norman Nitta took over command of the 150ACWS from Lt. Col. Myron Dobashi (who was appointed as the first commander of the 154ACS). Also in 1991, Lt. Col. Patrick Casey was appointed director of operations for the 150ACWS. During the year, the unit received an Excellent rating for a Limited Unit Effectiveness Inspection that was conducted by the PACAF IG.

In addition to supporting the air defense mission, the 150ACWS also provides support to other governmental agencies. The Federal Aviation Agency uses the beacon information from the Kokee AFS radar equipment for air traffic control at the Honolulu Combined Center/Radar Approach Control facility. Both the Navy's Fleet Air Control and Surveillance Facility at Pearl Harbor, Oahu, and the Pacific Missile Range Facility at Barking Sands, Kauai, use the radar and beacon data to support their respective operations. The 150ACWS also supports other agencies. Real-time weather plots were provided to the state civil defense during Hurricanes Iniki in 1992. Additionally, the unit supported relief efforts on Kauai throughout the recovery phase following the aftermath of the hurricane.

Throughout all the changes that occurred, the 150ACWS continued to maintain steadfast in supporting the local communities with assistance provided in the American Lung Association's Superkids and the County of Kauai Senior Citizens Day activities. Although support for these two functions ended in the 1990-1991 time frame, the unit involved itself in another community project by participating in the Hawaii State Department of Transportation Adopt-A-Highway program starting in 1993.

In Jun 1993, Lt. Col. Gary Nitta was appointed commander of the 150ACWS with the departure of Lt. Col. Norman Nitta who was selected as the new commander of

the 154 ACS. Jul 1993, Maj. Patrick Casey, Capt. Patrick Fierro, MSgts Harry Ishihara, Steve Niau, Benjamin Pajardo, Roy Sunada, Herbert Takeya and SSgt. Jonathan Oyamoto of the 150ACWS, Capt. Dan Williams of the 154ACS and 1Lt. Kyle Yanagisawa of the 169ACWS participated with distinction in the first interoperability exercise, Tandem Thrust 93 on Guam. Chief Master Sergeant Melvin Kauahi was again selected the Hawaii Outstanding Senior NCO of the year. Equipment upgrades include replacement of the MVR-8 microwave system with the MDR 4108 Microwave.

In 1994, Lt. Col. Patrick Casey and MSgt. Milton Yamamoto along with 169ACWS and 154 ACS personnel participated in a Headquarters Air Combat Command sponsored Tactics Development and Evaluation of Night



Vision Devices with the 199 Fighter Squadron. Weapons control support was provided by these AC&W personnel using modular control equipment of the 255 ACS, Gulfport, MS, with successful results.

In Jan 1995, the 150 AC&WS participated in "Advanced Concept Technology" Enhanced Joint Exercise (Mountain Top) to demonstrate a new generation air defense system: Cooperative Engagement Capability. During the year, the unit's UHF communications equipment was upgraded with Havequick II capability. Finally, the 150ACWS had the distinction to be the first unit awarded the "Hawaii Air National Guard Community Service Award" during the 1995 Hawaii National Guard Awards Banquet.

Logistics support for the AN/FPS-93 radar system at Kokee AFS is a major concern. The radar is based on 1950s vacuum tube technology, and several attempts were made by HQ PACAF to replace this aging radar. Programming action to include the Kokee radar into the FAA/Air Force Replacement Radar (FARR) program was unsuccessful. Later PACAF tried to use an AN/TPS-70 radar that became available, without success because of the incompatibility and certification process for the USAF, FAA and Navy. Acquisition of an available AN/FPS-117 three dimension radar is currently underway to replace the AN/FPS-93. This radar is projected to operate well into the next millennium.

## 154<sup>th</sup> Air Control Squadron

The 154th Air Control Squadron (154 ACS) provides a trained unit with qualified personnel to be available for active duty in the Air Force in time of war or national emergency and at such other times as the national security may require. Specifically, the 154 ACS provide a mobile, self-sustainable, combat ready, forward extension and control element to meet world wide contingency requirements of the Air Force ground theater air control system (GTACS).

Its mission is to provide the senior theater commander with an additional means to plan, direct, and execute

joint or combined air operations. Capabilities and services include providing an air surveillance picture, an aircraft control and force marshaling capability, and a communications network, with data link capability, to support air operations and the air command structure. The ground radar operations section, with the unit support, is designed to provide command and control for air operations, aircraft surveillance and identification, weapons control and airspace management utilizing sophisticated radar, communications, and data link systems.

The 154 ACS traces its roots to the 150th Aircraft Control and Warning Squadron's reorganization. The Air Force mandated the draw down of the 150 ACWS on October 1, 1989, due to force reduction and budgetary reasons. At the same time, a Pacific Air Forces/HIANG initiative was approved to establish a mobile radar



mission in Hawaii. The 154 TCS (later changed to the 154 Air Control Squadron) was established in June 1990 and federally recognized on July 16, 1990. Many of the highly skilled and trained personnel whose positions were affected by the reorganization of the 150 ACWS were assigned to the 154 TCS. The 154 TCS was a manual system, Forward Air Control Post (FACP) mobile radar unit utilizing the TPS-



43 radar. From its beginnings in 1990 through November 1995, the unit was housed in the Kekaha Armory until it moved into

new facilities on the Pacific Missile Range Facility in December 1995.

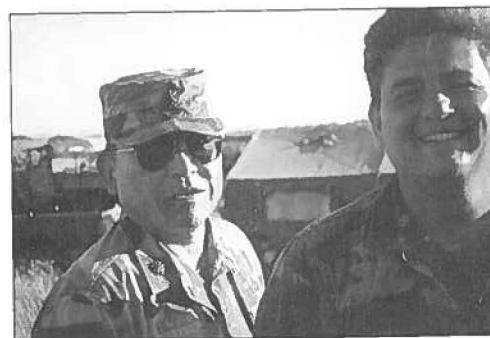
In September, 1992, the facilities at the Kekaha Armory suffered extensive damage due to Hurricane Iniki. Quick response by 154 ACS personnel kept damage to the unit's equipment, files and programs to a minimum. The 154 ACS was not State activated at this time because so many of its personnel had been affected by the hurricane. Nevertheless, members of the 154 ACS volunteered for duty at the

Mobility Control Center at Barking Sands and at Disaster Assistance Centers elsewhere on Kauai. Others from the 154 ACS

assisted with emergency roof repairs and ice distribution to the civilian population. 154 ACS personnel also helped with the clean-up efforts on land and in the Koloa river, which had become choked with debris from the hurricane.

Ground breaking for the new unit training facility occurred in August 1994 and the building was completed during November 1995. This new facility was designed with the unit's mobility mission in mind. A drive on-drive off mound for the radar and satellite communication equipment facilitates mobility readiness; storage and supply warehouse, generator shop, vehicle maintenance bays, paint booth, and electronics workshops were designed to maximize productivity. The buildings have 30,000 square feet under the roof and the site is about 6.5 acres within the fence line.

The 154 ACS entered a two-year equipment conversion



program to the Modular Control Equipment during Jan 1995 and will be completed in Jan 1997. The first of two MCE modules arrived in October 1994 and the second module was delivered on 15 June 95. The conversion will enable the 154 ACS to be equipped with the latest command, control, and communication equipment available. The unit will have converted from a manual system Forward Air Control Post to an automated Control and Reporting Element.

## 154<sup>th</sup> Operations Support Flight

The 154th Operations Support Flight (154OSF) was activated on 31 October 1994 as one of the subordinate units of the 154th Operations Group. The unit mission of the 154OSF is: "To support all elements of flying operations. Provide a staff, knowledgeable in the areas of weapons and tactics, intelligence, plans, ground command and control systems and current operations, to facilitate the fulfillment of all prescribed flying missions."

The 154OSF was provided a unit manning document consisting of 39 personnel billets, 17 officers and 22



enlisted positions. The initial cadre of personnel who were assigned to the newly formed unit came primarily from the 199FS, 203ARS, 204AS, and 154GP. Lt. Col. Alan M. Robinson was appointed as the first commander of the 154OSF effective 31 Oct 94. An office located adjacent to the former 199FS combat alert center served as the initial administration and interim headquarters for the fledgling 154OSF. The allocated space was insufficient to support federal recognition of the new unit. The center core of Building 2035 (Hangars 7 and 13) contained sufficient space and on 5 Jan 95, the commander and his administrative support personnel moved from the Building 3400A to Building 2035. On 1 Jul 95, the 154OSF moved to Building 2155 along with the 154OG commander and his staff. The reason for the move was to colocate the OSF with the 203ARS and 204AS into one facility together with the 154OG headquarters.

On 30 Aug 95, Lt. Col. Robinson retired from the

HIANG. Lt. Col. Robert F. Darrow was appointed commander of the 154OSF on 14 Oct 95. On 28 Jun 96, the 154OSF's intelligence section was relocated from Building 3400A to Building 2155. Personnel of the 154OSF have participated in several deployments starting with Provide Comfort II, 3 Dec 94-10 Jan 95; Coronet Nighthawk, 15 Oct -2 Dec 95; and Cope Thunder, 20-28 Jul 96. The current assigned strength of the 154OSF stands at 36 which includes 13 officers and 22 enlisted personnel. The personnel authorizations for the 154OSF may change pending the outcome of the HIANG's assumption of the air defense mission from the 10th Air Defense Squadron. The 154OSF and 154OG are projected to assume the oversight duties of the 10ADS primarily in the areas of exercises, and standardization and evaluation.

The first commander of the 154 ACS was Col. Myron N. Dobashi. Lt. Col. Norman S. Nitta assumed command of the unit in June 1993. The unit has an authorized strength of one hundred ten enlisted and eleven officer personnel.

## 199<sup>th</sup> Fighter Squadron

Since our last festive gathering for the 40th anniversary celebration, many exciting and rewarding moments have come to the 199th Fighter Squadron. In keeping with the "Total Force Concept", the next aircraft conversion occurred in 1987 with the arrival of the F-15A "Eagle." The "Eagle" is the World's Premier Air Superiority Fighter. The 154th Composite Group sent a maintenance acceptance team to Holloman AFB, New Mexico to prepare aircraft for transfer from the Air Force. The first aircraft to be delivered to the HIANG ended in tragedy when it crashed immediately following its takeoff from Holloman AFB killing the active duty pilot who would have delivered the first "Eagle" to the 154th ramp. This tragic event only strengthens our commitment to ensuring the security of our state and nation in memory of our fallen airman. Two weeks later, two "Eagles" did arrive at Hickam AFB beginning a new Era for the Hawaii Air National Guard and the 199th. But these two aircraft were returned to Holloman AFB after the Air Force decided to transfer F-15s from Elmendorf AFB, Alaska to the HIANG. Our acceptance team packed their bags and flew to Alaska from Holloman AFB to begin the final

transfer of 26 "Eagles" to the 154th Group. The 199th began to fly the F-15A operationally during July of 1987. The last F-4C sortie occurred during September of 1987 when it departed Hickam AFB to be delivered to the "boneyard" at Davis-Monthan AFB in Tuscon, Arizona. Many of the F-4C's last flown by the 199th can be seen on display at Hickam AFB. Following this successful transfer from the F-4C to the F-15A, Lt. Col. James "Gooch" Haraguchi relinquished command to Lt. Col. Harold "Shaka" Schatz on 31 December 1987.

Col. Schatz would lead the 199th through a very successful transition and upgrade training to prepare the unit for its first F-15 deployment to the Philippines to participate in Cope Thunder and Combat Sage during April of 1988 and an Operational Readiness Inspection in December of 1988. Both Cope Thunder and Combat Sage were excellent tools to enhance the combat capability of the 199th and prepare the unit for its follow-on inspection.

Lt. Col. Schatz passed command of the 199th Fighter Squadron to Lt. Col. Clinton "Church" Churchill on 5 August 1989. Under Col. Churchill's reign, the "Mytai's" immediately deployed to Guam to participate in Tandem Thrust. Eight Eagles departed Hickam in September and arrived at Anderson AFB, Guam just ahead of a typhoon that made for a very interesting arrival ceremony and exercise. Typhoons and fighters usually make for outstanding war stories. Once again in 1990, the 199th packed its bags to deploy to Clark AFB, Philippines to participate in Cope Thunder and Combat Sage. Both exercises demonstrated to PACAF the unit's commitment to excellence. Following Cope Thunder and Combat Sage the 199th worked hard dotting the "i's" and crossing the "t's" to receive an excellent rating from the PACAF IC during the unit's evaluation inspection during January of

1991. Six months later, the squadron successfully deployed eight "Eagles" to Nellis AFB to participate in Red Flag in July. During this deployment, the 199th Fighter Squadron quickly established itself as a very capable and professional combat team while flying with fighter squadrons that had just returned from "Desert Storm." The "Mytai's" always flew in simulated combat scenarios, outnumbered 2 to 1 against Red Flag aggressors. Our tactical success at Red Flag opened many eyes throughout the combat air force and continued the saga of excellence of the 199th Fighter Squadron. Once again, the baton of leadership was passed to Lt.







Col. Alan "Bizarre" Robinson on 7 December 1991. Five years after receiving the first F-15, the 199th made another transition to a more combat capable Eagle with the Multi-Stage Improvement Program incorporated, known as MSIP. This improved "Eagle" offered superior avionics and weapons capability to enhance the lethality of this outstanding fighter. Our superb maintenance organization stuffed their A-bags to begin the aircraft transfer process from Holloman AFB, New Mexico, starting in March of 1992 through May of 1992. Col. Robinson quickly prepared the 199th for a very successful Operational Readiness Inspection in December of 1992. After our prosperous O.R.I., PACAF invited the 199th to deploy to Singapore for Commando Sling during the August of 1993. Our involvement in Commando Sling so impressed the PACAF leadership on the guard's professionalism, they open the door for other Air National Guard units from the mainland to begin deploying into the Pacific region other than the Korean peninsula. In July of 1994 the "Mytai's" deployed to Elmendorf AFB, Alaska to participate in Cope Thunder. Cope Thunder once again reinforced the exemplary combat capability of the 199th Fighter Squadron and prepared our unit for its deployment to Turkey that would follow five months later. Since receiving the F-15, the squadron has deployed to the Philippines, Guam, Japan, Korea, Singapore, and Alaska to support PACAF.

In September of 1994, Lt. Col. Geoffrey "Thunder" Avery took command of the 199th Fighter Squadron. During his tenure, the 199th has deployed four times for a total of 4 months.



Two of these deployments have been into a combat zone. Also during this tour of duty the unit has quickly become the first air superiority unit to upgrade and maintain currency with night vision goggles.

The 199th Fighter Squadron was designated the lead air superiority unit as the Air National Guard deployed to Turkey to support USAFE with Operation Provide Comfort II in December of 1994. The squadron pilots flew their "Eagles" half-way around the world demonstrating the unit's mobilization capability. The squadron flew combat missions within Northern Iraq to enforce United Nation's sanctions against the Saddam Hussein regime. The 199th was the first reserve air superiority unit to fly combat missions since the Vietnam War. This deployment truly represented the citizen-soldier patriotism of the 199th and its maintenance partners because the unit stepped-forward and volunteered to relieve USAFE forces so that they would have an opportunity to spend time with their families over the Christmas season.

Immediately following our return from Turkey, the 199th began its preparation for Combat Archer at Tyndall Air Force Base during April of 1995. Combat Archer allowed our pilots to hone their skills in weapons employment against target drones. This deployment thoroughly demonstrated the readiness of the 199th and our well maintained F-15s. Squadron pilots shot down every drone that flew against our pilots and F-15s.

During November and December of 1995, the 199th participated in a six-week deployment to Howard AFB, Panama, where we flew counter-drug missions using Night Vision Goggles in support of the Drug-Demand-Reduction Program. This counter-drug operation is known as Coronet Nighthawk and has been in existence since the late 1980's. During the deployment, the unit scrambled on fourteen drug-interdiction intercepts to identify and validate potential cocaine smugglers flying civilian aircraft from South America to remote landing strips in Central America.

Since 1993, the 199th has been and continues to be the lead unit for developing 4-ship night employment tactics with night vision devices for a joint Air Combat Command and Air National Guard "Tactics Development and Evaluation". Pilots from the 199th established tactics and a training syllabus for the combat air superiority forces to effectively and safely train



upgrading fighter pilots to employ the "Eagle" at night. The team from the 199th was 60 percent traditional guardsmen demonstrating the war fighting capability and professionalism of the citizen-airman to the combat air force. This all-important test, development and evaluation ascertained the air guards cost effective combat competence even though our guardsmen fly half as much as our active duty partner. Furthermore, the squadron was integral in designing and implementing NVG-compatible lighting for the F-15 cockpit and external covert lighting to enhance the "Eagles" night-time employment capability. The 199th possesses the only operational F-15s with NVG compatible cockpits and external covert lighting within the combat air force.

The most remarkable but least appreciated is that these tests were accomplished by a part-time organization that made two combat deployments, maintained a 24-hour alert commitment of the Hawaiian Air Defense Intercept Zone and still completed the test within the budgeted time frame. The 199th Fighter Squadron is the only operational unit to attempt such an endeavor. I know of no active duty fighter squadron that possesses the pilot talent required or the maintenance expertise to achieve this tremendous accomplishment.

A Hawaii Air National Guard Fighter Pilot from the Island of Maui, Lt. Col. Arnold Balthazar received the Lt. Gen. Claire Lee Chennault Award for "The Outstanding Aerial Warfare Tactician," for his innovative leadership in the development of night tactics with night vision goggles during 1994. He is the first guard fighter pilot to receive this prestigious award.

Two 199th fighter pilots have been submitted for air

medals for their leadership role and outstanding airman-ship in leading a search and rescue mission 250 nautical miles east of Oahu at night during March of 1995. Lt. Col. Wayne "Wildman" Wakeman and Lt. Col. Kimo "Kudzu" Kelly (Ret.) scrambled at 0130 hours to locate a civilian aircraft that had made a "Mayday" radio call stating that their aircraft would ditch at sea due to fuel starvation. Col. Wakeman and Col. Kelly quickly intercepted the distressed aircraft and led the Coast Guard C-130 to a successful rescue of three civilian airman after they ditched their aircraft at night in the Pacific Ocean.

The 199th Fighter Squadron, as the lead unit for the 154th Group and now Wing, has been the recipient of seven Air National Guard Outstanding Flying Unit Awards and seven Air Force Outstanding Unit Awards. Since the last anniversary celebration, the unit has been the lead

unit for the following awards: Brig. Gen. William Spruance Safety Award for safety in 1990, the Major General John J. Pesch Trophy for five years of continuous flight, weapons and ground safety in 1991, Air National Guard Outstanding Flying Unit Plaque for 1992 and 1993, and three Air Force Outstanding Unit Awards for 1986-1987, 1988-1989 and 1992-1994. At this writing, another Air Force Outstanding Unit Award is pending for the years 1994-1996. If awarded this eighth award, the 199th and 154th Wing will have been recognized by the United States Air Force as an outstanding unit for eight out of the last ten years. A truly remarkable accomplishment for all to be proud. The squadron has flown more than 43,000 sorties and 57,000 hours since January of 1983 without a Class A or B flying accident. More than 38,000 hours have been in the F-15.



Our pilots just returned from Incirlik Air Base, Turkey on 14 April 1996 where we completed the squadron's second 30 day rotation in Operation Provide Comfort II from Incirlik AB Turkey. Fifteen pilots volunteered to fly combat air patrol over Northern Iraq to maintain vigilance over the Regime of Saddam Hussein. The squadron flew 107 combat and combat support sorties to accumulate a total of 366 combat hours during the 30-day deployment.





Lt. Col. Gary "Pork" Peters and Capt. Stan "Pilau" Hong flew to Kadena AFB, Japan in April of 1996 to lead a team of night vision goggle instructors to upgrade the 44th Fighter Squadron on night employment with night vision goggles. Through the hard work of the 199th Fighter Squadron and 154th maintenance organization we have earned the respect of our active duty partners. The 199th Fighter Squadron will continue to lead the combat air force and maintain the most experience night fighting squadron in the world.

The 199th Fighter Squadron has a proud tradition of excellence and, as our predecessors before us, we vow to continue this proud heritage of professional airmanship and to lead the guard, reserves, and actives in war-fighting ability, while developing unrivaled air superiority tactics to enhance the combat capability of our most precious resource - The HANG airmen.

## 199<sup>th</sup> Weather Flight

The 199th Weather Flight (199 WF) is one of the Hawaii Air National Guard's (HIANG) charter units. Founded in September 1946, its original mission was to provide weather forecasting and observing services to the pilots of the HIANG at Hickam AFB. This mission has changed since moving to Wheeler AFB (now known as Wheeler AAF) in 1982. The 199 WF now provides meteorological support to its primary customer, the 29th Infantry Brigade (Separate) of the Hawaii Army National Guard. In addition to supporting its primary customer, the 199 WF has provided meteorological support to aviation elements stationed at Wheeler and to various units in the Pacific Theater.

Currently, the 199 WF is fully staffed at 14 members. The 199 WF has three officers, and 11 enlisted personnel. One administrative specialist is part of the 11 enlisted personnel. The remaining 10 enlisted personnel are responsible for the forecasting and observing functions of the unit. The observers make weather observations which consist of discerning cloud types and heights, wind direction and speed, temperature, dew point, and baromet-



ric pressure. The forecasters in turn use the information from the observations as well as from other data to formulate their weather forecasts. The 199 WF currently has the enviable distinction of having 7 out of the 10 enlisted weather personnel dual qualified, meaning that



they are capable of both forecasting and observing. Like many of the Air National Guard's

units, the 199 WF has benefited from the adoption of the Air Force's Total Force policy. This policy states that ANG units will be equipped and trained to meet a wartime commitment and be prepared to deploy anywhere in the world. To the 199 WF, this policy meant moving into a base weather station to work with the active duty forces during UTAs. Since moving to Wheeler AFB in 1982, the 199 WF has enjoyed a close working relationship with her active duty counterparts. Since the active duty detachment provides weather support to the US Army's 25th Infantry Division (Light), there are a lot of opportunities to share information between these two weather units at various field and command post exercises.

In the early 1970's the 199 WF started operating at the 154th Fighter Interceptor Group in what was designated a Representative Observation Site (ROS), using a mobile meteorological van. The ROS observer relayed surface

observations to the HIANG weather station by means of a field telephone. The ROS function fulfilled an Air Weather Service requirement for a continuous weather watch during all flying activities. Additionally, a Pilot Balloon (PIBAL) program had also been established to measure the winds aloft in support of flying operations. The two programs

gave the 199 WF the capability of providing weather support to any flying unit at any base.

The 1980's was a decade that was filled with changes. The decade began with SrA Antonio Querubin winning the HIANG Outstanding Airman of the Year Award. In 1981 the 199 WF was tasked with an Army support mission. To weather flight members, this tasking meant providing weather support in a tactical environment, eating C-rations, erecting tents and antennas, and practicing camouflaging techniques. In 1982, the 199 WF moved to Wheeler AFB and its primary mission was changed to a base weather support mission. In 1982, the 199 WF received the HIANG Outstanding Unit Award. The 199 WF worked at the base weather station during UTAs and during AT. The primary means of obtaining weather information was through teletype and facsimile machines. Before the use of weather satellites, facsimile charts were often inaccurate for forecasting weather in Hawaii, since perturbations in the atmosphere were not always picked up due to a lack of data. Unlike the continental United States, where there is a rough distance of approximately 300 miles from each weather station, the distance from the Hawaiian islands to the next weather station could be thousands of miles away. The addition of a Harris Laser Satellite Facsimile Machine greatly enhanced the flight's ability to produce more accurate forecasts. These weather satellites are able to provide the weather forecaster with a picture of the clouds where data is not available. In 1987, the 199 WF changed its primary mission from base weather support to supporting an infantry brigade in the field. At this time, the primary means of obtaining weather information was through the use of the Goldwing



high frequency communication system, the Wrasse portable satellite picture/weather bulletin retrieval system, and an observing kit. The Goldwing system is designed to provide a secure means of communication between weather units in the field.

The 199 WF began this decade by participating in Team Spirit with the 29th Infantry Brigade (Separate) in March 1990. Forced to endure nearly three weeks of Korean winter in floorless tents, questionable restroom facilities, and marginal food, this weary contingent was happy to return to the warm and friendly Hawaiian islands. This exercise has taught the 199 WF that personnel on mobility status must be in good health and be mentally tough.

Other major exercises that the 199 WF has participated in include Keen Edge, Cascade Peak, and Yama Sakura. The 199 WF has supported I Corps, IX Corps, 5th Air Force, 3rd Marine Expeditionary Force, and US Army Japan. In 1992, the 199 WF shared the HIANG Outstanding Unit of the Year Award with the



154th Security Police Flight. The subsequent breakup of the Soviet Union and breakthroughs in computer technology have resulted in major changes to the active and reserve components of the Air Force. Although the subsequent budget cuts have forced the active and reserve components to work closer together, it is these same budget cuts that have resulted in funding cuts in the area of computer technology to the national weather flight program. Through the efforts of Captain Antonio Querubin, the 199 WF is a stalwart performer in integrating computer technology and weather information into a mobile package for the battlefield. Captain Querubin has demonstrated that this package can result, in communication between weather units via cellular phone, high frequency electromagnetic waves, or through a local area network. The 199 WF has also been providing weather support to the State of Hawaii. In the summer of 1994, the 199 WF was able to simultaneously support the 29th Infantry Brigade (Separate) and monitor six tropical cyclones in the Central Pacific during its AT.

Throughout the years, the 199 WF has had its cast of characters. Former commander, Guernsey Curran III, gained fame and wealth by inheriting part of the Singer fortune. Former weather officer, Roy Matsuda, continued his career as a forecaster with the National Weather Service. Former commander Christopher Jay is now on the Federal Executive Board, while former commander Larry Kumata is a supervisor with the Postal Service. Former

weather observers such as Lee Cashman, became Athletic Director at Kalaheo High School, while Clyde Yamada started his own real estate firm. Another member, Les Matsuura, once an administrative specialist, became the Assistant Director/Educational Coordinator of the Waikiki Aquarium. Many other individuals with ties to the 199 WF have made their marks in the community in such endeavors such as accounting, law, engineering, sales, and government, to name a few.

The composition of the 199 WF has always been a good mixture of prior and non-prior service members. With only one full-timer, the remaining unit members often put in many hours of work to the unit outside of

UTAs/AT. MSgt. Myles Nonaka, has nearly eight years of experience flying into hurricanes, while MSgt. Spurlin, the full timer, has had nearly eight years as an air traffic controller with the Army. TSgt Alan Tanji, spent several years as a base weather forecaster at various CONUS bases, while SSgt Howard White, a has spent nearly all of his prior service time in Army support.

SSgt Larry Gray, spent nearly eight years in the Army as an infantryman before joining the weather flight, while SSgt Cindy Rychlec brings to the unit nearly six years of administrative experience. SSgt James Sheperd brings to the unit the wisdom of serving in the Navy for nearly a decade. The non-prior service enlisted members include TSgt Scot Fujioka, who, along with Capt. Antonio Querubin, are experts in computer technology, and SSgt Neal Nakayama, who has just completed one year of intensive weather training. SrA Stephen Omatsu brings to this unit fierce determination and tenacity. SrA Robert Bohlin Jr. and Capt. Brad Fujii work full time as meteorologists for the federal government. The commander, Captain Thomas Mau, is one of the few weather flight commanders nationwide with a four year meteorology degree. These 14 unit members have an average of eight years in the unit.

In addition to training for its federal and state missions, the 199 WF is active in service for the community. The 199 WF has participated in the Special Olympics, Kolekole Pass Half Marathon, Combined Federal Campaign, and the Annual Food Bank Drive.

As the 199 WF celebrates its 50th Anniversary along with the rest of the HIANG, the men and women of the 199 WF will continue to strive to provide the best weather services available to Armed Forces personnel in need of their unique skills.

## 154<sup>th</sup> Logistics Group Na Koa Po'okela o ke Ao Nei (World Class Warriors)



### Mission:

The mission of the 154th Logistics Group is to provide the National Command Authority with equipped units, fully trained and qualified personnel, available for active duty with the Air Force in time of war, national emergency, or such other times as the interests of the United States may require. Collectively, the organization is capable of employing trained personnel dedicated to maintain aircraft for air defense, air superiority, air refueling and theater airlift forces around the globe with minimum notification. The 154th Logistics Group possesses trained and qualified aircraft maintenance and supply personnel capable of supporting the integrated air defense, fighter, tanker and transport assets of the 154th Wing. In this respect, the 154th Logistics Group is unique in the Air National Guard.

### History:

The 154th Logistics Group was implemented October 1, 1994, as part of the Air National Guard's reorganization program, bringing the group structure in agreement with active duty Air Force units. The unit was officially dedicated February 15, 1995, with an authorized strength of 905 personnel. The unit is commanded by Lt. Col. (Col. selectee) Michael J. Melich.

154th Maintenance Squadron (154 MXS): Provides fully trained and qualified aircraft maintenance personnel,

capable of maintaining F-15, KC-135 and C-130 aircraft to support all peacetime training and wartime mission requirements.

154th Aircraft Generation Squadron (154 ACS): Provides fully trained and qualified aircraft launch and recovery personnel, capable of fulfilling all peacetime training and wartime mission requirements for fighter, air refueling and strategic airlift aircraft.

154th Logistics Squadron (154 LS): Provides a fully trained and qualified unit of supply, fuels, transportation management, and contracting support personnel capable of procuring aircraft parts and equipment in support of all flying requirements.

154th Logistics Support Flight (154 LSF): Provides fully trained and qualified staff support personnel capable of managing all Group training requirements, coordination of all aircraft maintenance specialist dispatch, management of all budgetary requirements, scheduling all aircraft inspection requirements, management of all data automation requirements, mobility training and management studies.

The 154th Logistics Group has embraced the vision and goals set forth by higher headquarters. They are:  
Our Vision.

Hawaii Air National Guard  
A premier air militia, trained and equipped to achieve global power and reach, serving America and Hawaii.

154th Wing  
Hawaii's Militia...A team of motivated men and women providing quality Air Forces; totally committed and accessible to our community, state and nation... whenever called.

154th Logistics Group  
World Class Warriors working together as a TEAM to effect peace throughout Hawaii, our nation and the world.

### Our Mission

Hawaii Air National Guard  
Provide the finest aerospace team for employment in peace and war, serving our nation and Hawaii.

154th Wing  
Quality Airpower...at Home and Deployed.

154th Logistics Group  
Provide the right resources, at the right place, at the right time in peace and war.

Our Values  
The Hawaii Air National Guard's Values are Shared, Accepted and Demonstrated by the 154th Wing and the 154th Logistics Group.

Integrity: First  
Service: Before Self  
Excellence: In All We Do  
Teamwork: To Achieve Our Full Potential  
Patriotism: Devotion to America & All That It Stands For  
Aloha: Care of the 'Aina and Respect For Each Other



## 154<sup>th</sup> Maintenance Squadron

The mission of the 154th Maintenance Squadron is to support the 154th Wing in meeting all of its operational requirements. Providing *quality* maintenance services for the 199th Fighter Squadron, the 203rd Air Refueling Squadron, the 204th Airlift Squadron and the 154th Aircraft Generation Squadron. The Maintenance Squadron consists of two major branches, the Equipment Maintenance Branch (EMB) and the Component Repair Branch (CRB). The EMB consists of three major elements, the Aircraft Generating Equipment Element, the Fabrication Element and the Munitions Element. The CRB also has three major elements, the Accessories Element, the Avionics Element and the Propulsion Element. (154 MXS)

The 154 MXS is commanded by Major Terrel A. Hudson and has an authorized strength of 397 enlisted personnel and 4 officers for a total authorized strength of 401.

### History:

The background of the 154 MXS is largely associated with the former 154 Consolidated Aircraft Maintenance Squadron (154 CAMS) which had its start back in the early days of 1946. The 154 CAMS was officially recognized on

1 December 1960 under the 154th Fighter Interceptor Group, deactivated on 20 July 1963, then became part of the 154 Material Squadron.

On 1 December 1965, the 154 CAMS was reactivated and remained in existence until 1994. Then, elements of the 154 CAMS, the 203 Aircraft Refueling Squadron (203 ARS), and 204th Airlift Squadron (204 AS) were reorganized primarily under the 154 AGS and 154 MXS of the 154 Logistics Group.

The off-equipment (or back shop) maintenance functions from the old 154 CAMS were augmented by similar personnel from the 203 ARS and the 204 AS under the 154 Logistics Group. The new squadron earned federal recognition on 31 October 1994. The Squadron motto is "No Ka Oi" which means "The Best". This motto



served the former 154 CAMS for many years and has been, not only a motto but a definition of the kind of maintenance performed.

Currently, the 154 MXS uses *quality* management principles to provide its customers with No Ka Oi maintenance services well into the 21st century and beyond.

### The Last 10 Years:

The last ten years has seen the unit convert from F-4C Phantoms to F-15 Eagle aircraft, and modified the Eagle under the multistage Improvement Program which brings the aircraft on equal footing with the active duty Air Force. The unit just recently completed the Night Vision Goggle modification program which allows F-15 aircrew members the capability to "see in the dark" with infra-red goggles. The test program was so successful that members of the Electric Shop were asked to assist the F-15 units in the 18th FW stationed at Kadena AB, Japan, implement their modification program.

The Maintenance Squadron augmented the Aircraft Generation Squadron F-15 contingent during the 154 Wing's deployments to Incirlik, Turkey, participating in the Provide Comfort II program for the last two years. This program allowed the ANG to fly in real world missions, protecting the "No Fly Zones" over IRAQ so that the active duty units could get some much needed time off from this mission.

The maintainers of the KC-135 aircraft assisted the Aircraft Generation Squadron during its deployments to Cope North and Cope Thunder in Alaska. The unit also took part in real world missions as they stood alert in Iceland and most recently participated in Operation Deny Flight, refueling aircraft protecting the skies over Italy and the surrounding countries.

Maintenance personnel supporting the C-130 aircraft are still in their activation phase but have flown numerous PACAF and USAF supported missions in the Pacific. This has hampered some of their training as they become more familiar with their new mission and aircraft. Due to the downsizing of the F-15 unit, many have cross-trained into maintaining the Hercules.

## 154th Aircraft Generation Squadron

### Mission:

The 154th Aircraft Generation Squadron (154 AGS) provides a trained unit of qualified aircraft maintenance personnel to be available for active duty in the Air Force in time of war or national emergency, and at such times as national security may require. The 154 AGS is a unique Air National Guard maintenance squadron as it is responsible for maintaining three different types of aircraft. The 154 AGS consists of three Aircraft Maintenance Units (AMU)

responsible for the F-15 A/B fighter, the KC-135R tanker, and the C-130H



airlift aircraft. Each AMU supports the mission of its operational flying squadron.

The F-15 AMU provides combat ready fighter aircraft to the 199th Fighter Squadron for 24-hour defense alert of the Hawaiian Islands area, daily flying training missions, joint task force exercises, and real world deployment. The KC-135 AMU provides mission-ready tanker aircraft to the 203rd Air Refueling Squadron (ARS) for air refueling operations both in the Pacific theater and worldwide deployment to augment other theaters of operation. The C-130 AMU supports the 204th Airlift Squadron (AS), providing operationally ready C-130H aircraft for airlift and tactical missions worldwide as well as in the Pacific. Commanded by Lt. Col. Bruce K. Minato, the 154 AGS has an authorized strength of 296 enlisted personnel and seven officers.

### History:

The 154 AGS was officially activated on August 14, 1995 as a result of an Air National Guard re-organization. Prior to this, personnel comprising this unit were assigned to one of three separate squadrons: the 154th Consolidated Aircraft Maintenance Squadron (CAMS); the 203rd ARS, and the 204th AS.

The 154 AGS consists of a command function and three Aircraft Maintenance Units (AMUs). Each AMU contains a nucleus of officers, senior enlisted personnel, and qualified aircraft maintenance mechanics capable of





supporting daily flying missions, deployments, and Air Force operational taskings.

The F-15 AMU is composed of aircraft mechanics, flightline avionics specialists, and weapons loading personnel. It is the largest of the three AMUs. This particular AMU traces its origins to when the Hawaii Air National Guard was first established on September 10, 1946. It is part of an organization that originally maintained P-47 "Thunderbolt," and B-26C "Invader" aircraft. The AMU has evolved through the years to modern aircraft. The AMU is presently assigned 19 F-15 A/B MSIP (Multi-Stage Improvement Program) aircraft which have enhanced weapons systems capability, superior avionics, and were also recently modified to carry chaff and flare dispensers. Since its activation, the F-15 AMU has deployed to the Republic of Panama in October 1995 in support of the federal drug interdiction program called "Coronet Nighthawk". The unit also deployed to Incirlik AB, Turkey, in March 1996 to support flying combat patrols over Northern Iraq as part of "Operation Provide Comfort II".

The KC-135 AMU was originally part of the 203rd ARS, which activated on February 12, 1993. The AMU consists of aircraft maintenance mechanics, and was part of a squadron initially assigned five KC-135R tanker aircraft. The 203rd ARS robusted to nine KC-135R aircraft in October 1994. In August 1995, aircraft maintenance personnel were re-assigned under the 154th Logistics Group to the 154th AGS. Aircraft and personnel from the KC-135 AMU have deployed to over 40 locations around the world since activation. The unit has participated in Cope North and Cope Thunder exercises, stood alert in Iceland, and most recently participated in the Deny Flight operation in Italy in October 1995.

The C-130 AMU can trace its origins to when the Hawaii Air National Guard was first assigned an Operational Support Aircraft (OSA) to airlift personnel and cargo between the Hawaiian Islands. Personnel in the OSA flight were assigned to the 154th CAMS. On October 1, 1994, they became part of the newly activated 204th AS. The unit was originally assigned four aircraft. In November 1995, a fifth aircraft was added. On August 14, 1995, the aircraft maintenance mechanics were re-assigned from the 204th AS to the 154th AGS. The C-130 AMU is currently in activation status.

## 154<sup>th</sup> Logistics Squadron

### Mission:

The mission of the 154th Logistics Squadron (154 LS) is to provide for the overall direct support of all units assigned to the Hawaii Air National Guard. Support and management services includes the operation of the Base Supply Account including fuels, traffic management, vehicle operations, and maintenance and base-level contracting.

### History:

The Logistics Squadron traces its roots to July 20, 1963 when its unit members were assigned to the 154th Material Squadron. The basic composition at that time consisted of maintenance and supply personnel.



On December 1, 1965, the 154th Materials Squadron was deactivated and the 154th Supply Squadron was activated. The basic composition of the unit consist primarily of base supply personnel.

On July 1, 1979, the 154th Supply Squadron was deactivated and the 154th Resource Management Squadron was activated. Under the control of the 154th Resource Management Squadron were Base Supply; Accounting & Finance; Budget, Pay, and Cost Analysis; Traffic Management; Vehicle Operations and Maintenance, and Base Contracting.

On October 12, 1994, the 154th Resource Management Squadron was redesignated as the 154th Logistics Squadron.

### Strength:

The 154 LS has an authorized strength of five officers and 188 enlisted personnel. Major Ronald Han is currently the Acting Commander.

### Unit Emblem:

Blazon: On a blue disc a red Hawaiian idol facing to the left garnished yellow and detailed blue, holding in his left hand a yellow lightning bolt., and in his right hand, a yellow spear, riding a yellow lightning bolt, as a surfboard on a blue wave cresting to the right capped white detail light blue all within a narrow yellow border.

Attached below the disc a blank scroll bordered yellow. Significance: The emblem is symbolic of the Squadron's determined and well-balanced efforts in providing support to units within the Hawaii Air National Guard. The idol, representing the Logistics Squadron, is the mythical Hawaiian god Lono, who was the god of fertility, peace, and abundance. The Thunderbolt, clasped in the left

hand and the spear he carries in his right hands represent the support given to all units.

### The Last 10 Years:

During the last ten years, the squadron has undergone a myriad of changes and challenges in assigned missions and in the types of aircraft that must be supported (F-15, KC-135R, C-130H). Equally challenging were the multitude of equipment upgrades for our communications units and simultaneous activations/conversions of new units in the HIANG. In every function of the 154th Logistics Squadron, an increased operations and logistics



tempo was experienced but not fully realized since several units are still in the activation window and in the process of completing corresponding milestones.

On 4 November 1987, Lt. Col. James K. Iwamura relinquished command of the 154th Resource Management Squadron to Major Willson M. Sakai, a former Weapons Systems Officer with 199 TFS. Lt. Col. Iwamura remained with the 154th Composite Group as the Deputy Commander for Resource Management, as well as being the Commander of the 154th RMS.

The late 80's and the early 90's brought an extremely heavy workload for logistical support for the activation/robusting of the 203rd Air Refueling Squadron (KC-135R) and the activation of the 204th Airlift Squadron (C-130H). To assist with the increased workload, Rapid Area Distribution Support teams (RADS) were brought in to the 154th Resource Management Sq. from Hill AFB, UT; Tinker AFB, OK and Wright Patterson AFB, OH. Additional support was also obtained from other guard units performing TDY such as, 155th Air Refueling Group, New Hampshire ANG; 151st Air Refueling Group, salt. Lake City, UT; 142nd TAS Delaware ANG; 141st AREFW, Fairchild AFB, WA; 121st TFW Rickenbacker ANG, OH; 190th AFG Forbes Field, Topeka, KS; 176th RMS, Alaska ANG; and 129 ARG Moffet Field, CA.

Although laden with a heavy workload, the squadron provided logistical support for various exercises (Combat

Sage, Commando Sling, Cope Thunder, Provide Comfort II, Combat Archer, Cobra Gold, Operations Coronet Nighthawk.) some of which were real world contingencies in Europe, Southwest Asia, the Far East, and in Central America.

Through the dedicated efforts of 154th Logistics Squadron personnel, satisfactory ratings were achieved during the December 1988 and the January 1991 HQ PACAF ORI/LUEI. During the 1991 inspection, three (3) personnel were recognized as outstanding performers: MSgt. Theodoro Canade (LGTM), Sgt. Donna Clark (ACF) and Sgt. Galen Kuwamoto (LGSF).

During September 1992, after Hurricane Iniki devastated the island of Kauai and the Leeward Coast of Oahu, squadron personnel volunteered their support in manning command post and cargo/passenger manifesting stations at the 15 ABW Air Cargo Terminal. On 21 September 1992 the 154th Resource Management Squadron was called to State Active Duty by the Governor of Hawaii for Operation Garden Sweep. Thirty-four personnel from the RMS performed clean-up duties on Kauai. During the month of October-November 1992, RMS personnel provided support in manning Distribution Centers on and assisted in the State Primary elections on that island.

With the reorganization of the 154th Group, 31 October 1994, the 154th Resource Management Squadron was redesignated as the 154th Logistics Squadron under the command of Lt. Col. Willson M. Sakai. Under the control of the 154th Logistics Squadron Commander came Base Supply, Transportation (Vehicle Maintenance/Operations and TMO), and Base Contracting.

On 4 January 1996, after serving over 28 years of faithful and dedicated service with the US Air Force and



the Hawaii Air National Guard, Lt. Col. Willson M. Sakai retired. Lt. Col. Sakai served as the Commander, 154th Logistics Squadron from November 1987 to January 1996. Presently, Major Ronald P. Han Jr. is the acting commander of the 154th Logistics Squadron.

## 154th Logistics Support Flight

### Mission:

The mission of the 154th Logistics Support Flight (154 LSF) is to support the 154th Logistics Group in meeting all of its requirements by providing *quality* staff services. The flight consists of the Maintenance Operations Center (MOC), Plans, Scheduling, and Documentation (PS&D), Comprehensive Engine Management (CEMS), Training Management, Maintenance Analysis, and Maintenance Plans and Programs.

The 154 LSF is commanded by Major William S. Petti and has an authorized strength of 49 enlisted personnel and one officer.

### History:

The background of the 154 LSF is largely associated with the 154th Consolidated Aircraft Maintenance Squadron (154th CAMS) which had its start back in the early days of 1946. Part of the 154th Fighter Interceptor Group (FIG), the 154th CAM Squadron was officially recognized on December 1, 1960. Deactivated on July 20, 1963, the squadron became part of the 154th Material Squadron.

On December 1, 1965, the 154th CAM Squadron was reactivated and remained in existence until 1994 when elements of the old CAM squadron, the 203rd Aircraft Refueling Squadron, and 204th Airlift Squadron were reorganized primarily under the 154th Aircraft Generation and 154th Maintenance Squadrons of the 154th Logistics Group.

The support staff from the old 154th CAM Squadron were augmented by similar personnel from the 203rd ARS, 204th AS, and 154th Logistics Squadron to become the 154th Logistics Support Flight under the 154th Logistics Group. The flight earned federal recognition on July 12, 1995.

In the short time the unit has operated as a flight, they have accomplished many firsts. The staff coordinated the development and design of the LG Internet Home Page; became the first ANG unit to consolidate the Information Management function; accomplished its first LSF Unit Self Assessment; developed and designed many of the management tools resident in the LAN "Y" drive for all HIANG to review; instituted the first unit Quality Awareness Training Program.

Staff functions initiated several programs which enhanced the 'Customer Service' concept for the unit. Some of the initiatives included: Training Management - Developed the HIANG's first Covey Time Management

Training Program; established a satellite office on the 'heavy side' of the base to enhance customer support; successfully downloaded personnel reports from the MPF's PCIII file and CAMS' training files, making them useable for unit managers to use; created a training file to finally track training requirements for the Supply functions. The Plans and Programs office (formerly known as Programs and Mobility) simplified procedures for requests for orders via LAN; designed a budget analysis/financial management report to monitor unit funds; improved



mobility procedures by originating a Mobility Process Action Team. The Plans, Scheduling and Documentation section continues to provide outstanding plans for maintenance inspections and flying scheduling, integrating the Engine Management function into a smooth working team to insure all aircraft inspection requirements are met on time. The Maintenance Operations Center (MOC) has consolidated the into one smooth team of dispatch specialists, monitoring aircraft maintenance and specialist availability for all 3 weapons systems. The Maintenance Analysis office has increased its area of responsibility, moving from producing analysis reports to implementing and managing the local area network program for the Logistics Group; managing the computerization program for the Group; managing the Computerized fault Reporting System for USAF and McDonnell Douglas Aerospace; coordinating with Training Management in computer training programs; designed the LG Metrics reports which have become a standard for the Wing Metrics; developed and designed a unit comparison report as a benchmark, depicting status of aircraft comparisons for the F-15, KC-135 and C-130 aircraft in the ANG.

Currently, members of the LSF are organizing themselves under a strategic plan to provide its customers with the best service possible.





# 154<sup>th</sup> Support Group

The Headquarters 154 Support Group (154 SPTG) is one of four major organizations of the 154 Wing. Located at Hickam Air Force Base, Hawaii, the group provides management and direction to five assigned units. The unit has a federal and state mission. The federal mission is to provide trained units and qualified individuals to be available for active duty in the Air Force in time of war, national emergency, or times as national security may require. The state mission is to defend the State of Hawaii and its people from mass violence, originating from either human or natural causes.

The Group was federally recognized on 31 October 1994 and is assigned five subordinate units: the 154 Civil Engineer Squadron (CES), the 154 Security Police Squadron (SPS), the 154 Communications flight (CF), the 154 Service flight (SVF), and the 154 Mission Support Flight (MSF).

## 154<sup>th</sup> Civil Engineering Squadron

September 1967 marked the humble beginnings of what is now the 154 Civil Engineer Squadron. Then known as the Installation Section of the 154 Combat Support Squadron, with a total of 15 personnel led by 2Lt. Hiram Pang, it was not until 8 November, 1969 that the unit was reorganized as the 154 Civil Engineer Flight

assigned to the 154 Fighter Group.



The 70's were the decade of building. The CEF focused its efforts and

energies on various maintenance and minor construction projects both CONUS and home station. Deployments included installation of a fire extinguisher system at an Air Defense Command facility, construction of a storage facility at Makah AFS, Washington, repainting barracks buildings at Barking Sands NAS, Kauai, and reroofing cottages at Bellows AFS, Hawaii. Some of the most rewarding efforts during this time were City & County beautification and community support projects, including the relocation of portable classrooms from Kailua Intermediate to Blanche Pope Elementary School.

Stepping into the 80's the unit continued to foster its



image as a "Can Do, Will Do" organization. Favorite deployment destinations in the early

80's included California and Wyoming for various minor construction and renovation projects. The CEF also began to "BEEF" up its capabilities, and was designated as a Prime BEEF (Base Engineering Emergency Forces) team with an increased manning of 70 personnel in 1984, approximately half of the unit receiving their first Rapid Runway Repair (RRR) training that same year at Eglin AFB, Florida. In 1985 the remainder of the unit received its initial RRR training at Misawa AB, Japan. Just one month after this training, the 154 CEF was officially reorganized as a 94 person Prime BEEF Squadron. The HANG 40 celebration of 1986 was much more than another year for the 154 CES. It saw CES poised at the edge of a new decade of growth and challenges. They embarked upon this road with additional Equipment Operator training and a comprehensive Prime BEEF training plan, pausing from mobility training just long enough to take their construction skills on the road to Clark AB, Republic of the Philippines. Back at home, the Squadron tackled the challenge of bringing its new mobility equipment requirements in line with what was fondly referred to as the "Prime BEEF Bible;" AFR 93-3.

Growth was the buzz word of 1987, and to meet the new manning the squadron added 2 newly commissioned officers to its ranks: 2Lt.s Keith Nakano and Erik Wong. The major deployment of the year was the construction of the MMS building and renovation of Andy South dormitory at Anderson AB, Guam.

In 1988, the unit deployed to Kadena AB, Okinawa, Japan for BRAAT (Base Recovery After Attack Training). BEEF Teams conducted field training establishing beddown procedures and rapid runway repair enabling mission accomplishment and wartime readiness. BEEF teams also perform construction projects of training site hardened



structures and refurbishing existing training facilities. In support of our outerisland GSU at

292nd CCSQ, BEEF and RIBS teams performed mini deployments constructing a warehouse facility during the 1989 summer months. Professionalism and team spirit enabled teams to perform all projects on schedule with quality end products and cost savings to the Hawaii Air National Guard.

In 1990, another deployment to Kadena AB, Okinawa, Japan for BRAAT took place. BEEF Teams concentrated heavy efforts into construction projects and improving facilities for all PACAF BEEF/RIBS training. Construction and completion of a volleyball facility, more hardened structures, and a barbecue area enables MWR evening fun and recreation.

Unit support in 1991 included refurbishing projects at Kekaha Armory, as BEEF teams performed specialized personnel constructing and remodeling of existing facilities to facelift and maintain mission changes. Personnel support was also provided for Pearl Harbor's 50th Anniversary activities.

The 1992 BRAAT deployment to Kadena AB, Okinawa, Japan this time along with RIBS teams and ABO, conducted full scale base recovery procedures in a chemical threatened environment affecting personnel, equipment and decontamination processes.

In 1993, the unit deployed to Kulis ANGB, Alaska, where construction projects and partnership training with 176th CES personnel proved worthy and highly productive, especially during excellent summer weather, with salmon running upstream as long as there was sunshine.

From 1994 to 1996, the unit has participated in deployments to Utah, Okinawa, and Alaska respectively.

Many challenges have been faced and met on the 154 CES's road to the 50th anniversary and we look forward to the challenge of the next 50 years. The squadron is still growing, learning and changing. With its sights set steadfastly on the future, the team looks forward to a new facility and new challenges. We at CES know that nothing is impossible with a family of talented and dedicated individuals functioning as a team.

## 154<sup>th</sup> Security Police Squadron

The 154<sup>th</sup> Security Police Squadron (154 SPS) is located at Hickam AFB, HI. The 154 SPS trains on Air Base Defense and System Security to provide a high standard of readiness to protect USAF resources and air bases. During peace and in State emergencies, the squadron falls under the jurisdiction of the Governor of Hawaii through the State Adjutant General. For National emergencies, the squadron operates under Pacific Air Forces (PACAF). The squadron's strength totals 41 guardsmen of which 2 are full-time. The unit participates in Joint Chiefs of Staff exercises such as Balakatan in Philippines, GCress in

Republic of Korea, and Silver Flag in Nevada. The 154 SPS has helped PACAF units by integrating so their personnel can obtain the training they required. The unit participates in 154<sup>th</sup> Wing exercises at Barking Sands in Kauai, the last being in 1989. The squadron provided personnel for relief efforts to the island of Kauai after Hurricane Iwa in 1982 and Hurricane Iniki in 1992. Also, the 154 SPS provided personnel for additional assisting in security for the President of the United States, Governor of Hawaii, and other dignitaries visiting the island of Oahu.

The 154<sup>th</sup> Security Police Squadron actively involves itself with various community events to enhance the quality of life for Oahu residents. The unit annually supports the MDS Jerry Lewis telethon and the Carol Kai Bed Race. Additionally, the unit provides military burial honors and



color guard details for numerous ceremonies and events throughout the island of Oahu.

The squadron received numerous Air Force Outstanding Unit awards during the past 16 years. The 154 SPS consistently receives Outstanding and Excellent ratings in Operational Readiness Inspections earning superior ratings from the Headquarters Pacific Air Force Inspector General.



The 154 SPS is a valuable asset to the Hawaii Air National Guard, State of Hawaii, and to the community of Oahu. We are a part of the United States Total Force concept.

## 154<sup>th</sup> Services Flight

The 154th Services Flight has truly been through a decade of change, transition and restructuring to meet worldwide demands as well as locally. We have evolved from the Combat Support Squadron's Food Service section to the Services Flight of today. This transformation increased the mission focus from fixed facility food services to a mobility and worldwide deployable team capable of providing support in Mortuary Affairs, Search and Recovery, Billeting and Laundry. As of the early 1990's the Services mission has increased once again entailing the MWR (Morale Welfare and Recreation) program.

Operating from the aging dining hall designed to accommodate only 125 guardsmen, the flight services approximately 700 customers per day



during the UTA. The flight is made up of all traditional guardsmen headed by SMSgt Harry Teramoto, Food Service Superintendent and MSgt. Bernard Song, Dining Hall Supervisor. Throughout the nation, Services was established to maintain these basic military needs in 1986 as the Prime RIBS (Ready In Base Services). March 27, 1988, TSgt Stanley Tanigawa is the first RIBS technician hired, trained at Eglin AFB, Florida and tasked to establish the RIBS program at the Hawaii Air National Guard. July 1988, twenty four Services personnel primarily trained as cooks attended BRAAT (Base Recovery After Attack Training) with the 154 CES. 1988 marked the first edition of Services newsletters by TSgt Jeffrey Camara. Federal recognition took place on April 7, 1989 and established the 154th Services Flight with a 24 man UTC, commanded by Captain Kay D. Sgagias. Aligned under the 154th Mission Support Squadron, the unit was 3 years behind schedule and destined to get back on track. Summer in 1989 challenged the unit with CES projects supporting the 292nd CCSQ and continuous deployment to Kadena AB, Okinawa, Japan and TDY. 1990 increased manning to 34 personnel supporting 154 TAC Hospital in Osan, Korea and realignment under the 154th Civil Engineering

Squadron. 1991 tasked all personnel with deployment to Kauai in support of CAMRON's exercise of DACT. MSgt. Teramoto retired after serving the HANG for 38 years. April 1991, Capt. Phillip Radford from the 179th TFS assumes command of the Flight. Focus on the mobility program made great leaps and bounds which was heavily tested during the Hurricane Iniki Relief efforts in September 1992. Probably the greatest test of our capability to support our disaster preparedness plans and family support networks came with the sudden and quick reactions during the aftermath of the hurricane. Hurricane Iniki was the highlight of the decade providing valuable lessons of planning and validating training. Teams worked extremely well with the Mobile Kitchen Trailer establishing distribution points at Princeville, Kauai in joint effort with Army National Guard teams. Captain Melissa Y. J. Zen assumed command of the flight in June 1994, as Captain Radford would take command of the 154 SPF. Services deployed continuously, but lightly to fulfill biennial requirements of Silver Flag (formerly known as BRAAT) in Okinawa, Japan.

The mortuary affairs mission is an arena of peacetime capability as well as wartime capability. During peacetime, mortuary affairs is providing support to all military members, dependents and the Next of Kin on duty, off duty and retired, and the entitlements applicable to the passing Guard member. During wartime, Services provide teams of personnel capable of receiving and immediately processing those remains of US military members and foreign military members to the nearest Aerial port for shipment and proper identification.

Also under the same realm of responsibility and closely tied to mortuary affairs is the Search and Recovery operations which is also a peacetime and wartime mission. Close coordination with various agencies involved during an aerial mishap, Services teams will assist with search, plotting and recovery of personal property and human remains. Upon recovery of remains, all efforts are made through identification labs and professionals trained to properly identify human remains. Personal property is used to assist identification and returned to Next of Kin.

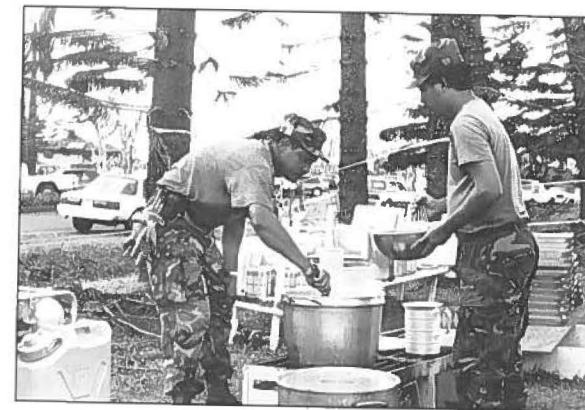
Field laundry operations are in support of deployed forces of large quantities requiring organizational laundry support. The basic deployed equipment is the PLU or Palletized Laundry Unit, UNIMAC and commercial washer and dryer units, which are self contained units and capable of sustaining forces under field conditions. Lodging operations are under field conditions that are



closely tied to Civil Engineering functions during bed-down planning and establish camp layout, design and shelter of personnel. During peacetime or deployed to another military installation, Services teams maintain the Billeting office and operations.

Very similar and closely tied to Billeting is the MWR mission. Providing services of fitness, recreation and morale building operations. This function is very large and different from each military organization. Some of the functions include clubs, gyms, recreation centers and activity centers as some of the more popular functional areas.

Food Service is broken down to field conditions and fixed facility. Each arena supports the basic necessity of



food and water to deployed forces. Field conditions is the most challenging and yet overlooked as a small facet of mobility. Food services is the heart of field conditions and the sustaining of forces.

The new consolidated support facility will provide a much awaited and needed dining facility capable of meeting the support needs of the 154th Wing customers. It will consist of new technologies and equipment providing the proper facility and proper equipment capable of meeting the customer needs in the coming years. As we anxiously await the "show piece of the Pacific", the flight sets their focus on the Hennessey Trophy as the outstanding food service establishment in the Air Force. A lot of memory and repair will remain with Bldg 3400 Room 2A, our old dining hall.

Today, the unit is proud of all the accomplishments and partnerships made throughout the community nationally and locally. Our family support program supports our people, local charities and organizations such as River of Life, Ronald McDonald House, Shriner's Hospital for Crippled Children and Kapiolani Hospital.

We continue to strive for professionalism, mission essential training and providing quality services whenever called upon.

## 154<sup>th</sup> Mission Support Flight

The 154th Mission Support Flight emerged from the 154th Mission Support Squadron on 31 October 1994. The commander at the time was Lt. Col. Gervin Miyamoto. On 4 December the same year he handed the command reins to Major Susan Higgins, Director of Personnel since 1990. The flight included the Consolidated Base Personnel Office now called the Military



Personnel Flight, and the old Base Administration section now known as Information Management.

Just as the names and functional alignments changed, so did the people. In December 1994 SMSgt Lloyd Kagawa retired as Base Training Manager and in July the following year Chief Darryl Ho retired after 28 years with the personnel office. MSgt. Iris Kabazawa became the new Military Personnel Flight Superintendent and MSgt. Carol Keanini Base Training Manager.

The reorganization did not slow down the ops tempo any. Wartime responsibilities for personnel moved to the forefront. Two members of the unit had visited Alaska in 1992 to see the Personnel Contingency Operations Team in action and returned to build our own PERSCO Team. Two members of the team deployed with PACAF to support Team Spirit in 1994. Two years later the whole team were involved in a worldwide test of the wartime operating systems known as CLEAR LIGHT. They performed extremely well; the PERSCO Team was on its way.

In November 1995 the Flight deployed as a unit



to Bellows Air Force Station to try out their combat skills. They planned and organized the whole event that involved setting up and breaking down their own campsite. For two days members of the unit practiced their chemical warfare defense skills; they ate in field conditions (food prepared by services personnel in their new mobile kitchen) and accomplished several of their annual ancillary training requirements, including their PT run.



They even joined forces with the marines who provided briefings on their artillery equipment and then took several members for a ride along the beach in their HumVees.

The following year members of the Military Personnel Flight participated with the Phoenix unit in a two week test of their capabilities. In chemical warfare gear they set up and operated their Combat Personnel Computer System to provide personnel accounting and information to commanders deployed to any area of operation. They handled emergency situations, casualty reporting and unique requests for information. As they read reports of the devastating bombing of the barracks in Dhahran in June 1996 they knew that they too were capable of performing the tasks required of the PERSCO Team there. The faces in recruiting have changes too. MSgt. Fukui, MSgt. Geolina and TSgt Hu followed SMSgt Saunders into retirement. Their replacements have taken on the challenge of recruiting to 100% in a HIANG much larger than before. Over 2500 authorizations must be filled from a rapidly dwindling resource pool. The active duty draw-down has slowed to a trickle but still the new recruiting team meet and exceed their goals.

The reorganization has not stopped yet. The next move will be to follow the Air Force lead in information management. Already SMSgt Kenny Young's position had moved into the communications flight. Soon the rest of the old base administration will follow, and still the unit continues to do an outstanding job. It seems the old adage is true. The more things change, the more they stay the same.

## 154<sup>th</sup> Communications Flight

The 154 Communications Flight was originally formed as the 154 Mission Support Flight in July 1987, with one officer and 28 enlisted people, providing day-to-day telecommunications support for the Hawaii Air National Guard as the Base Support Element. The 154 Mission Support Flight, at the time of Federal Recognition, was an Air Force Communications Command gained unit, but when the Air Force Communications Command was deactivated, the gaining command became PACAF. The flight consisted of a command section, data operations, ground radio maintenance, and visual information. The data operations section was responsible for the Unisys

System 11, which was connected to the Base Level Computer at the 1947 Communications Group at Hickam Air Force Base. The ground radio maintenance



provided routine and periodic maintenance for the 154 Composite Group land mobile

radios and air to ground radios in the Combat Alert Center. Visual information provided still photographic support and limited support with Beta format video equipment. In October 1989 the 154 Communications Flight received its first commander as there had not been an officer on board at the time of Federal Recognition.

In October 1995 the 154 Mission Support Flight was deactivated and renamed the 154 Communications Flight with one officer and 34 enlisted positions. For the first time, the 154 Communications Flight had a mobility mission as the 6 additional enlisted positions were the Combat Ace, which was a small group with sufficient equipment to establish minimal communications capability for the wing commander when deployed to a bare base. Additionally, the visual information section also had a deployable mission to provide support to any Air Force unit operating in the field. The mission of the 154 Commu-



nications Flight changed drastically as the main frame computer had been replaced by a local area network connecting all of the Hawaii Air National Guard units on Oahu as well as extending into a Wide Area Network, which provided connectivity to the Geographically Separated Units located on the Big Island, Maui, and Kauai. With the advent of the local and wide area network, the operations section began to provide day-to-day support to maintain the operational capability of the local area network. The ground radio maintenance was replaced with communications maintenance people providing support for the local area network and microcomputers in the field.

With new technology providing additional telecommunications capability, the work has become increasingly complex for the 154 Communications Flight. The addition

of the Air National Guard Warrior Network now provides video teleconferencing via a down link from a satellite. The signal from the down link will eventually be transmitted throughout the Hawaii Air National Guard compound, as well as connecting to our units at the main base. The 154 Communications Flight will also be installing telephone switches at Hickam Air Force Base, which will provide the capability of transmitting voice, data and image throughout the Hawaii Air National Guard units at Hickam Air Force Base as well as to the units at Hilo and Maui.

The future of the 154 Communications Flight is bright as the Air National Guard Readiness Center at Andrews Air Force Base has recently added 4 full-time technician positions to support the many new systems the 154 Communications Flight has installed. Additional new systems are being funded and downward directed by staff agencies: one such system is the Command and Control Information Processing System, C2IPS, which is being funded by the Air Mobility Command at Scott Air Force Base. This system maintains the scheduling information of all Air Mobility Command aircraft throughout the world, and it will include the scheduling information for the 203 ARS, which fly the KC-135 tankers.

## 154<sup>th</sup> Medical Squadron

As we gaze back over the last ten years to where we left off at the 40th celebration, many changes have taken place in the 154th Medical Squadron. Back in 1986, the unit was designated as the 154th Tactical Hospital and was commanded by Lt. Col. Norberto Baysa. The hospital was in the throws of robbing from a 52 person unit to a 73 person unit with a new wartime mission to support a second echelon medical facility. Name changes seem to be in, keeping with the changing wartime mission. When the 154th Tactical Hospital was redesignated as the 154th Medical Squadron in May 1994, patient retrieval and generation unit taskings were added to the second echelon personnel package tasking. There also have been three commanders, Lt. Col. Gildo Soriano, Col. Norberto Baysa (who returned to the unit for a year from his post as State Air Surgeon) and Col. Myron L. Tong, the unit's current commander. Col. Tong is the first non-physician commander in the history of the unit.



With the downsizing of the active Air Force, The 154th

Medical Squadron, along with most other medical units, absorbed new wartime tasking as part of the total force. Medical readiness training became the new buzz word



for us as we worked and trained with the active duty forces. Annual training deployments to Air Force medical treatment facilities in Alaska, Japan and Korea were part of the training regime to provide clinical and hands on training for our personnel. The unit also deployed twice to



Medical Readiness Training Site in Alpena, Michigan for its quadannual proficiency testing. Competency, proficiency and sustainment are

the new measuring tools to ensure that our guardsmen are capable of performing their wartime mission.

Training, more training and even more training are the keys to our success. However, training is not the only element that consumes our time and effort. As the operations tempo of the units we support has increased, so have the medical requirements. New requirements for worldwide duty include DNA testing, TB testing, Hepatitis A and B immunization, drug testing, and Dental Class 3

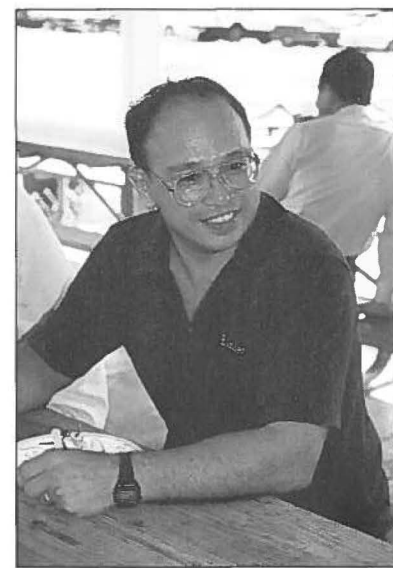


and 4 screening. These requirements add to the demands on the already limited availability of time. The question of how do we do more with less, has always been answered with looking at ways to continually improve the way we do things. As we embark on our quality journey, our focus is on customer service — striving to meet or exceed the expectations of our customers.

# Headquarters 201st Combat Communications Group

The Headquarters 201st Combat Communications Group (HQ 201 CCG) is one of two major organizations of the Hawaii Air National Guard. Located at Hickam Air Force Base, Hawaii, the group provides management and direction to four assigned units on three islands of Hawaii and one in Alaska. The 201 CCG has a federal and state mission. The federal mission is to provide trained units and qualified individuals to be available for active duty in the Air Force in time of war, national emergency, or times as national security may require. The state mission is to defend the State of Hawaii and its people from mass violence, originating from either human or natural causes. The 201st CCG is the lead combat communications unit during all state missions and reports through command channels to the State Adjutant General. In the event of a state emergency, the Adjutant General also serves as the Director of State Civil Defense. In times of mobilization, the 201st CCG reports directly to the Pacific Air Forces (PACAF).

The Group is assigned three combat communications squadrons (CBCS)-the 291st CBCS at Keaukaha Military Reservation, Hilo, Hawaii; 292nd CBCS, in Kahului, Maui; 293rd CBCS, collocated with the group headquarters at Hickam AFB and one combat communications flight (CBCF) the 206th CBCF at Elmendorf AFB, Alaska.



Lt. Col. Myron Dobashi was selected as the new commander for the 201st CCG replacing Col. Jeffrey Okazaki. These units provide command and control communications for tactical air forces and support emergency USAF/State requirements. Additionally, the 297th Air Traffic Control Flight (ATCF), Naval Air



Station Barbers Point, Oahu is assigned to the group. The 297th ATCF provides terminal air traffic control facilities for tactical air forces. The unit also supports USAF/State requirements as necessary.

The 201st CCG participated annually in Team Spirit exercises in the Republic of Korea from 1976 to 1993; serving as the lead USAF communications unit since 1983.

Beginning 1992, up to 100 members of the 201 CCG annually deploy to Thailand for Cobra Gold exercises. In addition, individual members of the group deploy throughout the Pacific theater and beyond to support numerous USAF/Joint DoD exercises and missions. These exercises include Balikatan in the Philippines, Cope North in Japan, Northern Edge in Alaska, Vector South in Diego Garcia, Tandem Thrust on Guam, and Ulchi Focus Lens in Korea.

The HQ 201 CCG and its assigned units received the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994. In recognition of superior performance and contributions to the Air National Guard, the National Guard Bureau presented the 201 CCG with a Recognition Award for the Excellent rating received during their PACAF Operational Readiness Inspection from October 12, 1994 to November 7, 1994. The 201st CCG continues to accept today's combat communications and air traffic services challenges, and will meet tomorrow's. The people of Hawaii can indeed be proud of the men and women of the 201st CCG as they continue to perform their duties as members of the Hawaii Air National Guard.

## 206<sup>th</sup> Combat Communications Flight

The 206th Combat Communications Flight (206 CBCF), Alaska Air National Guard, is a subordinate unit of the 201st Combat Communications Group, Hawaii Air National Guard. With the inclusion of the 206 CBCF, the Global Reach of the 201 CCG has been extended some 5,000 miles! From October 1, 1987 through March 31, 1993, the unit was known as the 176th Communications Flight. Under this designation, the unit was charged with



the support of a Collocated Operating Base (COB) within the National Alliance Treaty Organization (NATO) theater. Under the command of Maj. Richard Johnson, the 206 CBCF supplements the mission capabilities of the 201st by adding two major UTC's - the Quick Reaction Package, TSC-107 and the Satellite Communications Package, TSC-94. During this period, the unit participated in various exercises based in the United States in preparation for execution of the European mission.

In September 1989, the unit deployed to Nordholz NAS, Federal Republic of Germany in support of NATO exercise CORONET INDIGO. During the same year, the unit was called to state active duty to provide communications support to the Exxon Valdez oil spill. Unit members responded to this event within hours of the incident and remained on site providing assistance to the clean-up operation for 45 days. Personnel provided tactical satellite communication support throughout the area of operations and deployed directly to the command bridge of the Exxon Valdez. Their support was instrumental in providing

essential command and control to state agencies. In September 1991, the unit deployed to Bergstrom AFB, Texas for an Operational Readiness Exercise. In



the course of this five day event, flight members excelled in every aspect of the operation. They were recognized as the "Communications Flight by which to set the standard."

Effective April 1, 1993, the unit became a PACAF gained combat communications flight and was redesignated as the 206 CBCF.

The unit's primary mission is to support combat air forces within PACAF with initial deployment communications. The principal means of this support is through the employment of a Super High Frequency, Satellite Communications Terminal, TSC-94A/V1, and a Quick Reaction Package (QRP), TSC-107. The QRP provides UHF-VHF secure air-to-ground radio, HF secure voice, record communications, and a tactical switchboard for voice communications.

the support of a Collocated Operating Base (COB) within the National Alliance Treaty Organization (NATO) theater.

The flight received the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994. As the newest member of the 201st team, the 206 CBCF continues a proud and rich history.

## 291<sup>st</sup> Combat Communications Squadron

The 291st Combat Communications Squadron (291 CBCS) is located at the Keaukaha Military Reservation, Hilo, Hawaii. Activated into federal service March 6, 1967 at Hickam Air Force Base, Oahu, Hawaii, the organization relocated to temporary World War II vintage quarters on the island of Hawaii, March 1976. In October 1982, the unit moved to its current facilities. The Squadron is one of five subordinate units of the 201st Combat Communications Group.



The federal mission of the 291 CBCS is to provide Command and Control communications services for the USAF wartime contingency requirements. To accomplish this mission, the organization is presently assigned 32 mission capable packages. Packages consist of 90 wartime tasked manning positions. The total military strength is 143 personnel with 25 full-time Air Technician or Active Guard/Reserve positions.

The 291 CBCS maintains a constant readiness posture to provide timely USAF communications support to worldwide missions. The unit provides training for its personnel and equipment in both exercise scenarios and real world contingency operations. The squadron annually supports major Joint Chief of Staff (JCS)



exercises in the Pacific Theater including Reception, Staging, Onward Movement and Integration (Republic of Korea), Cobra Gold (Kingdom of Thailand), Ulchi Focus Lens (Republic of Korea), Tandem Thrust (Guam), Northern Edge (Alaska), Cope North (Japan), and Foal Eagle (Republic of Korea). The unit also supports a number of real



world contingencies as Operation Restore Hope in the Kingdom of Saudi Arabia and Operation Prompt Return in Wake Island. During the years of 1986-1989 and 1990, the 291 CBCS supported the JCS exercise of Team Spirit in the Republic of Korea. Team Spirit combined United States' Air Force, Army, and Marine units along with the host country's armed forces. Besides providing communication capabilities in the Korean theater, the 291 CBCS impacted the community with charitable donations of food, clothing and manpower to support local orphanages. Every January



In support of Cope Tiger, a joint allied exercise in Thailand, three personnel provided satellite communications to the 18th Tactical Fighter Squadron from Kadena AB, Okinawa, Japan, Thailand and Singapore in May 1995. When June 1995 rolled around, the unit sent evaluators to Hammer Eagle to train the 242 CBCS from Washington on the SB-3865. Unit Level Circuit Switch. The 291 CBCS continues to support Federal Drug Enforcement (Steady State) and local

Drug Enforcement operations with personnel and equipment. Duty called July 1995 for Operation Prompt Return on Wake Island, a repatriation program for Chinese illegal aliens, and the unit answered. Volunteers from the 291 CBCS assisted active duty forces in humanitarian relief, land mobile radio, and generator support. December 1995 and 1996 saw the unit participating in Balikatan. This joint exercise located at Ft. Magsaysay, Philippines, involving over 2,000 Philippine and US troops. During the Mt. Pinatubo volcanic eruption, troops participated in relief operations in areas devastated by the eruption.

Over the years, the 291 CBCS repeatedly has proven it can provide immediate and professional support to its state mission: To defend the State of Hawaii and its people from mass violence, originating from either human or natural causes. During the 1979 volcanic eruption, the unit provided UHF/VHF/HF mobile radio communications, generators, and personnel to the County of Hawaii Civil Defense assisting in evacuating endangered residents.



After the devastation of Hurricane Iwa in November 1982, personnel and generators were deployed to Kauai. In

1983, the 291 CBCS provided needed generators and support personnel to the County of Hawaii to the water pumping stations during extreme drought conditions. In the afternoon of September 11, 1992, Hurricane Iniki, a category four hurricane, shattered the island of Kauai. By 7:30 the following morning, a HIANG C-130 aircraft loaded with 23 personnel, generators and radio equipment from the 291 CBCS landed on Kauai and began relief efforts for 50,000 residents. Volunteers from the unit fed over 130 hurricane victims with donated foods and equipment.

The squadron received the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994. The 291 CBCS proudly continues its mission of service and excellence. It strives to provide the most expedient, professional and reliable communications to the missions of the USAF and State of Hawaii.



since 1993, the unit provided several instructors and aggressors for the 201st Combat Communications Group's Mobility

Survival Training School. This school teaches the newest members of the group how to survive in various combat situations. Active in the community, the 291 CBCS yearly supports the fund raiser SuperKids for the American Lung Association. The unit supplies group leaders for activities and soliciting donations for auction. Always prepared to serve, the 291 CBCS sent two personnel from August to October 1993 to Operation Support Justice IV in Colombia. The personnel brought expertise in satellite communication and generator support, often under hostile conditions, to support the federally funded drug interdiction operation. In June 1993, volunteers participated in the 1st Annual Moonlight Madness Run/Walk to raise money for the American Cancer Society. The team won first place for Best Campsite and third place for Most Money Raised by a team. During Cobra Gold 1994, the 291 CBCS became the lead unit for communications in Thailand. Unit personnel on their off duty time taught English classes for Thai military personnel and worked with the chaplain in community service activities.



## 292<sup>nd</sup> Combat Communications Squadron

The 292nd Combat Communications Squadron (292 CBCS) is located at Kahului, Maui, Hawaii. Activated into federal service on October 13, 1967 at Hickam AFB, Hawaii, the 292 CBCS relocated to Wailuku, Maui November 1977. The unit moved to its present facilities February 1984.



The 292 CBCS trains to maintain a high state of readiness to provide tactical command and control communications and to support a variety of operational requirements. During peace and in State emergencies, the squadron falls under the jurisdiction of the Governor of



Hawaii through the State Adjutant General. For national emergencies, the 292 CBCS operates under leadership of the Pacific Air Forces (PACAF). The squadron's strength totals 134 guardsmen of which 22 are full-time personnel.



This unit regularly participates in Joint Chiefs of Staff exercises as Team Spirit in the Republic of Korea, Cobra Gold and Cope Tiger in Thailand, and Northern Edge in Alaska. The squadron provided personnel and equipment for relief efforts to the island of Kauai after Hurricane Iwa in 1982 and Hurricane Iniki in 1992. In 1995, the unit spearheaded

tactical communications support for Operation Prompt Return on Wake Island.

The 292 CBCS actively involves itself with various community events to enhance the quality of life for Maui residents. The unit annually supports the Maui Special Olympics, the SuperKids competition and the March of Dimes Walk-a-Thon. Additionally, the squadron provides military burial honors for deceased veterans and color guard details for numerous ceremonies throughout the island. Chosen as one of Maui's most active organizations in charitable activities, the 292 CBCS received several State of Hawaii First Lady's Award for outstanding community service.

The squadron received the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994 and selected as the Hawaii Air National Guard's Outstanding Unit for two consecutive years 1994 and 1995. The 292 CBCS consistently excels in numerous Operational Readiness Evaluations and Operational Readiness Inspections (ORI), earning superior ratings from the Headquarters Pacific Air Forces Inspector General during their 1990 ORI, 1992 Quality Air Force Assessment Inspection, and 1994 ORI.

The 292 CBCS is invaluable to the community of Maui, the Hawaii Air National Guard and the United States military's Total Force concept. It is a unit proven to be poised and ready to respond to all tasking and truly deserving of its motto: "Can Do. Will Do."



## 293<sup>rd</sup> Combat Communications Squadron

The 293rd Combat Communications Squadron (293 CBCS) is located at Hickam Air Force Base, Hawaii. The 293 CBCS was federally recognized in early 1967 as a subordinate unit of the 201st Mobile Communications Squadron. After reorganization and subsequent name changes, the 293 CBCS evolved into its present organization as one of five operational units under the 201st



Combat Communications Group, headquartered at Hickam AFB, Hawaii. Lt. Col. Kathleen Berg became the new commander for the 293 CBCS July 18, 1993, replacing Maj. Barry Castellano. As part of the group, the unit provides command and control communications to support USAF and state contingencies and requirements. The 293 CBCS has two missions, federal and state. Its Federal mission is to provide highly trained and qualified individuals at any time and anywhere in the world for active duty in event of war or national emergency or as national security may require. When federally activated, the 293 CBCS is assigned to the Pacific Air Forces (PACAF). The second or State mission is to defend the State of Hawaii and its people from mass violence, originating from either human or natural causes.



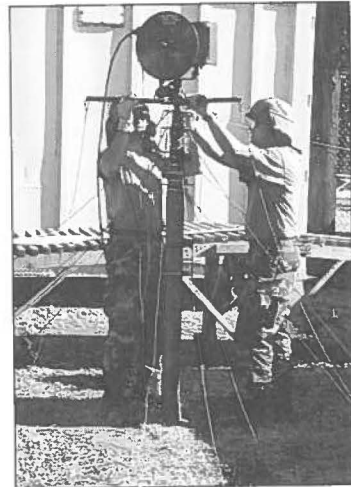
To accomplish both missions, the unit is authorized 150 military members, 18 of whom are full-time technicians or active guard reserve. To support various missions, the unit is assigned equipment such as HF/SSB land mobile radios for



voice communications, UHF/VHF radios for ground-air-ground communications, HF radios for long range voice/teletype communications, automatic telephone switching, secure telephone communications, satellite terminals, wideband microwave radio terminals, and technical control/multiplexing facilities.

Training takes place on Oahu as well as various deployment locations throughout the state and Pacific. The 293 CBCS participated in many Joint Chiefs of Staff (JCS) exercises including fourteen Team Spirit exercises in the Republic of Korea, five Cobra Gold exercises in Thailand, three Cope North exercises in Japan, four Ulchi Focus Lens exercises in the Republic of Korea, Sea Spirit in 1971 in Thailand, Balikatan in the Republic of Philippines, and Reception, Staging, Onward Movement and Integration (RSOMI) in the Republic of Korea. During one of the many Team Spirit exercises in the Republic of Korea, the 293 CBCS was the lead unit setting up a tactical air

base communication site at Kimhae AB, Korea. This allowed for incoming and outgoing message traffic, satellite communication and switch board capabilities for command and control of deployed forces. The 293 CBCS supported the Joint Task Force at Phitsanulok and Korat, Thailand for Cobra Gold 1989 and 1992-



1996. With over 50 personnel participating yearly, the unit provides communication links to allow information to flow from among the 30,000 Thai and US forces taking part in the exercise. Unit personnel on their off duty time taught English classes for Thai military personnel and worked with the chaplain in community service activities. Every two years since 1990, the 293 CBCS joins in a naval and air force exercise, RIMPAC, involving countries throughout the Pacific Theater. Providing ultra high frequency radio support and expertise to both aircraft and ships. In April 1995, the 293 CBCS supplied the large management element and control communications function for RSOMI in Utupao, Republic of Thailand. Duty called and the 293 CBCS answered in July 1995 for Operation Prompt Return on Wake Island, a repatriation program for Chinese illegal aliens. Volunteers made up of a composite team of three squadrons from the 201 CCG, 154th Air Component Squadron, and 15th Communication Squadron, assisted other active duty forces in this humanitarian relief effort, by providing land mobile radio, and generator support. Besides supporting real world contingencies and Joint Chiefs of Staff exercises, the unit actively supported recovery and relief efforts on the island of Kauai, in the aftermath of Hurricane Iwa in November 1982 and Hurricane Iniki in September 1992. For both hurricanes, the unit provided emergency support with personnel and equipment. Unit members received numerous citations in recognition of their outstanding



humanitarian efforts. Additionally in 1993, the unit started training for a communications support role to civil authorities to handle state and local emergencies.

In the aftermath of the 1995 Kobe, Japan earthquake, Mission Aloha was born to provide relief efforts to the victims. The unit collected food, clothing and other donations from various organizations throughout the island of Oahu. The 293 CBCS provided manpower and vehicle support to accomplish the goals set for Mission Aloha. In November 1995, Mission Aloha II got underway. This time to help victims of flooding in the Philippines. Once again, volunteers from this unit stepped up to meet the challenge of coordinating pick-up of donated items as food and clothing for those in need. Since the existence of the Hawaii Food Bank, the 293 CBCS has supported this non-



profit organization by distributing food to shelters and soup kitchens for needy local families. Essential items as blankets, tents, and clothing are also on the list of things distributed to those less fortunate. Throughout the years, the 293 CBCS continues to provide outstanding service and support to the customers it serves. In recognition of this, the 293 CBCS received the prestigious Air National Guard Mission Support Plaque in 1985; the HIANG Outstanding Unit Award for 1985; the National Safety Council Award of Commendation for eleven consecutive years; the National Safety Council President's Award Letter for 1987 and 1988; and the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994.

The 293 CBCS is a vital part of the Hawaii Air National Guard and an invaluable asset to Pacific Air Force and the United States Air Force using volunteerism under the Total Force Concept.

## 297<sup>th</sup> Air Traffic Control Flight

The 297th Air Traffic Control Flight (297 ATCF) is located at Naval Air Station, Barbers Point, Hawaii. The unit relocated from the island of Hawaii to Barbers Point in 1981. In July 1987, the unit moved from its World War II vintage Quonset hut to its present modern facilities. The flight is a subordinate of the 201st Combat Communications Group headquartered at Hickam Air Force Base, Hawaii.

The mission of the 297 ATCF is to provide terminal air traffic control services for tactical air forces and U S Air Force emergency requirements. To accomplish this mission, the flight is assigned 74 military members, 13 of whom are full time.

The 297 ATCF maintains a posture of readiness to provide timely support to any worldwide mission. The unit constantly exercises to ensure both its personnel



and equipment have the ability to respond and perform. Training takes place at various locations throughout the state and Pacific theater. In 1988, 1989 and 1993, the unit provided air traffic services and deployed their Air Traffic Control and Landing Systems in support of Team Spirit in the Republic of Korea. The 297 ATCF performed in an outstanding manner and became the first Air National Guard unit to perform this function overseas. Supporting Sentre Vigilance yearly since 1987, the 297 ATCF sends air traffic controllers to Volk Field, Wisconsin and Alpena, Michigan. At these locations, Sentre Vigilance trains controllers and both national guard and active duty flying units for Operational Readiness Inspections and operational exercises. Always there when you need them, the 297 ATCF assisted the lead combat communications squadrons in Cobra Gold 1989 and 1992 by augmenting ground power and radio mainte-







nance crews. In May 1991, the unit was placed on stand-by alert by Pacific Air Forces to deploy and provide air

traffic services at Bangladesh, India. Once again in demand the 297 ATCF assisted the active duty Air Force in Honduras by providing controllers for Fuertes Caminos, a nation building mission. By August 1992, the 297 ATCF again was placed on stand-by alert to deploy to Kadena AB, Okinawa, Japan. While standing alert in August of 1992, the unit provided emergency generator power for the Defense Information Systems Agency-Pacific (DISA-PAC) after the agency experienced a catastrophic power failure. Within a moments notice, the unit deployed equipment and personnel to sustain DISA-PAC's operations. In September 1992, PACAF tasked the 297 ATCF to deploy its TRN-26, Tactical Air Navigation System (TACAN), to Yokota AB, Japan in support of the base TACAN modification program. The deployed TACAN supported all flying requirements and redeployed home upon completion of the modification program in March 1993. Knowing this unit's expertise, Pacific Air Forces tasked 297 ATCF radar maintenance personnel in February 1994 to tear down and pack a MPN-14K, Landing Control Central (mobile radio), at Kunsan AB, Republic of Korea for redeployment to McClellan AFB, CA. Since April 1996, the 297 ATCF has provided air traffic controllers, radio maintenance and TACAN maintenance for Operation Joint Endeavor to support active duty forces in Tazsar, Hungary. This location is the



primary airlift staging area for troop movement and supplies in and out for the Bosnia/Herzegovina peacekeeping mission. Training activities and real world support reflect the continuing capability of unit members to provide dependable communications and air traffic control

services anywhere in the world.

The 297 ATCF uses several equipment packages to accomplish its mission including the MPN-14K (Ground Control Approach Radar), TSW-7 (Mobile Control Tower), TRN-26 (Tactical Air Navigation System), mobile generators, and a fleet of tactical vehicles. The unit excels



in performing its state mission of protecting life and property in the event of natural or human disasters. In November 1982, the 297 ATCF provided emergency generator support to residents of Kauai after the destruction of Hurricane Iwa. After Hurricane Iniki devastated Kauai September 11, 1992, the unit provided air traffic control services for military aircraft at Barking Sands, Kauai. Emergency generators and numerous personnel were deployed to support overall relief efforts. Numerous citations were awarded to unit members for outstanding humanitarian service.

The flight received the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994.

## 298<sup>th</sup> Air Traffic Control Flight

The 298th Air Traffic Control Flight (298 ATCF) was located at Pacific Missile Range Facility Barking Sands, Kauai. In 1975, the unit relocated from Hickam AFB, Hawaii and initially garrisoned at the Kekaha National Guard Armory on the island of Kauai and moved to Barking Sands in 1979. Federally recognized unit in March 1, 1976 and deactivated April 1, 1996, the flight was a subordinate unit of the 201st Combat Communications Group headquartered at Hickam Air Force Base, Hawaii. Lt. Col. Roy C. Smith commanded the unit from December 22, 1987 until its deactivation.

The mission of the 298 ATCF was to provide terminal air traffic control services for tactical air forces and support U. S. Air Force wartime and emergency requirements and to provide these services to the state of Hawaii in support of civil authorities. To accomplish this mission, the flight was assigned 72 military members.

The 298 ATCF maintained throughout its operation a



posture of readiness to provide timely support to any worldwide contingency. The unit constantly exercised its personnel and equipment to ensure that both had the ability to respond and perform. Training took place on Kauai as well as various deployment locations throughout the state and world, including Team Spirit exercises held in the Republic of South Korea, Cobra Gold in the Republic of Thailand and Sentre Vigilance in Alpena, Michigan and Volk, Wisconsin.

The 298 ATCF accomplished its mission utilizing several equipment packages. The major ones were the Ground Control Approach Radar (MPN-14), the Mobile Control Tower (TSW-7) and the Tactical Air Navigation System (TRN-26).

The unit admirably performed its state mission to protect life and property in the event of a natural or human disaster. In September 1992, Hurricane Iniki struck the island of Kauai, knocking out all electricity and leaving property damage exceeding millions in dollars. The 298 ATCF provided generators for electrical power to run pumps used to furnish essential water to the devastated island; one to and communication sites. In addition, the unit provided IFR approach control services 24 hours a day at Barking Sands airfield with its Tactical Air Navigation System and mobile radar. The 298 ATCF also staged its mobile tower (TSW-7) at Lihue as a backup



to the damaged FAA tower. Unit members assisted in installing plastic on damaged roofs, distributed food and water, helped in the island clean up, and acted as a focal point for community leaders on the west side of the island. Due to the diligent effort of the air traffic control flight,

initial relief support was able to get through to the citizens of Kauai. Numerous awards and citations were presented to the unit and its members for outstanding contributions during and after the hurricane. When Hurricane Andrew destroyed Homestead AFB, FL., the air defense alert mission shifted to NAS Key West. Since the US Navy operated their air traffic control facilities for only 16 hours a day, their manning did not support round the clock alert mission. The Air National Guard stepped in and provided air traffic controllers to augment the Navy's controller force. Two controllers who answered the call to duty came from the 298th ATCF. Following the heels of Team Spirit 93 in the Republic of



Korea, this unit sent a member to Cobra Gold 93, a Joint Chiefs of Staff exercise in the Republic of Thailand. Upon request from HQ PACAF, four ATC radar technicians from the 297 and 298 ATCFs manned MPN-14K radar operations at Kunsan, AB, Korea in May 1994. March through September of 1994, Sentre Vigilance an exercise testing the operational readiness of flying units, was sustained by five personnel from the 298 ATCF at the Combat Readiness Training center at Volk Field, WI and Philips-Colins MI. In October 1994, the 298 ATCF supported Operation Steady State (formerly known as Support Justice IV), a federal drug enforcement program. Men and women of the 298 ATCF supported the 242 ATCF from Spokane, WA, during Falcon Ace 95, a 12 day mobility and ATC maintenance and operations training exercise. The 298 ATCF provided valuable support and equipment loans allowing the 242 ATCF to practice its real world mission.



The flight received the Air Force Outstanding Unit Award for the period January 1, 1993 to July 31, 1994.

The 298 ATCF maintained its readiness throughout its history, proving its ability to successfully respond to exercises inspections and emergencies. The 201 CCC bids a fond farewell to the faithful men and women of the 298 ATCF.

# HIANG Family Support Program

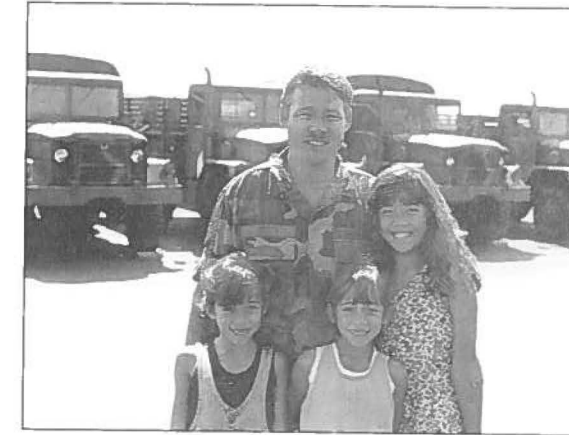
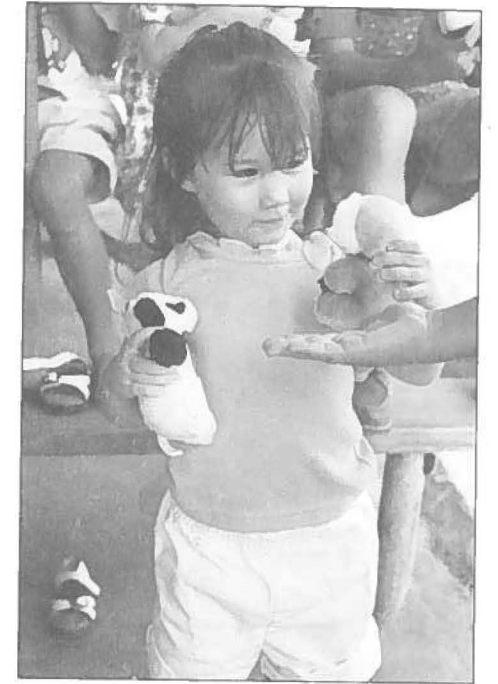
The mission of the Hawaii National Guard Family Support Program, in operation since its inception in 1987, is to serve as the Commander's primary source for programs which enhance readiness of service members and their families, contribute to the overall morale and welfare, and establish pre- and post-mobilization family assistance support requirements, responsibilities, resources, and procedures to support the mission of the Hawaii National Guard.

The heart of the program resides at the unit level, where key unit members and family volunteers join together to form a Family Support Group that involves, informs, prepares, and integrates them into the same team to support the family and the Guard missions. For the family member, this serves to create a network of communication and support, improve awareness and helps develop a positive attitude towards themselves, the unit and the Guard. For the unit member, this provides the assurance that family members will have support and be provided for in the event of their absence and commitment among unit members and lessens distracters in accomplishing the mission. For the Guard, this helps to make family members truly a part of the Guard team and results in retaining quality unit members. Activities such as

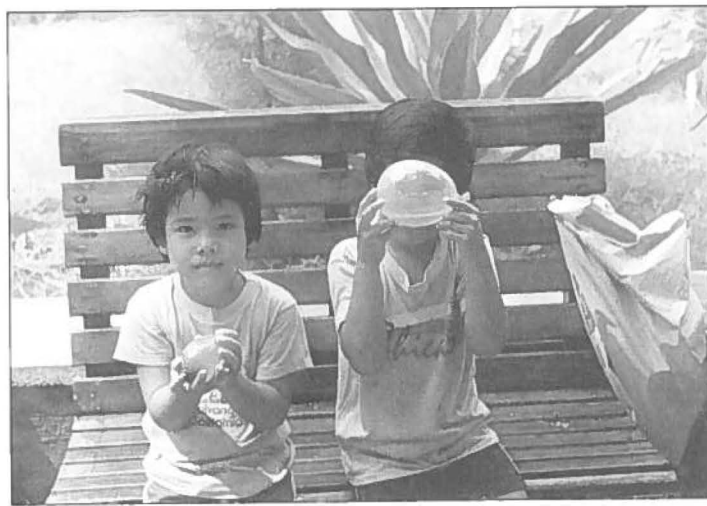
annual conferences, island workshops, newcomer and family member briefings, Family Team Building and Parent training, family activities, and homecoming events help to facilitate the Family Support Group success.

The HIANG Family Support Group helped coordinate collection of "Christmas Care Packages" which were sent to loved ones of the 154th Wing who were participating in the HIANG's first "real world deployment" in Incirlik, Turkey. Christmas cheers were captured on film as the Visual Information Flight filmed family members who wanted to wish their loved ones a Merry Christmas and a Happy New Year. This video was sent with Col. Mike Tice as he visited with the troops during the Christmas holidays in Turkey. The Family Support Group played a major role during the planning stages of the welcome home ceremony and program when the HIANG returned from Incirlik. Family members waited patiently with signs and banners at the AMC Terminal anxiously awaiting the return of their loved ones.

The State Family Support Group Program Coordinator, Maj. Marty St. Louis, is the Adjutant General's special staff officer for family matters. MSgt., Rose Vendiola, 154th Mission Support Flight, is the Air Guard's point of contact for the Family Program.



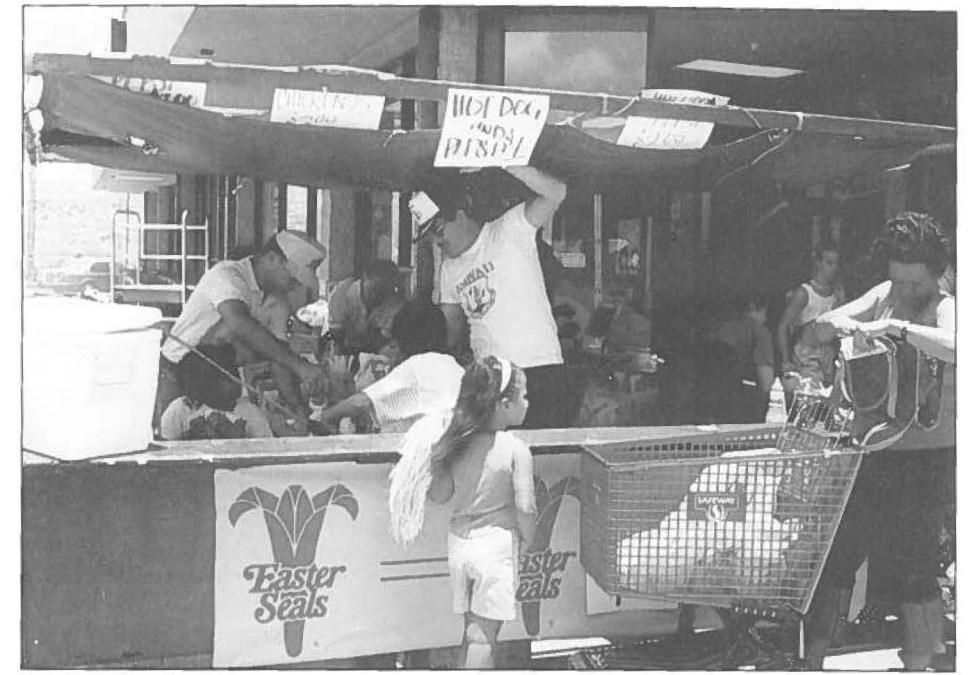
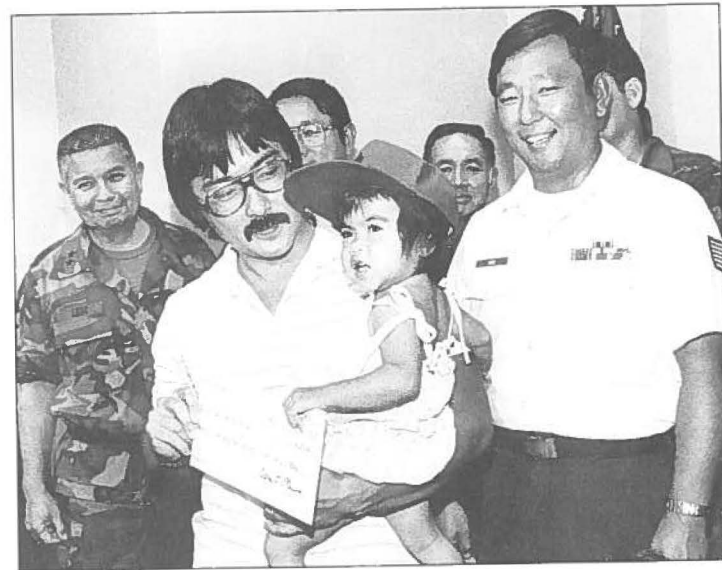




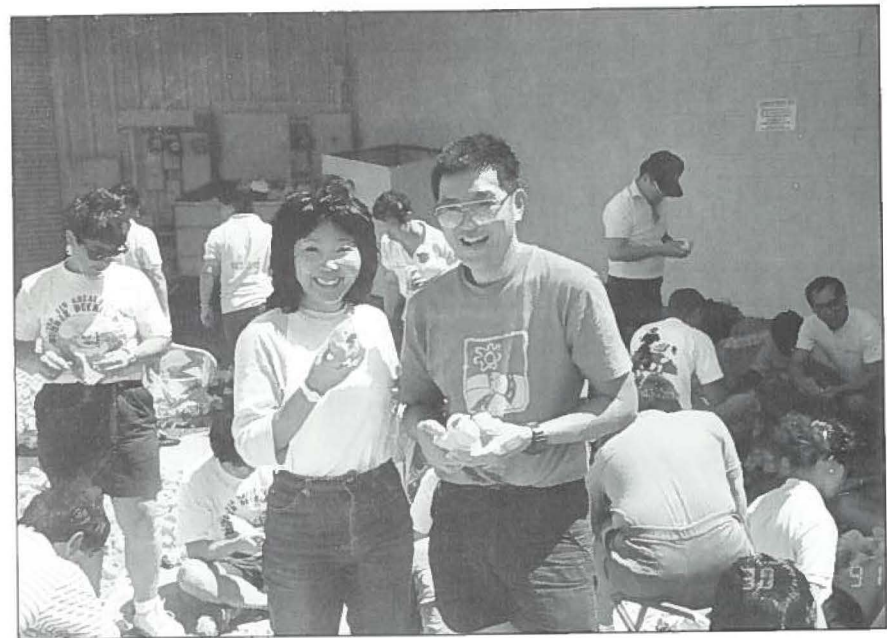
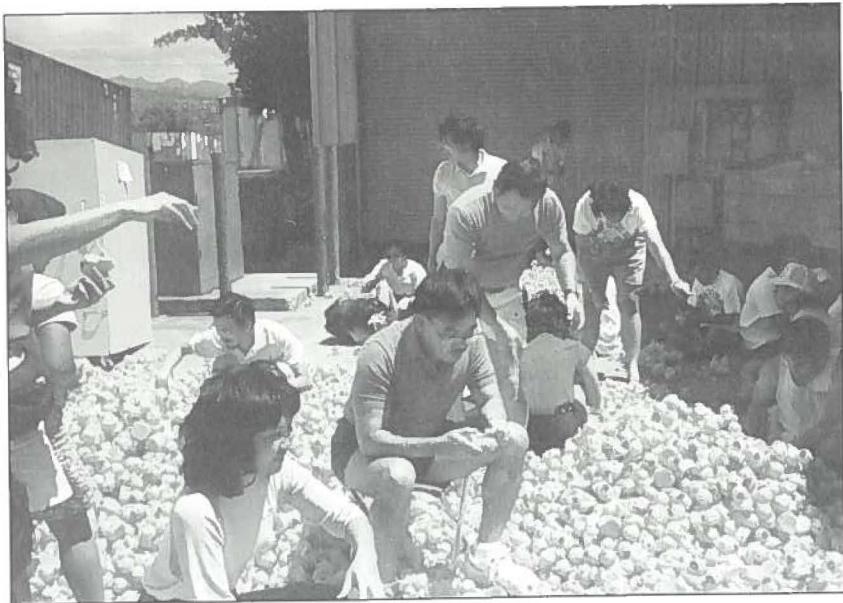




# Community Programs









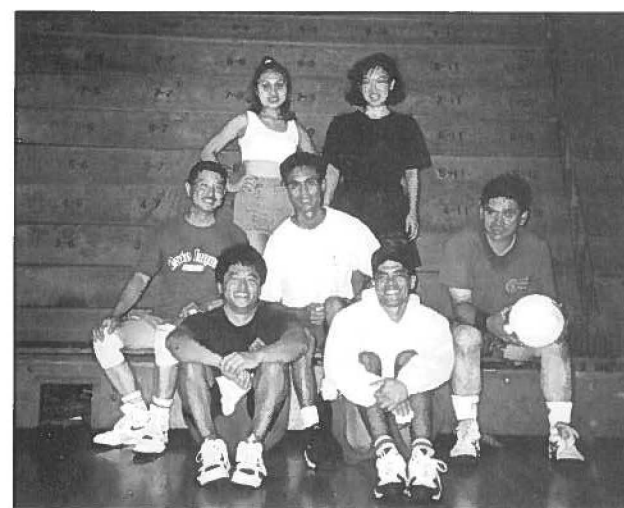


## HIANG Athletic Program

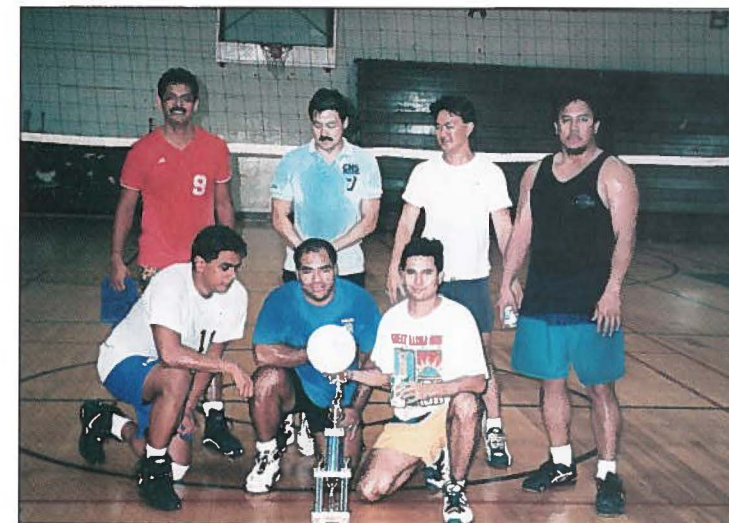
The HIANG Athletic Program is managed by the HIANG Athletic Council. It consists of representative members from the various Groups with the HIANG. Each year they help plan, organize and direct three major athletic events, softball, volleyball and basketball. Their primary goal is to provide a quality athletic program for the men and women of the Air

National Guard under the objectives of HIANG Instructions 34-101.

Friendly competition, participation and camaraderie are paramount in these annual activities. This program helps to unite and reacquaint many participants with their working counterparts on the neighbor islands. It offers athletes as well as sports lovers a chance to get together for a weekend of fun and activity.





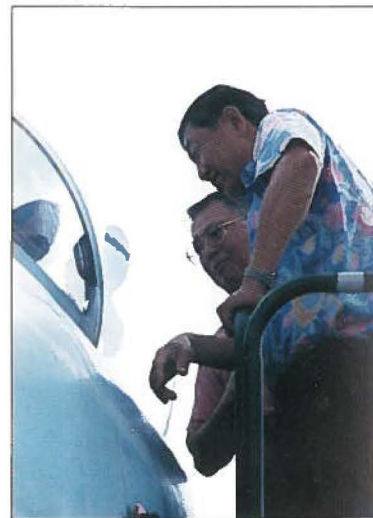








# Faces of the Past



## Five Decades of Service Excellence

### Compiled by:

MSgt. Fred M. Higa, Chairperson  
 Capt. Nahaku A. McFadden, HQ 201st CCG

with outstanding support from the  
 following individuals:

Lt. Col. Edwin Miyahira, HQ HIANG  
 Col. Michael Tice, HQ 154th Wing  
 Col. Myron Dobashi, HQ 201st CCG  
 Col. Peter Pawling, 154th OG  
 Col. Richard Hastings, 154th SPTG  
 Lt. Col. Mick Melich, 154th LG  
 Lt. Col. Gary Peters, 199th FS  
 Lt. Col. Eric Kanja, 154th OSF  
 Lt. Col. Norman Nitta, 154th ACS  
 Lt. Col. Patrick Casey, 150th ACWS  
 Lt. Col. Bruce Minato, 154th AGS  
 Lt. Col. Kyle Breedlove, 154th CF  
 Maj. Terry Hudson, 154th MXS  
 Maj. Ron Han, 154th LS  
 Maj. William Petti, 154th LSF  
 Maj. Susan Higgins, 154th MPF  
 Maj. Marty St. Louis, HIARNG  
 Capt. Charles Anthony, HQ HIANG  
 Capt. Nahaku McFadden, HQ 201st CCG  
 1Lt. Sandy Nakano, 203rd ARS  
 2Lt. Gaye Araki, 169th ACWS  
 MSgt. Jeff Camara, 154th SVF  
 MSgt. Scott Duffield, 154th SPF  
 MSgt. Anthony Silva, 154th CES  
 MSgt. Sam Wong, 204th AS  
 MSgt. Peter Spurlin, 199th WF

### Editing:

Capt. Elsie Coopman  
 Capt. Nahaku McFadden  
 MSgt. Jeff Camara  
 AIC Laura Ellis

### Design & Layout:

Capt. Nahaku McFadden  
 TSgt. George Galisinao

### Cover Layout:

TSgt. Wayne Pontes  
 TSgt. George Galisinao



