

HANG 25

2-



HISTORY OF THE HAWAII AIR NATIONAL GUARD

4 November 1946 – 3 November 1971

H
355.351
H



EXECUTIVE CHAMBERS
HONOLULU

JOHN A. BURNS
GOVERNOR

TO HAWAII AIR NATIONAL GUARDSMEN:

On behalf of the citizens of our great State of Hawaii, it is my pleasure to salute you on your 25th Anniversary.

The contributions made throughout these years to our Nation and State have been outstanding. As your Commander-in-Chief, I note with pride, and congratulate you, on your continual operational capability and active air defense of our State and people. I look forward to your many successes in the future.

Warmest personal regards. May the Almighty be with you and yours always.

Sincerely,

John A. Burns



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
FORT RUGER, HONOLULU, HAWAII 96816

TO HAWAII AIR NATIONAL GUARDSMAN, PAST AND PRESENT:

Congratulations on your 25th Anniversary!

During these past 25 years, the original nucleus of World War II men has evolved to the present day corps of professionally oriented Ready Reserve Hawaii Air Guardsmen. Your "gung ho" spirit and enthusiasm of the earlier days appear today in your high degree of competence with complex equipment.

You have, and have always had, great pride in unit and ability to accomplish the mission. I know you will overcome any and all challenges in the future.

Sincerely,

Benjamin J. Webster
BENJAMIN J. WEBSTER
Major General, HANG
Adjutant General

LILIHUA LIBRARY
OAHU PUBLIC LIBRARY
HAWAII STATE LIBRARY SYSTEM

HISTORY OF THE HAWAII AIR NATIONAL GUARD
4 November 1946—3 November 1971

COMPILED BY:

Col Walter F. Judd

RESEARCHED BY:

Fiscal Years 1947-1950

Lt Col Harold T. Mattos
Col Robert B. Maguire
CMSgt Robert D. W. Choi

Fiscal Years 1955-1957

Lt Col Arthur U. Ishimoto
Lt Col Kurt E. Johnson
MSgt Walter T. Nishihara

Fiscal Years 1961-1964

Maj John H. Beaumont Jr.
Lt Col Dewitt C. Bye
Maj Edward V. Richardson
MSgt Charles T. Honda

Fiscal Years 1951-1954

Lt Col Kiyoshi P. Goya
Col James R. Ashford
SMSgt Arthur T. Y. Lee

Fiscal Years 1958-1960

Lt Col James K. Lota
Lt Col Harold Nagai
MSgt Lionel Y. Iseri

Fiscal Years 1965-1968

Maj Donald M. O'Day
Maj Ritchie K. Kunichika
CMSgt Harry M. Y. Awana Jr.
CMSgt Walter T. Furuyama

Hawaii Air National Guard
Fort Ruger, Honolulu, Hawaii
1971

FOREWORD

HANG 25 is the record of Men of Hawaii who have collectively provided strong militia capabilities to our State and Nation throughout the past 25 years as Hawaii Air National Guardsmen. This is well within the proud tradition of the militia—the concept and being of able-bodied citizens grouped for the mutual benefit and defense of All goes far back in the lore of our Nation and the State of Hawaii.

Our Nation's militia forces were first formed in the 17th Century when settlers began arriving from Europe. The American militia has an unbroken history longer than any other part of our Country's military establishment. The value of the militia was recognized and its integrity included in the Constitution of the United States when it was written.

Our State of Hawaii has strong militia traditions. In old Hawaiian days, every able-bodied man was a militiaman—trained with spear and slingstone, and for hand-to-hand fighting. During the Hawaiian Monarchy this custom continued (with more modern weapons)—there were several companies of volunteers and a small force of fulltime soldiers of the Royal Guard. There were militia troops during the Provisional Government of Hawaii and during the Republic of Hawaii. The 1st Regiment of the National Guard of Hawaii participated in the ceremony at Iolani Palace when the Territory of Hawaii was established—the Hawaiian flag lowered and the United States flag raised. They afterwards took the Oath of Allegiance to the United States. There were generally two Regiments of Infantry in the Hawaii National Guard up until World War II. Both were mobilized into federal service during World Wars I and II.

Army Air Force units were new to the Hawaii National Guard when it was reorganized following World War II. Throughout the past 25 years, the Hawaii Air Guard evolved to become a Ready Reserve of the United States Air Force. Ready Now, and Train As You Will Fight, became the watchwords. Daylight active air defense of Hawaii began in July 1956 and became 24-hour in October 1958. M-Day War Plans became regularly exercised.

The most important asset of the Hawaii Air National Guard is, and has been, its men. This record of the past 25 years is but a record of HANGmen—their trials and tribulations, their strivings for excellence, their triumphs and sadnesses. These citizen-airmen-militiamen gave of themselves to train collectively for the mutual benefit and defense of All—if and whenever needed.

The attitude and standard of the Hawaii Air National Guard can be summarized as follows:

It takes lots of hard aggressive work and initiative to get to the top. It takes considerably more effort to stay on the top. The top is where the Hawaii Air National Guard is going to be.

VALENTINE A. SIEFERMANN
Brigadier General, HANG
Commander

CONTENTS

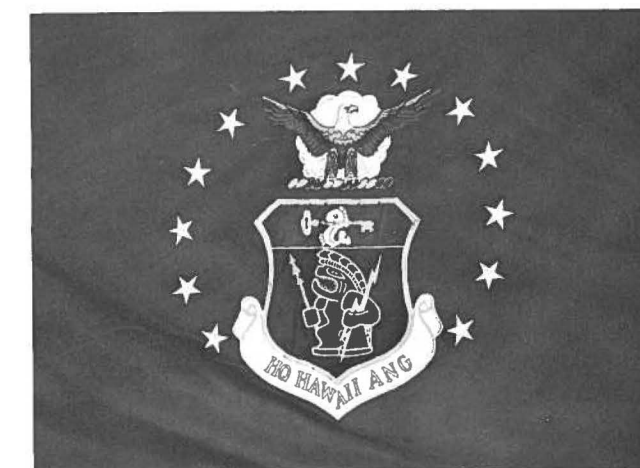
MISSIONS	4
DEDICATION	5
ORGANIZATION	6
COMMANDERS	7
GENERAL ORDERS	8
I THE BEGINNING	10
II THE JUG	
To Hickam (FY 1948)	12
O.R.T. (FY 1949)	13
Miki (FY 1950)	16
Spaatz Trophy (FY 1951)	18
Bonham (FY 1952)	20
Mission Changes (FY 1953)	22
III THE SABRE JET	
Year of the Jet (FY 1954)	24
Learning the E (FY 1955)	25
Aerial Minutemen (FY 1956)	27
Air Defense Alert (FY 1957)	29
IV ALL WEATHER L	
The L (FY 1958)	32
All Weather Training (FY 1959)	33
Fully Operationally Ready (FY 1960)	35
V THE DEUCE	
Conversion and Leapfrog (FY 1961)	38
O.R. Again (FY 1962)	40
Maintaining O.R. (FY 1963)	42
Can Do (FY 1964)	44
Fig 8 (FY 1965)	46
Gung Ho (FY 1966)	48
HANG 20 (FY 1967)	50
Inspections/Exercises (FY 1968)	52
Mission Capable (FY 1969)	54
A Tough Year (FY 1970)	55
Austerity (FY 1971)	57
TWENTY FIVE!	60
UNIT EMBLEMS	70

COVER. HANG Color Guard: Sgt Gerald P. Akai, SSgt John Isabelo, SSgt Edward M. Ane, SSgt Colin R.H.Y. Leong and Sgt Monte M. Mitchell.

FROM FLAG TO FLAG IN 25 YEARS



MANU LELE O KE AKUA KAUA (Flying Bird of the War God) was a flag made up in the old JUG days to lead the HANG in formation. It wasn't standard. It was carried with pride by men whose aerial mission was new to the Hawaii National Guard. It best personified the will and spirit of yesterday's HANGmen.



HOOKANAKA (Maker of Men or Saver of Men) personifies the will and spirit of today's HANGmen. It is standard. It is carried with pride by men who are professional in the approach and capabilities for mission accomplishment.

MISSIONS

State of Hawaii

To defend the State of Hawaii and its people from mass violence, originating from either human or natural causes.

United States

To provide trained units and individuals to be available for active duty in the armed forces, in time of war or national emergency, and at such other times as the national security requires.

Headquarters, Hawaii Air National Guard. Directs and coordinates the activities of the Air National Guard Division, Department of Defense, State of Hawaii, and the units assigned to the Hawaii Air National Guard to provide capabilities to perform Federal and State of Hawaii missions.

154th Fighter Group. Executes fighter interceptor missions designed to identify friendly aircraft and to destroy enemy forces.

150th & 169th Aircraft Control and Warning Squadrons. Provides for the utilization of airspace to the detriment of the enemy.

201st Mobile Communications Squadron. Provides for air traffic control, navigational aids and base communications for three base bases.

199th Weather Flight. Provides weather forecasting and observing services.

DEDICATION

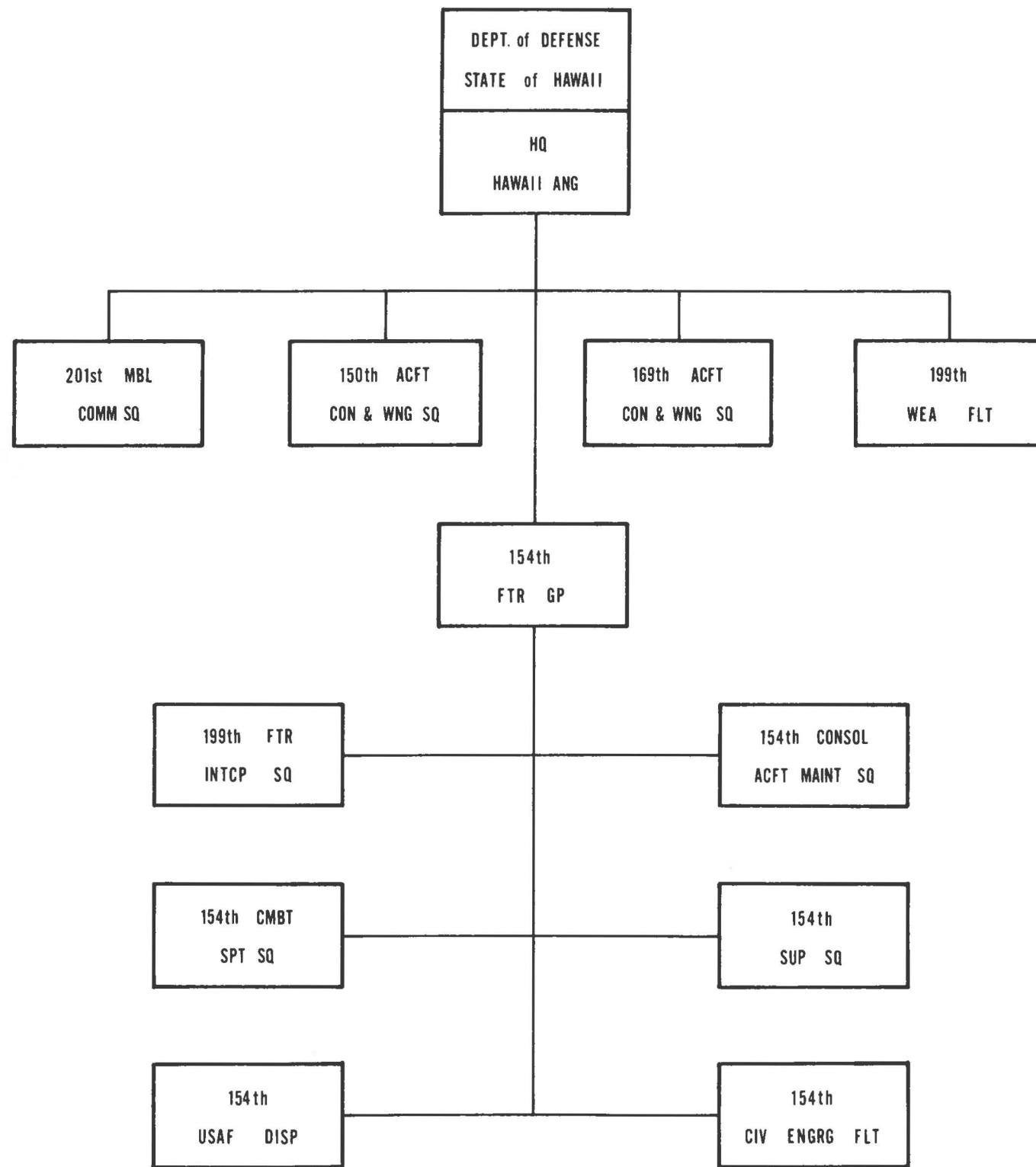
DEDICATION

*To the 6,000 Men of Hawaii
who are or were members of the
Hawaii Air National Guard*

IN MEMORIUM IN LINE OF DUTY

Lieutenant Leopold J. Brady, 1 August 1949
Major Carlos W. Bonham, 15 June 1952
Lieutenant Andrew S. Whitaker, 19 September 1953
Lieutenant Ira B. Wynne, 17 March 1954
Staff Sergeant Peter M. Kaanapu, 8 June 1955
Staff Sergeant Arthur B. Fitzsimmons, 18 July 1955
Lieutenant Clinton S. Ballentyne, 14 June 1956
Lieutenant Charles F. Johnston, 21 June 1963
Major James Y. Sato, 7 January 1964
Captain Dean E. Hedlund Jr., 23 November 1967

ORGANIZATION



COMMANDERS



MAJ GEN BENJAMIN J. WEBSTER



BRIG GEN VALENTINE A. SIEFERMANN



LT COL PAUL S. MORI



LT COL DEWITT C. BYE



LT COL KIYOSHI P. GOYA



CAPT WYMAN W. M. AU



COL JAMES R. ASHFORD



LT COL TAI S. HONG



LT COL HAROLD T. MATTOS



LT COL HERBERT S. ISONAGA



LT COL DANIEL K. C. AU



LT COL CASIMER JASINSKI



MAJ DAVID F. WISSMAR

GENERAL ORDERS

No. 4/Sep 1946

Following units organized 10 September 1946:
 199th Fighter Squadron, SE
 199th Utility Flight
 Detachment C, 199th Air Service Group (Ftr)
 199th Weather Station (Type A)

No. 1/Jan 1947

Federal Recognition announced, 4 November 1946.

No. 8/Feb 1947

464th Fighter Squadron (SE) redesignated 199th Fighter Squadron (SE), 28 May 1946.

No. 15/Oct 1950

199th Fighter Squadron SE, reorganized as 199th Fighter Squadron, augmented, 1 November 1950. 199th Utility Flight and Detachment C, 199th Air Service Group (Ftr) inactivated 31 October 1950.

No. 21/Nov 1950

109th Aircraft Control and Warning Squadron (Type F) organized 1 November 1950.

No. 3/Jan 1951

Federal Recognition of 109th Aircraft Control and Warning Squadron (Type F) announced, 4 December 1950.

No. 24/Jul 1951

109th Aircraft Control and Warning Squadron redesignated from Type F to Fixed, 16 July 1951.

No. 36/Dec 1951

Headquarters, Hawaii Air National Guard organized 1 January 1952.

No. 10/Jul 1952

199th Fighter Squadron, augmented, redesignated 199th Fighter Bomber Squadron, augmented, 15 July 1952.

No. 24/Nov 1952

199th Fighter Bomber Squadron, augmented, redesignated 199th Fighter Interceptor Squadron, augmented, 19 November 1952.

No. 15/Apr 1953

199th Weather Station (Type A) redesignated 199th Forecasting Flight, 1 May 1953.

No. 17/May 1953

8199th Replacement Training Squadron organized 1 July 1953.

No. 27/Aug 1953

Federal Recognition of 8199th Replacement Training Squadron announced, 12 July 1953.

No. 18/Jun 1955

199th Forecasting Flight redesignated 199th Weather Flight (Forecasting), 1 July 1955.

No. 35/Sep 1956

169th Aircraft Control and Warning Squadron (Fixed) organized 7 October 1956.

No. 43/Nov 1956

Federal Recognition of 169th Aircraft Control and Warning Squadron (Fixed) announced, 7 October 1956.

No. 20/May 1957

8199th Replacement Training Squadron discontinued, 30 June 1957.

No. 36/Jul 1958

199th Weather Flight redesignated from Forecasting to Forecasting and Observing, 10 August 1958.

No. 4/Feb 1960

199th Support Squadron organized 1 February 1960, 199th Fighter Interceptor Squadron augmentation discontinued.

No. 13/Mar 1960

Federal Recognition of 199th Support Squadron announced, 1 February 1960.

No. 50/Dec 1960

154th Fighter Group (AD) organized 1 December 1960. Composed of: Headquarters, 154th Fighter Group (AD); 154th Air Base Squadron; 154th Materiel Squadron; 154th Consolidated Aircraft Maintenance Squadron; and 154th USAF Dispensary. 199th Fighter Interceptor Squadron was reorganized. 199th Support Squadron was inactivated 30 November 1960.

No. 5/Feb 1961

Federal Recognition of units of the 154th Fighter Group (AD) announced, 1 December 1960.

No. 55/Oct 1961

150th Aircraft Control and Warning Squadron (Fixed) organized 21 October 1961. 109th and 169th Aircraft Control and Warning Squadrons (Fixed) were reorganized.

No. 65/Dec 1961

Federal Recognition of 150th Aircraft Control and Warning Squadron (Fixed) announced, 21 October 1961.

No. 31/Jul 1963

154th Combat Support Squadron (AD) organized 20 July 1963; 154th Air Base Squadron was inactivated 19 July 1963. 154th Materiel Squadron reorganized 20 July 1963; 154th Consolidated Aircraft Maintenance Squadron was inactivated 19 July 1963. The suffix (Air Defense) was added to the 154th Materiel Squadron and 154th USAF Dispensary. Detachments 1 and 2 formed under Headquarters, 154th Fighter Group (AD), 20 July 1963.

No. 33/Aug 1963

Federal Recognition of 154th Combat Support Squadron (AD) announced, 20 July 1963.

No. 10/Mar 1964

199th Weather Flight redesignated from Forecasting and Observing to Mobile, 1 April 1964.

No. 6/Jun 1965

Detachments 1 and 2 of Headquarters, 154th Fighter Group (AD) inactivated, 1 July 1965.

No. 9/Sep 1965

199th Weather Flight redesignated from Mobile to Mobile/Fixed, 1 October 1965.

No. 14/Nov 1965

154th Consolidated Aircraft Maintenance Squadron and 154th Supply Squadron organized 1 December 1965. 154th Materiel Squadron inactivated 30 November 1965.

No. 1/Feb 1967

201st Mobile Communications Squadron organized 6 March 1967. 109th Aircraft Control and Warning Squadron (Fixed) inactivated 5 March 1967.

No. 11/Sep 1967

201st and 202nd Flight Facilities Flights and 201st and 202nd Mobile Communications Flights organized 13 October 1967, and assigned to 201st Mobile Communications Squadron.

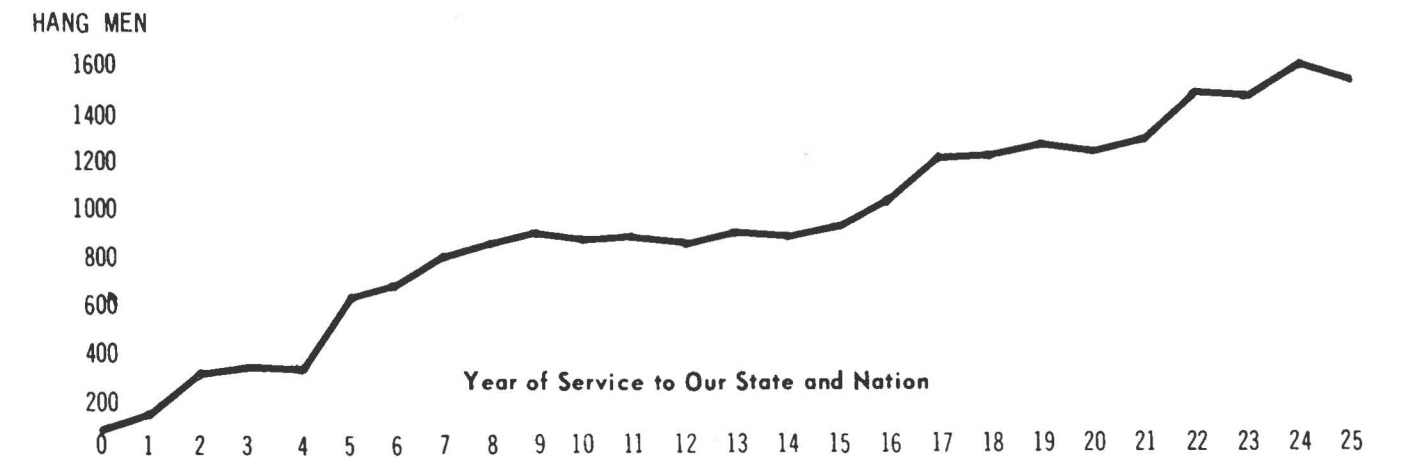
No. 4/Mar 1968

Suffix Bare Base added to designation of 201st Mobile Communications Squadron, 16 March 1968.

No. 8/Oct 1969

154th Civil Engineering Flight organized 18 October 1969 and assigned to 154th Fighter Group. 154th Combat Support Squadron reorganized.

**ASSIGNED STRENGTH
1946-1971**



I. THE BEGINNING

The Hawaii National Guard was re-established following the end of World War II by Governor Ingram M. Stainback's Executive Order of 3 August 1946. The Governor formally accepted National Guard troop units and strength the following day as recommended by the new Adjutant General, Brigadier General Fred W. Makinney. Among these were four Army Air Force units with an aggregate authorized strength of 353 personnel: 199th Fighter Squadron (SE); 199th Utility Flight; Detachment C, 199th Air Service Group (Ftr); and the 199th Weather Station (Type A).

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

The first commanding officer of the 199th Fighter Squadron (SE) was Lt Col Walter H. Dillingham, who resigned inasmuch as he was actively campaigning for the Territorial Legislature. He was followed by Major William B. Morgan who resigned due to pressure of business. Captain Frank R. Harlocker, the senior officer of the fighter squadron, then assumed command.

By the end of October sufficient personnel had been recruited to meet the minimum requirements for federal recognition. Seventy-four personnel were on the rolls and in the ranks when the units were inspected at 1930 hours, 4 November 1946, by an Army Air Force Inspection Team from Hickam Field. Captain Valentine A. Siefertmann, then on active duty awaiting separation, was also present.

199th Fighter Squadron (SE). Capts: Frank R. Harlocker (C.O.), Charles O. Royce, Vernon L. Smith, and William D. Weichert. 1st Lts: John A. Bogard, James T. Coleman, Henry F. Davis Jr, George R. Duncan, Walter F. Judd, William E. Magie, Charles K. Sey, Alfred D. Shaheen, Russell L. Smith Jr, Edwin L. Stuart, and David L. Withington. 2d Lts: Letwell P.A. Duvauchelle, George T. Harris, Richard F.K. Ludloff, and Lucius C. Thompson. MSG Max G. Morris. TSG Winton O. Sanson. SSGs: Joseph L. Barnett, Robert W. Clevenger, Ernest B. Holmwood, Herbert Ing, Clydesdale L. LaPoint, Edgar Lott, Thomas J. Mennig, Edward R. Watson, and Oscar H. Weiss. Sgts: Philip T. Batis, Henry Dela Cruz, Robert B. Dow, and Milo Pelton.

199th Utility Flight. Capt Walter J. Kirschke (C.O.). 1st Lts: Douglas E. Guy, Kenneth H. Ing, Harry L. Warren, and William J. Wingfield. 2d Lt George D. Mahi Jr. TSG James H. Dugan. Sgts: Robert D.W. Choi, Jose Padilla, and Frederick H. Rittmeister. Cpls: Theodore J. Burgess and William E. Morrison. *Detachment C, 199th Air Service Group (Ftr).* Capt John M. Becker (C.O.). 1st Lt Henry R. Nash. 2d Lt Robert W. Hagood. MSG Merlin J. Davidson. TSGs: Robert A. Kemp and Harold E. Sackett. SSGs: Donald F. Burke, Donald J. Carpenter, Rufus F. Hogan, Sigurd B. Jensen, Harold J. Martinez, and George C. Stevens. Sgts: Richard S.O. Lee, Earl T. Padeken, John A. Paiva, and Colburn S. Thrum. Cpls: Will K. Brown, Alan P. Edwards, Charles L. Flanary, Jack W. Maison, Alfred Nakaima, and Billy R. Pearson. Pfc Richard S. Endo. Pvt Richard M. Uchida.

199th Weather Station (Type A). Capt Robert M. Walck (C.O.). Pvts: Walter K.Y. Chun, Jesus O. Rendon, and Robert K. Yogi.

There was an active recruiting drive of eight weeks duration which commenced on 11 November 1946 and doubled unit strength. Major William F. Nolan assumed command of the 199th Fighter Squadron (SE), 18 December 1946. Major Leonard S. Marshall arrived in December 1946 to become the first Senior Air Instructor. He was relieved 31 March 1947; Major Gwynne S. Curtis Jr temporarily filled this position until the arrival of Col Harold J. Rau on 29 May 1947. Major Chester G. Livingston became Air Officer on the Adjutant General's staff.

A portion of Bellows Field was made available for the exclusive use of the air units by the end of 1946. The area included two main runways, one Butler hangar, three large warehouses, administration building, parachute building, and a motor pool. Former quarters were also made available—some of the 56 fulltime employees (44 federal caretakers and 12 state employees) moved in.

Unit training assemblies were held initially on Monday nights at the Honolulu Armory during this formulative period. Sixty-five members turned out for their first Bellows Field Saturday afternoon drill in late November. Most of the drills were devoted to organizing and recruiting, with military and technical training on a secondary basis. There was no master training schedule, and each unit made up its own.

The first aircraft received was B-26C no. 433 on 19 March 1947. By the end of the fiscal year, nine aircraft had been delivered to the fledgling air units: 2 AT-6s, 4 B-26s, 1 C-46, and 2 L-5s. No tactical aircraft, P-47N THUNDERBOLTS, had been received. An initial utter lack of parts and equipment hampered maintenance efforts. There were many "scrounge" runs to Hickam Field. These "raids"

were accomplished via the C-46, and the outfit became known by the nickname—"Nolan and his Forty Thieves".

There were very few maintenance workstands to work on the aircraft; 55 gallon drums were very convenient. Oil to service aircraft was obtained from storage in the "hills" by use of 5 gallon cans. A combination fire and crash truck was manned by flight line personnel for most landings. Maintenance operational high speed checks with AT-6s and B-26s were accomplished on the back runway by "unlicensed pilot" mechanics. High speed checks were also accomplished for stock cars during darkness. One result was that a Studebaker overshot the runway and was abandoned as quite a complete loss.

Flying time was naturally slim. The Control Tower was operated by a radio man and manned only during known flying. Occasionally it was unmanned due to unknown flying schedules. Bellows Field was a fair distance from where most of the pilots lived and worked. An AT-6 TEXAN was kept at Honolulu Airport—in the custody of two of the pilots who had a flying business there, Lts Aimoku Duvauchelle and George Harris. A regular run was also made with the C-46 COMMANDO to bring pilots from Honolulu Airport to Bellows Field for "training".

Inspections by the Hawaiian Ordnance Depot on 26 March 1947 and Headquarters, Hawaii National Guard on 16 April 1947 found many deficiencies.

Bellows Field, due to its geographical location, was considered not the most feasible site for Hawaii Air Guard operations. The roads were not as good as they are today, making it difficult for personnel to attend drills. Considerable time was lost going to and from supply points at Hickam Field. Looking far, far ahead, it was felt that the flying approaches and airfield limitations would make Bellows Field undesirable for future jet operations (at that time the F-80 was coming into the AAF inventory).

The former 19th Troop Carrier Squadron area (Block 65) on Hickam Field was surveyed as a potential location on 6 May 1947. A request was immediately initiated for a revocable permit for this portion of Hickam.

By the end of this formative period, 30 June 1947, the fledgling Hawaii Air Guard had about half of its men (mostly untrained) and a quarter of its T/O&E property (but no tactical aircraft). Virile, but no operational capability!



SOME OF THE FIRST HANGMEN AT BELLOWS FIELD, 23 November 1946. *Seated:* 1st Lt George R. Duncan, 1st Lt Walter F. Judd, 1st Lt John L. Perry, unknown, 1st Lt David L. Withington, 1st Lt Russell L. Smith, Capt Charles C. Royce, Capt Walter J. Kirschke, 1st Lt Alfred D. Shaheen, 1st Lt Edward L. Stuart, Capt William D. Weichert, 1st Lt Robert M. Barry, Capt John M. Becker, unknown, Lt Alexander R. Anderson, Maj Leonard S. Marshall (SAI). *Kneeling:* SSG Donald I. Carpenter, ? M. S. Padeken, SSG Richard S. O. Lee, Sgt Earl T. Padeken, unknown carpenter, unknown carpenter, Pvt Richard L. Wong, SSG Harold J. Martinez, unknown, TSG Winton O. Sanson, SSG Oscar H. Weiss, Cpl Will K. Brown, unknown. *Standing:* Capt Valentine A. Siefertmann, MSG Merlin J. Davidson, SSG Edward R. Watson, SSG Ernest B. Holmwood, Cpl Charles L. Flanery, ? Donald Hopkins, Pvt Simeon Domingo, Cpl Lemuel A. Jones, Pvt Richard M. Uchida, SSG Herbert Ing, TSG Robert A. Kemp, unknown, unknown, Pvt Irving R. Apana, Sgt Frederick H. Rittmeister, SSG Colburn S. Thrum, SSG Joseph L. Barnett, ? W. C. Hill, SSG Clydesdale L. LaPointe, SSG Sigund B. Jensen, unknown guard, Maj William F. Nolan (Comdr).

II. THE JUG

TO HICKAM (Fiscal Year 1948)

There was jubilation at Bellows Field nine days after the fiscal year began when the first JUG, Republic Aviation Corporation P-47N THUNDERBOLT no. 529, was delivered from the large stock then available in the Pacific. Others soon followed.

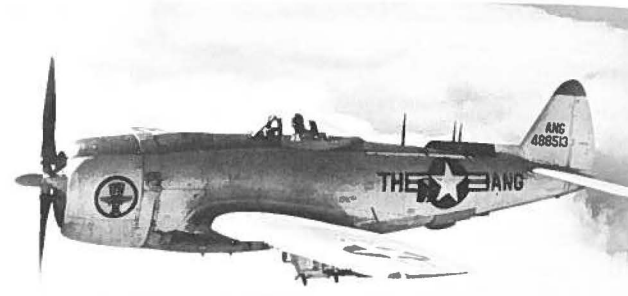
Yet another inspection was conducted 25 July 1947. A Special Investigation by Hq AAF Inspector General's Office found that: "No inventory of property has been completed since activation. There is a lack of sufficient personnel and/or trained personnel to accomplish this within the required periods." Bin cards were 30% complete; memorandum receipts were 20% complete. The Inspection also noted that an AT-6 was started without having a fire guard, and that it taxied out over the wheel chocks. Further, the pilots were flying without seat dinghies.



PILOTS IN FRONT OF DOUGLAS B-26. Squatting: 2d Lt Hunter C. Parker, 2d Lt Leopold J. Brady, Capt Archibald M. Harrison, 1st Lt James F. Coleman, 2d Lt Frank J. Smith, 2d Lt Tyler M. Harr, 1st Lt Jarett F. Carr. Standing: 1st Lt Carlos W. Bonham, Capt Alfred G. Shaheen, 2d Lt Letwell P.A. Duvauchelle, 1st Lt George R. Duncan, Capt Douglas E. Guy, Maj Valentine A. Siefertmann, Maj Frank R. Harlocker, Lt Col William F. Nolan, 1st Lt Robert B. Maguire, 2d Lt George T. Harris.

Yet... four days after the Inspection 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. Local news media reported that: "In rapid succession the speedy P47 fighters simulated strafing attacks on the air field..."

This fiscal year can be termed the organizational period and the start of mission training. It was rough—most of the pilots had only multi-engine experience



and were transitioning into the single engine JUG for the first time, and most of the supporting personnel were unskilled. A six year training program was instituted, with heavy emphasis on basic military and technical subjects. There was no Air Force-provided Basic Military Training for Guardsmen at Lackland in those days. Forty-eight drills were held, mostly on Monday nights. The pilots flew "on their own time" during the day. There was heavy usage of the AT-6s for transition training. It took over half a day, including travel time to/from Bellows, to get an hour of flight time.

The Hawaii Air Guard C-46 began regularly scheduled air freight and passenger service between Hawaii Army National Guard units on all the islands.

Approval was received from 7th Air Force for change of station to Hickam Field. The movement was planned to be completed by 15 September 1947, but personnel limitations to make the physical move delayed this until 28 October 1947. The old 19th Troop Carrier Squadron area became the new home of the HANGmen: two open-ended Butler hangars and a miscellaneous group of World War II wooden "shacks". Aircraft possessed at the time of movement included 12 P-47Ns (the prefix P was changed to F for fighter shortly thereafter), 2 C-46Fs, 4 B-26s two B and two C models, prefix later changed to TB), 5 AT-6s and 2 L-5Es.

Many of the 44 federal "caretakers" of the Air Technical Detachment moved into quarters at Civilian Housing Area 3 on the mauka side of John Rogers Field (Honolulu International Airport).

There was additional jubilation 18 September 1947 when the Hawaii Air Guard became a reserve component of the newly constituted United States Air Force.

Troubles galore—mostly maintenance and supply problems. All of the JUGs were grounded October–November 1947 for fuel selector valve seal leaks due to change in the type of gasoline used. A supply account had been established with the Hawaiian Air Depot, on a reimbursable basis. But someone had forgotten to secure sufficient funds, and it was found that parts and supplies could only be obtained for AOCP and real emergency requisition purposes. Some 90% of normal requisitions became back-ordered for

90-120 days. "Nolan and his Forty Thieves" soon began to solve these fiscal and logistic problems by "acquiring" large quantities of surplus property from Navy sources.

Somehow, by the end of the fiscal year, 75% of authorized T/O&E equipment (or mostly suitable substitutes) was on hand and in use. The machine shop equipage in particular was outstanding, and had machines rivaling capabilities several echelons of maintenance higher than that authorized.

Assigned strength was a chronic problem. There were a number of recruiting drives (e.g. "Operation 88,888") which brought in more men (unskilled). Service schooling became available, and six officers and 16 airmen went "across the seas" to acquire skills.

The first major accident occurred 9 May 1948 when TB-26B no. 294 made a wheels-up emergency landing (touchdown at 92 knots and skidded 500 feet). The aircrew were 1st Lt Robert B. Maguire, 1st Lt Julian M. Blomburg and SSgt George Miller. The Accident Board found this was due to maladjustment of the landing gear uplock assembly, and the left main gear failed to extend.

Another Inspection. This time conducted by the Air Inspector of Pacific Air Command 29-30 March 1948. Findings included: "More than 50% of the enlisted personnel were recently recruited island residents of high school age." (The Selective Service Act was passed in June 1948 and provided draft exemptions for young non-prior service men who joined the National Guard.) Another finding was: "The status of flying and ground training is believed such that approximately six months would be required, subsequent to mobilization, for this unit to attain combat proficiency." The Inspection also noted that there were inadequate mechanics to maintain the possessed aircraft and there were inadequate buildings and facilities.

The fighter squadron somehow had "acquired" eight dismantled quonset huts to help alleviate the latter deficiency. Supply storage space was a real problem. Three pilots who were not interested in complying with AFR 60-2 flying requirements "resigned". There were no instrument hoods for any of the aircraft. Average strength of the fighter squadron at this time was 63.5%, and average enlisted drill attendance was 42.1%.

Another major accident occurred 30 May 1948 when Capt Frank R. Harlocker bent six-inches of the four prop tips of P-47N no. 187. He was running-up at the head of Hickam Field runway 3 (52 inches of mercury, 2900 RPM, and 15 MPH tailwind) and the JUG's tail rose to flight position.

The first summer camp of the HANGmen was held at Area 61, Hickam Field, 12-26 June 1948.

Two hundred and fifty-four Hawaii Air Guardsmen attended. Ground personnel concentrated on basic military training. Total flying time for field training was 664 hours. A large percentage of these men got ptomaine poisoning from eating some bad lemon pie in the Mess Hall. One notable exception—a rather corpulent sergeant had six pieces of the pie and felt fine.

By the end of the fiscal year the pilots had logged 3,078 flying hours, for an average of 90.5 flying hours each. Some \$345,185 of federal funds were expended in support of the Hawaii Air Guard. Year end strength was 44 officers, 1 warrant officer and 296 enlisted men—12 short of 100% manning. About a quarter of these personnel could be considered skilled.

More important than mere statistics, the fledgling Hawaii Air Guard began to head down the road towards professionalism and mission accomplishment capability.

OPERATIONAL READINESS TEST (Fiscal Year 1949)

Somewhere near the beginning of this fiscal year the Hawaii Air Guard leaders established a goal: To be the outstanding Air National Guard unit with a combat effectiveness rating second to none. Those in the know shook their heads—this would be a blood, sweat and tears year. It was.

The Hawaii Air Guard gradually changed from a cadre of World War II qualified men and a pool of young basic recruits to a fully qualified tactical combat organization. The six year training program was scrapped and replaced with a three year program. Airmen attendance at drills was urged upward to



FIGHTER SQUADRON "WRENCH PUSHERS." Sgt Melvin S. Klemme, SSG Robert J. Biondine, SSG Harold F. Mitchell, Sgt Dave L. Yarbrough, SSG Henry J. Beese, SSG Wallace J. Baxter, TSG Wilbur W. Walker, SSG Francisco Nawanao, SSG Max R. Gallegos, Sgt Wilbert Lee, SSG Richard H. Mitchell.

about 75%. Twenty-three personnel attended service schools this fiscal year.

Aggressive tactical flying training became the keynote under the guidance of the new Operations Officer, Maj Lucien E. Parish Jr. Flying training was upgraded from single engine transition and pilots "boring holes in the sky" to four ship flights engaged in aerial gunnery (the TB-26s towed the targets), ground strafing, rocket firing, and dive bombing.

Dawn Patrols were commenced 14 Nov 1948. Each of the four flights reported one day each week for flying duty at 0515 hours. Takeoff was at 0550 hours and landing was at 0715 hours—in time for the pilots to go to work at their jobs. There were also daily Twilight Patrols, after normal work hours. This aggressive scheduling produced 4,462 flying hours this fiscal year.

The C-46 COMMANDOs flew 76 airlift support flights this year carrying 1,452 passengers and 180,758 pounds of freight in support of the neighbor islands Hawaii Army National Guard. One flight to Kauai 10 Feb 1949 carried relief supplies donated by the Red Cross and the Salvation Army for Waimea flash flood victims.

Lt Col John L. Brownell replaced Col Harold J. Rau as Senior Air Instructor 10 Feb 1949.

The limited HANG facility on Hickam AFB caused plenty of headaches. The many requests for additional construction of needed structures were disapproved. Wooden shacks unused elsewhere on Hickam and nearby were "discovered" and somehow were relocated to the HANG area. Hickam's Real Property section made regular inventory visits and put numbers on newly found buildings.

A survey was made of the Navy Nose Dock facility

PILOT'S TRAINING AND TRANSITION CHECK LIST

F-47N Airplanes R-2800-57, 75, or 77 Engine

For detailed operating instructions, refer to AN 01-65BD-1

BEFORE STARTING ENGINE

1. Exterior check.
2. Forms 1, 1A and F—Check.
3. Surface controls—Unlock.
4. Ignition switch—OFF.
5. Mixture control—IDLE CUT OFF.
6. Gun switch—GUNSIGHT & CAMERA.
7. Armament safety switch—SAFE.
8. Circuit protectors—Set.
9. Gunsight selector switch—FIXED & GYRO.
10. Generator switch—Check ON.
11. Supercharger—Test operate.
12. Water injection switch—AUTO.
13. Intercooler and oil cooler door switches—Test operate & place in AUTO.
14. Fuel level warning light and landing gear horn—Test.
15. Air filter control—ON.
16. Hydraulic hand pump—Test operate.
17. Wing flap control—UP.
18. Landing gear control—DOWN (check warning lights).
19. Trim tab controls—Test operate and set.
20. External (drop tanks) fuel selector valve—EXTERNAL OFF.
21. Main fuel selector valve—INTERNAL OFF—EXTERNAL TANKS ON.
22. Internal wing fuel transfer pump switch—AUTO.
23. Main fuel selector valve—MAIN ON.
24. Autopilot switch—OFF.
25. Propeller selector switch—AUTO CONSTANT SPEED.
26. Brakes—Check.
27. Parking brake—Set.
28. Oil and fuel quantity—Check.
29. Oxygen equipment—Check operation.
30. Tail warning radio—Check.
31. Surface controls—Check for free and correct movement.
32. Propeller pulled through 16 blades—Check.

STARTING ENGINE

1. Throttle—1/4 open.
2. Supercharger control—OFF (if installed).
3. Battery switch—OFF (ON if external power is not used).
4. Starter switch—ENERGIZE, then ENGAGE.
5. Ignition switch—BOTH after propeller has made 1 revolution.
6. Fuel booster pump rheostat—START AND ALTITUDE.
7. Prime—As required.
8. Mixture control—AUTO RICH.

Supersedes Pilot's Check Lists of previous dates 15 MARCH 1949

WF-1-4 APR 49 2400

at John Rogers Airport for possible relocation. Reaction in principle was favorable from the National Guard Bureau and the Navy, but rehabilitation was estimated to be some \$300,000. The idea died a natural death.

General Travis, Commander of 7th Air Force; Major General Finch, Chief of the Air Force Division of the National Guard Bureau; Admiral Tomlinson, Commander PacD MATS, and his deputy, Brigadier General Huglin, visited the HANG during the year.

The 81st Fighter Group (also equipped with F-47Ns) at Wheeler AFB was inactivated and the Hawaii Air Guard became responsible for the reclamation of 79 JUGs. HANG aircraft mechs hurriedly conferred with their 81st counterparts. When the aircraft were delivered to Hickam there were swaps, and the better reputed airframes and engines somehow acquired the numbers and plates of those on HANG property records.

F-47 parts were no longer procurable, and the National Guard Bureau wanted these parts for other Air National Guard units on the mainland. In the process, the HANG stock level was increased from a 45-day level to a two-year level. In actuality, the HANG

had control over a "150 year" stockpile of parts. Twenty temporary employees were authorized for this Project.

Four warehouses on John Rogers Airport (Honolulu International Airport) were utilized to store the reclamation parts and other JUG parts brought down from Wheeler AFB and from the Hawaiian Air Depot.

There was a shipping strike, and storage space for bagged raw sugar was critical. Result—one warehouse was rapidly emptied of aircraft parts which were shoved into the other three warehouses. There was such a rush and confusion that the parts became scrambled. When you wanted a part you wandered around piles of parts until you saw what you were looking for.

Summer Camp was held 14-28 June 1949 with the personnel again billeted at Area 61, Hickam AFB, in a number of old wooden barracks. Attendance was 82%, and emphasis was on unit training. New non-prior service airmen received one week of basic training during camp.

The Inspection Office of Pacific Division, Military Air Transport Service conducted a 96 hour Operational Readiness Test 24-27 June 1949. The test covered all phases of fighter operational flying. The fighter squadron was expected to have 16 JUGs in the air during all maneuvers. The number of skilled aircraft mechanics was slim, and many worked over 40 hours until they could be relieved. The year's emphasis on tactical operations paid off—the HANG received the highest O.R.T. score awarded any Air National Guard unit that year.

Following this summer camp, Lt Col William F. Nolan (Squadron Commander) began to work at Fort

Ruger; Major Lucien E. Parish Jr (Operations Officer) became the Base Detachment Commander.

The HANG fielded a winning baseball team during the year, on which Ted McCabe, Mike Padeken, and Harold Martinez were the outstanding players.

There were five major accidents during the fiscal year:

● 1st Lt Frank J. Smith was flying an F-47 on a routine training flight at approximately 10,000 feet when his engine failed and caught fire. When his cockpit became engulfed in flames and smoke, Lt Smith bailed out over the mountains north of Tripler Hospital. Lt Smith, although suffering from 2nd and 3rd degree burns, landed safely. His aircraft crashed in the mountains.

● Capt Frank R. Harlocker was running up his aircraft engine for a preflight when the tail lifted off of the ground causing the propeller tips to strike the ground. The propeller and engine of the aircraft (no. 977) suffered major damage.

● 1st Lt George T. Harris was unable to lower his right landing gear following a dive bombing flight and executed a belly landing with minimum damage to the aircraft and no injury to himself.

● Capt Frank R. Harlocker was attempting a normal takeoff when his engine failed. He crash landed on the last 1,000 feet of the runway safely and slid to a stop with major damage to the engine and propeller but with no injury to himself.

● 1st Lt Raymond D. Gladding was landing as No. 3 in a four-ship flight. He landed long and was overrunning the aircraft ahead. He elected to lock the brakes and nose up. Major damage was suffered to the engine and propeller with no injury to the pilot.



PRANG! Lt Gladding, 16 June 1949.



HANG AREA. Home of the HANGmen at Area 65, Hickam AFB.

Aircraft inventory at the end of the year was: 27 F-47Ns (and 58 being reclaimed), 4 TB-26Cs, 5 T-6Ds, and 2 C-46Fs. Three hundred fifty-two personnel were assigned—100% of authorized airmen strength and 13 short of officers (newly authorized).

MIKI (Fiscal Year 1950)

There was an obvious need for a luncheon and recreation facility in the Hawaii Air Guard area. "Caretaker" (fulltime) personnel renovated one of the wooden shacks—there was a long paneled bar with a magnificent brass foot rail, kitchen equipment was "found", and the HANG OUT Club was formed. The "Grand Opening" was quite an affair. (This was in the era of the HANG when sidewalks were built under the funding guise of "repair of existent sidewalks".)

1st Lt Leopold J. Brady was killed 2 Aug 1949 when his JUG crashed on Runway 7 at Hickam AFB as he was coming in for a landing after an early morning gunnery mission.

An aerial Cross formation of JUGs was flown over the dedication ceremonies of the National Memorial Cemetery of the Pacific (Punchbowl) 2 Sep 1949. Another Cross was flown for the Armistice Day ceremonies the following month.

Major Lucien E. Parish assumed command of the 199th Fighter Squadron (SE) 8 Sep 1949.

The HANG participated in Operation MIKI 20 Sep 1949-23 Oct 1949. MIKI was the code name for a massive joint task force Exercise which involved some 40,000 military and naval personnel and over 125 naval ships. A Western Task Force was formed in California, composed of some 100 vessels and 18,000 Army troops, missioned to invade the island of Oahu. Forces available in the Hawaiian Islands area were the "Aggressor Force".



ROLL CALL. Summer Camp formation, Area 61, Hickam AFB.

Squadron Dawn Patrols began to fly radar calibration missions with Detachments ABLE and BAKER of the local USAF 614th Aircraft Control and Warning Squadron (stationed at Koko Crater and Puna-mano) 12 Sep 1949. As the days passed, the Exercise scenario tempo began to pick up, and the JUGs flew extended early morning reconnaissance flights in search of the invaders. External fuel tanks were utilized—some of these flights exceeded five hours.

As the Exercise "D-Day" approached, several "enemy" submarines were sighted and attacked by HANG F-47s and B-26s. HANGmen went on drill status 22 and 23 Oct 1949—on the 22nd there were extensive patrols, on the 23rd the aerial HANGmen hit the jackpot.

Fourteen F-47s and three B-26s took off from Hickam AFB at 1100 hours 23 Oct 1949 and headed for the island of Hawaii. One JUG developed engine trouble about 30 minutes out and his wingman escorted the unhappy pilot home.

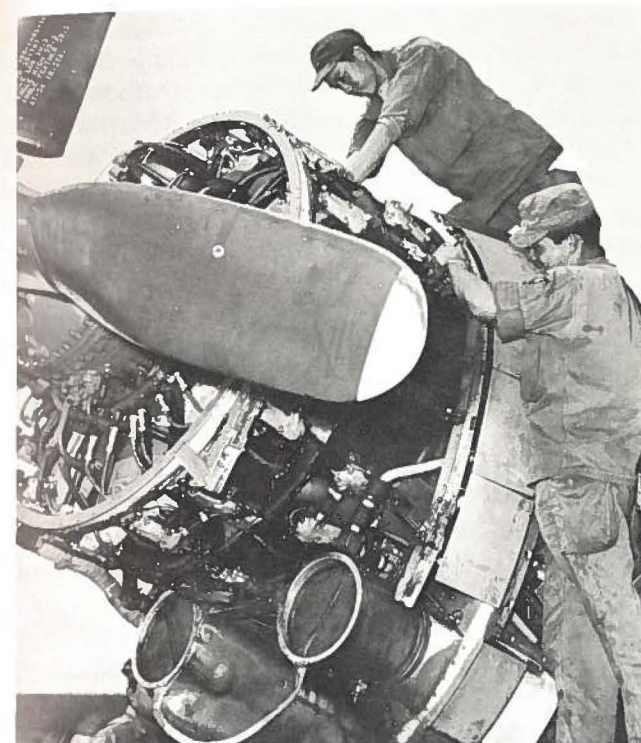
The formation flew down the island chain at 6,000 feet and passed on the leeward side of Mauna Loa, using the mountain as radar cover. When the formation reached South Cape they headed 120° and descended to 3,000 feet, just below the base of 8/10th cumulus clouds. Radar countermeasures began—"window", "rope", and "snow".

A force of two carriers, two cruisers, and six destroyers was sighted 75 miles out, and the unexpected HANG aircraft attacked with "bombs," "rockets," and "strafing." The F-47s made three passes, the B-26s two passes. Red Flight reported 10 landing carrier aircraft "destroyed", Blue Flight reported five F-4Us "destroyed", with one "loss", Yellow Flight estimated eight "enemy" aircraft "splashed", and Aztec Flight (B-26s) bombed away like crazy (under attack).

The aerial surprise attack was a complete success. Commendations were received from Lieutenant General H.S. Aurand (USARPAC) and Rear Admiral M.R. Greer (Fleet Air Hawaii). Thirty missions were flown and 448 flying hours were logged.

One double-drill (all day assembly) a month was required by the National Guard Bureau commencing in Nov 1949, the other two drills of each month remained on Monday nights. Attendance at the new all day assembly dropped 20%, but soon picked up as HANGmen got used to it. The year's average attendance was 80%.

Austere federal funding caused aviation gasoline to be rationed to 468,591 gallons for the fiscal year. "Filling training blocks" became more significant, and management became more exacting. Despite this restriction, 4,552 hours were flown during the year. One hundred forty-four C-46 "freight runs"



PRATT AND WHITNEY R-2800. A/2Cs Joe Yee and Cirillo Dellatani working on a JUG engine.

were flown between the islands carrying 2,116 passengers and 315,000 pounds of freight. Aircraft in-commission rates averaged in the high eighties, ordinance expended included 16,000 rounds of caliber .50 and 125 aerial rockets.

The Military Department of the Territory of Hawaii moved from Honolulu Armory to Fort Ruger 15 Feb 1950.

Lt Col John L. Brownell, Air Force Instructor, was reassigned 25 Apr 1950, and temporarily replaced for three months by Capt Robert D. Gibb (who was later killed in the Korean War).

One of Lt Col Brownell's parting statements was of sympathy with supply; he estimated that it would take another year to complete the F-47 parts salvage operation. Base Supply now had its own warehouse in Area 61 instead of using part of a HANG Area Butler hangar.

To assist in the premiere showing of the movie "12 O'Clock High", a JUG was hauled on a flatbed in the wee hours of a May morning to a Drive-In Theatre lot on Kapiolani Boulevard. There was much dodging of high power lines, telephone poles, stop signs, etc. Captain Carlos W. Bonham was awarded the Brady Memorial Trophy at ceremonies 13 May 1950 at the Kuhio Theatre. This trophy was made by Sgt Frederick Rittmeister and was to be awarded quarterly to the pilot with the highest aerial gunnery scores. Bonny had an average of 44% hits (1st Lt

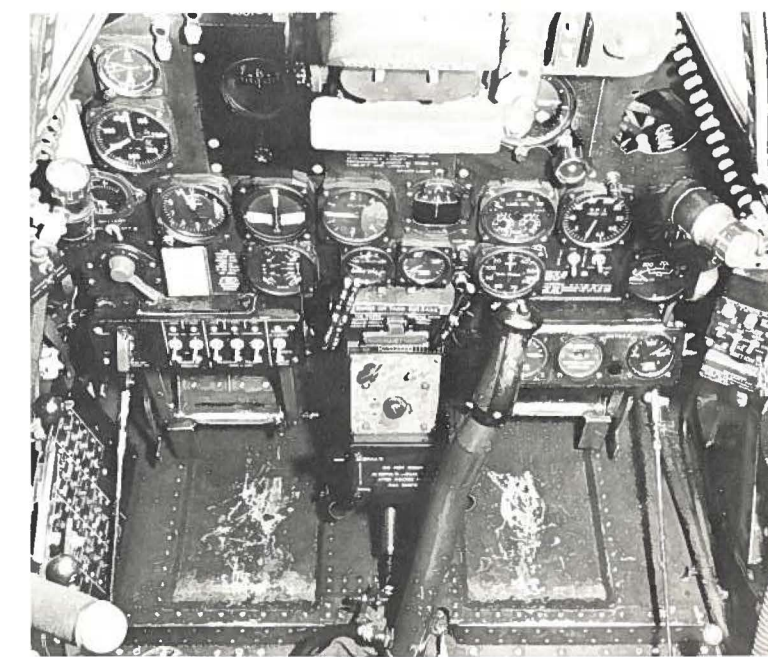
George Harris was second, with 32.7% hits).

Summer Camp was again held at Hickam, 11-25 June 1950, with 88% attendance. It was a wild camp. First, eight huge B-36 bombers came to Hickam and took over the JUG flight line (strongest parking ramp on Hickam). HANG aircraft parked down the runway on the coral, and immense clouds of dust occurred whenever an engine was started or an aircraft taxied. Second, there was considerable volcano haze ("Vog") all over the place, which inhibited some fighter training.

The 19th of June 1950 was noteworthy, as there were two aircraft accidents that day. Capt Carlos W. Bonham's engine cut-out due to vapor lock, and he made an emergency landing downwind at the closed Ewa Marine Corps Air Base. His JUG nosed-up on the overrun—a new prop was installed and F-47N no. 218 was soon airborne. The second accident was that evening: 1st Lt Hunter C. Parker had an electrical failure, and landed his JUG unknown to the Tower and "long" on Hickam's runway 7. Another "nose-up." It always seems strange to say "nose-up" when the nose actually went down!

Secretary of Hawaii Oren E. Long represented the Governor of the Territory for "Governor's Day" during camp—the first of many such visits. Major General Kenneth F. Cramer, Chief of the National Guard Bureau, visited the HANG shortly after the summer camp was over.

There were healthy statistics at the fiscal year's end: 354 personnel authorized and 346 assigned, there were 60 Air Technicians and seven Territorial



JUG COCKPIT.

employees, 31 men attended service schools, the fighter squadron possessed 27 F-47Ns that the pilots knew how to use well, and the utility flight possessed three B-26s, two C-46s, and five T-6s that they likewise knew how to use well.

The HANG had come of age, and had proven itself not only virile but also combat worthy.

SPAATZ TROPHY (Fiscal Year 1951)

Lt Col Lewis B. Meng (who soon made Col) arrived 27 July 1950 and replaced the temporary Capt Gibb as Senior Air Instructor.

The National Guard Bureau announced that the 199th Fighter Squadron (SE) had won one of the 12 Spaatz trophies for outstanding capabilities in 1949, based on the exceptionally high O.R.T. score of that year. The 199th was competing with California, Utah and Nevada like-squadrons of the Air Guard's 61st Fighter Wing—in fact, the 199th scored highest of all 84 Air National Guard squadrons of the 12 Wings.



There was a grand HANG review in the Hawaii Air Guard area 5 Aug 1950—all aircraft were lined up facing the reviewing stand and HANGmen in formation were immaculate and well-disciplined. Brigadier General Harold Q. Huglin, representing the Chief of Staff, United States Air Force, presented the coveted trophy to Maj Lucien E. Parish, Squadron Commander, saying:

"It is gratifying to see that the HANG is so well prepared and in such a state of readiness that it could be counted upon for any job, anywhere and anytime."

Units of the Air National Guard began to be called to active duty in July 1950 for service in the Korean War. Eventually some 85% were called to serve our Country. Although the HANG was not called, there were minor impacts:

- Hickam's 1500th Maintenance Squadron was doing field and depot level maintenance of HANG aircraft. This ceased for a while, as the 1500th devoted its entire effort to aircraft involved in the Korean conflict.

- Due to fiscal restrictions, the National Guard Bureau cancelled the F-47N parts reclamation project, which was later reinstated. Seven temporary Air Technicians were terminated 1 July 1950; the positions were authorized again in Sep 1950. One hundred sixty-nine tons of JUG parts were eventually shipped to the "Zone of the Interior" this fiscal year.

- Some supplies became hard to get. For example, during Sep 1950 six F-47Ns were AOCP (Aircraft Out of Commission for Parts) for turbo-superchargers.

- The comparatively low priority of an inactive fighter squadron caused the grounding of a majority of JUGs during the second half of the fiscal year. The R-2800 engines required a safety of flight modification. (Yet the squadron flew 3,908 hours this fiscal year.)

Captain Carlos W. Bonham was a repeat winner for the second time of the Brady Memorial Trophy for aerial gunnery.

A flash flood hit Waimea, Kauai in Aug 1950. A HANG C-46 was winging its way to Kauai loaded with American Red Cross blankets, clothing, cots

and other supplies within 2½ hours of request.

In late Sep 1950 the C-46s ("Plumber's Nightmare") were replaced with C-47s ("Gooney Birds"). These tried and true workhorses were easier to maintain, and parts were more available.

A three year M.O.S. (Military Occupational Specialty) program was instituted 1 Oct 1950. Individuals began to pay more attention to what was on their records. There were skill tests too, for the first time.

The latter part of calendar 1950 saw a number of organizational changes. All Air National Guard fighter units were reorganized under the Wing Base Plan 1 Nov 1950. The 199th Fighter Squadron (SE) became an augmented squadron; the 199th Utility Flight and Detachment C, 199th Air Service Group were inactivated. Functions of the latter organization became augmenting elements of the fighter squadron. Strength authorization was increased to 52 officers and 406 airmen (a gain of 105 personnel). The 199th Weather Station remained the same.

The 109th Aircraft Control and Warning Squadron

(Type F) was organized 4 Dec 1950 with an authorization of 17 officers and 194 airmen. Cadre personnel came from the 199th; Maj Valentine A. Siefertmann was the Commander at Federal Recognition. Initial training was held in a corner of one of the hangars. There was emphasis on General Military Training as there was no equipment to train on.

Battery Closson, an old Coast Artillery installation at nearby Fort Kamehameha, had been secured as a training station for the 109th. Drills were soon held there on Monday nights, with emphasis on refurbishing the dimly-lit tunnels. Initial equipment was scanty, and the 109th followed the tradition of "Nolan and his Forty Thieves". They began to acquire electronic gear from the Army, Navy, Air Force, CAA (now FAA) and any other possible source. The ventilation system in the old gun emplacement left much to be desired, and training was under trying conditions.

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

Capt Robert B. Maguire's JUG engine began to cut out badly while on an aerial gunnery mission 18 Mar 1951, and soon cut out completely. The JUG began to trail heavy white to gray smoke. Capt Maguire made an emergency landing on the abandoned Kahuku airstrip, which had been turned into an antenna farm. Guy wires, anchor cables, wire and a fence were casualties—but skillful piloting missed the huge poles. The rugged JUG received relatively minor damage.

Capt Archibald M. Harrison was coming in for a landing in F-47N no. 187 on 10 May 1951, in the green, when his gear red warning light came on. He elected to go around and retracted the landing gear and intended to recheck the gear sequence. At approximately 200 feet altitude and 3,000 feet down the 6,500 foot Hickam runway 7, his engine lost all power. Airspeed was down to 130 mph, there was no time to attempt switching tanks, and he bellied-in with 1,000 feet of runway remaining. The JUG stopped skidding 100 feet beyond the end of the runway. There was no resulting fire nor injury to the pilot.

Maj Carlos W. Bonham assumed command of the 199th Fighter Squadron 25 May 1951 just after he won permanent retention of the Brady Trophy for aerial gunnery.

The fighter squadron held its summer camp at Barking Sands, Kauai, 9-24 June 1951 (640 flying hours). Equipment was shipped via barge and a Navy tanker brought 75,000 gallons of AvGas to

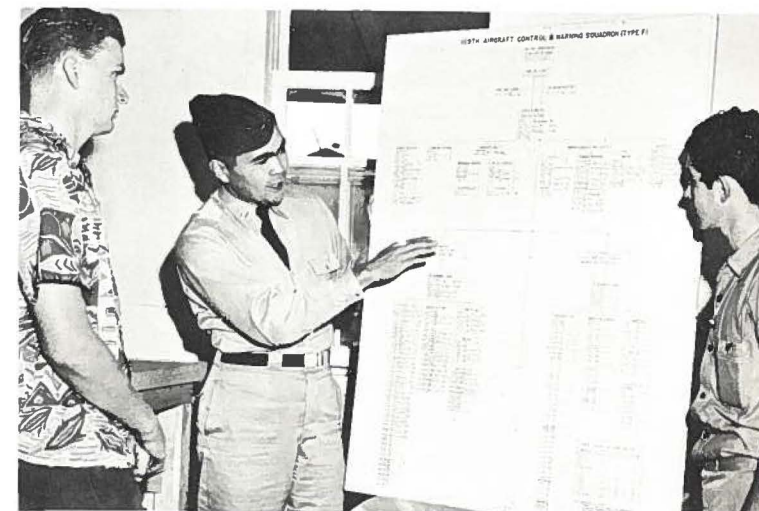


NGB VISITORS. Maj Valentine A. Siefertmann, Major General Earl T. Ricks, Capt Robert G. O'Hara and Col Winston P. Wilson.

Port Allen. Squadron refuelers transported the fuel to the Barking Sands aqua system around-the-clock. USAF furnished a crash boat. A1C Arthur Lee cracked-up a 2½ ton truck returning from a pass run to Lihue. This was the first incident of this kind, and a number of HANGmen became "Legal Beagles" trying to set up the correct paperwork. MSgts Karl Kang and Harold Mattos (among others) returned late from pass and were restricted to the Base for two days (MSgt Robert Choi earlier escaped the same fate by faking sick).

The 109th held its first summer camp at Wheeler AFB and trained with its counterparts at Punamano AFS.

Major General Earl T. Ricks, Deputy Chief of the National Guard Bureau (accompanied by Col Winston P. Wilson), and Major General Earl S. Hoag, Special Assistant to the Chief of Staff, USAF, for Reserve



IT'S LIKE THIS. Capt Kiyoshi P. Goya explaining the 109th AC&W Sq organizational structure to new recruits.



T-6 TEXAN.



DOUGLAS B-26 INVADER.

Forces, visited the HANG summer camps.

Capt Russell L. Smith, 1st Lt Donald Seiler and TSgt Fred Mau were flying in a TB-26 13 June 1951 when the plexiglass bombing nose failed, ruptured, and was torn from the aircraft. Most startling. The aircraft landed safely at Barking Sands. Cause unknown.

BONHAM (Fiscal Year 1952)

An intensive corrosion control program was begun to combat the considerable effects of salt water and coral dust on the aging "birds".

An Air National Guard Gunnery Exercise was held

at George AFB, California, 15 Mar-4 Apr 1952. Major Carlos W. Bonham, Capt Vernon Flake and Robert B. Maguire were the HANG Team Pilots; MSgt John Beaumont, TSgt Lloyd Thompson and SSgt Howard Ward were supporting members of the team. Only F-51 MUSTANG fighters were used for the aerial gunnery meet due to maintenance and supply problems. The short transition time allowed our pilots was insufficient for them to be adequately familiar with the F-51—they didn't bring home any "bacon".

A program of ground firing-in the JUGs was instituted at Wheeler AFB. The 199th was authorized eight gunnery and bombing exercises; the latter mis-

sions were flown on targets at the West End of Molokai (rockets) and on the island of Kahoolawe (bombs).

There were many administrative changes which more closely aligned Air National Guard records with regular establishment records. MOSs were converted to AFSCs. The HANG Base Supply Officer became an Assistant USP&DO, which improved supply reaction time.

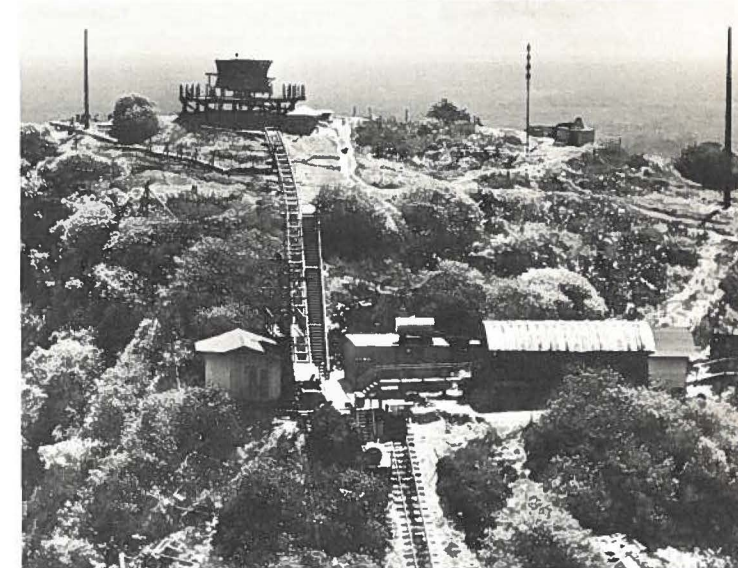
Headquarters, Hawaii Air National Guard was organized 1 June 1952 with an authorization of two officers, one warrant officer and six airmen.

All HANG units received "Satisfactory" on their Annual General Inspections except for the 199th Weather Station, which was deemed "Unsatisfactory". This was due to "inadequate personnel and equipment"—no weather officers were assigned, and none could be recruited.

The 109th ACW Squadron annual field training was held 14-28 June 1952, with personnel being trained at the active 614th ACW Squadron Puna-mano and Koko Crater Radar Stations. These stations were then equipped with the AN/CPS-1 "Snow Plow", AN/CPS-5, BC-639, BC-640, and VHF-DF. The 109th was making strenuous efforts to build its technical capability. 1st Lts Arthur Ishimoto and Herbert Isonaga attended the Communications Officer Course at Scott AFB, and 25 airmen were awaiting class assignments.

Foxy, the 109th mascot woofwoof gave birth to sextuplets. The men named the pups Mafungo, Manafifi, Mascobe, Pogo Stick, Rabonjo, and Rugosogo.

The 199th Fighter Squadron held its summer camp again at Barking Sands, Kauai, 14-28 June 1952. These HANGmen were now old hands at overwater shipments, and the movement was much more refined. Some \$21,000 was expended in minor rehabilitation of the mess hall and wooden barracks. Major General Earl T. Ricks and Col Winston P.



RADAR SET AN/CPS-1. Koko Crater AFS atop Koko Head.

Wilson of the Air Division, National Guard Bureau, again visited the summer camp.

Major Carlos W. Bonham, Commander of the 199th Fighter Squadron, was killed 15 June 1952 in a mid-air collision while leading a flight of JUGs in acrobatics in-trail. The pilot of the other aircraft parachuted to safety in the sea between Barking Sands and the island of Niihau.

Major Archibald M. Harrison assumed command of the fighter squadron 16 June 1952. Capt Robert G. O'Hara became Operations Officer.

Services for Major Bonham were held at Barking Sands 24 June 1952. His ashes were scattered from a "Lone JUG" (piloted by Capt Robert B. Maguire) off-shore as the assembled squadron and friends were at Present Arms on the sand dunes. Flowers were dropped from a C-47, and Bonny's former squadron flew a tight farewell formation.

End of fiscal year statistics found 695 HANGmen



THE BIG PUNCH. Loading cal. .50 ammunition into a JUG.



BARKING SANDS AFB, KAUAL. Later renamed Bonham AFB.



FAREWELL BONNY. Barking Sands AFB, 24 June 1952.

assigned to the several units. One of the most significant normal attrition factors was the number of men who were discharged to enlist in the USAF—84 this year. Three of Hawaii's finest young men left for pilot training, six officers and 24 airmen attended technical schools.

Flying hours totaled 3,810, of which 1,701 were in the JUGs. The 199th possessed 24 F-47Ns, 3 TB-26s, 2 C-47As and 2 T-6Ds. JUG in-commission rates averaged 67%.

MISSION CHANGES (Fiscal Year 1953)

The 199th Fighter Squadron was reorganized and redesignated the 199th Fighter Bomber Squadron 15 July 1952. Aerial training began to be concentrated on tactical ground support. Four months later, 19 Nov 1952, there was another reorganization and redesignation—this time to 199th Fighter



WHEELER AFB. Summer Camp flight line.

Interceptor Squadron. Aerial training now emphasized aerial interception and air-to-air gunnery. The HANG was thus configured to provide a team of fighters (199th) and ACW (109th) for ground controlled interception of enemy aircraft.

The USAF 614th ACW Squadron was inactivated; the HANG 109th ACW Squadron left Battery Closson and inherited Koko Crater Radar Station intact. Punamano Radar Station was deactivated. Initially, the Air Force Advisors were responsible for and supervised HANGmen training on equipment maintenance at Koko Crater. To insure spreading the few "trainers" as far as possible, the 109th was divided down the center into two "detachments". Each "detachment" reported for separate two Monday night drills and one Sunday drill a month. Communications equipment was especially short for training; the big push on USAF service schooling began to pay off in qualified HANGmen. The securing of replacement parts and the absence of field or depot

level maintenance support were real headaches.

Koko Crater Radar Station was the only place in Hawaii where an active cable tram was in operation. A 500 horsepower motor drove the winch that pulled the tram from the base camp some 1,200 feet (in 11 minutes) up the 70° slope to the "top of the hill". The cable car was reminiscent of the "Toonerville Trolley" cartoon. Someone soon began to spread the story to apprehensive first-time riders that there were two cables; when one would be condemned as being unsafe, it would be replaced with the other. At the next inspection and condemnation, the cables would be switched again.

Two JUGs collided over Waianae, Oahu, the evening of 6 Aug 1952, but without the drastic results of the previous year's mid-air collision. 1st Lts Padraic B. Evans and Theodore E. Leete were returning from an air-to-air gunnery mission and were



WHEELER AFB. HANG formation and flyby at Summer Camp.

practicing formation acrobatics. During a barrel roll to the left, the JUGs collided and locked wings in an inverted position. Both aircraft recovered and returned safely to Hickam AFB, with some sweat. Estimated man-hours for repairs: 755. Another tribute to the ruggedness of the JUG.

B-36s again visited Hickam AFB in Oct 1952 and again parked on the strong JUG flight line ramp. HANGmen offered all-out hospitality to the men of the visiting giants, which was greatly appreciated by the visitors.

Maj James R. Ashford assumed command of the 109th Aircraft Control and Warning Squadron 19 Nov 1952 vice Lt Col Frank R. Harlocker, who was reassigned to Hq HANG as A-3. Capt Peter R.M. Fowler became the new Air Operations Officer of the 109th; Capt Kiyoshi P. Goya became the new C.E. Staff Officer.

Both Hawaii Army and Air Guardsmen participated in the Hawaiian Defense Command Exercise

EVERSHARP II 28 Feb-1 Mar 1953. Operational control of the 199th Fighter Squadron (call sign WING DING) was delegated to the 109th ACW Squadron (KIRBY CONTROL). Sixty-three hours of interception missions were flown, 49 intercepts were made. This Exercise was especially beneficial as it began to refine GCI (Ground Controlled Interception) communications and procedures between the 109th and 199th squadrons.

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

Aside from the normal 48 drills and 15 days of annual field training, eight special aerial gunnery drills, two CPX drills, one small arms firing drill, and two pre-field training staff conferences were authorized. As mentioned above, the fighter inter-



THE WINNER. Lt Col Frank R. Harlocker presents the USAFPac Carlos W. Bonham Trophy for Aerial Gunnery to Capt Lorenz L. Kumeilike. Capt George T. Harris, Flight Leader, on the right.

ceptor mission of the 199th caused a concentration of aerial training on air-to-air gunnery. The squadron's average score for the year was 15.7% hits on the B-26 towed 6 x 20 foot "Rags" out of 84,400 rounds of cal. .50 fired. These aerial gunnery missions were flown with the tow ship at 10,000 feet. Flying hours for Fiscal Year 1953 totaled 4,643; of these, 2,049 were JUG hours. The C-47s made 182 "freight runs" between the islands.

The fighter squadron held its annual field training this year at Wheeler AFB 13-27 June 1953. Primary missions were aerial gunnery, squadron formation, and ground controlled interceptions in coordination with the 109th ACW Squadron. Flying hours increased one-third from the previous year's encampment, and the number of missions flown was almost doubled. Caliber .50 rounds expended totaled 34,618—average scores were 20.7% hits. Capt George T. Harris' flight was "Tops" with an average of 25.8% hits. A1C George K. Meyer got into trouble

one night at the NCO Club and was awarded the task the next day of cutting a huge pile of firewood.

The two "detachments" of the 109th ACW Squadron held "back-to-back" annual field training periods at Koko Crater AFS which overlapped the 199th Fighter Interceptor Squadron's summer camp. Assigned Air Technicians attended both of these "detachment" encampments. Most of those attending field training for the first time were not used to the outdoor latrine covered with canvas fly and no roof. The "Outdoor Theatre" proved popular in the evenings (despite mosquitoes and some rain) for those who did not go "out on the town". The PT (Physical Training) runs to Hanauma Bay were likewise popular—many summer coeds seemed to like it there also. Capt Theodore Soong arranged for religious services under the keawe trees, and for student barbers from the Barber College to come and give much needed haircuts at 50¢ each.



WE'RE PROUD OF IT! Lt Col Valentine A. Siefermann showing the squadron insignia on a JUG to USAF Major General George Finch.

Major General Earl T. Ricks and Col Winston P. Wilson of the Air Division, National Guard Bureau, again visited the HANG encampments.

The Hawaii Air Guard held a composite Parade at Wheeler AFB 15 June 1953 at which Brigadier General Harold T. Maddux, CG USAF Pac, was the Reviewing Officer. He presented Department of the Air Force General Order No. 14, 8 May 1953, to the late Major Carlos W. Bonham's parents, Col Bonham (USA Ret) and Mrs. Bonham, which redesignated Barking Sands AFB to Bonham AFB. Once again the tactical pilots had the privilege of flying another aerial salute to their former Squadron Commander.

There was a gain of 119 HANGmen during the year, mostly in the 109th ACW Squadron (plus eight officers and 93 airmen). Military strength was 96.3% of the authorized 845 personnel. Seven officers and 54 airmen attended USAF service schools. Air Technician authorization rose to one at Hq HANG, 16 at the 109th, and 97 at the 199th.

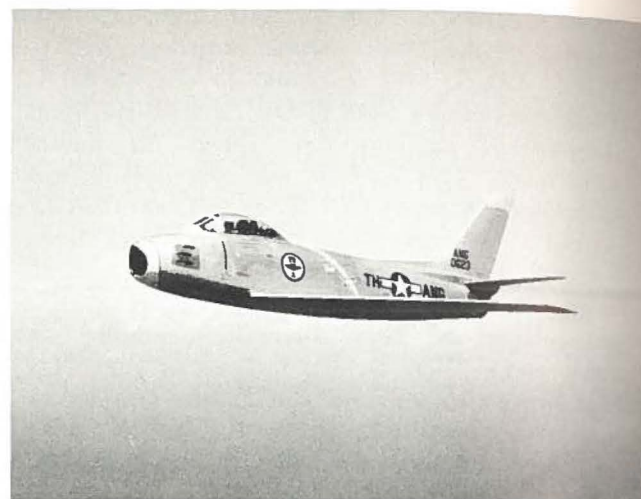
III. THE SABRE JET

YEAR OF THE JET (Fiscal Year 1954)

The fiscal year started off with exciting news! Word was received that the World War II vintage JUGS were to be replaced within six months with jets—North American F-86E SABRE JETs of recent Korean War fame, and several dual-place jet trainers, Lockheed T-33 T-BIRDS. Supply was the first to swing into action. It had to discover what was authorized, submit requisitions, and prepare to warehouse over 6,000 line items for the T-BIRDS and a similar number for the SABRE JETs.

The fiscal year also started off with a new unit—the 8199th Replacement Training Squadron was organized 1 July 1953 consisting of 25 pilot officers and 75 airmen mechanics. The unit mission was to train pilots and ground crews to fill vacancies in the 199th and to provide a pool of trained manpower for use by the Air Force in any emergency. Capt Henry F. Davis Jr., was appointed Commander.

The addition of this unit accelerated the program of recruiting the best of Hawaii's young men for USAF-conducted pilot training and return to the HANG. Almost all of the HANG assigned tactical pilots were World War II veterans. Fifty-three personnel considered potential pilots and officers were interviewed and started processing in the program. At the end of



the year nine were qualified and either in flying school or awaiting class assignments.

The 109th AC&W Sq assumed full responsibility for maintenance of its electronic gear 1 August 1953. Problems still continued with the sparseness of Air Force Depot support, basically due to the lack of parts for the "aged" electronic equipment. Considerable assistance was "discovered" from local U.S. Navy sources.

1st Lt Andrew S. Whitaker was killed when his JUG crashed in the mountains back of Waikane, Oahu, 19 September 1953.

Col Barry B. Townsend arrived 1 October 1953 and replaced Col Meng as Senior Air Instructor.

Five novel B-26 missions were flown in the latter part of 1953—dispensing salt water and dry ice for rain-making efforts over the drought-stricken islands of Maui and Molokai. These were under the auspices of the Territorial Board of Agriculture and Forestry. Mission accomplishment was dubious.

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 a 16 week Jet Mechanic School at Amarillo, Texas. Maj Archibald M. Harrison, Squadron Commander, and five Air Technician mechanics attended a 30 day F-86E Mobile Training Detachment course at Gowen AFB, Idaho in January 1954. Maj Harrison subsequently reported to Moody AFB for a T-33 familiarization and instructor course.

The first T-BIRD (No. 273) arrived 12 November 1953, and there was no one in the flying squadrons who was acquainted with its detailed maintenance. A Sacramento Air Depot Representative arrived to conduct T-BIRD classes and on-the-job training. This single T-33 was in constant demand, as all pilots were required to have their first introduction to jet flying in T-BIRDS. A second T-33, which arrived later, eased this initial check-out workload considerably.



GULP! MSgt Clyde H. Sullivan in a SABRE JET intake.

The first SABRE JETs arrived 10 February 1954 via the U.S. Navy Carrier 'Cape Esperance' and were greeted by a large, enthusiastic contingent of HANGmen. 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 having been flown by Maj Jabara, the first American Ace of the Korean War.

The few Air Technicians who had been sent off to F-86E schools returned, and formed the nucleus of SABRE JET maintenance. Technical Representatives were provided from North American Aviation Co., (airframe), General Electric Co., (engine), and A.C. Spark Plug Co., (fire control system). The first test hop was made by Maj Harrison 19 February 1954.

Aside from the monumental task of training HANGmen in jet-age equipment, logistics were a real headache. Ground handling equipment and parts filtered in only too slowly—some needed items were made by TSgt Frederick H. Rittmeister, the HANG renowned machinist, so that work on the aircraft could be accomplished. Just prior to annual field training the first auxiliary power units arrived (until then units had been borrowed from Hickam and from the Marines). The limited supply of tires and brakes was a major problem.

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.

A new USAF concept, IRAN (Inspection, Repair, As Necessary) was established. Hawaiian Airlines overhauled one of the C-47s in March 1954, and a B-26 was ferried by MATS to the continental United States for IRAN.

1st Lt Ira B. Wynne was reported missing 17 March 1954 while on a T-6 routine training flight in the

vicinity of Maui. He was later declared dead after an extensive air-land-sea search failed to disclose any evidence of his whereabouts. "Into the blue..."

The 109th AC&W Sq held end-to-end summer encampments at Koko Crater AFS; Detachment A, 5-19 June, and Detachment B, 21 June-5 July. Training was on a 24 hour basis (they now had a height finder). The 199th, 8199th and the Forecasting Flight held their encampments at Kaneohe MCAS 12-27 June 1954. The training program emphasized jet transition, F-86E formation flying, familiarization aerial gunnery, and ground controlled 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. There were 229 "freight runs" between the islands during this fiscal year; 1,123 passengers and 138,163 pounds of cargo were transported.

By this time one-third of HANGmen had either an active service background or had completed at least one USAF school—123 attended schools this year.

Supply again had millions of parts in their warehouse, as no F-47 parts disposition instructions had been received. The fighter squadron facility problem abated, as the five quonset huts earlier "acquired" were erected.

LEARNING THE E (Fiscal Year 1955)

It was early in the fiscal year when Major General 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



THAT'S HOW IT GOES! Sgt Cirillo M. Dellatan, MSgts Albert Y. C. Leong, Harold T. Mattos, TSgt Howard E. Bradshaw and SSgt Martin Birtodaso.



THE OLD AND THE NEW, 7 March 1954. JUG: Capt William W. Dau. SABRE JET: Maj Archibald M. Harrison. T-BIRD: Lt Col Frank R. Harlocker and Col Barry B. Townsend.



LIKE SO. TSgt Osborn D. Matlock and A2C David M. Rodrigues working on the AGPE 30, F-86E Fire Control System.

States—except that the Hawaii Air Guard would provide the total air defense capability of the Hawaiian Islands geographic area. Further, that the 109th AC&W Sq 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. A new factor was introduced—all pilots were warned against intentional sonic booms! North American Aviation Co., began awarding pins and memberships in the Mach Busters Club to the pilots as they qualified—to those who exceeded the speed of sound in the F-86E.

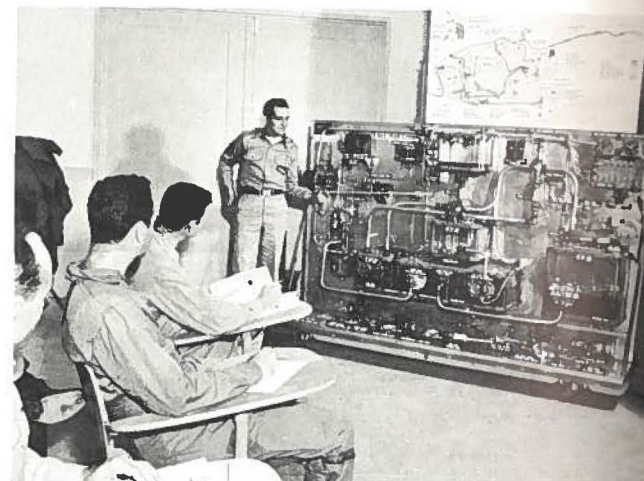
Over a year previous the HANG had sent a HANGman to USAF Officer Basic School and pilot training;



LETHAL PUNCH. A3C Wayne A. Hunter loading cal. .50 ammunition into a SABRE JET.

brand new 2d Lt pilot John E. Russell returned in August 1954. He had also attended the Nellis AFB Combat Crew Training School, and promptly began to get better aerial gunnery scores than most of the "old heads". During this fiscal year seven others who had also won their Wings returned to the HANG: 2nd Lts Robert A. Hinkley, Donald P. Giddings, Herbert M. Sakamoto, Roger K. Clissold, Walter A. Tokunaga, Robert E. Dotson and Walter M. Okino.

A Family Open House was held 15 August 1954 by the HANGmen at Hickam AFB. There were static displays, an "open" pilots briefing, a flight of F-86Es scrambled, there was martial music and a Hawaii Civil Patrol precision drill team, "Miss Aviation Cadet" and "Miss Sabre Jet", and a flyover of a flight of SABRE JETs. The HANG Little Theatre Group which starred 1st Lt Douglas E. Bronson, TSgts Don M. Sawyer, Vernon S. DeLima, George Joaquin, and SSgt Walter



MTD CLASS. SABRE JET fuel system.

W.L. Loo, performed for their first and last appearance.

The F-86-10 Mobile Training Detachment from Chanute AFB arrived in October 1954 and held six weeks of classes for the pilots and maintenance personnel. One result of the MTD's presence was that the SABRE JET in-commission rate increased from 60% to 73% (15 birds possessed). An Engine Buildup Shop was started under the supervision of MSgt Fred F.L. Mau.

A highlight of the 1954 Aloha Week was the arrival of the 'Lurline'—the HANG B-26s "bombed" the ship with 100,000 orchids.

HANGmen at Hickam hosted the first of many annual Christmas parties at the HANG OUT Club. A number of boys of the Police Activities League were guests for mucho turkey and entertainment. 1st Lt Philip G. Dooley was the "spark plug".

The fighter pilots resumed the "Dawn Patrols" of JUG fame and few round-robins to Maui. Takeoff

time was 0530 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 gunnery exercises were held January-March 1955. Each of the 29 pilots was programmed for six days. Some 340 sorties were flown, over 48,000 rounds of cal. .50 were expended. A flight of four, would be in the aerial gunnery pattern; tips of the cal. .50 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 1st Lt Kenneth L. Fisher qualified as Sharpshooters, 2nd Lt John L. Russell as Marksman.

Cpts Jarrett F. Carr and Letwell P.A. Duvauchelle, 2nd Lts Robert A. Hinkley and John L. Russell flew an air race "Against the Clock" from Hilo to Honolulu



SCORING THE TARGET. Standing: Capt George T. Harris and 1st Lt Paul L. Hummel. Kneeling: Maj Archibald M. Harrison and 1st Lt Kenneth L. Fisher.

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).

There were eight teams in the Air Technician Bowling League: Lee's Lemons, Mau's Mullets, Shim's Slickers, Mattos' Mynahs, Choi's Crusaders, DeLima's Dodgers, Kato's Keglers, and Bissen's Boosters.

Lt Col James R. Ashford assumed command of the 199th FIS 15 February 1955. Maj Robert E. Paine assume command of the 109th AC&W Sq the same date.

SSgt Peter M. Kaanapu was killed in an industrial type accident 8 June 1955 while a member of the Annual Field Training Advance Detachment at Kaneohe MCAS.

The two "detachments" of the 109th AC&W Sq held their annual field training periods again at Koko Crater AFS. The other HANG units were at Kaneohe MCAS 11-25 June 1955. The flying training was tight-



YIPES! Pilots air-sea rescue training at Kaneohe MCAS.

ly scheduled, and the days were long—first takeoff at 0600 and last landing at 1735. The SABRE JETs logged 617 hours during the encampment. Aerial Gunnery and Ground Controlled Interceptions in coordination with the 109th were the prime training missions.

Flying hours in all aircraft totaled 5,935 for the fiscal year. The HANG had 914 personnel assigned, 125 of whom were Air Technicians. Fifty-five potential Pilot Trainees started processing; eight applications were forwarded to the National Guard Bureau for class assignments. Two hundred eighty eight personnel attended USAF Service Schools; 180 of these went to Parks AFB, California for the newly allocated Basic Military Training course. HANG units followed ConAC Training Directives, and Airman Proficiency Testing was started.

AERIAL MINUTEMEN (Fiscal Year 1956)

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

SSgt Arthur B. Fitzsimmons was killed 18 July 1955 when a T-6 in which he was taking a back-seat orientation ride crashed into the sea off Punaluu, Oahu. The pilot was able to bail out and was rescued.

Three HANGmen made the Hawaii National Guard team which competed in the National Matches at Camp Perry, Ohio: SSgt Edward K. Apo (rifle), MSgt John H. Beaumont and SSgt Stephen Heu (pistol).

Maj Robert B. Maguire was presented the 7th Air Force Gunnery Trophy for high aerial gunnery 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% hits).

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

The pilots were authorized extra aerial gunnery drills again. Each pilot participated an average of eight times, 501 sorties were flown, 54,190 rounds of cal. .50 were expended, and scores averaged 14.5%



AC&W HEADQUARTERS. Sand Island facility, headquarters of the 109th AC&W Sq.

hits. Thirty six extra drills were authorized the pilots—they began to get some compensation for the many hours devoted to HANG operational capability.

The 109th AC&W Sq acquired a second home in November 1955, the former Federal Quarantine Station at Sand Island which had been used as a Prisoner of War Compound during World War II. There were ample training facilities (a dozen buildings) which were rehabilitated. A Butler building was erected for supply. A temperate tower and an AN/FPS-8 search radar were received, and installation commenced. The 109th operational facility remained at Koko Crater AFS.

Capt Philip G. Dooley spearheaded another Christmas party with turkey and all the trimmings at the HANG OUT Club for kids of the Police Activities League.

HANGmen blithely decided to make a 28 minute 16mm color movie with sound about the fighter squadron! No funds could be secured, and the pro-

duction of AERIAL MINUTEMEN proved to be the biggest "scrounge job" ever accomplished by HANGmen. A brash HANGman 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, many sources. The squadron "stars" began to watch their haircuts. Absolutely hair-raising techniques were developed to get some splendid shots of aerial gunnery. The movie took a year to "put into the can" and was meshed with normal training and flying schedules. HANGmen completed as much as they could—the National Guard Bureau provided funds for the Department of Agriculture to assemble the original kodachrome and prepare a composite sound track. AERIAL MINUTEMEN proved a smash hit (to the HANGmen)—it was excellent for recruiting, orientation, and HANGmen pride.

The drive for Pilot Trainees continued with much vigor. A SABRE JET was towed to the University of Hawaii campus in the wee hours of the morn when traffic was light. The crew: Capt Tyler M. Harr, WO Harold T. Mattos, MSgt Steve A. Vayda, TSgt Frank R. Farley, SSgts George K. Meyer and Lawrence S. Partika, and A1C Arthur T.Y. Lee. The Honolulu Police Department, Hawaiian Armed Forces Police and Art Harris were most cooperative. Rumor had it (with foundation) that SSgt Meyer used the HANG C-2 Wrecker to uproot small trees and other things in the way (carefully replanted), and to move parked cars that impeded progress. One intoxicated automobile driver was flagged down and stopped on Nimitz Highway—his bleary-eyed astonished comment: "this is a hell of a place to land airplanes!" The one day display was a resounding success... 14 of the finest of Hawaii's young men were sent to USAF flying schools this year (12% of those interested passed the qualifying tests).

Pilot strength increased when the following fledgling pilots returned during the year: 2nd Lts Randolph Galt, William F. Heilbron, James C. Olds, Ralph E. Platt, Richard H. Sanchez, John R. Wikeen, and Melvin G. Yen.

The tempo of the HANG was dramatically accelerated in February 1956. Approval was received for the HANG to participate in the active air defense program effective 1 July 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!

AC&W HANGmen 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. 7th Air Force rehabilitated the 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.

The various C-E equipment were installed in 45 days with the assistance of some 7th Air Force non-technical personnel: AN/FPS-8 search radar, UPX-6 IFF set, GTA-6 telephone central, AN/GRC-27 multi channel UHF transceiver, GRT-3/GRR-7 single channel UHF transmitters/receivers, one GRC 26 HF radio set as back-up for landlines, and the TPS-10D height finder. The PPI scopes were all OA-99s.

To complicate this crash program, high winds sheared the antenna support bolts and nearly destroyed the antenna sail in May 1956. Repair was effected, but several times thereafter the bolts sheared again. Two General Electric technicians arrived several weeks prior to the operational date of the station and modified the antenna. The fix worked. A team from the 6023rd Radar Evaluation Squadron completed ground and flight checks of the station and declared it was operationally ready—just four days prior to the operational date.

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

The 109th had a frantic summer camp—24 hour shakedown operations were conducted at Punamano AFS, Sand Island operated a 24 hour Air Defense Control Center, and Koko Crater AFS maintained a 16 hour operation. During the second week the antenna pedestal at Punamano became inoperative, and the station "went off the air". The 109th logged 154 GCI missions, with 130 recorded as successful.

The 199th and 8199th June encampment was again at Kaneohe MCAS. Each day was broken down into six flying periods in two shifts, each of which was operated by the 199th or 8199th, and 729 sorties were flown. Fourteen F-86Es and three T-33s were taken to Kaneohe MCAS (one SABRE JET was left at Hickam, and was a "Hangar Queen."). Each T-33 flew an average of 62 times on instrument training and tow target missions. SABRE JET in-commission rate was 87%. Aerial gunnery average scores rose to 15.6% hits above 20,000 feet and 14.9% hits above 27,000 feet.

The encampment was marred by the death of Lt Clinton S. Ballentyne whose SABRE JET crashed into the sea off the end of the Kaneohe MCAS runway 14 June 1956.

Major General Winston P. Wilson, Chief of the Air Division of the National Guard Bureau, visited the HANG during the summer encampment and observed a remarkable four ship diamond flyby. Capt Letwell

P.A. Duvauchelle, the Flight Leader, was right on time, but was a little bit fast. One mile out he transmitted a strange message—"speed brakes... momentarily." He did just that, the rest of his flight were bewildered at the strange order, and what was a tight diamond disintegrated over the General into what reminded one HANGman of a group of mynah birds who had just been shot at.

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

Statistics for the year were impressive: 5,388 pilot hours of which 4,140 were in jets. SABRE



AERIAL MINUTEMAN MOVIE. These men live on the same street that you do...

JET in-commission rate averaged 79%. The 858 member HANG was at 91% of authorization and had an 84% re-enlistment rate. There were 129 Air Technicians. Unit personnel qualifications were: 199th 58%, 8199th 44%, 109th 59%, and the weather flight 50%. Service school attendance was 177, of which 92 went to basic military training. Base Supply moved into yet another warehouse, and had 15,600 active stock record cards and a 45 day stock level of goodies.

AIR DEFENSE ALERT (Fiscal Year 1957)

The Hawaii Air Guard commenced active air defense of Hawaii under the control of 7th Air Force. The Air Defense Control Center (TAILBOARD) was located in Kunia Tunnel, and the Control Center Chief was (active duty) Capt DeWitt C. Bye.

●0000 1 July 1956: 1st Lt Paul S. Mori and his



SCRAMBLE! Lts Paul L. Hummel and Robert A. Hinkley.

flight of nine operators, one radio technician and two radar technicians of the 109th AC&W Sq commenced round-the-clock operation of the Punamano Direction Center (TATTOO).

●Sunrise 1 July 1956: Two operationally ready pilots of the 199th FIS and two fully armed day-fighter 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 flight line closest to the taxiway to Honolulu International Airport's Runway 8. The Alert pilots' lounge was a bench outside of the 199th FIS Operations shack. When the 25¢ scramble buzzer sounded (audible radius of 25 feet), the two pilots on Alert duty would make a 100 yard dash to their SABRE JETs. The tower would hear breathless transmissions: "Hick—am Tower—this—is—White One on a—scramble".

It wasn't long before the Alert pilots and crew chiefs moved to a "lil ole shack" close to the Alert aircraft and adjacent to "Fort Beaumont". A little later the Alert setup was 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.

An FPS-6 height finder arrived for the 109th. Footings and the tower were constructed by a contractor at Punamano AFS, and 109th HANGmen installed the equipment (the TPS-10D was relocated to Koko Crater AFS). Punamano's Air Technician Supervisor was Capt Arthur U. Ishimoto, and the fulltime complement totaled 54 men. "C" Flight was on permanent swing shift (1600-2400 hours), and all men assigned attended the University of Hawaii during the day.

The Punamano Air Techs "scrounged" from many sources and one day a patio and kitchen were completed between the Operations building and the Air/Ground Radio building—"Ouimette Hall", named for the Air Force Tech Advisor.

The Punamano controllers (Capts Frederick M. Hemmings, Harold K. Lee, Lts Paul S. Mori, William E. Mossman and Donald M. O'Day) also provided GCIs (Ground Controlled Interceptions) for the Marine FJ-2 BANSHEE all-weather fighters. Most of the Marine flying was from 1830-2300 hours; sometimes they would fly from sun-down to sun-up. A tremendous number of intercepts were logged—the controllers developed callouses on their elbows and resorted to wearing rubber pads.

The HANG commenced two Sunday All Day Assemblies (four hours of classroom and the remainder OJT). Fighter operations and aircraft maintenance began monthly "contracts". A dock system for F-86E periodic inspections was commenced. Eight additional Es were received in Sept.

Each fighter pilot flew at least once a week. Aerial gunnery (under the impetus of Lt Col Giraudo, AFSA) really got going. An exclusive "100 Club" was formed (membership for those who made 100 hits out of 200 rounds carried aloft). Members soon included: Maj George R. Duncan, Archibald M. Harrison, Capts Kenneth L. Fisher, Lorenz L. Kumeilike, Lts William F. Heilbron, Paul L. Hummel, Kurt E. Johnson, and John E. Russell. Capt Kumeilike made the terrific score of 153 hits out of a possible 200 on 2 Aug 1956. Maj Duncan was awarded the 7th Air Force Aerial Gunnery Trophy in Sept 1956.

Majs George R. Duncan (Team Capt), Archibald M. Harrison, Capt Lorenz L. Kumeilike, Lts Kurt E. Johnson and Herbert M. Sakamoto comprised the HANG team which competed in the Annual Air Guard Gunnery Meet in Sept 1956 at Casper, Wyoming. Phoenix, Arizona Air Guard F-86As were borrowed by the HANGmen. They placed eighth, and vehemently stated that the gun harmonizations left much to be desired. They cited the Phoenix Ops briefing as something like this: "this aircraft fires low and ahead, so to hit the target aim the piper four feet high and 10 feet back of the bull". Talk about aerial Kentucky windage . . . !

7th 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". Also in October, a SABRE JET was nighttime-towed to the Iolani Palace grounds and there christened "Iolani" by Commander-in-Chief (Governor) Samuel W. King. Iolani Luahine, "Daddy" Bray, the Hauoli Maids, and the King and Queen of Aloha Week and their Court assisted.

The HANG multi-stationed AC&W structure was reorganized 7 Oct 1956. The 169th AC&W Sq was formed from a 109th cadre with headquarters at Sand Island and operational facility at Koko 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 AC&W Sq was cut down in numbers, and the station was established at Punamano AFS only.

MSgt John H. Beaumont placed second in the International .22 Caliber Rapid Fire at the Camp Perry National Matches (1000 firers, he scored 1729 out of a possible 2000). As a result of this high score, MSgt Beaumont won a berth on the American Olympics Pistol Team which competed in the Nov 1956 Olympics in Australia. He placed seventh in the Rapid Fire Silhouette—in competition with the world's finest shooters.

HANGmen celebrated their 10th Anniversary with a luau and dance 3 Nov 1956. Governor Samuel W. King addressed the aloha-shirted 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 K. Enoka, Sun Yau Goo, Carl S.B. Kang, TSgts Vernon S. DeLima, George Joaquin, SSgts George H. Oshiro, Lawrence S. Partika, and AIC Arthur T.Y. Lee. The classic anecdote of the evening was made by MSgt Kang: "1955 (Summer Camp) was a bad year for us crapshooters, the "ole man" really cracked down on us—so, the younger men took up bowling and us older men took up beer drinking for recreation".

1st Sgt Theodore D. Hussey called the 4 Nov 1946 roll, and 10 charter HANGmen answered "here" and front-and-centered to receive leis from the first lady of the squadron, Mrs. James R. Ashford: 1st Lts (now Maj) George R. Duncan, Walter F. Judd, Russell L. Smith, 2d Lts (now Capt) Letwell P.A. Duvauchelle, George T. Harris, SSgt (now CWO) Joseph L. Barnett, SSgt Harold J. Martinez, Sgts (now MSgts) Robert D.W. Choi, Richard S.O. Lee, and Sgt (now TSgt) Frederick H. Rittmeister.

Due to forecast decrease in HANG pilot authorization, NGB withdrew Hawaii's aviation cadet and pilot trainee quotas in Mar 1957 (the HANG was "ahead of the curve" with 19 in USAF flying schools).

An Open House and Air Show held by the FIS 28 Apr 1957 drew an estimated 50,000 spectators. (The Project Officer was Lt Col John "Da Hawk" Giraudo, AFSA.) The Colorado HANG's aero-jet flying team, "Minute Men", was the feature attraction. Their precision T-33 flying thrilled the crowd. Among other flying, 18 SABRE JETs fired-up simultaneously,

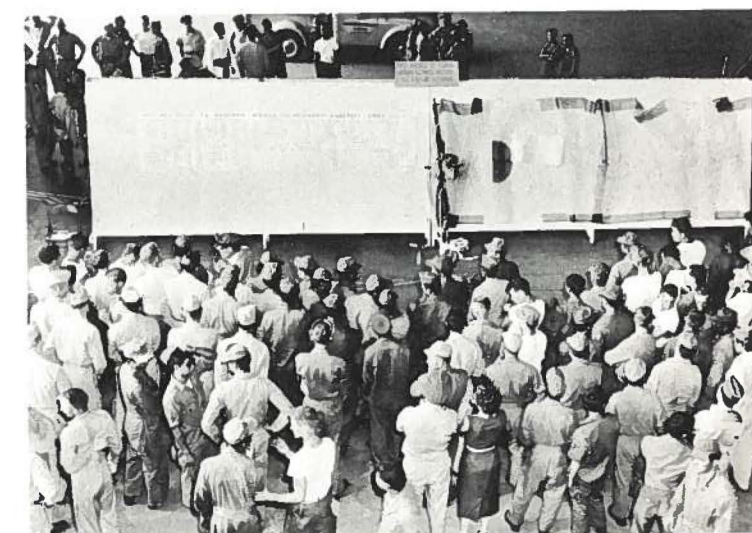
taxied out "in formation", and flew several tight aerial reviews. Static displays were provided by the HANG and other military services, the CAP drill team participated, etc. A picked maintenance crew changed a SABRE JET hot engine in record time (14 min. and 14 sec.): MSgts Norman C. Ault, Anthony Kim, Clyde H. Sullivan, TSgts George Joaquin, Lewis K. Kono, SSgt Gordon L. Martin, AICs Samuel M. Saffery, Harry M.Y. Awana, and A2C Clement H. Crowell. Doc Caver's "harem" aroused *much* interest

The outstanding event of the June summer camp (AC&W at home stations, remainder of the HANG again at Kaneohe MCAS) was an aerial gunnery competition with the Marines—F-86E SABRE JET vs FJ-4 FURY. Four pilots of each five man team flew three missions with the standard 200 rounds chargeable when airborne. No alibis. 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 (HANGmen 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, Capts Lorenz L. Kumeilike, Frank J. Smith, Lts Paul L. Hummel and Kurt E. Johnson. Capt Kumeilike was high man with an average of 50% hits. (HANGmen made out like bandits on the side bets!)

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

The 8199th Replacement Training Squadron was inactivated 30 June 1957.



WHO'S AHEAD? The aerial gunnery competition with the Marines aroused great interest.

IV. ALL-WEATHER L

THE L (Fiscal Year 1958)

Sunrise to sunset active air defense with the day-fighter F-86E SABRE JET was fine, but what about air defense protection at night? The 109th AC&W Sq scanned the skies 24 hours a day at Punamano AFS, but what about the significant areas of approaches to the island of Oahu which were "blanked out" by the mountains? USAF programmed the fighter squadron to have the F-86L all weather fighter interceptor SABRE JET and the 169th AC&W Sq was to commence 24 hour active air defense at Koko Crater AFS. There was *some* lead time for implementation planning, and the HANG made the most of it.

Conversion from the day-fighter E to the all weather fighter L presented some good-sized 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 some 7,000 new line items and plan to dispose of some 5,000 E line items; the L \$405,000 Flight Simulator was too big for the present Link Trainer building (Hickam moved out a C-97 Flight Simulator and provided the HANG space in their Flight Simulator building), etc. The L had a much more elaborate fire control system (lots of "little black boxes"!); The armament was 2.75 inch "Mighty Mouse" air-to-air folding fin rockets instead of cal. .50 machine guns with which the HANG was



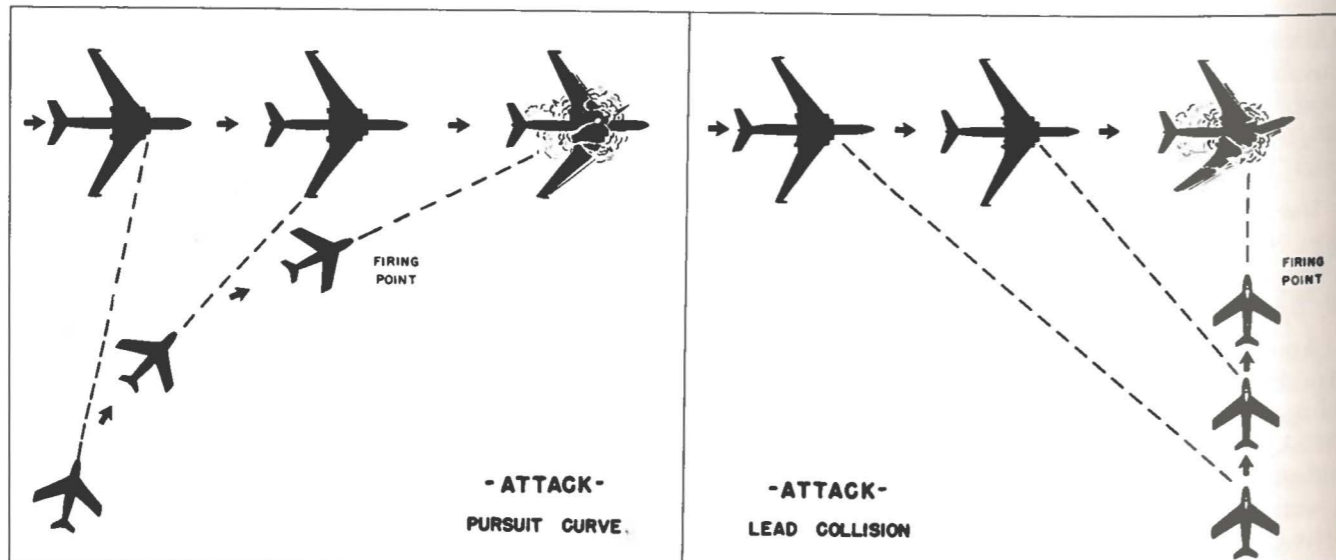
very familiar. Changes in manning documents from day to all-weather fighter didn't occur until the middle of the next fiscal year. This caused numerous mal-assignments.

The pilots had to learn not only about the intricate systems of the new aircraft but also new tactics—"lead collision" instead of the familiar "pursuit curve". Head in the Bucket, son! Oh yes, there could be no stand-down of E active air defense during the conversion period...

Mobile Training Detachment F-86-6 arrived in Nov 1957 and began to conduct classes on the L systems. Factory technical representatives were provided for a year: North American Aviation Co., (aircraft), General Electric Co., (engine), Lear Inc., (auto pilot), and Engineering Research Corp., (flight simulator).

The 169th AC&W Sq was currently busy installing a new Search Radar (FPS-8) and allied equipment at Koko Crater AFS. The Sand Island facility was abandoned and the station of the 169th AC&W Sq became solely Koko Crater AFS 15 Dec 1957. The 169th commenced 24 hour active air defense 1 Feb 1958.

F-86Ls began to arrive 5 Feb 1958 and were rapidly



SEA LIFT BY JEEP CARRIER. Arrival of the cocooned F-86Ls at Pearl Harbor aboard the USS Windham Bay.

"de-cocooned". Pacific Air Forces provided three well qualified all weather jet pilots to assist in the checkout of 199th pilots (Maj George R. Duncan was the first HANG pilot to transition into the L). The all-weather L replaced the day-fighter E on sunrise to sunset active air defense Alert 1 May 1958 with NAFAR sight capability only (24 hour Alert was commenced five months later). The Chief of the National Guard Bureau sent a TWX stating "the most rapid and best conversion yet..." The E's were phased out 30 May 1958.

During this fiscal year there was an infusion of new pilots, the last large group sent to USAF flying schools to "win their wings": 1st Lt John S. Carroll, 2d Lts Thomas A. Haine, Lloyd T. Hiraoka, Charles F. Johnston, George E. Kuroda, Marlin L. Little, Carl T. Nakamura, Edward V. Richardson, C. Hutton Smith, and Melvin E. Souza. Maj Russell L. Smith was the first HANG pilot to attain the rating of Command Pilot (3,000 hours and 15 years of pilot service). Capt Lorenz L. Kumeilike was awarded the 7th Air Force Aerial Gunnery Trophy.

All HANGmen contributed to the Arizona Memorial Fund Drive which helped make possible the erection of a permanent shrine on the submerged hull of the U.S.S. Arizona at Pearl Harbor.

Summer camp, 21 June-5 July, was held at the various home stations of HANG units. Pacific Air Forces conducted a Practice Mobilization Test at 0300 on the first day (72.5% assembled within two hours), performed an Annual General Inspection during the encampment, and tested initial conversion capabilities with an Operational Readiness Evaluation. All units were deemed Satisfactory... only four months following receipt of the new aircraft which required new tactics to employ as a weapon.

The 199th appointed Mr. Arthur P. Harris as an honorary member of the squadron, "always in good standing", on 27 June 1958. This was "heartily con-

curred in" by Col Valentine A. Siefertmann (Asst AG, Air) and Maj Gen F. W. Makinney (AG). Mr. Harris headed Hickam's Reclamation Yard and provided inestimable assistance. The citation read in part: "As he has spent sleepless nights assisting in moving Squadron aircraft to and from locations in Honolulu for displays, aviation cadet drives, christening, etc., and has cheerfully moved such traffic signs as impeded passage, ... and ... as from time to time, especially during the initial states of conversions, support from his Reclamation Yard has enabled the Squadron to operate..."

The fast and furious pace of this fiscal year resulted in flying 6,854 jet hours—the tactical pilots averaged 201 flying hours. The AC&W squadrons plotted some 71,000 tracks and provided 55 assists to aircraft in trouble or "uncertain of their position". The HANG was at 96.6% strength compared to authorization documents, 156 attended service schools, and the re-enlistment rate was 87.6%. Average drill attendance was 95%, and 98% attended annual field training.

The National Guard Bureau advised at the close of the fiscal year that the abbreviation "HANG" was out, and "HAFNG" was in. This met with some resistance from HANGmen...

ALL WEATHER TRAINING (Fiscal Year 1959)

The name of the game this fiscal year was train, train, train.

All tactical pilots were checked out in the L by 6 July 1958. All were qualified to fly the L using visual pursuit curve tactics, but none were qualified



DAY VERSUS ALL WEATHER. F-86E, Maj George R. Duncan, and F-86L.

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: head in the bucket, son—you too can fly a radar scope! There were many hours of ground school, simulator rides, and three phases of flying training missions for 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 valued information and techniques.

Needless to say, the Weapons Controllers of the AC&W squadrons were hard at work also learning the new GCI tactics of positioning. Team training was most serious, so that the HANG could acquire capability with the new weapon system as soon as possible. Capts Arthur U. Ishimoto, Paul S. Mori



IN—OUT SHE GOES! F-86L engine.

and William E. Mossman visited radar sites in Japan for several weeks and brought back many good ideas.

The inactive duty training schedule was changed from two Sundays a month to one weekend a month. This allowed more continuity of training efforts. The 169th began in July; Hq HANG, 199th and the weather flight in October; and the 109th in November.

Nine pilots were put through a concentrated training program and became qualified as Alert Ready. The 199th went on 24 hour active air defense alert at 0001 23 October 1958. The dedication of a new double-hangar and crew shelter was held the day before. Five-minute active air defense Alert, on a 24 hour basis, has continued ever since.

There were several emergency assists in October 1958. The 109th "turned-around" a DC-3 which was 110 miles out and heading southwest from Oahu. A Coast Guard rescue aircraft escorted the plane back to Honolulu, its destination. The 169th discovered



MERRY XMAS! Annual Christmas party at the HANG OUT Club, HANG Area, Hickam AFB.

a Navy FJ-3D 60 miles north of Oahu which was making a triangular pattern indicating an emergency. One of the HANG Alert birds was scrambled and vectored to the aircraft in distress. The FJ-3D was escorted to Kaneohe MCAS—when it touched-down, it had but three minutes of fuel left.

The 199th had its own troubles with the Ls. Capt John S. Carroll made an emergency landing at Barbers Point NAS 2 December 1958 with his transmitter out and aileron control difficulties. Capt Kenneth L. Fisher belly-landed an L on 20 December 1958 when his landing gear failed to sequence properly.

An Operations building was completed at Puna-mano AFS for the 109th in November 1958. This freed sufficient room for a Food Service kitchen—109th HANGmen began to get hot meals on station for the first time. A parking lot was paved, which prevented lots of muddy shoes.

Major General Winston P. Wilson, Chief of the Air Division, NGB, visited the HANG in November. He brought the welcome news that the 199th would be re-equipped with F-102 Convair DELTA DAGGERS within a year. The "DEUCE" was a first line air



ROYAL RIDE. King Hussein of Jordan equipment check-out just prior to T-33 flight.

defense aircraft, and HANGmen were delighted. And these conversions were becoming easier and easier with experience...

Air-to-air rocketry was commenced in December 1958. The target was a Del Mar styrofoam 6' bomb-shaped target which contained radar reflecting surfaces. It was towed 5,000 feet behind a T BIRD. Two gun cameras were mounted externally under the firing ship's wings. Hit-Miss distance could be established by a stereo-effect evaluation of the films. Three pilots became qualified Combat Ready before the month was over.

The Hawaii Army Guard's 298th AAA Group was re-organized and re-equipped from 90 mm guns to NIKE HERCULES surface-to-air missiles 15 January 1959.

Col Jack D. Blanchard, former Chief O&T Branch of NGB's Air Division, replaced Col Giraud as Air Force Senior Advisor on 19 January 1959.



M. A. 1st Lt Donald M. O'Day controlling an intercept using an OA-175.

2d Lt David W. Cowan and 1st Lt Tai S. Hong were piloting a T-33 on a tow-target mission 30 January 1959. When at 30,000 feet and north of the island of Kauai, their engine began vibrating and finally "froze". They could not release the target. They glided toward Kauai and ejected at 5,000 feet, some 20 miles northeast of Lihue. The two pilots were picked up from their seat dinghies 1:48 later by a Coast Guard patrol boat.

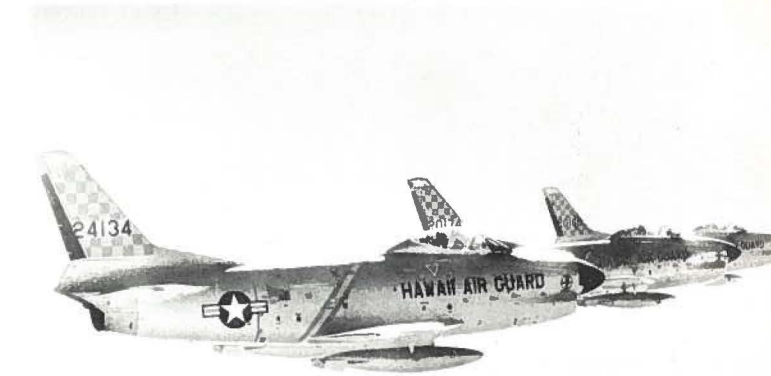
Personnel mal-assignments finally got straightened out 1 February 1959 when the 199th was reorganized to provide all weather specialties.

A group of Thailand officers visited the new Alert Pad 6 March 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 13-27 June 1959. PACAF conducted an Annual General Inspection and an Operational Readiness Inspec-

tion. 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, the 169th Operationally Ready. In comparison with like-squadrons of PACAF, the 199th moved from last place to second place in combat ready status.

The end of the fiscal year found 32 of the 35 fighter pilots Combat Ready. Jet flying hours totaled 6,581, of which 5,052 were in the L. Average tactical pilot flying time was 188 hours.



OFF WE GO! Ls into the wild blue yonder.

FULLY OPERATIONALLY READY (Fiscal Year 1960)

The 199th "played for real" during the recent summer camp ORI and "punched" the external fuel tanks prior to air-to-air rocketry. (This caused quite a "flap", as these tanks definitely were not expendible, but that's a story within itself.) The squadron found to its horror that the attitude of the airborne L without tanks changed, and the rockets were all firing high. So all the birds were zero-lifted "clean".

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 outside 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.

HANGmen celebrated Hawaii achieving Statehood 21 August 1959.

1st Lt Alexander Bell was flying an L at 14,000 feet near Kauai pre-dawn 19 October 1959. His radar transmitting light began to go off and on... and then there was smoke in the cockpit. The forward fire warning light came on... it was SOP for immediate bail-out when this "panic" light went on. Lt Bell queried his wingman, who reported no visual sign of fire but some sparks seemed to be coming out of the tailpipe. Lt Bell throttled back and turned towards Lihue, some five miles away. He made it down safely—a power-off landing on the 5,100 foot runway. Lt Bell was awarded the HNG Medal for Merit and USAF awarded him the Air Medal for this deed.

The 199th Support Squadron was activated 1 February 1960 with the nucleus of personnel from the inactivated 199 FIS augmentation. Lt Col Walter F. Judd was appointed Commander. This new squadron soon sported red baseball caps with KOKUA (Aid) on the back in yellow letters. An aggressive intra-flight volleyball competition resulted in the Air Police proving that they were the "best".

Col Valentine A. Siefermann, Assistant Adjutant General, Air/Commander HANG, was promoted to Brigadier General 29 February 1960—a leap year.

Aircraft maintenance of the 199th FIS received an Inspection by the Western Air Defense Force (ADC) Tactical Evaluation Inspection Team in March

1960. Results—excellent, and commended. Communications equipment was received which permitted the implementation of the AFM 66-1 Maintenance/Workload Control Section.

The Butler-Type supply warehouse erected at the Sand Island site was relocated to Punamano AFS. Structures were still minimal at Punamano; Transportation and Training Sections of the 109th remained at Building T-6 at Fort Kamehameha. Four hutments were built at Punamano AFS later in the fiscal year and the small shower/latrine expanded.

Lt Col James R. Ashford was transferred to Hq HANG 1 April 1960, filling the new position of



ORDER OF THE HAWAIIAN OWL. MSgt Louis W. Perry "entitled to stare fixedly and unblinkingly..."

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

Lt Ritchie K. Kunichika was flying an L at 35,000' on an aerial intercept mission at 0940 23 April 1960. Following a pass at the target, the after burner of his aircraft hit and broke off the rudder of the T-33. Both planes made it back safely—the pilot of the USAF T-33 was Lt Kunichika's brother, active duty Captain Paul M. Kunichika.

The U.S. Army District Engineers awarded a contract to McKee and Nordic Contractors to build a \$2 million fighter facility at Fort Kamehameha. Ground breaking was 4 May 1960. Construction was to take over a year.

The HANG GOONEY BIRD supported recovery operations at Hilo following the 23 May 1960 seismic

wave which killed 57 persons and caused extensive property damage.

Thirty two Master Sergeant positions in the HANG were converted to the new "super grades" 1 June 1960; 22 became Senior Master Sergeant (E-8) positions and 10 become Chief Master Sergeant (E-9) positions. This made some "old heads" very happy...

PACAF conducted an Operational Readiness Inspection during the summer encampment 11-25 June 1960. Sorties flown during the ORI totaled 215; Aircraft Maintenance had an 82% in-commission rate and averaged 12 minute turnarounds. Supply's "Red Ball Express" averaged a fantastic 3.5 minute delivery of needed parts to Aircraft Maintenance.

The earlier "zero lifting" really paid off—five of the eight Del Mar targets launched were shot off. Twenty-six of 27 assigned L's fired.

The 199th, 109th and 169th were rated fully operationally ready. The 199th later was awarded a National Guard Association Trophy for being the most operationally ready F-86L outfit.

Construction was started on a new radar facility at the old Kokee AFS, Kauai in June 1960. A. C. Chock, Ltd., was awarded the contract. 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);



RECOGNITION. Major General F. W. Makinney awards Hawaii National Guard Medal for Merit to 1st Lt Alexander Bell.



KOKUA! HANGmen of the 199th Support Squadron.

the 109th conducted 3,658 intercepts and the 169th 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 \$26 million of federal assets used to support HANG operational efforts and \$6.8 million of Air National Guard funds were expended.

And all concerned themselves with planning for the forthcoming DEUCE.



LET'S GO! F-86L flyby over ground breaking ceremonies of the new fighter facility at Fort Kamehameha.



F86L TURNAROUND. 1st Lt Melvin G. Yen, pilot.

V. THE DEUCE

CONVERSION AND LEAPFROG (Fiscal Year 1961)

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

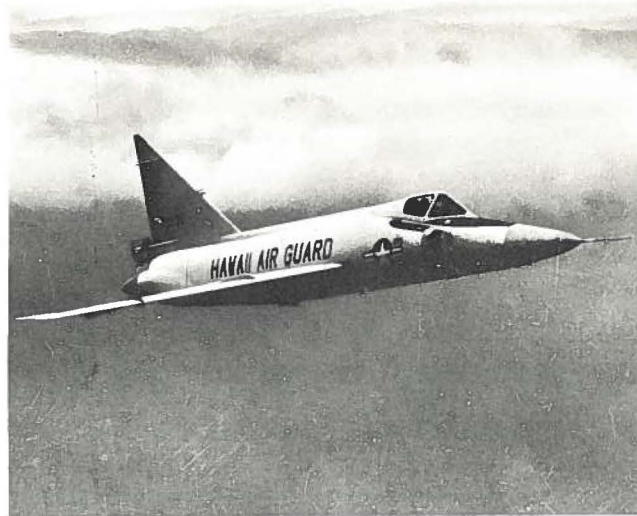
Two C-124s arrived 20 July 1960 loaded with the many components of an \$800,000 F-102 Flight Simulator. SSgts Benjamin M.K. Goo, Guy M. Matsunaga, A1C Richard K. Kudo, and two Tech Reps began unpacking, assembly and checkout. It was located initially in a C-124 Nose Dock at Hickam AFB. Two months later came the big day—final checkout. When power was applied there were a few puffs of smoke. Problems were minor, and the simulator was operational and in full scheduled use several days later.

Six fire control specialists were sent to the 40th FIS, Yokota, Japan for a cram OJT course on the new MG-10 Fire Control System: MSgt David M. Rodrigues. TSgts Gary K. Fujii, Allen M. Mizumoto, SSgts Thomas S. Araki and Virgil A. Brown. Forty aircraft mechanics were sent to the ANG unit at Kelly AFB, Texas to learn about the DEUCE airframe, engine, instruments, electrical systems, etc. Four pilots also went to Kelly AFB to check-out in the DEUCE. (And around-the-clock 5 minute active air defense Alert was maintained in the Ls back at Hickam AFB.)

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 a Hughes Tech Rep. The missiles were checked out as they arrived.

To compound Aircraft Maintenance's headaches, there was a change to a new maintenance concept; Man-hour Accounting and Maintenance Data Collection began. This was in the old HANG Area 65, and space was very limited.

Base Supply was extremely busy as it was procuring the 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. The workload was high; 54,957 documents were processed versus 25,293 the previous year. Four temporary employees were authorized, but Supply barely kept it's "head above water".



Right in the middle of this conversion activity the Hawaii National Guard hosted the "Hawaii in 60" 82nd General Conference of the National Guard Association of the United States. Some 2,400 Guardsmen and their families came from "America" for a thoroughly enjoyable visit to Hawaii in October 1960.

Maj Robert A. Hite bellied-in a F-86L at Honolulu International Airport 30 October 1960 when his landing gear failed to lock.

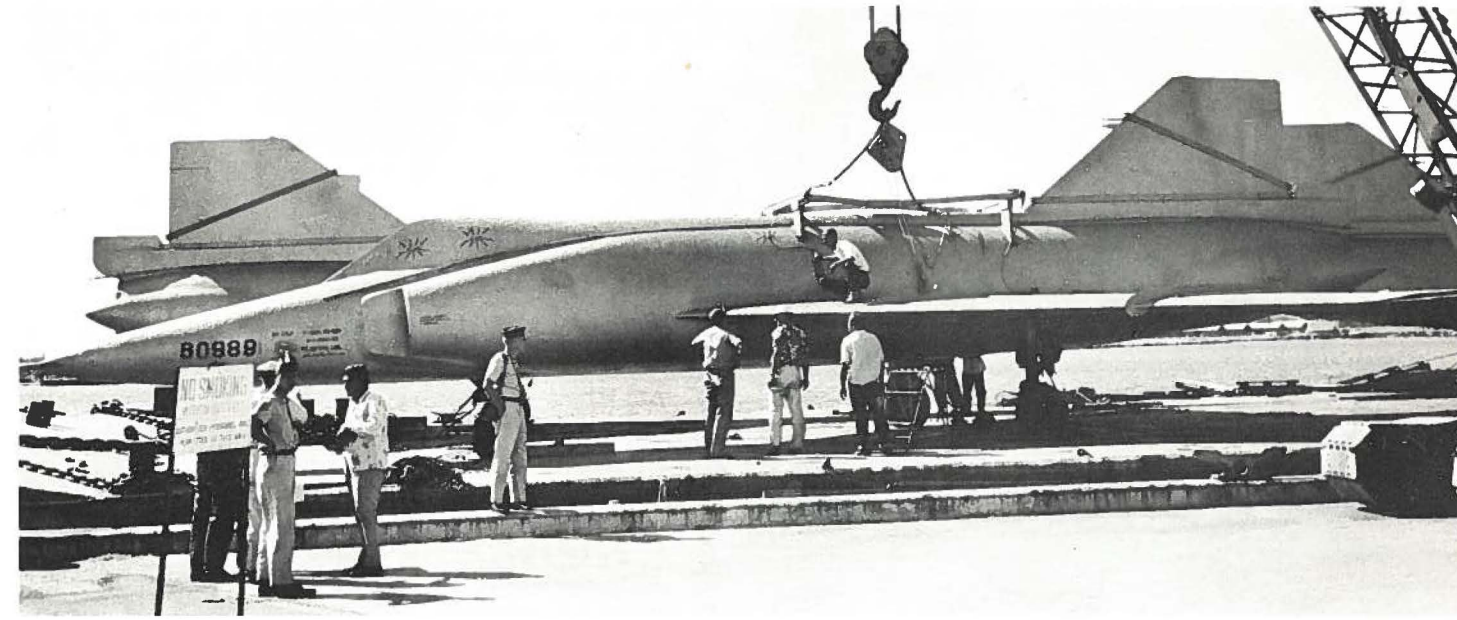
The USAF 766A Mobile Training Detachment arrived from Amarillo, Texas in November 1960 and conducted training until May 1961.

HANG Hickam units were expanded from two squadrons to a six unit air defense fighter group 1 December 1960. Lt Col Robert B. Maguire 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 Air Base Sq; Maj Jarrett F. Carr, 154th CAMRON; Maj William W. Dau, 154th Materiel Sq; and Maj Claude V. Caver, 154th USAF Dispensary.

The first DEUCE arrived in Hawaii 5 December 1960. Land Air Inc., handled de-cocooning and processing, and delivered ready birds to the HANG commencing in January 1961. The first acceptance flight was a TF-102 on 21 January 1961: Col Jack D. Blanchard (AFSA) was the pilot, Brigadier General Valentine A. Siefermann was in the other seat. PACAF assisted again for this convention by loaning the HANG two F-102 IPs.

Also during December 1960, the 169th AC&W Sq conducted a poignant emergency assist by guiding a lost (and low on fuel) small civilian aircraft through inclement weather to safely land at Kahului Airport.

HANGmen's brothers-in-arms, the 298th Artillery Group (Air Defense), Hawaii Army National Guard, began 24 hour active air defense Alert with their



COCOONED ARRIVALS. Art Harris superintending offloading cocooned DEUCE from barge to dock.

NIKE surface-to-air missiles 15 December 1960.

Meanwhile the pace of 109th HANGmen at Punamano AFS began to accelerate rapidly. They formed a Detachment under the command of Maj Robert W. Liddle to operate the rapidly completing \$323,310 operations facility at Kokee AFS, Kauai. The search radar was the latest equipment available in the USAF inventory, the FPS-20A. The height radar was the FPS-6. NGB found some more money somewhere (\$87,000.) and an automotive maintenance shop, supply building, chain link fence with security lighting, and an access road were also constructed at Kokee AFS. Four 200KW diesel generators were installed to provide primary power. Over 90 109th Air Technicians and their families began making arrangements to become residents of the island of 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. There were three crews, 24 hours on-duty and 48 hours off-duty. "D" crew relieved "B" crew 0800 13 March 1961 at Punamano—the 16 "B" crew members and their families were winging their way to Kauai at 1300 hours that same day. When "D" crew was relieved by "A" crew the following morning at Punamano, the same sequence was repeated.

At 0830 15 March 1961 "B" crew began active air defense operations from Kokee AFS, Kauai. "A" crew left for Kauai that afternoon, and the leapfrog was completed. The remaining 109th at Punamano AFS reverted to training status, except for providing radio relay between Oahu and Kauai. After a week of Kokee AFS shakedown, there was a "Grand Opening" there with many dignitaries. Two DEUCES flew a re-

sounding low salute over the new operational station.

Fifty percent of the DEUCES were received by March 1961 and this triggered off the 120 day period to become Operationally Ready in the new aircraft. The 10 Tech Reps temporarily assigned assisted greatly.

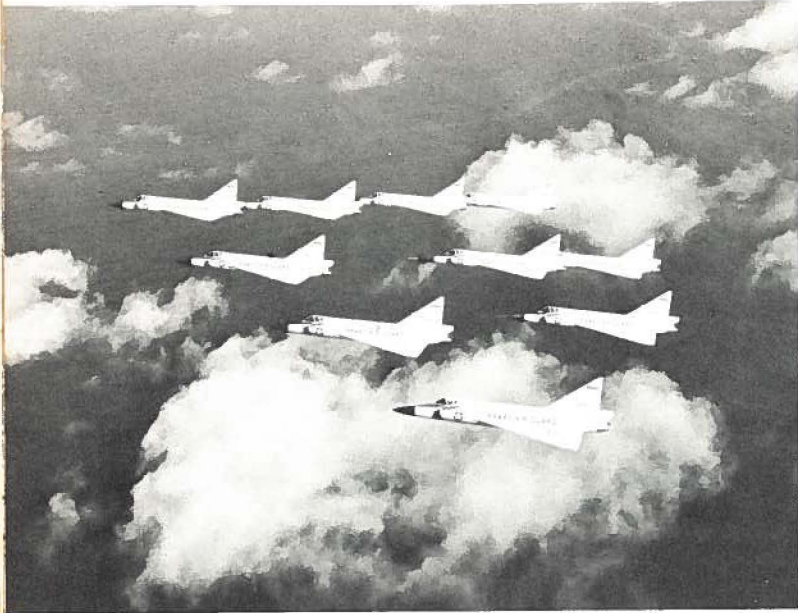
The HANG Airmen Council was formed 20 March 1961 with the purpose of recommending any action it felt would improve the HANG—direct to Commander HANG. Initial members were: MSgts Harold K. Abe, Richard N. Fukui, Theodore D. Hussey, George H. Oshiro, and John O. Sierra. The composition of the Council was changed a month later to become more representative of HANG units: MSgts Lino Fernandez and Henry J. Kajiwara were appointed, and MSgt Hussey deleted.

CWO-2 Harold T. Mattos received a direct commission as Captain 13 April 1961.

The F-102As 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.

The aircraft conversion precluded on Operational Readiness Inspection this year during Annual Field Training. PACAF Base Command conducted an Annual General Inspection.

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



DEUCES.

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.

O. R. AGAIN (Fiscal Year 1962)

Captain William E. Mossman was detached from the 169th and took over command of Det 1, 109th AC&W



THE EAGLE SCREAMS! Capt William E. Mossman pays SSgt Carlito Rofoli in silver dollars.

Sq at Kokee AFS, Kauai 1 July 1961. Capt Donald M. O'Day, Ops Officer of Det 1, returned to Oahu and became Ops Officer of the 169th at Koko Crater AFS.

The name of the game in the 154th Ftr Gp was (again) train, train, train—for operational capability in the new DEUCE. All tactical pilots had transitioned into the F-102A by the beginning of the fiscal year; 12 were upgraded to Skilled and one to Expert during the year. They flew 4,029 hours for an average of 155 hours each. Those who flew the DEUCE, but were not "seat jocks", were now called Supervisory Pilots; they logged an additional 1,126 hours.

This was the year that 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; operations under fallout conditions were realistically exercised (Battery Selfridge became very hot after a while of "taking shelter" there).

Land Air Inc., was contracted to modify all the DEUCES to Configuration Seven, which gave increased radar capability against aircraft employing electronic countermeasures. Construction was started



NEW HOME. The new fighter facility at Fort Kamehameha.

on a new Missile Facility and an Aerospace Ground Equipment Shop at the new fighter facility.

Capt James A. Forsyth of the weather flight had his civilian job transferred to Hilo, Hawaii in September 1961. He began commuting to Oahu for drills, most of the time flying a small plane himself. This certainly established a HANG record of initiative to maintain perfect attendance.

The 150th AC&W Sq was activated 21 October 1961 with station at Kokee AFS, Kauai. Capt William E. Mossman was appointed Commander. The 109th AC&W Sq at Punamano AFS had a resultant reduction in its personnel authorizations. (The HANG redoubled 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 Ftr Gp new hangar complex was completed 6 November 1961 and the access taxiway to Honolulu International Airport completed 11 days later. The group began the move from Hickam's Area 65, which took several months.

Saturday 17 February 1962 was the "Grand Opening". The 10 AM Dedication Ceremony speakers were: Governor William F. Quinn, Major General F.W. Makinney (Adjutant General), Brigadier General John A. Rouse (Comdr Hawaii Air Defense Division) and Brigadier General Valentine A. Siefermann (Comdr HANG). HANGmen were in rigid formation.

The huge hangar doors slowly opened after the speeches. Governor Quinn cut a maile lei across the entrance and the Roosevelt High School Choir inside the hangar sang Hawaii Pono. 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.

There was an "Open House" in the afternoon attended by an estimated 10,000 people. There were aerial flights by different kinds of aircraft, static displays, a missile loading demonstration (six missiles loaded into a DEUCE missile bay in 2:50 minutes), an old Link Trainer "flown all over the hangar", etc. The most popular display was a cal. .50 machine gun armed with blank ammunition—youngsters fired over 5,000 rounds. The highlight was a 16 DEUCE flyby led by Maj Kenneth L. Fisher. The first pass was a "String of Diamonds", the second pass a "Diamond of Diamonds". All the birds sported the new insignia.

The momentous day ended with a 15th Anniversary Luau (actually three months overdue, but the occasion was too much to miss). 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: 1st Lts (now Lt Cols) George R. Duncan, Walter F. Judd, Russell L. Smith, 2d 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).

Authorizations of the 199th FIS were changed 1 April 1962 to provide for more field grade officers. After all, these pilots were flying a bird which cost over a million and a half dollars.

Major Peter R.M. Fowler assumed command of the 154th Air Base Squadron 16 April 1962.

Capt William F. Heilbron's DEUCE nose wheel wouldn't lower 26 April 1962—he was able to jolt it down by a series of "rough landings" on foamed Runway 8.



FALCONS. Loading DEUCE air-to-air missiles.



THE RAMP IS FULL. A rainy day for the new DEUCES on the new ramp.



HANG TEAM. 1962 Ricks Trophy Event. HANGmen put insignia on all aircraft used.

PACAF conducted an Operational Readiness Inspection during the short June 1962 encampment, and found the HANG operationally ready again. 150th HANGmen billeted at the Kokee State Park and discovered that Kokee had lots of cold, rainy and foggy weather.

HANG strength increased 114 personnel during this fiscal year due to increased authorizations and service school allocations. The AC&W squadrons logged over 5,000 intercepts, 554 navigational assists and 24 emergency assists. Base Supply had whittled line items down to 13,903, and processed 46,582 documents. Their supply support was so effective that the DEUCE was AOCP-free for 170 consecutive days.



CHOW HOUNDS! 169th chow hounds led by SSgt Robert Chee.

MAINTAINING O. R. (Fiscal Year 1963)

The HANG settled into training to maintain a high level of operational capability. A System Exercise was conducted one weekend assembly a quarter, usually with a predawn 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.

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

Prince Carlos of Spain visited the 154th Ftr Gp 8 August 1962.

The 154th Ftr Gp competed with six other Air Guard F-102 outfits in the September 1962 Ricks Trophy Event at Tyndall AFB, Fla. The HANG 27 man team, captained by Lt Col George R. Duncan, traveled to and from "America" 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 held a pre-competition to determine the two pilots to represent the HANG. Capt Harold Nagai and 1st Lt 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 Lt Kunichika found the "third hottest ANG F-102 interceptor pilot in the Nation".

Col James R. Ashford assumed command of the 154th Ftr Gp 1 October 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 154th CAMRON (1 July 1962), Maj Dewitt C. Bye assumed command of the 109th AC&W Sq (31 July 1962), Maj Jarrett F. Carr assumed command of the 199th FIS (1 Jan 1963), and Capt James A. Forsyth assumed command of the 199th Wea Flt (1 June 1963).

PACAF presented its Tactical Unit Flying Safety Award to the 154th Ftr Gp in October 1962 for an accident-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 AC&W Sq conducted an impressive emergency assist 12 October 1962. A Navy twin engine attack bomber (A3D) enroute to Hawaii from Alaska, with seven aboard, declared an emergency (lost) 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

fuel for but another few minutes flying time.

The HANG implemented the Air Force Equipment Management System on 1 December 1962. This centralization of organizational equipment management relieved the units of much Supply paperwork, as they now became concerned only with custody receipts.

Major General Robert L. Stevenson replaced Major General F. W. Makinney as Adjutant General of the Hawaii National Guard 3 December 1962. "Mike", as he was known to his contemporaries (but not by his juniors!), had taken a sincere and aggressive interest in the HANG since it was first organized. He was greatly respected by HANGmen.

Capt William F. Heilbron made an emergency landing at Kahului Airport, Maui 13 December 1962 following an oil pressure system failure.

Planning was vigorously pursued for the new home-to-be of the 169th AC&W Sq. An Agreement was negotiated with the Federal Aviation Agency (FAA) for joint use of a USAF long range radar to be located atop of Mount Kaala, Oahu. Video was to be micro-waved to the FAA and to the 169th operational facility to be located on Wheeler AFB. A steep and tortuous road to Mount Kaala was to be constructed and funded by FAA. The 169th would assume responsibility for the Punamano Radio Relay Station.

A Nation-wide prior service recruiting drive for the ANG entitled TRY ONE was commenced in February 1963. HANG exceeded their goal of 104 new HANGmen by 30 June 1963. SSgt Roy M. H. Chee of the 109th was high HANG recruiter by bringing in 14 new members—he won a free round trip to California and \$100. in spending money.

The Second State Legislature of the State of Hawaii supported this effort with a Resolution: "BE IT RESOLVED... that the Hawaii Air National Guard be commended for its effective and efficient fulfillment of its vital mission under the Hawaiian Air Defense System and that the wholehearted support and endorsement of the State be given to its recruiting program, TRY ONE."

President John F. Kennedy made some comments about the physical fitness of Americans. At 0400, 2 March 1963, 11 "Blister Seekers" of the 150th AC&W Sq began a 50 mile walkathon 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.

Eight DEUCEs flew to Hilo, Hawaii 15 March 1963 and RONed (remained overnight) to show the Hilo folk our proud new birds.

HANG Base Supply changed from a manual to mechanized accounting system in April 1963.

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



ARMED FORCES DAY. The DEUCE aroused much interest at Ala Moana Park.

The HANG participated fully in the 18 May 1963 Armed Forces Day which centered at Ala Moana Park. There were many static displays. Among them was a DEUCE which had been towed there at night with the usual temporary movement of obstructions. The tight DEUCE formation flyby caused many exclamations from the thousands of watchers. HANGmen were very proud that MSgt David M. Rodrigues of the CAMRON was selected by the Armed Forces Day Committee as the Outstanding Hawaii National Guardsman of the Year.

OPERATION BIG SWITCH occurred during the five day June summer camp (there was no Operational Readiness Inspection this year). Fifty HANGmen cross-trained at the Air Guard's 130th AC&W Sq in Utah; a like number of UTAHmen cross-trained at the 109th, 150th and 169th AC&W Sqs. This worthy



FIRST CHIEF SUPER SERGEANT. Col James R. Ashford, 154th Ftr Gp Cmdr, presents chevrons to new CMSgt Robert D. W. Choi.

effort should really have been called Operation Goya, for it was the "brain child" of Lt Col Kiyoshi P. Goya, Comdr of the 169th.

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

CAN DO (Fiscal Year 1964)

The HANG Consolidated Base Personnel Office (CBPO) was established 1 July 1963 under the supervision of Maj James K. Lota. This Office consolidated field personnel records formerly maintained by the



KOKEE AFS VISITORS. Maj DeWitt C. Bye escorting Major Generals Winston P. Wilson, Robert L. Stevenson and Brigadier General Valentine A. Siefertmann on an inspection of the 150th AC&W Sq.

units, and became responsible for the myriad of specialized HANG personnel and administrative actions and matters and the pay of HANGmen.

Col Carroll W. Wight replaced Col Blanchard as Air Force Senior Advisor 12 July 1963. Other Advisor Officers assigned at this time were Lt Cols Walter E. Coddington and Wayne Rounsavill.

The 154th Air Base Sq and the 154th CAMRON were deactivated 20 July 1963 (the aircraft maintenance function became a part of the 154th Material Sq). The 154th Combat Support Sq was activated the same day, which replaced the air base sq. Two detachments were authorized under the group headquarters. Command changes during the fiscal year included: Maj Tyler M. Harr to command of the 154th Materiel Sq (20 July 1963), Maj Dewitt C. Bye to command of the 150th AC&W Sq, Maj William E. Mossman to command of the 109th AC&W Sq (7 August 1963), and Maj Frank W. White to command of the 154th Combat Support Sq (15 September 1963).

Twelve DEUCEs joined other aircraft in an aerial salute to retiring General Emmett ("Rosy") O'Donnell, former Commander of Pacific Air Forces, on 31 July 1963.

Dynalectron was awarded 2 contract to IRAN (Inspect, Repair As Necessary) 15 F-102As for \$288,000. Lear Siegler Inc., contracted to perform an extensive modification to strengthen the wings of the VC-47A GOONY BIRD. By mid-September the Air Guard's Minuteman decal had been placed on the stabilizers of all DEUCEs.

Progress on the Mount Kaala Complex was in full swing. The 14th Naval District Public Works Center was assigned the responsibility for architect and engineering (A&E) of the Mt. Kaala/Bldg 204 ACW complex. Actual design of the facilities was contracted to the civilian firm of Lou Purcell & Associates. The funds for the development of the Mt. Kaala site were provided by FAA and NGB. The FAA funded solely for the construction of the Mt. Kaala access road at a cost of approximately \$1.6 million. Construction contracts were awarded to A.C. Chock Ltd. for the Mt. Kaala facility and to Podmore & Co for the Bldg 204 facility.

Installation of the various pieces of equipment was assigned to several different agencies and contractors. The NGB arranged to have the General Electric Co. install the AN/FPS-7D radar and associated equipment including the tower on a "Turnkey" basis. The NGB also arranged to have the FAA write the specifications for the RML-4 video remoting equipment and also to be responsible for awarding the contract to Collins Radio Co. for the installation of the equipment. Pacific GEEIA Region designed the installation of AN/FPS-6 radar and its tower, the air/ground radios, FTA-13 telephone central equipment, SIF, and UPA-35 scopes. Installation of equipment for which GEEIA had responsibility was handled by technicians of the 169 ACW Sq and GEEIA.

Since Mt. Kaala was to be a joint-use facility for FAA and HANG, a joint-use agreement was negotiated and finalized. The FAA was responsible for maintenance and certification of the search radar, however, the maintenance section was jointly staffed by FAA and HANGmen.

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

There was a "quickie" Operational Readiness Inspection in FY 3/64. During the Control Phase, the 150th was the primary Direction Center and the 169th was the backup. The PACAF Inspectors commended the HANG's CAN DO spirit.



CARRY THE STATE COLORS WITH HONOR. Governor John A. Burns presents the Hawaiian flag to Kapena Moku Theodore D. Hussey of the re-created Royal Guard.

King Kalakaua's birthday, 16 November 1963, saw the fulfillment of another gigantic "scrounge job" (the usual number of many things "discovered" by the HANG)—for the first time in 70 years the streets of Honolulu town saw 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 HANG's Hawaiian military heritage.

Modern blue-suited HANGmen were at rigid attention during the ceremony when the re-created 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".

Requirement for membership in this elite group of HANGmen was that each must have at least one drop of Hawaiian blood. All commands were in Hawaiian, the drill was of the Monarchy Period. Or-



CHOW LINE. 154th Ftr Gp chow line during Employers Day at annual field training.

ganization and authenticity was the result of the efforts of Lt Col Walter F. Judd. Leaders of the Royal Guard were elected by their 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).

Maj James Y. Sato was killed the evening of 7 January 1964 when his DEUCE crashed into the sea while approaching Honolulu International Airport for landing.

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

NCOs of the 150th AC&W Sq organized the Hui-o-Heka-Kiana (Club of Sgts) 15 March 1964. MSgt Charles H. Tanaka was the first President.

Army Technicians of the 298th Arty Gp began operating a Radar Tracking Station at Kokee AFS in April 1964. 150th surveillance data supplemented early warning data available to the Oahu based NIKE units from their own equipment.

HANG CBPO was one of 10 Air Guard CBPOs which tested a new mechanical personnel data system for officers commencing in June 1964. This was the forerunner of many different IBM punch card records. The old Morning Report was eventually phased out; statistical "run-offs" became the name of the game for personnel data and accounting.

TSgt Lawrence S. Partika was commended for his quick action and initiative in preventing a DEUCE accident during a practice emergency mobilization Exercise just prior to summer camp. Maj Donald P. Giddings returned to the "turn-around" location on the ramp following a mission. While the aircraft was being worked on with its engine running, one of the umpires ("black hats") climbed up to the cockpit to talk to Maj Giddings. He was carrying a tape recorder and, unknown to anyone, a plastic part was sucked into the jet's air intake.

After being "turned-around", the DEUCE was scrambled, but had a ground abort due to loss of oxygen pressure. TSgt Partika meanwhile had heard about the loss of the tape recorder part and felt that it might be in the aircraft intake. It was—caught on the pressure probe on the face of the compressor. If the engine had been run to full power, the foreign object would have been drawn into the engine and could have caused its destruction, or worse.

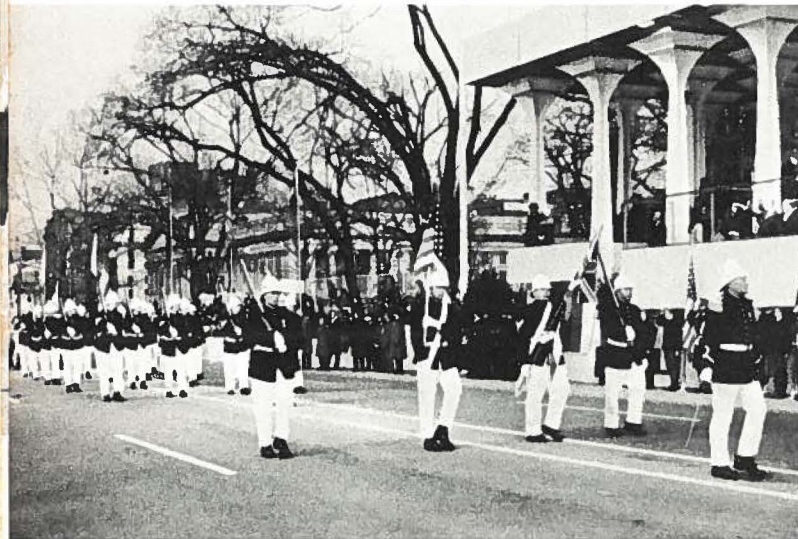
The HANG short summer camp was held 15-19 June 1964 at home stations as usual. OPERATION BIG SWITCH II caused 60 HANGmen and 60 UTAHmen of AC&W units to cross-train as they had the previous year. The fighter group invited employers of HANGmen to visit their encampment 16 June 1964.

Competition being the spice of life, the 199th FIS conducted a Profile Competition. The winner was "B" Flight, commanded by Maj Ross F. England. Major General Winston P. Wilson, now Chief of the National Guard Bureau, visited the HANG units.

There were 1,232 HANGmen assigned at the end of the fiscal year. This was 88% of manning authorizations and 96% of programmed ceiling strength. Airmen retention rate was 78%, the same as the previous year. F/TF-102 flying hours totaled 4,520 (112 average per pilot). Scheduling effectiveness was 87%. DEUCE in-commission rate for the year was 78%.

FIG 8 (Fiscal Year 1965)

Air Force Reserve Col Arthur Godfrey, the noted Radio and T.V. personality, visited the 154th Ftr



SALUTE! HANG's Royal Guard salutes the President of the United States.

Gp 14 July 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 AC&W Sq organized an NCO Club, 19 July 1964. MSgt Kenneth S. Kiyabu was elected first President.

Maj Donald M. O'Day assumed command of the 109th AC&W Sq, 1 August 1964. This same day the 109th temporarily relocated to train with the 169th at Koko Crater AFS. Space at the base camp was limited, so Capt Ernest T. Shima and Hon Ping Chee projected the movement of two hutments from Punamano. Certain electronic gear at Punamano AFS was dismantled for re-installation at the new Mt. Kaala complex. It wasn't until the end of the fiscal year that the new multi-site station of the 169th was completed.

A2C Louis Niau of the 150th AC&W Sq observed an emergency signal on his surveillance scope at 0050 hours 10 August 1964. He alerted the Duty Control-

lers—it turned out to be a MATS C-124, 150 miles southwest of the station, enroute from Honolulu to Guam with a runaway prop on no. 3 engine. The big bird was vectored back to Honolulu International Airport and escorted by the scrambled Alert Flight of DEUCEs.

1st Sgt Clifford M.S. Chee was transferred from the 169th AC&W Sq and became Sgt Major of Hq HANG 17 August 1964.

HANG units received an Annual General Inspection by the IG shop of PACAF Base Command 24 August-4 September 1964 (with the usual number of write-ups).

General Hunter Harris, PACAF Comdr, checked out in the DEUCE 22 September 1964. His final check ride in the TF-102 was with Maj Kurt E. Johnson. He commented about the HANG: "The



ENTERTAINERS. Audience participation at the annual 169th AC&W Sq anniversary party.

finest in the nation—a unit of which Hawaii can be proud".

The 169th introduced a new innovation into its drill schedule in October 1964—split drills. This gave more opportunity for concentrated on-the-job training of all personnel, as the number on duty at any one time was small. The 169th also celebrated its 7th birthday in October with a luau. For the first time, and ever since, wives and girl friends were invited to this annual event.

Twenty four members of the Royal Guard celebrated their first "re-created" anniversary 16 November 1964. They assembled in Iolani Barracks and marched behind the Royal Hawaiian Band to the front of Iolani Palace where they were inspected by Governor John A. Burns. The Governor gave them permission to "again mount guard over the Palace". This they did for the remainder of the afternoon (and have done so annually on King Kalakaua's birthday, November 16th, ever since).

SSgt Samuel M. Saffery, "boss of the VC-47", was awarded the Senior Aircrew Member Badge in December 1964.

The 154th Ftr Gp awarded its semi-annual "Safe and Sound" Safety award to TSgt Andrew Berard and A2C Robert A. Bissen. TSgt Berard of the fire control section was assigned to work on a DEUCE that had barely missed causing a mid-air collision. All ground checks were O.K., but TSgt Berard went further, and discovered a defective Weapon System Evaluator Missile. This resulted in a design change. A2C Bissen of the person equipment section was checking why the oxygen flow to the pilot had become restricted. Routine checks showed that oxygen system to be in working order. In going further, A2C Bissen discovered that the liquid oxygen control



UTAH LUAU. HANGmen preparing for the luau in Utah-land during BIG SWITCH III.

panel was defective. Both of these men were so conscientious that they went far beyond the required checks to assure flight safety.

A number of "firsts" occurred during January 1965: The 154th Ftr Gp won NGB's OJT Training Unit Achievement Award. Navy intercept Controllers began proficiency training with the 169th AC&W Sq at Koko Crater AFS. HANG's Royal Guard were used by the Governor as part of the official greeting of Japan's Prime Minister Eisaku Sato when he arrived 15 January 1965.

The Royal Guard had even a greater honor on 20 January 1965. 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° weather was made as comfortable as possible with concealed "long johns"). Arrangements were multi-source: air to and from west coast via MATS, to D.C. via California ANG C-97 and return by New York C-97, billeting in Washing-

ton courtesy of the Hawaii State Society.

Six DEUCEs made a flyby over the dedication ceremonies of Hilo's General Lyman Field new 9,000 foot jet-capable runway 6 March 1965.

Twenty "new" DEUCEs, which had formerly been stationed at Okinawa and the Philippines, were received in March 1965. They were modified to Configuration Eight, which gave them an Infra Red sight capability and they could carry different missiles. Dynallectron was awarded a \$588,928. contract to de-process and deliver them to the fighter group in operational condition. The prior Fig 7 DEUCEs went to other Air Guard units in America. Pilots and Weapons Controllers began practicing Beam, Stern and Frontal tactics.



EASY! A2C Stanley Agena holding a Del Mar target. Others: A1C Abdon Elvena and A2C Jerry Sakata.

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

The HANG (Royal Guard with reversed rifles) participated with the HARNG in the Memorial Services for the late Governor and Senator Oren E. Long 9 May 1965.

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

The 15 day summer encampment started off with a no-notice Operational Readiness Inspection. Deployment operations at forward operating bases were tested for the first time. 109th Comm personnel trained with the 1957th Comm Gp at Hickam AFB (HANG was still pressing for a mobile communications mission, and this training was really looking into the future). The group had another successful Employer's Day at camp. BIG SWITCH III sent 10 men each from the 154th and 109th and 20 men from the 150th and 169th to Utah. A like number of UTAH-

men came to Hawaii for a busy camp (and much Aloha).

Major General Winston P. Wilson, Chief of the National Guard Bureau, again visited the HANG. This was the year in which the Guard and Reserve merger was much discussed.

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

GUNG HO (Fiscal Year 1966)

Leap frog. A simple word, but when you leapfrog a radar station it calls for lots of planning. The 169th "closed shop" at Koko Crater AFS 1 July 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 FAA atop Mount Kaala; and radio-relay to/from the 150th at Kauai at Punamano AFS.

The day following activation of the Mount Kaala Complex the 169th hosted the Dedication of the new facility. Dignitaries present included: Governor John A. Burns, Rev. Abraham K. Akaka, Major General Robert L. Stevenson, Brigadier Generals John A. Rouse and Valentine A. Siefertmann, and Mr. Phillip M. Swatek, Director of the FAA Pacific Region.

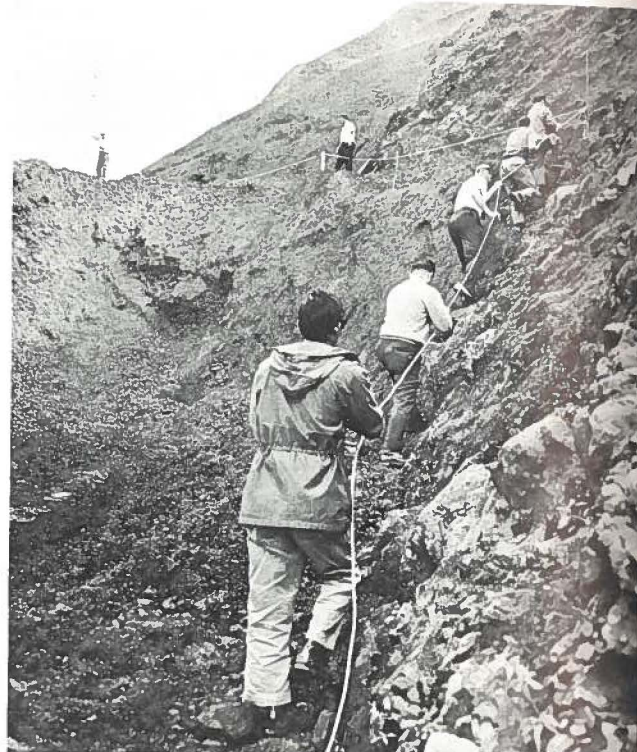
An Open House was held for 169th HANGmen families on the Sunday drill of August 1965.

The 109th AC&W Sq ended its activities at Punamano AFS and moved to Koko Crater AFS 1 July

1965. Maj Paul S. Mori assumed command of this proud senior AC&W Squadron 1 August 1965.

Most emergency assists are credited to the AC&W and fighter squadrons. However, during the weekend 11-12 September 1965, the HANG VC-47 091 participated in an emergency assist to a cabin cruiser disabled in the Molokai channel. Maj Kenji Sumida and 1st Lt George M. Hipps were returning from Hilo and saw S.O.S. signals at 1940 hours. They radioed the information to Honolulu and circled the disabled craft for two hours until a Coast Guard cutter hove into sight of the "NANI KAI".

During September-October 1965 the Mount Kaala AN/FPS-7 search radar underwent a major antenna



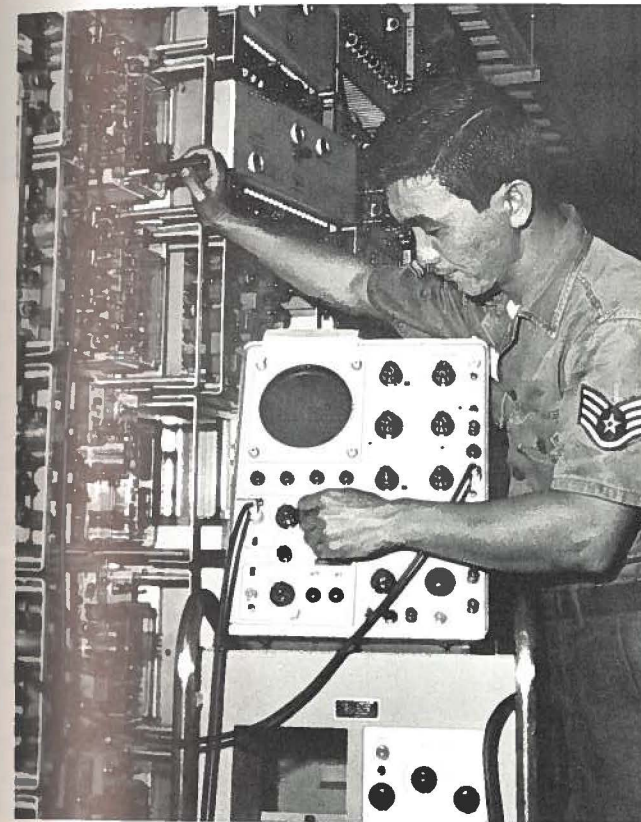
KAALA ROAD LANDSLIDE. "Like walking on marbles on a steep hill."

modification. The seven beams were converted to a single beam and the resultant two channels provided better capability.

A C-54 SKYMASTER was received 2 October 1965 to replace the VC-47 GOONEY BIRD, which the HANG had possessed for 14 years. The C-54 had "long legs" and could fly to and from "America" (and elsewhere). Big bird pilots began thinking of places to go. TSgts Samuel M. Saffery, Edward Uyeda, and SSgt Abraham Hiapo trained with the Special Air Mission Flight at Hickam for 20 days of active duty. TSgt James Davis trained with the D.C. Air Guard. Brigadier General Valentine A. Siefertmann was the first HANG pilot to check out in the four engine bird. The GOONEY BIRD was reassigned to Clark AFB, P.I.

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

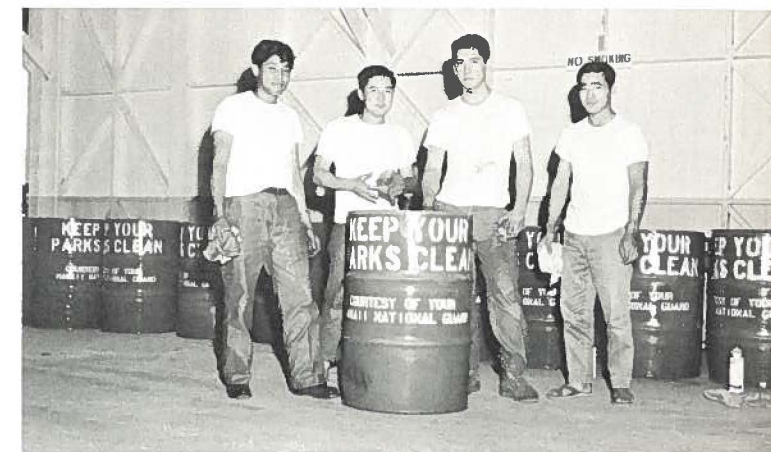
150th AC&W HANGmen painted and stenciled 100 drums and gave them to Kauai County to be used as trash cans on parks and roadways. SMSgt Charles H. Tanaka was in charge of the Project.



LINE UP, YOU! SSgt Gerald J. Yamamoto of the 169th aligning radar microwave link terminal equipment.

Groups of three or four Tactical pilots were sent to one week PACAF Survival Schools in Okinawa and Japan. This was the first formal survival training provided HANG pilots. A 5th Air Force Team came from Japan in January 1966 and provided parasail training. A 24 foot parachute (parasail) was attached to a pilot on shore and to a speed boat at the end of a 300 foot line. At a signal, off went the speed boat, the parasail filled with wind and carried the pilot some 300 feet into the air. The line was released, and the pilot parachuted to Keehi Lagoon to practice getting off his harness.

The 6.8 mile road to Mount Kaala was closed for three weeks in January 1966 because of a landslide. 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".



KEEP EM CLEAN! SSgt Gemi Pascua, AICs Gordon T. Kireto, Melvin Kauahi and SSgt Norman T. Oyakawa of the 150th with drums donated to Kauai County.

The 150th participated in two emergency assists:

●Late in the afternoon of 28 January 1966 surveillance radar picked up a blip north of the island of Kauai. A check was made, and there was no flight plan to cover aircraft in this location. 1st Lt John I. Oshiro made radio contact at 1555 hours, and discovered that the blip was two Navy jets enroute from Whidby Island, Washington, to Oahu and that their navigational equipment was faulty. They were following a course which would have taken them past the Hawaiian chain. Lt Oshiro vectored them to Kauai and on to Barbers Point.

●F.A.A. requested the 150th search for a small aircraft which had reported that it was lost north of the islands and had a faulty radio. Alpha Flight crew picked up a very faint blip 200 miles northwest of Honolulu. Capt George S. Kawamura vectored two DEUCes, which were fortunately airborne and 100 miles away, and made a successful intercept at 1830 hours. The DEUCes escorted the Beechcraft at 6,000 feet towards Honolulu until relieved by a USAF rescue aircraft.

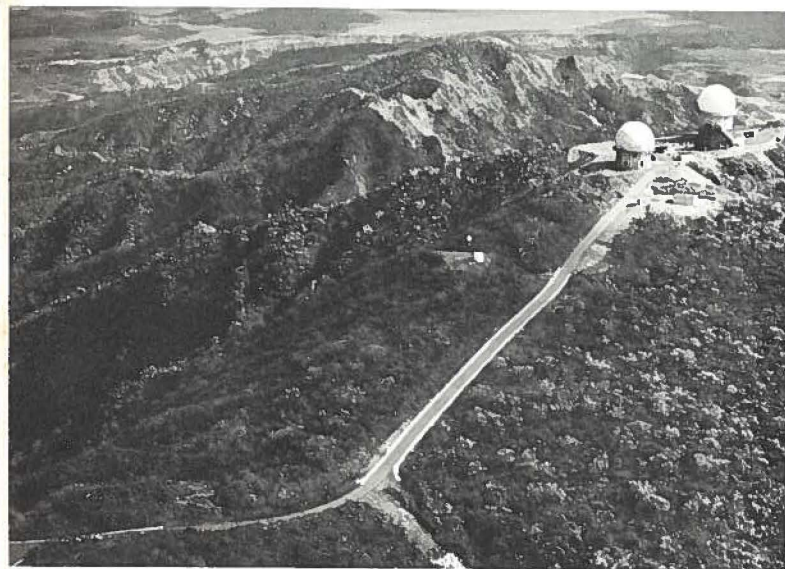
Capt Daniel K.C. Au assumed command of the 199th Supply Squadron 1 May 1966.

Five additional DEUCes (to complete 25 authorized) were flown in from Fresno, California by means of special air-to-air refueling rigs. The flight took 5½ hours. Much more economical delivery this way, rather than the old cocooned sea delivery.

The Mount Kaala AN/FPS-6 height radar was modified to AN/FPS-89 during May-June 1966.

154th Civil Engineers moved seven 16x32 hutments from Punamano AFS to Dillingham AFB just prior to annual field training. These were most welcome, as the 154th used them during deployment operations.

Summer camp for the 154th, 109th and Weather Flight was 11-25 June 1966. The 154th operated three sites and the 109th operated out of Battery Selfridge.



MOUNT KAALA RADAR STATION.

The 150th and 169th encampments overlapped-11-19 June and 18-22 June 1966 respectively. There was the usual PACAF ORI and a new exercise, HIGH STANDARD, which tested support areas.

The year closed with Supply proud of a 246 days NORS-free record. One team-maintenance and supply!

HANG 20 (Fiscal Year 1967)

Maj Kurt E. Johnson assumed command of the 199th Fighter Interceptor Squadron 1 July 1966.

Brigadier General Valentine A. Siefermann was appointed Acting Adjutant General 15 July 1966 when Major General Robert L. Stevenson resigned.

Col Eugene L. Surowiec replaced Col Wight as Air Force Senior Advisor 16 August 1966. Col Suro-



DILLINGHAM AFB DEPLOYMENT. Capt Thomas A. Haine, pilot.

wiec's previous assignments were in Vietnam as Commander 602nd Fighter Squadron (Commando) and as Battle Commander in the 7th Air Force Tactical Air Control Center.

There was a "Name the C-54" contest. TSgt Wayne Y. Soma won with his suggestion, "Spirit of Aloha", and received a \$25.00 Savings Bond. (Any of you "old heads" remember the "Spirit of St. Louis"?)

National Guards of every State participated in a "Blood for Defense" drive to support our Vietnam fighting men. One hundred seventy-seven 154th HANGmen contributed a pint apiece during the August drills. Several months later, 83 150th HANGmen added their pints to the effort.

The HANG became 20 years old in November 1966. There was a grand Open House at the Hickam fighter facility 20 October 1966. A DEUCE appeared on display at Kapiolani and King Streets the morning of



SPRIT OF ALOHA. Result of "Name the C-54" contest.

28 October 1966. Air Guardsmen in blues and their Ladies filled the Hilton Hawaiian Villlage Dome the evening of 5 November 1966 for a gala birthday party. A deluge of rain which filled the streets to sidewalk level made entry interesting. The following "charter members" of the HANG were still with the outfit and present: 1st Lts (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.

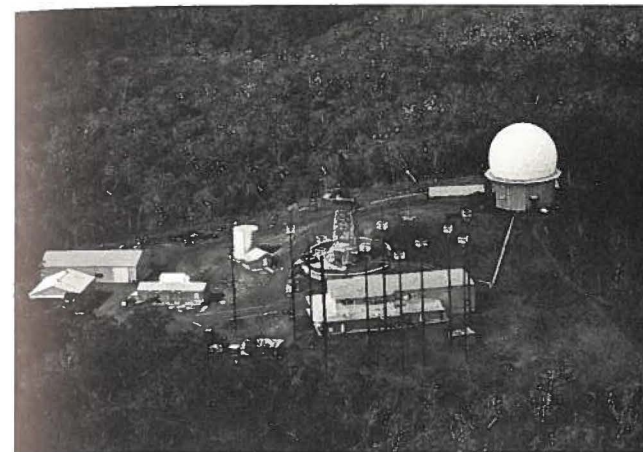
Retired USAF Lieutenant General Benjamin J. Webster became Adjutant General 5 December 1966 in the grade of Major General.

The 154th Ftr Gp hosted seven Ohio ANG F-84s February-April 1967 which flew out to participate in Exercise Tropic Lighting III at Pohakuloa, Hawaii. Yes, when they left they wore the 199th FIS insignia!

Capt Edward V. Richardson was awarded the HNG



MAD MOD 169th! Proof that the 169th is the greatest (?) party outfit...



KOKEE AFS, KAUAI. Home of the 150th AC&W Sq.



PMRF BARKING SANDS DEPLOYMENT. Ready to go!

Commendation Medal 1 March 1967 for planning and carrying out safeguards for the 154th Ftr Gp's complex weapon system November 1965 to June 1966.

The 201st Mobile Communications Squadron was activated 6 March 1967 with initial duty station at Battery Selfridge. Major Paul S. Mori was appointed Commander. The 109th AC&W Sq 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 13 October 1967).

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

A short time later, 21 March 1967, Capt George E. M. Joy bailed out at 500 feet when his DEUCE flamed-out while on an 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, 30 March 1967, two DEUCEs piloted by Maj Jon G. Parrish and 1st Lt James S. Haraguchi took off from Dillingham AFB. Somehow they brushed wing tips, and went to Hickam safely for minor repairs.

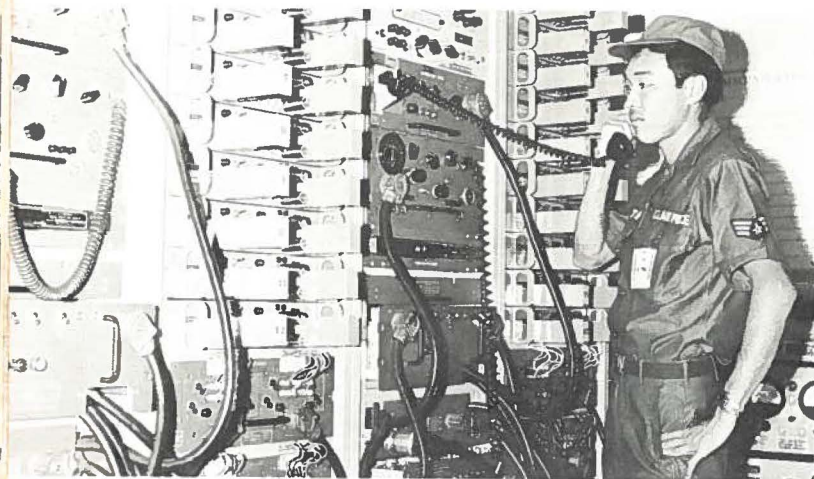
The HANG had two annual field training periods—a spring camp of six days in April and a six day summer camp in June. And PACAF conducted an Operational Readiness Inspection in May.

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".

Supply ended the year having been NORS-free since 26 October 1965—the best record in the Air National Guard and the third best in the Air Force.



HOME OF THE 154th FIGHTER GROUP.



CUT IT OUT! Sgt Robert T. Tamita of the 150th coordinating elimination of radar interference by another agency.

The HANG C-54 "Spirit of Aloha" left 30 June 1967 for a 13 hour trip to American Samoa.

INSPECTIONS/EXERCISES (Fiscal Year 1968)

Governor John A. Burns represented the United States at the coronation of His Majesty King Taufa'Ahau Tupou IV of the Tonga Islands on 4 July 1967. The HANG C-54 "Spirit of Aloha" was asked to transport the official party from American Samoa to Tonga and return. Reference to charts showed Tongatabu Island about 490 nautical miles southwest of Pago Pago, Samoa. The latest available WAC chart of the island was dated 1951, and according to the local Pan American Station Manager, Fu'amotu Airport at that time had a good 7,000 foot sod runway. So the mission was laid on.

The "Spirit of Aloha" took off at 0845 Friday, 30 June 1967 for the 2,600 mile trip to Tafuna Airport in American Samoa, and arrived there 13 hours



DILLINGHAM AFB "TOWER."

later. The SKYMASTER flew the three hour flight the next morning to check out Fu'amotu Airport's sod runway and found it in good condition.

Major William T. Klopp "lucked out on the landing" when he piloted the official party to Tongatabu the following day. TSgts Howard H. Hironaka and Harold K. Kepaa acted as Governor's Aides. Lt Col Claude V. Caver was on the flight crew in the capacity of Flight Surgeon and Photographer—he took 1,600 pounds of donated medical supplies from Honolulu to Samoa.

Major Herbert S. Isonaga assumed command of the 154th Combat Support Squadron 1 September 1967.

HANGmen of the 150th AC&W Sq mourned the death of "Caroline", their famed magnetron tube, which finally failed after serving for 17,122 radiate hours. For comparison, Air Defense Command had a standard of 5,000 radiate hours.

The Hawaii Delegation to the 89th National Guard Association of the United States at Washington, D.C. won their bid to have the 1971 conference held in Honolulu.

"Strange field recovery and turnaround training" was the reason eight DEUCEs and numerous ground crew personnel went to Kahului Airport, Maui Friday 29 September 1967. They returned to home station Sunday afternoon.

Two of the first three HANG NCOs to attend the Air National Guard NCO Academy at McGhee Tyson, Tennessee, won awards. SMSgt Harry M. Y. Awana won the Commandant's Award for Outstanding Leadership, and MSgt Gordon Y. Makashima was Distinguished Graduate for Academic Excellence. Their reports of the high standards and excellence of the NCO Academy caused a steadily increasing stream of HANG NCO attendance.

Capt Dean E. Hedlund, Jr. was killed in an automobile accident 23 November 1967 at Perrin AFB, Texas. He was a new FIS pilot who was attending F-102 Advance training as DEUCE flying was not in his prior experience.

The HANG received a staff visit from the air side of the National Guard Bureau 4-8 December 1967. The full plane load of staff officers under the leadership of Col John J. Pesch left with a more thorough knowledge of the "field" in Aloha-land.

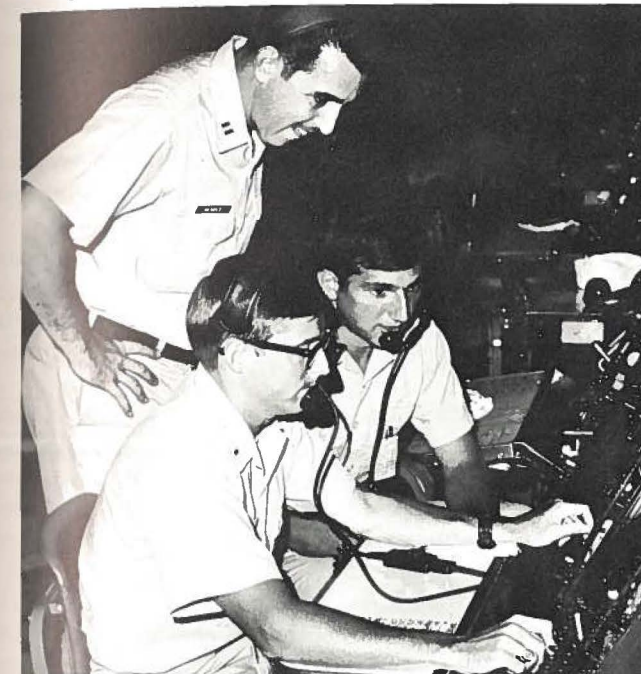
Maj Tai S. Hong assumed command of the 199th Fighter Squadron 20 January 1968. Two days later the FIS received its first AFCAT (Alert Force Capability Test). One hundred hours of ECM (Electronic Counter Measure) flights were made available in February 1968.

A3C Timothy L. Albao provided another example of dedication—he achieved two years of commuting from Hilo, Hawaii to Kauai for weekend assemblies with his outfit, the 150th AC&W Squadron. Other

inter island commuters at this time included the CAMRON's Sgt Richard D. Ednie from Kamuela, Hawaii and AIC Gary L. Teves from Maui.

The 169th AC&W Sq began conducting the PACAF Weapons Controller Requalification Course 25 March 1968. Active duty USAF Weapons Controllers from the 5th TAC Control Group, Philippine Islands, were sent to the 169th for 30 days of refresher training. The 169th also continued refresher training of U.S. Navy Intercept Controllers. This latter program had been first started in 1965.

The new 201st MCS was growing and expanding at a rapid rate. The four flights were authorized 13



LITTLE BIT MORE... Capt Roy D. Mendes monitors live intercepts by PACAF Weapons Controller Requalification Course students.

October 1967 and 90 more men were authorized in March 1968. Four additional months of active duty OJT training were authorized for those who graduated from Air Traffic Controller School. NGB was generous in service school allocations, and the 201st enlisted 185 non-prior service airmen during the fiscal year. PACCOMMAREA conducted an inspection 5-7 April 1968 which found, understandably at this early date, that the unit was not operationally ready.

Team training soon began and equipment was twice deployed to Dillingham AFB and set up. The MRN-13 Tower was deployed to Kona Airport in May 1968 while the normal tower there was under construction. By the end of the fiscal year the 201st had received 70% of its equipment. Authorization was also received for a 201st facility.

Two hundred Nuns visited the 154th Ftr Gp in April

1968. MSgt Nelson F. K. Lee and TSgt Jere F. Choo were among the "tour guides" and were sometimes hard pressed to answer knowledgeable questions.

The HANG participated in the American Cancer Society Crusade Drive 7 May 1968. This was the ninth consecutive year the HANG (and HARNG) supported this worthy community project.

PACAF conducted an Annual General Inspection 7-17 May 1968. Among the usual "gigs" were the pleasant findings which rated outstanding and commendable: 1. The Weapons Controller School conducted by the 169th. 2. The GMT and OJT programs of the 150th. 3. The low reject rates of CBPO personnel data Systems. 4. Maintenance of munitions loading training certification records in the 154th



154th PARACHUTE LOFT.

CAM Squadron. 5. Overall operation of the Life Support Equipment function.

The 29th Infantry Brigade of the Hawaii Army National Guard was ordered to active duty 13 May 1968 for a period not to exceed 24 months—2,968 brothers-in-arms responded. The HANG expressed its Aloha by placing leis on the unit guidons at the final send-off ceremony.

Annual Field Training was on the basis of two six day encampments in January and June. During the year there were 51 326th Air Division exercises. The tactical pilots flew 5,002 DEUCE hours, versus allocation of 5,000 hours, for an average of 135 hours per pilot. Aircraft maintenance supported with an average of 78% DEUCE in-commission rate.

MISSION CAPABLE (Fiscal Year 1969)

PALACE ALERT was an Air National Guard pro-

gram 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's Jon G. 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 during the fiscal year by Lt Col Kurt E. Johnson, Maj's Ritchie K. Kunichika and Edward V. Richardson, and Capt's Rexford H. Hitchcock and Marlin L. Little.

Maj Melvin G. Yen was flying a DEUCE 115 nautical miles from Honolulu 13 July 1969 when his AC power failure warning light came on and oil pressure began to fluctuate. He turned towards Honolulu and climbed—making it to 34,000 feet. The low oil pressure light came on, engine vibrations started,



READY! DEUCES ready at Dillingham AFB.

RPM dropped to 90%, and his adjacent Flight Leader noticed white smoke coming from the aft end of Maj Yen's DEUCE. Engine temperature climbed through 800°, there was a minor explosion and the engine froze (POI 62 was still 54 nautical 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.

With the Army Guard's 29th Infantry Brigade on active duty, requirement for contingency Civil Disturbance capability over and above local police devolved upon the HANG and the 298th Artillery Group (HARNG). Both were involved in active air defense of Hawaii on a 24 hour basis. The HANG developed Task Forces of men who could be spared from the active air defense mission, and training was commenced.

The 201st MCS was not about to be outdone in comparison with the HANG air defense missioned units in active mission support. They deployed radio gear to Hilo several times in support of MAC participation in several LEPRECHAUN LAUGHTER operations, and sent teams to Pago Pago, Samoa to support the comm requirements for APOLLO 8, 9 and 10. It sent 28 men to Thailand to support the comm requirements of SEATO Exercise SEA SPIRIT jointly with USAF's 1st Mobile Communications Group. The 201st also made nine other local training deployments.

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

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

Air (& Army) Technicians changed status from State employees paid with Federal funds to Federal employees 1 January 1969. Among other things, this generated much paper work and formalized personnel procedures.

Quite a storm hit primarily the island of Kauai 5 January 1969. PMRF Barking Sands recorded 80 knot gusts of wind; damage there was extensive, which included 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 7 December 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. Maguire (ZEROS), Maj's Kenneth J. Costa (VAL, KATE & ZERO) and William T. Klopp (KATE & ZERO).



SAFE PORT. 201st HANGmen practice Civil Disturbance formation and drill.

The 154th Ftr Gp was cited by NGB in February 1969 recognizing "a year of accident-free operation while maintaining a high state of readiness throughout calendar year 1968". The 6486th ABW's Annual Safety Survey found the Group Safety Program to be outstanding (Maj Melvin G. Yen was the Group's Safety Officer).

DEUCES were restricted from flight 6 February 1969 until modified to rocket catapult pilot ejection systems. Ten were completed by 18 February and all completed by 2 March 1969. Right in the middle of this enforced inactivity, Brigadier General I. G. Brown led another large NGB staff visit to the HANG. They arrived 10 February 1969 and inspected/briefed for three days.

Supply was F-102 NORS-free (Not Operational Ready, Supply) until 13 April 1969 with a record 1,266 days (nearly 3½ 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".

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. The 154th, 150th and 169th received an Operational Readiness Inspection and an Annual General Inspection. Results were satisfactory.

A Utah ANG C-124 airlifted 154th personnel and equipment to and from PMRF Barking Sands during the 2-13 June 1969 summer camp. Billeting space at Hickam AFB was in short supply, and the 201st held its summer camp 16-27 June 1969.

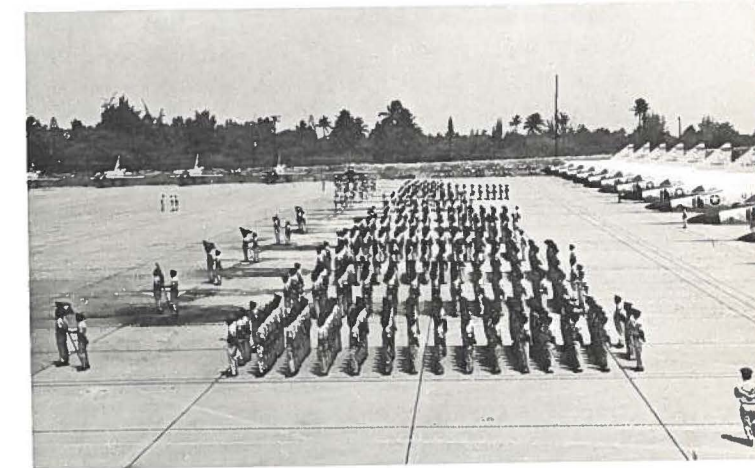
HANG units had a splendid parade 15 June 1969, the first all-HANG parade in many a year. Governor



PALACE ALERT VETERANS. Maj's Ritchie K. Kunichika, Edward V. Richardson, Gerald K. Sada, Capt's Rexford H. Hitchcock and Marlin L. Little.

John A. Burns was Reviewing Officer and made the following presentations: two HNG Commendation Medals, Outstanding Interceptor Pilot Award, George T. Miki Trophy, and Outstanding HANG Airman of the Year Award. Major General Benjamin J. Webster presented five Air Medals to DEUCE pilots who had participated in PALACE ALERT. Brigadier General Harold Johnson, Commander of the Pacific Communications Area, presented a plaque to the 201st MCS and 28 certificates of merit to 201st HANGmen for their excellence in SEA SPIRIT.

Tower Construction Inc., was awarded the contract for the U.S. Engineers designed new facility for the 201st MCS at Fort Kamehameha (\$1,039,902.). Robert M. Kaya Builders Inc., received the contract to build the "attic" in the Base Supply building for use by CBPO and BEMO (\$94,230.).



HANG PARADE. HANGman, right bottom, just a little late.

Supply received PACAF's "Outstanding Achievement Award" for its NORS-free record. Commendations were also received from San Antonio Air Materiel Area and the National Guard Bureau.

There were 1,493 HANGmen 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%.

Tactical pilots flew 4,624 DEUCE hours during the year. Aircraft Maintenance averaged an F-102 operational ready rate of 76.8%, which was above the Air Force standard. The HANG C-54 "Spirit of Aloha" flew 423 hours, and had a major overhaul at a commercial contract facility in Texas.

A TOUGH YEAR (Fiscal Year 1970)

Fiscal year 1970 was a tough year by any standards—service school allocations were cut, money was reduced for supplies, and there were three aircraft accidents.

The first accident was 12 September 1969. Major Thomas Phelan of the 326th Air Division (PACAF) was on his takeoff roll when his right landing gear strut failed due to materiel failure. The DEUCE veered to the right and rode on the right wingtip 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.

Two months later, 15 November 1969, 1st Lt James D. Moncrief was approaching Honolulu International Airport's Runway 8 for a landing. His engine flamed out, and two attempts to re-light were unavailing. 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 assisted.

The third aircraft accident occurred 27 May 1970. Captain 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 the efficient fire department swung into action.

A tough year, but no one was injured.

News was received in September that the 298th Artillery Group (Nike) of the Hawaii Army Guard would no longer have the mission of ground-to-air active air defense and would be inactivated. Inactivation was first programmed for June 1970 but was later moved up to 31 March 1970. This proud outfit had 534 full-time personnel assigned, and much effort was devoted to relocating them to other jobs. The HANG was authorized to go to 100% Air Technician manning and 24 NIKEmen became HANGmen.

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

A decision was reached at higher levels, and supply went into a frenzy of training activity to prepare to become a satellite of Hickam's UNIVAC 1050-II computer supply system. There were also day-to-day supply financial concerns, as NGB reduced supply funds 5% and equipment funds 40%. The 201st got 57 zero-mileage 2½ ton military tactical vehicles before the \$ door closed.

HANGmen welcomed home their brother-in-arms of the 29th Infantry Brigade when they came off of active duty 12 December 1969.

The 4,200 square foot "attic" over HANG Base Supply was completed in December 1970; CBPO and BEMO gleefully moved into their new operating locations.



NOW HEAR THIS! Col James R. Ashford, Commander 154th Fighter Group.

Lt Col Harold T. ("Slim") Mattos donned a Santa Claus suit 19 December 1969 when he presented 202 steel drums, painted for trash cans, to the Honolulu City & County Department of Parks and Recreation. These steel drums had been cleaned and painted by the CAMRON NCOs for their community's use. Have fun! Keep it clean!

The Royal Guard participated in the arrival ceremonies for Her Britannic Majesty Queen Elizabeth II, Princess Anne and Prince Philip when the royal party stopped briefly at Honolulu International Airport 3 March 1970. The Royal Guard made 18 other public appearances this fiscal year.

PACAF did not conduct either an Annual General Inspection or an Operational Readiness Inspection



of the HANG this fiscal year. The 326th Air Division (PACAF) conducted 39 Division-wide exercises. There was a sizable increase in Ground Control Intercepts in March 1970 due to availability of electronic warfare training missions (EB-57s). The 326th conducted a two day air defense exercise during Spring Camp (23 March-4 April 1970)—the 154th flew 105 sorties during this period.

An additional TF-102 was received which allowed much desired scheduling flexibility.

Not much has been said about the 199th Weather Flight. Throughout the years since 4 November 1946 the Flight steadily maintained their excellence and mission accomplishment capability. It was named the Outstanding Air National Guard Weather Flight for 1969.

The bouncy new 201st Mobile Comm Squadron received the Air Force Outstanding Air National Guard Mobile Communications Squadron trophy 10 May 1970. This trophy was won for outstanding mission potential in 1969 in competition with 43 like units. The 201st also received the 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 Ftr Group at three locations during Spring Camp.

Pacific Communications Area 11-15 April 1970 Inspection found that 145 assigned airmen had been upgraded to "skilled" level, a remarkable achievement in a year.

Major Casimer Jasinski assumed command of the 154th USAF Dispensary 1 June 1970; Lt Col Claude

V. Caver was reassigned to Hq HANG as Air Surgeon.

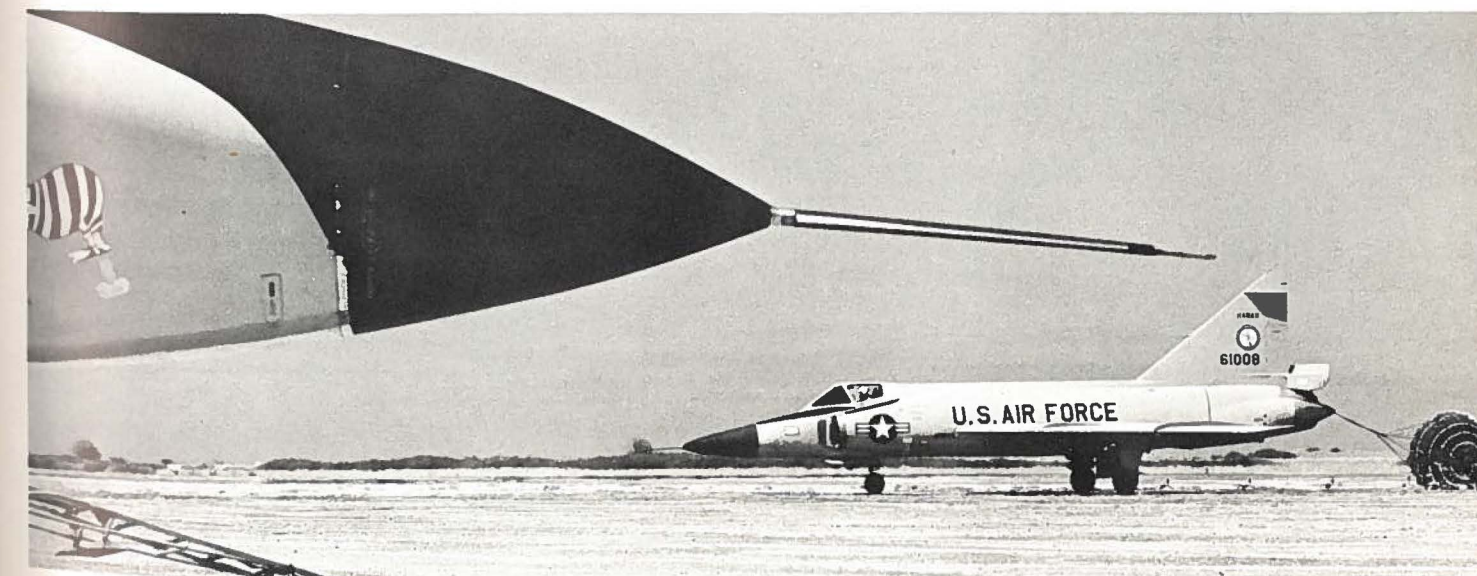
Brigadier General Valentine A. Siefertmann, Lt Col Arthur U. Ishimoto and Capt Allen M. Mizumoto were invited by PACAF to accompany an advisory team to Taipei, Taiwan, Republic of China 13-21 June 1970. This team conducted a communications-electronics maintenance management seminar for the Chinese Air Force. The seminar was a success and the CAF decided to adopt the USAF methods of management.

The fiscal year ended with 1,604 HANGmen assigned, 100.1% of programmed strength. Of these, 478 were fulltime employees (Air Technicians). The pilots flew 5,300 DEUCE hours, Aircraft Maintenance supported with 75.2% F/TF-102 aircraft in-commission rate. Supply supported with an average .5% monthly NORS rate. The AC&W 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; State of Hawaii funds obligated totaled \$125,459.

Major 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.

AUSTERITY (Fiscal Year 1971)

This fiscal year proved to be difficult, as NGB's allocations were further reduced from the previous year. This was a side effect of curtailing federal funds for defense and the Vietnam conflict. Additional Flying Training and Special Training mandays were sharply reduced; Drill and Annual Field Training mandays were predicated on 90% of programmed strength. Supply was allocated 81% of supply funds and 23% of equipment funds it had requested. Other



financial programs were cut heavily when compared to previous norms. HANG money managers sharpened their pencils, and great efforts were made to assure that all "users" got the word that FY 1971 was a real austere year.

Col Herbert L. Bridger replaced Col Surowiec as Air Force Senior Advisor 1 July 1970.

PACAF conducted a bang-up Annual General Inspection 18-28 July 1970. The summary included the favorable comments that the HANG was managing its assigned mission in a satisfactory manner and that the F-102 Simulator Section was considered the best in PACAF. Oh yes, there were also the usual number of "gigs".



COMMANDO OMEGA. 201st Tactical Satellite Mobile Ground Terminal. Front to back: TSgt Maximo P. Valenzuela, CMSgt Walter T. Furuyama, Capt David F. Howard.

Secretary of Defense Melvin R. Laird issued a significant policy Memorandum 21 August 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 by-product 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 Guard would indeed be a Ready Reserve of the United States Air Force.

The new \$1 million facility at Fort Kamehameha for the 201st Mobile Communications Squadron was completed and dedicated 9 Sep 1970. 201st HANGmen were happy to move into their shining new facility—with all due respect for their prior temporary home at Battery Selfridge. The Grand Opening was indeed Grand. 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.

MSgt Ignacio Gabriel Jr., ramrodded the sixth annual Hickam Air Technician Bowling League which finished in September. Winners were: TSgt Wallace M. Asato, SSgts Jason V. L. Chun, Melvin M. Ige, Galen A. Nakahara and Sgt Kenneth A. Murao.

The 169th AC&W Sq 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.

The Adjutants General Association presented their Minuteman Mike award to the Hawaii National Guard in November 1970. HANG's Royal Guard was singled out as a top community service project in the Nation for the year 1969.

A partnership of the 201st Mobile Communications Squadron, 1st Mobile Communications Group (AFCS), and the Air Force Systems Command carried out PROJECT COMMANDO OMEGA—the building of two Tactical Satellite Mobile Ground Terminals. The electronic equipment for the terminals was built at Wright Patterson AFB, Ohio by the Air Force Systems Command. The 201st and representatives of the 1st Mob assembled and installed the equipment in two salvaged tropospheric scatter equipment shelters at the 201st facility. TSgt Maximo P. Valenzuela made the first successful communications check with the Tactical Relay Operations Center at Kirtland AFB, New Mexico in November 1970. One terminal was shipped to Guam, the other remains with the 201st. 201st communicators now have an even more impressive M-Day capability.

Air defense communications improved 3 Dec 1970 when the inter-island tactical microwave system between Kokee AFS, Kauai and Wheeler AFB, Oahu became operational. The Radio Relay Station at Puna-mano was deactivated. Air defense height finder radars were modified to incorporate Electronic Counter-Counter Measures (ECCM) capabilities.

HANG supply records were "loaded" into Hickam's UNIVAC 1050-II computer at 0001 hours 16 Jan 1971, and supply converted to the USAF supply management system. Many long hours of preparation paid off—the number of rejects were very few.

Safety was the name of the game after the previous tough fiscal year. Tech Order requirements and checklists became even more rigidly adhered to by all areas of concern. There were several supply and maintenance Evaluation/Survey/Inspection visits by some real sharp and helpful USAF and PACAF people.

Aircraft Maintenance was having its troubles with DEUCE wings and engines, and all sorts of unscheduled and unanticipated maintenance. They got "behind the curve" just as air defense HANGmen were peaking for a vulnerability period—for a no-notice ORI. The PACAF Operational Readiness and General Inspection was conducted 3-15 April 1971 during "Spring Camp". Results were Satisfactory. The HANG again proved to tough evaluators that it had real air defense capability. Kudos were given to the AGE and Electric/Instrument shops, Maintenance Control, and the MG-10 Fire Control System mockups.

The 154th Ftr Gp 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

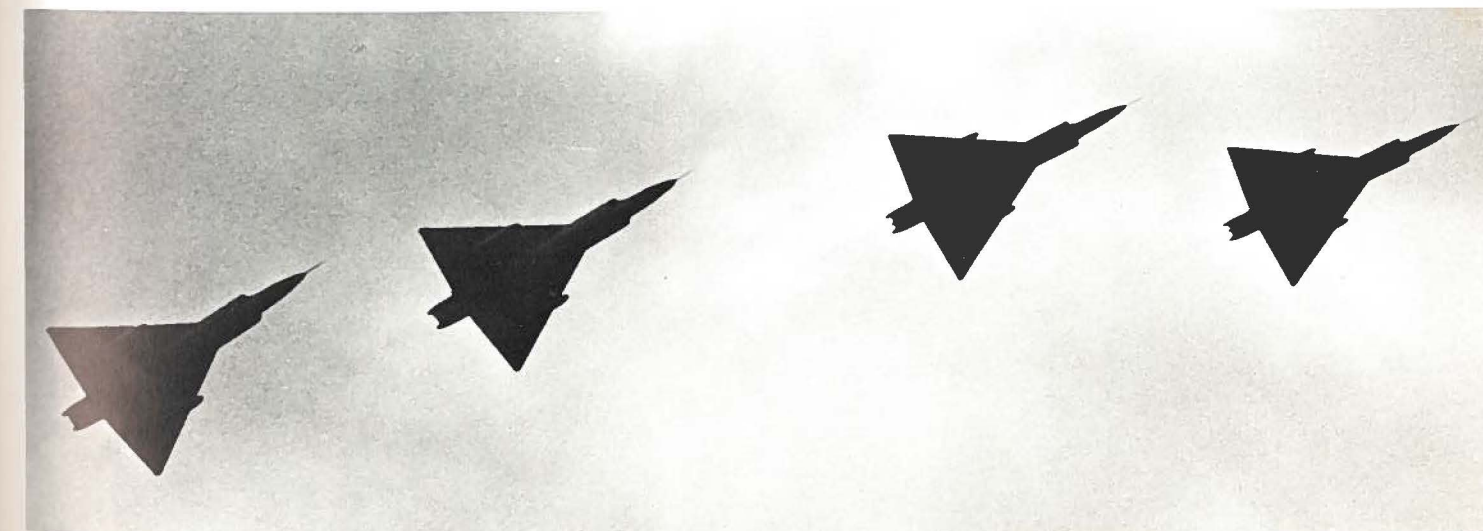


OLD HEADS. The three remaining charter members who have been with the HANG for 25 years. Col (then 1st Lt) Walter F. Judd, CMSgt (then Sgt) Robert D.W. Choi, MSgt (then Sgt) Frederick H. Rittmeister.

had proven unsuccessful. A JUG in flying condition was discovered in "America" that might be available for \$18,000. That idea was discarded (no money), and it was estimated that it would take five years of Portuguese sweetbread sales during drills to accumulate that huge sum!

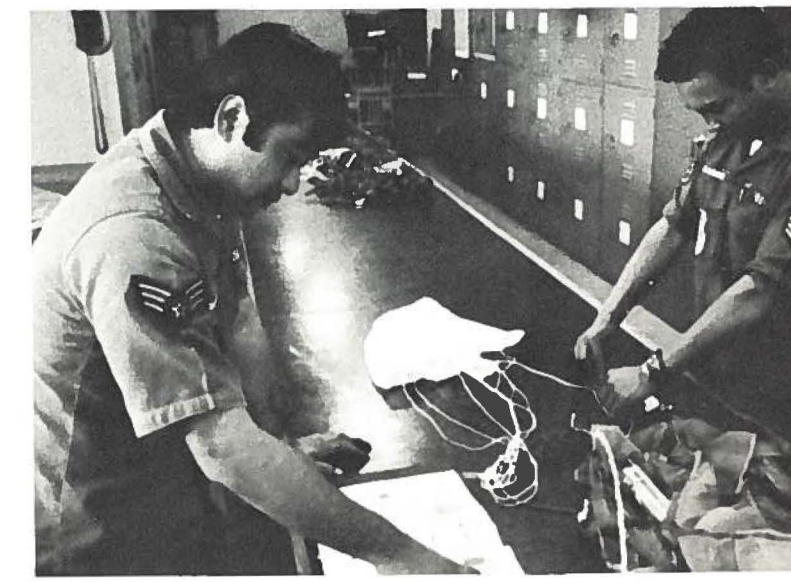
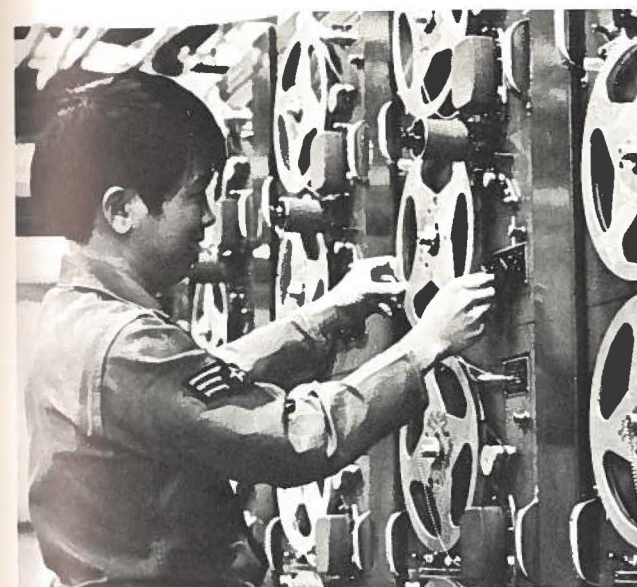
A JUG was discovered in Waimanalo Bay that had gone in from nearby Bellows Field way back in 1943. Capt Anderson dove on it, found it to be in pretty good condition, and the U.S. Navy was prevailed upon to salvage it for the HANG in June 1971. The Navy was some successful. The 154th has three pieces: an engine, cockpit and two wings, and a tail section. All kinda beat up, to say the least! As of this writing there are plans to search the hills of Oahu for airframe parts from JUGs that crashed many years ago. Sooner or later the HANG will display a JUG which it was proud to fly for seven years.

The almost impossible takes but a little longer time for HANGmen...



TWENTY FIVE!

The most important asset of the Hawaii Air National Guard is, and has been, its men.





HQ HAWAII ANG

Maj Gen Webster, Benjamin J.
 Brig Gen Siefertmann, Valentine A.***
 Col Caver, Claude V.***
 Col Judd, Walter F.****
 Col Maguire, Robert B.**
 Lt Col Ishimoto, Arthur U.***
 Lt Col Mossman, William E.***
 Lt Col Nagai, Harold*
 Maj Chong, Kenneth D. H.
 Maj Klopp, William T.*
 Maj Lum, Stanley H. L.*
 Maj Mizumoto, Allen M.**
 Maj Settsu, Richard M.*
 Capt Chong, Cedric D. O.
 CMSgt Chee, Clifford M. S.***
 SMSgt Kaneshiro, Kozen***
 MSgt Iseri, Gerald T.**
 MSgt Kaneshiro, Ralph M.**
 MSgt Oshiro, James S.**
 SSgt Arakaki, Allen M.
 SSgt Miyamoto, Calvin S.
 SSgt Nakamura, Oscar T.
 SSgt Nitta, Norman S.
 SSgt Souza, Douglass J.
 Sgt Chikamoto, Brian S.
 Sgt Oshige, David T.
 Sgt Sueda, Lloyd T.

HQ 154 FTR GP

Col Ashford, James R.***
 Lt Col Carlos, Frank***
 Lt Col Johnson, Kurt E.**
 Maj Joy, George E. M. Jr**
 Maj Kunichika, Ritchie K.*
 Maj Soon, Theodore K. C.**
 Maj Souze, Melvin E.**
 Maj Thoene, Carl L. Jr**
 Maj Tokairin, Richard K.
 Capt Anderson, Edward H.
 Capt Komenaka, Ian H.
 1st Lt Iwamura, James K.
 CMSgt Oshiro, George H.***
 MSgt Goo, Benjamin M. K.*
 TSgt Matsuguma, Guy M.**
 SSgt Cockett, Lennox R.*
 SSgt Goo, Edwin K. T.
 SSgt Kawaguchi, George J.
 SSgt Kudo, Richard K.**
 SSgt Miyahara, Thomas S.
 SSgt Miyashiro, Glenn N.
 SSgt Morishige, Stanley M.
 SSgt Takushi, Kenneth K.
 Sgt Doo, Ken Wai
 Sgt Edwards, Marvin L.
 Sgt Hayashi, Edwin K.
 Sgt Lucras, Leonard A.
 Sgt Yamamoto, John S.

199 FTR INTCP SQ

Lt Col Hong, Tai Sung**
 Lt Col Parrish, Jon G.
 Lt Col Sada, Gerald K.*
 Lt Col Yen, Melvin G.**
 Maj Ah New, Joseph A. Jr
 Maj Cabrinha, Lawrence C.
 Maj Carroll, John S.
 Maj Costa, Kenneth J.
 Maj Lee, John S. W.
 Maj Little, Marlin L.
 Maj Lung, David Y. F.
 Maj Richardson, Edward V.**

Capt Haine, Thomas A.**
 Capt Haruguchi, James S.
 Capt Hitchcock, Rexford F.*
 Capt Johnston, James R.
 Capt King, John T.
 Capt Kuroda, George E.*
 Capt Lockridge, James E.
 Capt Schatz, Harold R.
 Capt Spillane, William D.
 Capt Stone, Daniel Q. K. Jr
 Capt Yee, Robert P. L.
 1st Lt Churchill, Clinton R.
 1st Lt Fried, L. Richard Jr
 1st Lt Lewis, Gelder W.
 1st Lt Moncrief, James D.
 1st Lt Muller, Lee N.
 1st Lt Osborne, Gerrit B.
 1st Lt Tice, Michael H.
 2nd Lt Avery, Geoffrey S.
 2nd Lt Chow, Michael Y. M.
 2nd Lt Gore, William D.
 2nd Lt Perry, Leroy T.
 2nd Lt Watabayashi, Gary S.
 MSgt Sato, George E.*
 TSgt Ramos, Robert*
 TSgt Yamaguchi, Henry Y.*
 TSgt Yonting, Eustaquio*
 SSgt Chang, Milford K. Y.
 SSgt Koga, Wilson S.
 SSgt Mukawa, Cyrus S.
 SSgt Nagasako, Walter K.
 SSgt Tanaka, Harold T.
 SSgt Toyama, James Y.
 Sgt Aoki, Francis Y.
 Sgt Ikeda, Howard Y.
 Sgt Nagai, Dwight Y.
 Sgt Oyadomori, David K.
 AIC Arizumi, Thomas E.
 AB Darrow, Robert F.
 AB St. Clair, Robert H. III

154 CIV ENGRG FLT

Maj Wissmar, David F. III*
 MSgt Ritmeister, Frederick H.***
 SSgt Apo, Claesen
 SSgt Ocariza, Maximino Jr
 SSgt Sumida, Steven S.
 SSgt Timbal, Moses K.
 Sgt Chinen, Robert H.
 Sgt Lau, Aldric H. B.
 Sgt Leong, Gilbert Y. K.
 Sgt Tivera, Elpidio R.
 Sgt Wakeman, Wayne P.
 AIC Akana, Myron T.
 AIC Ho, David R.
 AIC Kaibara, David M.
 AIC Kuroiwa, Rodney K.
 AIC Ushijima, Alan T.
 Amn Ho, Brent S.
 Amn Yoshimura, Byron Y.

154 CMBT SPT SQ

Lt Col Furuno, Richard S.**
 Lt Col Isonaga, Herbert S.**
 Lt Col Lota, James K.***
 Maj Sumida, Kenji*
 Capt Hipps, George M.
 Capt Nakagawa, George Y.
 Capt Reimel, Gordon L.
 Capt Silva, Ronald J.
 Capt Woolaway, Stanley R.
 1st Lt Goforth, James R.
 CWO-W4 Beman, Donald H.

SMSgt Hussey, Theodore D.****
 SMSgt Koge, Kiyoshi**
 MSgt Aki, Adam Y.***
 MSgt Gabriel, Ignacio Jr**
 MSgt Ho, Darryl D. J. H.
 MSgt Kodama, Stanley S.**
 MSgt Mansfield, Obed N.
 MSgt Meyer, George K. III***
 MSgt Shibuya, George Y.**
 MSgt Soma, Wayne Y.*
 MSgt Teramoto, Harry M.***
 TSgt Asato, Wallace M.**
 TSgt Correa, Rodney N.*
 TSgt Dandurant, Delbert D.
 TSgt Kagihara, Dennis I.
 TSgt Kalaiwaa, Melvin K.**
 TSgt Kepaa, Harold K.**
 TSgt Omaye, Robert R.**
 TSgt Song, Bernard P. M.**
 TSgt Spillner, William A.
 SSgt Anana, William E.*
 SSgt Ane, Edward M.
 SSgt Beppu, George T.
 SSgt Bolos, Donald D.
 SSgt Chow, Albert K. Y.***
 SSgt Chun, Clifford S. L.
 SSgt Davis, John M.
 SSgt Guerrero, Howard L. Jr
 SSgt Hakoda, Gary G.
 SSgt Haney, Christy L.
 SSgt Isabelo, John
 SSgt Kaneshiro, Dan E.
 SSgt Kawamura, Roy Y.
 SSgt Keliinui, Albert A.
 SSgt Kobatake, James K.
 SSgt Leong, Colin R. H. Y.
 SSgt Nunes, Glendon N.*
 SSgt Nunokawa, Alan K.
 SSgt Oshiro, Harold T.**
 SSgt Oshiro, Roy H.
 SSgt Paet, Honorato B.
 SSgt Parker, Stephen F.
 SSgt Santo, Milton M.
 SSgt Sato, Howard A.
 SSgt Takayama, Arthur Y.
 SSgt Tamashiro, Roy H.
 SSgt Tang, Rolland F.
 SSgt Tavares, Frank**
 SSgt Wai, Carl A. N.
 SSgt Wong, Richard C. L.***
 SSgt Yano, Douglas K.***
 SSgt Yogi, Tenney K.
 SSgt Yoneda, Roy H.
 SSgt Yoshimoto, Mervyn S.
 SSgt Young, Kenneth H. Q.
 Sgt Akai, Gerald P.
 Sgt Arizumi, Lloyd M.
 Sgt Asada, Warren S.
 Sgt Ayage, Alison T.
 Sgt Dung, Dennis Q. K.
 Sgt Fujii, Dennis H.
 Sgt Fujimori, Alan Y.
 Sgt Gusukuma, Chris K.
 Sgt Hurley, Paul S.
 Sgt Inouye, Robert N.
 Sgt Kaneshige, Norman M.
 Sgt Kimura, Dee Y.
 Sgt Lee, Ronald K.
 Sgt Luke, Frederick K. L.
 Sgt Matsumoto, Kenneth M.
 Sgt Matsumoto, Thomas M.
 Sgt Matsumura, Regan K.
 Sgt Mita, Thomas K.
 Sgt Mitchell, Monte M.
 Sgt Miyahara, Dennis K.

Sgt Nakamoto, Leigh M.
 Sgt Nakasone, Wayne Y.
 Sgt Nakatani, Don S.
 Sgt Nip, Alfred A. T.
 Sgt Nishioka, Elvin K.
 Sgt Oliva, Charles A.
 Sgt Philips, John W.
 Sgt Sasaki, Clyde S.
 Sgt Vierra, Thomas R.
 Sgt Whang, Ronny W.
 Sgt Yamada, Robert M.
 Sgt Yoshimoto, Merl S.
 AIC Au, Walter C.
 AIC Auyong, Danny L. W. M.
 AIC Carvalho, Wallace J.
 AIC Chang, Norman K. C.
 AIC Chena, Glenn T.
 AIC Deramos, Walter Jr
 AIC Hanzawa, Earl S.
 AIC Harada, Russell F.
 AIC Hawkins, Mitchell A.
 AIC Hew, Sherwyn J. K.
 AIC Higa, Richard S.
 AIC Hiyane, Randal T.
 AIC Hunter, Gordon F.
 AIC Kagawa, Wayne T.
 AIC Kodama, Gerald T.
 AIC Kuranishi, Sidney A.
 AIC Ledward, Arthur K. Jr
 AIC Lee, Russell H. K.
 AIC Lim, Roy A.
 AIC Mineshima, Scott S.
 AIC Miyasato, Ronald T.
 AIC Montefalcon, William M.
 AIC Mow, Leslie C. P.
 AIC Nakasato, Brian K.
 AIC Oka, Jon I.
 AIC Pena, Bonifacio
 AIC Sakamoto, Russell M.
 AIC Takara, Alvin Y.
 AIC Takayasu, Benjamin G.
 AIC Tamashiro, Keith H.
 AIC Tam Hoy, Peter S. K.
 AIC Tanaka, Steven M.
 AIC Teranishi, Stephen T.
 AIC Thoene, Henry W. W.
 AIC Tojo, Warren K.
 AIC Tome, Wayne Y.
 AIC Tomita, Wilfred M.
 AIC Uyehara, Kelvin N.
 AIC Wong, Stanley A.
 AIC Yoshitake, David T.
 AIC Yue, Russell
 Amn Chang, Stephen M. W.
 Amn Chinen, Terrance T.
 Amn Eto, Keenan T.
 Amn Ho, Harrison W. H.
 Amn Kaneshiro, Norman M.
 Amn Lau, Bryan P.
 Amn Miyashiro, Greg S.
 Amn Murai, Howard Y.
 Amn Nakamoto, Steven S.
 Amn Skelton, Gerald J. Jr
 Amn Uchiyama, Donald T.
 Amn Yokotake, Blake T.
 AB Lum, Alfred Y. F.
 AB Momohara, Gary A.
 AB Nelson, Lyle L.
 AB Thoene, Alexander W. Jr
 AB Watanabe, Melvin S.

154 USAF DISP

Lt Col Jasinski, Casimer
 Maj Chang, Walter M. Y.

Maj Gay, Arthur M.
Capt Ichinose, Calvin M.
Capt Lee, Eugene I. W.
Capt Ohara, James K.
Capt Tanaka, Raymond H.
1st Lt Arakaki, John S.*
MSGT Watabayashi, Toshiyuki*
TSgt Nakashima, Leslie I.**
SSgt Chun, Robert Y. L.
SSgt Farm, Albert Y. F.
SSgt Lau, Richard K. Y.
SSgt Minami, Gerald T.
SSgt Miura, Fred T.
SSgt Shimabukuro, Mitchell K.
SSgt Trepte, Paul R.
SSgt Tsukamoto, Stanley K.
Sgt Chang, Robert L.
Sgt Ueoka, Roger T.
Sgt Watase, Guy S.
AIC Hada, Mark K.
AIC Kurahashi, Keith H.
AIC Nakamaejo, David T.
AIC Sekimoto, Ken T.
Amn Higashi, Wayne G.
Amn Murakami, Miles T.
Amn Ueno, Kenneth A.
Amn Woo, Brian C. K.
AB Tang, Dennis K. Y.
AB Yoneshige, Alan H.

154 SUP SQ

Lt Col Au, Daniel K. C.*
Capt Chung, Warren W. K.
Capt Morihara, Gerald T.
Capt Oshiro, John I.**
2nd Lt Chang, Thomas B.
CMSgt Yap, Libert E. N. F.***
SMSgt Schweitzer, Edward L. Jr***
MSGT Chong, Calvin Y. K.***
MSGT Kim, Bernard B. C.**
MSGT Okita, Howard A.**
MSGT Wela, George G.**
MSGT Young, Alfred M.**
TSgt Abe, Douglas Y.*
TSgt Canopin, Alfredo*
TSgt Chang, Kalfred K. K.***
TSgt Farley, Frank R.***
TSgt Hironaka, Howard H.**
TSgt Kim, Donald T. S.**
TSgt Montizor, Frank*
TSgt Ogawa, Richard Y.**
TSgt Tamayose, Clayton K.*
TSgt Vierra, Duncan R.*
SSgt Abear, Felix
SSgt Aoki, Roy I.
SSgt Burgess, William L. K.
SSgt Chock, Melvyn A. K. K.*
SSgt Chun, Jason Y. L.*
SSgt Fukumoto, Dennis Y.
SSgt Funasaki, Herbert M.*
SSgt Ganade, Theodoro
SSgt Ginoza, George*
SSgt Harada, Nevin K.
SSgt Hilario, Irineo Jr
SSgt Hironaka, Michael I.
SSgt Iga, Harrison T.
SSgt Izutsu, Ronald K.
SSgt Kusatsu, Thomas T.
SSgt Matsunaga, Benjamin M.*
SSgt Mineshima, Ivan M.
SSgt Rivera, Paustino C.
SSgt Saunders, Richard P. Jr
SSgt Takara, Fred S. Jr
SSgt Tanaka, Alfred A.

SSgt Yamamoto, Frank S.
Sgt Chee, Kenrick M. H.
Sgt Dang, Sherman, D. K.
Sgt Fernandez, Lino IV
Sgt Fukuda, Gary K. M.
Sgt Hattori, Alan W.
Sgt Kaneshiro, Gilbert R.
Sgt Ke, Elliott S. K. Y. G.
Sgt Kunimitsu, Wallace I.
Sgt Kunimura, Dennis F.
Sgt Luke, Richard K. W.
Sgt Matsuoka, Alan Y.
Sgt Nakamura, Allen S.
Sgt Ng, Rodney C. M.
Sgt Nitta, Jon Y.
Sgt Ogata, Clifford K.
Sgt Pontes, Robert J.
Sgt Shimabuku, Glenn T.
Sgt Tan, Raymond H. Y.
Sgt Tang, Weiland W. L.
Sgt Walthall, Bernard C.
Sgt Wong, Samuel K. P.
AIC Arakawa, Robert N.
AIC Bello, Clayton Y.
AIC Choy, Gordon E.
AIC Dang, James H. W.
AIC Garrahan, Martin M.
AIC Harada, Carl H.
AIC Honda, Thomas H.
AIC Ishikawa, Arthur M.
AIC Medeiros, Rodney A. H.
AIC Motoda, Steve M.
AIC Nakamatsu, Robert Y. Jr
AIC Okano, Glen K.
AIC Ono, Terry I.
AIC Pang, Gary S. P.
AIC Sonoda, Hugh P.
AIC Taira, Craig W.
AIC Tanaka, Dennis K.
AIC Tengan, Dale S.
AIC Toyama, Clifford T.
AIC Weatherwax, Hazlett T.
AIC Yamada, Gerald M.
AIC Yamauchi, Edmund C.
AIC Yoshimura, Alwyn Y.
Amn Iwahiro, Robert T.
Amn Sugawara, Glenn I.
Amn Uota, Jason K.

154 CAM SQ

Lt Col Mattos, Harold T.***
Maj Ault, Norman C. Jr***
Maj Beaumont, John H.***
Capt Kubota, Harry T.
Capt Lee, Richard K. H.
Capt Tam, Leslie E. M.
1st Lt Abe, Richard T.
1st Lt Bradley, Fred E.
1st Lt Tsuchiya, Richard O.*
2nd Lt Miyahira, Edwin R.
CMSgt Awana, Harry M. Y. Jr**
CMSgt Choi, Robert D. W.***
CMSgt Go, Hiroshi***
SMSgt Adaniya, Ivan T.
SMSgt Austin, William M.
SMSgt Kajiwara, Henry M.***
SMSgt Lee, Arthur T. Y.***
SMSgt Makishima, Gordon Y.**
SMSgt Miles, Richard W.*
SMSgt Oshiro, Toshio**
SMSgt Pontes, David J.***
MSGT Afoa, Shimanu Jr**
MSGT Ah Chong, George K.**

MSGT Araki, Thomas S.**
MSGT Baptiste, Wilmer C.**
MSGT Camara, Kenneth J.**
MSGT Chun, Henry Q. H.**
MSGT Demattos, David*
MSGT Domingo, Joseph M.*
MSGT Espina, Sancho**
MSGT Fujii, Gary K.**
MSGT Inuma, Kenneth K.*
MSGT Kato, Tom T.**
MSGT Kono, Lewis K.***
MSGT Lee, Douglas K. C. A.*
MSGT Lee, Nelson F. K.**
MSGT Martin, Gordon L.*
MSGT Matsumoto, George Y.*
MSGT Minami, Mamoru K.*
MSGT Morishige, Owen A.**
MSGT Rivera, Jose*
MSGT Saffery, Samuel M. III**
MSGT Sato, Thomas M.*
MSGT Teves, Nicholas D.*
MSGT Tokoro, George A.
MSGT Tsunoda, Thomas T.**
MSGT Ward, Howard***
MSGT Wong, Melvin W. J.**
MSGT Yabui, Charles M.***
TSgt Amarin, Jaime B.
TSgt Bacalso, Antone R.**
TSgt Bartolome, Manuel A. Jr
TSgt Bermudez, Raymond R.
TSgt Cabrido, Anatalio*
TSgt Calma, Sereheyo
TSgt Calvin, Charles R.**
TSgt Castaneda, Don**
TSgt Chang, Melvin Q. H.*
TSgt Choo, Jere F.
TSgt Choy, Raymond N.*
TSgt Chun, Gerald K. L.*
TSgt Cozo, Ronald*
TSgt Davis, James H. Jr**
TSgt Demello, Harold G. Jr*
TSgt De Veas, Richard*
TSgt Espina, Frederico**
TSgt Forges, Abraham*
TSgt Frost, Edmund G.
TSgt Heu, Stanley W. F.*
TSgt Hirao, Thomas F.
TSgt Joyce, John R.
TSgt Kaneshiro, George I.*
TSgt Kealoha, Paul J.**
TSgt Koga, Rex Y.*
TSgt Leandro, Francis A.***
TSgt Leong, David C. F.
TSgt Leong, Rodney K. H.*
TSgt Loo, Raymond W. M.**
TSgt Luat, Rudolph Q.***
TSgt Lum, Randall K. H. M.*
TSgt Lum, Stanford T. H.***
TSgt Mishina, George M.
TSgt Morimoto, Kenneth M.
TSgt Okamoto, Herbert S.*
TSgt Oliveira, Leonard M.*
TSgt Ota, Ronald S.
TSgt Paahana, David B.*
TSgt Pacanto, Samuel***
TSgt Padilla, George*
TSgt Park, Vincent J.
TSgt Rawlins, Evarist L.***
TSgt Salvador, Soprayano R.*
TSgt Seki, Lloyd T.**
TSgt Sunada, Matthew H.
TSgt Suzuki, James H.*
TSgt Taira, Melvyn M.
TSgt Takasane, Wallace H.
TSgt Takeuchi, Herbert T.*

TSgt Tam, Leonard K. H.
TSgt Upchurch, Wright E.
TSgt Uyeda, Edward N.**
TSgt Whang, Wallace T. B.***
TSgt Wong, Valentine O. Jr*
TSgt Yamamoto, James S.**
TSgt Yamashita, Harry M.***
TSgt Yara, Wallace S.
SSgt Aberilla, William F.
SSgt Aragon, Vicente*
SSgt Asato, Tsutomu K.
SSgt Azevedo, Siegfried R.
SSgt Bernardino, August A.***
SSgt Blancafflor, Daniel**
SSgt Cagasan, Gorgonio
SSgt Calvan, Lionel R.*
SSgt Cardoza, George Jr
SSgt Cera, Gilbert
SSgt Chang, Henry K. J.
SSgt Choi, Glenn P. K.
SSgt Chong, Clarence K. W.
SSgt Chun, John S. K.
SSgt Chun, Reginald K. Q.*
SSgt Copelan, James L.
SSgt Costa, Benet M. Jr
SSgt Costa, David J. Jr
SSgt Crowell, Clement H.**
SSgt Davis, Robert
SSgt De Rego, Alfred J.
SSgt Doyle, Craig K.
SSgt Fujiwara, Harry T.
SSgt Fukuda, Ronald H.
SSgt Funasaki, Raymond K.
SSgt Furuta, Glenn T.
SSgt Gakiya, Clifford S.
SSgt Ganeko, George Y. Jr
SSgt Hasegawa, Kenneth S.
SSgt Hasuika, Henry T.
SSgt Higa, Wayne Z.
SSgt Ige, Melvin M.
SSgt Inoue, Errol T.*
SSgt Ishibashi, Roy T.
SSgt Ito, Robin T.
SSgt Izutsu, Wayne Y.
SSgt Jurgemeyer, Harold A. Jr
SSgt Kaloa, Valentine P. K.*
SSgt Kaneshiro, Raymond T.*
SSgt Kawamura, Reynold Y.
SSgt Keahi, Larry K.
SSgt Kim, Byron G.
SSgt Kudo, Roy K.
SSgt Kuwana, Roy T.
SSgt Lara, Benjamin
SSgt Lee, Edward Y. F. Y.
SSgt Lee, Ronald T. Y.
SSgt Leite, Douglas P.
SSgt Leong, Stanley, C. S.
SSgt Limatoc, Narciso Jr
SSgt Mashino, Nelson C.
SSgt Mau, Ronald S. H.
SSgt McKee, Howard H.
SSgt Mizumoto, Leslie M.
SSgt Moad, George W.
SSgt Murakami, Gary T.
SSgt Ng, Gregory K. Y.
SSgt Nishino, Roy N.
SSgt Okuma, George M.**
SSgt Palama, Alexander K. Jr
SSgt Pelangka, Gomes
SSgt Perreira, David Jr
SSgt Pimental, William L. Jr
SSgt Rietfors, Ron
SSgt Rodrigues, Richard A.
SSgt Sakamoto, Kenneth T.
SSgt Sakuma, Daniel K.*

SSgt Sato, Raymond I.
SSgt Shimata, Kenneth S.
SSgt Shimomura, William D.
SSgt Stern, William L. Jr
SSgt Sugai, Wesley H.
SSgt Sugimoto, Dennis Y.
SSgt Taira, Dennis K.
SSgt Takemoto, James T.*
SSgt Thoene, Henry E.
SSgt Tomomitsu, Edward K.
SSgt Valera, Cirilo E. Jr
SSgt Von, Gary K. L.
SSgt Wahinekapu, John K. L.
SSgt Wilson, Marvin E.
SSgt Yamada, Galen M.
SSgt Yasuhara, John Y.
SSgt Yoshimoto, Calvin M.
SSgt Yoshitake, Gary T.
SSgt Yuen, Clayton E. M.
Sgt Akana, Lincoln K. Jr
Sgt Akau, James G.
Sgt Akiyama, Paul T.
Sgt Aoki, Kenneth I.
Sgt Aono, Bert K.
Sgt Arakaki, Derek S.
Sgt Brito, Patrick A. K.
Sgt Calabrese, Anthony A. Jr
Sgt Chagami, Ronald T. Jr
Sgt Chang, William K. U.
Sgt Ching, Glenn W. K.
Sgt Ching, Spencer W. K.
Sgt Crossley, Michael J.
Sgt Dean, John P.
Sgt Fong, Chester K. M.
Sgt Franklin, Gregory G.
Sgt Fujii, Darrel Y.
Sgt Fukuji, Clifford H.
Sgt Guerrero, Bob L.
Sgt Hakoda, Riley K.
Sgt Hashimoto, Milton M.
Sgt Hata, Michael T.
Sgt Hayakawa, Melvin T.
Sgt Higa, Randall T.
Sgt Hong, Ellis K.
Sgt Hoopii, Randy I.
Sgt Iida, Leslie W.
Sgt Inada, Arthur K.
Sgt Ishizaki, Wayne S.
Sgt Izutsu, Daniel S.
Sgt Kamaura, Steven S.
Sgt Kaneshiro, Roy A.
Sgt Kikuta, Keith N.
Sgt Kishimori, Arnold T.
Sgt Kiyabu, Michael A.
Sgt Kugiya, Barry Y.
Sgt Lee, Jeffrey H. T.
Sgt Lee, Lowell H. H.
Sgt Lee, Stewart W. N.
Sgt Levi, Matthew D.
Sgt Lorian, Terry
Sgt Lum, Patrick T. W.
Sgt Lum King, Robert W. J.
Sgt Maeda, Glenn A.
Sgt Maguire, Frank C. Jr
Sgt Mahikoa, Ainsley K.
Sgt Makishi, Gregory S.
Sgt Makiya, Michael S.
Sgt Matsuoka, Roy N.
Sgt Minehira, Norman J.
Sgt Montero, Michael M.
Sgt Morinaka, Bert Y.
Sgt Morita, Dennis T.
Sgt Morita, Glenn T.
Sgt Mura, Kenneth A.
Sgt Muronaga, Ronald K.

Sgt Nagaji, Stephen T.
Sgt Nagata, Wayne K. K.
Sgt Nagatani, Stafford T.
Sgt Nakahara, Maurice S.
Sgt Nakaya, Edward T.
Sgt Nishida, Dwight K.
Sgt Nishimura, Gary Y.
Sgt Okada, Jay S.
Sgt Okano, Russell R.
Sgt Oshiro, Edwin H.
Sgt Perreira, James W.
Sgt Saito, Gary T.
Sgt Salvador, Jose
Sgt Sasaki, Randall M.
Sgt Sato, Calvert S.
Sgt Sato, Clifton M.
Sgt Sato, Paul M.
Sgt Sato, Stanley M. Jr
Sgt Sawa, James K.
Sgt Shintaku, Glenn M.
Sgt Shiroma, Carl R.
Sgt Silva, Rocky C.
Sgt Soma, Gary I.
Sgt Sugimoto, Warren N.
Sgt Suma, Reginald T.
Sgt Tashima, Dennis T.
Sgt Tengan, Daniel M.
Sgt Teves, Gary L.
Sgt Toyama, Thomas N.
Sgt Tsuchimoto, Elbert K.
Sgt Uyehara, Glenn H.
Sgt Valentin Leonard
Sgt Vares, Kenneth A. A.
Sgt Windrath, Ernest P.
Sgt Woolsey, Frank D.
Sgt Yahiku, Leslie Y.
Sgt Yamashiro, Bertram K.
Sgt Yoshimoto, Galen R.
AIC Agena, Dennis K.
AIC Akiyama, Leslie S.
AIC Arakawa, Michael S.
AIC Awa, Clayton Y.
AIC Chun, Bradley S. M.
AIC Cockett, Terry C.
AIC Cook, Ted
AIC Endo, Glenn M.
AIC Feiteira, John M. III
AIC Fujii, Harold H.
AIC Fujimoto, Clyde H.
AIC Gabriel, Richard
AIC Gono, Gerald N.
AIC Gonsalves, Melvin L.
AIC Harimoto, Craig M.
AIC Hasegawa, Mason K.
AIC Hee, Lorren S. G.
AIC Higashi, Alton T.
AIC Hung, Alan B. K.
AIC Inayoshi, Stanley M.
AIC Ishimaru, Russ T.
AIC Ito, Richard N.
AIC Kaaikaula, Joseph J.
AIC Kamikawa, Kyle H.
AIC Kanazawa, Eric K.
AIC Kaneshiro, David M.
AIC Kekiwi, Milton L.
AIC Kiahia, Gregg K.
AIC Kojima, Leonard R.
AIC Komatsu, Thomas Y.
AIC Kono, Kelvin K.
AIC Lau, Herman K. S.
AIC Lau, Neil K.
AIC Lohman, Gary A.
AIC Lum, Abraham S. C.
AIC Manabe, Lowell H. K.
AIC Mariani, Thomas W.

A1C Martinson, Bert R.
 A1C Naguwa, Warren H.
 A1C Nakahira, Steven K.
 A1C Nasu, Dwayne N.
 A1C Nekota, Derrick I.
 A1C Nishikawa, Brian K.
 A1C Nishimoto, Alan H.
 A1C Ogawa, Roy T.
 A1C Ogen, John H.
 A1C Oishi, Guy J.
 A1C Oka, Reginald K.
 A1C Oshiro, Dennis T.
 A1C Oshiro, Gary D.
 A1C Pahukula, James N.
 A1C Pang, Roland K. K.
 A1C Pavo, Aleck A.
 A1C Prado, Otto S.
 A1C Rabacal, Walter S. Jr
 A1C Rader, Thomas G.
 A1C Rietfors, Les
 A1C Spencer, Enias V. K. Jr
 A1C Takao, Rodney S.
 A1C Takeuchi, Glenn H.
 A1C Tanaka, Danny W.
 A1C Tanaka, Mitchell M.
 A1C Taniguchi, Calvin M.
 A1C Torigoe, Clyde Y.
 A1C Umeda, Leslie H.
 A1C Uyeno, Rodney T.
 A1C Wong, Arnold M. S.
 A1C Yabui, Dereck K.
 A1C Yasui, Wayne A.
 A1C Yim, Vincent W. J.
 A1C Yong, Edmund Y. M.
 A1C Yoshida, Robin A.
 A1C Yuen, Dexter J. J.
 A1C Zane, Randall Y. M.
 Amn Chan, Allen H.
 Amn Chin, Dexter S. D.
 Amn Furumoto, Brian Y.
 Amn Hebaru, Claude Y.
 Amn Higa, Wayne S.
 Amn Hiraki, Earl C.
 Amn Honda, Erwin K.
 Amn Ishii, Brian H.
 Amn Kau, Rodney A.
 Amn Kikuchi, Brian K.
 Amn Look, Lester Y. K.
 Amn Lopex, Lawrence T.
 Amn Lum, Lawrence K. H.
 Amn Matsuo, Melvin I.
 Amn Mattson, Frederick M. II
 Amn Meyer, George K. IV
 Amn Mishima, Gregory Y.
 Amn Miyashiro, Glenn M.
 Amn Nakahara, Michael Y.
 Amn Nihei, Roy H.
 Amn Nishihara, Clyde M.
 Amn Oshiro, Brian M.
 Amn Oshiro, Garrett K.
 Amn Sakai, Stanley H.
 Amn Schumacher, Albert N.
 Amn Takato, Lester K.
 Amn Taniguchi, Glenn K.
 Amn Yanagihashi, Curtis K.
 AB Fujishige, Leroy F.
 AB Jaber, Carl J.
 AB Lum, Gilbert K. L.
 AB Ramos, David B.
 AB Yamaguchi, Leyton S.

199 WEA FLT

Capt Au, Wyman W. M.
 Capt Jay, Christopher W. K.

1st Lt Okinishi, Kenneth M.**
 TSgt Moriguchi, Robert T.**
 SSgt Karimoto, Roy S.
 SSgt Keawe, Dennis K.
 SSgt Watanabe, Gary K.
 Sgt Cashman, Lee A.
 Sgt Ishii, Dennis K.
 Sgt Mau, Gregory Y. C.
 Sgt Sueyoshi, Glenn S.
 Sgt Suzuki, Craig C.
 A1C Yamada, Clyde T.
 Amn Lau, Colin Q. C.
 Amn Oishi, Marvin T.

150 ACFT CON & WNG SQ

Lt Col Bye, Dewitt C.*
 Maj Doi, Reginald Y.*
 Maj English, John M.***
 Maj Kawamura, George S.*
 Maj Konishi, Robert N.**
 Maj Moriguchi, Raymond J.*
 Maj Ota, Owen D.
 Maj Saito, Charles M.*
 Capt Burkhart, Ted L.
 Capt Dobashi, Myron N.
 Capt Koga, George J.*
 Capt Kurita, James N.**
 Capt Nishina, Vincent H.
 Capt Revuelto, Gerald J.**
 1st Lt Ellis, Wayne R.
 2nd Lt Cox, Thomas E.
 2nd Lt Kim, Randall G.
 2nd Lt Nottage, James T.
 2nd Lt Tanaka, Ronald T.
 CMSgt Tanaka, Charles H.**
 SMSgt Susterich, George R.**
 MSgt Beppu, Harry T.*
 MSgt Crowell, William O.*
 MSgt Farm, Richard Y. F.*
 MSgt Harada, Frank S.*
 MSgt Hosaka, Francis T.**
 MSgt Ishihara, Harry M.*
 MSgt Kinney, William B. K.*
 MSgt Matsushima, Lester T.
 MSgt Olivas, Emilio M.**
 MSgt Oyakawa, Norman T.
 MSgt Pescador, Benjamin*
 MSgt Sato, Henry H.*
 MSgt Sugihara, Lawrence M.**
 MSgt Sunada, Dennis K.
 MSgt Tabe, William M.**
 TSgt Bandmann, John W.*
 TSgt Edayan, Conrado***
 TSgt Fujii, Kiichi*
 TSgt Honjo, Herbert H.*
 TSgt Horibe, Royden T.
 TSgt Kali, Kenneth K.*
 TSgt Kashiwabara, Richard M.
 TSgt Kauahi, Melvin
 TSgt Kireto, Gordon T.
 TSgt Mira, Escolastico*
 TSgt Mira, Zoilo L.***
 TSgt Nagai, Toshio
 TSgt Pajardo, Benjamin
 TSgt Pascua, Gemi*
 TSgt Pascua, Raymond***
 TSgt Rapozo, Leonard A.*
 TSgt Remata, Alfredo T.
 TSgt Takeya, Herbert Y.*
 TSgt Vidinha, Kenneth*
 SSgt Abreu, Ulderico**
 SSgt Banquel, Lorencio B.
 SSgt Bonilla, Frank**

SSgt Cabus, William B.
 SSgt DelaCruz, Stanley
 SSgt Fernandez, Edward
 SSgt Garcia, Harvey S.
 SSgt Hamamura, Jackson Y.**
 SSgt Haynes, Stephen W.
 SSgt Higa, Isamu
 SSgt Hikiji, Harold T.
 SSgt Hinazumi, Wayne H.
 SSgt Inouye, Kiyoshi*
 SSgt Javier, Ronaldo M.
 SSgt Kaeo, Douglas M.
 SSgt Kato, Tatsuo
 SSgt Kawamura, James M.
 SSgt Keliikuli, Randolph D.*
 SSgt Mori, George M.
 SSgt Muraoka, Susumu
 SSgt Muraoka, Thomas A.
 SSgt Nagata, Isamu
 SSgt Niau, Louis S.
 SSgt Oshiro, Teruo*
 SSgt Peahu, Paul L.
 SSgt Robinson, Kenneth O.
 SSgt Ruiz, Damascio Jr*
 SSgt Saladaga, Robert E.*
 SSgt Shimatsu, Kelly O.
 SSgt Silva, Robert D.***
 SSgt Sunada, Roy H.
 SSgt Taguma, Lawrence T.
 SSgt Takabayashi, Edgar H.*
 SSgt Tanimoto, Tsuyoshi
 SSgt Tanioka, Dennis M.
 SSgt Tanita, Robert T.
 SSgt Ueno, Clayton T.
 SSgt Valpoon, Amil R. Jr*
 SSgt Vierra, Leonard J.
 SSgt Watanabe, Haruyoshi***
 Sgt Acoba, Federico Jr*
 Sgt Albao, Jeffrey K. W.
 Sgt Albao, Timothy L.
 Sgt Arruda, Earl A.
 Sgt Brause, Richard T.
 Sgt Cairns, Roger M.
 Sgt Estacio, Ricardo Sr**
 Sgt Fernandes, Russell P.
 Sgt Fujita, James W.
 Sgt Fukutomi, Albert S.
 Sgt Furushima, Dennis S.
 Sgt Ines, Walter D.
 Sgt Iwase, Vernon H.
 Sgt Jardin, Caesar R.
 Sgt Kakuda, Alwyn N.
 Sgt Kamibayashi, Jacob J.
 Sgt Kokubo, Ronald T.
 Sgt Kubota, Jerry S.
 Sgt Lomosad, Alejandro*
 Sgt Matsuoka, Bert M.
 Sgt Miyashiro, Max M.
 Sgt Moriguchi, Gene K.
 Sgt Newall, William O.
 Sgt Nitta, Ivan I.
 Sgt Noda, Darryl S.
 Sgt Otsubo, Glenn H.
 Sgt Takekuma, Bruce Y.
 Sgt Takemoto, Dennis K.
 Sgt Takenaka, Sakae
 Sgt Terui, Jerry H.
 Sgt Ulanday, Bernaldo Jr
 Sgt Womack, Michael L.
 Sgt Yamamoto, Bert K.
 Sgt Yamamoto, Milton S.
 Sgt Yoneji, Douglas M.
 Sgt Youn, Gilmore S.
 A1C Akutagawa, Dennis H.
 A1C Ando, Leroy K.

A1C Campos, Edwin L.
 A1C Chu, Gilmer N.
 A1C Horner, Darrell W.
 A1C Ikeda, Clifford
 A1C Kaneshiro, Daryl W.
 A1C Morimoto, Glenn I.
 A1C Nagahisa, Albert S. Jr
 A1C Nakamura, Calvin M.
 A1C Nishimura, Michael M.
 A1C Ornellas, Jerry L.
 A1C Rapozo, Stephen L.
 A1C Reynolds, Russell M. Jr
 A1C Robinson, Alvin W.
 A1C Rosa, Patrick W.
 A1C Takatsuki, Roy M.
 A1C Texeira, Herman J.
 A1C Tokuda, Tommy Y.
 A1C Vidinha, Richard R.
 A1C Yamada, Dennis R.
 A1C Yamamoto, Wayne K.
 Amn Burgh, Ron A.
 Amn Kaohi, Mervin K.
 Amn Mitsui, Michael M.
 Amn Moises, Lorenzo
 Amn Morimoto, Roy S.
 Amn Pratt, Lloyd
 Amn Schumacher, Carl W. III
 Amn Shimogawa, Duane T.
 Amn Toguchi, Raymond B. Jr
 Amn Yoshimura, Michael A.
 AB Duyanen, Patrocenio M.
 AB Garcia, John F. Jr
 AB Peahu, Samuel K. III
 AB Schaefer, Jace J.
 AB Silva, Lance K.

169 ACFT CON & WNG SQ

Lt Col Goya, Kiyoshi P.***
 Maj Chang, Norman G. E.*
 Maj Chee, Frederick K. O.**
 Maj Iimura, Tad T.
 Maj Jim, Clarence F. L.*
 Maj Kikuta, Waichi*
 Maj Lee, Edward K.*
 Maj Moriwaki, Nelson T.*
 Maj Nemoto, Herbert K.
 Maj Niiya, Michio
 Maj O'Day, Donald M.**
 Maj Sequeira, Paul P. Jr*
 Maj Shimabuku, Thomas S.*
 Maj Watanabe, Walter O.***
 Maj Yamamoto, Kazuo*
 Capt Hashimoto, Paul H.*
 Capt Iwasaki, Donald K.
 Capt Lai, Harold K. W.
 Capt Mamiya, Christy T.*
 Capt Mendes, Roy D.**
 Capt Morris, Melvin C.*
 Capt Nakajo, Glenn T.
 Capt Oka, Steven T.
 Capt Sumida, Melvin K.
 Capt Yamasaki, Wayne J.
 Capt Yoshioka, Alan K.
 1st Lt Chung Hoon, Edwin E.*
 1st Lt Kanja, Eric S.
 1st Lt Matsuda, Jerry M.
 1st Lt Ohta, Thomas A.
 2nd Lt Maeda, Melvin M.
 SMSgt Abe, Harold K.**
 SMSgt Agbayani, Deogracias Jr*
 SMSgt Chee, Roy M. H.*
 SMSgt Honda, Stanley S.*
 SMSgt Kiyabu, Kenneth S.**

MSgt Kobayashi, James M.**
 SMSgt Senaha, Richard K.**
 SMSgt Sierra, John O.***
 SMSgt Tibayan, Joseph R.**
 MSgt Doi, Edwin T.*
 MSgt Endo, Ralph M.*
 MSgt Ganiko, Russell K.*
 MSgt Honda, Charles T.*
 MSgt Iseri, Lionel Y.
 MSgt Kado, Harold H.*
 MSgt Kobashigawa, Andrew S.*
 MSgt Matsusaka, Cornwal K.S.
 MSgt Miyasaki, Paul T.**
 MSgt Motas Jose V.**
 MSgt Nagao, Robert N.**
 MSgt Shinsato, Francis H.**
 MSgt Sonan, Kenichi*
 MSgt Suzuka, Alexander W.**
 MSgt Takaoka, Roy T.
 MSgt Tenn, Junius K.H.**
 MSgt Tom, Gayle Y.H.*
 MSgt Young, James H.T.*
 TSgt Adachi, Robert T.
 TSgt Akamine, James M.**
 TSgt Artiaga, Joseph B.*
 TSgt Chow, Calvin W.H.*
 TSgt Hashimoto, Donald T.
 TSgt Ichimura, Roy Y.
 TSgt Kawamura, Robert E.
 TSgt Kuratsu, Herbert S.**
 TSgt Kuroda, Walter H.
 TSgt Miura, Garret M.
 TSgt Muraki, Franklin S.**
 TSgt Outram, Theodore A. Jr.
 TSgt Shinsato, Stanley S.**
 TSgt Suzui, Robert M.
 TSgt Takahashi, Edwin H.*
 TSgt Takahashi, Raymond M.**
 TSgt Takeda, Edward I.**
 TSgt Takeno, Nobuo*
 TSgt Tanaka, Walter Y.*
 TSgt Tsutsui, Seichi
 TSgt Uchima, Wayne Y.
 TSgt Wandasan, James*
 TSgt Wong, Clifford*
 TSgt Yamamoto, Gerald J.
 TSgt Yamauchi, Allan Y.**
 TSgt Yanagihara, Clifford N.*
 SSgt Akagi, Wallace M.**
 SSgt Anama, Lawrence M.**
 SSgt Aniya, Ronald S.
 SSgt Asakura, Alan G.
 SSgt Awa, James R.
 SSgt Bona, Jerry
 SSgt Bonite, Theodoro K.
 SSgt Brito, Gary A.L.
 SSgt Chang, Roy S.L.*
 SSgt Ching, James L.F.
 SSgt Enovejas, Edward T.
 SSgt Frias, Alva Jr.
 SSgt Geolina, Mauricio A. Jr.
 SSgt Green, Stewart A.*
 SSgt Heu, Morris N.M.*
 SSgt Higa, Wesley I.
 SSgt Imbo, Raymond Jr.
 SSgt Ing, Gregory C.
 SSgt Iwasaki, Fred F.
 SSgt Johnson, Kenneth
 SSgt Kajiwara, Timothy Y.
 SSgt Katano, Laurence Y.
 SSgt Kawakami, Stanley S.
 SSgt Keohokapu, David N.**
 SSgt Kishida, William Y.*
 SSgt Komatsu, Daniel Y.
 SSgt Kuroda, Gilbert K.

SSgt Lopera, Thomas**
 SSgt Maeda, Thomas M.
 SSgt Masuo, Barry K.
 SSgt Matsumoto, Wayne K.
 SSgt Miura, Stanley M.
 SSgt Naipo, Calvin K.
 SSgt Nakaahiki, Michael K. Jr.
 SSgt Nakama, Herbert Y.
 SSgt Nakasone, Harry M.**
 SSgt Nakayama, Steve I.
 SSgt Ng, Joe Jr
 SSgt Nishie, Preston C.
 SSgt Padello, Herbert K.
 SSgt Sugiyama, James K.
 SSgt Sunaoka, Roy T.
 SSgt Takehara, Ty
 SSgt Tasaka, Harold T.*
 SSgt Uyeda, Melvin S.
 SSgt Wong, Willis M.W.
 SSgt Yonamine, Shigeo**
 Sgt Chang, Nathan K.T.
 Sgt Ching, Sanford S.
 Sgt Chun, Patrick E.
 Sgt De Neeve, Christopher J.
 Sgt Dung, Dixon Q.H.
 Sgt Fujimoto, Gordon M.
 Sgt Funasaki, James S.
 Sgt Hanuna, Faxon H.
 Sgt Ho, Byron W.Y.
 Sgt Honda, Curtis Y.
 Sgt Hong, Robert E.A.
 Sgt Ishii, Gary Y.
 Sgt Kanemori, Ray J.
 Sgt Ko, Calvin Y.D.
 Sgt Lee, Alan C.K.
 Sgt Lee, Michael W.J.K.
 Sgt Mitsui, Eric K.
 Sgt Miyata, Thomas T.
 Sgt Miyoshi, Gerald I.
 Sgt Nagasako, Carl T.
 Sgt Nakamura, Harlan T.
 Sgt Nishimura, Peter F.
 Sgt Nomura, Scott T.
 Sgt Omori, Duane Y.
 Sgt Oshio, Earle F.
 Sgt Pang, Gregory T.H.
 Sgt Pang, Lorrin K.H.
 Sgt Sanemitsu, Marvin M.
 Sgt Shimata, Wayne H.
 Sgt Shimata, Wilfred S.
 Sgt Sugai, Wayne H.
 Sgt Sugihara, Dennis M.
 Sgt Taba, Gregory T.
 Sgt Tagami, George H.
 Sgt Tanahara, Randall H.
 Sgt Tasaka, Wallace I.
 Sgt Tenn, Alvin K.K.
 Sgt Terai, Stuart J.
 Sgt Unebasami, Michael T.
 Sgt Uyehara, Dennis S.
 Sgt Westfall, Raymond R.
 Sgt Wong, Clifford W.
 Sgt Yoshimura, Dennis R.
 A1C Akita, Dean T.
 A1C Chinen, Michael M.
 A1C Chung, Wendell K.P.
 A1C Cozo, Henry R. Jr
 A1C Doane, Kenneth Jr
 A1C Emoto, Medwin T.
 A1C Fukeda, Steven M.
 A1C Ginoza, Wayne M.
 A1C Hiraoka, Walter H.
 A1C Inouye, Milton T.
 A1C Ishihara, Glenn H.H.
 A1C Jeremiah, James

AIC Kaneda, Clayton H.
 AIC Matsukawa, Wayne T.
 AIC Matsumoto, Kenneth M.
 AIC Matsushita, Ivan S.
 AIC Miyake, Paul Y.
 AIC Miyamoto, Roy S.
 AIC Nagai, Ernie J.
 AIC Nakagaki, Joel A.
 AIC Nakama, Dean Y.
 AIC Nakamura, Alan T.
 AIC Nakanelua, Gordon K.
 AIC Nakashima, David Y.
 AIC Nishie, Brian T.
 AIC Niwa, Gerald N.
 AIC Okamoto, Kenneth K.
 AIC Onaga, Harold Y.
 AIC Ota, Edwin Y.
 AIC Seo, Clifford A.
 AIC Suen, Randall M.G.H.
 AIC Takatsuki, Paul H.
 AIC Takenouchi, Mark K.
 AIC Tanaka, Fred H.
 AIC Trinidad, Jerry L.
 AIC Yamada, Dennis H.
 AIC Yoneda, Calvin H.
 AIC Young, Keith G.H.
 AIC Yuen, Terence S.Y.
 Amn Asato, Michael K.
 Amn Moon, Raymond I.S.
 Amn Nakasone, Daniel S.
 Amn Wee, Wendell Y.L.
 Amn Yamauchi, Paul S.
 AB Aniya, Clifford S.
 AB Kishi, Wayne H.
 AB Pagador, Steven

201 MBL COMM SQ

Lt Col Mori, Paul S.**
 Maj Chee, Hon Ping
 Maj Kawatachi, George Y.*
 Maj Kimura, Frederick S.
 Maj Shima, Ernest T.
 Maj Watanabe, Roger T.*
 Maj Young, Leonard H.L.**
 Capt Arakaki, Jiro D.**
 Capt Hara, Tooru
 Capt Houser, John S.
 Capt Howard, David F.*
 Capt Matsumura, Roy A.
 Capt Rodrigues, David M.
 CMSgt Furuyama, Walter T.**
 CMSgt Sugiyama, Walter K.***
 SMSgt Fukui, Richard N.**
 SMSgt Hayashi, George I.*
 SMSgt Tasaka, Charles M.*
 MSgt Daikoku, Yoshiaki**
 MSgt Mata, Lawrence
 MSgt Morales, Gilbert *
 MSgt Nakano, Leo S.*
 MSgt Nishihara, Walter T.***
 MSgt Uyechi, Norman M.
 MSgt Valenzuela, Maximo P.
 TSgt Adversalo, Meliton A.
 TSgt Arthur, Henry**
 TSgt Chow, Delos W.H.
 TSgt Iwane, Robert K.
 TSgt Kamiyama, Robert T.
 TSgt Langsi, David P.***
 TSgt Maeda, Harvey K.
 TSgt Mann, Wendell Y.H.*
 TSgt Masuda, Melvin Y.
 TSgt Oshiro, Clement M.
 TSgt Puckett, Billy

TSgt Robbins, James A.
 TSgt Wikoli, Amos L.*
 TSgt Yamashiro, Baldwin I.***
 SSgt Ajitomi, Henry H.
 SSgt Azama, Bert S.
 SSgt Chee, Philip H.C.
 SSgt Finley, Robert J.
 SSgt Fujimura, Franklin T.
 SSgt Fujioka, Henry T.
 SSgt Fukunaga, Paul S.
 SSgt Haegawa, Ronald M.
 SSgt Hasuie, Robert T.
 SSgt Hidano, Roy H.
 SSgt Hironaka, Harvey J.
 SSgt Hirota, John J.
 SSgt Ho, Timothy T.F.
 SSgt Hokama, Wayne T.
 SSgt Inake, Michael T.
 SSgt Ishida, Howard T.
 SSgt Jenkins, Leonard D.
 SSgt Kagawa, Lloyd H.
 SSgt Katayama, Wayne K.
 SSgt Kawamata, Eugene H.
 SSgt Kobashigawa, Crandall T.
 SSgt Koo, Alvin R.
 SSgt Kunitake, Edwin M.
 SSgt Lau, Alvin D.S.
 SSgt Masaki, Roy M.
 SSgt Matsushima, Clyde K.
 SSgt Minami, Raynor M.
 SSgt Morita, Dick
 SSgt Murakami, Dennis T.
 SSgt Nakahara, Galen A.
 SSgt Nakamura, Harry M.
 SSgt Nakasone, Jerald Y.
 SSgt Narita, Bertram T.
 SSgt Nishihara, Herbert K.
 SSgt Nottage, David G. Jr
 SSgt Oasay, Manuel D.
 SSgt Oki, Wallace J.
 SSgt Okumoto, Peter Y.
 SSgt Otoide, Bill H.
 SSgt Ozaki, Alvin H.
 SSgt Ozaki, Roy T.
 SSgt Pabingwit, Buenaventura Z.***
 SSgt Sato, Thomas T.
 SSgt Sekiguchi, Christopher S.
 SSgt Taggart, Michael D.
 SSgt Takeda, Roy N.*
 SSgt Takeuchi, Glenn T.
 SSgt Tang, Ronald K.F.
 SSgt Tateishi, Calvin H.
 SSgt Tomita, Alvin K.
 SSgt Tsubata, Sidney H.
 SSgt Uyeda, Kevin H.
 SSgt Wakazuru, Gary A.
 SSgt Watabayashi, Ronald Y.
 SSgt Yaatame, Brian A.
 SSgt Yamada, James M.
 SSgt Yamamoto, Milton M.
 SSgt Yamasaki, Roy S.
 SSgt Yap, Theodore J.
 SSgt Yasuhara, Clyde T.
 SSgt Yoshida, Karl N.
 Sgt Alfonso, John A.
 Sgt Akama, Dudley G.
 Sgt Akiyama, Alan S.
 Sgt Aquino, James T.
 Sgt Arakawa, Morris K.
 Sgt Karakawa, Richard K.
 Sgt Awana, Roy K.
 Sgt Botelho, Michael H.
 Sgt Billiande, Timothy W.
 Sgt Ching, Clifton S.Y.

Sgt Ching, Dick Lum
 Sgt Ching, Douglas J.
 Sgt Ching, Paul D.T.S.
 Sgt Cho, Jonathan K.
 Sgt Chock, Daniel W. D.
 Sgt Chun, Clarence K.
 Sgt Chun, Everett C.S.
 Sgt Chun, Norman K.W.
 Sgt Chun, Wendell K.O.
 Sgt Dean, Paul P.
 Sgt Foo, Frederick C.H.
 Sgt Franquez, Lawrence S.S.
 Sgt Fujie, Lloyd M.
 Sgt Fujioka, George K.
 Sgt Fujita, Calvin Y.
 Sgt Fukuda, Brian Y.
 Sgt Fukuda, Ronald A.
 Sgt Fukushima, Roy H.
 Sgt Goya, John M.
 Sgt Hamada, Jerry K.
 Sgt Hamano, Bert K.
 Sgt Harada, Laurence M.
 Sgt Hasuie, Harry S.
 Sgt Hayamoto, Melvyn H.
 Sgt Higa, Harold H.
 Sgt Hikita, James H.
 Sgt Hirai, Kenneth K.
 Sgt Ho, Alvin G.
 Sgt Hong, Leslie R.
 Sgt Hoshijo, Dennis T.
 Sgt Hu, Norman K.C.
 Sgt Hudson, Mordecai H.III
 Sgt Ikeda, Dennis K.
 Sgt Ikeda, Jared S.
 Sgt Ikeda, Raymond H.
 Sgt Ikuma, Edmond K.
 Sgt Inayoshi, Wilfred M.
 Sgt Ishihara, Wayne T.
 Sgt Ito, Allen T.
 Sgt Ito, Michael Y.
 Sgt Iwashita, Val T.
 Sgt Izu, Clayton S.
 Sgt Kahalekulu, Alfred K. Jr
 Sgt Kakesako, Gregg K.
 Sgt Kam, Melvin K.T.
 Sgt Kamiya, Owen K.
 Sgt Kaneshiro, Gary S.
 Sgt Kanno, Allen K.
 Sgt Kawahara, Francis K.
 Sgt Kihara, Melvyn K.T.
 Sgt Kim, Michael P.
 Sgt Kim, Michael W.
 Sgt Kitashima, Glenn K.
 Sgt Kitsu, Wilton Y.
 Sgt Kobashigawa, Clifford Y.
 Sgt Kobayashi, Ronald R.
 Sgt Koga, Ted N.
 Sgt Kono, Bertram N.
 Sgt Kouchi, Ralph S.
 Sgt Kunihisa, Mark K.
 Sgt Kunimitsu, Dennis Y.
 Sgt Kuraya, Noel K.
 Sgt Kuromoto, Paul M.
 Sgt Kurosu, Clayton M.
 Sgt Kwock, Gary D.H.
 Sgt Lai, Stanley K.M.
 Sgt Lau, Darrel K.S.
 Sgt Lau, Nelson K.
 Sgt Lee, Gilbert H.T.
 Sgt Lee, John C.T.
 Sgt Looney, Elmer R.
 Sgt Luke, Norbert K.K.
 Sgt MacDonald, Roger K.
 Sgt Marushige, Ronald H.

Sgt Masaki, Wayne T.
 Sgt Matsumoto, Robert H.
 Sgt Matsumura, Clyde S.
 Sgt Matsuoka, Masakatsu
 Sgt Matsuo, Keith S.
 Sgt Minami, Glenn N.
 Sgt Miyake, Francis K.
 Sgt Miyaki, John H.
 Sgt Mizuno, Gary S.
 Sgt Morikone, Milton T.
 Sgt Murray, David M.
 Sgt Nagano, Gordon M.
 Sgt Nagasawa, Gene F.
 Sgt Nakasone, Ken A.
 Sgt Nakatani, James J.
 Sgt Nakata, Glenn M.
 Sgt Niau, William P. Jr
 Sgt Nishimoto, Mark Y.
 Sgt Nishita, Daikichi
 Sgt Nishizawa, Michael M.
 Sgt Oda, Walter F.
 Sgt Odan, Richard S. Jr
 Sgt Ohai, Nephi L.
 Sgt Ohta, Alan T.
 Sgt Oka, Edwin K.
 Sgt Okamoto, Dean H.
 Sgt Okano, Dennis K.
 Sgt Okimoto, Michael Y.
 Sgt Okimoto, Neal Y.
 Sgt Okino, Roy Y.
 Sgt Okudara, Jon T.
 Sgt Oshiro, Dennis S.
 Sgt Oshiro, Gary K.
 Sgt Oshiro, Kenneth K.
 Sgt Oshiro, Stanley M.
 Sgt Ota, Ernest Y.
 Sgt Oya, Michael T.
 Sgt Ozaki, Steven T.
 Sgt Pang, Arthur
 Sgt Pang, Jerry J.L.
 Sgt Sasaki, Paul T.
 Sgt Sato, Michael M.
 Sgt Sato, Sven E.
 Sgt Sato, Wesley H.
 Sgt Scoggins, Harold W.
 Sgt Shettle, Dean E.
 Sgt Shibata, Glenn K.
 Sgt Shido, Rodney S.
 Sgt Shigemitsu, Jon K.
 Sgt Shigeta, Calvin R.
 Sgt Shimokawa, David M.
 Sgt Suda, Francis Y.
 Sgt Sugihara, Craig H.
 Sgt Sumiye, Arthur M.
 Sgt Suzuki, Theodore J.
 Sgt Tada, Norman K.
 Sgt Taira, Leroy S.
 Sgt Takara, Francis T.
 Sgt Tamanaha, Roy K.
 Sgt Tamaoka, Wesley R.
 Sgt Tanabe, Don M.
 Sgt Teruya, Dennis T.
 Sgt Thornley, Mathias P.
 Sgt Tomikoshi, Wesley M.
 Sgt Tomonari, Paul Y.
 Sgt Tonaki, Carl
 Sgt Tsue, Melvin I.
 Sgt Tsuyama, Clifford K.
 Sgt Uehara, Clarence H.
 Sgt Uno, Curtis K.
 Sgt Uyehara, Daniel M.
 Sgt Watada, Karl T.
 Sgt Watanabe, Stanley T.
 Sgt Wong, Alvin M.H.
 Sgt Wong, Peter C.

Sgt Yamada, Dan M.
 Sgt Yamada, Gary K.
 Sgt Yamada, Ralph M.
 Sgt Yamaki, Myron M.
 Sgt Yamamoto, Richard S.
 Sgt Yamamura, Stephen T.
 Sgt Yamane, Miles S.
 Sgt Yanamura, Haines H.
 Sgt Yano, Alvin J.
 Sgt Yasuda, Clifford Y.
 Sgt Yawata, Terry W.H.
 Sgt Yee, Colin S.T.
 Sgt Yee, Gary Q.L.
 Sgt Yoshida, Gary M.
 Sgt Yoshida, Jerry I.
 Sgt Yoshimura, Brian A.
 Sgt Young, James L.S. Jr
 Sgt Young, Warren Y.K.
 Sgt Young, Williams S.F.
 Sgt Yuen, Fred Y.K.
 Sgt Zane, Gordon T.H.
 Sgt Zane, Gregory T.K.
 AIC Anzai, Gary T.
 AIC Asato, Ronald K.
 AIC Canon, Alan W.
 AIC Clemmer, Philip C.
 AIC Conklin, Lawrence L.
 AIC Ebisuya, Bradley D.
 AIC Fujinaka, Aaron K.
 AIC Fujishige, Sanford H.
 AIC Fukuda, Kenric Y.
 AIC Furukawa, Brian M.
 AIC Furuta, Dereck M.
 AIC Hekhuis, Galen J.
 AIC Higa, Leslie Q.S.I.
 AIC Hirahara, Harvey S.
 AIC Hirata, Gary K.
 AIC Ihara, Craig M.
 AIC Ishizaki, Gary H.
 AIC Kageno, Glenn K.
 AIC Kakemoto, Wallace K.
 AIC Kamei, Miki
 AIC Kawasaki, Malcolm T.
 AIC Kim, Rodney
 AIC Kinoshita, Glenn M.
 AIC Koorenhof, Peter C.
 AIC Kow, Sandy K.S.
 AIC Kuniyoshi, Eric M.
 AIC Kurosaki, Neal M.
 AIC Lau, Adrian B.Y.
 AIC Lau, Robert K.
 AIC Lindo, Wayne S.
 AIC Maeshiro, Glen M.
 AIC Matsunaga, Mark Y.
 AIC Matsuo, Calvin H.
 AIC Miles, Joseph W.
 AIC Mita, Ronald M.
 AIC Miyasato, Andrew I.
 AIC Mizumoto, Gary M.
 AIC Morinaga, Wayne S.
 AIC Morita, John M.
 AIC Murakami, Richard H.
 AIC Muraoka, Alan T.
 AIC Nails, James L.
 AIC Nakaishi, Milton M.
 AIC Nakayama, Perry J.
 AIC Okumura, Jeffrey Y.
 AIC Omine, Edward T.
 AIC Oshiro, Steven T.
 AIC Pang, Michael W.H.
 AIC Pong, Randall G.K.
 AIC Samson, Mark E. Jr
 AIC Sato, Gerald T.
 AIC Sato, Glenn T.
 AIC Takato, Vernon A.

AIC Takekawa, Steven H.
 AIC Takumi, Roy M.
 AIC Tanaka, Alben H.
 AIC Thelen, Collier P.
 AIC Tominaga, Melvin K.
 AIC Tortora, Allen B.
 AIC Wong, Edward W.T.
 AIC Woo, Douglas C.M.
 AIC Wun, Randall M.F.
 AIC Yamamoto, Lawrence T.
 AIC Yamauchi, Glenn T.
 AIC Yanagihara, Arick B.
 AIC Yanagihara, Gary C.
 AIC Yoshimoto, Vern I.
 AIC Yoshimura, Ronald T.
 AIC Yoshino, Calvin N.
 AIC Young, Gregory B.N.
 AIC Zane, Stephen K.S.
 Amn Arakaki, Glenn T.
 Amn Gapusan, Benjamin
 Amn Ikeno, Clyde M.
 Amn Kanae, Clarence
 Amn Kaneda, Glenn M.
 Amn Matsumoto, Ronald S.
 Amn Nakasone, Wade A.
 Amn Ogata, Val I.
 Amn Tamaru, Roy K.
 Amn Taufaaasau, Howard M.
 Amn Uyeno, Norman M.
 AB Ajitomi, Robert K.
 AB Enoki, Terence T.
 AB Frisch, Randall K.
 AB Nakamoto, Owen K.
 AB Oguro, Keith K.

*Awarded Hawaii National Guard 10 Year Service Medal. Each additional * indicates a five year subsequent award.

UNIT EMBLEMS

HEADQUARTERS, HAWAII AIR NATIONAL GUARD. (Backcover)

Blazon: Azure, an Hawaiian God proper holding in his dexter hand a ceremonial spear and in his sinister hand a lightning bolt or, on a chief gules fimbriated of the third a dolphin hauriant argent holding his mouth a key fesswise bow to dexter of the third, all within a diminished bordure of the last.

Significance: On an Air Force blue shield bordered Air Force golden yellow to display the Air Force Colors, an image of Old Hawaii represents the determined spirit of the Hawaii Air National Guard and indicates to all that it is tough, capable, and fiercely ready. He is a symbol of mission accomplishment, of standing alert guard against any air threat of mass violence to Hawaii's land and people. In Old Hawaiian symbolism, mana is from the prime gods, Kane and Ku. In his right hand he holds a spear with three barbs representing the weapon of air defense aircraft. In his left hand he holds companion capability of lightning, representing radar. The three barbed spear and the lightning are the central theme of the emblem of the Hawaiian Air Defense Division. On the chief a dolphin, king of fishes, bears a golden yellow key to indicate the Hawaiian Islands are the key to the Pacific. The red and golden yellow colors represent the colors of the old royal Hawaiian house. **Motto:** HOOKANAKA, Courageous. Hookanaka is spiritually translated as "Maker of Men", symbolic of the training mission, and "Saver of Men", symbolic of the air defense mission. The motto was suggested by Rev Abraham K. Akaka.

The emblem was designed by Capt David F. Wissmar III. Approved 5 July 1962.

154th FIGHTER GROUP.

Blazon: Or, between two piles, one issuant from dexter fess, the other from sinister fess with points in middle base gules a Hawaiian idol sable, with eyes, mouth, and malo of the second, holding to dexter a Hawaiian kahili standard with wooden shaft of the third, crested with feathers in a cylindrical shape at the top of the second, and in sinister a Hawaiian wooden spear of the third, all within an orle of the like.

Significance: The shield symbolizes defense. The colors conform to the old Hawaiian colors used for the feather capes and helmets, which are traditional to Hawaii. The stylized idol, symbolic of Old Hawaii, were used by the ancient Hawaiian kings and chiefs as visual symbols of their personal gods, and this idol has been emblematic with the Hawaii Air National Guard since its post-war formation. The design is symbolic of fearlessness, valor, strength in the heat of battle, and readiness for combat. It typifies the spirit of the Fighter Group. The spear is symbolic

of battle. The kahili is symbolic of authority and was the standard which accompanied the personages of kings and chiefs, identifying their high rank. The shock waves adapt the design to concepts.

The emblem was designed by Capt Kurt E. Johnson. Approved 26 October 1961.

199th FIGHTER INTERCEPTOR SQUADRON.

Blazon: On an Air Force golden yellow Hawaiian shield, oval and pointed at the extremities, and bordered black, a stylized Hawaiian idol black, eyes, nose, mouth and markings voided of the field, malo red, above four shock waves radiating from middle base point upward flanking the idol, two on either side, red and black.

Significance: The Hawaiian shield, representing defense, bears a stylized Hawaiian idol as the combat symbol of this squadron. The emblem carries on the historical tradition and spirit of the former emblem as it retains a similar color scheme as well as Hawaiian idol design. The red and black shock waves adapt the design to modern concepts. The red, black, and yellow colors were traditionally used for the feather capes and helmets which the Hawaiian kings and chiefs of old wore in battle.

The emblem was designed by Capt Kurt E. Johnson, and updated the earlier 199th Fighter Squadron (SE) emblem approved 11 October 1951. Approved 18 September 1961.

154th COMBAT SUPPORT SQUADRON.

Blazon: On a gold disc within a blue inner border, a black Hawaiian idol with red eyes and mouth outlined black fimbriated gold, gold nose and red malo, grasping a red canoe paddle bend sinisterwise over lapping the border in base, the idol centered on four converging shock waves pilewise two to dexter and two to sinister the upper one red and lower blue. Above the idol a blue Iiwi (Hawaiian war bird).

Significance: The colors gold, red, and black conform to the old Hawaiian colors used for feather capes and helmets and are traditional of Hawaii. The idol is emblematic of the Hawaii Air National Guard. The paddle alludes to the mission of the squadron. The shock waves denote supersonic capability and the war bird represents air defense. The emblem bears the Air Force colors gold and ultramarine blue.

The emblem was designed by Maj Frank W. White. Approved 5 August 1965.

154th SUPPLY SQUADRON.

Blazon: On a blue disc within a narrow gold border a red Hawaiian idol (Lono) eyes and mouth blue, all outlined and detailed gold holding a gold calabash, inside blue, issuing from the calabash to form a

reversed chevron a lightning flash and a warrior's spear both gold. Below the emblem a blue scroll edged gold and inscribed in gold capital letters. **Significance:** Against the blue field which alludes to the sky, primary theater of Air Force operations, the colors of Hawaii, red and yellow, traditional of the old Hawaiian feather capes and helmets, refer to the State where the squadron was constituted in 1964. The Hawaiian idol Lono, god of fertility, peace, and abundance, holding the calabash signifies the squadron's supply function. The lightning and spear in the form of a reversed chevron symbolize the unit's speed and strength in the logistical support of its parent group and sister squadrons. The emblem bears the Air Force colors, gold and ultramarine blue.

Motto: HOOHOLOA, To give or provide what is desired.

The emblem was designed by MSgt Howard A. Okita. Approved 26 May 1967.

154th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON.

Blazon: On a light blue disc edged with a narrow black border, a blue horizontal band of stylized water surmounted by an inverted yellow triangle voided of the field, overall the Hawaii War God "Tiki", black, with red eyes, nose and mouth outlined white, bearing a red spear and garbed in a red loin cloth. Attached below the disc a blank yellow scroll.

Significance: The Air Force colors, ultramarine blue and golden yellow, as well as the National colors, are used in the design. The color blue alludes to the sky, the primary theater of Air Force operations, and yellow to the sun and excellence of personnel in assigned tasks. The "triangle" represents the three maintenance divisions of CAMRON—Field, Organizational and Communications/Armament Electronics. It also represents a strong geometric figure generally used for support and strength. The "Tiki" represents Hawaii's War God. The red spear which the Tiki holds represents the symbolic Hawaiian weapon symbolizing the aircraft and is depicted in red to signify the aircraft's operationally ready and "Hot" status. The light and dark blue background alludes to the Pacific Ocean, the area the Tiki protects.

Motto: NO KA 'OI—The Best.

The emblem was designed by CMSgt Robert D. W. Choi, TSgt Rex Y. Koga, Sgt Galen R. Yoshimoto, and Miss Donna Ault, daughter of Maj Norman C. Ault. Approved 21 January 1971.

150th AIRCRAFT CONTROL AND WARNING SQUADRON.

Blazon: On an Air Force blue disc bordered Air Force golden yellow, five light beams radiating from the center point to dexter (right) chief, sinister (left) chief, sinister, and sinister base throughout, and a grouping of eight stars in dexter chief, dexter, and base, all Air Force golden yellow; over all the figure of "Menehune" affronte, his skin natural flesh tones,

his beard, eyebrows, and eyeballs white, wearing a red loin cloth and grasping in his right hand an Air Force golden yellow lightning bolt palewise and in his left hand a white shield, gridlined brown, bearing an Air Force golden yellow disc charged with a dove's head white.

Significance: On a background of the Air Force colors, ultramarine blue and golden yellow, a grouping of stars and light rays represent the night and day vigilance maintained by the squadron through the use of radar (suggested by the radar screen used as a shield). The figure of the powerful legendary "Menehune", so popular on the island of Kauai, suggests the unit's area of operations. The lightning bolt which he bears represents the unit's speed of action to maintain the peace as symbolized by the dove on his shield.

Motto: KAUAI-O-MA-NO-KALANI, Chief of the Multitude.

The emblem was designed by SMSgt Richard N. Fukui. Approved 27 June 1963.

169th AIRCRAFT CONTROL AND WARNING SQUADRON.

Blazon: On a white disc edged Air Force blue, a light blue radar scope issuing from sinister (left) chief, angle and range markings Air Force blue, surmounted by three red lightning flashes originating from the center of the scope and radiating respectively to chief, to dexter (right), and to base; two stylized delta-winged aircraft in upward flight palewise, per pale white and light blue, one in dexter, one in base, outlines Air Force blue.

Significance: The emblem depicts a radar scope with angle and range marks, lightning bolts to indicate electronics (radio and radar) and two aircraft to symbolize all-weather weapons. The emblem bears a light blue to suggest the sky, and the national colors, red, white, and blue, to indicate the patriotism of the unit's personnel.

The emblem was designed by SSgt Emmerick M. Bosuego. Approved 7 August 1962.

201st MOBILE COMMUNICATIONS SQUADRON.

Blazon: On a blue disc edged with a narrow yellow border, a yellow lightning flash bendwise throughout edged red, overall a stylized brown Hawaiian warrior blowing a grey conch shell, all fimbriated yellow. Attached below the disc a blank white scroll edged yellow.

Significance: The emblem is symbolic of the unit and the Air Force colors, ultramarine blue and golden yellow, are used in the design. The color blue alludes to the sky, the primary theater of Air Force operations, and yellow to the sun and excellence of personnel in assigned tasks. The emblem is a modern petroglyph showing a Hawaiian warrior blowing a conch shell to reflect the military communications mission. The petroglyph is an ancient form of communication practiced by many stone age cultures. The petroglyph of triangular shape is a unique Hawaiian contribution to the evolution of petroglyphs by a people that

only emerged out of their stone age culture with the arrival of Captain Cook in the 18th Century. The conch shell trumpet, called the pu, was used by the Hawaiian Chiefs to call the order of battle. The symbolic lightning bolt represents modern electrical communications across the vast skies and sea. The red and yellow of the lightning alludes again to the unit's Hawaiian heritage—they are the royal colors of Hawaii.

The emblem was designed by Captain Jiro D. Arakaki. Approved 13 May 1971.

464th FIGHTER SQUADRON, SE.

Approved by the Army Air Forces for the 464th Fighter Squadron, SE 6 March 1945. AGO Hawaii GO 8 Feb 47 announced redesignation of the 464th Fighter Squadron, SE to the 199th Fighter Squadron, SE effective 28 May 1946. Thus the fledgling 199th was endowed with a predecessor, and its history.

Description: Over and through a light red disc, border yellow, a jagged thunderbolt in form of pile-like figure, striking from sinister chief to dexter base, surmounted by a stylized, P-47 aircraft in form of a blue falcon, trimmed red, in flight toward dexter, with machine guns affixed to leading edge of wings, firing forward, proper, all surmounting a large, white cloud formation, edged blue.

Significance: The caricatured, falcon-like aircraft symbolizes the type of planes with which the Squadron is equipped. The highly incensed falcon represents grim purpose, speed and power. Its oversize claws and belly tanks depict operational capabilities of bombing or escort, and the guns signify the lightning-like strike of the bird. In the initial background, potency and swiftness are again exemplified in the form of a golden thunderbolt, which is further tribute to the Squadron's faith in the P-47. Clouds and sun in the far background designate the aerial battle ground of operations.

(History: The 464th was activated 12 October 1944, assigned to the 507th Fighter Group, and inactivated 27 May 1946 at Okinawa. The Squadron flew 496 operational missions from Ie Shima. The 464th was awarded the Distinguished Unit Citation (WD GO 75, Jul 46) for 13 Squadron aircraft shooting down 12 enemy aircraft at Keijo, Korea 13 August 1945. The unit is credited with the following campaigns: Air Offensive, Japan (WD GO 12, Feb 46) and Ryukyus (WD GO 75, Jul 46).)

199th FIGHTER SQUADRON, SE.

Blazon: On a disc, or fimbriated, sable, surmounting a stylized aircraft, azure, with rockets, gules, a representation of the war god, "Kukailimoku", sable, mouth, nose, eyebrows and spear pole argent, eyes and habit gules.

Significance: On a yellow disc, piped black, over a stylized aircraft, light blue, with rockets, red, a representation of the war god, black, red and white, "Kukailimoku", personal war god of the famous early mythological Hawaiian kings, as Kamehameha I and Umi. The aircraft represents the aerial mission of

the unit. The mythological war god "Kukailimoku", symbolic of fearlessness, valor, and strength in the heat of battle, is representative of the spirit of the 199th Fighter Squadron, SE.

The emblem was designed by 1st Lt Wade H. McVay Jr. Approved 11 October 1951.

8199th REPLACEMENT TRAINING SQUADRON.

Blazon: On a yellow disc with a black border, a Hawaiian Property Guard proper (red with a representation of a face below zig-zag horizontal bands all white, outlined in black, of primitive art origin in character) centered throughout vertically; ascending diagonally are four white jet aircraft with black exhaust trails.

Significance: The flight of aircraft represents the aerial mission of the unit. The centered image represents a pre-historic Hawaiian idol—the ancestral patron and protective deity. The red and yellow colors are those of the Hawaii National Guard.

The emblem was approved 3 November 1953.

109th AIRCRAFT CONTROL AND WARNING SQUADRON.

Blazon: On a blue disc diagonally divided from upper left to lower right by a yellow cloud formation throughout base, a representation of Menehune (a dwarf-like figure with white hair and beard, clad in a red loin cloth) riding with legs thrust high and forward, coaster fashion, above and gripping by means of two red lightning shaped reins attached to a red lightning flash, with white eye and teeth, descending diagonally downwards and emitting two red sparks off the front part of the lightning which accentuate the general speed.

Significance: Because of their ability to perform important tasks in a single night and complete by dawn the work undertaken, the industrious menehune was chosen as an emblem symbolic of the mission of the 109th Aircraft Control and Warning Squadron. Like the menehune who worked while others slept secure, the 109th AC&W Squadron keeps vigil while others are at rest.

The emblem was approved 30 October 1953.

199th SUPPORT SQUADRON.

Blazon: On an Air Force golden yellow disc bordered Air Force blue, an Air Force blue Hawaiian paddle palewise in dexter (right), a red helmet in profile in sinister (left) voided of the field, its pointed crest arched forward to surmount the handle of the paddle in dexter chief.

Significance: The helmet represents a warrior and faces right to indicate going forward into battle. The Hawaiian paddle symbolizes the mission of support as it is used to assist the progress of all. The circular border indicates singleness of purpose and unity of effort. The emblem bears the Air Force colors, ultramarine blue and golden yellow.

The emblem was designed by Lt Col Walter F. Judd. Approved 15 July 1960.

CURRENT UNIT EMBLEMS



154th FIGHTER GROUP



154th SUPPLY SQUADRON



150th AIRCRAFT CONTROL & WARNING SQUADRON



464th FIGHTER SQUADRON (SE)



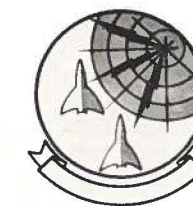
8199th REPLACEMENT TRAINING SQUADRON



199th FIGHTER INTERCEPTOR SQUADRON



154th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON



169th AIRCRAFT CONTROL & WARNING SQUADRON



199th FIGHTER SQUADRON (SE)



109th AIRCRAFT CONTROL & WARNING SQUADRON



154th COMBAT SUPPORT SQUADRON



201st MOBILE COMMUNICATIONS SQUADRON

PRIOR UNIT EMBLEMS



199th FIGHTER SQUADRON (SE)



199th SUPPORT SQUADRON

