

KUKAILIMOKU

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HICKAM AIR FORCE BASE

28 FEB 60

BELL TO RECEIVE AIR MEDAL

1 Lt. ALEXANDER BELL, 199TH FIGHTER INTERCEPTOR SQUADRON, will be awarded the United States Air Force AIR MEDAL. The presentation will be made by Air Force officials on Saturday, March 5th, at Hickam Air Force Base. The 199th Fighter Interceptor Squadron will stage a fly by during the ceremony.

SUPPORT SQ

On February First following a unit inspection by a Federal Recognition Team, the 199th Support Squadron began. The team was required to see that there were enough men present, that the squadron was organized, and that there was enough space for operation and storage.

Lt. Col. Walter F. Judd is the squadron's first Commander. He will officially assume this position in a ceremony this afternoon.

With the formation of the new squadron, several officers have assumed additional duties. The officers and duties concerned are: Capt. Harr Deputy Commander; Capt. Soong, Special Services Officer; Lt. Westly, Ground Safety Officer; Lt. White, Adjutant, Summary Court Officer, Records Officer, and Unit Forms Officer.

The Air Medal was established in 1942. It is a bronze compass rose displaying an eagle in flight bearing lightning flashes. The ribbon is predominantly blue with two orange-gold bands just inside the edges.

The medal is awarded to any person who, while serving in any capacity with the Air Force, distinguishes himself by meritorious achievement while participating in aerial flight. The Department of the Air Force is the awarding authority.

The Air Medal is being awarded to Lt. Bell for his actions on 19 October 1959, when it was necessary for him to make a "dead stick" landing after his aircraft caught fire during a flight.

HANG PLANES GROUNDED

Any visitors to the 199th Fighter Interceptor Squadron last week would have gotten the idea that the Guard keeps all of their planes in the air all of the time. Not a single plane could be seen on the flight line. However, none were in the air either; they were all in the shop for repair. As the result of a malfunction in one of the squadron's aircraft last Thursday, the entire group of planes was grounded and repairs begun.

The BIG problem was a LITTLE circuit breaker. It seems that somehow or other they (there are 68 of them in each aircraft) had become corroded and when used in that condition, produce a voltage droppage. Several planes were found to have as many as 30 in this corroded state.

It is expected that, by the close of drill, all of the planes will again be in commission.

! NEXT DRILL DATES: MARCH 19 AND 20 !

154TH WING

HISTORY OFFICE

FILE # 2-98-28

General News

MEMO TO SUPPORT SQUADRON MSGTS

Effective with the March weekend drills, all master sergeants in the Support Squadron will wear the 505 uniform.

OFFICER PROMOTIONS

Congratulations to CAPTAINS Norman Westly, Transportation OIC, and Henry Lee, Air Police Officer. According to the captains, they will honor their obligation during summer camp.

AIRMEN PROMOTIONS

To TSGT Kiyoshi Koge; To SSGT Harry M Nakasone, Richard C L Wong; To

A/1c Ronald Batula, Donald T S Kim; T A/2c Herbert M Funasaki, Daniel M Char, Winston N Konishi, Benjamin Yrojo; Albert A Keliinui; To A/3c John S Silva.

SUMMER CAMP DATES

Summer camp dates have been firmly established from 11 thru 25 June. Billeting will be in Area #61 at Hickam Air Force Base. More info later.

HAWAII IN '60

The latest estimate for the National Guard Association's Conference is over 3,000 visitors.

WADC INSPECTION

A Western Air Defense Command Inspection Team will conduct an ORI during the March drills. Be prepared!

THE LINK TRAINER SECTION (A Feature)

A half-million dollar investment in the stock market can earn big dividends. The 199th's Link Trainer Section's half-million investment is a modified F86D Simulator, an airplane that can't fly but can simulate flying conditions. Its dividends are saving lives and money.

Under the control of a skilled technician, he can introduce most common aircraft malfunctions. For example, he can cause a flameout (power failure) by merely pressing a button on his control board. Immediately, the simulator actually simulates a flameout in the cockpit--the pilot experiences the identical malfunction as if he were airborne.

Faced with this problem, the pilot performs certain emergency procedures while, in the control room, the instructor visually checks these procedures as they are recorded on the control board. Each movement by the pilot coincides with a red light on the board. If the pilot fails to complete the operation, the instructor can stop the problem, where it can be checked by both men.

Thus pilots, who must go through the simulator every 90 days, can "catch" their errors on the ground--where it can't kill them. The savings in fuel and wear and tear on the aircraft are additional dividends.

Intercept missions can also be simulated. With the aid of a plotting board, the instructor keeps a visual check of the pilot as he positions and directs his aircraft (simulator) for the intercept. This is shown as an ink trace across a graph on the plotting board located in the control room.

The "K" Staff salute TSgt James Thomas, NCOIC, and SSgts Guy Matsuguma and Ben Goo on a vital contribution to the mission of the Squadron.