

KUKAILIMOKU



154th Tactical Fighter Group

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COLONEL ASHFORD TO RETIRE

Colonel James R. Ashford, Commander of the 154th Tactical Fighter Group for the past twenty-two years, will be retiring at the end of July 1978.

Brig General Arthur Ishimoto, Commander HANG, has announced that Colonel John S.W. Lee will replace Colonel Ashford effective 1 August and will remain Commander "at least until 30 September 1978". "The position of Chief of Staff will be vacant until Colonel Lee returns to HQ HANG," General Ishimoto said.

Permanent appointment of a Commander (will) be held in abeyance until the end of this year or perhaps early next year.

DRUG POSSESSION AND AUTOMOBILE CONFISCATION

USAF, FBI, the U.S. Secret Service and the U.S. Treasury Departments have entered into an agreement with respect to possession of dangerous drugs on Hickam AFB. When a privately owned vehicle is driven onto a closed military reservation, the driver and its occupants subject themselves to the jurisdiction of the base security police.

Any person who is discovered in possession of dangerous drugs in any amount in a privately owned vehicle shall lose the vehicle. The vehicle will be impounded and sold at public auction. Dangerous drugs include those commonly known as heroin, cocaine, amphetamines, etc.

154TH WING
HISTORY OFFICE

FILE # 2.98.189

CHANGES YOU SHOULD KNOW

When the national anthem or "To The Colors" is played on a military base, it no longer is necessary for Air Force people to leave military vehicles and salute the flag.

The change is one of many to AFM 50-14, Drills and Ceremonies. The authors said some changes streamline and standardize military formations assembled during parades and reviews. Others are designed to make AF people aware of various military customs, courtesies and traditions.

Previously, when the national anthem or "To The Colors" was played--usually during retreat ceremonies--the senior service member riding in a military vehicle was required to leave the vehicle, face the flag and salute. Now, individuals are required only to stop the vehicle and remain seated at attention until the ceremony is completed.

In military formations and ceremonies, the Pledge of Allegiance will not be recited, the reg says. But at protocol functions and at social and sporting events which include civilian participants, military people should:

*When in uniform outdoors, stand at attention, remain silent, face the flag and render the hand salute.

*When in uniform indoors, stand at attention, remain silent and face the flag. The hand salute is not rendered. Where the participants are primarily civilians or in civilian attire, reciting the pledge is optional for those in uniform.

*When in civilian attire, render the pledge while standing at attention, facing the flag, with the right hand over the heart. A man should remove his hat with his right hand and hold it at his heart.

The manual outlines steps that troop commanders and supervisors can take to minimize instances of fainting among members performing in various reviews and parades. It suggests that such ceremonies be as short as practical and begin without excessive waiting periods. Participants should be allowed to assume the "at ease" or "parade rest" position when lengthy speeches are being made.

The manual says that participants should be allowed to leave a formation when they begin to leave a formation when they begin to experience fainting symptoms. Such departures should be made without causing disruptions and the individuals should be replaced.

Other minor changes include: (1)a requirement for arming female color guard members with rifles or revolvers, (2)replacement of the term "squad" with the term "element," and (3)elimination of the "step backward" when formations are aligned.

The term "squad" was replaced because an "element" is considered the aircraft formation with the fewest number of planes. Officials said that AF wanted to have similar terms used for air and ground formations. About 12 people would make up an element.

AF people are told of their responsibilities to adhere to certain customs, courtesies and traditions during their initial weeks of basic military training. Officials concede that there have been periods during the Vietnam Conflict, for example when some traditions and customs were ignored or not strictly enforced. Now, however, the Air Force and the other services are moving back to these customs. While failure to salute the flag may not result in a courtmartial it could cause the person to receive a verbal reprimand from his or her commander, officials said.

TRAINING PAYS

On the night of 18 May 1978 during a power outage a member of the Security Police Squadron was about to start the emergency power generator at the Medical Aid Station.

Remembering the training that he had received on proper pre-start procedures, he PHYSICALLY checked the generator ground wire. IT WAS COMPLETELY IN HALF.

This physical check of the ground wire and then notifying appropriate personnel of the hazardous condition possibly saved his or someone else's life and did prevent personal injury. The last time a generator with a defective ground wire was operated, a member of the 6217th received a serious electrical shock and injuries requiring hospitalization.

THE MESSAGE IS SIMPLE: When supervisors insure that their personnel are properly trained and personnel follow the training, accidents ARE prevented

AMATEUR RADIO OPERATORS PLEASE NOTE

THE COAST GUARD LORAN COMMUNICATIONS HF NET, WHICH OPERATES ON 3786.1 KHZ, HAS RECEIVED INTERFERENCE FROM AMATEUR RADIO OPERATORS. THE FREQUENCY FOR FIXED AND MOBILE SERVICES.

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HNGEA LUAW CANCELLED

The HNGEA luaw scheduled for 17 June 1978 at Fort Ruger has been cancelled.

ALL HANG GOLF TOURNAMENT

Anyone interested in participating in the All HANG Golf Tournament on Aug 14, 1978 at Leilehua GC call Art Lee at 449-9819.

**** THE OL' SARGE: WORDS TO REFLECT UPON *****

I hold in my files a copy of a letter by an anonymous author which I would like to share with you:

"For years I've been listening to officers tell me what they expect from enlisted people. Only a few have had the foresight to ask what we expect from our officers. Most were surprised to hear what we expected from our commissioned partners on this 'Aero-space team.'

"Probably the most important thing we expect from our leaders is . . . respect! Most of us enlisted types have dedicated our daily lives to learning and performing our technical skills. We're pretty good at them, too. We would like to have this skill and dedication recognized by being respected.

"The next thing we expect from our officers is for them to act like officers—at least how we think officers should act. Officers should be in complete control of their emotions; they shouldn't blow their cool in a crisis or tense situation; they should be people we can trust.

"An officer should be someone we can support and be loyal to—someone who isn't afraid of a little hard work and maybe even getting his or her hands dirty if the mission calls for it.

"An officer should be someone who doesn't forget he or she is a leader 24 hours a day and acts the part.

"It irritates a lot of us when our leaders go overboard in the 'let's be friends' department. I like being friendly to all, but there is a point where familiarity might breed contempt. A commander who allows himself or herself to become too socially involved with his or her people runs the risk of being personally compromised. It becomes increasingly difficult to make unpopular decisions or orders.

"Our authority is normally derived from our commanders and we expect them to have the intestinal fortitude to back us up and support us. Nothing can undermine a unit's morale and drive faster than a commander who won't support his or her enlisted people.

"Another thing along this line is visibility. We want to know we have an officer available when needed. We like officers to get out from behind their desks and visit or observe what's going on. It helps to be able to communicate more freely.

"When I used to work night shift several years ago, I didn't see my commander or officer in charge for more than a year! As a matter of fact, we changed squadron commanders and I never met the new one until it was almost time to rotate! Sometimes I wondered whether he knew we existed—or cared.

"We all know we will always have to work for someone. When that someone meets our expectations, we can see our way clear to make sure we support him or her in the best possible manner. Have a nice day!"

...The Ol' Sarge

AIR UNIVERSITY TRANSFERRED
TO AIR TRAINING COMMAND

Secretary of the Air Force John C. Stetson announced Mar. 20, 1978, that the Air University at Maxwell AFB, Ala., will be transferred to the Air Training Command, effective April 11, 1978.

The transfer does not involve a geographic relocation and the name Air University will remain. The Air University has been in existence as a major command since the beginning of the Air Force as a separate Service in 1947.

The realignment is designed to consolidate responsibility for recruiting, training, and educational programs in the Air Force and provide a focal point for personnel procurement programs.

In accordance with the National Environmental Policy Act, an environmental analysis of the proposed realignment was made which concludes that the realignment would not result in any significant impact on the quality of the human environment. — OASD/PA.

BAGGER/ CARRYOUT pay to begin



KELLY AFB, Tex. (AFNS) -- Baggers and carryout helpers in commissaries in the continental United States, Alaska, Hawaii and Guam will become nonappropriated employees July 30, Air Force Commissary Service (AFCOMS) officials announced.

Baggers and carryout people have previously been independent agents who performed a service for customers in return for tips. Under the new system, they will receive wages funded through a 2 per cent user's fee charged customers at the cash register. Tipping will be discouraged.

The change became necessary because of a Civil Service Commission and a Justice Department determination that baggers and carryout workers are entitled to protection under the provisions of the Fair Labor Standards Act.

A customer who purchases \$50 worth of merchandise will pay \$1 for the service. The new fee will be calculated separately from the 4 per cent surcharge and the funds will be separate throughout the accounting process.

AFCOMS officials said they expect actual costs to shoppers to be about the same as individuals previously paid in tips.

Officials said customers will not be required to pay the new fee if they prefer to bag and carry their own groceries. At least one line in each store will be set aside for self service. If demand warrants, additional lines may be established, AFCOMS officials said.

Baggers will be paid the federal minimum wage, the minimum wage for the state in which they work, or the wage determined by local NAF survey, whichever is higher. This will guarantee them a consistent wage even when business is light.

AFCOMS officials said there is little question that baggers/carryout service is needed to keep people flowing through the checkouts. AFCOMS officials realize there will be problems at the start but said they will do their best to continue providing high-level service to commissary customers.

A nonappropriated fund is being set up to administer the bagger program under base-level management offices.

DIS-N-DOT

Captain Ken Wicks (154th Safety Officer) was elected Vice-President of the American Society of Safety Engineers recently. TSgt John Ramos (154th Safety Tech working for Captain Wicks) was elected President. Thats a switch...Know anyone who would like to tkae a free ride in the back seat of one of our F-4's every drill? Tell him we're recruiting Weapons Systems Officers(WSO)...LtCol Norm Ault is between a rock and a hard place. Seems he's called all over town, trying to locate for 15" wheels and four axles on which to build a trailer for three canoes. Can anyone help Uncle Norm?...Chain letters are again making the rounds. The Post Office says, "If you get one, give it the deep six." Good advice... The AF has told Commands that members on flying status involved in any use or personal possession of marijuana, will be removed from flying duties and entered into rehabilitation--even for first offenders!.. You old timers will be interested in this one: The A-10 antitank aircraft has been named "Thunderbolt II". This unit was originally "armed" with the F-47 "Thunderbolt", a formidable rugged flying machine that began European combat in 1943, then known as the F-47. The low wing fighter carried an enormous ordnance load(eight 50-cal machine guns) and was one of the most respected aircraft of World War II...The age of the computer is definitely here. If you are told someday by a clerk at the BX that they won't accept your check, it is because the computer said you padded a check with insufficient funds in the past. (Even if it was two years ago in Virginia.) That dreadful machine with no personality will tell you. There's a moral here somewhere!...Did you know that Federal law prohibits lobbying by National Guard members for legislation considered favorable to the Guard? Yup!...We read recently that American Service Families in Europe are allowed to take meals in military mess halls because the value of the American dollar is shrinking. Now, military families are going on welfare assistance. And guess what: Now their talking about food stamps.

STALLED CARS CAN CAUSE PROBLEMS

When a vehicle stalls, whether on a street, highway or country road, the situation can be extremely dangerous for the occupants and for other vehicles.

Regardless of the time, if your vehicle stalls there is the danger that another vehicle may collide with it and cause injuries or death as well as extensive property damage. Should your vehicle stall while driving, consider the following actions:

1. Steer off the road as far as safely practical before the vehicle comes to a halt.
2. If the vehicle comes to a halt in a hazardous area, get out of the vehicle and safely away from the immediate area.
3. Show a distress signal.
4. In city traffic, or on a superhighway, raise the hood.
5. In the country at night, place a red flare or reflectors a proper distance behind the car and others near the car in accordance with state laws.
6. Keep on your parking lights or emergency blinkers.
7. If nothing else is available, attach a white handkerchief to the radio antenna or to a stick secured in the window and extended far enough for other motorists to see. WHEN ALL PRECAUTIONS HAVE BEEN TAKEN, GO FOR HELP.