

Kūkā'ilimoku

154th MXG earns unprecedented distinction

by Lt. Col. William Petti, 154 MXG

The 154th Maintenance Group was included as part of the 15th Airlift Wing's 2007 Air Force Outstanding Unit Award. This is perhaps the first time ever that Air National Guard units were included in an active duty Wing's Air Force Outstanding Unit Awards citation. This also represents a highpoint in the Hawaii Air National Guard's Total Force Integration effort with the Air Force in Hawaii.

The 154 MXG shared in this honor by enabling Hickam's C-17s to fly 9,280 hours/2,116 sorties; and a 95.4 percent home/96.8 percent worldwide departure reliability rate.

It also contributed to the immaculate support of 5,000 plus transient aircraft. HIANG maintainers were very visible in several highly successful deployments

including Cope Tiger, Operation Deep Freeze, and the Air Mobility Command Rodeo competition. The PACAF IG noted the exemplary teamwork between Guard and Active Duty maintainers during the 2007 Unit Compliance Inspection where both earned a combined Satisfactory grade after only one year of full operations.

The HIANG maintainers were also key players in chartering a central aircraft engine management program with PACAF and AMC, resulting in a savings exceeding \$12 million.

Currently, 154 MXG planners form an integral part of the HIANG's F-22 Planning Integration Office in association with those from the 15 AW. The C-17 integrated success is already bearing fruit for the upcoming joint F-22 mission as Hickam plans for the beddown, which will include another active duty/Guard maintenance team.

Eagle Vision gives back to Philippine community

by 154 WG/PA

The 293rd Combat Communications Squadron's Eagle Vision 5 team took the Air Force's "Service Before Self" core value to a higher

level while they were deployed to the Republic of the Philippines during the 2008 Balikatan Exercise in February.

The team was afforded the opportunity to provide humanitarian

assistance to the Pampanga community, in conjunction with their Eagle Vision operations, in the Central Luzon region of the Philippines.

With the help of Col. Julio Stomayer, Air Force Combat Support Office, the Eagle Vision 5 team began their humanitarian efforts at the Angeles City Bahay Bata Center. The Eagle Vision 5 team made their way to the Center, an institution in Central Luzon that seeks to uplift the welfare of street children. "We were received at the center with a warm welcome," said Staff Sgt. Dana Ayala, 293 CBCS Data Integration Segment Operator. "The children from the center created an assembly line and began stacking the various boxes of food." Besides donating food to the center, members of the 293rd also took time out of their day to play baseball and interact with



photo by Geoffrey Frese

Staff Sgt. Kyle Kikuchi explains Eagle Vision functions to Philippine children.

see **HUMANITARIAN** page 6



Commander's Call: ORIs, safety, and more

by Brig. Gen. Peter S. "Skipper" Pawling, Commander 154 WG

Aloha everyone! As we ramp up for the Operational Readiness Inspection in February 2009, I want to stress to you the importance of taking time out for yourselves and your family. It's quite possible that many of you will find yourselves working longer hours and sacrificing time away from family and friends in order to get the work done. It's great that you are devoted to your jobs but it is more important that you remain devoted to your families. Too often I see or hear of people missing out on those great family moments, don't let that be you.

Many of you know that safety is one of my top priorities. There is a new Air Force safety magazine out called the "Wingman" magazine. You can view it at <http://afsafety.af.mil/SEMM/wingman.shtml>. It is

a useful source of safety information and is a very comprehensive toolkit for everyone.

Speaking of safety, our safety office has undergone a few changes in its staff. Lt. Col. John Traettino, the former Safety Chief, is now the 154th Operations Support Flight commander. Lt. Col. Gregory Woodrow has taken over the Chief of Safety position. Lt. Col. Matthew Beals has moved from Wing's weapons and tactics officer position to become the F-15 Safety Officer. Congratulations to all and I wish them good luck in their new positions.

On another topic, I also wanted to mention the Air National Guard manning document reset that has been going on since last year. All Air National Guard units are going through a massive manning document reset to realign positions to fit the future of our Air Force. I want to assure you all that our manpower personnel experts are working hard to reconcile the HIANG manpower document.

Lastly, I have to remind you all of the upcoming Operational Readiness Exercise happening in conjunction with May drill. The exercise will run from May 10 – 15. Please ensure that your supervisors at your civilian organizations are aware of the mandatory AT days.

Thank you once again for all you do to make our organization all that it is today!



by Staff Sgt. John Yano

Tech. Sgt. Marconi Cabatbat, 154 LRS is issued a weapon during Feb IRRE.

Kuka'ilimoku

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All photos are United States Air Force photos unless otherwise noted.

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Making the world a better place, choose “right”

by Command Chief Master Sgt. Robert S.K. Lee III, 154 WG



Aloha...I participated in a very spirited conversation with one of my longtime mentors the other day. The subject was a quote by Sir Edmund Burke who said, “All that is necessary for the triumph of evil is that good men do nothing.” Today’s politically correct statement would probably be “All that is necessary for the triumph of evil is that good people do nothing.”

The point of the conversation my mentor and I had was that when you come across undesirable situations happening throughout your organization, the solution to that particular situation is to always try to “do the right thing.”

What do I mean by doing the right thing? When an

undesirable situation occurs and clearly threatens your mission or undermines your organization’s values, leadership must become engaged, starting with the lowest level. Although fairness must be employed on behalf of the individual(s) you must also consider what’s best for the organization.



After carefully examining and attempting to resolve the situation fairly, you must understand that the outcome may not be a popular decision. However, in order to perpetuate the values of the organization and ensure mission capability, a resolution must be formulated and executed swiftly whether or not it is the individual’s desired outcome.

I know we all do not live in a perfect world. I think most of us just want to be treated fairly and respected. This can happen if we make the hard choice and continue “Doing the Right Thing”.....Let’s Roll !

HIANG First Sergeant Council: “Diamond Tips”

In an effort to lookout for our Airmen by helping to identify common AF uniform discrepancies,



your First Sergeant Council will be making monthly contributions to the Kukailimoku. This is the first of a

monthly series of “Diamond Tips.” These tips will highlight uniform tips from AFI 36-2903, AF Dress and Appearance.”

Eyeglasses, sunglasses

Conservative ornamentation on frames and lenses: authorize conservative ornamentation on non-

prescription sunglasses or eyeglasses, frames may be black or brown material or gold or sil-



ver wire. Brand name glasses may be worn with small logo on frames or lenses. Logo must be same color as frames or lenses. Conservative wrap around sunglasses may be worn. Conservative, clear, slightly tinted or photosensitive lenses. Conservative lenses and frames (faddish styles and mirrored lenses prohibited). No sunglasses (to include darkened photosensitive lenses) in formation. Not worn around the neck or on top/back of head or exposed hanging on the uniform. Eyeglasses/sunglasses will be worn in the manner for which they were made.



Undershirts

Brown or black. V-neck, U-neck, crew-neck, or athletic style or sleeveless style without pockets. Undershirt will be tucked into trousers. EXCEPTION: MAJCOM commanders may approve long-sleeved black or brown turtlenecks, dickies, or thermal undershirt.



Members may wear white thermal undershirts even if exposed at neck. Installation commanders may prescribe unit designation, and cloth or silk screen emblem, to be worn on left side of chest not to exceed five inches in diameter. NOTE: When worn with maternity uniform, maternity t-shirt is not required to be tucked in.

Questions? Contact your First Sergeant.

Exercise Balikatan '08 tests ability to deliver

by Tech. Sgt. Shane A. Cuomo
Air Force News Agency

CLARK FIELD, Philippines (AFP)--Moving large amounts of equipment, personnel or humanitarian relief supplies can be a daunting task. But it's a task tactical and strategic airlifters like the C-130 Hercules and the C-17 Globemaster III are made for. That's why they were instrumental in Exercise Balikatan '08.

The joint and bilateral exercise increases both the American and Filipino armed forces' ability to respond quickly and work effectively together to provide relief and assistance in the event of natural disasters and other crises that threaten public safety and health.

The ability to deliver materiel and personnel to military operations, humanitarian assistance/disaster relief or contingency operations is critical to be successful, officials said.

"Our role for the exercise is key in that in any military operation that we have you're always going to need airlift, whether it's tactical airlift or strategic airlift," said Lt. Col. Mark Polomsky, the 36th Airlift Squadron commander.

The term Balikatan is a Tagalog word, which means 'shouldering the load together,' and characterizes the philosophy and intent of the exercise.

Along that same line, the first C-17 involvement with the exercise comes with a mix of active duty and Air National Guard members.

"We are a team. The Hawaii Air National Guard

204th Airlift Squadron and the 535th Airlift Squadron, as well as our maintenance, is made up of Guard and active duty," said Capt. Al Basio, C-17 planner for



photo by Tech. Sgt. Shane A. Cuomo

A C-17 Globemaster III aircrew and members from the Philippine air force conduct a pre-mission briefing Feb. 27, at Clark Field, Pampanga, in the Philippines, during Exercise Balikatan '08. Airmen are from the Hawaii Air National Guard's 204th Airlift Squadron and from the 535th Airlift Squadron at Hickam Air Force Base, Hawaii. Balikatan is an annual joint and bilateral exercise involving U.S. military and Philippines armed forces members.

the exercise.

"Everything is a team effort and we work very well together. It is indistinguishable between us in our mission," he said.

Working hand in hand with the Filipinos, the two C-130 aircraft from Yokota Air Base, Japan, and the C-17 from Hickam Air Force Base, Hawaii, showed their capabilities via airlift.

"It's really good training working with our sister services and working with another countries' military," Colonel Polomsky said.

The exercise allows the Filipino government to understand the scope of America's airlift capabilities, Captain Basio said. That way, if they need assistance in humanitarian or disaster relief efforts in the future, they'll know what to expect.

"Airlift is very important, for example when the floods and mudslides happened in 2006 the C-130s and the C-17 were both there to provide assistance," Captain Basio said.

The relationship between the government of the Philippines and the United States is the longest bilateral partnership in U.S. history.

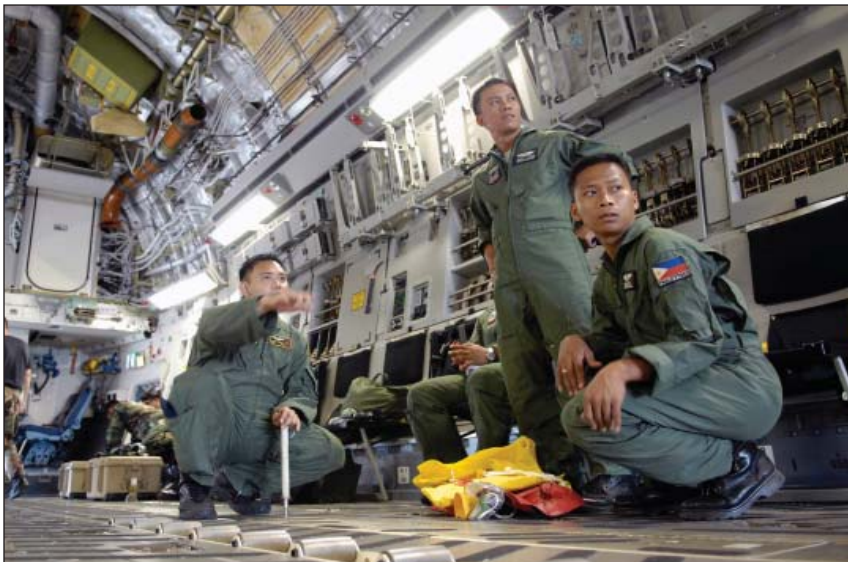


photo by Tech. Sgt. Shane A. Cuomo

Master Sgt. Joseph Salvador explains the working of the C-17 Globemaster III to members of the Philippine air force prior to taking off on a mission Feb. 27 from Clark Field, in Pampanga, during Exercise Balikatan '08 held in the Philippines. Sergeant Salvador is a loadmaster from the Hawaii Air National Guard's 204th Airlift Squadron.

Inspection course 101: UCI VS ORI

by Capt. Jason Matsuoka, 154 AMXS

Here we go again, back to inspection preparation mode, it seems like the Unit Compliance Inspection just occurred a few weeks ago. Well, it's time for a little Inspection 101 on what the differences are between a UCI and an Operational Readiness Inspection. Each inspection is designed to observe different aspects of your profession. By understanding the different types of inspections, you have a better idea of what to prepare for.

Unit Compliance Inspections assess whether organizations are complying with national laws and DoD and Air Force directives, and evaluates mission areas deemed critical by senior leaders. According to Attachment 6 in AFI 90-201, AFSPCSUP1, Inspector General Activities, a UCI will measure, "key processes, procedures and requirements based on by-law requirements, executive orders, DoD directives and Air Force, MAJCOM ... instructions."

An ORI provides an independent assessment of a unit's ability to transition to a wartime posture and sustain combat operations in support of OPLAN/CONPLAN/Contingency taskings. Operational Readiness Inspections consist of two phases. Phase I measures a unit's readiness from a peacetime to wartime posture and its ability to execute its day-to-day mission. Phase II measures a unit's ability to prepare and deploy for war, as well as the ability to perform while deployed.

Essentially, inspectors will be evaluating how we all perform our assigned operational mission. Specifi-

cally, they will evaluate ability to mobilize, deploy, and employ personnel and assets in support of wartime or contingency operations. Areas evaluated will be the protection of personnel, resources and information along with sustainment of combat capability and the ability to defend, survive, and recover from nuclear, biological, chemical, cyber, or conventional attack.

None of this should be new to anyone. Most of you have experienced at least one ORI or at the very least, an Operational Readiness Exercise or two. Speaking of OREs...let's turn our attention to them.

The ORE is the primary means in which a wing prepares for an upcoming ORI. Make the most of these exercises! Every Airman from the commander on down must know their duties and responsibilities and should be using this great opportunity to sharpen their war fighting skills. Be engaged in these exercises just as if you were fighting the real enemy.

Every effort should be made to ingrain the contents of AFMAN 10-100 into your memory banks. Why, you ask? It may save you or your wingman's life someday, and inspectors will be testing you when they come to visit so be prepared.

To sum it all up, a UCI appraises our administrative procedures and how we legally comply with DoD and Air Force directives; while an ORI measures our specific war fighting capabilities as we transfer from peacetime to wartime readiness.



G-RAP ANG officer promotions program

The Guard Recruiting Assistance Program is excited to announce a new Officer promotion that will allow Active Recruiting Assistants to receive \$4,000 for their qualified Officer accessions. RAs will receive an initial \$2,000 payment if their Potential Officer enlists on or between the promotional periods of 1 March 2008 – 30 September 2008. RAs will receive a subsequent \$2,000 payment upon the completion of a Prior Service Officer's 90-day affiliation. For Non-Prior Service Officers, a second payment of \$2,000 will be made to the RA upon their nominee's successful shipment to the Academy of Mili-

tary Science*.

A nominee must have an enlistment date of March 1–Sept. 30, 2008 to qualify for the initial \$2,000 incentive.

*Non-prior Service members must ship to AMS by Oct. 31, 2008 to be eligible for the second \$2,000 payment.

Please contact a member of the G-RAP team at 866-566-2472 with any questions regarding the qualification criteria. ** Applies ONLY to new Officers joining the ANG. Current ANG Airmen commissioning as an Officer in the ANG are not eligible nominations for the promotion. Shipments occurring on or after 1 Nov 08 will not qualify for the ad-

ditional incentive compensation. Enlistments that occur within the promotional timeframe but do not result in an AMS shipment by Oct. 31, 2008 will be considered paid in full upon the \$2,000 enlistment payment. Enlistment dates are confirmed through both the AFRISS and MilPDS systems. The RA must fulfill their G-RAP obligations outlined in the training module "Responsibilities of a Recruiting Assistant" prior to the disbursement of payments. Potential Officer nominations made prior to the effective dates of the promotion are eligible provided that the enlistment occurs during the promotional time period.

News Briefs

On quitting tobacco

The new DoD tobacco cessation campaign, "Quit Tobacco. Make Everyone Proud," is available on the interactive Web site, www.ucanquit2.org.

The Web site provides help to servicemembers wanting to quit tobacco use and those helping others quit. The campaign positions military members as role models, particularly to children, as a motivation to quit using tobacco. On the site, users can get information; develop a personalized plan for quitting; play games; listen to podcasts; connect to Federal, military, state, local and on-line cessation programs; and communicate privately with a trained cessation counselor seven days a week from 8:30 p.m.-2:30 a.m. (EST).

**154 WG
Drill Dates
May 10-11, 2008
ORE May 12-15, 2008
June 7-8, 2008**

**February Promotions
Promoted to CMSgt. (E-9)**

154 MOF Noreen g. T. Lucuab

Promoted to SMSgt. (E-8)

154 MXG Randy C. Avilla
154 LRS/LGSF Alvin Fritz, Jr.
154 AMXS Michael A.K. Cadang
154 MXS Brian M. Oshima
154 LRS Edward Tang

Promoted to MSgt. (E-7)

293 CBCS Silverius M. Alcaide, Jr.
154 MXG Monte Hokoana
293 CBCS Lawrence M. Lee
OL MD 154 MDG Kimberly A.S. Santos
154 LRS Jan K. N. Derego

Summer employment

Information about student summer employment is located on the CPF's website at <http://www2.hickam.af.mil/units/civpersonnel/index.asp> which includes specific instructions on the application procedures. Applications will be accepted at the Civilian Personnel Flight until Apr. 18, 2008, 3:30 p.m. For more information, please call Customer Service at 449-0122.

**Sexual Assault
Awareness Month**

In recognition of Sexual Assault Awareness Month the Hickam Volunteer Victim Advocates will be holding a clothing, hygiene product, household cleaning products and canned goods donation drive throughout the month of April on Fridays from 4-6 p.m. and Saturdays from noon-4 p.m. at the BXtra on Hickam for the Windward Women's Shelter. For more information contact the 15 AW SARC Office at 449-7272.

Military Handbook

Military Handbooks announced the release of the 2008 FREE handbooks for military personnel. These handbooks, written specifically for military servicemembers, include a variety of information about pay, benefits, education and transitioning from the military. To order copies go to www.militaryhandbooks.com.

Humanitarian

the children. In another humanitarian effort, the Eagle Vision 5 team collected children's clothing for the 2008 Balikatan Exercise as part of an initiative coordinated between the 204th Airlift Squadron and the Active Duty's 535th Airlift Squadron. To get clothing, Staff Sgt. Ayala spearheaded a clothing drive held at Mililani Uka Elementary School and the 293 CBCS prior to the Balikatan deployment. "The drive was more than a success," said Sergeant Ayala. "We collected over half a pallet of donations." While in the Philippines at Clark Air Base, the team consolidated and sorted their collection and distributed the items Feb. 22 during a visit from a nearby Pampanga school and orphanage.

(L) Senior Airman Kendall Cathcart (Eagle Vision 1) and (R) Staff Sgt. Dana Ayala (Eagle Vision 5) sort through bags of donated goods.



School supplies were donated as well.

Besides the giving of gifts, the Eagle Vision team, was also able to do a little "show and tell" with the Pampanga children. Staff Sgt. Kyle Kikuchi, 293 CBCS Acquisition Segment Operator, gave the kids an overview of how Eagle Vision operates. Following the overview, Staff Sgt. Kikuchi and the other Airmen on hand were showered with questions from the children about the Eagle Vision system.

"From a mission standpoint, I think the 2008 Balikatan deployment was a complete success," said Ayala. "As a humanitarian effort our Eagle Vision team was proud to have had the opportunity to interact with the children and provide for the less fortunate."

The Eagle Vision system provides unclassified, commercial imagery to command or control. The imagery can be easily shared among coalition forces to support mission planning and disaster relief, etc.

Chaplain's Corner: Finding a way to let go

by Capt. Leah Boling, Chaplain

In my previous article, I introduced you to my “unexpected” papaya tree. If you recall, my papaya tree met an unfortunate fate during our drill weekend in December. After the newsletter went out, several people stopped me and asked about the papaya tree.

Unfortunately, I'm saddened to report the papaya tree didn't make it. The fall proved to be devastating despite our rescue actions. We watched it for a couple of weeks and when it showed no signs of life, we finally decided to uproot it. Despite all of our drastic measures, despite all the good intentions—including praying for that tree, it still died. This brings home another lesson learned.

Sometimes in life, we do everything we can to “fix” something or make something work. We invest almost all our energies, knowledge, strategies, resources, and hope things will work out. But sometimes things don't work out the way we want or envision. I admit I grieved when my husband uprooted the papaya tree and cut it into pieces to fit in the garbage can. I had to be okay to finally let go of that tree.

This reminds me of our day to day activities here at the Guard. There are times when we do the best we

can at a given situation or mission. We put into practice our collective expertise and resources.

Yet, sometimes things don't end up the way we hope they will. Take for example the recent F-15 mishap. Everyone gave their best to take care of that plane and to make sure it would perform the way it's supposed to.

Unfortunately, it crashed. Thankfully, our pilot came home safe and alive.

During the debriefing, we (chaplains) talked with several of the maintainers, we encountered several varied emotions ranging from sadness, fear, anger, relief, etc. We reminded them that it is okay to express those feelings and to be a wingman for one another—being mindful when someone might need further help due to this incident. At the end of the talk, we encouraged everyone to feel okay and be okay to move on and continue to perform at the highest standards possible.

One way to move on might be to let go of whatever it is that is holding you back. Another way might be to have some form of ritual—either through prayer, song, talk therapy, or anything that can bring some sense of peace to your mind and heart.

About a month ago, I finally planted a different tree (tangerine) in the hole that was vacated by the unex-

pected papaya tree. That was my form of “ritual” to be able to move on. Right now the tangerine tree is still very small and needs attention, and I am content in providing the attention it needs. In time, this tree will be there waiting for me as I look out the window.



<http://faculty.washington.edu/sidles/unanu/>
Downed Papaya tree on Piherarh (Pisaras), 2002.



www.hort.purdue.edu

Tangerine trees have an open, roughly symmetrical crown. At maturity, Tangerine trees can reach heights of 15-20 feet.

WORSHIP SERVICES

General Protestant Service

12:30 p.m. – 1:00 p.m., UTA Sundays, Bldg.3416, 2nd floor, Na Koa Conf Room.

Catholic Services

5:00 p.m., Saturdays, Nelles Chapel
10:30 a.m., Sundays, Chapel Center

Jewish Services

7:30 p.m., Fridays, Pearl Harbor Aloha Chapel on Makalapa Road.

Buddhist, Muslim or other faith groups

call either the Wing Chaplain's office at 448-7275 on drill weekends or during other times the Chapel Center at 449-1754.

Applying CCAF credits toward Bachelor's degree,

by Master Sgt. John Guerri, 154 MSF

The 154 MSF Force Development office (Base Education and Training) has recently received several inquiries from enlisted members asking if they can attain a baccalaureate degree from the Community College of the Air Force (CCAF). Technically, the answer to this question is that they cannot.

However, CCAF credits may be applied toward a bachelor's degree at various four year colleges and universities. This program is known as the Air University Associate-To-Baccalaureate Cooperative program or the AU-ABC.

The AU-ABC allows Airmen with associate in applied science degrees from the CCAF (or other institutions) to apply or transfer credits to accredited "military friendly" colleges and universities baccalaureate programs. The program maximizes the application of military career education and training, and provides a

multitude of online academic and support services for the enlisted member.

The CCAF is an institution of higher learning dedicated to the enlisted members of the United States Air Force and is accredited through the Air University by Commission on Colleges of the Southern Association of Colleges and Schools to award the associate degree.

According to Bettie Varnado, CCAF chief of media and distance learning, "the vision of our Air Force leaders is to provide distance learning and bachelor's degree opportunities for Airmen. The AU-ABC aligns with this vision and meets the AU near term goal of offering a bachelor's degree."

The requirements to participate in the AU-ABC program are:

Member must be serving in the active duty Air Force, Air Force Reserves or Air National Guard.

Degree requirements may be

completed after a student retires or separates from the Air Force.

If a member is interested in the AU-ABC program, he or she will need to log on to the Air Force Portal and click on the Air Force Virtual Education Center and AU-ABC Program links, respectively. The member then scrolls on the list of Air Force Specialty Codes until they find their AFSC. By clicking the "Search" button the member will be able to see all degree programs relative to their AFSC that are available to them.

Each degree program will provide an overview, objectives and course requirements to attain a bachelor's degree. The prospective college and university homepages are linked to assist the member with the enrollment process. The tuition and fees for each college and university varies, so the member should inquire directly with the registrar's office.

Community College of the Air Force graduates

Please extend congratulations to the following individuals for meeting the graduation requirements to be awarded their Community College of the Air Force (CCAF) Associates Degree in Applied Sciences relative to their AFSC. They are graduates of the April 2008 class.

MSgt Irving Bicoy	297 ATCS
MSgt Angela Walls	154 MDG
TSgt Terry Iwamasa	154 MXS
SSgt Gerard Akaka	154 CES
SSgt Jennifer Baker	154 MDG
SSgt Lanilio Baraoidan	292 CBCS
SSgt David Castillo	203 ARS
SSgt Jordan Paragoso	154 AMXS
SSgt Nam Tran	292 CBCS
SSgt Angel Umiamaka	169 ACWS
SSgt Michael Vaughn	293 CBCS
SrA Edward Barber	297 ATCS
SrA Geoffrey Erese	293 CBCS
SrA Christopher Maynard	297 ATCS
SrA Ryan Yung	HQ154WG

Defense by helping enlisted personnel obtain an accredited Associate in Applied Science Degree in 67 different degree programs.

All new enlisted members are automatically registered in the degree program for which they are eligible during their fourth week of basic military training. Upon returning from initial active duty training (IADT), members are urged to setup an appointment with a CCAF Advisor in the 154 Force Development (Base Education and Training) office. The advisor will provide a comprehensive briefing detailing the program from start to finish. If you haven't had a chance to meet with one of our CCAF Advisors, please call 448-7429 (weekdays) or 448-7431 (UTA weekends) for an appointment or visit the Air Force Virtual Education Center via the Air Force Portal. We will be happy to help you achieve your educational goals.



The CCAF serves the US Air Force, Air National Guard, Air Force Reserves and Department of

Learning to build machines of tomorrow

by Master Sgt Malcolm Chun, 154 MXS

I got to experience the thrill of working for the First in Hawaii Robotics Event held at the Stan Sheriff's Center at the University of Hawaii Mar. 27, 2008.

It was the first time I had ever worked with robotics, which made it a very worth while experience, I worked all three days, and my job was to machine parts for 37 robotic teams. A converted bread truck served as the machine shop where I worked with three other machinists during the event.

The teams start getting ready for the event in January when a team (either new or returning) receives their robotic kits. The teams have six weeks to accomplish designing, building and testing their robotics. Teams are made-up of students from high schools, either private or public. There are sponsors for the teams

to help cover expenses. In addition to the sponsors, the teams need at least one person as a mentor. This person is technically savvy in electronics, computers, mechanics, etc. Most of the teams I talked with at the event had mentors who were either teachers or engineers. For example, Mckinley High School's mentor is Mr. Alan Ing, who is an Electrical Engineer for Hawaiian Electric, which is one of their sponsors. Hawaiian Electric has contributed over \$10,000 to their team, so the

wheels, vacuums, claws, etc. They also have an interesting drive system outfitted with a drive transmission that makes some of this robotics travel at 10 to 20 feet per second. Some teams make the robots with 6 x 6 wheel drives for maximum trac-



courtesy photo

A converted bread truck serves as the machine shop where Master Sgt. Malcolm Chun made parts for the robotics teams.



courtesy photo

Master Sgt. Malcolm Chun puts machinists skills to work making parts for the First in Hawaii Robotics Event.

team named their robot "Hawaiian Electric." (http://www.mckinleyrobotics.org/2008/robot/mechanics_lift.htm).

No two robotics are alike. However, they all achieve the same goal as outlined in the rules they receive. Two most important parameters the teams have to work with are size and weight. The robotics cannot exceed a specified size and weight limit. That is one of the reasons most teams choose aluminum as their material of choice.

Other than that, I saw robotics that have grabbers out-

fitted with rubber

tion and speed. Some teams even machine their own wheels from solid aluminum blocks. The team from Kearny High School in San Diego utilized a Fadal five axis computer numerical controlled (CNC) machine to fabricate all six of the wheels for their robot.

Hawaii will be hosting the Regional Competition here for the next two years, which may mean more schools getting involved in this event.

The educational aspects of the robotics are not like text book theory. Students learn from building them. They are applying what they are learning in science, technology, math, reading and writing. In addition, it also helps team members develop team building, communication, problem solving, and time management skills.

To learn more about robotics or to be a volunteer, sponsor, or mentor, visit www.firstinhawaii.org.



The greatest gift of all: mother's love

by **Bob Vásquez, Chief Master Sergeant (Retired)**
submitted by **Rex Jones**.

A mother's love can't be expressed in words, it can only be illustrated by symbolic descriptions that signify a mere semblance of what it may mean. In *Puppies for Sale* Dan Clark shares a story about a boy born without ears. The boy's hearing wasn't affected, but his physical appearance was. His schoolmates made fun of him, calling him a freak, making his life miserable. The boy's father found doctors willing to try to graft a pair of outer ears to the boy, the ears of an anonymous donor. The operation was a success and the boy flourished, eventually marrying and enlisting in diplomatic service.

"Over the years," the story concludes, "the boy never knew, until the darkest day a son ever passes through arrived. He stood with his father, bowed over his mother's casket. He leaned in and kissed her forehead, whispering one last time how much he loved her. Slowly, tenderly, the father stretched forth a hand and raised her thick, red-brown hair to show him."

As a man, I could never fully describe a mother's love. But I have been blessed with an intimate knowledge of that love, having had the opportunity to observe it in two wonderful women, my own mom and my lovely bride, Debbie.

I really never understood all the sacrifices my mother made for my siblings and me until years after I left home. Although we didn't have a lot of what other families in the neighborhood had, I can't say we were poor because Mom and Dad provided what we really needed to have a happy life - love! Mom was always there standing tall, pronouncing her pride for me as I honed my musical talents that led me to become a professional musician. And how we danced! If I wasn't

playing I was dancing with Mom. We stopped dancing 27 years ago when she contracted Gilliam's Beret Syndrome that put her in a wheelchair. But that hasn't kept her down. No sir! Mom's greatest sacrifice, I'm convinced, was her letting me go on my life's quest. A self-proclaimed Mama's Boy, I'm only now beginning to understand how difficult it is to let your first born out from under your protection. My youngest daughter, Elyse, has been away at college for two years now. It's been a learning experience my mom always warned me about.

Having achieved some success in my profession, my immediate family hasn't had to worry too much about basic necessities, so the impact Debbie has had on my two daughters and me has been different, yet just as important. She's given the girls a well-rounded perspective on many contemporary issues and taught them to be loving and kind. She's saved them from going out in public looking well, like, you-know, cool, when they weren't, which is really important when you're a teen. What's cool to Dad and daughters isn't always what Mom approves of. She's also saved them from the heartache of having to visit Dad in prison after doing what he thought he should when that first boyfriend came by to pick them up. She's taught them to be ladies. To sum it up, Debbie has shown us how to love by being loving. You can't ask for much more!

The greatest gift a person can receive is a mother's love. That love embodies a myriad of different characteristics including encouragement, understanding, and support. Unlike the young boy in Clark's story, my girls and I have had no seemingly impossible battles to fight, but had we had those battles, we'd have won, because, like that boy, we have moms to fight for us! I hope you've been blessed as I have. Happy Mother's Day, Moms!

Back home, seven days and 16,000 miles later

by **Capt. James "Kimo" Lowe, 204th AS**

Mar. 9, at 5:45 a.m., three traditional Hawaii Air National Guard members from the 204th Airlift Squadron embarked on one of the most challenging regularly scheduled missions for the Hickam based C-17s. By the time the mission would be over, Capt. Kimo Lowe, Capt. Tony Wolleat, Tech Sgt. Bill Prindle, along with two 15th Airlift Wing members would cover more than 16,000 miles, carry over 236 passengers, move more than 100 tons of cargo, and fly an Air Evacuation mission.

The Indian Ocean mission is a



courtesy photo

regularly scheduled commitment that the Pacific Air Forces Air Mobility Division oversees for the C-17's assigned to Hickam. Departing every Sunday and returning on Saturday, the aircraft makes stops in Japan, Singapore, Diego Garcia, and the Middle East. During these seven days, the crew spends only four nights or sometimes days, in a billeting facility.

"This mission really places a (left- right) The road weary travelers, Capt. Kimo Lowe, loadmaster Tech Sgt. Bill Prindle and Capt. Wolleat.

see 204th page 12

Confederate Flag: the real story

by Rex Jones, SEEM

I routinely get a rash of questions on matters that people believe fall within my purview as the State Equal Employment Manager. Oddly enough, a couple of the most recent questions have been centered around the never-ending battle over the rebel flag. I suppose I'm expected to have "the answer" regarding their questions when it comes to this flag because it is inescapably linked to the issue of race relations. To be frank, I never thought this flag would ever really be an issue here in our state. Nevertheless, I hope to clarify some of the confusion we have about the flag. I'll begin with summarizing regulatory guidelines and close with my perspective as your SEEM.

Let's face it, the rebel flag seems to unearth deep-seated conflicts that still exist in America between Black and White – North and South. It's obvious that the flag isn't simply a relic from a distant war, but a flag of unresolved racial and regional differences. In particular, the symbolism of the flag evokes strong, but very dissimilar feelings between people. Case in point, while stationed at one military installation, I was once called out at 2 a.m. in order to respond to a brawl that involved approximately 25 military personnel (including some dependents). Although, our investigation determined that there were several variables that instigated the fight, one significant factor was the prominent display of a large rebel flag on the back of someone's jean jacket. This obviously raises the question as to whether or not this flag can or should be displayed. Most of the regu-

lations that I have read (both Army and Air Force) governing the use of the confederate flag will tend to say something to the effect of; "Official Historic and Decorative Display...do not restrict the display of historical flags (including the Confederate Flag), and pennants of societies for decorative purposes, or the display of flags of cities or states. Such displays are within the jurisdiction of commanders who have the authority to establish policy to preclude disorder, dissention, or discriminatory practices within their organization."

In short, these regulations imply that it is okay to display the confederate flag but leaves it to the commander's discretion. Well that seems easy enough to understand doesn't it? Except I don't think we all have the same concept of what exactly the "confederate flag" is. It appears that we are getting the "rebel flag" confused with the official confederate flag.

You see, the flag that has a propensity to provoke such strong feelings today was actually ridiculed by the founders of the Confederacy and rejected as the official flag of the Confederate States of America in 1861. They dismissed it because "it resembled a pair of suspenders." Instead, the delegates to the Provisional Congress picked a stars and bars design with three broad strips of red and white, and the corner square of blue containing a circle of seven white stars. Turns out, the rebel flag that we often confuse with the confederate flag is actually a rectangle ver-

see **FLAG** page 12

Simple reminder about tragedy of speeding

by Senior Master Sgt. Ray Duropan,
154 SFS

On Feb. 23, 2008, exactly one year to the date of the death of 17 year old Jillian Badua, members of the 154th Security Forces Squadron joined Staff Sgt. Michael Badua in honoring her daughter's life by holding a sign waving campaign on a busy highway in Mililani.

Jillian Badua was a passenger in a vehicle that was speeding in a residential area in Mililani. The driver lost control of the vehicle and struck a tree. Jillian died at the scene. At the time of the accident, her mom was deployed in

support of Operation Iraqi Freedom. "This sign waving campaign was just a simple message to warn

drivers of the dangers of speeding on our highways," said Staff Sgt. Badua.



courtesy photo


Flag

sion of the square battle flag used by several Southern states—this flag was never officially adopted by the Confederate Congress, never flew over any state capitols during the Confederacy, and was never officially employed by the Confederate veterans groups. This flag would probably have been relegated to Civil War museums if it hadn't been resurrected by the resurgent Ku Klux Klan and used by the "Dixiecrats," a group of southern Democrats who ran their own presidential ticket during the 1948 election. It seemed the Civil Rights era raised the flag to it's current prominence as the southern symbol of opposition to desegregation. Alabama, South Carolina and Georgia didn't actually fly the rebel flag over their capitols until 1961 and 1963.

Wherever the civil rights marchers protested for equal rights, the rebel flag showed up among the counter protestors. This flag really had its meaning defined by what happened in the 50's and 60's more than what happened earlier. Given those facts, it shouldn't be much of a surprise to hear that the flag triggers feelings of "anger and resentment" among some poeple—words used by Barrack Obama in one of his resent speeches concerning our countries racial state.


In the end, regardless of the opinion you choose in the matter over the Confederate flag, I would hope you are sensitive and objective to the other side of the debate. Because the real issue is "respect" and if we don't understand the true struggle we can never complete the healing. As for me, I'll simply keep flying our state flag.

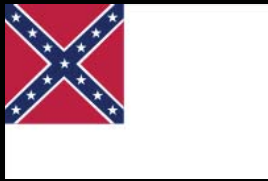
Confederate flags




The second national flag of the Confederacy, called the "Stainless Banner," was put into service on May 1, 1863

The first official flag of the Confederacy was flown from March 5, 1861 to May 26, 1863

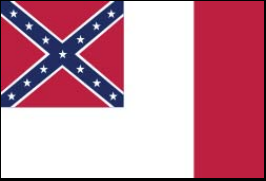





The third national flag was adopted March 4, 1865. The red vertical stripe was proposed because the pure white field of the second national flag could be mistaken as a flag of truce



The square Battle Flag of the Confederacy flown into battle by some of the Confederate states.





Rejected by Confederacy

204th

physical and mental strain on the crew," said Capt. Lowe. "Crossing multiple time zones, crew duty days averaging over 18 hours and on occasion, mission changes or delays that push up against the crews 24 hour legal duty day, all factor in to make this mission one of the more demanding missions flown by Hickam C-17's."

Both Captain's Lowe and Wolleat are previous C-130 Pilots that transitioned to the C-17. "I can remember the days of the C-130, where there just weren't enough hours in the day to do what we do now," said Capt. Wolleat. "We carry over three times the cargo, nearly twice a fast and with the automation

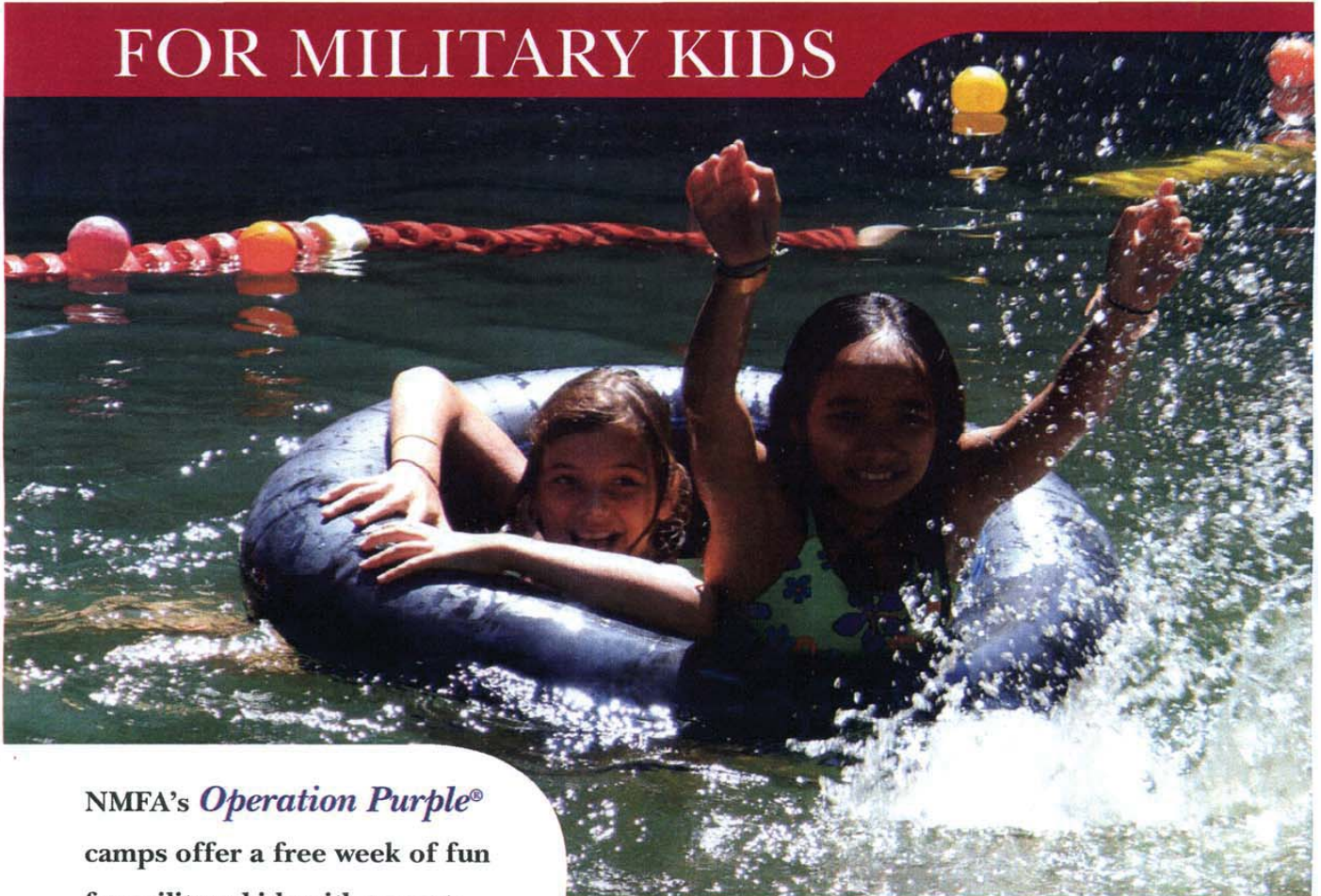
of the C-17, we can fly nearly twice as long."

The Indian Ocean mission is not only physically demanding in the air, but also before and after landing. The reconfiguring of the aircraft is labor intensive and requires Loadmasters to arrange both cargo and passengers in a manner that is both logical for cargo management and still maintains a center of gravity that keeps the aircraft in a flyable condition from takeoff to landing. "Often times we don't know what we are carrying for the next leg until we land," said Tech. Sgt. Prindle. "We may have 12 pallets of fruits and vegetables on one leg and on the next we could be transporting over 80 passengers."

By day six of this seven day mis-

sion, the crew was informed that in addition to completing the Indian Ocean Mission, an additional mission would be tasked. Following a reduction in the number of hours planned for crew rest in Yokota, the crew launched to Kadena Air Force Base, Okinawa where a patient needed to be evacuated and transported to Hickam. "As the Aircraft Commander, I have to look out for the welfare of my crew, and although we were all looking forward to a longer rest period on the last day, we all knew that there was a mission that needed to get done." said Capt Wolleat. The Air Force allows for 56 hours in seven days; following this seven day mission the Traditional crew flew 55.6 hours just landing with 23 minutes to spare.

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