

Kūkā'ilimoku

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Top safety award goes to HIANG member

by Master Sgt. Emric K. Katada, HQ 154 WG/SE

You have all heard the phrase “Mission First, Safety Always”, it should apply not only to our lives at work, but also at home and in all we do.

It is a really great accomplishment when an individual can apply all aspects of safety at the Hawaii Air National Guard, at home, and (if applicable, as in this case), their civilian place of employment.

Traditional Guardsman, Staff Sgt. Yul Matsumura, 154th Maintenance Squadron KC-135 Tanker Phase Docks, garnered the Naval Facilities Engineering Command Hawaii 2008 Safety “Star Award,” thus, exhibiting a good example of how one individual can make a difference.

This honor is considered to be the highest individual Safety Award in NAVFAC Hawaii and is only given to the individual (out of a workforce totaling 1,000 employees) who demonstrates an exceptional work ethic, uses safe work practices at all times, and takes an active role by introducing new processes and ideas that enhance safety for all.

Staff Sgt. Yul Matsumura has been with NAVFAC Hawaii for over seven years. Initially hired as an automotive mechanic, he moved to the Weight Handling department in September 2005. As the lead inspector for the inspection and testing of weight handling equipment, Staff Sgt. Matsumura oversees and continuously ensures that all safety factors are in place for this critical weight handling program.

Additionally, he proactively formulates strategies, tactics, and action plans to bolster safety in his programs through the use of Operational Risk Management, Navy Crane Center regulations, and logical thinking based on the vast expertise that he has acquired in his current capacity as a Crane Inspector.

Staff Sgt. Matsumura received the award from NAVFAC Hawaii’s Commanding Officer Capt. Bret J. Muilenburg, Jan. 29, 2009. During the presentation, with his co-workers and management in attendance, he was described as an outstanding and conscientious employee who takes pride in his work and refuses to



courtesy photo

Staff Sgt. Yul Matsumura, 154th Maintenance Squadron KC-135 Tanker Phase Docks, receives the Naval Facilities Engineering Command Hawaii 2008 Safety “Star Award” from Capt. Bret J. Muilenburg, commander Naval Facilities Engineering Command.

take shortcuts.

Also recognized, was the fact that since moving to the weight handling department, Staff Sgt. Matsumura has been very instrumental to critical improvements in the Category III section of the weight handling program and the overall positive safety culture in his organization. These high standards were recently acknowledged during the 2009 Annual Crane Audit conducted by the Navy Crane Center.

Based on the extremely positive audit results and his continued outstanding contributions, Staff Sgt. Masumura was by far, the most deserving individual for this prestigious award.

Staff Sgt. Matsumura’s excellent work/safety record is a great accomplishment and in turn a proud reflection of himself, his work center, NAVFAC Hawaii, and the Hawaii Air National Guard.



Commander's Call: Every "ONE" matters

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

With our Operational Readiness Inspection in full swing, I want to say how impressed I am with your superb performance and heightened sense of urgency. As we continue into Phase II, keep up the good work.

In the next few days, fatigue will become more of a factor, so please keep safety at the forefront. We've worked very hard to get here and we'll be working even harder before it's over so keep in mind the importance of taking care of yourselves and your wingman.

Please remember the impact that each and every one of you has on our performance. As an individual you can be the "one" who impresses

the IG with your professionalism and military bearing. You can be the "one" who is the Wingman (never leave an Airman behind) helping your fellow Airman during an SABC event, or in donning his or her Personal Protective Equipment (PPE) in an ATSO environment. Simply stated, every "one" has a role to contribute in helping the 154th Wing perform in an "outstanding" fashion. I am so proud of all of you.



OPERATIONAL READINESS INSPECTION



- O** PSEC AT ALL TIMES
- U** SE THE WINGMAN SYSTEM & ENTRY CONTROL POINTS
- T** AKE AND USE YOUR AIRMAN'S MANUAL
- S** HOW A SENSE OF URGENCY
- T** HINK - COMMUNICATE - 360 DEGREES
- A** CCOUNTABILITY IS YOUR #1 PRIORITY
- N** EED TO KNOW GCC/UCC CONTACT #'S
- D** URESS WORD & NUMBER - KNOW THEM
- I** NVESTIGATE - KNOW YOUR SURROUNDINGS
- N** EED TO KNOW MOPP CONDITIONS, FPCON & EVACUATION AREAS
- G** O HIANG! **THINK OUTSTANDING!**

Kuka'ilimoku

This funded Air Force newspaper is an authorized publication for the members of the US military services. Contents of the Kuka'ilimoku are not necessarily the official views of, or endorsed by, the US Government, the Department of Defense, and the Department of the Air Force or the Hawaii Air National Guard.

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

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Brig. Gen. Peter S. Pawling
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Published by
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Treat fellow citizens with dignity and professionalism

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



Aloha All!

I have walked and talked with a great number of people lately and wanted to share some thoughts on the specific topic of "How we treat people." It seems that in our busy world today, we tend not to take the time to sort out the finer details about certain situations for which we need answers.

The simplest solution could be asking a couple of questions that are research based that could lead to solving the issue. During a time when confusion or frustration elevates to rudeness, control is lost, the control of your emotions and then the control of the situation.

It's always important to remember that you should never shoot the messenger. When doing so, it leaves the messenger feeling frustrated and or angry about something they had no control over.

While communicating, keeping a level head allows for clearer thinking when making choices as to how to resolve the situation. It is our personal responsibility to treat one another with dignity and respect. We have

no right to cross the line that leads to venting our frustrations on other people simply because they may have to inform you of something you do not want to hear. Let's face it, we cannot have everything we want in life, it's just not possible. If you experience a situation that you deem an injustice and you are simply trying to straighten out a particular issue, you will arrive at a satisfactory conclusion much quicker and with much less pain if you employ a cordial, professional attitude. There are folks who get pounded over the head, raked over the coals or chastised for no reason because the reciver has not put forth good judgment while ignoring the common decency of treating fellow citizens with a sense of professionalism.

If you find yourself frustrated to a point where you need to unload on someone, find help through a counselor or visit our chaplains, please don't take it out on innocent folks who are merely trying to do their job as best they can.

Respecting each other is the key; we are entrusted to do just that, treat one another with dignity.

Keep up the great work and continue to be the very best airman you can be. Let's Roll!!!!!!!!!!!!



Chiefs honored at annual recognition ceremony

by **Tech. Sgt. Betty J. Squatrito-Martin**

This year, for the first time, The Hawaii Air National Guard's newly selected chiefs had the opportunity to participate in the Chief's Recognition Ceremony held at the Trade Winds NCO club Jan. 30.

"This was a very professional event. The food was awesome, and a terrific time was had by all," said Chief Master Sgt. Alan T. Bergeson, the HIANG's first chief to participate in the annual event.

"This is a must for all HIANG Chief's to participate in," added Chief Master Sgt. Bergeson.

This annual event honors the Senior Master Sgts. who were promoted to Chief Master Sgt. the previous year and the Senior Master Sgts. who currently hold a number for promotion to chief.

15th Airlift Wing Commander Col. Giovanni K. Tuck hosted the group of 10 chiefs made up of Active

Duty, Reserve and Guard members.

The event consisted of a Medalion ceremony and the award of a large wooden Chief Master Sgt. stripe along with other gifts.

The sixth Chief Master Sgt. of the Air Force, James M. McCoy was the guest speaker.

Others in attendance were Command Chief Master Sgts Denise Jelinski-Hall and Robert S.K. Lee III.

"It was a very cool day, and I'm fortunate to have been able to participate in such a great event," said Chief Master Sgt. Bergeson.



courtesy photo

(L-R) Col. Giovanni K. Tuck, commander 15th Airlift Wing, Chief Master Sgt. Alan Bergeson, HIANG resource advisor, Chief Master Sgt. of the Air Force, James M. McCoy retired and Chief Master Sgt. Thomas S. Westermeyer, Command Chief Master Sgt, 15th Airlift Wing.

Major-the Black Cyclone

by Rex Jones, EEO

Everyone knows who Lance Armstrong is. After he won the [Tour de France](#) a record-breaking seven consecutive years in a row, his face, name, and yellow “Live Strong” wrist bands are recognized worldwide.

That said, if I were to suggest that in 100 hundred years no one will ever remember him, you would likely think I was crazy. Let’s face it, his accomplishments are forever etched in history—our great grandchildren will learn about him in school -- Right?

Well, I recently finished the amazing biography of Marshall W. “Major” Taylor. In my humble opinion, this great mans accomplishments easily rival those of Lance Armstrong’s. Yet, how many of you have ever heard of him?

A little over 100 years ago, Major was arguably the fastest bicycle rider in the world from roughly 1897 to 1904. This was an era when bicycling was the single most popular sport in the world. I would compare Major to what Michael Jordon was to the NBA, Walter Patton to the NFL, or Lance Armstrong to bicycling.

Needless to say, he somehow managed to get to the top of this sport in spite of his struggle with

that monster we all call “prejudice.” You see, Major happened to be born with black skin and could never hope to satisfy people who chose to draw the color line.

Yet, he had the tenacity to fight the battle again and again without hating his rivals, no matter how unfair they were to him. Time after time, he was refused entry into races, and he wasn’t permitted to race in the South, which hurt his overall standings every year. He was not allowed to join the League of American Wheelman, the dominant cycling organization of his day, simply because of his color.

He was turned away at hotels and restaurants, even on the evenings before major races. He was fined on numerous occasions for not racing when he had been the victim and not the cause of the problem. He faced a number of attempts to get him disqualified both because of the color of his skin and because of problems arising out of discrimination against him.

He was sometimes fearful of other cyclists, and not without reason, as they sometimes threatened his life. He was personally attacked by the other racers, both before, after, and during the races, being choked insensible on one occasion and deliberately rammed at high speeds on another. During the race itself, it was

more common than not for the other racers to all conspire against him, often trying to seriously hurt him, and otherwise trying to block him from winning. Even when he had won



en.wikisource.org

a race, the judge would often find the white man to be the victor when the race had been very close and, in the event of a tie, Taylor would lose. After the race, it was a rare occasion to have his opponents congratulate him.

In 1899 he set seven world records. He did the mile (from a standing start) in 1.41, a record that stood for 28 years. During his professional career, he won hundreds of meets in the United States, Canada, France, Belgium, Switzerland, England, Italy, Denmark and Australia. Clearly, he would have won many more had he been treated fairly.

It hurts my heart to know we live in a society that would let such talent die rather than use it productively. Taylor could have been a spokesperson for tolerance and clean living, someone to encourage children to persevere. Hopefully, we will continue to become more tolerant of differences and more sensitive to ability in the future.

And, hopefully the information above encourages you to read one of Major’s biographies and then go tell someone about this great man -- He deserves to be remembered.



www2.indystar.com/.../taylor_major.html

Marshall W. “Major” Taylor competes in his first European bike race at Berlin’s Friedenau track in April 1901.

Even when he had won

News Briefs

Feb promotions

Promoted to CMSgt. (E-9)

154 MOF Rafael, Willie

Promoted to SMSgt. (E-8)

154 AMXS Keaunui, Andrew

Promoted to MSgt. (E-7)

154 LRS Masuda, Gary

154 MXS Morita, Brian

291 CBCS Souza Manuel

204 AS Sarceda, Brandon

Promoted to TSgt. (E-6)

297 ATCS Alejo, Mark

154 MXS Keaulii, Noah

297 ATCS Lanai, Gilbert

154 MDG Lobetos, Kehaulani

291 CBCS Miller, Rita

291 CBCS Nirei, Guy

293 CBCS Sourivvong, Bounta

Promoted to SSgt. (E-5)

293 CBCS Aquino, Paulo

291 CBCS Hardman, Jason

154 AMXS Kaminska, Colt

297 ATCS Luat, Kelton

291 CBCS Nagakura, Jeri

154 MXS Oshiro, Derryn

154 MXS Quartero, Maverick

**154 WG
Drill Dates
Mar 7-8, 2009
April 4-5, 2009**

Fight the good fight, finish the race, keep the faith

by Lt Col Robert K. Nagamine, Chaplain

Seems like we have been preparing for this ORI forever, but now the time has come to actually do it! Isn't that wonderful?!

Let's encourage one another. We have made it to this point, now lets go face the big test.



There is a Scripture that comes quickly to mind that might encourage us, "I have fought the good fight, I have finished the race, I have kept the faith." (2 Timothy 4: 7)

When we follow God's plan, we find out all too soon that there are times when it takes

an extra burst of perseverance and focus to see our mission to its completion.

It might sometimes be uncomfortable to work the long hours, to wear the gas mask or be under that pressure of exercise injects, but in the end, with God's grace, we will succeed and complete the mission.

Another quote that encourages me, and hopefully you, is from President Theodore Roosevelt, "The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who at the best knows in the end the triumph of high achievement; and who at the worst, if he fails, at least fails while daring greatly..."



If we put forth our best efforts, how can we not succeed and do well in the ORI?

The prize following the ORI is Valentine's Day when we remember those in our ohana (family) who love us and whom we love. We must recognize those who have loved us and supported us to get to this point!

In the words of President Abraham Lincoln, "A drop of honey catches more flies than a gallon of gall. So with men. If you would win a man to your cause, first convince him that you are his sincere friend. Therein is a drop of honey which catches his heart, which, say what he will, is the highroad to his reason."

Let's win over those around us, our co-workers, our friends and our ohana with kind words, the honey of life and great things will happen.

May the Lord bless and help us as we go through the ORI.

Thank you for all that you are doing. Keep the faith!

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.

Transforming Guard Association resolutions

by Lt. Col. Gene Feller, Vice President HNGA and Chief Master Sgt. Ethan Toyama, President, HNGEA

The National Guard Association is your voice at the Capitol in Washington, and here in Hawaii, to advocate for the highest level of readiness, modernization and quality of life for our National Guard family.

The National Guard Association legislative staff carries out that mission by helping “transform resolutions in to reality.” Resolutions are the driving force behind our association’s legislative agenda and focus on any issue of importance to our members.

Resolutions are adopted first at the state level and then at the national general conference; the following year they are taken to Congress

by our legislative staff. They are categorized as either “Joint,” “Army” or “Air” and contain both the background of the issue and a recommendation. Fact Sheets are detailed point papers used to educate and inform members of Congress and their staff on the association’s top legislative issues. Each resolution may have one or more fact sheets to support the desired recommendation.

We encourage each of you to take an active part in the legislative process by proposing and helping to formulate National Guard Association resolutions.

The HIANG officer resolutions co-chairman is Capt. Ryan Iwasaki. He can be reached at [ryan.iwasaki@](mailto:ryan.iwasaki@hickam.af.mil)

hickam.af.mil. Your HIANG enlisted resolutions co-chairman is MSgt Maui Quizon. He can be reached at ramon.quizon@hibick.ang.af.mil.

Renew your membership now! Join us at the State conference! Tell us what we can do for you! Get active!



Reducing Your Risk: Notes on Cycling Safety

by Bob Mionske, bicyclelaw.com.

Observe the traffic laws

This is a legal requirement, and it protects you in two ways. First, the traffic laws are a common set of rules that tell everybody on the road what to expect from each other.

Second, riding in observation of the traffic laws will protect your legal rights in case you are involved in a collision.

Ride with situational awareness

Generally speaking, you have a legal duty to keep a proper lookout, and you have a legal duty to exercise due care. If you are observant of your surroundings, and are able to assess the potential dangers posed by the actions of others, regardless of whether those actions are legal or not, you will be able to respond to potential hazards before they become actual collisions.

Be conspicuous

By enhancing your own conspicuity-- the ability to be seen-- you can significantly reduce the likelihood of collision with an inattentive driver.

Most collisionst between cars and bicycles occur at night.

Although you are well within your legal right to ride at night, as long as you meet your legal duty to equip your bike with lights and reflectors, you can significantly reduce your exposure to risk of collision by restricting your riding to daylight hours. If you must ride at night, you can reduce your risk by enhancing your conspicuity.

Most fatal collisions involve alcohol

There’s nothing you can do to control a driver’s intake of alcohol. However, you can control the times you ride, taking a cue from sober drivers by avoiding the roads at times when drunk drivers are more likely to be on the road. While this is no guarantee that you won’t encounter a drunk driver, the odds are greatly reduced. One factor you can control is your own consumption of alcohol. If you’ve been drinking, skip the ride home, because cycling fatalities related to alcohol also include collisions in which the cyclist was over the limit.

Most cycling accidents occur in intersections

It’s impossible to avoid intersections, but attention to the safety precautions mentioned above will reduce your risk of virtually every type of collision in an intersection.

Know and practice your emergency maneuvers

When all else fails, your ability to avoid a collision may well depend on your ability to successfully



execute an emergency maneuver. The split-second before a crash is not the time to begin thinking about these maneuvers. You do not have a legal duty to know these emergency maneuvers, but if you hope to successfully use one, you must prepare beforehand, becoming familiar with the various types of emergency maneuvers, and practicing them until they become second-nature. For more information, see the [Emergency Maneuvers](#) page on bicyclelaw.com.