



Kukailimoku



154TH FIGHTER INTERCEPTOR GROUP

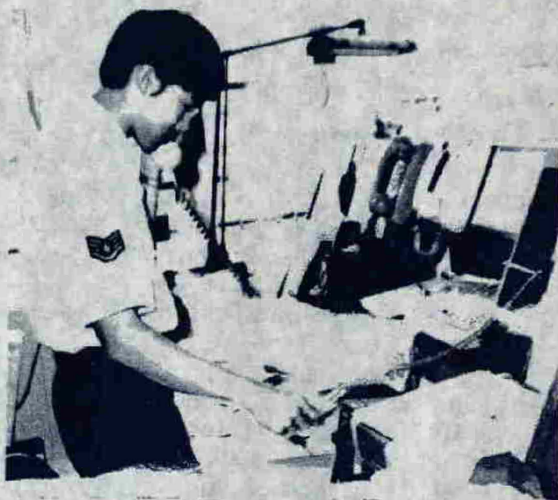
VOL. 21

No. 3

MARCH 1976



199th WEATHER FLIGHT
TOTAL FORCE POLICY IN ACTION



154TH WING
HISTORY OFFICE
FILE # 2.98-165

ON THE FRONT PAGE. . . .

Total Force Policy

The members of the 199th Weather Flight have been actively participating in the Total Force Policy concept since January 1975 at Hickam and Wheeler AFB Active Duty Weather Stations.

The 199th received training in all phases of the active duty Base Weather Station requirements. They now man the Hickam Weather Station for 24 hours per month during UTA's and work two shifts at Wheeler AFB for eventual accreditation and takeover of that operation for 12 hours during UTA. Officer forecasters and enlisted observers man the station during the 24 hour periods.

The forecasters provide weather briefings to aircrews and forecasts to other Hickam supported units. They are also responsible for maintaining a Radar meteorological watch when thunderstorms or other adverse weather threatens the area.

The Observers support the forecasters by plotting maps, charts, and graphs that aid the forecasters in their prognostication, by requesting, via teletype, weather and other data from other terminal areas, monitoring Radar and transmitting encoded Radar reports.

The 199th is nearly 100% trained and can be smoothly integrated into the active duty forces with little effort. The 199th is an example of how the Air National Guard is prepared.

Availability of Government Quarters

During the period 1 FEBRUARY 1976 through 31 MARCH 1976, government quarters WILL BE AVAILABLE for personnel of the Hawaii Air National Guard on active duty for training being performed at Hickam AFB, Hawaii.

Therefore, all single members will not receive BAQ for their tour(s) of duty during FEBRUARY and MARCH 1976.

Should the single member desire payment of BAQ, member should go to the billeting office and request quarters prior to or on the first day of duty stated in orders. If no quarters are available at the time of application, the billeting office should furnish the member a DD Form 1351-5, Statement of Non-Availability of Government Quarters or a certificate stating that government quarters are not available during the member's tour of duty. This form or certificate should be turned in to this office for processing and payment of BAQ at the without dependents rate.

Single members (Officers and Airmen) assigned/attached to the 150th ACW Sq, 169th ACW Sq or Hq Hawaii ANG and performing duty at Kokee AFS, Wheeler AFB/Mt Kaala AFS or Fort Ruger, HI, must check the "BAQ (Single Member)" block in item 11 of AF Form 458 in order that necessary cards can be submitted to AFAFC for payment of BAQ at the single rate. Failure to do so will result in non-payment of BAQ and will become the member's responsibility to claim this allowance and also provide this office with proof of non-payment of BAQ for periods of active duty (AF Form 1965).

"PRIVATE MOTOR VEHICLE OPERATION"

SAFETY BELTS AND THE SMART ONE

The following facts are offered to make you one of the "smart ones" when it comes to wearing safety belts.

Every 23 seconds there is an injury and during any 14-minute period someone is killed in a motor vehicle accident. Chances are that 30 people will be injured in motor vehicle accidents during the time it takes you to read this. Following are more facts which should impress upon you the need for safety belts:

a. One out of every ten vehicle operators who drive 4,000 miles will be involved in a traffic mishap. There is one chance in 110 that they will be injured and one in 4,000 that someone will die as a result of a vehicle accident.

b. Wearing a safety belt will increase the odds for survival by approximately 50 percent. A belted driver is in better control of the vehicle during an emergency.

c. Contrary to the thinking of many vehicle operators, safety belts should also be worn during short trips. Statistics show that two out of three traffic deaths happen within twenty-five miles of the victims home. Statistics also show that 45 percent of fatal accidents happen at speeds under 40 mph and many at speeds less than 25mph. Wearing safety belts when driving to the corner grocery, or from the barracks to work is just as important as wearing them for highway travel.

d. Less than one percent of all injury producing accidents involve fire or submersion. In these situations, safety belts improve the chance of survival by holding the individual in place, instead of being injured or knocked unconscious.

For those skeptics who believe "It won't happen to me" the following information should provide food for thought.

a. Of the motoring public, 97 percent will be in at least one vehicle accident during their lifetime.

b. Of those killed each year, 75 percent will never before have been involved in an accident.

c. Of all licensed drivers, 70 percent will experience a vehicle accident.

d. Of the children born in the United States today, 50 percent will be killed or injured in a motor vehicle accident.

Your acceptance of the responsibility of wearing a safety belt will make you a better driver with a safer driving attitude. Remember, safety belts were installed for the benefit of the smart drivers and passengers. Are you one of the "Smart Ones"?

HERE'S A REMINDER

FIG personnel using the Hickam BX during UTAs must conform to the established grooming standards which means proper hair and clean/neat uniform. All commander OICs, NCOICs and supervisors must check their personnel to insure that the standards are met before letting anyone go to the BX during UTA. This advisory is repeated for all concerned because a complaint was received from the Hickam Base Commander that "The Guardsmen" at the Hickam BX had long hair. YOUR KOKUA IS SOLICITED to eliminate this kind of unwanted complaint.

Information

The 154 CBF will be deploying to Mt. Tagama AFS California, approximately 50 miles east of San Diego on 8 May 1976 for 15 days of Annual Training. While there, the unit will be constructing a helipad for the radar station and laying approximately 2 miles of 4 inch water lines. There will also be other miscellaneous maintenance and repair work. The unit is interested in those guardsmen who are heavy equipment operators or carpenters, and who do this as their primary occupation, who might want to augment the unit during this deployment. All interested individuals are asked to call Major Chong or SSgt Kuroiwa at 449-9210.

154th Supply Squadron Happenings

"Promotions"

Our congratulations go to three members of the Item Accounting Branch who were promoted recently to their respective grades:

MSgt Ronald Izutsu
SSgt Robert Nakamatsu
SSgt Rodney Medeiros

"Alaskan Kids"

The 154th Supply Squadron will again host the Alaskan Bureau of Indian Affairs Unalakleet Day School children and their advisors for the fifth consecutive year. Continued goodwill and interchange have resulted from these visits. This group of eight graders will be visiting on 15 April 1976. The eighteen youngsters will be treated to a luncheon here as well as a tour of our facilities. Anyone desiring to contribute any items towards making "A Day With The Alaskans" a success are asked to contact SMS Edward L. Schweitzer, project coordinator.

VEHICLE REGISTRATION

Personnel with new 1976 license plate numbers may call in their new plate numbers if their decals are current. Personnel whose last names begin with A-M call 449-6816 and those whose last names begin with N-Z call 449-9941, extension 29. To update decals report to Pass and Registration. (SPA/4499941)

Standard of Conduct--Dealing with Present and Former Military and Civilian Personnel

1. Air Force active military and civilian personnel are prohibited from knowingly dealing with present or former Air Force personnel if a violation of conflict of interest laws or regulations would result (AFR 30-30, para 3b).

2. In general, a full-time officer or employee may not:

a. Represent anyone, except in the performance of his official duties, before a court or Government agency in a matter in which the United States is a party or has an interest.

b. Receive any salary, or supplement of his Government salary, from a private source for his services to the Government; or

c. Participate in his governmental capacity in any matter in which he, his spouse, minor child, outside business associate, or person with whom he is negotiating for employment, has a financial interest. (For further discussion and a restatement of 18 USC 205, 18 USC 208 and 18 USC 209, upon which these prohibitions are based, see AFR 30-30, para 15 and Atch 3A.)

3. Prohibitions pertaining to former employees are discussed in AFR 30-30, para 17 and Atch 3B; additionally, retired regular officers are subject to the prohibitions in AFR 30-30, para 18 and Atch 3C. (See AFR 30-30, Atch 3B and 3C for restatement of 18 USC 207, 18 USC 281, 18 USC 283, upon which these prohibitions are based.)

4. A former officer or employee may not:

a. At anytime, represent anyone other than the United States in connection with a matter in which the United States is a party or has an interest and in which he participated personally and substantially for the Government during his Government employment; or,

b. For one year after his Government employment ended, represent anyone other than the United States in connection with a matter in which the United States is a party or has an interest and which was within the boundaries of his official responsibility during the last year of his Government service.

5. Retired Regular officers may not:

a. Participate in the prohibited activities, above, which are vertoten for former officers;

b. At anytime, assist in prosecuting a claim against the United States if he worked on that claim while on active duty;

c. Within two years after retirement, assist in prosecuting a claim which involves the Department in whose service he holds a retired status.

d. At anytime, sell anything to the Department in whose service he holds a retired status. The definition of selling is quite broad. For example, liaison activity with a view toward the ultimate consummation of a sale is included although the contract is subsequently negotiated by another person.

6. Under 37 USC 801 (c), a retired Regular Air Force officer may lose his retirement pay for a period of three years after retirement for engaging in selling to or contracting or negotiating for a sale to any agency of DOD or any of several other governmental agencies.

7. Recently, a retired Regular Air Force officer was found to have engaged in selling to the Air Force in violation of 18 USC 281. After investigation, the Department of Justice declined to prosecute the member because Air Force procurement personnel had dealt with him when they were aware or should have been aware of his status as a retired Regular officer.

8. Even though the Justice Department decides not to prosecute such a case, Air Force personnel who knowingly deal with present or former military or civilian personnel are subject to disciplinary action for violation of AFR 30-30. In the case of military personnel, they may be tried by court-martial; punished under the provisions of Article 15, UCMJ; or issued administrative reprimands or admonitions. Upon conviction, the sentence of a court-martial could include dismissal. Civilian personnel may be disciplined under the provisions of AFR 40-750, and the punishment may be removal.

9. Additional clarification regarding this standard of conduct and conflict of interest and related statutes, rules and regulations may be obtained from CINCPACAF/JA.

BIG CHANGES IN ENLISTED GRADES

The enlisted force structure is getting an overhaul. Several major changes are scheduled to take effect June 1. The changes are aimed at ending the feeling that noncommissioned officers have experienced a loss of prestige in job and rank. The major change is a new three-tier enlisted structure. A revised regulation (AFR 39-6) will explain in detail the new grade structure and specific responsibilities for each grade. Other changes include a Chief's group at the Air Force Military Personnel Center that will handpick top people for the most difficult E-9 jobs in the Air Force. To recognize "fast burners," an E-4 early promotion will also be introduced. Still another change is a two-level E-4 grade. Airmen just promoted to E-4 will be called "senior airman." To earn the title of E-4 "sergeant," an airman must meet a list of requirements. The E-4 changes apply only to persons promoted to E-4 after July 1.

AF TO GET 15 A-10s PER MONTH

The A-10 close air support aircraft will go into an initial production rate of 15 per month. The Air Force will buy 23 A-10s in the last part of fiscal year 1976. Twenty more A-10s will be bought between July and October 1976. The Air Force has asked for 100 A-10s for fiscal year 1977.

Special Interest Item for Inspection--Military Appearance and Courtesy

All personnel are responsible for their individual appearance and behavior, and should be aware of the appearance and behavior of their subordinates.

1. Are male personal grooming standards maintained in accordance with AFR 35-10, Table 1-1?

- a. Hair must be tapered appearance.
- b. Hair must not exceed 1 and 1/4 inches in bulk.
- c. Hair must not touch the eyebrows, when groomed, or protrude in front below the band of properly worn headgear.
- d. Sideburns must not extend below the lowest part of the exterior ear opening.
- e. Mustache must not extend beyond the lipline of the upper lip and may not extend sideways beyond a vertical line drawn upward from the corner of the mouth.

2. Do coat and trousers (combinations 1 and 2) match in material and shade?

(AFR 35-10, Table 3-1, lines 1-4, column D)

3. When the lightweight blue jacket is worn by male personnel is it zipped at least halfway? (AFR 35-10, Table 3-1, line 36, column D)

4. Are undershirts/T-shirts being worn and when exposed at the neck or visible through the shirt are they white? (AFR 35-10, Table 3-1, line 38)

5. Does the end of blue belt not extend beyond the 1/2 inch metal tip from the buckle? (AFR 35-10, Table 3-1, line 13, column E)

6. Are black socks without design being worn with all uniform combinations except combination 5? (AFR 35-10 Table 3-1, line 25 and Table 3-3, line 31, column C)

7. Are uniforms clean, neat, correct in design and specification, and in good condition. (AFR 35-10, para 1-12b)

8. Are uniforms buttoned (including pockets), shoes shined and in good repair? (AFR 35-10, para 1-12b)

9. Are skirt lengths between the top and bottom of the knee or no more than 2 inches above the knee? (AFR 35-10, para 1-13b)

10. Do skirts hang freely and do they appear not to be excessively tight? (AFR 35-10, para 1-13b)

11. Are persons in uniform not wearing earrings or jewelry/other ornamentations exposed around the neck? (AFR 35-10, para 1-12b(1) and 1-13b(1))
12. Is hair clean, neatly arranged, and styled to present an attractive feminine appearance? (AFR 35-10, para 1-13b(2))
13. Do women's hair styles allow proper wear of a military hat? (AFR 35-10, para 1-13(2))
14. Are work uniforms being worn in accordance with instructions prescribed by the installation commander? (AFR 35-10, para 1-9)
15. Are personnel wearing appropriate headgear when not in the following work areas: (a) flightline area and aircraft/vehicle maintenance areas, (b) work shops in civil engineering areas? (PACAF SUP1 to AFR 35-10, para 1-9a(1))
16. Are chevrons placed halfway between the shoulder and elbow on one-sleeve garments? (AFR 35-10, Figure 6-6 and Table 6-1, Note 2)
17. Are name tags worn by all personnel except general officers in grades O9 and O-10? (AFR 35-10, Table 6-4, Column D)
18. Are the blue and tan trousers trim fitted with no bunching at waist or bagging at seat; bottom of trousers barely resting in front of shoes without a break in the creases? (AFR 35-10, Table 3-1, column E)
19. Are salutes exchanged between officers, warrant officers and airmen (AFR 30-1, para 12)
20. When addressing military members is their title used, e.g., officers - grade, sir, ma'am, doctor, chaplain; airmen - lower three grades as airmen; top six grades as sergeant? (AFR 30-1, para 11a(2))
21. Do junior personnel show respect to senior personnel by employing a courteous and respectful bearing and mode of speech? (AFR 30-1, para 11c(2))
22. Do persons in uniform come to attention and salute facing the flag if visible (or music if flag is not visible) when the National Anthem or To the Colors is played? (AFM 50-14, para 7-39)

GENERAL ORDER

COLONEL CLAUDE V. CAVER, 576-32-8486, Headquarters, Hawaii Air National Guard, is awarded the Hawaii National Guard Commendation Medal for meritorious and outstanding service to the Hawaii National Guard. Authority: HANGR 900-10, paragraph 5.

NAVY EXCHANGES OFFER SAVINGS

The semiannual price comparison survey conducted by the Navy Resale System Office during the Spring of 1975 shows savings of 22.6% when Navy Exchange prices are compared to average commercial prices. The same survey showed that Navy commissary stores offer a savings of 19.3%

The most recent survey was conducted by 12 Navy exchanges in the Continental United States, the Navy exchange in Pearl Harbor, Hawaii and by 13 commissary stores in the United States. Prices on 144 items sold by exchanges and 100 items available in commissary stores were compared to prices on identical items sold by commercial stores.

RETIREMENT PARTY ***** RETIREMENT PARTY ***** RETIREMENT PARTY

P L A C E

***** P A G O D A B A L L R O O M *****

D A T E

***** 2 6 M A R C H 1 9 7 6 *****

TIME: 1830-----NO HOST COCKTAILS

1930-----DINNER---BUFFET
(ALL YOU CAN EAT)

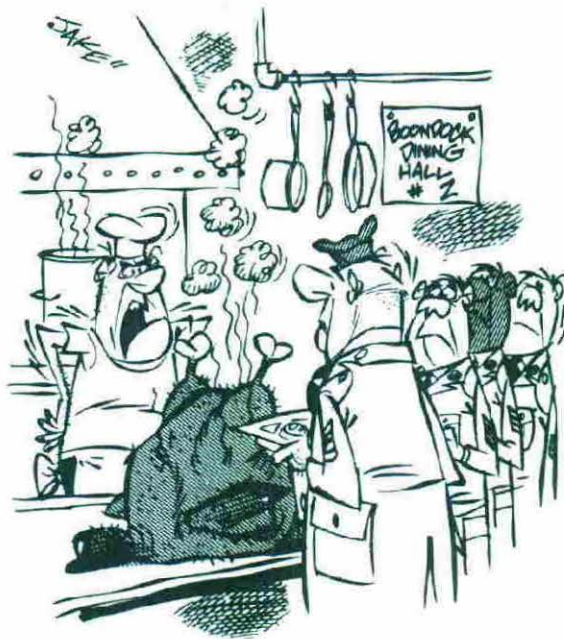
DRESS: ALOHA ATTIRE

PRICE: \$ 8.50 PER PERSON

MAKE CHECKS PAYABLE TO: GENERAL MAGUIRE'S RETIREMENT PARTY

ALL MONIES TO ARRIVE HEADQUARTERS HAWAII AIR NATIONAL GUARD NO
LATER THAN 22 MARCH 1976.

COME ONE ***** COME ALL ***** COME ONE ***** COME ALL



TAKE YOUR HAT OFF IN THE DINING HALL, QUAGMIRE.
AINT YOU GOT NO RESPECT FOR THE DEAD?



SR-71--The SR-71 was developed as a long-range, advanced strategic reconnaissance aircraft. It is powered by the same type jet engine used in the prototype YF-12A interceptor. Capable of both preattack and postattack strategic reconnaissance missions, the SR-71 has advanced reconnaissance capabilities. Flying at 2,000 m.p.h., it is able to survey 60,000 square miles of land or ocean in each hour of operation. SR-71 development began in February 1963. On Dec. 22, 1964, the aircraft made its first flight at Palmdale, Calif. It exceeded 45,000 feet altitude and flew at 1,000 m.p.h. under initial test flight restrictions. The SR-71 was assigned to Strategic Air Command's 9th Strategic Reconnaissance Wing at Beale AFB, Calif., on Jan. 7, 1966.