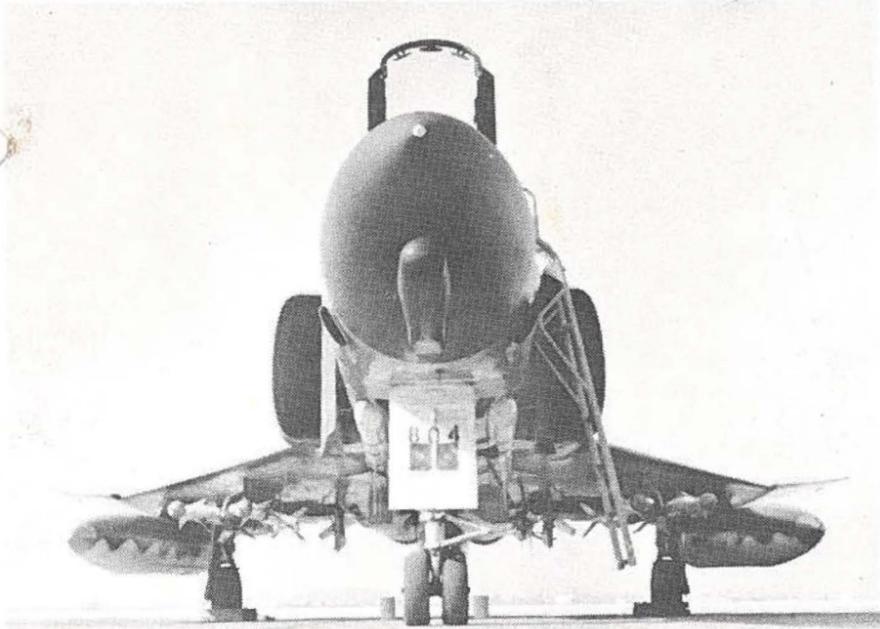


# Here comes the Phantom

PIO FILE  
REMOVE



F-4C Phantom — U.S. Air Force Photo

The F-4 conversion is moving along on schedule and the first F-4C Phantom jet should be arriving in October for maintenance training, according to Col. James Ashford, commander, 154th Fighter Group.

Ashford recently returned from a conference in Washington D.C. where more details on the conversion were firmed up.

One of the prime concerns at the moment is training.

Until the 154th achieves F-4 mission ready status, the F-102s will be retained on an alert basis.

"The faster we can reach total mission ready status, the faster we can minimize the operation of two aircraft," said Ashford.

This is the reason for the initial F-4 in October. When that F-4 arrives, there would be a combination of in-class mock-up demonstration and training as well as practical application on the F-4 itself.

As far as the pilots and backseaters are concerned, in order to minimize the burden that would fall on local facilities, much of the pilot training will be done on the mainland. Final negotiations are currently underway to arrange for mainland training.

About 100 hours of ground training school and 20-25 training sorties are needed to insure mission ready status.

Ashford noted that the switch from the F-102 to the F-4 is more than a switch from an old aircraft to a newer one.

The F-4 is a multi-capable aircraft. In other words, it is capable of air defense, air superiority, and air groundwork. The F-102 was designed primarily for air defense.

"Of course, our primary role will be in air defense and air superiority, but the added capability, especially in air superiority, would come prominently into play should the 154th be called into active duty overseas," said Ashford.

# pupukahi

Pupukahi: Harmoniously united

Volume XXI, No. 3, Autumn, 1975

## Doing your thing at Annual Training

By SP5 Dean Hoofnagle  
117th PIO Staff Writer

Maybe it's just my muddled perception, or maybe I'm not the only one who sees annual training through a fog . . . . As I sit here trying to put AT-75 into a neat little summary, I realize that some of the fog came in with "change number nine" — the parade of general orders and special orders and amendments to orders. . . .

Still, after all the ordering and amending subsided, AT-75 got down to business and everyone did his thing. And doing your thing is really the heart of AT — so much so that it's easy to lose track of just what "thing" it is that AT is supposed to accomplish, overall.

The neat little summary begins as the 29th Infantry Brigade kicks off its annual training with Exercise Nene on Tuesday, August 12. Maui's 1st Battalion, 299th Infantry was put through its paces in simulated combat under the supervision of Maj Shigeto "Mustard" Maruyama. A highlight of this 56-hour marathon was the air mobile assault operation conducted on Wednesday the 13th.

Operating the Huey UH-1 helicopter at 7,000 feet means carrying a lighter load, which means flying more choppers than usual for an air mobile assault. All of which meant plenty of business for Lt Col Irwin K. Cockett and his UH-1 pilots and crews, while the close ground support mission of the Cobra gunships provided their pilots with a chance to test their skills.

Troop E — 19th Air Cavalry concentrated its efforts on lots of nap-of-the-earth training exercises for their 35 pilots, along with gunnery qualification for their Cobras and Huey door gunners.

A highlight of cavalry training was the rappelling over the ranges at Keaukaha.

The 487th Field Artillery got a little more than they bargained for when, immediately

(Turn to page 4)



Night Fire — Troops of the Hawaii Army National Guard's 487th Field Artillery prepare to fire a round from their 102-millimeter howitzer. Night fire is a part of every artilleryman's qualification during Annual Training '75 at Pohakuloa Training Area, Hawaii.

## The inside story

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a volcano

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# FOCUS on the Guard

By 1Lt Gregg K. Kakesako

## Monthly Drill Checks for Army Guardsmen

Hawaii Army National Guardsmen will be getting paid more often under a simplified centralized automated system that went into effect in July.

Under the old system, Army Guardsmen and Reservists were paid on a quarterly basis.

However, under the new Joint Uniform Military Pay System — Reserve Components (JUMPS-RC), Army Guardsmen will start receiving monthly drill checks.

The system has been in use for Hawaii Air Guardsmen for sometime now.

According to LtGen J.A. Kjellstrom, U.S. Army comptroller, the benefits of the new system include:

- Improved morale resulting from more timely drill payments.

- Improved drill attendance.

- Enhancement to recruiting.

- Reduced workload at the unit.

- Mobilization capability to JUMPS-Army.

The purpose of JUMPS-RC is to provide a centralized automated system aimed at eliminating time-consuming manual preparation of pay vouchers.

Army Guardsmen will be paid monthly after satisfactory completion of a drill.

Although JUMPS-RC does not mean that Army Guardsmen will get paid more money than what they are now taking home, it does mean that they will get paid more often.

## National Guard Heritage Hall Planned

The National Guard Association of the United States has approved the construction of a "heritage gallery" in Washington, D.C., as a repository of artifacts, weapons, uniforms, and displays illustrating the history and tradition of the National Guard.

Construction is slated for completion June, 1976.

The "heritage gallery" will be located in the National Guard Memorial within sight of the Nation's Capitol.

With words, pictures and audio-visual aids, the "heritage gallery" is expected to serve as a living tribute to all guardsmen.

Since 1636, guardsmen have been continuously serving America, and the "heritage gallery" will serve as a monument to this priceless heritage.

## Proposed Retirement Pay Hike to Add More Dollars for Youth

Proposed legislation reportedly endorsed by the U.S. Defense Department would increase retirement income for many young National Guardsmen up to several thousand dollars, and virtually all Guardsmen will benefit to some extent if the legislation is enacted.

Under it, each guardsman will receive retirement "point" credit for all drills, regardless of how many he attends.

This means most guardsmen will keep three points now lost annually because of a limit of 60 drill points imposed by law, and be credited with additional points for attending additional drills.

Using just the three points in the retirement pay formula: for a young guardsman with 20 years of service ahead of him it will yield an extra \$267 in retirement pay if he retires as an E-6 and then lives another 10 years.

## Pupukahi Every Other Month

In an effort to increase the timeliness of the Pupukahi, beginning with this issue, we will be coming out bimonthly. Previously, the Pupukahi had been coming out quarterly.



**Aloha United Way**



(Left to right) SSgt Alfred DeRego, PFC Clarence Mariano, and SSgt Earl Iwata busy at work. They are members of the 293rd Maintenance Co. housed in the AASF facility at Hickam Air Force Base. They will soon be moving into newer and a more permanent facility at Wheeler.

# Wandering AASF finds home

By Sp5 Ben Kalb  
117th PIO Staff Writer

They don't call the Army Aviation Support Facility the "Vagabond Outfit," but they may as well have. This year will mark the first time it has had its own home since its birth in 1948.

You'd figure by the time an organization was 27-years old it would have found somewhere to settle down. Really, how often can one keep moving around.

Actually, the AASF would have loved to settle down into its own pad. But it never really had the opportunity to . . . until this year.

Beginning this fall, the AASF will move into its own permanent home at Wheeler Air Force Base in Wahiawa.

"It took many years," said AASF Commander LtCol Paul G. Phillips. "No question about it, I feel happy about having our own home."

The AASF was organized as part of the Hawaii Army National Guard in 1948 and first operated out of an empty hangar at Hickam. At that time it was the home of L-5's and L-16's.

"We didn't have the organization we have today, so we didn't need as much room," said Phillips.

In 1951, the AASF relocated in one half of another hangar at Wheeler. They were neighbors to a bowling alley. At that time they were concerned mostly with L-19's (now O-1's).

## Hilo AASF gets new commander

Captain Roy Yamashita will be a commander, operations officer, maintenance officer, safety officer and instructor.

Captain Roy Yamashita will be busy.

Yamashita will be doing all those things and anything else it takes to be the new leader of the Army National Guard's Aviation Support Facility in Hilo.

Actually there has always been a facility in Hilo for pilots, but it was only being used by three or four of them. Now that there are seven pilots available, with possibly two more slots to be added later, a full-time officer is needed.

Yamashita was born and raised on Maui before going away to attend college at Eastern Washington. Following his graduation, he decided to make the Army a career.

He wanted to train in aviation, which the Army provided for. But after eight years as an operations flight commander they made him an infantry officer (Schofield Barracks was his last assignment).

"I consider myself a professional aviator. That is what I trained for," said Yamashita. "If the Army would have kept me on board as an aviator for 20 years, I would have stayed in. But they wanted to give me ground assignments."

So after nine years, nine months, Yamashita applied and got the opening in Hilo, and he is now a member of the Hawaii Army National Guard.

Yamashita will work out of the Hilo Airport, but will return to Honolulu at least one weekend a month for Guard drills as well as at various times for further training.

In 1954 it was time for another move . . . this time, to of all places, Diamond Head.

It seems the Air Force was about to conduct high-altitude balloon testing and it needed the hangar space the AASF had been using at Wheeler.

AASF moved its headquarters and equipment to Diamond Head and did their maintenance work out at the airport. Then in 1956 it moved all its equipment to an old World War II Navy warehouse. Today, that is where you'll still find them.

"I guess you could say those are our temporary headquarters for 19 years," said Phillips.

Later this year the AASF will move out of that old Navy building into a permanent facility at Wheeler.

Negotiations for the new place were finally completed by Col Clyde Woods in 1974.

The new facilities, which are expected to cost about \$2 million, will include many needed sections that AASF has never had before such as allied shops, supply rooms, training rooms, administration rooms, safety rooms and so on.

"It should be quite a facility when it's through," said Phillips.

Phillips, who is also aviation officer for the Hawaii Army National Guard (during drill time), has 37 full-time employees under him at AASF.

There are two full-time flight instructors, one aircraft dispatcher, one training technician, one clerk-typist and 32 who deal with supply and maintenance.

The supply maintenance section is headed by Capt Orlan Peterson.

Phillips was born and raised in Hawaii. He came into the Guard in 1950 and went full-time in 1956 after spending five years in maintenance and training with Hawaiian Air.

"My entire background is aircraft maintenance," said Phillips.

He is in charge of all the Army Guard aircraft assigned to the state, which at present includes 31 helicopters and one fixed-wing aircraft, all of them just waiting for their new home to open.

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## Air Guardsmen again going overseas

For the third time in a little more than a year, the active Air Force has asked the Hawaii Air National Guard to provide technical help overseas.

Two Air Guardsmen — TSgt Daniel Y. Komatsu from the 169th Aircraft Control and Warning (ACW) Squadron and SSgt Michael L. Womack, 150th ACW — were sent to Korea Aug. 1-22 to install AN/GPA-122 equipment and to conduct on-site operator training in Korea.

The installations is part of the active Air Force's upgrading of facilities in Korea. The Hawaii Air National Guard was called upon because of their experience in the use and maintenance of AN/GPA-122 equipment. They are the only guard unit in the nation that has such equipment. The Air Force felt that HANG's ACW squadrons had the most qualified personnel available to do the job.

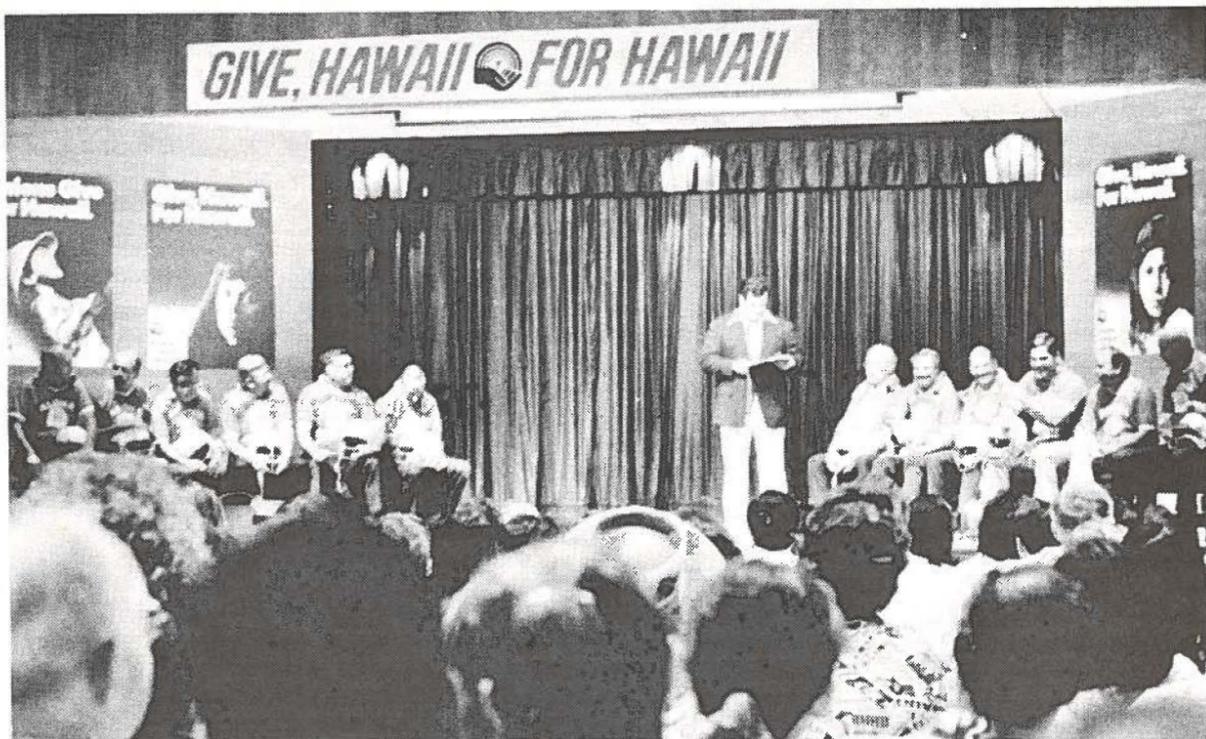
"Whenever we get such a request, we are, of course, flattered," said Maj Allen M. Mizumoto, chief of maintenance, HANG. "But it's also a great motivation factor for our men."

Mizumoto said that such an arrangement is possible because of the relationship between the Air National Guard and the active Air Force. Earlier this year four guardsmen from the 201st Mobile Communications Squadron were sent to Okinawa to maintain a radar approach control system.

About a year ago, two men were sent to Thailand.

One reason why HANG personnel are so often requested for technical help by the active Air Force is that they are involved in highly specialized work which they do on a day-to-day basis.

"Air Force personnel probably have a much broader knowledge of equipment. They see a greater variety of equipment than we do," said Mizumoto, "but we get to work on one particular equipment longer and get to know it better. We're a highly specialized group."



Larry Price, head football coach at the University of Hawaii, addresses the kick off rally at McCoy Pavilion at Ala Moana Park.

## 'Give, Hawaii, for Hawaii'

The Aloha United Way kicked off its 1975 campaign drive with noonday festivities on Aug. 28 at the McCoy Pavilion at Ala Moana Park. Campaigning will continue throughout September and October, culminating with a victory dinner on November 3.

Representing 51 agencies, the Aloha United Way is a once-a-year fund raising campaign where, by consolidating fund raising efforts into one big effort, it is able to get the most out of each dollar raised.

AUW expenses amount to 7.6¢ per dollar raised, compared to 15¢ to 50¢ per dollar raised for single agency fund raising campaigns.

This year's AUW theme is "Give Hawaii for Hawaii." The goal of \$6,271,074 is a 6.9 percent

increase over last year.

"When you give, you're giving to an organization which is supporting people in our community," said MajGen Valentine A. Siefermann, adjutant general, State Department of Defense. Siefermann is this year's vice chairman of the Public Employees Division of the Aloha United Way Campaign for 1975.

"We've got to get the support of everyone," he continued. "We hope to get 100 percent of the state employees to accept, in some measure, the opportunity to participate in this campaign."

Siefermann, who is in charge of all public employees as far as the AUW is concerned, appointed Brig Gen E. M. Yoshimasu, deputy adjutant general, campaign chairman for the Department of Defense.

## Army Guard signs first two women officers

By Ken Kalb  
117th PIO Staff Writer

The Hawaii Army National Guard signed up its first two women officers last month.

They are Captains Barbara Sanders, originally from Minnesota, and Jeannette Sumi, originally from Vermont.

Ms. Sanders taught school for three years after earning her teaching credential from Mankato State. She then decided to get out of teaching and into the military (July 1968).

"At the time I went to college, women were only going into nursing or teaching," said Ms. Sanders. "Since I didn't like to see sick people, I went into

teaching."

But Ms. Sanders "didn't care for teaching" all that much and went on active duty as a first lieutenant. She was a recruiting officer in Southern California, a protocol officer and chief of the readiness branch in Ft. Mead, Md., before arriving in Hawaii in April, 1975.

Her husband, Robert, is a lieutenant commander in the Navy here.

She then decided to join the Guard, where she has been assigned to the Race Relations/Equal Opportunity office.

Ms. Sanders looks on her position as the first (along with Ms. Sumi) woman officer in the Guard as a "challenge" and in a way a kind of a pioneer.

"I've always been the only woman officer, but I hate to have to keep proving myself to everyone," said Ms. Stevens, who has also played string base for three symphony orchestras. "I wonder why I'm only the first woman officer. Hawaii has had a Guard a long time."

Ms. Sumi graduated from the University of Vermont and spent two years teaching second grade in her home state. She then joined the Army and went to San Pedro for two years active duty. She then got out of the army, but was given a job in Germany teaching military dependents.

"I got into the army mainly for experience," said Ms. Sumi. "I was born and raised in a small town and the army broadened my perspective."

She arrived in Hawaii in July, 1974. Her husband, Eugene, is a captain at Schofield Barracks.

Ms. Sumi just finished getting her masters degree in education through an extension course offered by Pepperdine, and decided to join the Guard.

"I enjoy working with the military on a part-time basis and it's not bad part-time money," said Ms. Sumi.

She will also be assigned to the Race Relations/Equal Opportunities office.



Brigadiere General Frederick A. Schaefer III swears in captains Jeannette Sumi (left) and Barbara Saunders (right), the first two Hawaii Army Guard women officers. Looking on is Major Lawrence Siu.

## writing contest now underway

Hawaii Army and Air Guardsmen are invited to enter the annual Freedoms Foundation Awards contest in the Valley Forge Patriots Awards category for armed forces.

Entries must reach Freedom Foundation, Valley Forge, Pennsylvania, by Oct. 31.

The theme of this year's contest is "Human Goals — A Proud Heritage."

Letters, essays or poems of up to 500 words in length can be entered.

They should relate to the Nation's bicentennial celebration.

# Annual Training

(continued from page 1)

after howitzer qualification during the first week of training, a forest fire broke out near Kilauea Military Camp on the volcano side of the Mauna Loa. One hundred artillerymen, along with 15 members of the 1154th Transport Company, were called out to battle the blaze against a brisk wind.

The 298th Field Depot held down the fort on Oahu, deploying to Area X at Schofield Barracks. Their daily routine was broken by frequent visits from VIP's, beginning on Monday the 11th with a visit by U.S. Senator Daniel Inouye. On Tuesday the 19th, Governor George R. Ariyoshi toured the 298th facilities, followed on Wednesday by Maj Gen Charles Ott, director, Army National Guard, and on Friday the 22nd by Lt Gen Edward N. Flanagan, commander, 6th U.S. Army.

Also visiting the elements of the 298th during the course of Annual Training — 75 were Maj Gen Donnelly P. Bolton, commander, U.S. Army Support Command, Hawaii, and Maj Gen Harry Brooks, commander, 25th Infantry Division.

Governor Ariyoshi not only toured the facilities of the 298th, but also managed to find time to pay a visit to elements of the 29th Brigade on the Big Island, during their second week of training.

In many ways, week number two on the Big Island looked very much like week number one, only with the names of the players changed. At PTA it was Lt Col Donald Thompson's turn to take his 2nd Battalion from the Big Island through the 56-hour experience of Exercise Nene.

By the 22nd, it's safe to say that most of the participants in AT 75 were more than willing to head for the comforts of their homes and families. The stark functionalism of tents and jeeps and duffel bags — not to mention the cool, barren landscape of Pohakuloa and "tent city" — are strong reminders that, be it ever so humble, there's no place as warm and mosquito-proof as home. Welcome back.



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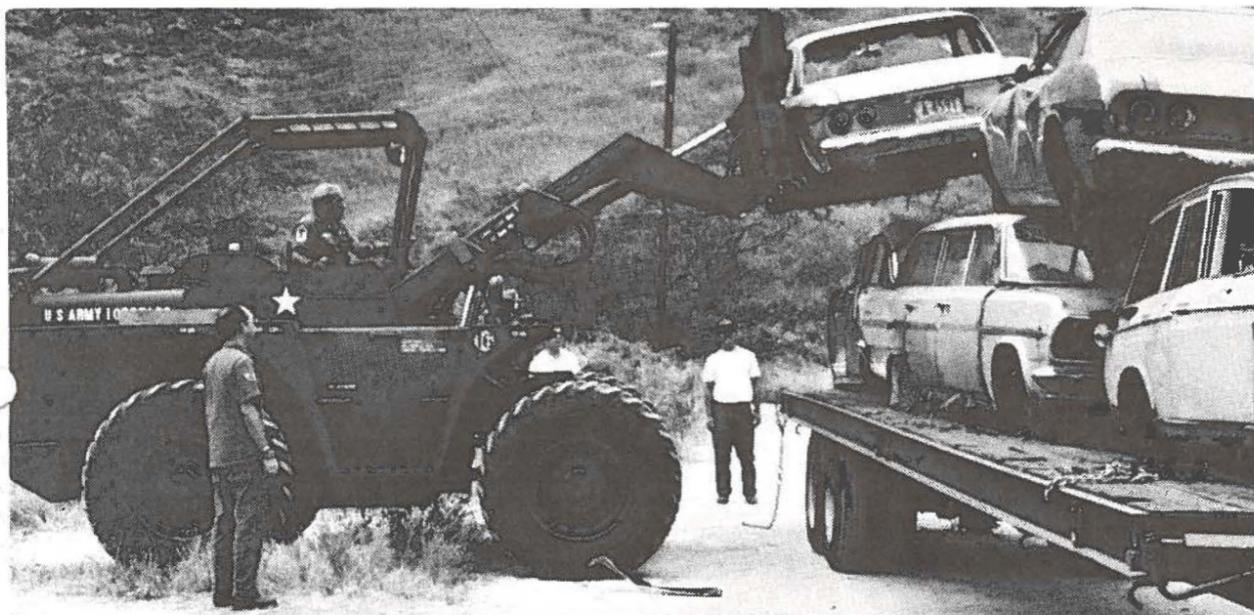


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5.

(Counter-clockwise from top): 1. With Apologies to Jim Croce . . . "You don't tug on Superman's cape; you don't spit into the wind; you don't pull the mask off the ol' Lone Ranger and you don't mess around with . . ." PFC Tony Acpal — 1st Bn, 299th Inf — shown here complete with glasses and grenade launcher. 2. So What! Sp4 Mike Williams (1st Bn, 299th Inf) is not impressed by photographer Dennis Fujii's 100mm lens — his 90mm recoilless rifle could certainly make a bigger impression. Mike's partner is PFC Pat DeLima, also of Maui's 1st Bn. 3. Sp5 Norma McDonald — HHD, 159th Svc Bn — presents Governor George Ariyoshi with a token of appreciation from the 298th Field Depot, after the Governor's tour — AT 75. 4. The Dust of Mauna Kea . . . No, they don't have tornadoes on the Saddle Road. But it does make a pretty decent landing point for deplaning these troops from the 1st Bn, 299th Inf. during the insertion phase of AG 75's Exercise Nene. 5. Senator Dan Inouye pauses for a chat with Sp4 Stacy Ho — 293d Service Co — while touring the 298th Field Depot with Gen Edwin Yoshimasu, deputy adjutant general.



MSgt George K. Meyer III lifts an abandoned car onto flatbed truck as part of Operation Facelift.

## Operation Facelift declared a success

By Sp5 Ben Kalb  
117th PIO Staff Writer

"Operation Facelift" can credit much of its success to MSgt George K. Meyer III, the best forklift operator this side of the Pacific Ocean.

Meyer is the base vehicle superintendent for the 154th Combat Support Squadron and was in charge of his unit's phase of "Operation Facelift," the campaign designed to rid Oahu of unwanted junk cars.

Meyer was in charge of the 154th during the 1972 cleanup campaign and he and his group made a thorough cleaning of the Kahuku-to-Laie area.

This year Meyer's gang took over the Nanakuli-to-Yokohama area during the month of June.

Of the roughly 400 vehicles that were picked up during this year's campaign, Meyer had a hand in 53 cars, five buses, and one stake truck.

For this he donated 72 hours, much of which was involved in handling the forklift.

According to Meyer, most of the cars he handled were on the highway, but a couple presented slightly more of a problem. Take a bus, for example. That took Meyer and his men three hours to get simply

George K. Meyer III died Saturday night, Sept. 6 at Hawaii Raceway Park when his car went out of control. The Pupukahi received the information just before the paper went to press. The entire staff extends their deepest sympathies to the survivors.

because it was hung up on a reef at Makua Beach. There was also that car at Yokohama that someone had pushed over a cliff. That took two hours to get.

Usually, the guy in charge will just oversee the whole operation and hand out the dirty work to the guys working under him, but Meyer decided to do most of the heavy-duty work himself.

"I didn't have anyone else that qualified to handle the forklift, and we didn't have time to train someone, so I did it myself."

Meyer said that as far as the project went this year it was "worthwhile," but he noticed a change in people from the 1972 campaign.

"This year it left me with the feeling people didn't want to get rid of their cars," said Meyer. "The price of scrap is going up and people were thinking about their own pockets."

Meyer even noticed one house with eight or nine cars in their yard that they didn't want towed away, not even for free.

Meyer suggests the next time a campaign is set up, a task force should be assigned two weeks prior to the operation to scout down some of these cars.

"It's a good project to rid the Island of all these junk cars," said Meyer. "But people in the various communities should go to their people ahead of time and explain to them what we are doing. If some stranger walks in, right away they get defensive and figure they can sell it themselves."

Meyer isn't only an expert at handling a forklift. He also hits the sports pages once in a while.

He is one of the regulars at Hawaii Raceway Park's weekly stock car races.

Meyer, 45, began his racing career in 1948, while still a teenager.

"I was a young boy, you know, looking for excitement," said Meyer.

But the young man grew older and more proficient.

In 1973, he won 26 main events in one season, a record that still stands. In that year he also set a

record of winning 13 events in a row, another record that will be hard to break.

He didn't race much in 1974 since he spent a lot of time traveling on National Guard business to schools and conferences. But now he's back at home regularly working on his car about four hours a day and hitting the track on weekends.

"I guess you can say Hawaii Raceway Park is my home away from home," said Meyer.

## Want to become an officer?

By 2LT Bud Bowles  
10, 29th Inf Bde

Judging from comments from recent graduates of OCS Class 13-75, the opportunities and availabilities for becoming an officer are better than ever.

The men, a variety of reserve personnel from both the National Guard and Army Reserve, had just completed one year's training at the Hawaii State Officers Candidate School located in the hills above Waimanalo.

They chose to spend their regular drill periods going to the special training for one year and one summer camp, and now are second lieutenants.

During the training they developed skills in military combat tactics and administration, gained insights into various aspects of the army, and were given guidance in army leadership and other skills required of an officer.

When interviewed, most agreed that the program gave them several benefits.

- More pay and responsibility as officers.

- Educational benefits (many of the courses taught at the school could be applied for credit in the University curricula).

- A better view of future army opportunities.

- Good chance to develop themselves as leaders.

Though the year-long grind was rewarding, there were aspects that were not quite so easy. "They don't just give bars to anyone," said one officer. Although all agreed that the result was worth the sacrifice, many compared the atmosphere to that of basic training.

Training began on a Friday evening as the men gathered at the mountaintop above Kalama Valley by Sandy Beach and prepared for the weekend. The TAC officers chose several candidates to be leaders of the men for the week, and they began by organizing for the following day.

Perhaps there would be a mission to perform that Friday night — whether in the form of a simulated attack or any sort of problem which the TAC officers might evaluate the candidates.

The morning would begin at 5:30 (earlier for some) at the drill ceremony followed by breakfast and classes ranging from chemical biological defense to survival, evasion and escape.

Classes would be taught by officers or enlisted personnel in any of the reserve components or members of the 25th Division. The men would later be tested on the material.

Interspersed with the classes might be problems the TAC officers might create, from a coincidental ransacking of the barracks by an unknown culprit, to a spot of dust that was found in an unnoticed corner of the room — and developed into further complications. All forms of harassment have a

## Traveling 201st travels to Lanai

They've been to Samoa, Thailand, Korea and the Philippines, but this year they decided to stay a little closer to home.

More than 100 members of the 201st Mobile Communications Squadron of the Hawaii Air National Guard just finished their annual summer training on Lanai, which is a far cry from Pago Pago or Bangkok, but still a unique situation.

Never before had any National Guard unit performed its annual training on Lanai.

The training actually was pretty important to the people of Lanai and its airport.

The guardsmen installed, operated and maintained communications and air traffic control equipment at the airport. The operation also included the establishment of a mobile control tower and radar approach control facility.

This was important to provide air traffic control for National Guard F-102 planes, Air Force C-130's, Marine F-4's and various civilian aircraft.

Not all the members of the 201st were there at the same time. Some had arrived earlier to set things up and some left later to repack the equipment and clean up the area.

The 201st was named the outstanding Air National Guard mobile communications squadron in the country in 1970 by the U.S. Air Force.

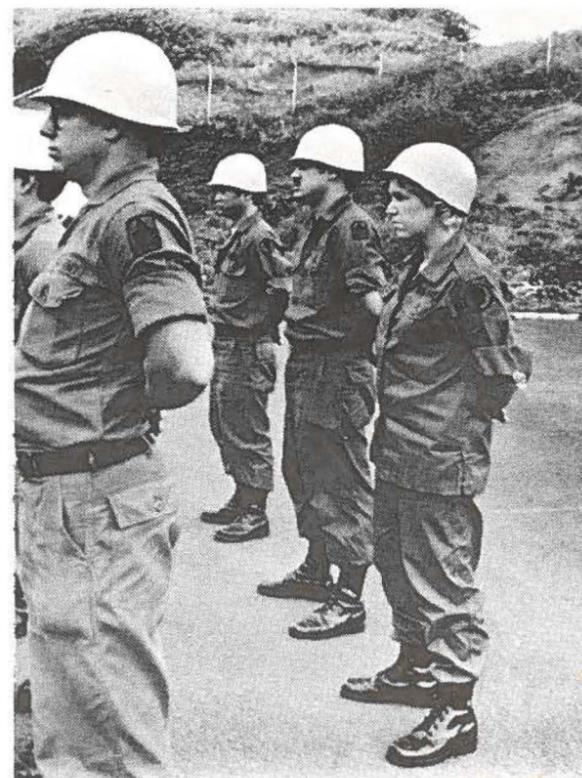
purpose, however, as the men are evaluated on their leadership ability in solving the problem.

The classes are not the only methods of instruction. At various times during the night, a few of the TAC officers (former Army Rangers) might take them on night patrols. During the day these same cadre might instruct them in drilling, and with actual field training on other subjects such as one of the many weapons the candidates learn to handle.

Summer camp was different too, as the men underwent advanced training in the subjects they had learned in the classroom.

The school is always looking for candidates. To qualify, the applicant must be a high school graduate if male, or two years of college if female. A written test must be passed and is given throughout the year by appointment at HARNG headquarters.

Is the school worth looking into? One graduate fulfilled his dream by going to army aviation school to earn the wings of a helicopter pilot. Another had this to say, "Anyone in the Guard or Reserve who feels that he should develop his potential should look into OCS. If he doesn't, he's cheating himself."



OCS freshmen stand at parade rest in a between-classes formation at Koko Head. The troop without a regulation haircut is Specialist Gale Warrick, the first woman to enter OCS training at Hawaii Military Academy.

# Flying high over Mauna Loa

By Tom Arakaki  
Public Affairs Officer

Flying a helicopter over one of the largest active volcanoes in the world while it is in the process of waking up would present a certain amount of apprehension to anyone. Ask LtCol I.K. Cockett, Jr., and CW Ron Hopkins of Army Aviation.

During the recent Mauna Loa eruption on the Big Island, they played a significant role in the monitoring of the volcano, and in the process, picked up valuable experience for future high altitude helicopter missions, as well as a treasure chest of stories to tell.

After the initial July 5 eruption had come to an abrupt halt only a day and a half later, the big question on everyone's mind was whether it would erupt again. If it did, there was the strong possibility that Hilo would be threatened. State Civil Defense authorities were naturally concerned and requested, through the State Adjutant General, that the Hawaii Army National Guard provide a helicopter to transport a four-man U.S. Geological Survey team to the upper slopes of the 13,680 ft. volcano to gather much needed information. Permission was granted.

On July 8, Cockett and Hopkins along with the Geological team headed by Jack Lockwood from the Volcano Observatory, met in Hilo for a briefing. Even before the briefing, the difficulty of the mission was apparent.

First of all, the Army Guard had never flown a mission at such high altitudes before. High altitude helicopter flights present special problems, according to Cockett.

Air density plays a significant role in the performance of a helicopter due to its method of propulsion, and Mauna Loa's thin air created problems for the UH-1H helicopter. What it amounts to is that a helicopter flying at high altitude does not have the stability it would normally have. Helicopters were not designed for high altitude flights.

A helicopter at that altitude has as much control as a car skidding on a wet road, according to Cockett. Flying in a straight line is no problem, according to Cockett. You just use more power and blade pitch and the momentum carries the craft forward.

However, coming in for a landing is a different matter. The craft has a tendency to veer to the right, and no matter how you turn the control stick, it will continue to veer.

But this mission required precision unloading of men and equipment to particular sites. In this case it was made even more difficult by the fact that they were unloading on cinder cones, large anthill-like structures which tapered to a summit only a few feet in diameter.

In order to hover the craft over this cinder cone, the craft, which was extremely difficult to control in the first place, had to rest one of its skids on the summit as an anchor in order to allow disembarkation.

Other factors making it difficult was the fact that the upper slope of the volcano region was barren, and therefore, there was nothing to indicate wind direction. The wind was also very unpredictable, swirling from all directions. The weather was troublesome. Kaleidoscopic storms sometime swept in without warning. The weight of the men and equipment, heavier than usual, also was a factor, and because of this, fuel had to be less than normal to accommodate the extra weight. This meant that time also became a factor.

These were problems that were known prior to the flight. But there was a lot that was not known, since not very much information exists on high altitude helicopter flights.

The first day of the mission provided Cockett and Hopkins with their first taste of flying at such high altitudes.

They flew to the 10,000 ft. mark. At 10,000 ft. oxygen is needed, otherwise hypoxia occurs and the pilot could pass out without warning. The National Park Service provided the oxygen. However, the

unit was not designed for pilots, and the oxygen mask had to be passed back and forth between the two pilots. This became a tricky maneuver since both pilots were needed to coordinate the helicopter due to the usual flying conditions.

Members of the team were dropped off at three different points in order to set up a triangulation reading with their telemetry system, which included, among other things, lasers and reflectors.

Meanwhile, the helicopter flew back to a forward base established at Kilauea Military Camp to refuel before going back to pick up members of the team.

Information gathered that day was quickly sent to Washington D.C. where it was fed into a computer. It showed that there was a significant difference from readings taken a month before.

While both Cockett and Hopkins were breathing a sigh of relief after their difficult flight, they received a call that a second reading was necessary.

The second day, July 9, the weather was worse. Coming back, they barely escaped a storm that had come up; they almost had to leave one man stranded on a cinder cone.

(Turn to page 7, Column 3)



Hawaii National Guard Enlisted Association presented their annual scholarship awards recently. It marked the second year in a row that guardsmen won scholarships, rather than dependents. Adjutant General Valentine A. Siefertmann presented the awards. From left to right: SP4 Alan Miyamura, 829th Maintenance Co.; Doreen Tabar, daughter of SFC Francisco Tabar, HHD, 159th Service Battalion; SP4 Kenneth Hibbard, HHC, 29th Infantry Brigade; MG Valentine A. Siefertmann, State adjutant general; Colleen Takabayashi, daughter of MSgt Wilfred Takabayashi, HHC, 298th Field Depot; and SP4 Keith Arakaki, HHD, 159th Service Battalion.

## 169th ACW named outstanding unit for second time

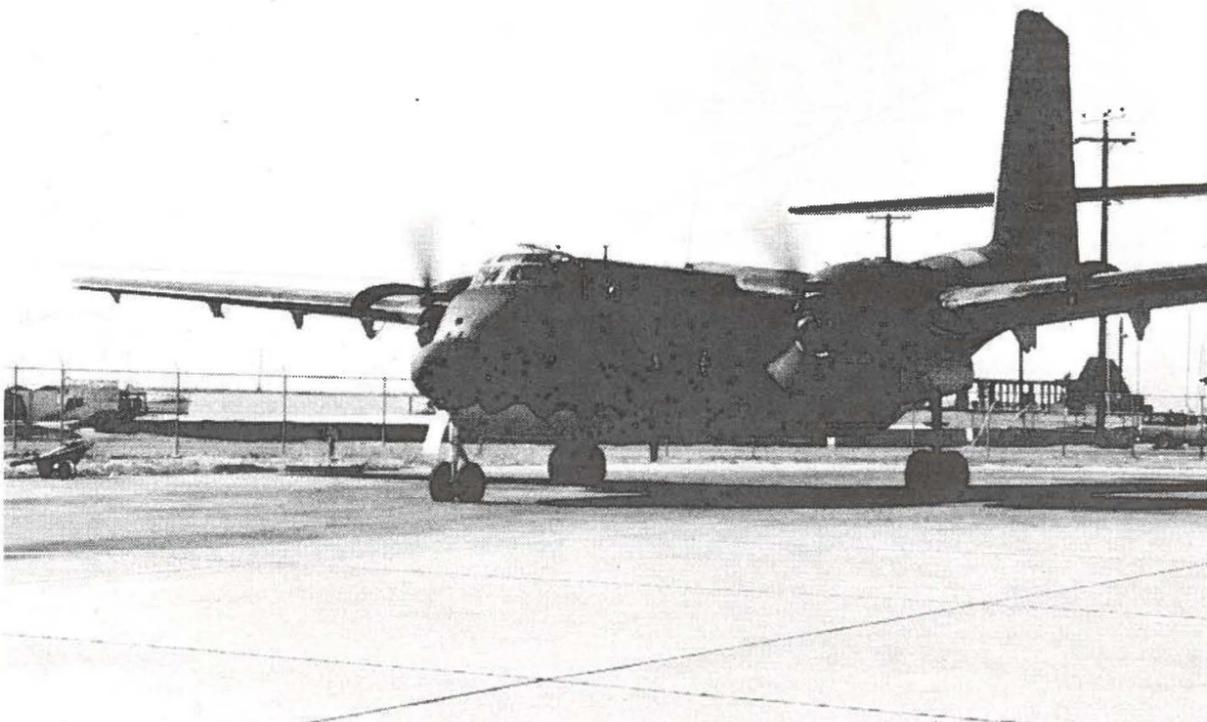
The 169th Aircraft Control and Warning (ACW) Squadron has been named the outstanding unit of its kind in the nation by winning the 1975 Communications-Electronics and Meteorology Unit Award.

This marks the second time that the unit has received the prestigious award. They were the 1970 winner and were runner-up in 1971.

The award, based on operational readiness as well as training, recruiting, and accomplishments of the unit, will be officially presented at the National Guard Association Conference in Seattle the week of Sept. 21.

The 169th ACW Sq. commanded by Lt Col Kiyoshi P. Goya, is based at Wheeler Air Force Base and at Mount Kaala, where its radar stations are located. They are assigned the task of providing air defense warning as well as navigational aids to military and civilian aircraft.

They are the only Air Guard unit in the nation that has a school that trains active Air Force personnel. To date, 204 PACAF people have attended the school.



A "newer" type aircraft joins the Hawaii Air Guard this month. It's a C-7A Caribou, and after renovation will be used as a replacement for the C-54. The C-7A entered the cargo transport inventory as a result of an agreement between the U.S. Air Force and Army which resulted in the Army transferring its C-7A Caribou transport to the Air Force. The twin-engine Caribou is an all-weather utility transport. Its short takeoff and landing characteristic make it suitable for airlift in forward battle areas, or on short, unimproved airstrips. The Caribou provides maximum availability of airlift for battlefield mobility and for air logistical support of armed forces. Today, its primarily used by the Air National Guard and Air Force Reserve.



The 111th Army Band in front of the new Armed Forces Memorial. The Band has won numerous awards.

## 111th Army Band: an award winning group

By Sp5 Ben Kalb  
117th PIO Staff Writer

Toss-up question: Why hasn't the Hawaii Army National Guard's 111th Army Band won any awards or honors this week?

Answer: Because there were none given out.

Although the above may be somewhat of an exaggeration, it serves to emphasize a point.

If there is an award in the National Guard to be won, you could lay odds that the Band is the group that will win it.

Since 1950, the 111th has ran off with 13 honors on the state, regional and national levels.

The year 1950 was a big one and the Band took three awards.

It won the "Certificate of Victory" national award for the Guard unit with the best qualifying record within the year.

But it doesn't have the award in its trophy case to show off.

The trophy was placed in the National Guard Bureau in Washington, D.C.

In 1950, the Band also won the "Pershing Trophy" for the unit with the best qualifying record in region six (west).

It also won the Hawaii State Trophy for the same qualifications.

In 1951, the 111th rebounded from its three-trophy "hat trick" by winning the Eisenhower Trophy as Hawaii's most outstanding unit for the year.

The honor is sponsored by the National Guard Bureau and is given to one unit in each state.

The 111th has won the Eisenhower Trophy five times — 1951, 1955, 1968, 1970, and 1974.

It has also won the State Trophy three times — 1950, 1952, and 1956.

The Band went into a slump after winning the 1956 State Trophy, never winning another major honor until the 1968 Eisenhower Trophy. But now it's getting back into the swing of things.

In 1970, and 1971, the group won the Commanding General USARHAW honor for being selected as the most outstanding small size unit.

Then in 1972, Ron Bright, one of the members of the 111th, was named outstanding enlisted man of the Hawaii Army National Guard for that year.

Bright is a teacher at Castle High.

Last year, as mentioned above, the Eisenhower Trophy was won again.

The 111th currently has 30 members and is headed by Chief Warrant Officer Jules Castro.

## State Civil Defense aquires emergency communications truck

By Fred Pugarelli  
Public Information Officer  
State Civil Defense

The State Civil Defense Division now has an emergency communications truck to support command, control, coordination and mutual aid radio communications at the scene of an emergency or disaster.

It is a Dodge 4-Wheel Drive "Power Wagon" capable of accessing off-the road scenes of exigency operations.

The vehicle has several two-way radios capable of joining a network with numerous federal, state and county systems. As systems and requirements change, special channels may be added or deleted as required.

Currently, the truck has a UHF-SM transceiver that nets with the total Medical Communications (Medicom) system.

Medicom links all hospitals, ambulances and several public safety dispatch centers throughout the state. The truck transceiver is equipped with a touch-tone "dial" so that the operator may "dial up" any Medicom base station in the state. The same radio is also capable of accessing the new city and county ambulance UHF radio system.

A scanning receiver on the vehicle enables monitoring of several radio frequencies in a rapid sequential or "scanning" rate. It is equipped with both National Weather Service continuous broadcast KBAOO frequencies to listen to the weather forecasts from either Mt. Kaala (Oahu) or Haleakala (Maui).

One of the most valuable operational "tools" on the wagon is the mobile radio telephone. It enables the operator to place a call direct to any particular office of interest to discuss and coordinate logistic and operational details without tying up a regular agency's tactical channel. In turn, calls may be placed to the Comm Truck if necessary from any telephone.



Col. Arthur Ishimoto, chief of staff, HANG, swears in the first contingent of the new Hilo based 201st Mobile Communications Squadron. This marks the beginning of the planned relocation of the 201st to Hilo. Being sworn in are (left to right): Collier Thelan, Dennis D. Tabocol, Daniel J. Easter, Larry Y. Yonashiro, James S. Otani, Dennis H. Umeno, Moses Henderson Jr., William C. Franklin, Richard S. Rickard, and Col. Ishimoto doing the swearing in. Also sworn in but not pictured is Norman S. Arizumi.

## Flying over a volcano (continued from page 6)

The difference between the readings of the second and the first day proved to be even more significant that the difference between the readings of the first day and a month before. It was then decided that if the volcano did not erupt on the night of the ninth, then on the morning of the tenth, the crew would go for a third reading, but this time, they were to go to the very summit of the volcano.

The volcano did not erupt on the night of the ninth and Cockett and Hopkins went on their third mission to the top of Mauna Loa.

At this altitude, the temperature was zero degree centigate (32° Fahrenheit). At one point they had to fly over the center of the crater. While they were over the center, with smoke and heat rising upwards, Hopkins noticed that they were losing oil pressure.

The main thing in a situation like this, according to Cockett, is to remain clam. The danger of hypoxia increases when you get excited and start breathing too rapidly. With this knowledge, Cockett and Hopkins calmly passed the oxygen mask back and forth and Cockett tried to figure out what was wrong and what to do. One strong possibility, thought Cockett, was that, because of the altitude and the temperature, the viscosity of the oil had been significantly altered, therefore invalidating the instrument readings.

So Cockett made the only possible decision one could make flying over the center of a crater filled with molten lava, their instruments indicating a dramatic loss of oil pressure, and the danger of hypoxia that much greater.

"Ignore it," he said.

As it turned out, the oil pressure problem had been correctly diagnosed. When they returned to lower altitudes, the oil pressure stablized.

Other incidents during the three-day mission, which involved 18.6 flying hours, included finding two young men wearing nothing but shorts who had been camping on the volcano slope without realizing that there had been an eruption. The crew got a message to Hilo and city authorities evacuated the boys.

All the while, there were constant earthquakes going on. At one point the cinder cone upon which one of the team members was standing, came close to crumbling away completely because of an unusually large earthquake. He had to dodge rocks and boulders.

The after-action report of the three-day mission was especially important, since much valuable information was gathered for future flights. Normal flying procedures simply did not work at such high altitudes. Cockett and Hopkins discovered small techniques that might be of immense value. Recommendations on such things as appropriate oxygen tanks and approach precedures were made.

Cockett said that he was especially impressed with the support they received from various federal, state, and local agencies — the Army, Geodetic Survey Team, National Park Service, FAA, city and county of Hilo and many more.

"The whole operation made you realize how insignificant we are to nature," said Cockett. "With all the sophisticated equipment at our disposal, we were still very much at the mercy of the high altitude, the wind, the weather, and of course, Madam Pele."



Our pin-up of the month is Cathy Durden, a student at Patricia Stevens Modeling Agency. She was the first runner-up in the Miss National Teenager Contest where she was the essay winner. Cathy recently was the recipient of an exchange scholarship and spent a summer in Japan. — Photo courtesy of Patricia Stevens Modeling Agency.

## The Column

By SP5 Dean Hoofnagle

In case some of you are wondering, this is the same column where Duncan used to do his Declaring (and occasionally some Dotting, too.) The Duncan I refer to is, of course, none other than Mr. (CW3) DUNCAN CHANG. I'm happy to report that Dunc is very pleased with his new job as public affairs man for the Navy Public Works Center at Makalapa.

If you think you've had a busy summer, try matching schedules with FILEMON NANOD, administrative supply technician with the Hawaii National Guard on Molokai. In May, Filemon graduated from Maui Community College — the first Molokai student to graduate with credits earned entirely through extension courses. Then on June 4, Filemon was sworn in to a four-year term on the State Commission on Children and Youth. Mr. Nanod has five children of his own. One of them, son Nathan Lance, graduated with his father from Maui Community College.

Hickam AFB will host its 17th Annual Fall Festival September 19-21, with the proceeds supporting base youth programs.

The festival will feature rides and games by E.K. Fernandez, lots of entertainment, booths, an arcade and plenty of eats and drinks.

Highlighting the gala will be the crowning of the fall festival queen by James MacArthur, co-star of "Hawaii 5-0." Tickets can be purchased from the queen contestants at Hickam and Wheeler AFB.

As in the past, proceeds from this annual event will support funding of a number of Hickam's Youth programs.

The staff of the PUPUKAHI wishes to extend its sincere condolences to the family of STAFF SERGEANT THEODORE K. BONITE. Sgt Bonite was a technician with the 169th Aircraft Control and Warning Squadron, Hawaii Air National Guard. He died of a heart attack while at work at Mt. Kaala on Aug. 10. Sgt Bonite is survived by his wife, Betty Ann, and their two children, Brian and Melanie.

## Domingo honored by the Guard

Air Guard's MSgt Joseph Domingo was recently awarded the Hawaii National Guard Commendation Medal and the Pacific Air Force's accident prevention award for preventing a possible airplane disaster at Honolulu International Airport.

The incident occurred in November, 1973, and involved 224 persons on a DC-8 Eastern Airlines military charter.

The plane was about to take off when one of its four wheels came off, unknown to its pilot.

Domingo, who was on duty with the Hawaii Air Guard at the time, reported the problem to the Honolulu control tower which in turn warned the pilot of the situation.

While the pilot attempted to taxi the \$8 million plane off the runway the other three wheels came off and the landing gear collapsed. Investigation into the matter also revealed that one of the engines was severely damaged.

Domingo has been a member of the Hawaii Air Guard since 1957.

## Refugees need a sponsor

A special Joint Refugee Information Clearing Office (JRICO) has been set up in the Pentagon to help Indochinese refugees become self-supporting members of the United States community as soon as possible.

Nearly 100,000 Indochinese refugees still require sponsorship in the United States.

JRICO will act as a central point of contact for individuals, military groups and commands, and public service oriented groups to obtain information on sponsorship of refugees. The office will maintain liaison with the Interagency Task Force (IATF), Immigration and Naturalization Service (INS), refugee centers and volunteer agencies (VOLAG). It will respond to queries on the status of refugees, assist in establishing contact between potential sponsors and VOLAG, and provide information on sponsorship requirements.

Sponsorship is not a formal, legal commitment. However, the sponsor does make a moral

commitment to help the refugee to the best of his ability. The basic requirements for sponsorship include the receiving of the refugee and his family, providing shelter and food until the refugees become self-sufficient, providing clothing and pocket money, providing assistance in finding employment and in school enrollment for children, covering ordinary medical costs or medical insurance.

Once employment is obtained, the sponsor is expected to assist the refugee to locate permanent housing, acquire minimal furniture and arrange for utilities.

To obtain information about Indochinese refugees, the Army telephone numbers at JRICO are: AUTOVON 227-5190/5191/5192/5110; COMMERCIAL Area Code 202, 697-5190/5191/5192/5510. The Air Force numbers are: AUTOVON 227-5143/5144/5145; COMMERCIAL Area Code 202, 697-5143/5144/5145.



MSgt Joseph Domingo displays award for accident prevention.