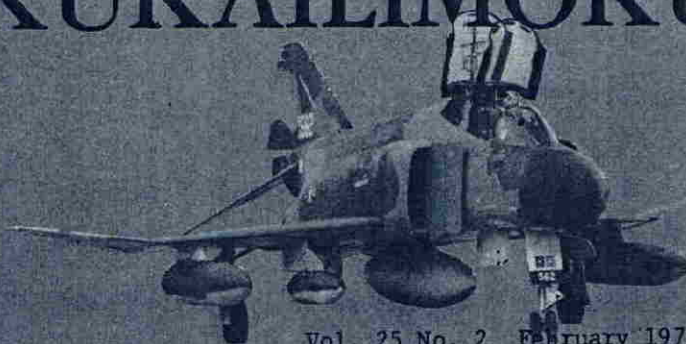


KUKAILIMOKU



154th Composite Group

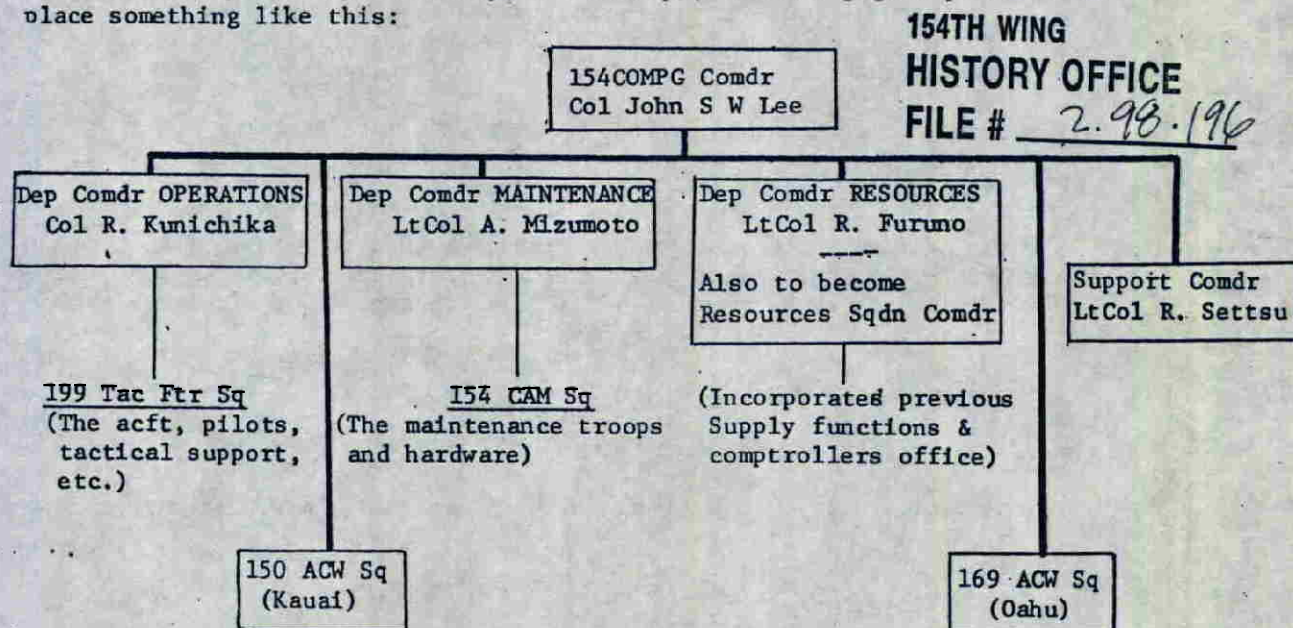
Vol. 25 No. 2 February 1979

ITS' OFFICIAL: GOOD-BYE "FIGHTER GROUP"
HELLO "COMPOSITE" & "TRI-DEP"

The 31-year-old designation "154th Fighter Group" is no more; with the transition begun last October now almost complete, the Group has now become the "154th Composite Group (HANG)". Why? Because the 154th is no longer in the fighter aircraft business alone; effective this year it has incorporated two former "independent" GCI units as well.

Now the 169th ACW Sq (Oahu) and the 150th ACW Sq (Kauai) are directly under the control of the 154th Group Commander. In addition, the Group has realigned itself under a "Tri-Deputy" system of organization that follows regular Air Force command and control policy.

Effective yesterday (Saturday, 3 February), the new jigsaw pieces fall into place something like this:



Of course, there is (and will be) a lot more to it than that, but in a general way, at least, the above is how the new composite structure is shaping up. And that "Fourth Commander" in the box at the far right controls miscellaneous support functions such as EBPO, transportation, food service, etc.

Onward and upward with the 154th Composite Group—inheritor of some proud accomplishments...and a proud tradition in the Hawaii ANG.

COMMANDER'S CORNER

In the nature of statistics, interpretations can usually give us a good look at ourselves from a comparative standpoint. Recently, the Air Force published the results of an 8-year look at USAF industrial accidents. The Air Force findings were similar to our experience in the Hawaii Air National Guard:

- * Air technician accidents are greater than military status occurrences and result in more lost work time.
- * Falls and lifting account for 42% of civilian mishaps and 27% of the military experience. Within HANG, we have been plagued by lifting or back injuries. Age and general physical state have contributed to our back ailments.
- * The high risk area is maintenance which generally accounts for 36% of accidents. This is the reason why our safety program is heavily imbedded in CAMRON activities.
- * For both military and civilian accidents, the most hazardous day of the week is Tuesday. Note how this applies to HANG . . . especially for CAMRON, this is the first workday of the week.
- * From the civilian standpoint, March is the most accident prone month while January is the hazardous month from the military side.

"Most accidents and other wasted resources are the result of inefficient management." Safety is an integral part of every activity in HANG. Your supervisor's concern to do the job will always be prefaced with some safety consideration.

From a personal viewpoint, it is important that all Guardsmen be physically and mentally ready to perform by taking care of the basics in rest, nutrition, and exercise. You play an extremely important part of the HANG Safety Program.

154TH MAINTENANCE TROOPS "SAVE" ALASKANS IN GUAM

"An F-4E aircraft is grounded in Guam!" An urgent call with this message, and a request for support, was received on Saturday, 20 January, from PACF Headquarters. An F-4E aircraft, enroute from the Far East to Elmendorf AFB, Alaska had developed engine problems and was stranded in Guam.

Due to the similarity in aircraft and close geographical location, the 154 Consolidated Aircraft Maintenance Squadron was asked to support this critical repair mission. Within hours, required maintenance specialties were identified and personnel queried for volunteers. By Tuesday morning, 23 January, TDY orders had been typed, necessary parts and tools gathered and plane reservations made.

MSGt Thomas M. Sato headed the repair team. Accompanying him were TSgt John S. K. Chun, a jet engine specialist, and SSgt Steven D. Shideler, a weapons mechanic. Together, they left for Guam early Wednesday morning at 0145 hours. Upon arrival at Guam, they troubleshot the grounded aircraft and discovered the problem. An inoperative Temperature Amplifier Control was replaced. The repair team returned to Honolulu on Sunday, 28 January. All in all, a productive exciting week. To quote a PACAF maintenance Staff Officer, "If you (Air Guard) hadn't agreed to support us, that F-4E aircraft would have been grounded in Guam for a month."

CAM NEWS

Jognuts, MSGT KEN MORIMOTO of the Egress Shop runs from the Guard area to his hon in Palolo--a total of 15 miles one way. He runs this course once a week; KEN mentioned it's the heavy traffic that slows him down--he runs the course in just over two hours. . . Steady daily joggers are CMSGT BOB CHOI, MSGT GARY FUJII, TSgt DICK KUDO, DAVID LEONG, JOHN WAHINEKAPU and LARRY KAULEINAMOKU--they would rather run than eat? Both GARY FUJII and JOHN WAHINEKAPU ran in the December's marathon as did KEN MORIMOTO. . . They didn't finish 1st or last, but they were within the 6,00 or so runners that finished the course. . . SMSGT ART LEE, MSGT BENNY GOO, GORDON MARTIN and TSgt MEL IGE play golf at Hickam Golf Course at least once a week after work...They call themselves the "Frustrated Foursome". .

(Con't on next page)

CAM NEWS Con't

TSGT's BILL PIMENTAL and GAYLEN YAMADA, both CPR instructors, journeyed to Maui and the Big Island to train other Air Guard personnel to become CPR instructors. . . Both BILL and GAYLEN are considered the best on the island and will be glad to provide classes to interested groups. . . The WAF population in the CAM Squadron is growing--we have 11 gals assigned. 1stLt SALLY HALL oversees the Field Maintenance Branch. One of the top musicians in the HANG Ohana and a superb engine mechanic is MAMO MCCALLUM; she turns the nuts and bolts together with GAY ROSS in the engine shop--both gals are top mechanics according to their boss. . . Next door to the engine shop, ALC YVETTE VIERNES is considered a very sharp sheetmetal specialist, repairing all that dented aircraft metal...Another gal, LOVENA PAO, is a hydraulic Shop Specialist and will not take any "Ole Line", get it? . . . Dealing in a more sophisticated line of work with the aircraft navigational system is SGT MELISSA REYNOLDS, tall and blondish...The administrative section of the CAM Squadron has four gals, SGT's YVETTE MIRAFLORE, CAROL KEANINI, ALC HELEN ELSEY and BRIDGET CORCORAN; these gals handle all the paperwork for the entire squadron and they are the sharpest...Lastly, SGT BERNICE PHARR, the only full-time technician works in the plans and scheduling office for maintenance control; besides doing her job in the office, she is one of the tope hula dancers in the HANG Ohana. . . Who said anything about equality among men and women? The Ole Man" says, "Send me more as long as they can handle". . .No Ka Oi gas, No ka Oi!

And finally. . . .Congratulations to new MSGT's JAMES YAMAMOTO and THOMAS HIRAO and TSGT URBAN CAIRES. . . Too SSGT JIMMY WILLIAMS for re-enlisting. . .If every morning you notice a bunch of guys bending over like birds feeding, your guess is correct--except that they are not eating. They are picking up FO, better known as foreign object--these FO's range from tiny wires to washers, nuts and bolts, rocks, etc, that can heavily damage an engine, causing removal, or even change. . . Not only the mechanics do this, but also the staff personnel, i.e., administrative, maintenance control, training, analysis and program mobility people. . . Maintenance people believe in sticking together by picking together. . . You've heard about the regular active duty people assisting the Guard or Reserve forces in doing things; well now, just listen to this--Presently in the engine shop the U.S. Coast Guard has a jet engine similar to ours in work. It appears their ship, the USSCG MELLUM had engine troubles and because there were no facilities on Oahu to work on the engine, they brought it to the Guard area. Even with no experience on how to repair this type of engine, and the fact that they also had no tools, repair manuals, or parts our capable engine staff is doing everything they can to assist the Coast Guard in repairing this engine...Together with this engine work another call came in from PACAF requesting support to repair an F-4E belonging to the Alaskan Air Command--the aircraft had engine afterburner nozzle fluctuation problems and was stranded on Guam. The CAM Squadron sent their expert troubleshooting team of MSGT TOM SATO (aircraft mechanic), TSGT JOHN CHUN (jet engine specialist) and TSGT STEVE SHIDLER (expert weapons mechanic). These 3 mechanics repaired the temperature amp control and got the bird operational to fly back to Hickam AFB in less than 2 days..Also over 40 personnel from the 405 Combat Logistics Support Squadron (AFRES) Hill AFB, Utah are doing their annual training at Hickam. Of these, about 13 maintenance people will be working with the CAM Squadron assisting in the Field Maintenance area. . . Comments from the personnel, "We lucky we came to Hawaii"...Thus another chapter is closed on the good deeds of "The Best in the West". . . The aircraft maintenance personnel of the Hawaii Air National Guard . . . "NO KA OI!"

WHAT'S UP AT SUPPLY

There must have been an overdue cupid buzzing Base Supply recently. Within a span of about a month and a half, he has managed to score 4 marriages. Hitting hard on our els branch, he zapped 1Lt KEITH KUNICHIKA, TSgt DUNCAN VIERRA and SSgt GLENN SUGAWARA. Also getting caught in the salvo of cupid's arrows was Sgt LOUISE LUM, formerly LOUISE SHARPE. Congrats and best wishes to all. . . Along with a rash of weddings, we also celebrated some well deserved promotions within our ranks. Sporting new stripes are TSGT's NEVIN "APPLE" HARADA, LINO FERNANDEZ IV, PAUSTINO "FORKLIFT" RIVERA and EDDIE "CHINESE COOK" HEE; Sgt LOUISE "SISTA" LUM; and not to be outdone, STEPHEN TAKASHIMA pinned on his new captain's tracks. Once again, congrats to all. . . We're happy to extend our welcome home and welcome aboard to two admin types at base supply. Returning home from Keesler AFB are AB DIANA LEWIS and ANNETTE GAGARIN. Beauty and Talent abound at base supply. . . If the Chinese aren't doing laundry or making money, then they must be cooking. And EDDIE HEE falls nicely into the latter category. At a promotion party held for the above mentioned, he conjured up a meal that made eyes tear, taste buds salivate and stomachs satisfied. EDDIE, using his trusty traveling wok, blended the likes of hum ha (fermented shrimp), pork, squash, watercress and eggplant into a fantastic dish that didn't sit in the serving plate too long. Just when the guys and gals were about to lick their plates, out came the steamed kumu with lup chong (chinese sausage). It was a sight to behold and better still, a taste to enjoy. Even the flies never had a chance. Base supply will never starve. . . that's all from base supply for now

IT'S A DOG'S LIFE - THE SUPPLY MAN

The supply man is considered as the Watch Dog of the Material Dollar--as such, he:

- Must perform as a Dalmation in chasing and putting out fires and shortages.
- Is thought of as being as frugal as a Scottish Terrier in conserving funds.
- Acts as tenacious as an English Bull Terrier in getting reparables turned in.
- Must be as watchful as a German Police Dog in the security and safeguarding of his warehouses and pilferable items.
- Must be as lean and mean as a Doberman Pinscher with scroungers and spongers.
- Is fastidious as a French Poodle in maintenance of his warehouse and work areas.
- Locates lost and unidentified items and ferrets out excesses like a Dachshund.
- Must be agile and quick as a Greyhound to be responsible and responsive to his customers or to avoid stones in his direction.
- Appears to a few as a St. Bernard, bring a thimbleful of relief when a gallon is needed, life-saving, but not very satisfying.
- Is thought of by his airman as a Boxer, only with First Sergeant stripes.
- Must give the intellectual, aristocratic and scholarly appearance of a Russian Wolfhound when being studied by research organizations.
- Grabs onto other bases' excesses like a pack Rat Terrier when a sensible and authorized requirement exists.
- Must occasionally act like a handlicking, foot-kissing Puppy with his temperamental secretary (civilian-type).
- Appears to his Commander as a Mastiff--slow, dull, a large consumer, a wastrel of personnel and dollars, and non-productive.
- Looks like a woeful Basset when confronted by the IG and GAO.
- Looks like a Pug to his customer; in spite of: Allegations as to his maternal ancestry, starvation of plans and programs, keeping him in the dark and cold, he still performs like Man's Best Friend--a dog. But a Setter he can never be.

(Furnished by CMS Robert R. Hann, NYANG, NCOIC, SBSS/LGSP)

CLINIC SCHEDULE DURING UTAS

The 154 USAF Clinic is tasked to provide medical support for all HANG personnel. In order for this support to be effective, the following schedule should be strictly adhered to by all. Personnel must call before coming to the clinic; otherwise, immediate attention cannot be guaranteed. Phone: 449-2461.

SATURDAY:

0730 - 0830	Sick Call
0730 - 0900	Clinic Training
0900 - 1000	Weight Control Program Hearing Conservation Program Clinical Tests, to include: driver eye tests, solvent exposure, etc.
0900 - 1100	Immunizations (Bring Shot Record)
1000 - 1130	Physical Examinations
1300 - 1600	Physical Examinations

SUNDAY:

0730 -	Formation
0800 - 0830	Sick Call
0830 - 1130	Physical Examinations
1300 - 1330	Commanders Call
1330 - 1430	Immunizations (Bring Shot Record) Weight Control Program Hearing Conservation Program Clinical Tests, to include: driver eye tests, solvent exposure, etc.
1430 - 1600	Training/PT

Physical examinations are by appointment only and should be scheduled as far in advance as possible. Phone: 449-6934.

Emergencies will be tended to any time. Phone: 449-9235.

DISPENSARY DOINGS

M*A*S*H goes to Maui! International and neighbor island missions are keeping the clinic busy. A medical support team from 154th USAF Clinic will be going to Maui and Hilo on the weekend of 10-11 March.

In June, three clinic personnel will take part in Combat Sage operations in the Philippines. There will be another mission to the Philippines in November 1979. Between six and ten clinic people are expected to take part in that deployment.

Safety-gram



TARGET '79



This special supplement to the February "Kukailimoku" is included for your use. Please share it with your family after you've read it.

The "national average" for work-related back injuries is about one in five. Unfortunately during the past two years we've beat the average! In 1977, we had 14 back injuries in 58 mishaps (24%), and during 1978 we had 16 out of 50 for 32%.

A couple more "gee-whiz" numbers--in 1977, 77% of our lost time was attributed to "the back". Get this, it was 95% in 1978! To be totally frank with you we can't "stand" much more of this.

A bad back does more than get you a couple extra days off. If you've never hurt your back ask Reggie Chun (Missile Shop) and Dave Leong (Engine Shop) what it feels like to bend the wrong way just "once." The result could run from simple discomfort to excruciating pain and traction. The impact on you and your family could be as dramatic--economic immobility as well as physical immobility.

We all get older (every day!) and become increasingly vulnerable to back problems, so let's put a little prevention in the first cup of coffee after arriving at work. Supervisors, how 'bout five minutes of stretching exercises first thing in the morning? That should loosen you up after that car ride and get you ready for a day's work or play (depending on how you look at it!).

A note of caution, if you haven't done any stretching or exercising for quite a while, take it easy! And if you have any back pain, see a doctor before you do any exercises.

More on this next month.

KENNETH P. WICKS, Major, HANG
Chief of Safety

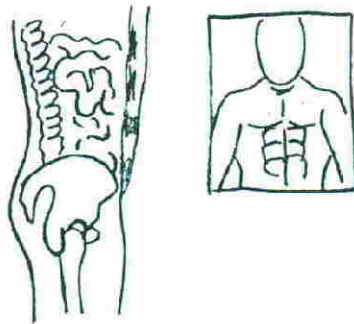
FOOD FOR THOUGHT

Don't Let Back Problems Put You Out of Commission

Have you ever had a back injury? Have you set yourself up for one by being out of shape? What can you do about it?

Back injuries are a major cause of lost-time injuries and prevention of back injuries is an important subject for two very good reasons. (1) It could happen to you. About one in five work injuries is back-related (2) Back injuries are extremely costly. In many cases, back injuries account for about 50% of lost time and about 50% of the medical costs due to work injuries. So it is just as important as ever to address your thoughts to back injury prevention. Why are backs such a problem? Why do back injuries happen?

WEAK MUSCLES



A basic knowledge of muscles and how they work will help you understand back strains and injuries. Oddly enough, weak abdominal muscles cause more back problems than weak back muscles.

Strong abdominal muscles can help your back in two ways. (1) They hold your abdomen and keep it flat, preventing the lower back from swaying forward. (2) These muscles press against the abdominal contents, which, in turn, press backward against the spine and give support.

Therefore, with weak abdominal muscles you get a swayback and weak joints and lose valuable support for the spine. Consequently, you're set up for a back injury.



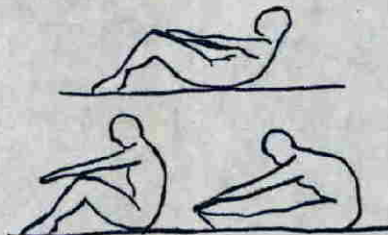
Muscle weakness is normally attributable to lack of exercise, but it also results from stretching due to overweight. For example, a pot belly stretches and weakens the abdominal muscles and is a primary cause of a swayback. Extra weight not only stretches muscles but also adds to the load on the back muscles and joints.

You can do two things to help prevent back injury--keep your weight down and keep your abdominal muscles strong. A physician can help you with a weight-loss plan.

STRENGTHENING ABDOMINAL MUSCLES

To build up muscles in the abdomen:

1. Do sit-ups. Start with the knees straight or bent. Bend them if you feel back pain with legs straight. Do six to 10 sit-ups a day. Gradually increase the number until doing the exercise causes undue strain.
2. If you are quite weak, do half sit-ups (with knees bent), raise your head and shoulders, and touch your fingers to your knees. Again, repeat this action six to 10 times.



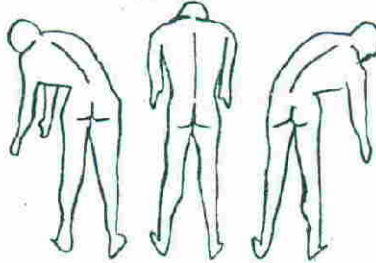
The above illustration shows three progressive steps. Use one method, then gradually move to the next. Avoid undue strain. If you have frequent pain in your back, see your doctor before you start doing exercises.

WORK POSITION STRAIN

Any job requiring you to sit or stand partly bent over, in a fixed position for long periods of time, may cause work position strain. Holding the back in a fixed position, for instance bent over at 60°, takes much greater muscular effort than moving the back up and down repeatedly. The result is muscle fatigue. This causes temporary weakness and loss of control of movement.



You're prone to injury from sudden pulls and heavy lifting. You're also more likely to suffer injury later on as chronic strain develops and the muscles become less tolerant of strenuous activity. Standing bent over and reaching directly forward puts strain on both sides of the back.

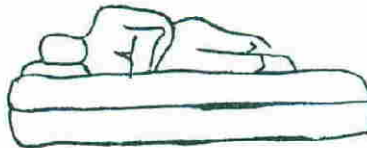


Bending over on one side puts strain on the opposite side. For example, bending to the right puts strain on the left. The most obvious remedy is to lower your standing or raise your work level.

If this is impossible stand erect in a relaxed position every chance you get. Also, clasp your hands behind your head and bring elbows backward into a comfortable position. Another exercise to relieve fatigue and strain is to bend all the way over so your back is in a horizontal position while resting your forearms on your thighs. While bending over part way causes strain, bending all the way over relaxes the muscles.

Resting these muscles at home is important too. Here are some suggestions:

1. Sit part of the time in a straight chair which gives your back support. Slouching in an easy chair may actually put strain on back muscles.



2. Sleep on a firm mattress. If yours isn't firm, put a 3/4 inch piece of plywood between the mattress and the springs.

3. Sleep on your side or back with your knees drawn up comfortably. Use a pillow under your head to keep the neck straight when sleeping on your side.

MAKING WRONG MOVES

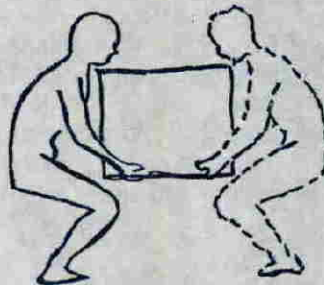
Being in good shape and avoiding or relieving work strain lessens the possibility of back injury. You're still vulnerable, though, if you're making the wrong moves. This is a common cause of back injury.

For years, great attention has been given to safe lifting techniques, yet there has been little reduction in the numbers of back injuries. A survey of a large number of industrial workers shows that no one method of lifting has been adopted by a majority. In fact, the most widely taught method of lifting, from the full squat with the back erect, has been the least used and accepted. Rather, workers vary their lifting technique with such factors as the size, shape and weight of the load, its height from the floor, and the available work space.



It is wisely recommended that the worker assume the most comfortable and least strenuous position. Usually, this means the back is inclined forward somewhat and slightly bent, and the legs are in a partial squat. Besides assuming the most comfortable and least strenuous position, you should follow these rules of good body mechanics when lifting.

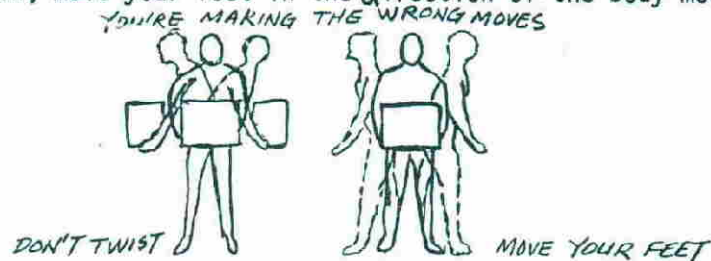
1. Lift smoothly and with sufficient speed to prevent prolonged handling of the load. Avoid sudden pulls with the arms and back.
2. Lift with the object directly in front of you. Avoid reaching across to one side and lifting with the body in a twist.
3. Keep the object close to your body. Lift less bulky objects between the legs. Avoid reaching a distance in front of you and lifting from that position.
4. Keep your body in good shape and prevent or relieve work position strain.



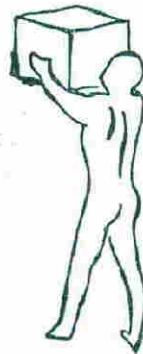
It's a greater strain to lift and carry a heavy, bulky object than a heavy, small object because a bulky one is awkward to handle and could result in an uncoordinated strain. Also, the center of the weight of a bulky object is farther from your body so a greater effort is required to lift and carry it. Get help when lifting and carrying heavy, bulky objects.

Always keep the load under control, especially when lowering a heavy object to the floor. Often there is less control when one lowers an object. Keep the load under control and lower it slowly.

Moving an object from one side of the body to the other, with the body in a twisting motion, is another problem situation in order to avoid a quick twisting motion, move your feet in the direction of the body movement.



Lifting overhead or lowering an object from overhead also poses a problem with load mobility and control. Handle only light objects overhead, and stabilize your stance by spreading your feet, putting one foot forward.

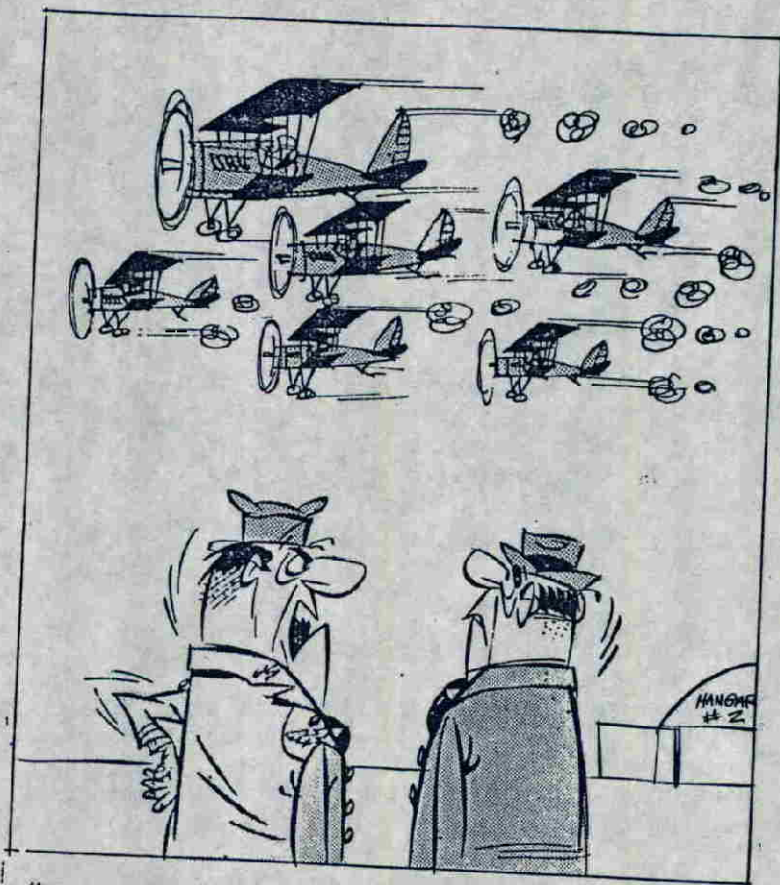


In summary, here are some important points to remember.

1. To prevent back strain when you're out of shape, lose excessive weight and strengthen abdominal muscles.
2. To prevent back injury when you have work position strain, raise the level of your work or, if this is not possible, do back-straightening exercises frequently during work and get adequate rest at home.

3. You could be making the wrong moves when you're lifting heavy objects. Here are some rules to follow:

- a. Lift from the most comfortable and least strenuous position.
- b. Lift smoothly and fast enough to prevent prolonged handling of the load.
- c. Lift with the load directly in front of you.
- d. Hold the load close to your body.
- e. Avoid lifting and carrying heavy, bulky loads.
- f. When lowering a heavy load to the floor or moving it from one side of the body to the other, keep the load under control.
- g. When handling a heavy load overhead, use a stable stance.



"NO, THAT'S NOT AN ANTIQUE FLYING CLUB,
THAT'S OUR AIR GUARD SQUADRON."

SNOW COUNTRY F-4's VISIT HANG AT HICKAM

By Maj Gr Pillgrim

Those two strange F-4's sitting on the HANG ramp are visitors from Fargo, ND. They arrived cross-country Friday as leaders of the famous "Happy Hooligans" of the 199th Fighter Interceptor Group, ANG, testing the cross-country wings of the recently acquired F-4D's.

Although the purpose of the long (7 1/2 hrs) trip was to check out -country capabilities of the birds, the four crewmembers did bring in a special payload. . . a 20-pound polyethylene bag of North Dakotan snow crammed with four six-packs of mainland beers, including Schmidt, a brand quite foreign to these sunny climes--it's slogan "The Brew that Grew with the Great North West".

The North Dakotans were greeted by 154th Composite Group Commander, Colonel John Lee, Senior Air Force Advisor Colonel Leon Johnson and 326th Air Division Commander, Colonel Bob Johnson. The group was warmly welcomed by a large contingent of men and women from the 154th...including Sgt Jackie Jakahi and A1C Larnette Phillips from CBPO who draped red carnation leis around the necks of the four flyers and planted traditional aloha kisses on their bewhiskered cheeks.

The four happy visitors are: Colonel Alex MacDonald, Commander, 199FIG; LtColonel Wally Hegg, Commander, 178 FIS; and WSO's Captain Roger Hanson and Captain Ron Saeger.

After the welcoming ceremony, local Guard members plunged into the snow - after deftly removing the beer - and fell to forming home-made shave ice cones. This quickly deteriorated into a snowball fight, with members hurling snowballs at each other across the hot and sunny ramp.

The two crews and their birds are scheduled to return to Fargo, Monday.

ROYAL GUARD ELECT BOARD MEMBERS

The Royal Guard held an election during the December UTA to fill vacancies in the governing Ko Moi Board. Members elected to the Board were: MSgt Moses Timball, 154 CEF; MSgt Ronald Cozo, 154 CAM Sq; TSgt Lennox Cockett, Hq 154 COMPG; TSgt Norman Kawamoto, 199 TFS; SSgt Alvin Naumu, 154 Supply Sq.

A general meeting of the Royal Guard will take place in the mess hall at 1400, 4 Feb 79. All members interested in joining the Royal Guard are urged to attend the meeting.