

KUKAILIMOKU



154th Tactical Fighter Group

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—THE MEI IS COMING—

The Air Force must have an inspection system that is dynamic and responsive to changing Air Force missions and needs. More ever, since inspections reach into a every field of Air Force activity, it must be used withthe utmost effeciency and effectiveness.

The 154th TFG Management Effective Inspection, MEI for short, is scheduled for 10-11 June drill. One of the areas which will get much attention will be hair cuts, uniforms (polish those shoes!) and military courtesy. And it is strongly reccommended that you look over the last MEI report to be sure those discrepancies reported don't get repeated attention of the inspectors. You can be sure that prior to visiting the 154th, they will review last years report and will check if corrective measures have been taken.

Management Effectiveness Inspections are simply the old "General Inspection" under a new name. They are also a command responsibility and although they vary in scope and depth from command to command, they are primarily a unit-level inspection to determine management effec-tiveness. The frequency and method of notice of MEI's is the preroga-tive of each major commander, in our case, PACAF. As a general rule, weak or defient units are inspected more frequently than well-managed units.

To assist you in understanding the inspector's role, we have re-printed "The Inspector's Code" elsewhere in this publication.

The 154th Tactical Fighter Group is a damn good outfit. Let's prove it to PACAF inspectors 10-11 June 1978!!!

SECURITY POLICE ACADEMY NOMINATED FOR VFW AWARD

The Air Force Security Police Academy, Lackland AFB, Tex., has been nominated for the 1978 Veterans of Foreign Wars Armed Forces Award. The Award is presented annually for outstanding contribu-tions to national security. The academy trainind more than 18,000 men and women in combat skills, security and law enforcement for the Air Force, Department of Defense and other government agencies.

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154TH WING

HISTORY OFFICE

FILE # 2.98.187

THE INSPECTOR'S CODE

The inspector is a mature professional, extremely well qualified in his specialty and related fields. He keeps abreast of his field and the "state of the art."

The inspector's approach emphasizes assistance to the inspected unit. It is objective, yet it establishes a rapport that gains the trust and respect of all people with whom he deals.

The inspector has the "big picture" and relates his findings to it. Since he deals in facts, he is not swayed by half-truths, distortions, or specious reasoning. He firmly threads any verbal maze to get at facts. With tact and reason he appraises each situation—appraisals marked by thorough and logical analysis. He aims to see how well the unit accomplishes its mission—how well it attains what present policy and directives say it should.

The inspector teaches as he inspects. His methods assure that, as each area is inspected, the unit understands what is wrong and how to make it right. The inspector looks beyond deficiencies to their causes. He explains these causes thoroughly so action can concentrate on them rather than on the deficiencies they spawn.

The inspector speaks and writes clearly. His briefings during and after the inspection encourage discussion that enables others to see the deficiencies and their causes from every side. Then, when he sits down to write, his report will be clear and concise. What's more, it will follow his briefings closely, and contain no "surprises" for the commander.

The inspector is incorruptible—a man of his word. He puts facts in proper perspective, shunning any philosophizing or rationalizing. He knows he can best help the commander by giving him facts revealing the status of the command—outstanding practices as well as the specific causes of deficiencies. For these are the clay from which is molded improved unit and Air Force effectiveness. ■

DOT INVESTIGATING FIRESTONE STEEL-BELTED RADIALS

The U. S. Department of Transportation is investigating a safety-related defect involving Firestone 500 steel-belted tires. The investigation is the result of over 500 reports from consumers indicating blowouts, out-of-round tires, and tread separations in tires manufactured by Firestone. Anyone experiencing premature tire failure with Firestone or any other brand of steel-belted radial tire is urged to report such failures to: National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, DC 20590. Toll-free telephone number is (800) 424-9393. People in the metropolitan area of Washington may call 426-0123.

DIS-N-DOT
Major Eddie Anderson

SOMA SHOP: MSgt Wayne Soma has opened his "Soma's Sport Shop" in the Moanalua Shopping Center, next to the Post Office. His store specializes in Athletic Footwear. Hours: 9 am to 5:30 pm, until 7 pm on Thirsdays...BEWARE OF NEW POLICY: The Navy Exchange established a new policy on 13 March that will necessitate stamping your earning statement upon entry, whether you make a purchase or not...Noted in the 15th ABW Bulletin. "SHIPMENT OF HANG GLIDERS: Hang gliders are considered within the same classification as manned gliders or manned airplanes and are prohibited from shipment at government arrangement for Air Force personnel." (My comment: I don't know what bureacrat thought this one up, a hang glider folds up to approximately 15' long and 1' in diameter!)...UTAH CONVERSION: Uth Air Guard is giving up those KC-97's and has taken delivery of its first KC-135 recently. The "new" big bird is for Hands-on training. It shouldn't be too long before we're taking fuel from the Utah ANG fuel stations in the sky...PAU FOR NOW!

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SUPPLY SQ. HAPPENINGS

If you see a dazed and red eyed Captain in the Fuels Management Office, its Capt. Allen Shinsato. He is a proud father of a baby girl, who keeps him from his once peaceful sleep. His daughter was born on 24 March 1978 and she weighed 8 pounds 2 ounces.

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That new 2nd Lt in the Fuels Management Office is Lt Keith Kunichika. Lt Kunichika was commissioned through AMS in Nov 1977. He attended Fuels Management School in Chanute AFB, in Feb 1978. He is a graduate of University of Nevada-Las Vegas. His father is a Colonel in the Air Force. Lt Kunichika is also the nephew of Col Richie Kunichika, HANG Director of Operations.

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CIVILIAN AIRCRAFT ASSISTED TO SAFE LANDING

Yesterday morning, our sister unit, the 169th Aircraft by HANG Control and Warning at Wheeler Field, assisted a lost Cessna to a safe landing after the aircraft became lost and reported "low fuel" on a flight from Los Angeles.

The FAA alerted the 169th controllers who scanned the scopes. A slow moving blip was seen 186 miles North-East of Kauai and a navy plane was dispatched to take a look. The "blip" turned out to be the Cessna.

The 4-engined Navy plane from Barbers Point guided the plane toward Oahu and the Cessna made an emergency landing at the Dillingham Field at 12:48 pm "with the tanks almost empty."

Good Show, you guys!

DOT INVESTIGATES CAPRIS, MONARCHS AND GRANADAS

WASHINGTON (AFNS)--The U.S. Department of Transportation (DOT) is investigating gear shifts levers in 1971-78 Mercury Capris with manual transmissions and power steering control valves in 1975-77 Ford Granadas and Mercury Monarchs.

The department's National Highway Traffic Safety Administration (NHTSA), the federal motor vehicle safety agency, said the gear shift investigation involves two separate types of manual transmission levers used in 350,000 Mercury Capris.

Depending on the type used, the gear shift lever may break due to fatigue, or the lever may separate from the transmission, coming out in the driver's hand. In either case, the driver will be unable to shift gears.

Failure occurs while shifting, and often when the transmission is in neutral, thus preventing the vehicle from moving.

Second investigation involves the power steering control valve on 1.5 million Ford Granadas and Mercury Monarchs. The federal safety agency has received complaints concerning a steering problem in which the vehicle wanders, requiring drivers to continually make steering corrections to stay in the proper lane.

Anyone experiencing these problems should report them by writing to the NHTSA, 400 Seventh St. SE, Washington, DC 20590 or by calling toll free (800) 424-9393 (Washington, DC).

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B-52 AVIONICS TO BE UPDATED

WRIGHT-PATTERSON AFB, Ohio (AFNS)-- The Air Force plans to award a contract in June for modern avionics for the B-52G and H model aircraft.

The contract will mark the first update of offensive avionics on B-52Gs and Hs in 20 years. The B-52's new avionics will improve the bomber's weapon delivery capability, increase the reliability of electronic subsystems with reduced operations and maintenance costs and harden those electronics to nuclear effects.

The major avionic subsystems in the program include computers for navigation and weapon delivery, a common strategic radar being developed by Air Force Systems Command, attitude heading reference system, radar altimeter, terrain correlation, controls and display, radar modification, a high accuracy inertial navigator, data transfer unit and fask bulk storage.

Retrofit and fleet modification of B-52G and H model aircraft is scheduled to be completed by late 1986.



Check Your Home Safety Sense

HOW SAFE are you at home? Maybe not as safe as you think when you consider these facts:

- Each year four million people are permanently or temporarily disabled due to home accidents.
- Only motor vehicle accidents kill more people than accidents in the home.

You can do a lot to reduce the chance of an accident involving you or members of your family. Use this list to check out your home and your family's safety habits and attitudes. If you can't check off nine out of ten of the questions, your home contains some unnecessary risks. Start correcting them immediately, if not sooner.

—Family Safety, Spring 1977
National Safety Council

Garage and Driveway

1. Is your garage well-lighted with switches at the doors?	
2. Is your garage in order — tools in place, flammable liquids stored in safety cans?	
3. Do you always keep the garage door open while running the car engine inside?	
4. Do you inspect lift-up garage doors regularly for safe operation?	
5. Do you check the area around the car before backing?	

Living Room, Family Room, and Bedroom

1. Is there good lighting in heavy traffic areas and night lights in bedrooms of children and elderly persons?	
2. Do you keep traffic areas and exits clear of furniture, obstructions and tripping hazards?	
3. Is there a lamp within easy reach of each bed?	
4. Do you have nonskid backing on small rugs and avoid using them at the top of stairs?	
5. Is there a screen in front of your fireplace?	
6. Are there plenty of wall outlets for lamps and appliances to avoid octopus connections?	
7. Do you use large, deep ashtrays and never smoke in bed or when you're likely to doze off?	
8. Are firearms secure in a locked rack or cabinet and ammunition stored separately?	
9. Do you have smoke detectors or similar protection to alert occupants in case of fire?	
10. Do you have a family escape plan in case of a fire?	
11. Are all glass doors taped or otherwise made obvious?	

Bathroom

1. Are there nonskid mats, decals or textured surfaces in tubs and showers?	
2. Do you make sure that electrical appliances are never used in the bathtub?	
3. Do you have medicines clearly labeled and read the label before taking any medicine?	
4. Are medicines locked up or safely stored out of reach of small children?	
5. Are there night lights in bathrooms for children and elderly persons?	
6. Do you avoid using aerosols near open flame or when smoking?	

Outside

1. Are garden tools returned to their storage racks after use?	
2. Do you get help for heavy or difficult jobs?	
3. Are broken walks and driveways repaired promptly?	
4. Do you keep children and pets a safe distance away when operating your power mower?	
5. Do you shut off the mower when cleaning, adjusting or emptying the grass catcher, and never refuel when the motor is hot?	
6. Are children's swings, slides and other outdoor play equipment maintained in safe condition?	
7. Do you keep ladders in good shape — replacing loose rungs, worn ladder shoes and frayed ropes on extension ladders?	
8. Is the yard kept clear of broken glass, nail-studded boards and other litter?	
9. Do you use extra care putting up screens or storm windows when you're on a ladder, especially in windy weather?	

Workshop

1. Is the workshop well ventilated and work areas well-lighted?	
2. Are paint thinners and solvents kept in metal cans?	
3. Do you keep tools out of reach of small children?	
4. Do you make sure extension cords are the right capacity for the wattage of the tool on which they are used?	
5. Are tools properly grounded if they are not of the double-insulated type?	
6. Are power tools disconnected or switches locked when not in use?	
7. Are power tool guards kept in place?	
8. Do you use safety glasses when drilling, sanding or doing eye-threatening work?	

WORDS THAT
MAKE AN
ACCIDENT
PREVENTABLE



WELL, they don't always make an accident preventable, but they can be a tipoff that a driver wasn't giving 100 per cent safetywise.

Have you heard ...

"I assumed ..."

"I didn't expect ..."

"I had the right of way."

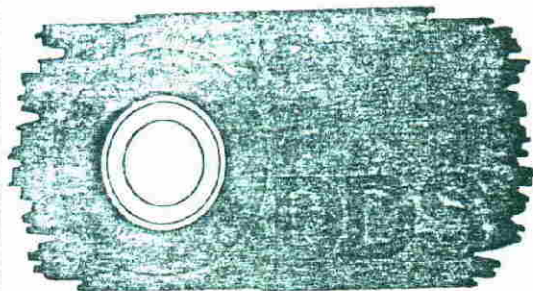
"Nine times out of ten ..."

"The other driver got a ticket."

"The officer asked some questions and said it wasn't my fault."

"It happened so fast I couldn't take any kind of action."

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THE ODDS of surviving an automobile accident depend a great deal on the speed you're driving. Statistics from the National Safety Council indicate that your chances of living through an accident while going 71 miles per hour or faster are no better than even money.

And if you do survive, you'll probably be arrested for exceeding the national 55 mph speed limit.

If you slow down to 61 to 70 mph, you're still breaking the law, but the chances of escaping death rise to 7 to 1 in your favor. They're 31 to 1 in your favor if you're doing 51 to 60 mph.

By the time you're down to 41 to 50 mph, you're probably getting honked at if you're on the highway, but the odds you'll survive a crash are up to 88 to 1, and at 31 to 40 mph, they're 97 to 1.

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THREE UNREPORTED ACCIDENTS =
Danger.

Three relatively minor accidents happened at the 154th recently which could be the beginning of a deadly pattern.

First: Someone drove over one of three steel poles behind the life support shack, bending it flat in mid-February. No one reported it.

Second: Sometime in mid-March, someone dinged the fender of the drag chute mobile. Again, no one accounted for the accident.

Third: On Friday last April 7, someone hooked up a "mule" and started towing it out of the hanger without first disconnecting the electrical male plug from the hanger wall outlet. Result: The male plug was badly damaged and the electrical box on the wall was almost pulled free! Again, no one said, "Sorry I did it."

Dangerous? You bet! In the case of the electrical plug, if the ground had separated, the next man to use the piece of equipment could have been electrified.

If you make a boob which results in damage to the equipment, say something! We're trying to fix the problem not the blame! Accidents happen all the time. No one's going to hang you for it! But, for the sake of sanity, if you cause an accident, report it!



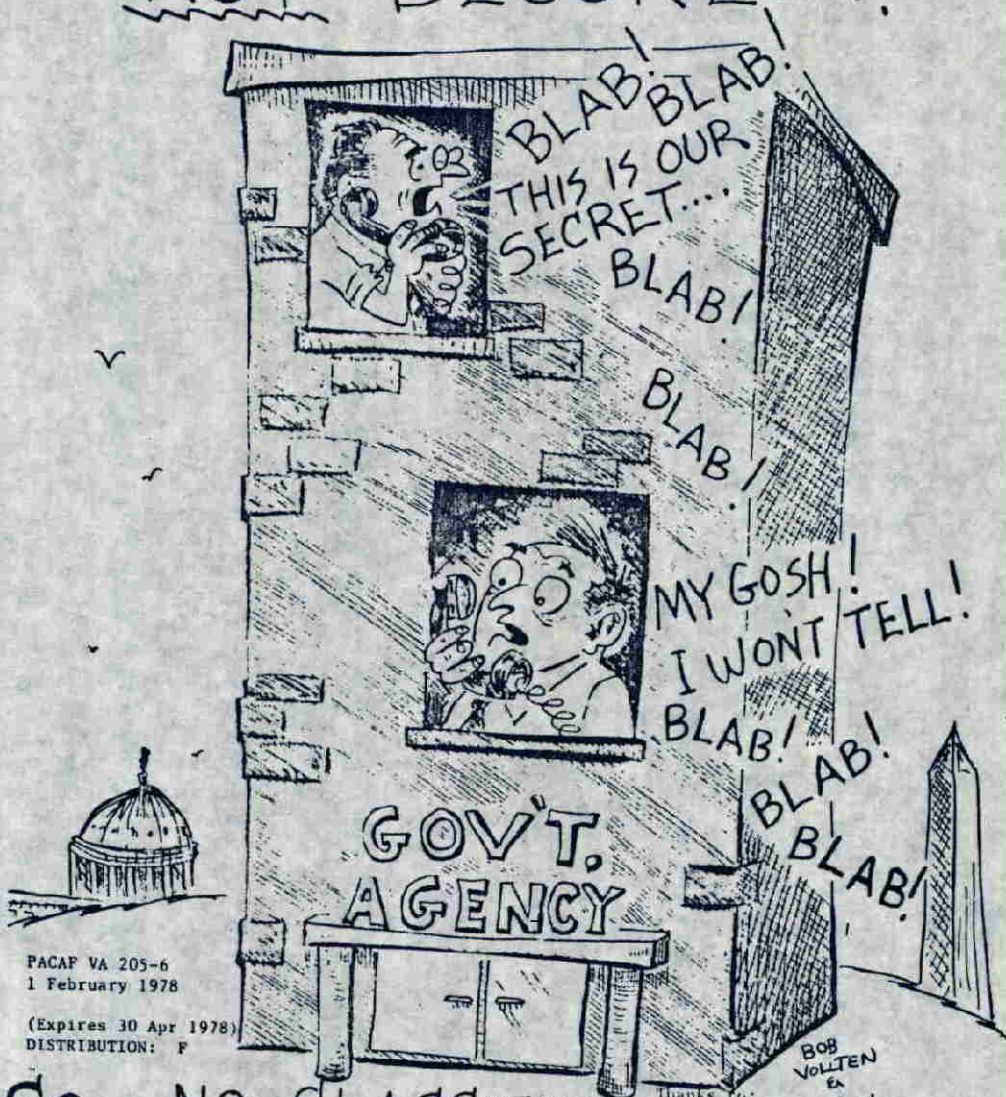
HQ PACAF

SECURITY POLICE

SECURITY

EDUCATION PROGRAM

TELEPHONES ARE
NOT SECURE.....!



So..... NO CLASSIFIED
INFORMATION!

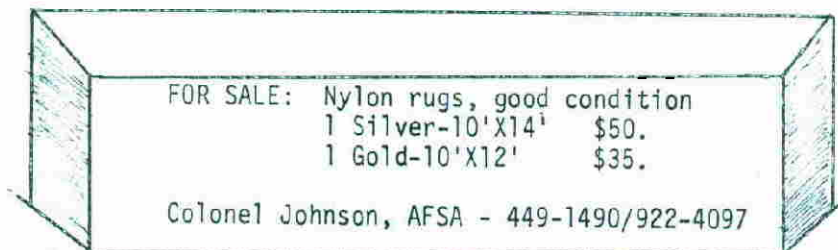
ANG FLYING UNIT COMBAT READINESS

As of 1 April 1978, the men and women of the Air National Guard have achieved an all time high level of combat readiness. 97 percent of all ANG flying units reported their organizations combat ready. Your record 100 percent pass rate for all operational readiness inspections performed in the past 15 months attest to the accuracy of these reports.

These accomplishments are even remarkable when considered in our current environment of limited resources and increasing training demands. Each and every member of the Air National Guard can be justifiably proud of these achievements.

Please extend my congratulations and sincere appreciation to each member of your units for their efforts in making this record possible.

JOHN T. GUICE, Major General,
Director Air National Guard



CONVERSATION



SOME questions were put to a member of an accident review committee . . .

"What's new?"

"You mean new accidents?"

"Yes, are drivers finding new and different ways of cracking up?"

"Not really. Oh, here and there you'll find a freak accident, but by and large they're getting involved in the same old types of accidents."

"For instance?"

"Well, following too closely, the right turn squeeze play, the usual intersection crashes, accidents resulting from going too fast for conditions. The other ones would be just as familiar."

"Why?"

"The traps are always there and there's always a small percentage of drivers you just can't get through to. To them driving's just a job. They've got no pride in what they do. They'd have more than their share of accidents even if they were in another profession. They fall into the traps."

"What kind of reasons do they give? I mean why do they say an accident they're involved in should be nonpreventable?"

"Here again they give you the same stuff we've heard for years. The kind of stuff that never got any driver a nonpreventable. Brake failure—that's a standard alibi. And you know how many cases of actual brake failure there are. He tried to sneak in between my vehicle and the curb. We hear that a lot. And some drivers seem to think 'lost control' will get them off the hook. Drivers who have accidents are dumb."

"Maybe there's a message there."