

154 WING



MISSION

The 154 Wing (WG) is a composite of functions and activities forming an umbrella organization which oversees, maintains, and supports the heart of the Hawaii Air National Guard's (HIANG) first line defense force. Each individual unit of the 154 WG is a capable and professional organization which accomplishes their specific mission in an outstanding manner. The Wing

operates with approximately 1830 military members of which approximately 630 are employed on a full time basis. This ratio of full time and part time manning remains the economic advantage of the United States' ability to maintain an embedded war fighting capability during periods of reduced world tensions.

LINEAGE

154 Fighter Group, 1 Dec 1960

154 Group

154 Wing, Sep 1995

STATIONS

Hickam AFB, HI

ASSIGNMENTS

Hawaii Air National Guard

WEAPON SYSTEMS

Mission Aircraft

C-17
KC-135
F-22
F-15

Support Aircraft

C-130H

COMMANDERS

Col Michael H. Tice, 1994-1995
Col Allen Mizumoto

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award

EMBLEM



MOTTO

NICKNAME

OPERATIONS

The 154 Wing was initially organized as the 154 Fighter Group on Dec. 1, 1960. The six (6)

original units that comprised the Fighter Group were: the HQ 154 Fighter Group, the 154 Air Base Squadron; the 154 Materiel Squadron; the 154 Consolidated Aircraft Maintenance Squadron; the 199th Fighter Interceptor Squadron; and the 154 USAF Dispensary. The Wing saw the transition of the F-86L to the F-102 in 1961. In 1976, a transition was made from the F-102 to the F-4C.

Dec 1961 New Hawaii Air National Guard (HANG) complex was completed for the most part, except for a few facilities such as the warehouse and motor pool. The HANG area, consisting of approximately 60 acres, was originally part of Fort Kamehameha and had been acquired in 1960 by permit from the U. S. Army to the U. S. Air Force. Most HANG operations moved to the new site the first week of December.

HANG receives first F-4C 31 Oct 1975

The last fighter transition occurred in the 1987 with the acquisition of the F-15 A/B. The conversion from the F-4C to the F-15 aircraft was successful due in large part to the guidance and leadership provided by Col. John S.W. Lee (154 Group Commander) and Col. Ritchie K. Kunichika (154 Group Deputy Commander for Operations), Col. Allen M. Mizumoto (Deputy Commander for Maintenance) and Lt. Col. James K. Iwamura (Deputy Commander for Resources). The unit was able to convert to the newer aircraft on schedule and was also able to continue it's obligation to the 24-hour alert commitment with the 10th Air Division.

June 1980. For the first time in the history of the U.S. military reserve components, training was conducted with Japanese air units from the latter's home soil and in their skies. That distinction belonged to personnel plus F-4C and C-130 of the Hawaii Air National Guard's 154 Composite Group that deployed to Misawa Air Base to participate for a "Cope North" exercise.

Adding to the burden of pilot training was the acquisition of the C-7 to replace the retired C-54. Pilots were required to train on this new aircraft as well. HQ HANG provided two of the pilots for the C-7: Lt. Col. John S. W. Lee and Lt. Col. Ritchie K. Kunichika. The new crews were trained in time to support the new requirements of the reorganization of the 201st Combat Communications Group. The C-7 began making runs to Hilo and Kauai to support and equip the units newly assigned to the neighbor islands.

The Operational Support Aircraft (OSA) years began with meetings and discussions with National Guard Bureau personnel who indicated that a C-130A may be assigned to the HIANG as early as July 1983 and the latest by FY85. A previous plan was generated and developed for conversion to the C-130B to replace our aging C-7. Capt. Wayne Wakeman was initially named as the project officer to spearhead the conversion. As the planning steadily progressed, Maj. Edwin R. Miyahira assumed the task of project officer. Lt. Col. Miyahira is the current Commander of the 204th Airlift Squadron and continues to move the unit towards airlift excellence.

Beginning in 1984. the Operational Support Aircraft Charter members included: Col. Kenji

Sumida, Maj. Edwin Miyahira. Maj. Melvin Honda, Maj. Patrick Tanaka, Capt. Roy Sakata, Patrick Oka, Peter Pawling, MSgt. Edward Uyeda, TSgt. Samuel Wong, Melvin Enoki and Alan Ogata. The initial cadre of 1 flight engineer, MSgt. Edward N. Uyeda; 1 loadmaster, TSgt. Samuel K. P. Wong, and 4 maintenance personnel departed in March for St. Paul/Minneapolis, Minnesota for initial C-130 ground school. Estimated completion date was then set at June 1984. In April, the first group of selected pilots reported to 133 FTD initial C-130 ground school. This group consisted of Col. Kenji Sumida, Maj. Melvin K. Honda, Maj. Patrick S. Tanaka Capt. Peter S. Pawling, and Capt. Patrick S. Oka. At this point, the group was split up for flying training at two different ANG bases. One group went off to the 164 TAG, Memphis. Tennessee and the other group reported to the 139 TAG, St. Joseph, Missouri. Then in May of that year, Maj. Edwin R. Miyahira, MSgt. Edward N. Uyeda and TSgt. Melvin N. Enoki, loadmaster, found themselves at the 133 FTD for initial ground school. Training continued in June, for Capt. Roy Sakata for an initial C-130 ground school. And soon to follow, were Capt. Wayne P. Wakeman, pilot and TSgt. Alan R. Ogata flight engineer report to begin their initial C-130 training at Duke Field, Florida in August. Our first C-130A arrived the same month, manned by a mixed crew from the 139 TAG St. Joseph, Missouri, Maj. Ed Miyahira. MSgt. Edward N. Uyeda and TSgt. Melvin N. Enoki. The aircraft arrived after taking the circular route from Missouri to McChord AFB, Washington, to Elmendorf AFB, Alaska to Adak NAS, to Midway Island to Hickam AFB, Hawaii.

In 1985, the C-130A replaced the C-7.

The C-130 was pressed into service, supporting the HIANG's State counter-drug program. Between normal HIANG missions supporting the geographically separated units (GSU's) and HIARNG, the crews were tasked to support humanitarian missions in American and Western Samoa after Typhoon Val as well as missions to Kwajalein Island after Typhoon Gay devastated the Northern Marshall Islands. In September 1992. our C-130 crews and men and women of the Hawaii Air National Guard were put to the test as Hurricane Iniki slammed into Kauai and parts of West Oahu. Soon after the hurricane hit Kauai. Hawaii Air National Guard members started the long arduous task of loading much needed equipment, supplies and food items on our C-130's which made hundreds of trips to the island. C-130's from California's Air National Guard was the first out-of-state ANG unit to assist in the recovery efforts. The C-130 proved it's worth during the entire operation. The clean-up effort brought members of the Hawaii Air National Guard and Hawaii Army National Guard closer together as they worked for months in helping our Kauai neighbors back on their feet.

The first KC-135 arrived at Hickam soon after the hurricane hit the islands. This marked the beginning of a long activation period for the 203rd ARS.

Then it wasn't until June the following year that demanded the operational support aircraft depart with maintenance personnel for Wake Island to repair one of our F-4C aircraft that diverted into Wake due to a fuel problem. The aircraft was enroute from the Philippines after completing a Cope Thunder exercise. This was the first long range over water mission for the OSA C-130. Crew members included Maj. Ed Miyahira, Maj. Patrick Oka, TSgt. Alan Ogata and

TSgt. Sam Wong. We had to "borrow" a navigator from the 6594 Test Group, Lt. Col. Herb Nakagawa. to help get us there and back. And in August 1985, we assisted the 199th FS and 154 CAMS with multiple airlift sorties in support of the Gun Fire Exercise held at Barking Sands PMRF, Kauai. Along with one other C-130 from the 139 TAG, St. Joseph, MO, we flew 50 sorties, carried 545 passengers and airlifted 89,000 lbs. of equipment and supplies over a two week period.

The US Navy seemed to have received most of our attention throughout 1986, as we airlifted a contingent of US Navy Seabees and 63,000 lbs. of cargo for a construction project for the HIANG at Barking Sands Kauai in June that year. And in September, provided airlift for the Navy Seals from Barking Sands Kauai to Hickam AFB. We also supported the AF Band of the Pacific with airlift to Kona. Then as part of the required inspections, we assisted the 154 CAM/MX shop with their quarterly missile recycles throughout the year.

In 1987, we received authorization to recruit additional aircrew members to support increasing airlift requirements. Capt. Clyde Torigoe, a former F-4C Weapons System Officer (WSO), became our first navigator. The flight engineer section welcomed TSgt. Henry Chang and SSgt Bryan Asato to their ranks. The loadmaster section increased by two more with the welcomed addition of SSgt James Aea and Anthony H Wong, Jr. All of the above mentioned were traditional guardsmen positions.

1988 started off the initial planning stages for the replacement of the C-130A to the C-130H. Coordination for training and familiarization began with the Alaska ANG, Kulis ANGB, AK. And in May, we assisted the Molokai Fire Department by airlifting 41 firefighters to Molokai to help with a large brush fire. We were also tasked to fly fire retardant from Hilo to Maui.

Then 1989 realized the OSA C-103A replacement by the C-130H. The newer C-130H provided a longer range and increased payload capacity. Aircrews were given conversion training by members of the Alaska ANG from Kulis ANG, AK. Aircraft 79-0478 was ferried from the 130th TAG, Charleston, WV., by Lt. Col. Bob Bradley, Maj. Ed Miyahira, Maj. Torigoe, MSgt. Alan Ogata, and TSgt Melvin Enoki. In July, we responded to a request to pickup 66 members and 6000 lbs. of equipment for the 154 CES who were TDY at Kadena AFB, Okinawa. The crew consisting of Lt. Cols Ed Miyahira and Peter Pawling, Maj. Clyde Torigoe, and MSgts Alan Ogata and Sam Wong began the two day trip to get there via Wake Island. The return trip took the crew through Midway.

In April we completed airlift support for the 201st CCG Cobra Gold exercise. The airlift included multiple sorties for mobile communications equipment and personnel from the GSUs that were heading for Thailand. In May we were gearing up to convert from an OSA unit to an Air Rescue and Recovery unit. Scheduled cross talks began with the 129 ARG, Moffet NAS, CA. Then in June, we assisted the 154 CAMS by airlifting 20,000 lbs. of F-15 MSIP parts and equipment from Holloman AFB, New Mexico to Hickam AFB, Hawaii.

This savings added up to \$144,000 of parts and equipment. In September, Lt. Col. Phil Tokunaga transferred from the 154 CAMS to fly with us in the OSA unit. We also completed an

airlift of two F16 engines from Jacksonville, Florida to McEntire ANG, South Carolina. This mission was in conjunction with the HI ANG commanders visit to the National Guard Bureau. Then the big one. Hurricane Iniki hit Kauai with a vengeance on 11 Sept 1992. Lt. Cols Ed Miyahira, and Melvin Honda, and MSgts Alan Ogata and Sam Wong evacuated the C-130 to Hilo to ride out the storm. This allowed for us having the aircraft ready the very next morning to begin flying relief missions for our friends and family on Kauai. On 12 Sept, before dawn's first light, we cranked up the aircraft with 60 HIARNG troops from Hilo and headed straight for Kauai, to arrive at day break.

We provided the first aerial report of the wide spread damage to Kauai. We soon deplaned our first load of emergency relief personnel, and departed for Hickam to begin two months of nonstop relief and emergency support flying. In December, we airlifted emergency relief items in two missions to Kwajalein Atoll, after the islands of the Northern Marshalls were hit by Typhoon Gay. Col. Tom Gresch, a former commander of the 176th TAG, Kulis ANGB. AK arrived to assume the position of Air National Guard Liaison to PACAF/CC. Col. Gresch received approval to continue his flying career with us, adding another source of experience to our unit.

In July 1993, we airlifted the half scale replica of the Vietnam Memorial Wall to Maui for display, which was then later returned to Oahu for display in front of Honolulu Hale. In August, we airlifted members of the US Army Reserve, 100 BN, to Australia in support of PACRES 93. The mission included a stop in American Samoa to pick up part of the contingent stationed in American Samoa. We returned with Army Reserve members from the Royal Australian Army. Crew members included Lt. Col. Pawling, Capt. Kimsey, Maj. Clyde Torigoe, TSgt Bryan Asato, MSgt. Sam Wong and TSgt Anthony Wong. In September, the crew of MANU 01, flying a training mission, picked up a distress call from a helicopter indicating that he was going to ditch. The crew, consisting of Col. Tom Gresch, Lt. Col. Roy Sakata, MSgt. Alan Ogata, and TSgt Melvin Enoki, responded to the call and began an aerial search for the aircraft and survivors. After coordinating with a Coast Guard C-130 that was also dispatched to search, the crew of MANU 01 orbited at 1200 ft AGL.

MSgt. Ogata was the first person to spot the lone survivor. They immediately marked the spot on the aircraft's SCNS system and vectored a Marine helicopter, also dispatched to search, to the area to pick up the survivor. Airmen's medals were awarded to the crew for their part in the rescue. Through the visionary workings of Maj. Gen. Richardson, preparations began for the acceptance of the HIANG's first ever, brand new C-130H3, right off of the factory floor. This new aircraft was equipped with state of the art instrumentation and avionics, defensive systems and a self-contained flushing toilet. We would also convert from an Operational Support Aircraft unit to an Aerial Delivery mission. This new mission would now require all of the aircrew members to become tactical airdrop qualified.

And with the onset of Desert Storm in 1991, we participated in flying the Pacific "Coral Channel" providing airlift for Kwajalein Atoll, and Johnston and Midway Islands. This allowed the Air Force to free up the C-141 fleet for duty in the Persian Gulf. We continued flying these missions for the duration of the Desert Shield/Desert Storm campaign. In June, we assisted the Molokai Fire Department by airlifting 18,000lbs of firefighting equipment along with delivering 33,400lbs of JP4 fuel for the helicopters flying fire suppression missions for the Molokai brush fires. The crew consisted of Lt. Cols Melvin Honda Peter Pawling, and Ed Miyahira, Maj. Roy

Sakata, Capt. Kevin Garcia, and MSgts Alan Ogata and Sam Wong. Lt. Col. Miyahira completed his last day as the C-130 OSA Chief on October 31st of that year. Capt. E. Scott Kimsey was hired to replace Lt. Col. Miyahira as the air technician supervisor, starting on 4 November. And Maj. Roy Sakata assumed military command of the C-130 section on 7 Dec 1991. Hurricane Val smashed into American Samoa in December.

We were tasked to airlift the Governor of American Samoa, members of his cabinet, along with Red Cross. FAA and other disaster assessment personnel and supplies (4210 lbs.) to American Samoa. We were the first aircraft allowed to land at the airport, after ensuring that the runway was clear of all debris and safe to land on. While we were there, we were further tasked to aid in the search and rescue of an overdue sailboat, sailing from Fiji to American Samoa, that got caught in the storm. After two days of flying 8 hour search patterns, the search was called off by the Coast Guard. The sailboat was never found. Aircrew members included, Maj. Roy Sakata, Capt. Scott Kimsey, Maj. Clyde Torigoe, MSgt. Alan Ogata, TSgt Bryan Asato, MSgt. Sam Wong and TSgt Anthony Wong.

With the F-15 Multistage Improvement Program completed, the HIANG was tapped for its first "real-world mission" with the aircraft. The 154 Group teamed up with its sister unit, the 159th Fighter Wing from New Orleans, Louisiana, to participate in Operation Provide Comfort. This program allowed ANG units to temporarily relieve active duty Air Force F-15 units in Incirlik, Turkey, permitting the Air Force members to be home for the Christmas holidays. Deployed 160 Personnel To Incirlik, Turkey, In Support Of Operation Provide Comfort II. 1994-1995

Deployed Personnel And Aircraft To Ak For Cope Thunder. 1994-1995

Wing's significant events Fourteen deployments occurred during the past year. Of particular note is the wing's tremendous organic capability in moving its own combat power and personnel as demonstrated during Exercise COPE TIGER '07 in Thailand. Ten F-15s, two KC-135s, two C-17s and 250 personnel deployed over a three-week period in this multilateral exercise involving three countries (U.S., Thailand and Singapore) and three services (U.S. Air Force, Navy and Marine Corps). The 154 Security Forces Squadron, the wing's "Road Warriors," participated in five of these deployments throughout the year to Kirkuk, Kyrgyzstan and other locations.

USAF Unit Histories

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