

In this week's Kukini



■ The new president expresses his support for the military during his inauguration **A6**

News Notes

JPAC holds arrival ceremony — USPACOM JPAC will conduct an Arrival Ceremony at 0900 Friday, 23 Jan 2009 in Hangar 35, Hickam AFB. Military members and their families are invited to attend the ceremony, UOD for military members. For further information call Hickam Protocol at 449-1516.

15th Mission Support Group Annual Awards — The ceremony will be held in the Maui Room of the Enlisted Club at 0800 on 27 Jan.

Warrior Run — The next Warrior Run is 30 Jan 09. Units must be in formation no later than 0700, Honor Guard/National Anthem will begin at 0700. For safety reasons, guidon will not be allowed during run. Form up on the grassy mall area between 15 AW HQ Bldg and Freedom Tower, 4 columns facing 8th St. Main CDC and SAPs will open at 0630. Please direct all questions to MSgt Hendrickson 448-6170.

15 AW Annual Awards Ceremony tickets available — The event is scheduled on 3 Feb at the Tradewinds Enlisted Club. The cost is \$15 per ticket for club members/\$17 non-club members. Event runs from 1100 thru 1300. Call unit First Sergeants for tickets or Program Facilitator, MSgt Troy Bettcher, at 448-6239.

NFL Pro Bowl Ohana Day — Watch the pros practice their moves at the NFL sponsored family event 7 Feb, 0900-1200 at Aloha Stadium. Event features games, prizes, opportunities for randomly selected children to take the field and is free and open to the public. Free bus transportation will be provided courtesy of the NFL to military families, pick up and drop off at Hickam Burger King parking lot. Please arrive no later than 800; buses depart at 0815. Seating is limited, interested Airmen should e-mail their name, rank, unit and total number of family members (including self) to pacafpaops@hickam.af.mil by 29 Jan. Call 448-3227.

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Crossword B3
Sudoku B3
Hickam History B3
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Wake Island recovers from 'rogue wave' hit

15 AW, Det 1

After a month since a large wave hit Wake Island, operations have recovered to normal.

On Dec. 7, 2007, at approximately 0430, Wake Island was hit by a rogue wave with an estimated height of 30 foot prior to landfall and 15 foot on shore. The wave's force was directed at the downtown area where a majority of Wake's island support and transient personnel are housed.

The event resulted in substantial damage to several facilities and vehicles with flooding to various buildings including the dining facility and dorms. Damages and clean up efforts are estimated to be just under \$1 million.

The powerful wave resulted from an unusually high tide, storm surge from a nearby tropical depression, and high winds from the north. The wave hit with enough force to move vehicles, dumpsters and industrial equipment. All personnel



Courtesy photo

Wake Island was stuck by a powerful wave last month. Over the last several weeks, recovery efforts led by 15 AW personnel have rapidly returned the island to normal operations.

were immediately relocated to the base operations facility and accounted for with no injuries or loss of life.

Two devastating hits were the Drifter's Reef, the island's main MWR facility and Wake's bowling alley. The bowling alley took a direct impact from the wave completely destroying the

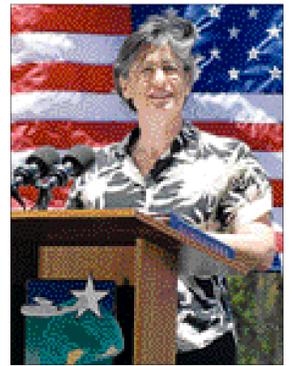
facility. Drifter's Reef sustained extensive damage to the interior but the concrete structure survived with minimal damage. This facility has an extensive history supporting Wake Island and transient personnel alike. Initially opened on November 8, 1949, Drifter's Reef is an ongoing reflec-

tion to the history of Wake Island having serviced thousands of aircrews.

The on-island leadership of the 15 AW, Det 1 Commander, Maj Bradley Waters, and the entire Wake Island community were key elements to the rapid response ensuring the safety of all island personnel.

"We truly have an amazing team on Wake Island. During the first few hours after the rogue wave, we had crews launching aircraft, emergency responders securing the flooded areas, civil engineers restoring power and other vital systems, services personnel relocating residents and the dining facility and crews beginning clean-up operations. In all of this, we never lost focus of our primary mission, airfield operations," stated Major Waters.

Nearly 90 percent of all damage and debris was removed and cleaned up within one week. Within one month, Wake Island returned to normal operations supporting large movements of 30 plus aircraft and over 240 transient personnel.



Courtesy photo

Lingle visits Hickam today

15 AW Public Affairs

Governor Linda Lingle will be here Friday, Jan. 23 to take part in a reenactment of a flag raising ceremony.

On July 4, 1960, Airman 2nd Class John Psenick was part of a flag detail that received, raised and later presented the first 50-star U.S. flag to former Hawaii governor, Governor John A. Burns.

Now, nearly 50 years later, Psenick is returning to Hickam to reenact the flag detail by presenting the flag to Governor Lingle.

Group completes ISR transformation

By TSgt John Racela
692 ISR Group

On Jan. 1, the Hickam based 692d Intelligence Group (IG) became the 692d Intelligence, Surveillance and Reconnaissance Group (692 ISR Group), as part of the Air Force's ISR transformation. In addition to the Group's redesignation, its Pacific Air Intelligence Squadron responsible for the Distributed Ground System-5 (DGS-5) was inactivated and its mission transferred to a newly activated numbered squadron, the 8th Intelligence Squadron (8 IS), under the Group. A ceremony to commemorate this transition took place on Jan. 15 and was presided over by Col Thomas Geary,

Commander of the 692d ISR Group and Lt Col Jill Singleton, Commander of the 8 IS.

The renaming of the 692 ISR Group and activation of the 8 IS continues the ISR transformation that began in June 2007 with the designation of the Air Intelligence Agency as the Air Force ISR Agency and its realignment under the Air Force Deputy Chief of Staff for the Intelligence, Surveillance and Reconnaissance (A2) as a Field Operating Agency.

Col Geary remarked, "Our Group's redesignation is a significant recognition of our ISR missions and capabilities, but our transformation is not yet complete. We still have much to build including adding almost 300 Airmen to



Photo by AIC Cary Obidinski, Det 1 692 ISRG

Lt Col Jill Singleton, Commander 8th Intelligence Squadron (IS), relinquishes the Pacific Air Intelligence Squadron (PAIS) guidon to Col Thomas Geary, Commander 692d Intelligence, Surveillance, Reconnaissance Group, during a Jan. 15 ceremony redesignating the 692d Intelligence Group to 692d Intelligence, Surveillance, Reconnaissance Group, and inactivating the Pacific Air Intelligence Squadron and transferring its mission to a newly activated numbered squadron, the 8th Intelligence Squadron.

our ranks in the next couple years and expanding our DGS mission with Signals Intelligence to bring more of an ISR focus on the Pacific in support of the 13th AF Commander as the JFACC."

Lt Col Singleton commented, "While it is always bittersweet to close one chapter of our history and begin writing a new unit history, the 8th IS has already begun adding achievements to the Air Force record. As a team, we will continue to build on the foundation of success laid by the Pacific Air Intelligence Squadron and take the 8 IS to even higher levels of performance ... Now more than ever, our nation, our allies, and the

See ISR, A6



COMPACAF goes on visit to Andersen

ANDERSEN AIR FORCE BASE, Guam — Stephen Wolborsky, Chief of the Andersen Development Office, briefs Pacific Air Forces Commander Gen Howie Chandler during a site visit on Jan. 15. Gen Chandler met with Airmen and base commanders, and received tours and briefings at a variety of locations around the base.

U.S. Air Force photo by Senior Airman Nichelle Griffiths

Marking eight decades of refueling up in the clouds



Air Force photo by Master Sgt. Daniel Nathaniel

Reserves welcome new commander

Major General Robert Duignan, 4th Air Force commander, transfers the 624th Regional Support Group guidon to incoming commander Col. Robert 'Randy' Huston in an assumption of command ceremony held Jan. 10 at Aloha Aina Park, Hickam Air Force Base, Hawaii. Colonel Huston is now responsible for the management of the largest Air Force Reserve presence in the Pacific, which is comprised of five units in Hawaii and Guam and manned with over 650 Air Force Reserve personnel. The group's mission is to provide en route transportation, contingency aeromedical staging and civil engineering support for Pacific Air Force and the Air Mobility Command.

By Gen. Arthur J. Lichte
Air Mobility Command
commander

SCOTT AIR FORCE BASE, Ill. (AFNS) — Air refueling operations continue to be amazing aerial feats, especially for people who witness the process for the first time.

For Air Mobility Command Airmen, we consider it simply part of what we do but, in reality, it is quite remarkable to have two aircraft meeting less than 50 feet apart at more than 20,000 feet above the ground traveling at speeds close to 400 miles per hour while a tanker replenishes another aircraft with the fuel necessary to continue the mission.

The amazement is even greater when one considers the first major air refueling operation happened 80 years ago when the Question Mark, a tri-engine Fokker C-2 aircraft with a crew of five, climbed into the southern California sky Jan. 1, 1929.

Over the next seven days, the crew kept the aircraft airborne through air refueling from two three-man crews operating Douglas C-1 single-engine transports that had been transformed into tankers with the addition of two 150-gallon tanks to off-load fuel.

Combined, those historic tankers made 43 takeoffs and landings to deliver 5,660 gallons of fuel, 245 gallons of engine oil, storage batteries, spare parts, tools, food, clothing and mail during the Question Mark's 150-hour and 40-minute operation.

Today's tanker fleet continues to play the vital role of sustaining operations. Tankers underwrite our nation's ability to project power. Aircraft extend our reach to deliver the clenched fist of U.S. power to our



U.S. Air Force photo

A Fokker C-2A is refueled in flight by a modified Douglas C-1 transport aircraft during an operation dubbed "Question Mark" in 1929. A large question mark was painted on each side of the receiver aircraft's fuselage, intended to "provoke wonder at how long the aircraft could remain airborne," according to Air Force historians. The Douglas C-1 aircraft were transformed into aerial refueling tankers by installing two 150-gallon tanks for offloading and a refueling hose that passed through a hatch cut in the floor of the aircraft. During the operation, which began on New Year's Day in 1929 and ended 150 hours and 40 minutes later on Jan. 7, the two Douglas refueling aircraft passed 5,660 gallons of fuel, completing 43 sorties, 12 of which occurred at night.

Diamond Tips

Writing implements — Pencils and pens must be concealed, except if carried in the left compartment of the BDU pocket or in the left pocket of food and hospital white uniforms.

Questions? Contact your First Sergeant



adversaries, or the open hand of assistance to people in need.

Without tankers, our combat aircraft cannot reach their targets. Without tankers, our resupply aircraft and humanitarian relief materials cannot always reach their destinations.

Without tankers, we cannot move our wounded warriors non-stop from the battlefield to the U.S. for the medical care they need.

As a nation, we're overdue on building new tankers. We

must make delivery of this capability a high priority for our nation. We simply must get on with it. We're working hard to ensure Air Mobility Command is ready when the next effort begins to choose the industry partner to build our next-generation tanker.

I can understand how the group of Airmen felt at the beginning of the New Year 80 years ago. Their thoughts were likely focused on how to not only successfully demonstrate the air-refueling

capability, but also make people aware of its potential significant military contributions.

Today, the question isn't how critical is the tanker to our warfighters and our national security.

We know the need for a tanker is critical; it's a capability our nation simply cannot do without.

Mobility Airmen provide global air mobility — the right effects at the right place at the right time. I look forward to a successful 2009.

Got Good News?

Why not share it? Email your story idea or press release for Hickam Kukini to: caguinal@honolulu.gannett.com



Deadline for article submission is end of day Friday for next Friday's issue. Copy must be typed, double-spaced 12-point type, 300-500 words in length, and e-mailed to caguinal@honolulu.gannett.com.

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Kukini: Meaning swift and valued messenger, the Kukini in ancient times took news from one Hawaiian leader to another.

The mission works as well when you adhere to the standards set

By Chief Master Sgt. Mike Ivey
437th Airlift Wing command
chief master sergeant

CHARLESTONAIR FORCE BASE, S.C. (AFNS) — The mission of the U.S. Air Force is to fly, fight and win ... in air, space and cyberspace. This statement encompasses everything we do for our country.

Our senior leaders precisely define our roles as Airmen using one short sentence that by itself doesn't seem all that complicated. Successfully accomplishing the Air Force mission requires countless numbers of intricately woven processes managed and performed by a dedicated team of Airmen who follow and enforce standards.

The old adage, "A place for everything and everything in its place," applies to how the Air Force enterprise as whole protects our country. Each person, each base, each piece of equipment and each process has to contribute to our mission. Everyone and everything performing properly are both vital if we hope to be successful.

Adhering to the principles of military discipline and

enforcing standards serve as the foundation for accomplishing our mission efficiently and effectively. That means we all must follow the orders and directions provided by our leaders, we must comply with standards, and we must follow all applicable guidance and complete every step in our approved checklists, even when doing so does not seem to make sense. When we believe something should be changed, we must follow the proper procedures to get the change or deviation approved. When we take shortcuts or fail to correct those who are not complying with standards, we run the risk of mission failure and put the lives of both ourselves and others at risk.

Our failure to follow proper procedures played a role in our mishandling of the nation's nuclear weapons, which generated much negative publicity and possibly caused the American public to lose faith in our abilities and professionalism. However, we're working hard to restore our image and the nation's confidence in our abilities.

"Precision and reliability is our standard, regardless of job or specialty, and we will

return the vigor and rigor to all the processes and missions for which we have been entrusted," said Air Force Chief of Staff Gen. Norton Schwartz.

Gen. Arthur J. Lichte, commander of the Air Mobility Command said, "The Air Force has had some setbacks this past year, and the way to move forward positively is to get back to basics."

The concept of getting back to basics doesn't just mean we need to focus all of our efforts on accomplishing the mission at the expense of forgetting about the little things that seem insignificant.

"You cannot be disciplined in great things and undisciplined in small things" and "It is absurd to believe that Soldiers who cannot be made to wear the proper uniform can be induced to move forward in battle. Officers who fail to perform their duty by correcting small violations and in enforcing proper conduct are incapable of leading" are words often attributed to Army Gen. George Patton. These two statements convey what I believe getting back to basics means: We must focus our efforts on adhering to and enforcing

every standard, no matter how unimportant or insignificant that standard may seem.

Customs and courtesies are often overlooked when we stop focusing on the little things we are required to do. Yes, it's easier to remain seated and continue typing an e-mail when someone of higher rank approaches our work area. It's often inconvenient to stop our car when retreat plays, especially when we're in a hurry to get somewhere. Most of us don't look forward to correcting someone who violates these or other seemingly insignificant standards, but if we don't make it a point to enforce all of our standards, it's just a matter of time until we start becoming complacent, miss something really important that degrades mission accomplishment, and worst case, a fellow Airman gets injured or killed.

Our nation and military leaders at all levels count on us to do our part to fly, fight and win ... in air, space and cyberspace, and I know we're up to the challenge. However, we'll never achieve our full potential and avoid serious mistakes if we don't continue to focus on and enforce every standard that applies to us.

Decisions loom for Joint Strike Fighters

By Donna Miles
American Forces
Press Service

WASHINGTON — Decisions about the F-35 Joint Strike Fighter and F-22 Raptor aircraft programs are expected early in President Barack Obama's administration.

The F-35 program manager said recently he sees strong support for the F-35 from the services, allied partners and, so far, on Capitol Hill.

Based on initial indications and inquiries from Obama's transition team, Air Force Maj. Gen. Charles R. Davis said he's confident the F-35 program begun during the Clinton administration will continue, even if budget restraints force scale-backs. Davis made the comments here as keynote speaker at a Brookings Institution forum, "The Joint Strike Fighter and Beyond."

"Support throughout what appears to be three administrations has been relatively consistent," he said. "As of yet, we see no reason that that support is going to change. There is nobody on Capitol Hill who has said they want to cancel the Joint Strike Fighter."

That doesn't mean, he acknowledged, that the program to develop the next-generation strike aircraft weapon system for the Navy, Air Force, Marine Corps and allied countries might not get scaled back.

Davis conceded he gets many questions about the F-35's cost — expected to be \$80 million to \$90 million,



An F-35 Lightning II Joint Strike Fighter takes off from a Lockheed Martin facility in Fort Worth, Texas, for an initial flight as part of system development testing.

Courtesy photo

depending on the variant — and delivery schedule. And if fewer aircraft are built, each will cost even more.

"We lose two airplanes in our [fiscal 2009] appropriation, and every other one of the airplanes being bought in that year goes up \$3 million," he said.

Another consideration, he said, is the cost of maintaining the aging legacy fleets the F-35 would replace if production is cut.

William Lynn, Obama's deputy defense secretary nominee, told the Senate Armed Services Committee it would be "very difficult" for the Defense Department to keep all its weapons systems development programs on track in tight budget times.

Lynn said at his confirmation hearing he'll push for a speedy Quadrennial Defense Review to set priorities through fiscal 2015, and expects the tactical aviation force modernization issue to play heavily in those considerations.

In written responses submitted to the committee, Lynn recognized the capabilities of both the F-22 and F-35 aircraft — particularly when considered together.

The F-22, to replace the legacy F-15 fleet, brings "tremendous capability" and is a critical element of the department's overall tactical aircraft force structure, Lynn said. The F-35, on the other hand, "will provide the foundation for the department's tactical air force structure."

The F-35 is the first aircraft to be developed within the Defense Department to meet the needs of three services, with three variants being developed simultaneously.

It will replace the legacy F-16 aircraft for the Air Force and the F/A-18 and AV-8 aircraft for the Navy and Marine Corps, as well as numerous legacy aircraft for the international partners participating in the F-35 program, Lynn told the Senate committee.

Defense Secretary Robert M. Gates has made no secret of his interest in reaching a decision and moving forward. During a June visit to Langley Air Force Base, Va., he told airmen at Air Combat

Command the new administration will have to determine the proper balance between the two aircraft.

"End the debate, make a decision and move on," Gates said. "'Start getting stuff built' is just so important."

Gates told the airmen he had allocated enough money to keep the F-22 production lines open so the next administration could make its decision. He did not know at the time that he would be part of that decision-making process.

Davis told the Brookings Institution audience, "support from all three services has never been stronger" for the F-35 program.

The Air Force recognizes the need for a complementa-

ry mix of aircraft to meet its mission requirements, he said. Its "A" variant of the F-35 will provide conventional take-off and landing capabilities.

Meanwhile, nine partner nations continue to support the program, with other countries considering signing on, too, Davis said. The F-35 program represents the first time in military procurement history that the United States has partnered with another nation to build an aircraft from the ground up.

"We believe that the coalition that was put in place when they signed up for this program is probably stronger than ever now," Davis said.

This partnership, he said, brings the concept of coalition integration to a whole new level. In addition to funding and developing the F-35 together, the partners plan to use a single system to sustain it — sharing spares and repair capabilities to reduce costs.

"There is something very unique that Joint Strike Fighter offers that other programs I have seen do not," he said.

The big challenge for now, Davis said, is to take advantage of the latest manufacturing processes to get the production line moving ahead.

"Even the manufacturing lines for some of our newest fighters, the F-22, started in the late '80s and early '90s," he said. "We have progressed almost two decades in manufacturing technology, but we have never really tried it out on a full-scale program."

Hudson River hero got start in the Air Force

By Donna Miles
American Forces
Press Service

WASHINGTON (AFNS) — The pilot who crash-landed a crippled airliner in New York's Hudson River Jan. 15, saving 155 lives on board, is an Air Force Academy graduate who received his pilot training in the Air Force.

Chesley B. "Sully" Sullenberger steered US Airways Flight 1549 toward the river when both engines failed less than five minutes after takeoff from LaGuardia Airport. All 150 passengers and five crew members survived the incident.

The Academy graduate served in the Air Force from 1973 to 1980, according to his resume. He was an F-4 Phantom II fighter pilot who served as a flight leader and training officer in Europe and the Pacific. He also was the Blue Force mission commander during Red Flag exercises at Nellis Air Force Base, Nev.



Chesley B. Sullenberger from the 1973 Air Force Academy yearbook

President George W. Bush and New York Mayor Michael R. Bloomberg were among the first to publicly laud Mr. Sullenberger for quick thinking and heroism that averted a catastrophe.

Mayor Bloomberg noted during an early evening news conference that Mr. Sullenberger did not leave the aircraft as it floated in the river until he had confirmed that every passenger had been safely evacuated.

"It would appear the pilot did a masterful job of landing in the river and making sure everybody got out," the mayor said. "I had a long conversation with the pilot. He walked the plane twice and made sure that everybody was out."

President Bush, in a statement released by the White House, said his administration is coordinating with state and local officials to respond to the incident as they monitor the situation.

"Laura and I are inspired by the skill and heroism of the flight crew as well as the dedication and selflessness of the emergency responders and volunteers who rescued passengers from the icy waters of the Hudson," he said. "We send our thoughts and prayers to all involved in the accident."



U.S. Air Force photo by Master Sgt. Paul Kilgallon

Osan airmen show their reflexes

Staff Sgt. Maria Belen (left) and SrA Mandy Granger quickly don their protective gear when Alarm Blue was announced during Exercise Beverly Bulldog 09-01 on Osan AB Jan. 14. Alarm Blue is declared when an air or missile attack is imminent or in progress. Sergeant Belen and Airman Granger are both assigned to the 51st Medical Squadron at Osan AB.

Crime Scene

Dependants detained for shoplifting at BX

Army Air Force Exchange Service store detectives observed military family members of an Airman attempting to remove merchandise totaling \$504.75 without rendering payment. The individuals will have

their AAFES privileges revoked for one year and are awaiting a magistrate hearing.

Civilian detained for shoplifting at BX

Army Air Force Exchange Service store detectives observed a civilian attempting to remove merchandise totaling \$212.94 without rendering payment. The individual who was caught was issued a base barment and is awaiting a magistrate hearing.

Theft of unsecured personal property

An Active Duty E-7 assigned to JPAC reported theft of personal property on Kopiko Street. This case is currently under investigation.

Damage of government property

A Guardsmen E-5 who is assigned to 154 CES reported damage to government property from Bldg. 3424/154 Trans. This case is currently under investigation.

Damage of government property

A civilian assigned to DeCA reported damage government property from Bldg. 2093/Commissary. This case is under investigation.

Citation total for Jan. 12-18

3 DD Form 2504/Abandoned Vehicle Notice
11 DD Form 1408/Moving Traffic citation
4 DD Form 1408/Non-Moving Traffic citation



Hickam invited to comment on rail

Courtesy image
A planned route of a proposed Honolulu rail transit system will pass near Hickam Air Force Base. Comments from the base community are wanted by Feb. 6.

Submitted by the Honolulu High-Capacity Transit Corridor Project

Hickam Air Force Base personnel and all armed services members are invited to submit comments on the Draft Environmental Impact Statement (Draft EIS) for the proposed Honolulu rail transit system. Comments may be submitted until Feb. 6, 2009.

The Draft EIS evaluates three Build Alternatives for an elevated rail transit system from East Kapolei to Ala Moana Center and a No Build Alternative.

The Build Alternatives follow identical routes, except by Aloha Stadium, where the:

- Salt Lake alternative continues along Salt Lake Boulevard to Kamehameha Highway; and the:
- Airport alternative travels along Kamehameha Highway with a rail station in front of Pearl Harbor Naval Base, onto Nimitz Highway, past Honolulu International Airport and onward to Kamehameha Highway.

A third Build Alternative includes both the Salt Lake and Airport routes.

The Draft EIS, complete with detailed maps of all Build Alternatives, can be downloaded at the project's website (www.honolulutransit.org).

The website also has a video guide to the Draft EIS with key facts, computer-animated fly-throughs of the Salt Lake and Airport alternatives and concept renderings of the proposed rail stations, including the rail station in front of the Pearl Harbor Naval Base.

The public can comment in writing to the Department of Transportation Services at 650 South King Street, 3rd Floor, Honolulu, Hawaii 96813 or at www.honolulutransit.org.

In addition to the project's website, copies of the Draft EIS are available for review at State libraries, the City library, the Department of Transportation Services (DTS) office (650 South King Street – 3rd Floor), and the DTS – Rapid Transit Division office (1099 Alakea Street – Suite 1700).

The public comment period is mandated by federal and state laws. All comments received will be considered as the Final EIS is prepared by the Federal Transit Administration and the City. All relevant comments will be responded to in writing.

Call 566-2299 or e-mail Info@honolulutransit.org.

Obama vows not to waver in America's defense

WASHINGTON (AFNS) — President Barack Obama pledged a "prudent use" of military power as the nation works toward "ushering in a new era of peace" in his inaugural address to the nation Jan. 20 here.

"Our security emanates from the justness of our cause, the force of our example, the tempering qualities of humility and restraint," he said from the west side of the Capitol here after taking the oath of office as the 44th president.

An estimated 2 million people crowded the National Mall and surrounding area to hear his address.

The use of these principles will allow America to develop greater understanding of other nations and greater cooperation against common threats from them, he said.

"We will begin to responsibly leave Iraq to its people, and forge a hard-earned peace in Afghanistan," President Obama said. "With old friends and former foes, we'll work tirelessly to lessen the nuclear threat, and roll back the specter of a warming planet."

President Obama said Americans will not apologize for their way of life, nor waver in its defense.

"And for those who seek to advance their aims by inducing terror and slaughtering innocents, we say to you now that our spirit is stronger and cannot be broken; you cannot outlast us, and we will defeat you," he said.

Academy among nation's Top 100 'Best Value Colleges'

U.S. AIR FORCE ACADEMY, Colo., — The U.S. Air Force Academy was named as one of the nation's top 100 best value colleges for 2009 today by The Princeton Review.

The Best Values College List features 50 public and 50 private colleges. The Princeton Review selected these institutions as its "best value" choices for 2009 based on its surveys of administrators and students at more than 650 public and private colleges and universities. The selection criteria covered more than 30 factors in three areas: academics, costs of attendance, and financial aid, using the most recently reported data from each institution for its 2007-08 academic year.

"The Air Force Academy is honored to earn this distinction," said Brig. Gen.

ISR, From A1

world count on us to do our job. We must be, and will be, ready to meet any challenges laid before us."

Aligned under the 480th Intelligence, Surveillance, Reconnaissance Wing at Langley AFB, VA, the 692d ISR Group directly supports 13th Air Force by operating and maintaining the Pacific node of the Distributed Common Ground System (DCGS), executing national and tactical ISR operations providing combatant commanders and national authorities predictive, actionable intelligence, including near real time processing, exploitation, and dissemination of collected ISR data.

The Group also delivers tailored reporting, National Tactical Integration and adversary tactics analysis to PACAF and 13th Air Force.



Defense Department photo by Navy Petty Officer 1st Class Chad J. McNeeley
President Barack Obama waves to the crowd at the conclusion of his inaugural address Jan. 20 in Washington, D.C. The 44th president of the United States assumed his duties as commander in chief and vowed not to waver in defending America.

Dana Born, Dean of the Faculty. "It is further recognition of the great effort we are making in providing cadets with not just a world-class education, but a full spectrum of learning experiences which develop their character and leadership so they become officers that are ready to meet the challenge of serving the Air Force and the nation."

The Princeton Review has also recognized the Air Force Academy's academic prowess in previous years. In Princeton Review's Annual Best Colleges book, it has named the Academy the

nation's #1 college for professor availability for the past four years, as well as highlighting other Academy academic strengths such as: a student-faculty ratio of 8:1, an average class size is 20, and zero classes taught by teaching assistants.

The Princeton Review is one of America's most widely known education services and test preparation companies.

Guardmembers earn discretionary points for joint designation

ARLINGTON, Va. —

Discretionary points can now be earned through the Joint Officer Management Program (JOM) to achieve the Joint Qualified Officer designation.

NGB's JOM staff administers a Joint Qualification System (JQS) enacted by the National Defense Authorization Act of 2007, which provides for the attainment of these points.

While the JQS mandates minimum educational requirements in Joint Professional

Military Education (JPME), the JQS experience-based track allows for discretionary points to be awarded for additional education, training and exercises.

An approved exercises and training course list can be found on the Joint Electronic Library Web site at: www.dtic.mil/doctrine/jqs.htm.

Points for an exercise depend on the officer's role as a participant, leader or planner.

A participant is a person actively involved in an event capable of making positive contributions to the mission.

A leader exercises formal authority and direction over significant organizational elements or major tasks.

A planner serves as the focal point for an activity or organization and is empowered to speak on behalf of their organization and make

commitments for specified support. There can be more than one planner for an event.

Education refers to instruction other than JPME.

Officers may be awarded discretionary points for JS/J7 approved joint education completed through distance learning while serving in a Standard Joint Duty Assignment (S-JDA).

They may also be awarded discretionary points for JS/J7 joint education completed through distance learning during periods where the officer is also awarded Experienced Joint Duty Assignment (E-JDA) points.

Officers may not be awarded discretionary points for joint training or joint exercises while serving in an S-JDA assignment or during any period for which the officer is awarded E-JDA points.

National Guard officers can nominate themselves for credit toward joint officer qualification until Sept. 30, 2010.

General Petraeus visits Manas Air Base

MANAS AIR BASE, Kyrgyzstan — Manas Airmen briefly hosted Gen. David Petraeus, the U.S. Central Command commander, as he arrived in Kyrgyzstan for the start of a several day visit with Kyrgyz

leaders.

The visit was the general's first to Manas AB and the central Asian nation since assuming command of CENTCOM in October 2008.

While at Manas, General Petraeus received a briefing about the base's mission from Col. James Pfaff, 376th Air Expeditionary Wing vice commander. He also took time to meet with Airmen and ask leaders for their thoughts and comments on improving the base.

During his visit, base leaders provided a brief tour of the base and shared with the general how the 376th AEW is currently supporting operations in Afghanistan as the premiere air mobility hub for Operation Enduring Freedom and the International Security Assistance Force.

The wing also serves as a main transit point for cargo and coalition personnel passing in and out of Afghanistan.

Following the briefing, the general shared a few thoughts and comments about the base and how well it continues to support combat operations and the fight in Afghanistan.

"The reputation of the service you provide here precedes you," he said.

"Everyone raves about this facility and those who run the facility, and that's you. I've never heard a discouraging word about this place."