

150 AIRCRAFT CONTROL AND WARNING FLIGHT



MISSION

LINEAGE

150 Aircraft Control and Warning Squadron Federal recognition 21 Oct 1961
Redesignated 150 Aircraft Control and Warning Flight, 1997

STATIONS

Kokee AFS, Kauai, HI
Waimea, HI

ASSIGNMENTS

154 Composite Group

MISSION EQUIPMENT

FPS-20A; FPS-93A; FPS-6
AN/FPS-117v4

COMMANDERS

Capt. William E. Mossman
Maj Dewitt C. Bye, 7 Aug 1963
Maj. Raymond Moriguchi
Lt. Col. Owen Ota
Lt. Col. Myron Dobashi 6 Aug 1988
Lt. Col. Norman Nitta, May 1991
Maj Marc A. Gonsalves

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award

1986-1987

1988-1989

EMBLEM

The dark blue background represents the Air Force color, the stars and rays in bright yellow represent the night and day vigilance maintained by the squadron as its mission; the little brown man is the powerful "menehune" with his shield representing the radar screen; the lightning bolt, signifies speed of action to maintain peace as symbolized by the white dove on the shield (Approved, Jun 1963)

MOTTO

Kauai-0-Ma-Mo-Kalani--Chief of the multitude

NICKNAME

OPERATIONS

The 150th ACWS was activated Oct. 21, 1961, with station at Kokee AFS, Kauai. Capt. William E. Mossman was appointed Commander. The 109th ACWS at Punamano AFS had a resultant reduction in its personnel authorizations. Capt. Mossman made sure the island of Kauai knew that the 150th was there. Each of the 92 Air Technicians received one month's pay in 100 silver dollars and the remainder in paper currency. Kauai banks and merchants were impressed.

150th Aircraft Control and Warning Squadron Kokee AFS' vital role in air defense was first started during World War II as an US Army Signal Corps radar and radio installation. The Kokee facility was closed along with other defense installations on Kauai following the end of WWII in 1945. Fifteen years later, construction of the present Kokee AFS facility was started. In August 1960, groundbreaking ceremonies were held marking the official start of the present Kokee AFS facility construction. The facility was built, on approximately four acres of land at 4,200 feet elevation above sea level by A. C. Chock, Ltd., of Honolulu, the general contractor. Construction of the new facility was completed in 1961.

Lt. Reginald Y. Doi of the 150th ACWS conducted an impressive emergency assist Oct. 12, 1962. A Navy twin engine attack bomber (A3D) enroute to Hawaii from Alaska, with seven aboard, declared an emergency with 40 minutes of fuel remaining. Lt. Doi discovered the bird 140 miles out and vectored the A3D to Bonham Naval Auxiliary Landing Field, Kauai. When the aircraft

safely landed, there was only fuel for another few minutes flying time.

The 150th ACWS began to use Kekaha Armory, "at the bottom of the hill", for their administrative headquarters.

The 150th ACWS mourned the loss of "Caroline", their famed magnetron tube, which finally failed after serving for 17,122 radiate hours. In comparison, Air Defense Command had a standard of 5,000 radiate hours.

The local communities quickly adopted the "boys" of the 150th ACWS as their own and in appreciation for their hospitality hosted an Appreciation Luau inviting over 500 community leaders, supporters, and families at the Kekaha Armory. The Garden Island newspaper says it was one of the major events of the year. The 150th hosted an open house at Kokee where 800 visitors toured the Kokee facilities.

In support of the State civil disturbance mission, the 150th ACWS organized, equipped and trained a 50 member civil disturbance task force under the command of Maj. John English to handle any civil disturbance on Kauai.

In March, the 199th FIS and the 150th ACWS gave full support to RIMPAC. Once again forces from the United States, Canada, Australia, and New Zealand joined together and for two weeks, mock air, surface, and sub-surface battles took place in Hawaiian waters. The "enemy" air forces were offered the full facilities of the 199th for briefing, debriefing and data collecting. The 199th flew many "attack" sorties against naval forces at sea.

The decade of the eighties for the 150ACWS was one marked by significant changes. A major change occurred during the first half of the decade with the advent of the Hawaii Region Operations Control Center (HIROCC), which introduced computerized equipment into the Hawaii Air Defense System (HADS). This change resulted in the 150ACWS losing 23 manpower positions to the 169ACWS in 1984. The unit continued its 24-hour a day watch in the Hawaii Air Defense System. Equipment upgrades include the replacement of the AN/GTA-6 communications network with the DBX 1200 Teleconferencing Switch and Intellect system.

Lt. Col. George Kawamura led 3 150ACWS members in support of Cope Road 86, 27 Jan to early Feb 86.

24 Mar - 6 Apr 89, Maj. Patrick Casey led six members of the 150ACWS to participate in Giant Warrior 89-03 on Guam. Later that same year, 27 Sep - 7 Oct 1989, Maj. Norman Nitta led fifteen members of the 150ACWS to participate in Cope Road 89 on Guam. In addition to Maj. Nitta, Maj. Gary- Nitta, ILt. Patrick Fierro, SMSgt. Bill Tabe, MSgts Herbert Takeya and Steve Niau, TSgts Napua Sugai, Max Miyashiro and Gene Moriguchi, SSgts John Visitacion and Lawrence Rego, Sgts Wilbert Fermin and Jonathan Oyamot, SrA Joe Briones, A1C Bradley Johnson and Amn Obed Sniffen provided outstanding support.

On 1 October 1989, the 150ACWS was mandated to reorganize by the United States Air Force due to force reduction and budgetary reasons. Funding was provided by the NGB to support adjustments for personnel overages created by this reorganization for two fiscal years. Transfers to other HIANG units, retirements and attrition accommodated most of the personnel overages resulting from the changes. Additionally, highly skilled and experienced personnel from the 150ACWS that included 3 officers and 57 enlisted personnel formed the nucleus of the 154th Air Control Squadron (154ACS) that was established in June 1990 and federally recognized on 16 July 1990.

2-11 Aug 1990, Capt. Wayson Iwasaki led 8 members of the 150ACWS and 2 control teams from the 169ACWS to participate in Giant Warrior 90 on Guam.

In 1991, the 150ACWS successfully completed the manning authorization change from 195 military (65 air technician) to 66 military (37 air technician) positions. The 150ACWS continues to provide radar data to the Hawaii Region Operations Control Center together with weapons control and surveillance capabilities available on a limited basis. The Federal Aviation Agency uses the beacon information from the Kokee AFS radar equipment for air traffic control at the Honolulu Combined Center/Radar Approach Control facility. Both the Navy's Fleet Air Control and Surveillance Facility at Pearl Harbor, Oahu, and the Pacific Missile Range Facility at Barking Sands, Kauai, use the radar and beacon data to support their respective operations. The 150ACWS also supports other agencies. Real-time weather plots were provided to the state civil defense during Hurricanes Iniki in 1992. Additionally, the unit supported relief efforts on Kauai throughout the recovery phase following the aftermath of the hurricane.

In Jan 1995, the 150 AC&WS participated in "Advanced Concept Technology" Enhanced Joint Exercise (Mountain Top) to demonstrate a new generation air defense system: Cooperative Engagement Capability. During the year, the unit's UHF communications equipment was upgraded with Havequick II capability. Finally, the 150ACWS had the distinction to be the first unit awarded the "Hawaii Air National Guard Community Service Award" during the 1995 Hawaii National Guard Awards Banquet.

1993, Maj. Patrick Casey, Capt. Patrick Fierro, MSgts Harry Ishihara, Steve Niau, Benjamin Pajardo, Roy Sunada, Herbert Takeya and SSgt. Jonathan Oyamoto of the 150ACWS, Capt. Dan Williams of the 154ACS and 1Lt. Kyle Yanagisawa of the 169ACWS participated with distinction in the first interoperability exercise, Tandem Thrust 93 on Guam. Equipment upgrades include replacement of the MVR-8 microwave system with the MDR 4108 Microwave.

In 1994, Lt. Col. Patrick Casey and MSgt. Milton Yamamoto along with 169ACWS and 154 ACS personnel participated in a Headquarters Air Combat Command sponsored Tactics Development and Evaluation of Night Vision Devices with the 199 Fighter Squadron. Weapons control support was provided by these AC&W personnel using modular control equipment of the 255 ACS, Gulfport, MS. with successful results.

Logistics support for the AN/FPS-93 radar system at Kokee AFS is a major concern. The radar is

based on 1950s vacuum tube technology, and several attempts were made by HQ PACAF to replace this aging radar. Programming action to include the Kokee radar into the FAA/Air Force Replacement Radar (FARR) program was unsuccessful. Later PACAF tried to use an AN/TPS-70 radar that became available, without success because of the incompatibility and certification process for the USAF, FAA and Navy. Acquisition of an available AN/FPS-117 three dimension radar is currently underway to replace the AN/FPS-93. This radar is projected to operate well into the next millennium.

USAF Unit Histories
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

Unit History. HI ANG. *HANG Twenty Five Plus Five; History of the Hawaii Air National Guard 4 Nov 1971-3 Nov 1976.*

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