

BATTLE OF MIDWAY

JUNE 4-6, 1942

"Navigator"

HO'OKELE

PEARL HARBOR - HICKAM NEWS

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USS Arizona Memorial to reopen after repairs

National Park Service
Public Affairs

Navy Region Hawaii
Public Affairs

As of 3 p.m. on Thursday, repairs to the USS Arizona Memorial's floating dock and brow are nearly complete. The Navy anticipates having the repairs finalized by Friday morning. Therefore, the National Park Service (NPS) hopes to resume tours out to Battleship Row and onto the USS Arizona Memorial today.

Final checks and assessments were done by the Navy working weekends and evenings as expeditiously--but as safely - as possible.

On May 27, the Hospital Ship USNS Mercy was being maneuvered by two tugboats to transit Pearl Harbor from its berth at Hotel Pier as it prepared to go to sea. As the Mercy turned to head out to the channel, the ship may have made contact with the floating dock leading to the USS Arizona Memorial. Strong prop wash from the



U.S. Navy photo by MCSN Laurie Dexter

Sailors, attached to various commands in Hawaii, work to repair the floating dock next to the USS Arizona Memorial. A team of military and civilian engineers, divers, Seabees, crane operators, shipyard workers and others are completing repairs to the dock and brow leading to the memorial.

ship pushed the floating dock and access structure (brow) approximately 10 feet toward the memorial, damaging handrails and the dock's in-

frastructure.

There was no damage to the remains of the USS Arizona vessel and no apparent damage to the Mercy. The

memorial experienced minor superficial damage. There were no injuries.

"The National Park Service deeply appreciates the dedi-

ated efforts of the U.S. Navy and others to get this repair done as quickly and safely as possible," said Paul DePrey, NPS superintendent.

"This was a tremendous team effort—both with our military-civilian team and together with our partners at the National Park Service," said Capt. Stan Keeve, commander, Joint Base Pearl Harbor-Hickam.

"We certainly appreciate the understanding and forbearance of veterans, visitors and kamaaina," Keeve added.

Barring any unforeseen complications, tours are scheduled every 15 minutes from 7:30 a.m. to 3 p.m. Every day, Navy staff will do a visual safety check of the USS Arizona Memorial's dock before tours begin. Demand might be high to visit the USS Arizona Memorial today, since no visitors have been able to set foot on it since May 26. There are 4,350 tickets available per day.

The U.S. Coast Guard and Military Sealift Command continue to investigate what happened at the USS Arizona Memorial's dock on May 27.

The Navy doesn't have an estimate of the cost of repairs at this time.

15th Wing commemorates 80th anniversary of former Hickam Field

Blair Martin

Staff Writer, Ho`okele

A ceremony commemorating the 80th anniversary of the former Hickam Field was held May 29 in front of the 15th Wing Headquarters building at Joint Base Pearl Harbor-Hickam.

Col. Randy Huiss, guest speaker and 15th Wing commander, described the event as a "great milestone in Air Force history."

"From the attack here in 1941, to supporting wars across decades, to keeping the Pacific air bridge open and to defense of the Hawaiian Islands, Hickam's larger than life persona shines through and is an inspiration to all the Airmen of 'Hickam Field,'" Huiss said.

In 1934, the Army Air Corps saw the need for another airfield on Hawaiian soil in 1934 when Luke Field on Ford Island became too congested for both U.S. military air operations in conjunction with the Hawaiian Air Depot.

Hickam Field was designated on May 21, 1935 via

special order number four in honor of an accomplished aviator Lt. Col. Horace M. Hickam.

"Interestingly enough, the order was signed by another larger than life American named Gen. Douglas MacArthur," Huiss added.

Between October and December 1935, crews cleared 2,225.46 acres that would become Hickam Field. And the base became officially active on Sept 15, 1938 when additional units and personnel began to be transferred there.

Huiss noted the legacy and contributions of Hickam's namesake, Lt. Col. Hickam, in greater detail.

"Hickam had a heck of a sense of humor, but most importantly he had a 'can do' attitude and a continuous drive for self-improvement," Huiss explained. "Those attributes epitomize the ethos that makes 'Hickam Field' what it is today."

Born in Spencer, Ind. in 1885, Hickam was a West Point graduate and later one of the original pioneers of the U.S. Army Air Corp aviation program.



U.S. Air Force photo by Tech. Sgt. Aaron Oelrich

Tech. Sgt. David Diamond, a musician from the Band of the Pacific-Hawaii, stands in front of the Freedom Tower during a ceremony held May 29 commemorating the 80th anniversary of former Hickam Field at Joint Base Pearl Harbor-Hickam.

In 1915, Hickam participated in the Punitive Expedition into Mexico, where he was awarded a Silver Star for gallantry in action. Throughout his lengthy aviation career, he served in numerous cavalry assignments and eventually was

assigned to the Signal Corps, Army Air Service in 1917. After completing flying training in 1918, he earned the rating of junior military aviator and continued on for further training in aerial gunnery and pursuit flight. Hickam even

took part in the temporary takeover of air mail delivery by the Army Air Corp in 1934.

On Nov. 5, 1934, Hickam was killed when his Curtiss A-12 Shrike crashed during a night landing on an unlit airway in Fort

Crockett, Texas.

The tragic loss of Hickam was immediately felt throughout the military community. During his speech, Huiss recited a telegram sent to Hickam's grieving wife, Helen, by Cmdr. Joe Doolittle which read: "My heart goes out to you, and I find no words adequate to express the sorrow I feel ... The Air Corps could not have suffered a greater loss."

After his death, the Office of the Chief of the Air Corps board declared Hickam as "especially meritorious, outstanding and deserving of his memory being honored" by naming an important designated Air Corps flying field after him.

Now, decades later, what was formerly Hickam Field celebrates 80 years of rich historical legacy and contribution that its namesake epitomized.

"Lt. Col. Horace M. Hickam is the foundation that this organization is built on," Huiss added. "His courage, sense of duty, warrior ethos and passion for aviation is clearly evident in the 'Hickam Field' legacy."

Team Carl Vinson assists distressed mariner near Hawaii

MC1 Travis S. Alston

USS Carl Vinson (CVN 70)
Public Affairs

USS CARL VINSON, At Sea (NNS)—USS Carl Vinson (CVN 70) crew and embarked Helicopter Sea Combat Squadron (HSC) 15 "Red Lions" rendered assistance May 31 to a mariner. The man had been alone at sea for more than 30 days aboard his 35-foot sailboat, in the Pacific Ocean more than 400 nautical miles off the coast of Honolulu.

The 70-year-old man is a U.S. citizen who was making a trans-Pacific transit in his privately-owned vessel.

He is currently receiving treatment from the ship's medi-



Sailors carry a man from an MH-60S Sea Hawk helicopter assigned to the Red Lions of Helicopter Sea Combat Squadron (HSC) 15 aboard the aircraft carrier USS Carl Vinson (CVN 70) after completing a rescue-at-sea mission.

cal department and is in stable condition. He will be transported from Carl Vinson to San Diego in the next few days pending a medical assessment.

He texted his wife from a satellite phone and, through a series of phone calls involving the U.S. Coast Guard, Pacific Fleet Command and U.S. 3rd Fleet, the nuclear-powered aircraft carrier Carl Vinson was directed to his aid.

Within minutes, Team Carl Vinson deployed a group of air crewmen and search and rescue swimmers to assist the mariner.

The "Red Lion" crew consisted of a pilot, co-pilot, two search and rescue swimmers, a hospital corpsman search

and rescue swimmer, and a nurse anesthetist.

"When I first heard we were going to assist someone in need, I knew I had to be on my A-game," said Naval Aircrewman (Helicopter) 2nd Class Jarad Angel. "It went extremely smooth. I expected it to be more chaotic, but our training prepared us for this."

Carl Vinson and embarked Carrier Air Wing (CVW) 17 are supporting maritime security operations and theater security cooperation efforts in the U.S. 3rd Fleet area of operations. It is en route to its homeport of San Diego after a nearly 10-month deployment in support of Operation Inherent Resolve in the U.S. 5th Fleet area of operations.



Battle of Midway
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Fire departments, emergency response agencies discuss wild-fire awareness See page A-7



Color your summer!
See page B-1



USNS Millinocket arrives in U.S. 7th Fleet AOR for Pacific Partnership See page A-2



Moanalua Terrace housing gains fresh look with new fencing See pages A-7



All-Military Surf Classic to return See page B-4

USNS Millinocket arrives in U.S. 7th Fleet AOR for Pacific Partnership

MC1 Carla Burdt

Pacific Partnership Public Affairs

PACIFIC OCEAN (NNS) — The Military Sealift Command joint high speed vessel USNS Millinocket (JHSV 3) arrived in the U.S. 7th Fleet area of operations May 31 in support of Pacific Partnership 2015 (PP15).

Millinocket and embarked Task Force Forager, led by an expeditionary command element from the Navy's 30th Naval Construction Regiment (30 NCR) from Port Hueneme, Calif., are currently serving as the secondary platform for Pacific Partnership 2015. The primary platform for the mission is the hospital ship USNS Mercy (T-AH 19).

"As commander of Task Force Forager, it is a true honor and privilege to lead the 120 service members embarked on the joint high speed vessel Millinocket for



U.S. Navy photo by MCC Christopher E. Tucker

The Military Sealift Command joint high-speed vessel USNS Millinocket (JHSV 3) is underway in the Pacific Ocean for Pacific Partnership 2015.

this valuable mission," said Capt. James Meyer, commander, Task Force Forager.

"The diverse embarked task force is comprised of Airmen, Marines, Sailors and Soldiers and our partner nations from Australia and New Zealand," he said.

Millinocket will visit Kiribati, the Federated States of Micronesia, Solomon Islands, the Philippines and Vietnam and will conduct medical health exchanges, engineering engagements, civil military assistance and community relation events in cooperation with partner and host nations.

"The crew is excited to carry out our part of Pacific Partnership and demonstrate the ways joint high speed vessels like Millinocket can enhance partnership and cooperation in the region," Meyer said.

Now in its 10th iteration, Pacific Partnership is the largest

annual multilateral humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Asia-Pacific Region.

While training for crisis conditions, Pacific Partnership missions have provided medical care to approximately 270,000 patients and veterinary services to more than 38,000 animals.

Additionally, PP15 has provided critical infrastructure development to host nations through the completion of more than 180 engineering projects.

The JHSV is a flexible platform that can be used to provide rapid projection of task-tailored forces in response to a wide range of military and civilian contingencies such as non-combatant evacuation operations, humanitarian assistance, and disaster relief. It is a ship that can specialize in getting people and equipment quickly into and out of areas stricken by disaster or affected by contingencies.

Navy receives seven 2015 Historic Hawaii Foundation awards

Story and photo by Denise Emsley

Naval Facilities Engineering Command Hawaii Public Awards

The Navy in Hawaii won seven 2015 Historic Preservation Honor awards May 29 at the 41st Annual Historic Hawaii Foundation event held at Dole Cannery.

"It is with pride and enthusiasm that the Navy and its team of professionals continue to be recognized for their hard work, dedication and commitment to preserving our history and our military heritage," said John Lohr, historic preservation officer for Naval Facilities Engineering Command (NAVFAC) Hawaii.

"The goal of our historic preservation division is to keep Joint Base Pearl Harbor-Hickam relevant and

mission ready as we repurpose our historic facilities to meet today's and tomorrow's opportunities and capabilities, and I am proud to be a part of that team," he said.

The award event included a dinner and presentation of numerous preservation honor awards which have been given annually since 1975. The awards are Hawaii's highest recognition for preservation, rehabilitation, restoration or interpretation of the state's architectural, archeological and cultural heritage.

The Navy received honors in three of Historic Hawaii Foundation's five award categories. Navy participants who accepted the awards included Rear Adm. Richard Williams, commander of Navy Region Hawaii and Naval Surface Group Middle Pacific; Capt. Stanley Keeve Jr.;

commander of Joint Base Pearl Harbor-Hickam; Capt. James Kalowsky, commanding officer, Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility; John Lohr, historic preservation officer at NAVFAC Hawaii; and various Navy civilians who worked on the seven awards projects. Winning categories/projects:

Preservation interpretive media—"Fort Kamehameha Documentary" video.

Preservation recommendations—Navy Region Pearl Harbor Naval Complex Historic Context Report; Quonset Hut Survey and Context Report.

Preservation honor—Joint Base Pearl Harbor-Hickam, building 3455 rehabilitation; Joint Base Pearl Harbor-Hickam, hangar 35 restoration; Pearl Harbor Naval Shipyard and Intermediate

Maintenance Facility, building 9.

Rehabilitation—Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility waterfront operations; Signal Tower S-1058 rehabilitation.

Naval Facilities Engineering Command (NAVFAC) Hawaii and contractor Nan Inc. completed repairs of the historic water tank/signal tower located near the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY/IMF) at Joint Base Pearl Harbor-Hickam (JBPHH) in April 2014. The structure is the only one remaining of three original water towers built jointly by the Army and Navy in the 1920s. It played an important role in the events of Dec. 7, 1941.



Commentary

'The formidable will' to win at Battle of Midway

(Editor's note: Two years ago Adm. (ret.) Fargo, former U.S. Pacific Commander and U.S. Pacific Fleet Commander, presented the keynote speech for the Battle of Midway commemoration aboard USS Arizona Memorial and within view of the Battleship Missouri Memorial in Pearl Harbor. An excerpt of Adm. Fargo's speech is reprinted here, with permission.)

Retired Navy Adm. Thomas B. Fargo

Commander, Navy Region Hawaii and Naval Surface Group Middle Pacific

Here in Pearl Harbor, the Arizona Memorial and the Battleship Missouri form a monument to the beginning and end of the war in the Pacific. The war started with the attack on Pearl Harbor

and the sinking of the Arizona ... and it ended when the surrender documents were signed on the deck of that great warship in Tokyo Wan. But these two great ships symbolize more than just the historical bookends of the war ... more than just the beginning and the end.

To me, Missouri and Arizona are symbols of the triumph that is the American fighting spirit, the spirit that was able to overcome our heavy losses at Pearl Harbor and then gain victory from superior forces at the Battle of Midway. It is the same spirit that raised six of our eight wounded battleships off the bottom here in this harbor, repaired them and put them back in service. [It is] the spirit that sent dozens of submarines and their crews on over a thousand patrols, despite almost unnerving danger—ac-

tion that cost the loss of 52 valiant boats.

[It is] the spirit that had intelligence officers and cryptanalysts poring over intercepts hour after hour, day after day, trying to discern the enemy's intent. [It is] the spirit that sent our aviators aloft at Midway, uncertain of the enemy's position, knowing only that it was either destroy the enemy or perhaps not have a ship to return to at the end of their mission.

This spirit is the reason we honor two events from our past throughout the Navy every year—Midway and the Navy's birthday. Because the real spirit of our past—springs from our people. President Ronald Reagan liked to call it—"The formidable will and moral courage of free men." I like that.

"The formidable will and moral courage of free men." It has always been our most precious weapon—World War II, the Cold War, Iraq and Afghanistan—you name it—and it always will be. That is the legacy of our World War II veterans, and it is what inspires our commanders and crews today. And like I said, it's embodied here at Pearl Harbor: the symbol that no obstacle is too great to overcome, that freedom will always reign over tyranny, that nothing can defeat the American fighting spirit. It gives me great comfort for the future of our fleet.

As you know well, the Battle of Midway marked the end of Japan's naval superiority over America. From that point in history on, our production of ships and aircraft, combined with training of personnel, especially pilots, so rapidly outpaced the Japanese that they never regained their advantage of early 1942.

In war, few things are



U.S. Navy photo Retired Navy Adm. Thomas Fargo speaks in front of more than 150 Sailors from various commands at Joint Base Pearl Harbor-Hickam during a wreath-laying ceremony held May 4, 2013 on the USS Arizona Memorial to mark the 71st anniversary of the Battle of Midway.

clear, but at Midway, there is a shining truth. Despite inferior airplanes, inferior numbers, an already damaged Yorktown, our spirit triumphed. Our intelligence essential, our planning aggressive, our execution courageous—never has victory been better deserved or more distinctly perceived than in this battle.

The legacy of our Midway veterans is embodied in the men and women who serve in our armed forces today. That spirit—it's what gives me great comfort—because your indomitable past is our future.

Your challenge, although different, is no less daunting. Since 9-11, many of you have spent more time deployed and in combat zones than even our World War II

generation. The complexity of war and the make-up of the enemy require judgments to be made both instantaneous and at especially low levels of the chain of command. While 70 years ago the folks at Hypo and the Pacific Fleet headquarters dealt with codes and cyphers, you're content with a cyber environment that permits ubiquitous attacks and demands a level of offensive and defensive dexterity second to none in our history.

Make no mistake. This generation, your generation, is equal to any task we put before you. Just walk upon the flight deck of an aircraft carrier that is launching and recovering high performance jets every 40 seconds, or stand on the pitching foc'sle

of an Aegis cruiser or destroyer preparing to launch its missiles, or step into the darkened control room of a submarine as it prepares to submerge on patrol, or spend a day with a provisional reconstruction team in Afghanistan. To see you in action is to appreciate your talent and motivation.

You have been tested in the same way that your grandparents were. You give us every reason to have hope and confidence for the future.

So to all of you with us here today, we salute you for your service, your sacrifice and your spirit. The "formidable will and morale courage of free men and women"—that's your legacy. Today's Navy carries that legacy with great pride every day.

Diverse Views



What is your best moving tip for permanent change of station (PCS)?



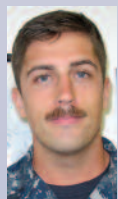
IT2 Zane Nawrocki
MIDPAC

"Once you get orders, schedule your pack out as soon possible so you can have your move date set and have one less thing to worry about."

Senior Master Sgt. Bryan Braga
735th Air Mobility Squadron



"I would say my best moving tip for PCS is to start early and keep a file of all the papers gathered during the process. This way you do not feel rushed and have all the required information before, during and especially after the move."



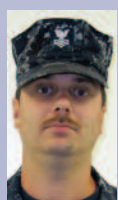
BM3 Thomas Lobach
Arizona Memorial Detachment

"Let the Navy move your household goods, I don't recommend using the personally procured move as it was a hassle and took forever to get reimbursed."

Maj. Leah Sprecher
HQ PACAF



"Take photos or video of all of your furniture and high value items. Having a good record of an item's pre-move condition may help facilitate the claims process should your property be damaged during a PCS."



CS1 Nathan Yactzak
JBPHH

"Upon receipt of orders, start working on your PCS move. Sometimes paperwork can get lost and you are sitting waiting. So, the sooner you start, the more ahead of the power curve you will be. Also, look where your next duty station is located to see if there are any restrictions on what you can or can't bring so you can make the proper arrangements."

Master Sgt. Pablo Aguilar
18th Aeromedical Evacuation Squadron



"Ensure you have all required documentation for a smooth out-process at your losing station and smooth in-process at gaining location. Keep your sponsor updated and ask questions."



CS1 Tarrell Brown
JBPHH

"If you have two vehicles, ship one vehicle off early, so when you arrive at your next duty station, you will at least have one vehicle waiting for you. It makes it so much easier when you are trying to get you and your family situated in a new location."

Staff Sgt. Giselle Iir
647th Civil Engineer Squadron



"Start the process as soon as possible. This will ensure you have sufficient time to accomplish your move smoothly and that you won't be waiting for your things to arrive once you get to your new station."

Provided by Lt. Damall Martin and David D. Underwood Jr.

Want to see your command featured in Diverse Views? Got opinions to share?

Drop us a line at editor@hookelenews.com or karen.spangler@navy.mil

USS Yorktown hit by torpedoes in June 1942



U.S. Navy photo

USS Yorktown (CV 5) is being abandoned by the crew after it was hit by two Imperial Japanese Type 91 aerial torpedoes on June 4, 1942. USS Balch (DD 363) is standing by at right. Regarded as the turning point in the Pacific during World War II, the Battle of Midway took place from June 4 to 7, 1942. During the battle, U.S. Navy carrier strike forces, augmented by shore-based bombers and torpedo planes, decisively defeated an Imperial Japanese navy carrier task force.

HO'OKELE

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Symonds offers insight on Battle of Midway

Jim Neuman

Navy Region Hawaii
Historian

In the early months of 1942, the Axis powers seemed poised for victory as the forces of Nazi Germany plunged deeper into the Soviet Union and pressed the British army to the breaking point in North Africa. Imperial Japan had conquered much of South-East Asia and the western Pacific in the six months following the attack on Pearl Harbor. America's back was against the wall.

Remarkably, the tide turned in the early summer of '42 when the United States Navy defeated the seemingly invincible imperial Japanese navy at the Battle of Midway.

Author Craig Symonds, in his award-winning book, "The Battle of Midway," makes this point very strikingly when he writes that on June 4, 1942. "At ten o'clock that morning, the Axis powers were winning the Second

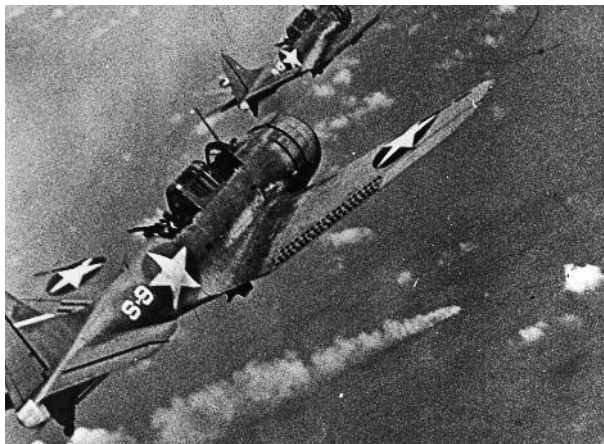


Craig Symonds

World War ... An hour later, the balance had shifted the other way."

He challenges the often overly-simplified narrative that the battle was a result of chance and providence and instead focuses on the decisions and actions of the individuals who fought the battle concluding, "Midway might have ended differently. That it didn't was the result of these men and the decisions they made."

Symonds, professor of history emeritus at the United



U.S. Navy archive photo

States Naval Academy, is in Hawaii this week to speak on the subject of the Battle of Midway as part of the commemoration of the battle's 73rd anniversary. The following is the first part of an excerpt from an interview conducted with the author earlier this week:

Q: The Battle of Midway has often been referred to as the turning point in the Pacific War. What is the significance of

that great battle?

A: "It's hard to find a military confrontation of any kind and, more specifically, a naval confrontation where history turned so dramatically and so quickly as it did at the Battle of Midway. History is a product of movements and developments and circumstances that work themselves out over decades or even centuries, but here at the Battle of Midway it turned so dramatically that

it's hard to overstate the impact of that confrontation.

In terms of turning point, it took away from the Japanese their offensive strike capability. They had this collective group of aircraft carriers called the Kido Butai, a combined strike force of which four carriers were used at the Battle of Midway. Of those four, three were placed in a sinking condition within a five-minute period. Their offensive potential was all but taken away and from that moment on, all of the confrontation in the Pacific War was initiated by the Americans."

Q: In your book, you emphasize how it was the decisions and actions of the individuals who fought the battle that ultimately determined its outcome. What were some of the important decisions that were made on both sides of the battle?

A: "Well, the biggest one was the decision to do it at all. Adm. Yamamoto, the Imperial Japanese Combined Fleet commander, was disappointed that the attack on Pearl Harbor had not damaged the American carriers, and he wanted to finish the job and he insisted on it. The Naval General Staff didn't want to do it. He threatened to resign if he did not get his way, so here is a decision where a very strong-minded individual forced his opinion on the Japanese Naval General Staff because he felt it was essential to eliminate those carriers so that the Americans would not have an offensive striking capability."

"On the other side was [Adm.] Nimitz decision to respond to that challenge. Even though he got some of the information, enough to suggest that there was going to be a threat to Midway, given the 'Germany First' strategy, why not just say, 'I'm pulling all of my carriers

back and not put them in harm's way.' But he didn't do that, he made the bold decision, 'I know they're coming, and I'm going to put my carriers out where they might spring a trap on the Japanese.' In hindsight it seems obvious but at the time that was bold."

Q: As the Navy conducts a fleet-wide commemoration of the 73rd anniversary of the Battle of Midway, why is it important for young Sailors to know about this battle, and what would you say is the key takeaway?

A: "The reason I challenge the 'miracle' explanation for the American victory is because it's important to note that every single officer, from Nimitz down to the plane pushers on the decks, played a role in what happened. History is not something that happens around us while we are doing our job; history is the job we are doing. People made decisions, responding to events as they changed and as they happened, and that's life, that's history, that's how it is made."

"If I'm looking for a lesson for Sailors today is that what you're doing, whether in the area of intelligence and breaking codes, or you're in operations and your driving ships, or whatever you may be you are part of this vast puzzle, and the decisions that you make and the actions that you take contribute to that overall picture of success or failure and that's what Midway teaches us."

The public is invited to attend a presentation and book signing by Craig Symonds at the Pacific Aviation Museum from 1:30 to 3:30 p.m. Saturday.

(Editor's note: The second part of Neuman's interview with Symonds will be featured in the June 12 edition of Ho'okele.)



535th Airlift Squadron changes command

Lt. Col. Scott R. Raleigh (center) takes the guidon from Col. Michael J. Merritt, commander, 15th Operations Group, and assumes command of the 535th Airlift Squadron on May 29 at Joint Base Pearl Harbor-Hickam.

U.S. Air Force photo by David D. Underwood, Jr.

Pearl Harbor-Hickam *Highlights*



The Japan Maritime Self-Defense Force (JMSDF) ship JS Kashima (TV 3508) transits Pearl Harbor June 2 as it arrives at Joint Base Pearl Harbor-Hickam. Kashima is joined by JS Yamagiri (DD 152) and JS Shimayuki (TV 3513) for a scheduled port visit. While in Hawaii, JMSDF sailors will participate in wreath-laying ceremonies at the USS Arizona Memorial, National Memorial Cemetery of the Pacific (Punchbowl) and Makiki Cemetery.

U.S. Navy photo by MC2 Johans Chavarro

Japan Maritime Self-Defense Force (JMSDF) Rear Adm. Yasuki Nakahata, commander, Japan Training Squadron, (left), is greeted by Capt. Stanley Keeve Jr., commander of Joint Base Pearl Harbor-Hickam, (middle), and Capt. Adolfo H. Ibarra, commanding officer of the guided-missile cruiser USS Port Royal (CG 73), as the JMSDF ship JS Kashima (TV 3508) arrives at Joint Base Pearl Harbor-Hickam.

U.S. Navy photo by MC2 Johans Chavarro



Ban Tien, integration and test manager, conducts an overview of a flight test vehicle used in NASA's Low-Density Supersonic Decelerator (LDSD) test. Tien briefed media June 1 at the Pacific Missile Range Facility, Kauai.

U.S. Navy photo by MC2 Diana Quinlan

Paul Lytal, deputy integration and test manager, briefs media on June 1 about the launch tower used in NASA's Low-Density Supersonic Decelerator (LDSD) test. NASA's LDSD project is designed to investigate and test breakthrough technologies for landing future robotic and human Mars missions and safely returning large payloads to Earth.

U.S. Navy photo by MC2 Diana Quinlan



(Above and right) During a brief stop in Pearl Harbor, 29 Sailors from USS Carl Vinson (CVN 70) assisted in clearing kiawe branches at Kalaeloa Heritage Park. Sailors also toured the archaeological site and learned how life was 600 years ago in this ancient Hawaiian village.

U.S. Navy photos courtesy of USS Carl Vinson (CVN 70) Public Affairs



Shipyards recall major role in Battles of Coral Sea, Midway

Provided by Pearl Harbor Naval Shipyards Public Affairs

Battle of the Coral Sea

The Battle of the Coral Sea, fought in the waters southwest of the Solomon Islands and eastward from New Guinea, was the first of the Pacific War's six fights between opposing aircraft carrier forces. Though the Japanese could rightly claim a tactical victory on "points," it was an operational and strategic defeat for them, the first major check on the great offensive they had begun five months earlier at Pearl Harbor. The diversion of Japanese resources represented by the Coral Sea battle would also have immense consequences a month later at the Battle of Midway.

The Coral Sea action resulted from a Japanese amphibious operation intended to capture Port Moresby, located on New Guinea's southeastern coast. A Japanese air base there would threaten northeastern Australia and support plans for further expansion into the South Pacific, possibly helping to drive Australia out of the war and certainly enhancing the strategic defenses of Japan's newly-enlarged oceanic empire.

The Japanese operation included two seaborne invasion forces, a minor one targeting Tulagi, in the Southern Solomons, and the main one aimed at Port Moresby. These would be supported by land-based air power from bases to the north and by two naval forces containing a small aircraft carrier, several cruisers, seaplane tenders and gunboats.

More distant cover would be provided by the big aircraft carriers Shokaku and Zuikaku, with their escorting cruisers and destroyers. The U.S. Navy, tipped



(Above) USS Yorktown (CV 5) in dry dock 1, May 29, 1942, receives urgent repairs for damage received in the Battle of Coral Sea. It left Pearl Harbor the next day to participate in the Battle of Midway.

(Right) View of USS Yorktown's (CV 5) damage on the third and fourth decks, amidships, caused by a 250 kilogram bomb hit received during the Battle of Coral Sea, May 8, 1942.

U.S. Navy photos

off to the enemy plans by superior communications intelligence, countered with two of its own carriers, plus cruisers (including two from the Australian navy), destroyers, submarines, land-based bombers and patrol seaplanes.

Preliminary operations on May 3-6, 1942 and two days of active carrier combat on May 7-8, cost the U.S. one aircraft carrier, a destroyer and one of its very valuable fleet oilers, plus damage to the second carrier.

However, the Japanese were forced to cancel their Port Moresby seaborne invasion. In the fighting, they lost a light carrier, a destroyer and some smaller ships. Shokaku received serious bomb damage and Zuikaku's air group was badly depleted. Most importantly, those two carriers were eliminated from the upcoming Midway operation, contributing by their absence to that terrible Japanese defeat.

The same Japanese air attack that fatally injured USS Lexington (CV 16) also hit USS Yorktown (CV 5). The more smaller and more nimble Yorktown evaded several enemy torpedoes that came its way, but it was dented and punctured by dive bombers' near misses off its port side amidships and off the starboard bow. More seriously, a third bomb hit the flight deck near the after end of the island, penetrated five decks down into the ship and exploded above the fourth deck. Its blast and the resulting fires killed and injured dozens of crewmen.

Fires were controlled quickly and Yorktown's effectiveness was not seriously harmed. However, structural damage required correction at the Pearl Harbor Navy Yard during the ship's two day emergency repair period late in May. The near miss damage amidships also needed shipyard attention as it had ruptured fuel



tanks, producing a highly visible oil slick

Repairs at the shipyard (from the March 2007 Shipyards Log)

Up from the Coral Sea where she had seen action in one of the nation's first and greatest victories came the carrier Yorktown.

When she pulled into Pearl Harbor on May 27, 1942, she was badly damaged from a direct bomb hit which had struck the flight deck, pierced it and finally exploded in the bowels of the ship, six decks down; from a second bomb which caromed off her flight gallery forward on the starboard side and exploded upon hitting the water, peppering the shell above the waterline with shrapnel holes; and from a third near miss which exploded in the water close enough to the side to open the seams and corrugate the bottom on the port side, amidships.

Inside the vessel, more than 1,400 men—shipfit-

ters, machinists, welders, electricians and shipwrights—worked on the different levels to restore bulkheads, stanchions and deck plates necessary to restore the ship's structural strength and, as this work proceeded, to renew or replace the instruments, electric wiring and fixtures which had been damaged in the blast.

The need for speed was so urgent that no planning was done, and the job was brought to completion with the planners and estimators furnishing advice directly from the ship's plans.

It seemed like an impossible task to get the ship out on time. The men worked in shifts all that day, all night and through the next morning. The dock was scheduled for flooding at 11 o'clock that day. When the time came, Yorktown with essential temporary repairs made was in such shape that she could maneuver and fight effectively.

She took on fuel and

planes and was out of the harbor by night. On the morning of the fourth of June, she had joined Adm. Chester Nimitz's force and was within 200 miles of the enemy off Midway.

What Yorktown did after that is history. Her planes took part in the operation that sank two enemy carriers and so disabled a third that it was easy prey for an American submarine. In addition to the carriers, Yorktown's planes scored hits on many other enemy vessels. These planes helped turn back the Japanese threat to Midway and the Hawaiian Islands. Though Yorktown was later sunk as a result of enemy action, she contributed greatly to one of America's greatest sea victories. She could not have done so had it not been for those workmen at Pearl Harbor.

(Editor's note: Text and photos are from the Naval History and Heritage Command and the March 2007 Shipyards Log.)

Fire departments, emergency response agencies discuss wildfire awareness

Story and photo by
Angela Sanders

Federal Fire Department
Hawaii

Fire department officials and local emergency response agencies joined together in an annual wildfire press conference held May 27 at Magic Island, Ala Moana Beach Park. The focus of the event was to ask for public cooperation and support in the prevention of wildfires during the dry summer season.

The Oahu Wildfire Information and Education (OWIE) Group, comprised of representatives from the Honolulu Fire Department, Federal Fire Department Hawaii, Army Garrison Hawaii, State Department of Land and Natural Resources Division of Forestry and Wildlife, Honolulu Police Department, National Weather Service and the Hawaii Wildfire Management Organization, was on hand to deliver the important message.

"Be vigilant at all times and report any suspicious activity," said Fire Chief Manuel Neves of the Honolulu Fire Department.

The group convenes each year to formulate ways to promote public awareness, education and prevention of wildfires.

OWIE's mission is to create a seamless, cooperative, interagency working group, establish a joint information center to disseminate coordinated information during incidents, prevent wildfires, promote public safety and confidence through unified public education efforts, and develop a common set of reporting



Neil Fujioka, federal Fire Department district chief, speaks to the media about the prevention of wildfires at the annual Oahu wildfire information and education press conference held May 27 at Magic Island Ala Moana Beach Park in Honolulu.

requirements.

Gregg Moriguchi, regional fire chief for the Federal Fire Department Hawaii, added, "The Federal Fire Department asks all civilian and military personnel to be attentive to wildfire threats in the areas where they live and work."

Dry season is approaching, so now is the time for the public to be aware of potential wildfires that can occur. The Hawaii Federal Fire Department is asking all civilians and military personal to:

- Report unauthorized dumping of rubbish and vegetation.
- Report overgrown, dry and tall vegetation.
- Protect your home by clearing unnecessary shrubbery and debris.
- Clean roof and gutters regularly.
- Ensure fire apparatus can get to your home.

• Ensure smoke detectors are installed on each level of your home, in every sleeping area, and are being tested monthly.

• Create a safety zone around your home.

• When wildfires are threatening your area, if advised to evacuate, do so immediately.

• Lastly, call 911 immediately if you see suspicious activity.

For more information about the Federal Fire Department Hawaii, contact Fire Inspector Angela Sanders at 471-3303, ext. 617 or angela.sanders1@navy.mil.



Photo courtesy of Forest City Military Communities

Courtney Mullins, Navy spouse and Forest City resident, and her dog Lily show off some of the new fencing in Moanalua Terrace housing.

Moanalua Terrace housing gains fresh look with new fencing

Karen Eubanks

Forest City Military
Communities

If better fences make better neighbors, then neighbor-relations just got a big boost in the military housing community of Moanalua Terrace.

Forest City Military Communities (FCMC) is currently working on a \$750,000 fencing project in that community. This is one of many community improvement programs being implemented by FCMC in the communities they manage in Hawaii as part of a long term partnership with the U.S. Department of Navy.

In Moanalua Terrace, the homes currently have private yards enclosed by wooden fences. These older wooden fences are being removed from 236 Moanalua homes and replaced with vinyl fencing. Easier to clean than the wooden fences, the modern white vinyl material is designed to withstand the elements and enhance the beauty of the area for many years to come. It will also match the vinyl fencing already in use around playgrounds, parks, pools and other common areas within the community.

The fencing project began in early April and is expected to be completed within the next few weeks.

"We worked with our contractor, Best Vinyl, to minimize inconvenience to our residents," said Billy Lawson, general manager for FCMC's Navy Hawaii communities.

"Before the project began, we coordinated the logistics of the project to reduce the time it would take to complete work at each home," he said.

Prior to beginning the project, work was expected to take less than four days per home, weather permitting. Thanks to having separate crews performing fence take-down and removal, followed by crews installing the new fencing, the work is proceeding ahead of schedule.

The Moanalua Terrace fencing project is part of the nearly \$5.8 million in community improvement projects Forest City has planned for 2015 for the company's Navy Hawaii communities. That's in addition to the \$11.3 million they spent last year on improving their Navy communities.

Forest City manages 6,884 homes for Navy and Marine Corps housing in Hawaii with properties on Oahu and Kauai.