



Pau Hana Koa

Retired Warriors

Hawaii Chapter Military Officers Association of America

Vol. 21 No. 10

WEBSITE <http://www.moaa-hawaii.org>

October 2006



The Navy Reserve is RE-serving

by LCDR. Steve Marx USN



VADM John Cotton took charge of the Navy Reserve Force over four years ago and has renamed it Navy RE-serve. He has reorganized and completely realigned the Force to be a fully integrated component of the Active Duty Navy. This is evident in the fact that, since 9/11, there have been 38,830 Navy RE-serve mobilizations in support of fighting the Global War on Terror. Of those, 7,700 are Officers and 31,130 are enlisted. Considering that the population of the RE-serve Force is approximately 52,000, it can be said that over half the RE-servists have been mobilized in the past five years.

Today, there are 6,161 mobilized RE-servists: 1,150 Officers and 5,011 enlisted. There is a total of 27,832 in the Force that have not mobilized as of yet. Projections are 9,000 mobilizations per year for the next three years. This will complete one full cycle of the entire Force being mobilized. As VADM Cotton, Chief of Navy RE-serve Force said, "Anyone wearing the uniform must be ready to deploy. You are going to deploy, come back and rest awhile, and you are going to deploy again." As a result, RE-servists should expect to serve on active duty one year out of every six.

Navy Operational Support Center Pearl Harbor (NOSC) has 54 of the 600 RE-servists currently mobilized to Iraq, Afghanistan, Kuwait and Djibouti. Since 9/11, NOSC Pearl Harbor RE-servists have executed 347 sets of mobilization orders. Years of retaining a qualified RE-serve Force are paying big dividends in the war effort by supplementing manning shortfalls in fighting the Global War on Terror.



Coming Events October

- 7 Oct (Sat) The Users Group (TUG) 1000
Computer Training, Bishop Museum, Paki Bldg.
- 9 Oct (Mon) PAC meeting 1100 Sam Snead's Tavern
- 19 Oct (Thur) Joint Luncheon Aloha & Hawaii Chapters
"Washington Report", Hale Koa 1130
- 20 Oct (Fri) Excom Mtg. MCBH O'Club 1130
- 21 Oct (Sat) MOAA Party Bridge 1900

Coming Events November

- 4 Nov (Sat) The Users Group (TUG) 1000
Computer Training, Bishop Museum, Paki Bldg.
- 4 Nov (Sat) Chapter Annual Meeting (Luncheon) 1130,
Ft. Shafter Hale Ikena at the Golf Course
Admiral Ron Hays speaks on *Pacific Aviation Museum*
- 17 Nov (Fri) Excom/Board Mtg. MCBH O'Club 1130
- November MOAA Party Bridge is cancelled.
See you at the December Potluck and Bridge.



YOUR PRESIDENT'S PERSPECTIVES
By Colonel John Harms – USMC (Ret.)

**PLANNING TO
MOVE TO A RE-
TIREMENT COM-
MUNITY SOME
DAY?
SOME
THOUGHTS.**

The decision making process for this significant move can be difficult for many of us for we love our current home and beautiful Hawaii, but realize there are not a lot of options as we age. Moving in with our children is not recommended by most geriatric studies, and I know from first hand experience it can be very difficult for all persons involved. But it is advisable to have children living relatively close by (i.e. Outer Islands or day's drive on the mainland) for persons living in a retirement community, especially in assisted or full care living, for they should have an advocate that checks up on them on a regular basis. Another element is our health. Many full

retirement communities require a have been offered. Most folks basic health examination before cannot make heads or tails of being accepted. Joann and Oscar these, so take them to an ac-Hauge were surprised when Air countant for a financial review of Force West in Riverside, CA. the operation. What are the required this. Second, does the monthly fees and what services facility have certified three levels do they provide? In Presbyterian of living experiences: Independ- Village in Atlanta it is \$1700 per ent Living, Assisted Living, and month which includes once a Full Care (Nursing Home) Liv- week maid service and full house ing ? Do you want a month to and yard maintenance plus utili- month payment option such as ties. At Patriots Colony it is Pohai Nani, or purchase of home, \$4000 per month that includes all the villa or apartment such as Kahala the previous services plus one Nui or Patriots Colony in Wil- meal a day at one of three restau- liamsburg, VA.? If a home pur- rants, wellness clinic, trips to chaise is desired, what percentage of the entrance/purchase fee is returned to your Estate when you move from independent living? Some have no funds returned, but most have either 50% or 95% returned. Patriots Colony has all three options with purchase/entrance fees adjusted accordingly. Is the independent living phase pet friendly? Most will allow dogs up to 35 lbs., no great danes allowed. This is very important to me, for I have had a dog most of my life. Financially secure sponsor? Is it "For Profit or Not For Profit" operation? When investigating retirement communities ask for a copy of their financials, which should

*Semper Fidelis,
John Harms*



CHAPTER PROGRAMS FOR Remainder of 2006

November

4 November – Annual Meeting (Luncheon) with speaker, Admiral Ron Hays, on Pacific Aviation Museum. Ft. Shafter Hale Ikena at the Golf Course. (Helen Baker and John Harms)

December

15 December – Annual Christmas Party at the Hale Koa. USMC band before dinner music and John Lundgren band, Music of the Swing Era, for after dinner dancing. (Bill Quirk and John Harms)

Calling All Party Bridge Players!!

By Robbie Gee



After a break for the summer, the MOAA Party Bridge Group resumed play on 26 August 2006 and was hosted by Gary and Beverly Jensen at their beautiful Mililani home. Taking advantage of the break to recharge her batteries, Shirley Ihara walked away with first place. Guest Mitzy Austin took second place, followed by Beverly Willms in third. Others enjoying the bridge reunion were Robbie and Bob Gee, Wally Barker, Ken and Lillian Patterson, Les Ihara, and Ginny Fine.

We're looking for new members to join a **friendly group** so even if you haven't played for a while, it's okay. Brush aside the cobwebs and jump in with both feet! It's good mental exercise and, as they say, "Use it or lose it".

Remember to call me at 255-4558 not later than the weekend beforehand to reserve your seat at the bridge table. Non-smoking players of all abilities are welcome, **with or without a partner**. This is a FUN bunch who enjoy another opportunity to socialize with their MOAA friends and who don't take their bridge too seriously! Our next meeting will be on Saturday, 21 October at 1900 hours and we'd welcome your company.

Thinning of the Ranks

Captain Willis Scott Rich USN (Ret), 74, died 24 August 2006 in Kailua. He is survived by his wife Janis.

Major "Joe" Jowarren Shively, USA (Ret), 88, died 19 Sep. 2006. Survived by companion Jackie Price.

Binnacle List

Lt. Col.. William McGarry AUS (Ret)

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("Clipper": Con't from Sept. PHK)

Ed. Note. We pick up the story after the clipper took off from Bahrain and is flying over Egypt.)

Later in the afternoon they raised the Nile River, and Ford turned the ship to follow it to the confluence of the White and Blue Niles, just below Khartoum. They landed in the river, and after they were moored the crew went ashore to be greeted by the now familiar hospitality of the Royal Air Force. Ford's plan was to continue southwest to Leopoldville in the Belgian Congo and begin their South Atlantic crossing there. He had no desire to set out across the Sahara; a forced landing in that vast trackless wasteland would not only render the aircraft forever immobile, but the crew would surely perish in the harshness of the desert.

Early the next morning they took off from the Nile for Leopoldville. This was to be a particularly long overland flight, and they wanted to leave plenty of daylight for the arrival. They would land on the Congo River at Leopoldville, and from there would strike out across the South Atlantic for South America.

The endless brown of the Sudan gave way to rolling green hills, and then rocky crests that stretched across their path. They flew over native villages, and great gatherings of wildlife. Herds of wild beasts, hundreds of thousands strong, stampeded in panic as the Clipper roared overhead. The grassland soon turned to jungle, and they crossed several small rivers, which they tried to match to their maps. Suddenly ahead they saw a large river, much bigger and wider than others they had crossed, and off to their right was a good-sized town. The river had to be the mighty Congo, and the town was Bumba, the largest settlement on the river at that point. From their maps they saw that they could turn and follow the river downstream to Leopoldville. They had five hundred miles to fly.

Late in the afternoon they raised the Congolese capital of Leopoldville. Ford set the Boeing down gently onto the river, and immediately realized the strength of the current. He powered the ship into the mooring, and the crew finally stepped ashore. It was like stepping into a sauna. The heat was the most oppressive they had yet encountered; it descended on them like a cloak, sapping what energy they had left.

A pleasant surprise awaited them however, when two familiar faces greeted them at the dock. A Pan American Airport Manager and a Radio Officer had been dispatched to meet them, and Ford was handed a cold beer. "That was one of the high points of the whole trip," he said. **(Con't on page 7)**

CHAPTER DONATIONS FOR 2006



The following Chapter members have generously donated funds to either our Scholarship Fund or Community Services. Scholarships of \$1000 are awarded to deserving JROTC graduates from our State Public High Schools going to a four year university or college and \$500 for those going to a two year community college. Community Services contributions go to the VA Hospital for Aging, Fischer House at AMC, USO, to mention a few. Mahalo for your kindness.

GOLD LEVEL (\$100 or more)

Ralph Hiatt, Tom Dixon, Hank Heyenga, George & Roberta Sullivan, Doug Thomas, Judith Breitwieser, Frank Slocum, William Brown, Myrl Noggle

SILVER LEVEL (\$50 to \$99)

Jack Miller, Tom Wells, Joe Vasey, Bill and Ellen McGarry, Charlie Kimak, Harland Cope, Ted and Marion Sholl, Virginia Frizelle, David Belatti

BRONZE LEVEL (\$25 to \$49)

Norman Ault, Robert Cybron, Ron Bezanson, Marian Williams

If you have made a donation and do not see you name please notify John Harms at JandBHarms@aol.com



SPECIAL GUEST SPEAKER FROM MOAA NATIONAL HEADQUARTERS THURSDAY, OCTOBER 19, 2006

1130 AT HALE KOA

“ESTATE PLANNING -INTEGRATING RECENT FEDERAL TAX/INVESTMENT LEGISLATION AND RELATED LEGISLATIVE ISSUES AFFECTING THE TAX PAYER”

BY

MR. PHILLIP DYER, CFP

A WEST POINT GRADUATE WHO AFTER SEPARATION FROM ACTIVE DUTY WORKED IN SALES WITH PFIZER PHARMACEUTICALS FOR SEVEN YEARS BEFORE TRANSITIONING INTO FINANCIAL PLANNING. HE IS THE DEPUTY DIRECTOR FOR FINANCIAL EDUCATION AT MOAA. PLEASE PLAN ON ATTENDING THIS JOINT SESSION WITH THE ALOHA CHAPTER. WE WILL BE PRESENTED OUR FIVE STAR EXCELLENCE AWARD BANNER AT THIS EVENT.

Clip and mail to John Harms by October 12, 2006

I (we) will attend!! Luncheon Fee (\$19.50 each)

Luncheon Costs: \$19.50 x (X) _____ Scholarship Donations _____

Total ENCLOSED: _____ Name Tags to Read: _____ / _____

Make Checks payable to: Hawaii Chapter MOAA

Mail Checks and reservations to: John Harms, 118 Kailuana Place, Kailua, Hawaii 96734-1662

Chapter's Annual Meeting

The Chapter's Annual Meeting is scheduled for Saturday, 4 November, and, as mentioned elsewhere in this edition of the Pau Hana Koa, will take place at Fort Shafter. This is the Chapter's most important meeting of the year as three members of the Board of Directors are elected/re-elected by the membership as part of the business meeting. The President will also summarize the year's accomplishments and, in this case, because the President is also the Treasurer, he will give a financial report to the membership.

The Chapter By-laws call for three members of the nine member Board to be elected annually. The nominees this year are: LtCol. Louis W. Crompton Jr. USAF (Ret), Captain George E. Sullivan USN (Ret) and Mrs. Helen Peil Baker, Auxiliary Member and Secretary to the Chapter. Robert's Rules will apply and nominations from the floor will be accepted.

A Spelling Bee Champ

HI Chapter is home to the 2006 Hawaii State Spelling Bee champ age category 64 and less.

The same words were used from the list that Scripps uses for the National Spelling Bee for the teenagers in Spring - where all the smart kids spell all the hard words right. It got down to two people, a women school teacher and "the kid" and went round after round, both correctly spelling their assigned words. FINALLY she missed! So "the kid" received the gold medal, winner's tee shirt, plus other prizes including a limited edition novel signed by the author and publisher.

**The winner:
Lou Crompton**



CHAPTER ANNUAL MEETING GUEST SPEAKER ADMIRAL RONALD HAYES US NAVY (RET.)

**"The Pacific Air Museum;
Concept to Reality"**

Please plan on attending for this is the fourth leg of the monuments to the WW II War in the Pacific; Arizona Memorial and Visitor Center, Bowfin Submarine Museum, USS Missouri and now the Pacific Air Museum. Our Chapter has members in top leadership roles in the operation of each of these monuments to our Uniformed Service men and women.

Date: 4 November 2006, Place: The Hale Ikena at the Nagorski Golf Course, Ft. Shafter, Time: 1130

**Menu: Teriyaki Beef or Catch of the Day in white wine and mushroom cream sauce
Cost \$15.25 - Open Bar will be Available**

**Clip and mail to John Harms by October 30, 2006
I (we) will attend!! Luncheon Fee (\$15.25 each)**

Luncheon Costs: \$15.25 x (X) _____ Scholarship Donations _____

Total ENCLOSED: _____ Name Tags to Read: _____ / _____

Make Checks payable to: Hawaii Chapter MOAA

Mail Checks and reservations to: John Harms, 118 Kailuana Place, Kailua, Hawaii 96734-1662

TUG by Colonel Lou Torraca, USAF (Retired)



My Top Ten Tips and Things for PCs (or...The Four Tees)

As I was thinking about what I would write about in this column, a strange thing happened...my daughter was about to begin a new semester at HPU, and her 3 kids had pretty much taken over the one computer the family has, so she asked my advice on buying a new one, laptop or PC. When I went through the usual Q&As about what she was going to do with it, it was pretty obvious I had a PC she could have that would more than take care of her requirements. A fairly new Emachine with plenty of RAM and a big HD and even the latest double layer DVD burner already installed. So, I did a recovery (on a partition that comes with the PC) so it was lean and factory-mean and ready to go with only a couple add-ons I installed. I ran it 24 hours a day for a week and did some stuff on it every day and it performed like a champ! The family came over for dinner on a Sunday and I demo'd it for them and they took it home. Would you believe it wouldn't boot up! They brought it back and of course, it worked just fine. They took it home again and it wouldn't boot! So...they brought it back one more time, and I did everything I could think of in the way of maintenance...defrag, disk check, anti spy, anti virus scan, plus disabled a couple small utilities from booting up, and they took it home. Runs like a champ! Why do I tell you this story...cause it illustrates my oft-uttered line that I am convinced computers have a mind of their own. In this case, I have no idea why it wouldn't work at their house when it was working just fine at mine. A similar thing happened with a few folks that tried Uniblue's free quick access download...a couple said they never saw any blue icons when they opened the Windows Task Manager and others said it made their PC unstable; then again, some said it was just fine. Anyhow, Uniblue has since come back to me and said there should be no more problems, but didn't say what they did to correct whatever was causing the problem for some folks, but not for others. (BTW, I had downloaded and installed QA on 2 laptops and 2 PCs with no problems.) So, keep this in mind when you sometimes have problems that seem to make no sense.J

I also decided this week I had far too many e-mails stored on my main PC so I went about the fun task of weeding out the oldest ones and ones there was no reason to keep. In doing this, I was surprised at the number of e-mails there were that had to do with questions or suggestions about computers, so I decided to count the ones that seemed to repeat a lot, and ones that I have used and/or passed on to others. The result, with apologies to David Letterman, was my top10 list! Since space is limited in the PHK, here are 3 to whet your appetite. To read the whole list with graphics included go to my Oceanic Column at <http://tinyurl.com/z3wcm> anytime after 1 October.

#10. Windows XP has a memory usage setting that controls how Windows allocates your computers memory (RAM). By default, the Programs option is selected which gives your programs as much memory as they need. If you tend to load a few applications (programs) and then run them without loading other applications as I do, you may be better off selecting the System Cache option. The System Cache has priority over the hard disk cache, and it's much faster, so XP on my PC runs better. To change the setting, hold down the Windows key and press the Pause Break key. This brings up System Properties (or you can open control panel and click on system.) Click on the Advanced tab and then in the Performance section click on Settings. Now click on the Advanced tab in the Performance Options window. In the Memory Usage section click System Cache. Click OK. You should see a performance increase the next time you reboot.

#9. One of the things that really works well in a PC that is equipped with enough memory (RAM) is your ability to run or open a couple programs simultaneously. While Windows XP is a pretty stable operating system, every so often a program can crash or freeze-up. Before Windows XP this was a real hassle, but XP changed that. In the event of a program crash or freeze-up, press the Ctrl+Alt+Del keys at the same time. That brings up the Windows Task Manager. In the Applications tab, locate any program that is listed as "Not Responding," highlight the program, and then click on End Task. If this doesn't work, you can always click on Shut Down on the top menu, and then select Turnoff or Restart.

#8. If you use Microsoft Outlook Express to send e-mails, and you're not a particularly good speller like me, this is not a big problem, providing you use the Microsoft spell check that is installed by Microsoft Office, Word, FrontPage, Works Suite and some other apps, you can also use it in OE. After you open OE, click on Tools and then on Options. Click on the spelling tab. Now check the always check spelling before sending box. Your e-mail messages will now be checked for spelling errors before you send them. (Or, you can press the F7 key to start the spell check process.) If you don't have the Microsoft spell check engine, you may need to search the Internet for free spell check programs that work with Outlook Express. One I have used is at <http://urlicutter.com?10264>

That's it for now, until next time, have fun with all those computer and electronic goodies, but remember to be careful out there on the 'net! Come see us at one of our two regular monthly meetings. Visit www.the-tug.org for schedules and directions.

Aloha, Lou

(“Clipper”: Con’t from page 3)

After a night ashore they went to the airplane the next morning prepared for the long over-water leg that would take them back to the western hemisphere. The terrible heat and humidity had not abated a bit when the hatches were finally secured and they swung the Clipper into the river channel for the takeoff. The airplane was loaded to the gunnels with fuel, plus the drum of oil that had come aboard at Noumea. It was, to put it mildly, just a bit overloaded. They headed downstream into the wind, going with the six-knot current. Just beyond the limits of the town the river changed from a placid downstream current into a cataract of rushing rapids; pillars of rocks broke the water into a tumbling maelstrom. Ford held the engines at take-off power, and the crew held their breath while the airplane gathered speed on the glassy river. The heat and humidity, and their tremendous gross weight were all factors working against them as they struggled to get the machine off the water before the cataracts. Ford rocked the hull with the elevators, trying to get the Boeing up on the step. Just before they would enter the rapids and face certain destruction, the hull lifted free. The Pacific Clipper was flying, but just barely. Their troubles were far from over, however. Just beyond the cataracts they entered the steep gorges; it was as though they were flying into a canyon. With her wings bowed, the Clipper staggered, clawing for every inch of altitude.

The engines had been at take-off power for nearly five minutes and their temperatures were rapidly climbing above the red line; how much more abuse could they take? With agonizing slowness the big Boeing began to climb, foot by perilous foot. At last they were clear of the walls of the gorge, and Ford felt he could pull the throttles back to climb power. He turned the airplane toward the west and the Atlantic. The crew, silent, listened intently to the beat of the engines. They roared on without a miss, and as the airplane finally settled down at their cruising altitude Ford decided they could safely head for Brazil, over three thousand miles to the west.

The crew felt revived with new energy, and in spite of their fatigue, they were excitedly optimistic. Against all odds they had crossed southern Asia and breasted the African continent. Their airplane was per-

forming better than they had any right to expect, and after their next long ocean leg they would be back in the hemisphere from which they had begun their journey nearly a month before. The interior of the airplane that had been home to them for so many days was beginning to wear rather thin. They were sick of the endless hours spent droning westward, tired of the apprehension of the unknown and frustrated by the lack of any real meaningful news about what was happening in a world besieged by war. They just wanted to get home. After being airborne over twenty hours, they landed in the harbor at Natal just before noon. While they were waiting for the necessary immigration formalities to be completed, the Brazilian authorities insisted that the crew disembark while the interior of the airplane was sprayed for yellow fever. Two men in rubber suits and masks boarded and fumigated the airplane. Late that same afternoon they took off for Trinidad, following the Brazilian coast as it curved around to the northwest. It wasn't until after they had departed that the crew made an unpleasant discovery. Most of their personal papers and money were missing, along with a military chart that had been entrusted to Navigator Rod Brown by the US military attaché in Leopoldville, obviously stolen by the Brazilian "fumigators."

The sun set as they crossed the mouth of the Amazon, nearly a hundred miles wide where it joins the sea. Across the Guineas in the dark they droned, and finally at 3 AM the following morning they landed at Trinidad. There was a Pan Am station at Port of Spain, and they happily delivered themselves and their weary charge into friendly hands.

The final leg to New York was almost anti-climactic. Just before six on the bitter morning of January 6th, the control officer in the Marine Terminal at La Guardia was startled to hear his radio crackle into life with the message, "Pacific Clipper, inbound from Auckland, New Zealand, Captain Ford reporting...overhead in five minutes."

In a final bit of irony, after over thirty thousand miles and two hundred hours of flying on their epic journey, the Pacific Clipper had to circle for nearly an hour, because no landings were permitted in the harbor until official sunrise. They finally touched down just before seven, the spray

from their landing freezing as it hit the hull. No matter -- the Pacific Clipper had made it home.

The significance of the flight is best illustrated by the records that were set by Ford and his crew. It was the first round-the-world flight by a commercial airliner, as well as the longest continuous flight by a commercial plane, and was the first circumnavigation following a route near the Equator (they crossed the Equator four times.) They touched all but two of the world's seven continents, flew 31,500 miles in 209 hours and made 18 stops under the flags of 12 different nations. They also made the longest non-stop flight in Pan American's history, a 3,583 mile crossing of the South Atlantic from Africa to Brazil.

As the war progressed, it became clear that neither the Army nor the Navy was equipped or experienced enough to undertake the tremendous amount of long distance air transport work required. Pan American Airways was one of the few airlines in the country with the personnel and expertise to supplement the military air forces. Captain Bob Ford and most of his crew spent the war flying contract missions for the US Armed Forces. After the war Ford continued flying for Pan American, which was actively expanding its routes across the Pacific and around the world. He left the airline in 1952 to pursue other aviation interests.

The Crew of Pacific Clipper: Captain, Robert Ford First Officer, John H. Mack; Second Officer/Navigator, Roderick N. Brown; Third Officer, James G. Henriksen; Fourth Officer, John D. Steers; First Engineer, Homans K. "Swede" Roth; Second Engineer, John B. "Jocko" Parish; First Radio Officer, John Poindexter; Second Radio Officer, Oscar Hendrickson; Purser, Barney Sawicki; Asst. Purser, Verne C. Edwards.

Poindexter was originally scheduled to accompany the Pacific Clipper as far as Los Angeles, and then return to San Francisco. He had even asked his wife to hold dinner that evening. In Los Angeles, however, the regularly scheduled Radio Officer suddenly became ill and Poindexter had to make the trip himself. His one shirt was washed in every port that the Pacific Clipper visited.

(Ed. note: THE END!)

HAWAII CHAPTER of the MILITARY OFFICERS ASSOCIATION OF AMERICA
New Membership Application and/or Current Member Dues Payment

Name: _____ Male Female
 Last First MI

New Member Application **Currently a Regular Member** **Currently an Auxiliary Member**

New members: Complete next items and Regular or Auxiliary Member section. Enter remittance at bottom.

Current members: Complete any items that have changed and enter your remittance amount at bottom of form.

Address: _____ Email: _____

Date of birth: _____ National MOAA membership No. _____ SSN ____/____/____

Home Phone: _____ Office Phone: _____ Fax _____

Regular Members: Active duty, retired, or former military officers are eligible for regular membership.
Service _____ Rank _____ Active Duty Retired Reserve National Guard Former Officer
Dues: \$15 per year; 5 years for \$60. Life membership: Age 50 and under, \$300; 51-60 \$250; 61-70 \$200; 71-89 \$100; 90 and older is free.

Auxiliary Members: Widows or widowers are eligible for membership whose spouses were regular members or were eligible for regular membership. Rank of spouse: _____ Service of spouse: _____
Dues: \$10 per year; 5 years for \$40; Life membership: Age 50 and under, \$150; 51-60 \$125; 61-70 \$100; 71-89 \$50; 90 and older is free.

If married, spouse's first name: _____ Last name, if different than yours: _____

Indicate interest in any of the following Chapter activities or Committees:

Personal Affairs Legislative Affairs/Veterans Affairs Public Affairs Program/Social Newsletter Membership Finance
ROTC Scholarship & Awards Fund Raising Community Service TUG(Computers) Party Bridge Golf Tennis

Dues Enclosed \$ _____ Optional Donation: Scholarships \$ _____ Community Services \$ _____

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UP-COMING CHAPTER ACTIVITIES:

TWO MAJOR EVENTS
JOINT ALOHA/HAWAII CHAPTERS
MEETING

ANNUAL MEETING

Please see pages 4 & 5 for details.