



Pau Hana Koa

- The Warriors' Newsletter -
Hawaii State Chapter
Military Officers Association of America



Vol. 23 No. 9

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

September 2008

Ralph Wetterhahn participated in the below crash site evaluation and recovery. Come listen to his forensic discoveries in **Aircraft Archaeology & the Search for Our Missing in Action** on **Tue 23Sep08**.



Last Flight of Bomber 31

On March 25, 1944, a U.S. Navy bomber disappeared into the fog over the Bering Sea heading for a Japanese target. Fifty-five years later it has suddenly reemerged with a remarkable tale. Using clues found at the crash site and the latest forensic techniques, a U.S. government team gets to the bottom of this half-century-old disappearance. At the outset, all that was known for certain was that this was Bomber 31, confirmed by the type of aircraft—a U.S. Navy PV-1—and the faded "31" stenciled on the tail. The POW/MIA team included a ten-person U.S. Army re-

covery team, including participation from **Ralph Wetterhahn**, a Vietnam veteran and military crash investigator. The recovery expedition to Russia's Kamchatka Peninsula achieved its primary goal: finding, repatriating, and identifying remains of lost American servicemen. Forensic experts were able to identify two of the PV-1 Ventura bomber's seven crew members—mechanic Clarence Fridley and gunner James Palko. Efforts continue to try to identify more members of that doomed flight. "We're carrying on an ancient tradition, the return of war heroes," the Hon. Jerry Jennings, Defense Prisoner of War/Missing Personnel Office's director, told a Veterans of Foreign Wars convention. "Spartan women often said to their sons before they went off to battle, 'Come back alive, *behind* your shield, or dead, *on* your shield.' Alive or dead, they wanted them back." In 1999 the U.S. embassy in Moscow received a surprising package: half a dozen photographs taken by a Russian historian, showing the wreckage of a World War II-era American bomber discovered on the slope of a volcano on the Kamchatka Peninsula in eastern Siberia. The trail of evidence starts with a Russian geologist who chanced on the wreckage in 1962 and remembers finding four bodies. At that time, the Kamchatka Peninsula was the site of an ultra-secret Soviet military base. Alerted to the presence of the plane, the KGB took charge and probably dispersed the wreckage to disguise it from U.S. spy satellites. What they did with the bodies is a mystery. The plane lies in ruin today, covered by snow and ice most of the year. At the crash site, Wetterhahn finds telltale evidence of the plane's last moments. Battle damage on the engines shows that Bomber 31 was in distress, and an unexploded bomb implies that it had not had time to perform its mission. A parachute suggests some crew members were in the plane when it came down. Working backward from Bomber 31's assigned target—the Japanese base at Shumshu in the Kuril Islands—Wetterhahn explains a likely scenario that brought the plane and crew to a daring landing and a heroic last struggle. Five Navy bombers were readied for their dangerous mission. The first plane took off without incident. The second plane, Bomber 28, heavily loaded with gas and bombs, had a sluggish takeoff, never got any altitude and at the end of the runway, crashed into the bay and exploded. The pilot survived. The last plane to take off that night was Bomber 31, with the fire from Bomber 28 lighting the way, in appalling weather. Three of the five planes completed their mission and returned to base. The flight began at the tip of Alaska's Aleutian archipelago on a tiny island called Attu. The bombing target, 750 miles to the west, was another tiny island called Shumshu at the northernmost tip of the Japanese Kuril Islands. A year earlier, the unthinkable happened. For the first time since the War of 1812, American territory was actually captured. (continued on page 4)

Coming Events September

- 6 Sep (Sat) The Users Group (TUG) 1000
Computer Training, Oahu Veterans Center
- 8 Sep (Mon) PAC Meeting, 1130 Sam Sneads CR
- 19 Sep (Fri) EXCOM Mtg, 1115 MCBH O'Club
- 23 Sep (Tue) Lunch, Pacific Aviation Museum 1100

Coming Events October-November

- 4 Oct (Sat) The Users Group (TUG) 1000
Computer Training, Oahu Veterans Center
- 17 Oct (Fri) EXCOM Mtg, 1115 MCBH O'Club
- 28 Oct (Tue) Superferry trip to Maui 0500
- 1 Nov (Sat) The Users Group (TUG) 1000
- 8 Nov (Sat) Annual Meeting, 1000 Oahu Vet Ctr



PERSPECTIVES FROM YOUR PRESIDENT

by LCDR Tom Marzec – USN (Ret.)

ConCon or Not

This November, Hawaii voters will make a choice on whether we should hold a Constitutional Convention in 2010 — or not. At a minimum, pro or con, this important debate serves to educate and inform the public about our state constitution, how and why constitutions are amended, and the role and functioning of our state and federal governments. Peter Carlisle, at our earlier luncheon, poignantly observed that the delegates voted in are the most important part of a ConCon process. First though, understanding the differences and nuances between constitutional and statutory law, the experience of other states and the Hawaii-specific balancing of issues and concerns is essential to making informed decisions. The below seminar is an excellent opportunity to learn about ConCons as you develop your views. Aloha, Tom

A Primer on ConCon

Saturday, September 6, 2008 from 9 am to 12:30 pm in the **State Capitol Auditorium**. This free seminar will provide the history and context for the November vote on ConCon, and will be interactive with time for audience Q&A. The seminar is hosted by the League of Women Voters of Hawaii, the Hawaii Institute for Public Affairs (HIPA), and the Richardson School of Law, all of whom are neutral on the question of the ConCon.

The keynote speaker, **Robert F. Williams**, is a nationally renowned state constitutional law expert. In his talk titled "**State Constitutional Revision by Convention in Hawaii? National Perspectives on the Question,**" he will discuss the basics and process of state constitutional revision, especially Hawaii's state constitution in light of lessons that can be drawn from other states' experiences. **Anne Feder Lee**, Author of *The Hawaii State Constitution, A Reference Guide*, will discuss a history of Hawaii's Constitutional Conventions. The schedule is:

9 – 10:30 am	Opening, Anne Feder Lee, Robert Williams
10:30 – 11 am	Coffee break
11 am -12:30 pm	Panel of Responders, Q&A, closing comments by Robert Williams, Moderated by Aviam Soifer , Dean of the William S. Richardson School of Law, UH Manoa

For planning, **please call the League of Woman Voters if you will attend**. You may reach the League office by phone at **531-7448** or by email at voters@lwv-hawaii.com.

Special Extra Earnings for Military Service

Since 1957, if you had military service earnings for active duty (including active duty for training), you paid Social Security taxes on those earnings. Since 1988, inactive duty service in the Armed Forces reserves (such as weekend drills) has also been covered by Social Security. Under certain circumstances, special extra earnings for your military service from 1957 through 2001 can be credited to your record for Social Security purposes. These extra earnings credits may help you qualify for Social Security or increase the amount of your Social Security benefit. Special extra earnings credits are granted for periods of active duty or active duty for training. Special extra earnings credits are **not** granted for inactive duty training.

If your active military service occurred

From 1957 through 1967, the extra credits are added to your record when you apply for Social Security benefits.

From 1968 through 2001, you do not need to do anything to receive these extra credits. The credits were automatically added to your record.

After 2001, there are no special extra earnings credits for military service.

The information that follows applies **only** to active duty military service earnings from 1957 through 2001. Here's how the special **extra** earnings are credited on your record:

Service in 1957 - 1977: You are credited with \$300 in additional earnings for each calendar quarter in which you received active duty basic pay.

Service in 1978 - 2001: For every \$300 in active duty basic pay, you are credited with an additional \$100 in earnings up to a maximum of \$1,200 a year. If you enlisted after September 7, 1980, and didn't complete at least 24 months of active duty or your full tour, you may not be able to receive the additional earnings. Check with Social Security for details.

Visit the Social Security website for more information: www.ssa.gov/retire2/military.htm

-- CHAPTER SOCIAL EVENTS --

Tuesday 23 SEPTEMBER
Ralph Wetterhahn Presentation & Book Signing

Tuesday 28 OCTOBER
SUPERFERRY Round Trip to MAUI

Saturday 8 NOVEMBER
Annual Meeting & BBQ at Oahu Veterans Center
SPEAKER: MAJ GEN Raymond Mason, CG,
8th Theater Sustainment Command

Tuesday 9 DECEMBER
Annual Christmas Gala Dinner - Hale Koa

Thinning of the Ranks

CDR Tom W. Beck, USN-Ret, Died 12 July 2008, Pearl Harbor Survivor.

LTJG Richard E. Fahrenwald, USN Died 30 July 2008. Navy Pilot and Navy League Hall of Famer.

Lt Col Arthur P. Wildern, Jr. USAF -Ret. Died 4 Aug 2008. Highly decorated WWII Fighter Pilot; Technical Advisor for Major films.

Joanne Monroe Dixon, Aux. member, died 6 Aug 2008. Widow of Col. Wales S. Dixon, USMC -Ret.

Col. Llewellyn Halona "Buddy" Farden, AUS. Died 14 Aug 2008. Much decorated WWII combat veteran (Silver Star/British Cross)

Captain Robert M. Morrison, USN-Ret. Died 18 Aug 2008; Navy Submarine Commander.

Binnacle List

Mrs. Bobbie Harms, CAPT Neil Carmody USN (Ret.)

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Opinions expressed in this newsletter are not necessarily Hawaii State Chapter policy.



HAWAII CHAPTER SUPER FERRY DETAILS

Read CAREFULLY, before committing to this excursion! Once you sign on, payment is required even if you do not participate (unless for some very significant reason). The Chapter has to pay for "no shows"

DATE: 28 October 2008

SERVICE/TRIP: Oahu to Maui and Return

Persons who want to stay a few days on Maui and return at a later date (NLT 31 Oct to get the promotional) please indicate this below!

TIME: Arrive for departure at Ferry Pier 19, near Aloha Tower, by 0530. The Ferry is scheduled to leave at 0630, but normally leaves at 0610 to conserve fuel. Ferry arrives Maui at 0930; Leaves Maui at 1100 and ties up on Oahu at 1400, for the single day trip.

TRANSPORTATION/PARKING: Ferry Pier has 91 first-come, first-serve spaces, at \$10 for the day. Parking is also available at the Pearl Harbor Navy Exchange. A bus will be chartered to pick up our group at the NEX Johnson Circle parking lot at the Diamond Head entrance. Departure from the NEX parking lot to the Ferry Pier will be at 0500.

COST: The Round Trip will cost \$107.88. If you want to bring your own car/van there is an additional \$145.86 round trip fare. If you elect this option please be at the Ferry Pier by 0530. Ferry Pier parking spaces are \$10.00 each for the day. Recommend car pooling and being at the Ferry by 0530.

PROGRAM: Alan Lloyd will be invited to give us a presentation, for both directions, with the Mountains, Cliffs and Waterfalls of Molokai on the return run when the Ferry traverses by the north cliffs of Molokai.

Clip and fill out the below application.

Form with star border containing application questions: Name(s) of persons traveling, Do you need Transportation to the Ferry Pier from Navy Exchange parking lot: yes () no (), Will you embark your own car/van on Ferry: yes () (If yes, Pay additional \$145.86 at the departure pier), Will you return from Maui the same day: yes () - Will you stay on Maui & return at a later date: yes (), Please Send \$20.00 per person to hold your reservation to: Hawaii State Chapter, MOAA, PO Box 1185, Kailua, Hawaii 96734-1185 (Attn: Superferry Trip). These checks will be held until 1Oct08 to see if we have enough interest in this excursion. Final payment is due by 25 Oct 2008.

A Japanese flag was raised over the tiny Aleutian island of Attu, an uninhabitable terrain, filled with volcanoes and bogs. Retaking this territory became a strategic imperative for the United States. The fear was that, with the Japanese in control of Attu, they could build a giant air base there. And from that spot, they could bomb and wreak havoc on cities like Seattle and all the way down to San Francisco. In May of 1943, the fight for Attu began. It would turn out to be one of the bloodiest battles of the Pacific campaign. After nearly three weeks, the exhausted and beaten Japanese soldiers clutched their grenades and pulled the pins. It was the largest mass suicide of the Second World War. With Attu back in American hands, a makeshift airbase was quickly assembled to protect the island from future invasion.

From the Battle of Midway to the U.S. offensive at Guadalcanal, the war was raging in the South Pacific, led by General Douglas MacArthur. American military strategists were hatching a brilliant plan to trick the Japanese into thinking that Tokyo was about to be invaded, not from the south but from the north. The airmen of Attu started bombing raids on the basically uninhabited islands of Shumshu and Paramushir at the tip of Japan's Kuril Islands.

It was an ingenious part of the American plans to do bombing campaigns of the Kuril Islands. The idea was to keep the Japanese off guard, to do these flights, to do these bombings, to make them believe there was going to be this massive frontal attack coming from the Aleutian Islands. It caused the Japanese to move squadrons and naval forces to the northern Kurils to protect against an attack or potential attack by the United States from the north. General MacArthur's forces that were coming up from the south had less Japanese resistance to deal with. Japanese war records reveal that the airmen of Attu succeeded. They convinced the Japanese Imperial Command to divert about one sixth of their air strength to defend the Northern Kuril islands from invasion. Such a small force, a small unit in terms of the aircraft involved, made an immense contribution to the war efforts.

Attu was a dangerous place to fly out of. Year-round gale force winds, and the cold and dense fog created the worst kind of flying conditions. Bomber 31, like the rest of the squadron that took off that night, was a PV-1 Ventura, originally designed as a precision bomber. It was a resilient, rugged airplane. With the ever-present threat of Japanese fighter planes to deal with, the PV-1 was fast enough to outrun Japanese fighters. Twin 2,000 horsepower Pratt and Whitney engines gave it a top speed of 322 miles per hour. Equipped with machine guns, these heavy bombers could also be transformed into fighter planes if the crew met up with enemy fire.

Attu was 750 miles from Shumshu, which is just south of the Russian Peninsula of Kamchatka and its capital city, Petropavlosk. It was one of the longest over-water bombing missions of the war, and danger was everywhere. If an aircraft ditched in the brutal Bering Sea, the chances of the crew's survival were virtually nil.

The recovery team travels to Petropavlosk, then helicopters to the crash site. This area opened to foreigners only a decade ago. This is the first recovery mission of its kind permitted in Russia. Wetterhahn identifies the plane wreckage by the top gun turret, even though the Plexiglas is gone, and the two 50-caliber machine guns have been removed. On the stabilizer, below the bureau numbers, is the number

"31." Lost to America for more than half a century, Bomber 31 has finally been found. In the airframe, Wetterhahn spies a small reminder of the men who flew in this plane -- a Jefferson nickel, from 1943, which belonged to a crew member. But there are no bodies near the wreckage. No skeletal remains are evident. The plane is a mangled wreck. Although Soviet documents are lacking, a representative learned that the Soviet military was called to the crash site to detonate unexploded ordinance. But the state of the wreckage suggests actions beyond what was needed to make the area safe. The conjecture is the airplane was cut into sections and moved around, probably to disguise the plane from U.S. spy satellites.

A safety sweep of the entire site finds an unexploded 500-pound bomb and the area is roped off. This bomb is an important clue. If Bomber 31 still had ordinance aboard, the crew did not reach their target or were unable to drop their bomb load.

Wetterhahn finds more evidence that the plane must have encountered the enemy before reaching its bombing target. On one particular engine battle damage is visible under the prop spinner. There's a big hole, an explosion occurred up in there. So we know it was hit with something -- anti-aircraft fire from the ground, or from a Zero or a Zeke—a Japanese fighter aircraft shooting at the bomber. The engines had some type of battle damage. Also, there is evidence that a projectile came through the exhaust stack and penetrated the area below, crippling the airplane. After a thorough examination of the wreckage, Wetterhahn concludes that after leaving Attu in abominable weather, it's likely that Bomber 31 met up with Japanese fire just before reaching Shumshu. With critically damaged engines, the pilot turned toward Kamchatka hoping to make the airport in Petropavlosk, less than 100 miles away. Ditching in the Bering Sea was certain death. But the weather was also against them. With probable fog down in the valley below, the pilot couldn't see -- he did some kind of fabulous flying, to get that airplane in there, level, in a flat area.

The bombing raids of the Kuril Islands proved to be some of the toughest missions of World War II. Fearing an American invasion, these Japanese islands were heavily defended by air and anti-aircraft guns in bunkers and boats. This, combined with bad weather, took its toll on the U.S. airmen. Wetterhahn flew over to Shumshu to see it for himself. (cont. pg 7)





TUG by Colonel Lou Torraca, USAF (Retired)

They say a picture is worth a thousand words! (Then a thousand pictures must be worth????)

If you are a picture collector like me, you probably have a thousand pictures on your computer(s). How often you look at them is problematical, and largely depends on how organized they are. Then there is the question of sharing them in some sort of way that makes sense and isn't too complicated. So far, so good...but none of the web based sharing sites are all that easy to use for everyone, and of course, require a computer! What about a picture frame that sits on a table, desk, or where-ever and automatically gets updated via the internet, either wirelessly or, via an Ethernet cable? Not only has D-link produced a frame that does this, the DSM-210, it also can provide weather, RSS feeds, news, and a whole lot of other information, all without using a computer! Users can upload photos from their own computers or from such Internet sites as Flickr, Picasa and Facebook.



Additionally, the frame can be linked to a free FrameChannel account, which includes over 400 channels of dynamic content and the ability to manage the D-Link DSM-210 remotely over the Internet. This is a really unique capability and I would suggest you take a look at the huge amount of options available to you at www.framechannel.com. You'll be amazed at the selections you can add to your frame. The ladies I suspect will be especially impressed with the shopping channels they can add to the frame. It accepts most

flash formats, including thumb drives, SD, MMC and Memory Stick, and it can interface with local UPnP servers like Media Center. This also makes for a quick and easy way to go directly from your digital camera to the frame, again, this happens without the need for a computer. Best of all, it has an internal memory of 1 gig so you can transfer pictures from any of these sources to the my favorites option and run them from that. Makes an ideal gift for family, especially for those who have computers but haven't worked out a way to organize and view all the pictures they get via e-mail. The D-Link DSM-210 features a green-mode, in which the device automatically shuts off and on as people enter the room.

Setting up for use on your wireless network or via an Ethernet cable is pretty straight-forward, pretty much the same as setting up a new desktop or laptop. The instructions are easy to follow and if you get stuck there is a number to call for help. I used it as I thought I had a problem connecting to my wireless router. I had no trouble getting connected to a helpful tech in CA and it turned out I was just impatient and wasn't waiting long enough for the frame to connect to the router...what...me impatient! Never {:-).

After you find your router on the list that appears, you use the remote with the on-screen keyboard to type in your password (you are running a secure wireless network, aren't you?) And that sets you up to start using all the various ways there are to display your pictures. Next you sign-up on FrameChannel. Four steps and you're in business. Once you have set up an account you can begin to add all sorts of neat things. D-Link also offers a Widget to use with your DSM-210 frame.

A Widget is a small interactive software application loaded on your desktop that will provide visual information to commonly used functions such as calendars, clocks, and stock tickers. It makes dragging and dropping pictures into your frame a snap. Note: The D-Link Widget requires Yahoo! Widget, which is the Widget engine, to be installed on your PC. That's about it, but as I said, this is most versatile and has way too many features to cover here. Take a look at the demo that D-Link has on their web page www.dlink.com and also be sure to checkout the frame channel too. I think you'll be as impressed as I am with this top-of-the line digital frame. BTW, the price quoted as the MSRP is \$249.99, but a quick browse when I wrote this in mid-August found one for \$210 via pricegrabber.com. One last reminder about safety on the net; there are lots of new ways the bad guys are using to try and get your private information, e.g. e-mails that are supposedly from CNN or MSNBC and are breaking news. Don't open them and do not click on any links...these are phishing emails! So, have fun out there on the www, but please be careful too! As usual, you can see a more detailed article after September 1 at <http://tinyurl.com/363qew>. Come see us at one of our 2 monthly meetings. Visit www.the-tug.org Aloha, Lou



1ST LIEUTENANT JONATHAN BROSTROM

MEMORIAL SCHOLARSHIP PROGRAM

DONATIONS TO DATE - \$2,940 (AS OF 25 AUG 2008)



Col. Hiatt and the Brostrom family continue to discuss the administrative details of this Scholarship. Once this process has been completed, the plan will be submitted to the Chapter Executive Committee for approval and implementation. All of these Scholarship donations are monitored under a designated account within the Chapter banking account at the Bank of Hawaii. If any members desire to donate to this Memorial Scholarship Fund, please so indicate in your donation submission to the Chapter Treasurer. The following donations have been received:

Gold Level (\$100 or more): Brianne Clark, Ilene Brostrom (x5), Dale and Ferne Brostrom (x5), Jan and Ed Smith, Bryan and Penelope Brown, William R. Liggett, Amanda Lindley, Thomas Action, H. William Burgess, Ronaele Whittington, Richard and Aldine Vos, Bernard A K S Ho, Edward and Linda Tseu, George and Susan Krueger, Kurt and Marcia Andrews, Morris and Judith Tamanaha, Damien Memorial Schools

Silver Level (\$50.00 to \$99.00): Brett Sowell, Hawes Home & School Assoc., E V Aguirre Jeffries, Marcella and Michael Young, Sheeli Fernandez, Roberta and Steve Watanabe

Bronze Level (\$20.00 to \$49.00): Elizabeth Kamida, Wallace and Suzanne Bonds, Alan Iwase, Ronald and Cecelia Cambra, David and Rosemarie Tom, Dorothy Zahnow, Gary and Grace Fujii

The Kuril Islands became Russian territory in 1945, after the war was over. From the helicopter, clear signs of American bombing are visible not far from an abandoned Japanese airstrip. A string of bomb craters is visible, typical for what you'd see when an aircraft drops bombs out of a bomb bay. This was an area that would have been hit.

Wetterhahn imagines what a bombing mission from Attu to Shumshu might have been like. The airmen lived and flew out of an island that was simply a rock that was covered in fog and ice, climbing into weather that would test the most proficient pilots and navigators — and having to do it through 750 miles over this cold, leaden Bering Sea. Reliable navigation aids and maps didn't exist for this area. They had to fly five hours, in just bad weather, until their additional 10 minutes of stark terror over the target area. As the gunner would have test-fired his weapons, the staccato sounds would get the heart rate's going, the adrenaline pumping. As you get in close to the island, the flak comes up, and then everybody's eyes are out looking for bogies. The crew knows this is it. This is the 10 minutes where they either get it done, or they get it done to them. Then they turn around, without fighter escort, get out of there in one piece, and do the same thing all the way back. Many of them didn't make it, they knew taking off, that there was a good chance they wouldn't come back.

Contemplating what happened on the last flight of Bomber 31, and after examining the wreckage, Wetterhahn believes the plane met enemy fire before reaching its target on Shumshu Island. With the engines crippled, the pilots were looking for a place to land. His sense is they were crossing this valley trying to make it to Petropavlovsk about 35 miles to the north, where they'd be interned. Russia allowed crippled American aircraft to land on its soil. Because the Soviet Union was not at war with Japan, the airmen would be officially imprisoned, but secretly returned to the United States.

Wetterhahn believes as they crossed the valley with both engines damaged it became apparent at some point that they were not going to make it. Looking to his right, the pilot probably saw this relatively flat area and turned into it. He had one priority, and that was to not have a fire. He's got a bomb load, he's got tons of fuel on board, and he brings it in low, and he calls for the co-pilot to shut off the mixtures and to shut off the fuel valve, and drops a little bit of flaps, and then the battery and generators come off. And in the last few hundred meters of silence, he brings it in and pulls up, touching down perfectly level. Both engine props dig into the deep snow. The engines are ripped from the wings, go underneath, and the aircraft continues on up the hill and comes to a stop. There is no fire -- they've done it.

The crew probably survived the landing, though some of them may have been injured. They had fuel to stay warm and a little bit of food. It looks like four died at the crash site. The other three probably went for help at some point and perished in the appalling winter weather. Then, the bears disposed of their remains. No one will ever know for sure. These Navy men, they created a mission, and they made a difference. They could've all survived the war, sitting there on Attu, drinking beer and smoking cigarettes while the rest of World War II happened, but they didn't. They took part in it.

A great nation never leaves behind its dead. You always go look for them, whether it's ten years or 20 years or 50 years. We owe it to them and to their families to identify those people, to bring their bodies back so they can have a proper burial here in the United States. Now, the families of all the Bomber 31 crewmembers can request a military burial in Arlington cemetery, finally closing the case on this heroic and tragic flight.

HAWAII STATE 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. _____

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: \$18 per year; 5 years for \$72. Life membership: Age 50 and under, \$360; 51-60 \$300; 61-70 \$270;
71-89 \$120; 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: \$12 per year; 5 years for \$48; Life membership: Age 50 and under, \$180; 51-60 \$150; 61-70 \$120;
71-89 \$60; 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 \$ _____

Total Remittance: \$ _____ Check to Hawaii State Chapter MOAA, PO Box 1185, Kailua HI 96734-1185

Hawaii State Chapter, MOAA
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UP-COMING CHAPTER ACTIVITY:

**Aircraft Archaeology & the Search
for Our Missing in Action**
Tue 23 Sep 1100-1400
Pacific Aviation Museum
See page 5 for reservations