

Windward Coalition Newsletter

Issue 9



February 2017

Our mission is to improve the quality of life of Windward residents

Suspicious drug activity reported along Kaneohe Bay Drive.

According to eye witness reports, three people were arrested on the night of January 21, 2017 on Kaneohe Bay Dr. in the area across from the H3 on-ramp. Details are not known; however area residents reported several instances of apparent drug use inside vehicles parked along KB Drive. Local law enforcement is aware of the problem and has confirmed that drug-related activity is not uncommon in this area. A few months ago, occupants of a vehicle were observed shooting heroin and discarding their used drug paraphernalia on the street. At other times, the smell of marijuana has been reported. Although the authorities have been notified on several occasions, the cars usually drive away before police arrived. Area residents are encouraged to be alert to future occurrences of suspicious activity and reports the same to the police.



Kailua Waste Water Treatment Plant.

How sweet it is!

Long-time residents of Kailua and Kaneohe have noted the marked improvement in the smell as they walk, run, bike or drive by the treatment plant. Members of the Windward Coalition (WC) executive board were greatly gratified by the flood of appreciative accolades from the affected communities. Elimination of this decades old problem was a core goal of the WC.

The phone number for the Kaneohe Police Station is (808) 723-8640.

GOOD GRINDZ



In case you have not heard, the hugely popular Nico's at Pier 38 has acquired the rights to the former space occupied by Pinky's Pupu Bar & Grill at the Pali Palms Plaza across from the Aikahi Shopping Center. According to the owner/chef Nico Chaize, he's been eyeing this location for some time. After nine months of negotiations, the deal was closed and the fish market and restaurant are scheduled to open in March.

This news was announced around the same time that renowned Hawaii chef Roy Yamaguchi told Pacific Business News that he will be opening a new restaurant in Kailua in the space vacated by Macy's. Although no date has been set for Roy's opening, Yamaguchi plans to open his new concept restaurant by the end of the year. The concept will "reflect the lifestyle and culture of the Kailua community." (Source: Pacific Business News, 01/20/17).



Col. Sean C. Killeen,
U.S. Marine Corps

CO's Corner

"Our Osprey Neighbor"

The arrival of the first MV-22 (Osprey) squadron based aboard Marine Corps Base



Kaneohe Bay was preceded by trepidation for some in our community. In hindsight, it was largely a non-event for most of our neighbors who have grown accustomed to its daily operations and some who appreciate its inherent speed, which allows it to depart the area quickly.

Traveling to Kauai last week to visit with the Naval Base Commander of Barking Sands, it is apparent that there are still some questions about this aircraft and its inherent characteristics. There is still much disinformation adrift in cyberspace about the Osprey.

For our neighbors in Kaneohe Bay, you may have recently noticed Ospreys operating in West Field, conducting external load operations. This is a regular part of the squadron's training syllabus and a vital skill set, particularly when conducting Humanitarian Assistance/Disaster Relief operations. In these scenarios, we often have to deliver relief supplies to a location where an aircraft or helicopter cannot land, but the cargo can be deposited safely with the use of an external pendent.

West Field itself will be receiving a face lift in the coming months as a \$12.8 million-dollar contract has been awarded to reconfigure the old Landing Helicopter Assault pad to a Landing Helicopter Dock pad (LHD). The previous thirty-five-year-old configuration was based upon the two large amphibious ships you see retired (in mothball) in the West Lock of Pearl Harbor. The LHD is the modern variant of a large deck amphibious aircraft carrier. The reconfiguration will take place in the coming year. Once the contract is finished, pilots from the Osprey squadron will conduct Field Carrier Landing Practice which is required prior to flying aboard ship.

To the untrained observer, they will appear to be normal approaches. For the aircrew, it is an exercise in crew coordination and team building as the Crew Chief talks the pilots down onto the three 12" painted squares. Precision flying that is mastered at the stationary "ship" painted on the ground at West Field before attempting it aboard a pitching rolling deck at sea. The speed and the range of the MV-22 are valuable assets during a crisis response in the Hawaiian Island chain. Having been stationed here in 1990-1995, I participated in the relief operations in the wake of the devastation inflicted upon Western Kauai by Hurricane Iniki in September 1992. Having flown multiple combat

missions and Humanitarian Assistance/Disaster Relief operations around the world, I had never witnessed that level of complete destruction that Iniki wrought on the communities on the Western side of Kauai.

Fortunately, a helicopter squadron was in the process of relocating to Okinawa Japan aboard the USS Belleau Wood that September. As the storm approached, the Commanding General of Fleet Marine Forces Pacific and the Admiral in charge of the Pacific Fleet agreed it would be prudent to load up the USS Belleau Wood and prepare her for relief operations should the storm make landfall.

For those of us who set sail aboard the USS Belleau Wood, it is a ride none of us will forget. To be at sea in a hurricane of that magnitude is a humbling experience. The sheer force of Mother Nature makes the greatest engineering accomplishments of man appear insignificant in the full fury of such a storm. The carrier deck which normally rides seventy-five feet above the surface of the sea was plunged repeatedly beneath the massive waves. Diving and rising, a wall of white foaming seawater rushing down the length of the deck. Sailors who tend to make fun of Marines who get seasick, shared the same shades of green as their Leatherneck cousins. Even the ship's captain remained on the bridge throughout the night. This was not a storm to be taken lightly. The following morning, as wrath of the seas subsided, the low cloud layers and veil of limited visibility began to lift, the full measure of devastation became apparent as we stood on the deck looking toward what we knew to be Port Allen. The view was perplexing. The natural landmarks that rise in the background above Waimea, Makaweli and Kaumakani bore testimony to where these towns should be standing; but the familiar structures were no longer there. To believe such devastation transpired in one night was inconceivable. For the citizens of western Kauai, it must have been downright frightening. The USS Belleau Wood was chock full of relief supplies, Port-A-Johns, desalinization equipment, medical supplies, generators, fuel, food and even toilet paper. At the break of dawn, relief operations began in earnest and continued around the clock.

Helicopters, which have limited range, would return to the ship after several relief runs to refuel. In a relief operation, it is important not to become a logistical burden on the location where the devastation has transpired. Without the USS Belleau Wood on station, the utility of the CH-46E (Sea Knight) and the CH-53D (Sea Stallion) operating out of Kaneohe Bay, would have been severely limited. Carrying more fuel than cargo to make the runs from Oahu to Kauai. Even worse, they would have to refuel on Kauai to make the "empty run" back to Oahu; depleting precious fuel reserves required to operate machinery on Kauai. Transit times for these helicopters being an hour and a half in each direction.

The MV-22 is able to make the trip from Kaneohe Bay to Western Kauai in thirty-five minutes while carrying three times the load the CH-46E could transport. The Osprey can fly to and from Kauai several times, before having to refuel, which can be done at Kaneohe Bay vice depleting resources from the area that has been hit by a disaster.

Since there are no large amphibious ships stationed in the Hawaiian Islands, the closest ones are in San Diego, eleven days sail time from here; the importance of having the MV-22 on-hand cannot be overstated. Marine Corps Base Hawaii is working closely with the Governor's Office and the State of Hawaii Emergency Response team to incorporate the MV-22 into a comprehensive Emergency Response plan throughout the Hawaiian Islands. In the following months and years, you will see all the armed services working with the State of Hawaii, the Hawaii National Guard, and civilian first responders to exercise disaster preparedness plans.

Static displays of aircraft and informational briefs will be conducted throughout the islands to ensure our neighbors know how to prepare before disaster strikes and what to do during relief operations. Our counter-parts in the US Army have an exercise scheduled in the coming year that is largely based upon the Hurricane Iniki scenario. In 2018, a second Osprey squadron, will arrive in Kaneohe Bay, doubling the assets available to the State of Hawaii should the Governor have to declare a state of emergency.

This in not to give short shrift to the CH-53E (Super Stallion), the (UH-1Y Huey), our Unmanned Aerial Systems nor the considerable capabilities of our Combat Engineers or heavy equipment available through our Combat Logistics teams. Being an Island State, the necessity of inherent capabilities on-hand to help ourselves in the immediate aftermath of a natural disaster is an imperative to minimizing casualties and expediting recovery efforts.

The next time you see an Osprey transitioning from helicopter to aircraft mode, you will have a greater appreciation for all it has to offer throughout the Islands; should the need arise.

Semper Fidelis,
Colonel Sean C. Killeen
Commanding Officer
Marine Corps Base Hawaii

Expansion of Hawaiian Memorial Park

On Feb. 1, the community once again had to fight the change of a demarcation line

for growth on a parcel of land in the Ko'olaupoko Sustainable Communities Plan. The change was requested by a corporation whose business plan is to "expand". Hawaiian Memorial Park purchased the land long ago on the other side of the growth expansion line, which needs protection and was designated "conservation". They knew it's designation when they bought it, but in 2009 tried to convince multiple agencies to have the designation changed. The community opposed a City council vote in favor of this change because development would increase the risk of flooding, decrease "lei of green" around Kaneohe and on principle would set a bad precedent. The parcel is located next to and above Pohai Nani and houses, which are situated on Namoku Street. During rainstorms huge rivers of water spill off the hill, past the houses and down to the road. Even if this land was grated during a rain the grass would not retain the water as well a stand of trees. They attempted to sweeten the deal by offering to restore and improve access to an old He'iau on the land.

The turn-out for the City Council hearing was good, and testimony very powerful, especially considering the minimal notice time. Many individual citizens, the Kaneohe Outdoor Circle and our Senator Jill Tokuda and Representative Ken Ito came to oppose the motion. The transportation committee of the Council did turn it down but we have to be eternally vigilante.

If you want more information, look at this website: <http://savekaneohe.org/>



For MCBH noise and low flight complaints

<http://www.mcbhawaii.marines.mil/Departments/PublicAffairs/NoiseConcerns.aspx> or you can call the

Complaint Hotline: 808-257-8832