

# HANG MISSILEMEN "PASS THE AMMUNITION"

By Major John Beaumont

Time 0400. The ringing of a telephone disrupts the sound sleep of the Missile Shop Non Commissioned Officer in Charge. The message — early recall! "JTF-119, "COCKED PISTOL", mass load all aircraft. This is the way an exercise starts for the 154th's Consolidated Aircraft Maintenance Squadron Munitions Maintenance Section.

As his family goes back to sleep, the day is just beginning for Master Sergeant Gordon Makashima. A day that will put to test all of the training and practice of the past several years. With trained precision, Master Sergeant Makashima goes through his telephone recall listing and shortly thereafter twenty-two more members of the missile section are on the road and on the way to Hickam AFB.

The early morning job is to "break out" (take out of storage) and deliver the munitions to the flight line where they will be immediately loaded on the F-102A interceptor aircraft. In addition, munitions must also be loaded on some U.S. Army trucks for overland transport and detachments of munitions personnel are deployed to forward operating bases to establish munitions storage operations at these bases. All of this activity must be accomplished within a very few hours after the time of recall. Above all, this task must be done safely and within the guidelines required by the multitude of Air Force and Pacific Air Force directives.

Once the early recall tasks are completed, the exercise settles down to the routine delivery of additional munitions as they are required and, of course, the big job of inspecting and returning to ready storage all of the munitions that were earlier broken out for the exercise. An exercise of this type always results in more than an eight-hour day for the munitions troops.

The Munitions Maintenance Sec-

tion is almost completely self reliant. Because of the high explosive nature of their business, their area is remotely located away from all other base functions. Within this area, they maintain their own supply of spare parts, store and maintain the munitions, maintain and operate the test and transport equipment.

The day-to-day task of the section, of course, is to keep all of the missiles and transport equipment in a constant high state of readiness. So that we can, deliver a combat ready load of missiles to the flight line in the shortest possible time. Needless to say, a forklift that won't start or several flat tires could mean disaster in an early recall, mass load situation.

The F-102 aircraft carries six Falcon missiles and twelve 2.75"

folding fin aircraft rockets. Of the six missiles, the Hawaii Air Guard carries three types, the AIM-4A, AIM-4D, and AIM-26B. AIM being the abbreviation for "air launched interceptor missile." Once launched by the pilot, these missiles will lock-on and track the target until impact.

The basic difference between the types of missiles is the guidance units. The AIM-4A and 26B lock-on and track-a-radar beam provided by the firing aircraft or in some cases the target itself. The AIM-4D locks onto and tracks a heat source such as the engine exhaust of the target aircraft.

Different kinds of guidance units are used to provide the pilots more flexibility in a combat situation and to foil the enemy when they try to jam our systems.



HOLDING MISSILEMAN BADGES are nine of 11 Hawaii Air National Guard badgeholders. Top row, left to right: SSgt Earl Inouye, MSgt Nelson Lee, Maj John Beaumont, TSgt Lloyd Seki, and MSgt Gordon Makashima. Bottom row, left to right: TSgt Frederico Espina, SSgt Reginald Chun, Sgt Roy Kudo, and Sgt Loren Ichiyama. Not pictured are 2nd Lt Richard Tsuchiya and SSgt Roy Kuwahara. (Hawaii Air National Guard Photo)