

11 November 1976

Thursday

No. 8

## TODAY'S "UNOFFICIAL" FLYING SCHEDULE. . .

*May*

<u>TAKE OFF TIME</u>	<u>UNIT</u>	<u>PROFILE</u>	<u>CONTROL CENTER</u>
0800	49TH FIS (F-106)	II	BEARDLESS
0930	125TH FIG (F-106)	I	BEARDLESS
1100	CFADG (CF-101)	II	BEARDLESS
1230	43RD TFS (F-4)	I	WETSTONE
1400	147TH TIG (F-101)	II	BEARDLESS

## "EAGLES" ADVANCE IN WILLIAM TELL. . .

"It's a beautiful airplane. It was a good straight shot that went just aft of the drone. It was a perfect mission and I understand that we were eight for eight," said an excited Maj Paul Grignot. The 49th FIS from Griffiss AFB, N.Y., commonly known as the "Eagles," had themselves a good Monday in the aerial gunnery competition being held here. The eight-for-eight in the Profile I mission netted the F-106 team from Griffiss 4795 points, the highest point total for a Profile I mission yet achieved in this year's William Tell competition.





Profile I requires that the interceptor be guided by the team's weapons controllers, located in their radar center on Tyndall AFB, for a head-on attack against a subsonic drone at medium altitude. The combined speed of the single seat F-106 and the target drone is more than 1000 miles per hour. The pilot acquires and tracks the drone and launches his missiles at a specified distance determined and calculated by computers in the aircraft.

If the first attack does not destroy the target drone, the pilot is required to make a stern attack. The stern attack requires the interceptor to make hard turns, generally in excess of three Gs (three times the pilot's normal body weight). The team captain for the "Eagles" is Lt Col Fred Williams.

In the F-4 Phantom category, two F-4Es from the Alaskan Air Command's 43rd Tactical Fighter Squadron scored well in Profile IV, called a "hook and ID." The first F-4E, called the "eyeball," sped up to a subsonic drone, identified it by a number painted on its tail, and then broke away. The second F-4E, the "shooter," closed in on the drone at 1.2 times the speed of sound. The aircraft fired an AIM-9 Sidewinder while the drone was making a three-G turn.

Capt Roger Locher, pilot of the shooter F-4 said, "The missile came off and did what it was supposed to do....it knocked the drone out of the sky with flames and everything else."

His weapons system operator in the two seater jet, Capt Larry Notario, added, "We made a good run, picked up the target where we thought it should be. Everything worked out well and the missile did its job." The plane's crew chief, Sgt Mike Taylor, proudly stated, "This is my first William Tell assignment and I really feel good after Capt Locher just splashed the drone. It makes me feel like the whole effort has been worthwhile."

Capt Locher is a combat veteran of Southeast Asia with three MIG kills to his credit. He was shot down while flying a combat mission in North Vietnam and evaded capture for 23 days on the ground in enemy territory before being rescued by a "Jolly Green" helicopter.

Despite a high score by another "Yellowjacket" F-4 flown by Capt James M. Watley, and his WSO Capt Henry J. Dahlquist, the Alaskan team experienced mechanical difficulties in another of its F-4s causing the team to lose valuable points.

Another F-4 Phantom team, the 57th Fighter Interceptor Squadron "Black Knights" from Keflavik, Iceland, also scored well on its Profile II mission. Maj Joe Bill Dryden, and 1Lt Ed Green, his weapons system operator, "splashed" a TDU-9 target in the first mission flown in this profile in this year's meet.

In Profile II, the interceptor is committed on a stern attack on a small, low altitude, unpowered, fiberglass target towed by some 26,000 feet of cable from another fighter plane. This target, used by the F-4s in this competition, contains a traveling wave tube which provides a constant source of energy for radar missiles. The AIM-9 "Sparrow" missile fired from the two seated F-4 of Dryden and Green knocked down the target. Significantly, the TDU-9 target is actually smaller than the AIM-9 "Sparrow" missile which knocked it into the Gulf of Mexico.



Tactical Air Command's F-4 Phantom air and ground crews from the 4th Tactical Fighter Wing at Seymour-Johnson AFB, N.C., added a number of points to their total by garnering 4710 points out of a possible 5900 in its Profile I missions.

Leading off the first flight of two F-4s was the pilot, Capt Jay Van Pelt and his WSO, Capt George F. McCarthy, followed by the F-4 pairing the pilot, Capt Larry F. Leslie, and WSO Capt Lewis V. Evans.

Capt Van Pelt experienced some difficulty when his first missile failed to guide but then coolly fired a perfect AIM-9 "Sidewinder" to "splash" the-subsonic "Firebee" drone. Smiling, Capt Van Pelt later remarked, "This one went very well." The Leslie and Evans duo therefore, received a perfect score since the first F-4 through shot the drone out of the sky.

The pace and competition continues high in William Tell '76 as scores are posted on the huge William Tell scoreboard.

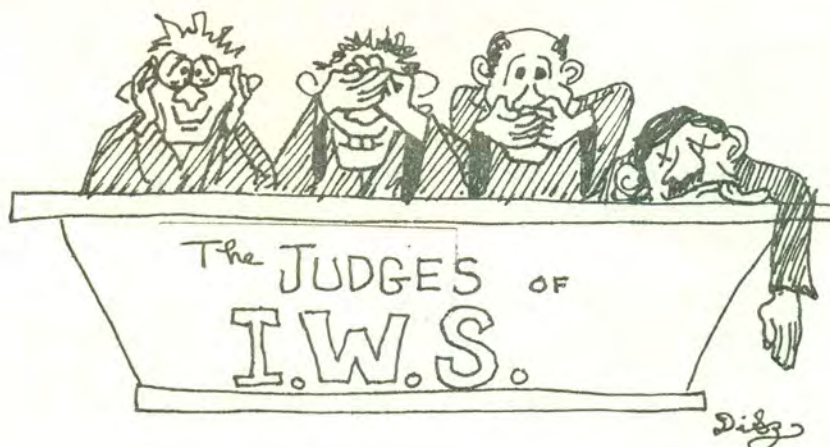
## THE OTHER SIDE OF THE CLIPBOARD. . .

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By 1Lt Annlee A. Hines  
319th FITS (USAFIWS)

Everybody in the Air Defense business has heard of "EYEWASH"-- the USAF Interceptor Weapons School here at Tyndall. That's where you go for the Weapons Instructor Course (and the oysters), right? Right, but what's that got to do with William Tell? The GCI Project Officer for William Tell '76, Capt John Acunto, came from IWS, and he definately was not skating for the past year of development!

If you really want to know where IWS is "hiding", take a look behind the nearest clipboard at the GCI Compound. Odds are good that he's an IWS Instructor, especially if his little yellow badge says "WC Judge". All except four of the GCI judges came from IWS. Of those "other four", three came on a "one each" basis from the other major commands participating for the first time this year.



The fourth is the Ground Environment Stan/Eval Officer of the Air Defense Weapons Center. Except for personnel from our newest course, the Automated Positionally Qualified (which



doesn't stop for William Tell), the entire Directorate of Controller Training is present and judging. The people behind those clipboards are Maj Mark Daniels and his staff: Squadron Leader Barry Patchett, RAAF, Capts Robert Molz, Dennis Hargett, John Acunto, Laszlo Bakonyi, Gerald Benson, William Cope, Richard Humphreys, Howell Steadman, and John Walter.

The NCOs wearing these gray badges that say "WT Official" are also from IWS. They do all the coordination and record keeping for the GCI operation because they're the Weapons Control Tech Instructors: MSgts Charles Gosnell, Andrew Blades, William Moore, Donald Duval, Max Beauchamp, TSgt Carl Colby, and SSgt Robert Polk.

IWS even provides an escort for teams into the restricted area--Capt William Carver. Liaison for IWS is provided by 1Lt Thomas McElroy and myself.

All of these people judging and officiating were picked for their expertise, which is after all, all "Eyewash's" job. If you don't believe that, check around and see how many of the competitors are IWS grads.

## WT TODAY FEATURES "THE EAGLES". . .

49TH FIGHTER INTERCEPTOR SQUADRON (ADCOM)  
Griffiss Air Force Base, New York



The 49th was born in November 1940 at Hamilton Field, California, as the 49th Pursuit Squadron (Fighter). The squadron underwent extensive training in aerial combat, ground support, and bomber escort maneuvers, and by the close of 1942, the Forty-Niners were piling up battle credits in North Africa and the Balkans.

By late 1943, the 49th was operational at Trilo Landing Ground in Italy. Flying the twin engine P-38 on bomber escort missions with B-17s and B-24s, the squadron hit targets in Italy, Bulgaria, and Germany, accompanying bombers to such famous targets as Toulson, Cassion, and Undine. In addition to bomber escort, the 49th conducted a campaign to reduce enemy ground movements, cut off his source of supply and destroy concentrations of his forces.

Early stages of the Italian Campaign found the aircraft of the 49th outnumbered almost two to one in aerial combat. In spite of these odds, the 49th often chalked up victories of five to one over the enemy.

During April 1944, the 49th flew 18 missions in 21 days, destroying 11 enemy planes, recording three "probables," and damaging ten others. The unit was recognized for its outstanding performance with a Presidential Citation for action against the enemy over Austria.

In May 1944, the unit switched to P-38Js and destroyed 26 Messerschmidts and Focke-Wolfes in the air and an additional 13 on the ground. After Italy was taken, the 49th moved northward to help push the Germans out of Eastern France, and aided



in the final blow which ended the war in Europe.

Demobilization caught up with the 49th after the war in Europe, and the unit was formally deactivated in 1949. Except for a two-year period (1947-1949) when the unit was activated on a minimal operation basis with P-47s, the 49th did not regain fully operational status until 1952. Then it was reactivated with the F-86 and assigned to Dow AFB, Maine, as an air defense squadron.

Transfer best describes the 49th activities for the next several years. In 1955 it was relocated to Hancock Field, New York. In July 1956, the squadron moved to L.G. Hanscom Field, Bedford, Mass., where it switched to the F-86L. Three years later the 49th moved to its present location at Griffiss AFB, N.Y., where it flew the F-101 Voodoo, and eventually gained its current air defense weapons system, the F-106 Delta Dart, in 1968.

The Eagles began fine tuning their F-106 skills to become the competitors of today. They have deployed to every region of the country, taking with them the skill and expertise their record shows. Deployments include everything from support of Brave Shield Exercises to dissimilar ACT with the F-15s at Luke AFB, Arizona.

In addition, the Eagles are back to William Tell, making it two in a row. They accept all competition in the air and on the ground. Rather, whether it be flying the P-38 in World War II or the F-106 today, the 49th FIS Eagles promote the fighter pilot spirit.

## TEXANS HAVE LOTS OF SCENTS. . .

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By Capt Keith Williams  
43rd TFS, Elmendorf AFB, Alaska



Maj Troy Gray, the 43rd TFS liaison officer, was walking from the O'Club to his quarters the other night and came upon a skunk. The scene of this encounter was near the Texan's quarters, an area now designated as "Skunk Hollow."

Maj Gray reports that when he tally ho'd, the skunk's tail was in a vertical position. "There was no two-minute warning and no 'Arm Hot' call," Maj Gray said. Quick evasive action on the major's part let the major escape unscented. The skunk presumably returned to his Texan buddies.



Capt Kirk McManus, from Ellington AFB, Texas, admitted that the Texans brought their pets with them to William Tell.

One of the skunks was run over Tuesday morning. The Texans held a memorial service that afternoon in the picnic table storage area.

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### OVERHEARD. . .

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At the grandstand the other day--squeaky voice of F-106 driver to F-4 crew whose missile just impacted the drone: "Good shot." Came a unanimous response from the crowd: "What does an F-106 driver know about a good shot?"

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### WANTED. . .

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Pruf reeders for Willium Telle Tудay. Apply in pursen, Bldg 225.

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### 43RD TACTICAL FATHERS SQUADRON. . .

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There is a feeling of expectancy on the Alaskan Air Command's William Tell team. Not only are the aircrews expecting to win the F-4 category, but three of the crew members are expectant fathers.

Capt Tim Kinney's wife is due 20 November; Capt Alvin Clabo's wife on 10 December; and Capt Hand Dahlquist's wife on 17 December.

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### AND THE WINNER IS. . .

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There are four teams competing in the F-4 William Tell category--the 43rd TFS, the 4th TFW, the 57th FIS and the 496th TFS. The unit designations are enough to show you who will win the F-4 category.

43rd TFS            4-3=1            First place

57th FIS            7-5=2            Second place

4th TFW            Although they claim the motto "Fourth But First," when you're fourth, you're fourth. Fourth place.

496th TFS            Third - (That was the only place left)

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### VISITING CIVILIZATION. . .

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...In the interest of protecting the guilty from the wrath of their (several) spouses, the names of the following have been changed. Besides, the interviewers could get into a world of hurt if this got out.





Correspondent #1: Good afternoon, ladies and gentlemen. We're here at the world famous "I'll-never-tell '76" Weapons Meet here in colorful Lower Alabama! (Holds his earphone tightly to his head) Say what?? Oh, that's William Tell '76-- don't worry, nobody'll ever be able to tell the difference! Ahem--We have here with us today a weapons team visiting civilization for the very first time. They are members of the...."Loyal Order of Mushrooms"....I guess.

Leftenant Baden-Powell-Smythe, Third: Eh?

Correspondent #2: Sir, don't you find it exciting to be here at colorful Tyndall Air Force Resort?

Leftenant etc: Where?

#2: Here at Tyndall.

Leftenant etc: Oh, I wondered whereabouts we were. Make a note of that, Corporal Newf.

Corporal Newf: Right away, sir! (aside) By the way, sir.... When are you going to teach me to write?

Leftenant etc: Eh?

#1: Leftenant, I understand you control the famous "One-Oh-Wonder"....Would you explain to our audience how your air-planes got that name?

Leftenant etc: Certainly. It's a wonder the beastie will fly.

#2: What do you mean??

Leftenant etc: Well, if those bloody fools from Texas want to fly it, it can't be all good, now can it?

#1: You don't like the Texans? We thought sure you would, since neither of you is from the United States.

Corporal Newf: Oh, no, sir!!! We 'ates them bloody Texans something awful, sir. They ----

Leftenant etc: Now, now, Corporal Newf, musn't slander the poor devils. They have enough problems as it is.



#2: What problems are those, Leftenant?

Leftenant etc: Oh, flying right side up, for one thing. That happens when you can't tell your.....oh, never mind.

#1: Ahem....yes, I see. Tell me, Leftenant, have you been off base yet to see the local sights?

Leftenant etc: Ummm, yas, we've been oot and about a bit, you know. I personally have enjoyed one or two of those tasty little devils they so carefully place on the shell for you. What do they call them? Clams?

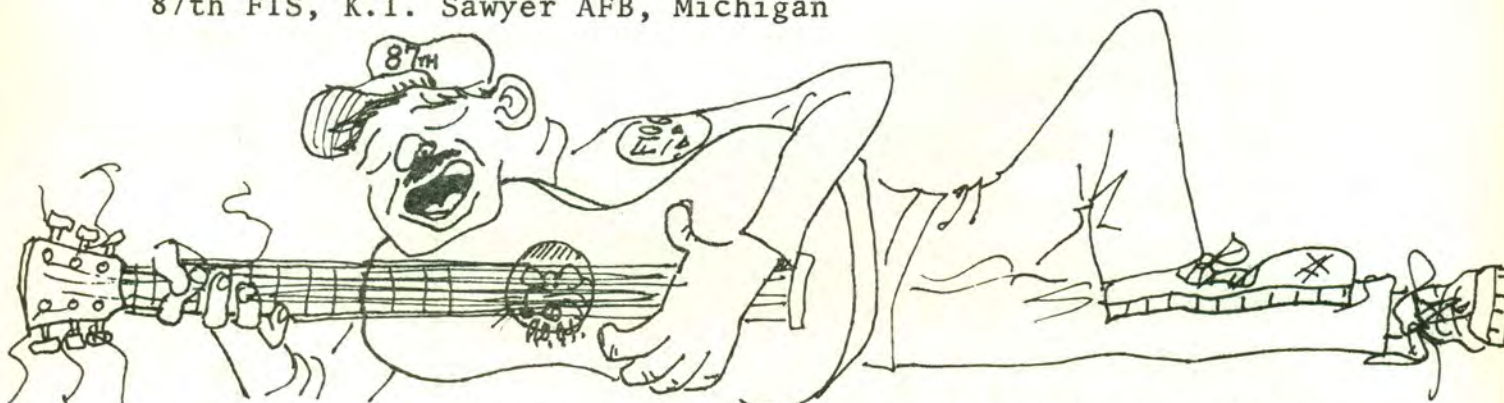
#2: Something like that. One last question before we go. Leftenant, does your team expect to score a lot of points in "I'll-never-tell '76"??

Leftenant etc: Oh, are we talking about intercepts??

## RED BULL BALLADEER. . .

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By Capt Roger Estes  
87th FIS, K.I. Sawyer AFB, Michigan



Those melodious tones coming from the 87th FIS barracks are not from the radio or TV. They belong to the golden voice and talented guitar of Sgt Dagoberto Camilo.

Known as "Chicky" by his friends, he has been singing and entertaining professionally for two years. Chicky hails from Brooklyn, but now calls Frostproof, Florida, his home.

Chicky is a crewchief on Red Bull F-106 #051. His favorite song, understandably, is the "Crew Chief's Song", a song he has adapted to the F-106.

His future plans are undecided at the moment. However, either the Air Force or college will get the nod.

If you see Chicky in the club, ask him to sing a song. It will make your night.

## IS IT?. . .

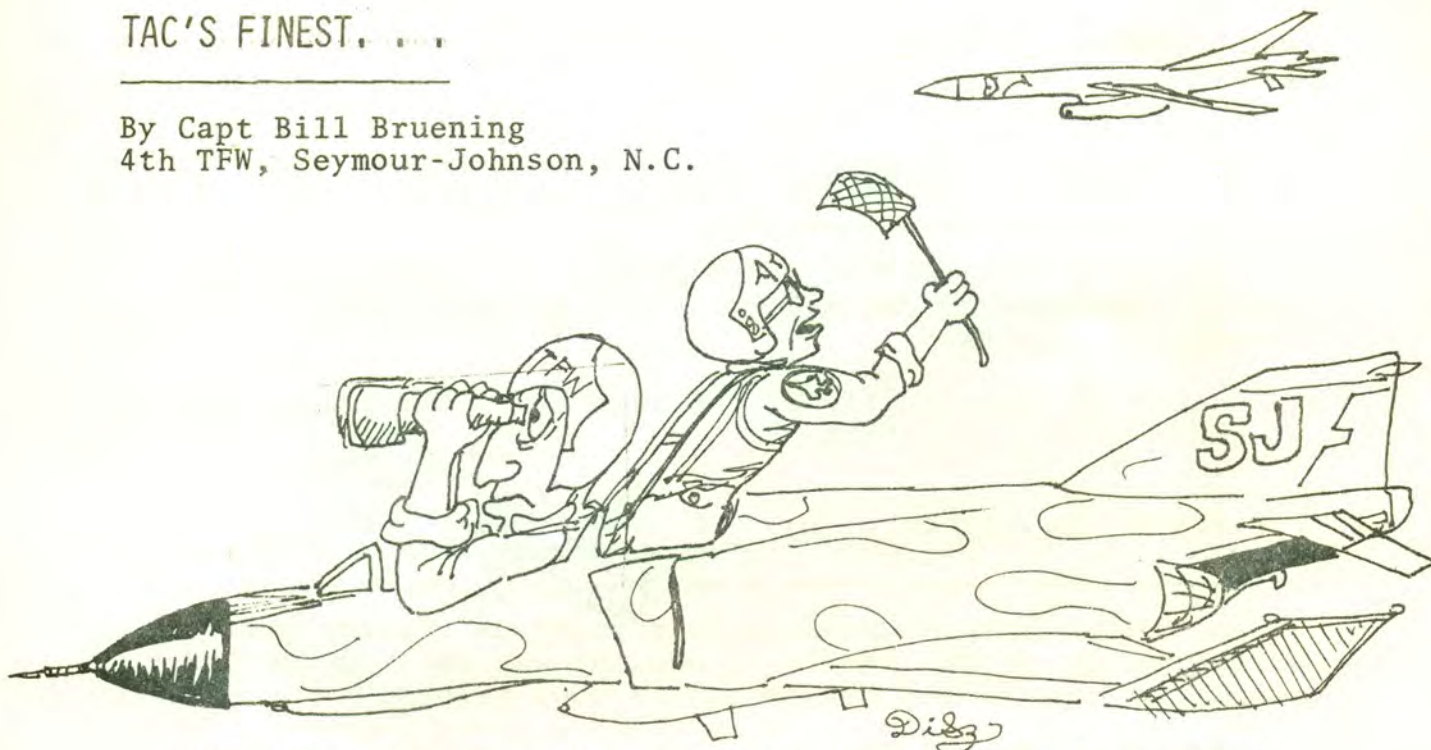
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The T-33 is ADCOM's first-line fighter interceptor.



## TAC'S FINEST. . . .

By Capt Bill Bruening  
4th TFW, Seymour-Johnson, N.C.



"Hero" Van Pelt and "Baby Huey" McCarthy scored the first drone kill for the TAC team yesterday. Flying Profile I, the Front Stern Reattack, Capt Van Pelt later told his weapons controller, Lt Hathorn, that "everything was going smoothly until the 'sparrow' missile dropped from the missile well."

With one missile gone and one still on the aircraft, "Hero" could barely use the rudder pedals without cutting his feet on his fangs. On the reattack portion, "Baby Huey" directed the "Hero" to the target, which was not necessary since the "Hero" picked up a tally-ho on the drone at five miles. There was a good growl from the sidewinder and a splash was called from the "Hero." A direct hit and the drone was in the chute. Sgt Bohrer, "Mr. Photogenic" and crew chief for Capt Van Pelt, displayed remarkable cool when he found out that his aircraft destroyed the drone. "Where are the photographers?" he replied. Capts "Omar" Leslie and "Maddog" Evans were next to shoot the drone and were awarded a perfect score for their efforts, which were nil. They received the "perfect" score since the "Hero" had destroyed the drone for them.

The second flight of the day for "TAC's Finest" was led by Capt "Kool" Kula and "Pass the Buck" Sherrer. Again the flight was going perfectly until the AIM-7 sparrow dropped from the aircraft. "Buck" Sherrer later stated, "I'm pretty sure I turned the radar on, so I don't know what happened to the missile." "Kool" Kula then tried to repeat a "Hero" Van Pelt. He scored a direct hit with his sidewinder but the little hummer continued to fly. Lt Col "Boss" Adams and "Miles Per Hour" Hall were the next TAC crew to be paired on the target.

Their AIM-7 guided, which was no surprise to Capt Hall, who said with tears in his eyes, "I had a remarkable radar to work with on this shot."

Not to be outdone by those young Captains, Pelt and Kula, Lt Col Adams picked up an early tally on the drone at 3000 feet



and fired his AIM-9 sidewinder which scored a direct hit. "On to the next profile," they cried.

### TO SET THE MATTER STRAIGHT. . . .

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Phantom II maintenance crews would like to make a firm denial--the chewing gum under the F-4 wings is not for structural repairs.

Unable to chew and fly at the same time, the pilots put it there during preflight.

### TO KEEP THE RECORD STRAIGHT. . . .

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The Press Center wanted to do a story on academy grads participating in William Tell, but the way this writer understands it, most teams brought their good pilots!

QUESTION: To F-4 GIB--Is it true you can do everything that an F-106 pilot's left hand can do?

ANSWER: Well, yes, but if we do it too often our front seaters get pimples.

TAC flies a multi-engine, multi-crew bomber. This bomber dropped more bombs than any other source in SEA and was credited with destroying two bulldozers and a thatched hut. The bulldozers were ours and the thatched hut was rebuilt within a day. With this kind of battle record you can understand why the F-4 has been camouflaged.

### CHALLENGES. . .

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1. To JAX for a stay-in-the-air-space contest.
2. To F-4s for a gear raising contest.
3. To K.I. Sawyer from Manly Ray in an arm wrestling contest.
4. To Manly Ray from Pat Schauffle in a 3-1 speed writing contest.

### ECONOMY OF OPERATION. . . .

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A fourteen ounce left hand in the F-106 vs a 220 lb. tub of ballast in the F-4 backseat.

Canadians were going to buy F-4s but they decided to wait for a later model, so they bought F-5s.

Enlisted controllers do it cheaper.



FAMOUS QUOTES:

From Canada--"We came here wanting to win in the worst way. We may not win, but that sure describes the way we are competing. We are going to lose this meet fair and square. We are going to follow the rules."

From Texas--"We are going to lose this meet, but we are going to ignore the rules."

JOYCE'S COLUMN. . .

Joyce wishes to send word to the Big Sky Boys that she's coming in heat and should be in good shape for producing the next Montana team.

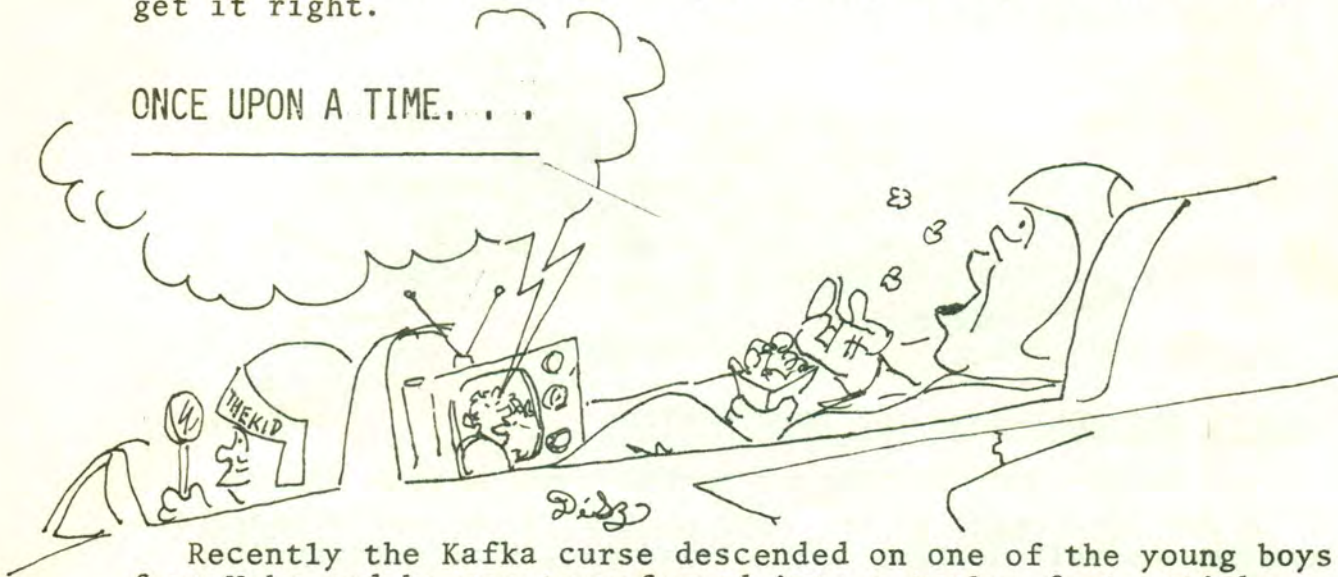
IF AT FIRST YOU DON'T SUCCEED. . .

The 87th FIS has chalked up four for eight on the Profile IV intercepts. The 49th FIS got five for eight on Profile IV.

Both teams anticipate eight for eight on the refly, or the rerefly, or the rererefly, or.....

A reliable source says they're going to fly it until they get it right.

ONCE UPON A TIME. . .



Recently the Kafka curse descended on one of the young boys from Hahn and he was transformed into a twelve foot, sticky, brown roach.

Noise was heard from his BOQ room, but his roommate was reported to have said, "It didn't sound any different from what \_\_\_\_\_ normally sounds like in the morning."

Gregor (the roach) frantically tried to slip into his flight-suit and carry out his daily duties. He knew he was somehow different, but he was not sure in what way. After destroying the dresser, crushing the bed and gooing up the rug, Gregor had a shredded piece of nomex clinging to one hairy leg.



Cars and trucks desperately pulled off the road as Gregor crawled to work. He had to make that 0730 scramble. For breakfast, he quickly gobbled a sickly mutt alongside a fire hydrant.

Gregor was positioned now and ready at the scramble shack. And what a scramble it was! With the blast of the horn, Gregor jumped to his eight feet. Hairs flew, crew chiefs were slashed by antennas and Gregor dashed toward his F-4.

Four legs in the front seat and four legs in the back, Gregor swallowed his helmet and started the engines. The canopies were snapped off. It appeared that Gregor had no use for his backseater, who was no where to be found anyway.

An uneventful take off, if you don't consider a giant, brown roach clinging to a lifting F-4 traveling at 155 knots unusual. Out toward the range he flew, antennas flat on his hard back in the wind.

The drone was there all right and Gregor saw it. So excited was Gregor that he goosed up the F-4 and began losing his grip. In a last screaming attempt, he leaped toward the drone. For a split second it appeared as though it would be a splash....

But alas--a wide miss. The only splash was Gregor falling into the Gulf below.

MORAL: The most you can expect from Hahn is one big dead bug.



### CAREER BROADENING AT THE NEWS CENTER.....

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A 2nd Lieutenant at the News Center is obviously underpaid and is actively seeking specialized part time employment.

At the Texas Tamale Fiesta she was seeking directions to a topless dancing emporium several miles from Tyndall. Members of the USAFE maintenance team, who have taken a temporary lease on the place, were more than happy to offer directions.

When asked why a sweet young thing would want to go there, she replied with a blush, "To get some things out of my car (giggle, giggle)."

"Oh, what kind of things?"

(A bigger blush) "Giggle, just a few personals, giggle, giggle."



The News Center photographers, who had the car and were nowhere near this particular establishment, but in church, discovered the personals. In a plain brown wrapper were found: a job application as an entertainer; two sequined bikini bottoms, one with an American flag front; two bikini tops, one with tassles and one with matching American flags; one Fredericks of Hollywood catalogue and a book entitled Bumps and Grinds Made Easy.

But the lieutenant doesn't have to drive halfway to Eglin to perform. All she has to do is drop by the O'Club tonight and the "Big Sky Boys Choir" will be glad to give her an audition--she might even be able to pick up a secondary AFSC in Recreation!

## NEWS CENTER HAPPENINGS. . .

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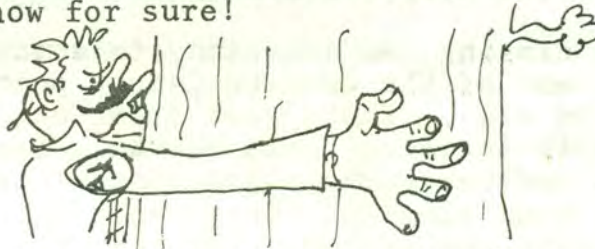


What really happened at the News Center evening before last??!! Only the QUAD know for sure!

## CANUCK CORNER. . .

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By Kid Komotis  
Canadian ADG



Further to yesterday's initial report on sap-sucking, we take you to the flightline for more update.

I am standing here by the scoreboard where quite a crowd has gathered to laugh at the Texans' latest results and enjoy the sun. We hope today to clear up this whole matter of sap-suckers once and for all. It is a beautiful day aside from the foul smell of that mill which....hey, wait a minute.... the wind is blowing towards the mill....that can only mean one thing, I must be standing downwind from some judges.

Ah, excuse me judges, may I ask you a few questions?

If it's about a protest kid, forget it. And, how did you know we were the judges?

Let's say I have a nose for these things. Tell me, do any of you know what a sap-sucker is?

Are you referring to the yellow-bellied family?

Now, now, keep the F-4 weenies out of this.

No, no, I mean are you referring to the yellow-bellied sap sucker?

No, but you're close. There is a bird involved; it is the mascot of sap sucking....but it isn't the bird you're referring to. And, that still leaves us with this sap sucker business. Any of you judges know what it is all about?

Well, I don't believe that you yourself know what a sap sucker is.

Are you suggesting that I, Kid Komotis, do not know what a sap sucker is?



Well, Kid, you must not forget that I am a judge. And, we judges are no ordinary people....we possess a sixth sense.... I can read your mind.

Oh, really?!? How about a little verification....I'll give you an answer to a question I'll be concentrating on and see if you can come up with it. The answer is Matthew, Mark and Luke. Now, what is the question?

Hum....I have it now: "Name two Apostles and one water temperature".

Roy Bean would have been proud of you, gentlemen!

Moving right along, we'd like to thank the Texans for their generous party of Tuesday. Fellows, we had a few launcher-hot lites around the ole ring pieces the next morning but it was all very much worth it. The atmosphere was good, the Mexican lumps were fine, the pickles were a little sweet and last but not least, the beer was Lone Star.

In closing, we are happy to announce that we have a second recipient of the coveted Canuck Bearded Clam Award. And the winners are....those gods from Goat-Hill, our judges, and the award is in recognition of their staunch refusal to let the facts influence their decision. That is what we like about you guys....nothing!

## YOUNGEST TEXAN COMES OF AGE.....

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Why is Dan Swint growling? Why isn't he smiling? The Texans are behind, but Swint is ahead of the others. Perhaps it's because Swint sees William Tell '76 not as an exercise, a vacation, an ego-trip, but as a war that is keeping him from his bride, his business, his real life.

Capt Swint was married October 9th. He was admitted to the Texas Bar November 1st.

His concentration is that of anyone who wants the war to end quickly. Through the first two rounds of flying, Swint and his WSO, Maj Don McVicker, are leading the Texas team.





-13-

At first that sounds remarkable, because Swint is the Houston Air Guard's--not just the team here--the entire Group's most junior pilot. But cuidado, the junior in a Guard Group, is a long way from most junior anywhere else. Swint is thirty years old, graduated from pilot training in 1970, and will be a senior pilot in a few months. When that happens, there won't be a slick-wing pilot in the 147th.

Swint let William Tell cut his honeymoon short. He and his bride, the former Beth Ann Whitley, spent three days in San Francisco, then blew off the rest of their planned week so Dan could fly to Jacksonville and practice data link. We've all seen how much good that does.

Beth is now at home in Seabrook, Texas, where she teaches the second grade and feeds from two to four cats, depending on how many show up any one evening. She doesn't broadcast that her husband is a pilot, because she grew up in Big Spring, Texas, home of Webb, former Air Force Base.

Oddly enough, that is not where Dan met her. He went through Moody by the swamp.

When he returns to Houston, Swint must finally decide what to do for a living now that he's grown up. He graduated from the University of Houston law school this year, and may go to work for the Houston district attorney. Or, he may open his own office.

But, those are just last resorts. For several years after graduating from Houston University with a B.A. in physics, Swint worked as a physicist for NASA. He has reapplied to NASA for a staff pilot slot, something popular among the Houston Guard guys. If he's selected for that, he intends to go ahead and upgrade his application to astronaut-hopeful, and the space shuttle program. He says he hasn't already applied because his staff jock job is pending and if he doesn't get that, the astronaut form would only take up some time he could be spending with Beth.

Swint is such a warm, family man and so proud of being part of the Air Force family, that he would like to hear from anyone who knew Beth Whitley when she was growing up in Big Spring. Address your letters to Editor, WTT, WT News Center.

## LAME NINE. . .

The slings of "Outrageous Sparrows" seem to be radiating from our F-4 attack buddies. They tend to get very up-tight when discussing air-to-air. . .and well they should!

It is a grievous affront to take one of the world's top 100 multi-engine bombers, arm it with Lame 7s and Shame 9s and point it at a target smaller than the Earth!

## WANTED. . .

Pretty but dispensable, single engine, delta wing aircraft for static display on school playground. Contact Miss Hoffart at Peter Cotton's Day Kindergarten. Phone: 456-9876.



### HATS OFF TO TEXAS. . . .

By 1Lt Richard P. Norton  
142nd FIG, Portland, Oregon



Not that anyone would expect that Texas would ever host a small party, Texas did come through with an exceptionally large, cold, dark, party. The final outcome resulted in swollen noses from hitting trees, aching heads from too much "Lone Star," and burning "you know whats" from too much tamales and whatever those other things were.

The Beaver patrol, we felt, were most entertaining; singing joyous melodious war chants learned by our illustrious team captain "Big Burner" Bergan while attending the Voodoo War College in Southern Tasmania.

The party, not to be outdone by cold, darkness, and fear, drifted to the O'Club, which became the NCO/O'Club for the rest of the evening.

After that, no one seems to remember, but a Big Beaver "Hats off to Texas" for a job well done.

### IS IT TRUE? . . .

That F-101 and F-106 pilots receive their annual ACT (Air Combat Training) requirements by completing two 3-G front stern reattacks?

