



WT TODAY

^{MAY}
AEROSPACE DEFENSE COMMAND
WILLIAM TELL WEAPONS MEET

4 November 1976

Thursday

No. 3



TODAY'S FLYING SCHEDULE. . .

<u>TAKE OFF TIME</u>	<u>UNIT</u>	<u>PROFILE</u>	<u>CONTROL CENTER</u>
SCRAMBLE	125TH FIG (F-106)	III	BEARDLESS
SCRAMBLE	43RD TFS (F-4)	III	WETSTONE
0930-0936	49TH FIS (F-106)	IV	BEARDLESS
1100-1106	CFADG (CF-101)	IV	BEARDLESS
SCRAMBLE	125TH FIG (F-106)	III	BEARDLESS
SCRAMBLE	43RD TFS (F-4)	III	WETSTONE
1400-1406	147TH FIG (F-101)	IV	BEARDLESS

THE ARROW FLIES. . .



Well, the teams arrived on time, the practice sessions are in, the bow's been strung...and William Tell has begun!

Yesterday, in the final shakedown runs, five teams completed their one hour missions over the Gulf of Mexico. Meanwhile, the other six teams continued their fine tuning that the competition demands.

This morning's lead off position featured the first pair of F-106s from the Florida ANG's 125th FIG and the F-4s of the 43rd TFS from Elmendorf, Alaska. The scores will be in "WT Today" as soon as they are available.

GETTING TO KNOW THE PROFILES. . .

By 1Lt Thomas Holmes
17th DSES, Malmstrom AFB, Montana

Capt John Windler held a briefing yesterday afternoon to familiarize the EB-57 Electronics Warfare Officers (EWO) with the F-101/106 Profile 4.

In past years, ECM standardization was done by limiting the equipment the EWO could use. This year, though, EWOs will use every India Band item the EB-57 carries, including the range-gate stealer. Standardization this year will be accomplished by limiting the when and where for using each piece of equipment.

Any deviations, if witnessed by the ECM judge, Maj Manley Rey, will call for that mission to be reflown.

So rest assured, each EB-57 EWO has a very complete strict program carried on his knee for his ECM operation.

EB-57 SHAKEDOWNS SUCCESSFUL. . .

The three EB-57s representing the 158th DSEG of Burlington, the 190th DSEG of Forbes, and the 17th DSES of Malmstrom, completed their shakedown flights Tuesday with spectacular expertise.

The jammers and deceivers were ginned up to such a peak that it appeared to everyone that the aircraft remained on the ramp. Actually, they flew a complete mission without anyone successfully copying a radio transmission or receiving a radar return.

This miracle of modern technology is due to a black box that makes an EB-57 look like a small flock of Canadian Geese and is especially effective against Canucks. The golden ears of an EWO are capable of many such demonstrations of finesse. Though they are only allowed to use the usual, less spectacular systems, they are still expecting a complete and utter victory during William Tell.



THE WAY THEY WERE. . .

By Capt Kirk McManus
147th FIG, Ellington AFB, Texas

Texas's 147th Fighter Interceptor Group is just one of the competing teams at William Tell this year. But, as the expert archer himself might have once said, "It was not also thus."



Until this year, the Texans trained interceptor pilots for all the other units in the country. Houston ran a Jet Instrument School, an F-102 Interceptor School, and an F-101 Interceptor School. A lot of those one-time students are still flying against their former teachers.

The Texans say that flying against former students gives the teachers a tremendous psychological advantage. "These guys swagger into the Officers' Club, tell everyone they're the world's greatest fighter pilot, turn around and suddenly they're looking into the eyes of the man who saved them from flying into the astrodome a few years ago," gloats Texan Maj Bob Harmon. "They'll never be that confident here again. We're the guys who know their secrets."

For the time being, the former students disagree. "This is the old story about the student surpassing his master," snorts one. "When those guys were checking us out, they gave us the whole J.C. routine. We knew nothing and they knew everything. Every time we learned something new, they changed the procedures.

Hell, no wonder we thought we were dumb. But, now we know what they were up to. We've flown long enough on our own to use the dirty tricks they taught us. But, they sure didn't teach us anything about flying."

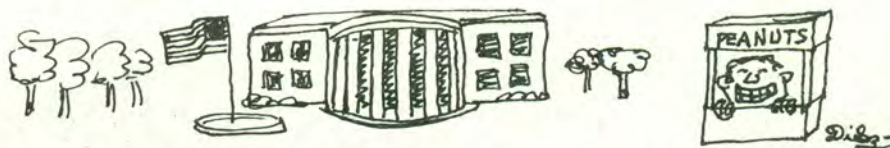
The Texans shrug off such tirades. "Every weak student blames his instructor. Most of these yo-yos were really weak.

The good pilots have moved up to positions of leadership and command and weren't able to get off for three and a half weeks. Either that or they've gone to the airlines and can't afford William Tell."

The weak students the Texans are talking about include three of the five "Big Sky" pilots: Capts Dave G. Harding, Rex Tanberg, and Warren Roach.

"Yeah, we remember those guys," says Dan Swint. "They're all alert bums. Not one of them has found a job yet, except Roach, and he's going to try Western Airlines when William Tell is over."

Roach tried being an interceptor and saving money by having the same name as his business. With that kind of mind, he went broke faster than a peanut vendor on the White House lawn. Those other two guys got into alert flying, (which means not flying at all) because they couldn't stand the pressure on their last job. They were shepherds.



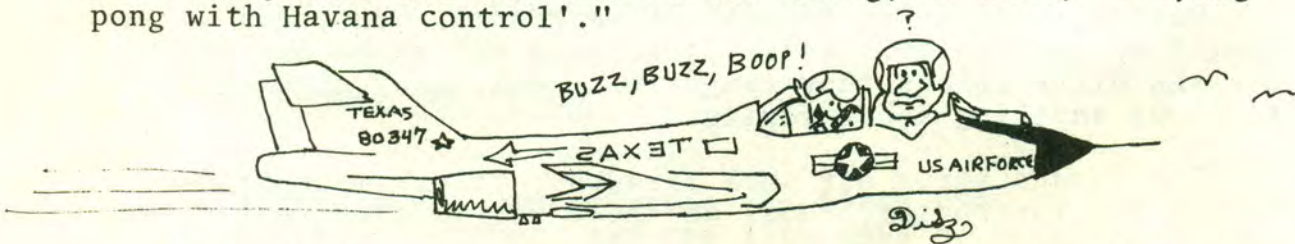
Among the former students of the Texans who have/have not (choose one) made good, is Maj Paul Grignot of the 49th FIS, the F-106 outfit from Griffiss. Grignot learned the interceptor business from Texas's Maj Vince Cerisano.

"Lies!" screams Grignot. "He told me he was in the U.S. Air Force and this all took place years ago at Perrin AFB!"

"We've been setting these things up for a long time," smiles Cerisano.

One of the Florida ANG "six drivers" is also an alumnus of Ellington's school. He is Capt Rufus Titshaw, Jr. "Oh, we remember Junior," Maj Don McVicker and Capt Dave Miller chortle. All fly from Ellington. Titshaw bought about 350 picture postcards of an astronaut, wrote "Hi from NASA" on all of them and sent them to the top three per cent of the girls who have dumped on him in bars all over the world.

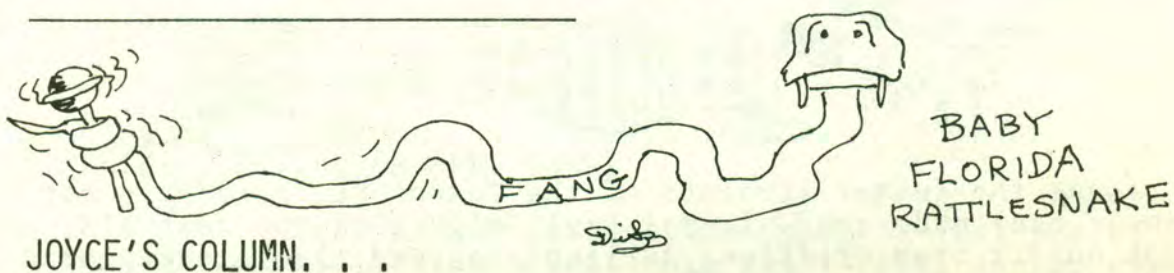
Even two of the Texans' direct competitors learned how in Houston. "Lt Art Jenkins, of Oregon, was the most amazing student I ever had," muses Lt Col Pete Lenes, chief WSO for Houston. "Jenkins used to put quarters in our scope mock-up and then kick the bottom of it and stomp out of the classroom. One day a pilot heard him sitting in the back on a mission, going buzz, buzz, boop! Buzz, buzz, boop! and when the jock asked him what he was doing, he said, 'Playing pong with Havana control'."



Oregon's Maj Brad Newell goes back further with the Texas Guard than any other non-Texas William Tell pilots. He flew through the Jet Instrument School 18 years ago. His instructor was Lt Col Jerry Killian, Texas's team commander.

Newell now snaps, "I don't have to listen to this. I'm a responsible airline pilot. If they say anything to slander me and jeopardize my job, I'll sue. They ran a cruel school down there. Killian made me wear a bag over my head day and night so that I'd think of instruments as a way of life. I had an auto accident on the way back to Oregon when I tried to get my speedometer to indicate a right hand turn on a mountain road."

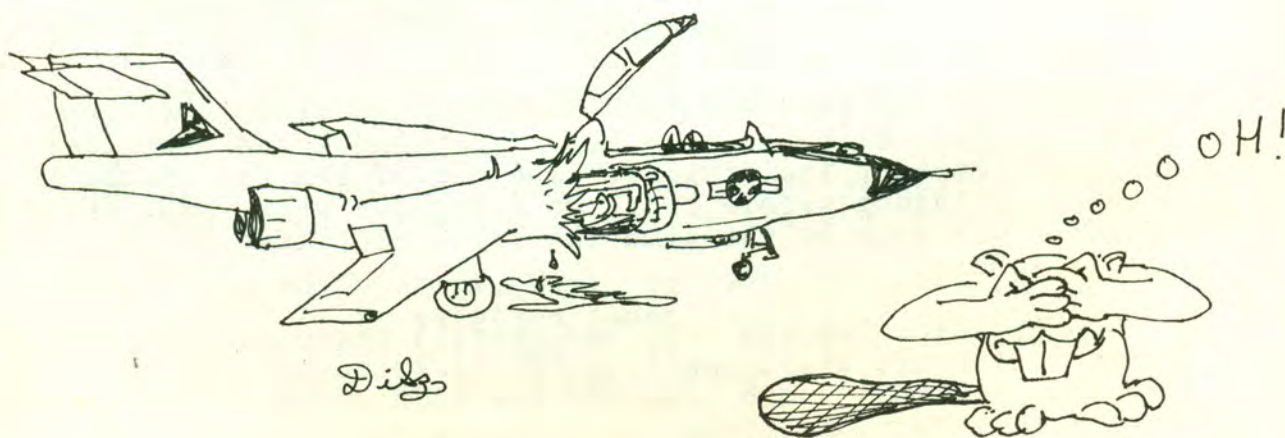
The Texans have had nothing to do with training the Canadians. "That's why the Canadians aren't expected to be a factor in the meet," says Lt Col John Martin of Texas. "Even our weak students turn out better than guys we haven't trained. Still, it's nice that we invite some token foreigners, and at least we always make sure they're tokens we can beat."



JOYCE'S COLUMN. . .

The Big Sky Boys are lonely and looking for Joyce.

FAST ENGINE TRANSPLANT ON "VOODOO" SUCCESSFUL. . .



Changing an engine on a F-101 "Voodoo" Fighter Interceptor can be done in about six hours, but then having the aircraft fully trimmed and ready to fly often takes up to two days. Accomplishing all that in just six hours may be a new entry for the Guinness Book of Records, and the 142nd Fighter Interceptor Group, Oregon Air National Guard, hold it.

All the participating teams arrived at Tyndall Sunday to prepare for the competition. However, one of the Oregon Air Guard's "Voodoo" arrived sick. It had developed a serious engine oil leak that would require a transplant.

The competition rules for William Tell do not allow any team to beg, borrow, or steal replacement equipment from any other team. In this case, spare engines are not normally brought along from the home base. What this means to a team is you are in serious jeopardy of doing well competing with other teams when you have one aircraft less that they have.

Getting the replacement engine to Tyndall from Portland in time for the start of the Meet and in time for yesterday's shake-down flight, was a tight race. A Guard transport C-130 had to be scheduled to accomplish the task.

A C-130 from the California Air Guard at Van Nuys was dispatched to Portland on Tuesday to get the replacement engine. It arrived at Tyndall AFB, the site for William Tell at 0110 yesterday.

Waiting patiently were the six-man ground crew tasked with the responsibility of transplanting the engine. MSgt Own D. Hinkle, Flight Chief, and his merry band of five (MSgt Dennis R. Johnson, MSgt Clarence E. McIntosh, Jr., TSgt George L. Elser, TSgt Lane F. Hoffman, and SSgt Curtis A. Scott, the hurting aircraft's Crew Chief) were practically scratching at the C-130 Hercules door by the time it rolled to a stop.

The "Voodoo" surgical team rushed the new engine to the maintenance dock and dedication, skill, pride, and the team spirit of competition went to work in the early morning hours as the rest of the Nation waited the final results of the Presidential election.

By 0730, the engine transplant was completed and the trimming and fine tuning finished so that F-101 "Voodoo" with tail number 322 under the Oregon ANG marking was taxing along with its four "Voodoo" team mates for the on-hour shake-down mission each participating team is allowed prior to the official start of William Tell.

But one the task was successfully completed, the crew didn't race to their barracks to sleep. They had to do some cleaning up like removing the broken engine out of the way so the regular base maintenance people could do their own work. The shakedown mission was over by the time the 142nd FIG all-night team finished their labors.

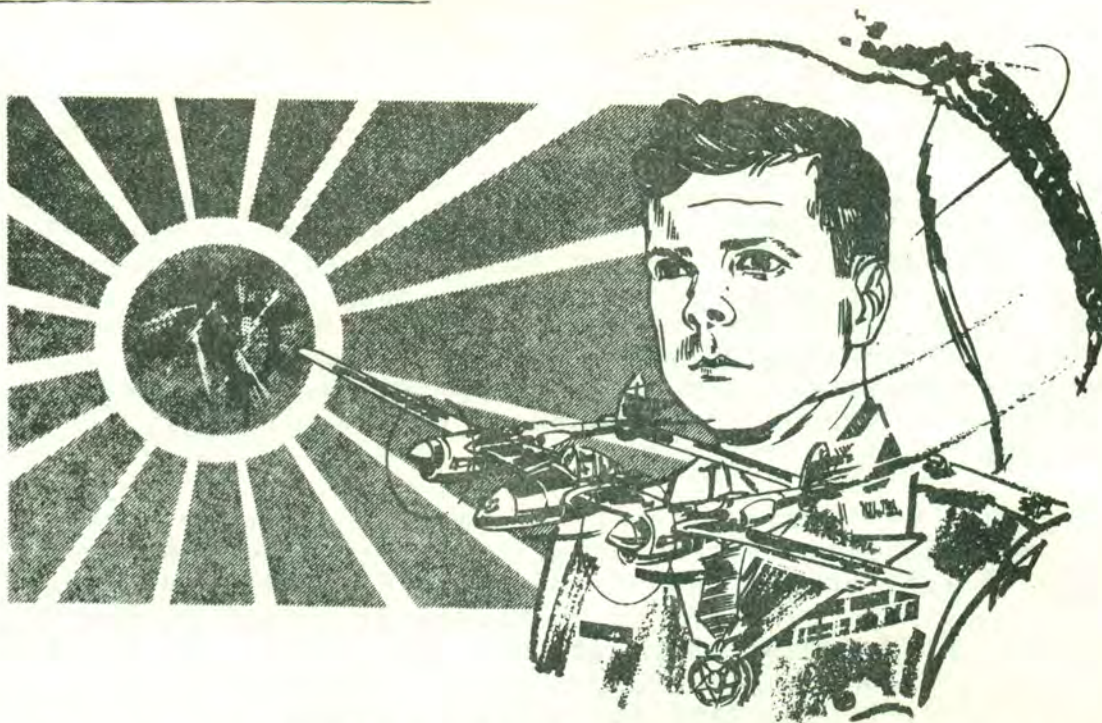
SMSGt Dick Cannard, who has overall responsibility for the team's aircraft maintenance, said, "I tried to get them to go to bed, but this whole team has too much pride not to complete every task they undertake."

"And, the support provided by the Tyndall facilities which allowed us to accomplish this feat is really appreciated," he added.



The 142nd FIG truly knows the meaning of the Air Guard moto "Sleep Well Tonight, Your Guard is Alert." They know also that the William Tell competition began a day earlier for them as they raced the clock to have all their "birds" plumed and primed for the World Series of Fighter Interceptors.

WHAT'S IT ALL ABOUT. . .



The big apple today's "William Tells" are aiming for is the Richard I. Bong Trophy, the highest award given during the 1976 Bicentennial Worldwide Weapons Meet. Named for America's greatest

fighter ace, the trophy will be inscribed with the names of the winners in each category of competition and remains on display at the Air Defense Weapons Center.

Dick Bong was a World War II P-38 Lightning fighter pilot. He was officially credited with the destruction, in combat, of 40 enemy aircraft--the best score of any American aviator--and awarded every decoration his country could give a combat pilot.

"The greatest fighter ace of all Americans" is what Gen Douglas MacArthur called Maj Bong as he presented the fighter pilot the nation's highest military decoration--the Medal of Honor.

Bong, born in Superior, Wis., in 1920, enlisted in the Army Air Forces as an aviation cadet in June 1941. In January 1942, he received his bars and wings. His first assignment was as an instructor pilot at Luke Field, Arizona.

Later, P-38 combat training at Hamilton Field, California, offered exciting temptations to Bong. On one occasion, while flying a P-38, he was charged with "looping" the center span of San Francisco's Golden Gate Bridge. The Hamilton Field commander reportedly disciplined the young flier, but was very impressed with him.

His combat experience in the Pacific included duty in the 9th and 39th Fighter Squadrons, and Headquarters V Fighter Command. He flew 146 missions, totaling 365 combat hours, and was credited with 28 aerial victories.

In April 1944, Bong returned to the United States to attend gunnery school. Five months later, he was back in the Pacific as a gunnery training officer. Though not required to fly in combat, he managed to shoot down 12 more Japanese aircraft--increasing his total to 40. He said shooting down planes was a "pretty good way of teaching..."

Maj Bong was sent back to the States for the last time in December 1944. He was killed Aug 6, 1945, when the P-80 Shooting Star jet he was flying crashed on takeoff near Burbank, California.

But, the legend of America's greatest fighter ace and the spirit and tenacity he exemplified continue to serve as inspiration to fighter pilots today.

YOU CAN TAKE THE BOY OUT OF THE COUNTRY, BUT. . . .

The night before the Texas pilots left for WT, they attended a banquet in Houston where the speaker was the Honorable Donald Rumsfeld, Secretary of Defense. The menu fit the occasion, but the next day, several of the jocks complained that they felt ill.



First Texan: "Maybe it was something we ate last night. Did you have the baked Alaska?"

Second Texan: "No, I had the roast beef."

LOST: Fourteen cases of Lone Star beer. Needs tender, loving care. Broken-hearted owner worried about ER. If found, please contact a Texan.

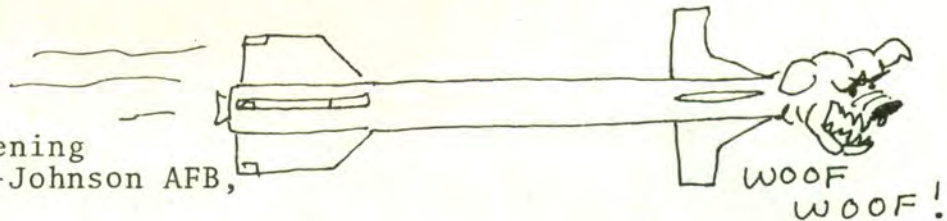
. . . YOU CAN'T TAKE THE COUNTRY OUT OF THE BOY



Lifelong habits are hard to break. The Texas jocks decided to set up a picnic area in front of their quarters. They waited until the sun was up and they put the picnic tables right in the shade--on the coldest day of the year--and sat around in their coats, complaining about being in the North!

THE ARROW. . .

By Capt Bill Bruening
4th TFW, Seymour-Johnson AFB,
North Carolina



One of the most visible and key elements for the "Air Superiority" fighter crews from the 4th TFW will be the "arrows" shot during the competition. The arrows fired by the Seymour-Johnson Team will be the AIM 7E-2 "dogfight" radar missile and the AIM 9J "side-winder" heat seeking missile. The feathers of the arrow are the fins of the missile which give it directional control and stability. The bow is the airplane - the F-4E leading edge slat, Phantom fighter. The apple is the

Firebee BQM 34 drone. The shooters are the aircrews - the human element. To hit any target, an apple or a drone, requires many hours of training, practice and skill.

Where do the missiles come from? The missiles for the F-4 competition are being supplied by the 4756 MMS William Tell stockpile here at Tyndall. On Monday, 1 November, munitions representatives from each of the teams drew numbers which corresponded to a batch or package of missiles. Once the teams

received their arrows, the munitions specialists had the opportunity to check the arrows for "ruffled feathers" and "sharp points." TSgt Dave Muse, munitions chief, said, "With the exception of a few minor discrepancies, the missiles that the 4th TFW received look real fine." SPLASH!!!!

RETURN OF THE BLACK KNIGHTS. . .

By Maj Denny Torrez
57th FIS, Air Forces Iceland

As the Florida sunshine glistened on their aircraft, the "Black Knights" of the 57th FIS of Air Forces Iceland (AFI) made their first William Tell '76 appearance. The smoothness of their arrival seemed to rival the precision of the USAF Thunderbirds.

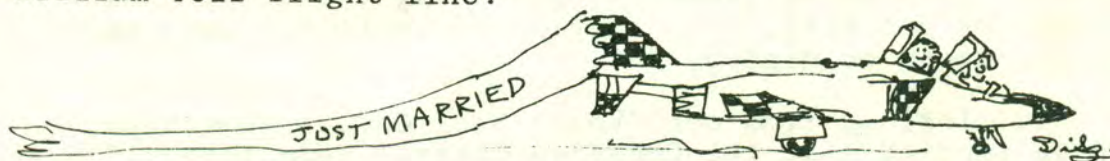
As onlookers from other teams stand on the sidelines, every facet of the operation, from the daily arrival of the air crews, to the launch of the aircraft, demonstrates the proud teamwork of the AFI team.

The 57th is returning to Tyndall's William Tell competition after an absence of four years. There are some changes clearly visible, on both the crew side and the aircraft model. The F-4C Phantom has replaced the aging F-102 Delta Dart in the Air Defense of North Atlantic.

The AFI team is looking forward to the beginning of the competition. The "Checkerboard Tails," the trademark of the 57th, stand ready to demonstrate their combat capability in the Florida sun.

The 57th, ADCOM's 1976 Hughes Trophy nominee, arrived at the meet Sunday with several firsts. It's not only the first time the unit has competed in William Tell with the F-4 Phantom, it's the first time the squadron commander and operations officer have been crewed in the same aircraft. It is also the first time that the operations officer is a weapons system officer, and the first time a female crew chief is on the William Tell team.

There are also some rumors that the 57th may have another first during the meet--a marriage ceremony to be conducted on the William Tell flight line!



What other surprises does the AFI team have in store for William Tell? The aircrews, ground crews, and weapons controllers won't say, but the Black Knights are the team to watch.

CMSgt Frank Briggs, the avionics superintendent, summed up the thoughts of the AFI team when he said, "It's not a question of who is and will be in first place. It's a question of which of the others teams will be in second, third, or fourth place!"

CANUCK CORNER. . .

By Kid Komotis
Canadian ADG



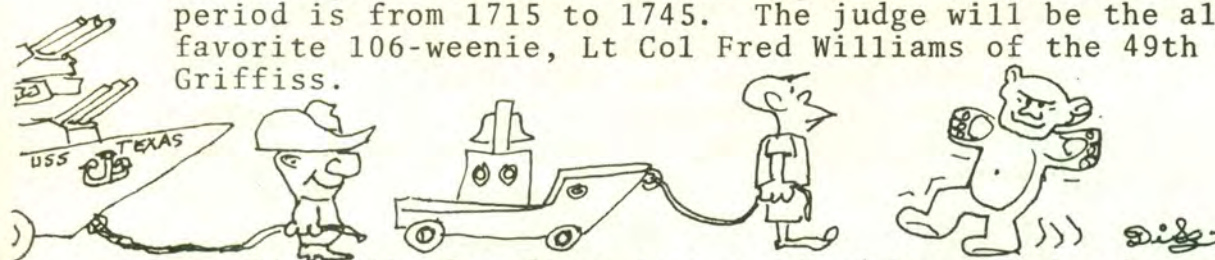
Our roving reporter, Gus "Reset" Hay tells us that the Canadians chalked another victory in the belly bouncing contest, unlimited weight division.

Rick Tremblay, the reigning champ, took on one foolish Alaskan: "There was really no match there and I may have gone overboard. But, the fellow called me last night from North Carolina (the state in which he landed on the first bounce) and assured me there were no hard feelings."

Meanwhile, back at the O'Club, all present were treated to a dance trio. One was supplied by the Texans (everything is bigger in Texas), another was supplied by the O'Club (good show, by the way) and finally, the Canadians sent in "Bubbles Gladders" to trip the light fantastic.

While we're on the subject of Charlie, we must concede him the line of the day. To the T.V. interviewer who asked him what he was doing here he answered, "I came down here to shoot my load.....of weapons."

Don't miss the boat race at the O'Club on Friday. The Canadians have challenged those Texans (you know the fellows with the 10 gallon hats and five gallon heads) to a boat race in the lounge of the Club. Briefing is at 1700 and the liability period is from 1715 to 1745. The judge will be the all time favorite 106-weenie, Lt Col Fred Williams of the 49th from Griffiss.



Since the Canadians have arrived here, we've been bombarded by political advertisements, promising the stars. . . . now that elections are over, will they get down to business and clean up the moons on Highway 98?

In closing, from our "Voice Sick-Go Dolly" corner, we've learned that the Canadian control team totals 135 years of experience....and that is not counting time spent at the bar.

DEMONS BEWARE. . .

By Capt Tom Seever
125th FIS, Jacksonville IAP

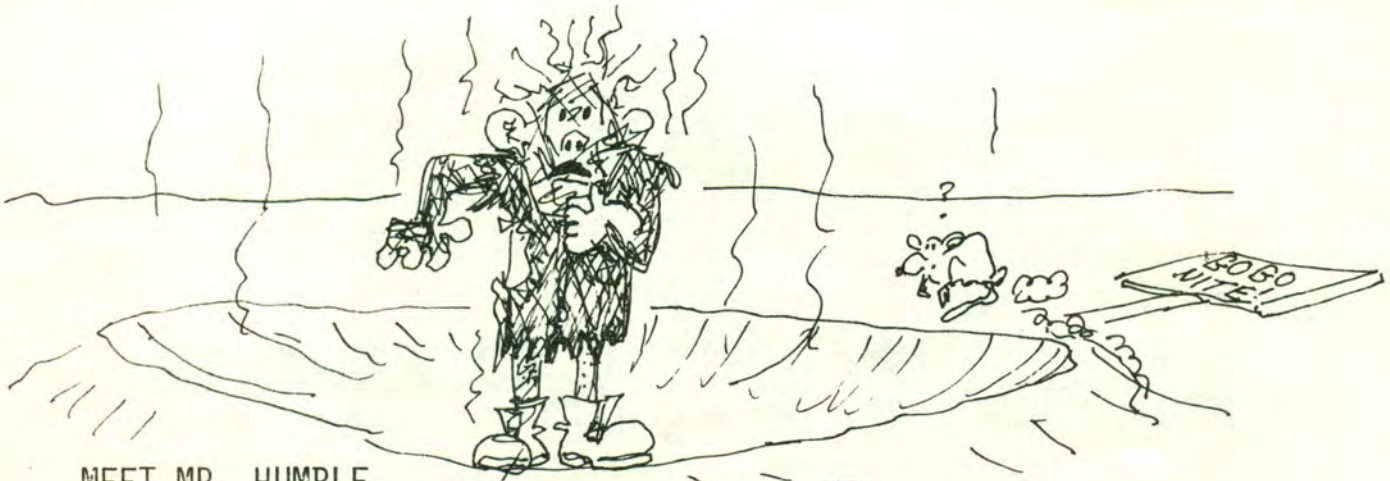
The FANG is pleased to announce the winner of last night's fire breathing contest. Lt Col Doug "Napalm" Bright was able to ignite himself, several FANG team members, and the go-go dancer at the O'Club last night and was thereby, declared the winner.

Caught in the crossfire between Bright and the runnerup, Capt Flash Hoover, the irate and severely burned club manager threatened the explosive pair with expulsion from the bar. As the hostile manager was carried away for medical attention, several patrons were heard to say "good riddance."

Wanting to maintain a low profile during the first few days of William Tell '76, Hoover indicated he would save his glass-eating and ketchup chugging demonstrations until later in the meet.

FANG team members weren't surprised that Air Force competitors' activities were limited to putting stickers on things. But, they were surprised that Texas and Montana Guard units (with the exception of honorary FANG member Gary Blair) were so docile.

More of those highly coveted FANG T-shirts will be available next week to lithsome lasses requesting them. Fittings will be held at a location to be announced.



MEET MR. HUMBLE. . .

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

Before the competition begins and the center of attention focuses on airplanes, mission profiles and total points, let me extend the opportunity for all to meet the inspirational leader of the Red Bulls--a man who stays in the shadows and whose last thought is to draw attention to himself. This is

the kind of man who, when everyone else was partying last Sunday, dressed up as Santa Clause and distributed goodies to the poor underprivileged and even gave his last dime to a poor starving girl on the street.

He sat in the Officers' Club sipping a coke and noticing that a young entertainer has lost an article of clothing, flung himself in front of her body to spare her the embarrassment of the situation. He is a modest man, too--he has been wearing a full length rain coat on the clearest of days.



AH, HA!

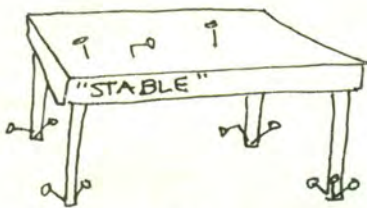
So, drop by the 87th's maintenance trailer (or the library) and meet Mr. Humble of the Red Bulls, the maintenance control officer, Maj Pat Barry.

FINE TUNING THE AIRCRAFT. . .

By 1Lt Bill Coffee
49th Eagles, Griffiss AFB

The 49th Eagles were alarmed Wednesday morning when a maintenance troop, SSgt Edmonson, from the Red Bull 87th, came begging for a hammer and screwdriver.

The Eagles stated it was common practice for the all Bull maintenance team to fine tune their aircraft with these tools. The screwdriver was used to sit on, and the hammer was used to nail down the stable table.



FOOTBALL, VIKING STYLE. . . *Didg*

By 2Lt June Trizzino
23rd AD, Duluth, Minn.

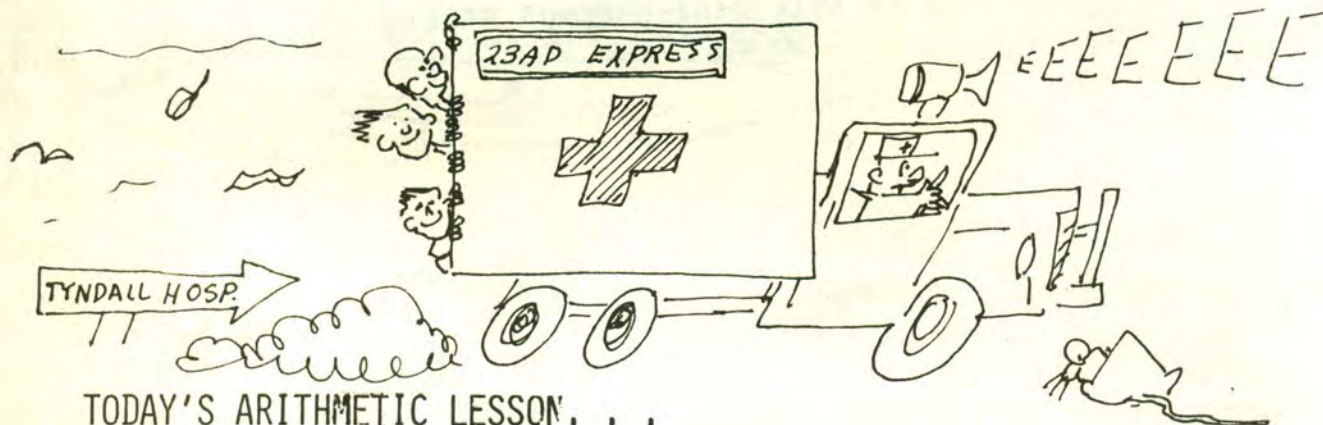
The 87th Weapons Controllers and technicians from the 23rd Air Divisions Sage Squadron have been busy keeping in shape. Like their Viking counterparts back at home headquarters in Duluth, Minn., they enjoy a good football game.

During their first week at Tyndall, they developed their own version of the game--"To kill a quarterback".

On Monday, Capt Joseph Zadareky was admitted to the base hospital after suffering a sprained ankle. He was followed in rapid succession on Wednesday by MSgt Joseph Gutierrez who limped into the hospital with torn ligaments in his leg.

The team says that if there's going to be a tie in the William Tell Competition, it will be broken by a football game. So, they're determined to keep practicing if it kills them.

Obviously, that can't be true. Even these rugged men can't be that self-destructive. There's got to be another angle and this reporter thinks she found it. The injuries are a guise to meet the attractive nurses in the base hospital!!!!



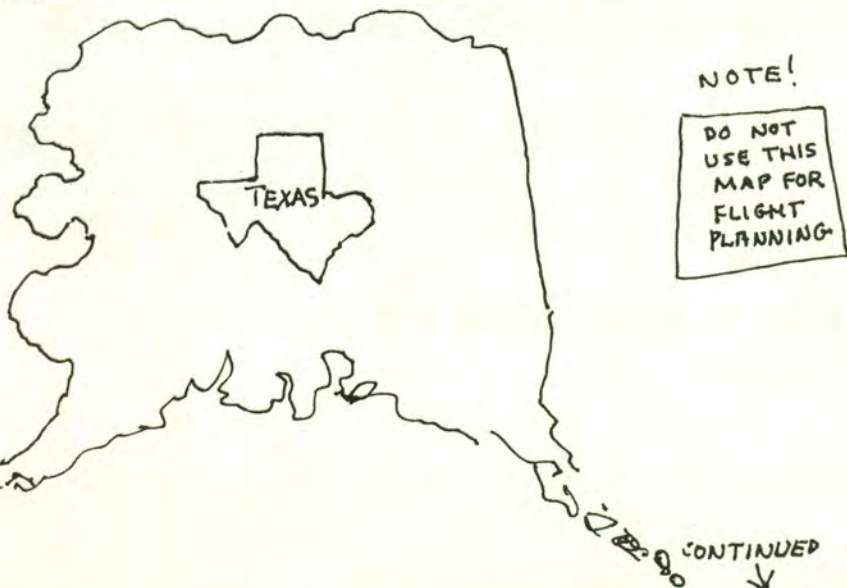
TODAY'S ARITHMETIC LESSON. . .

By Capt Keith Williams
43rd TFS Information Liaison Officer

The 43rd Tactical Fighter Squadron from Elmendorf AFB, Alaska, flying F-4E Phantoms, provides air defense for the entire state of Alaska. For those Texans who aren't aware of it, Alaska is the largest state in the U.S. with 586,412 square miles. It is one fifth the size of the continental U.S.

Texas is the second largest state, with only 267,338 square miles. That is, unless you cut Alaska in half. Then, Texas would only be the third largest state.

A high-laced Texas official who asked to remain anonymous admitted that once you've been to Alaska, every place else looks like Texas.

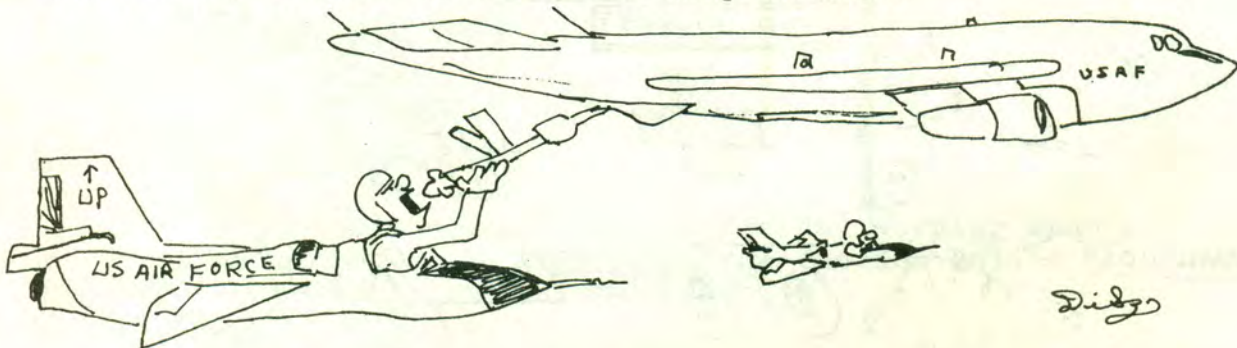


SAC BACKS THE 49TH. . .

By Capt J. W. Weinig
49th FIS, Griffiss AFB, New York

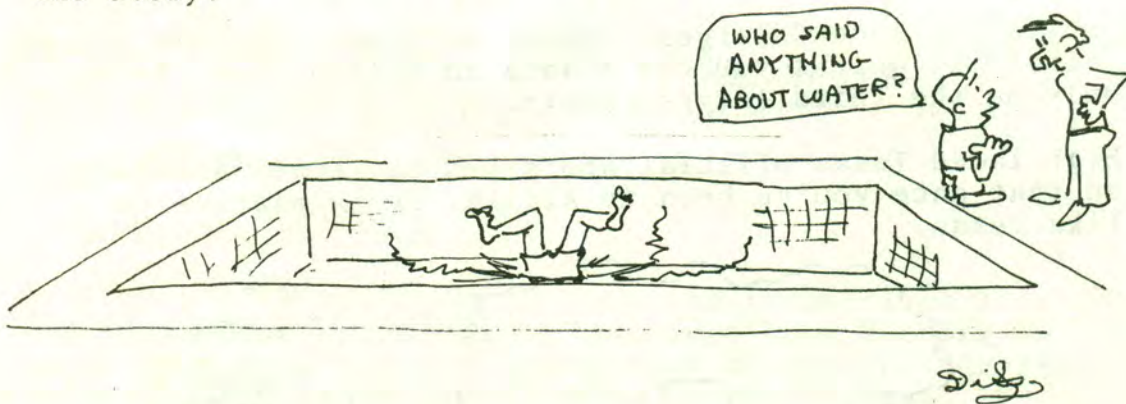
In a message addressed to all air crews and maintenance members of the 49th FIS, Big Gen Jack Watkins, commander of the 45th Air Division, SAC, wished the team best wishes and good luck.

The 49th is a tenant unit at SAC's Griffiss AFB. The squadron pilots enjoy an especially good relationship with the tanker and bomber crews co-located with them at Griffiss. One example of the teamwork was the joint deployment of a Griffiss Tanker and four F-106s to Montana to compete in the now infamous First Annual Combat Puke. The tanker refueled the F-106s enroute to this mini-weapons meet.



HOT FLASHES IN THE NEWS CENTER. . .

Rumor has it that one of the Hometown News Center crew came back to his motel room late (very, very) one night to find his entire mattress and bedding made up for him on the balcony. No problem, though, since it was too late (early?) to get to bed...Plus, the 3 a.m. wake up they left for him, went to one of the perpetrators. It all makes up for the day the crew coaxed him into a headlong dive into the "heated" motel pool. He's still shaking from that. . .at least that's the story.



WAIT, WONDER, WORRY, WARN? ? ? ? ?