

MAY

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

<u>TAKE OFF TIME</u>	<u>UNIT</u>	<u>PROFILE</u>	<u>CONTROL CENTER</u>
0800	496TH TFS (F-4)	I	WETSTONE
0930	57TH FIS (F-4)	I	WETSTONE
1100	120TH FIG (F-106)	IV	BEARDLESS
SCRAMBLE	87TH FIS (F-106)	III	BEARDLESS
SCRAMBLE	4TH TFW (F-4)	III	WETSTONE
1400	142ND FIG (F-101)	IV	BEARDLESS
SCRAMBLE	87TH FIS (F-106)	III	BEARDLESS
SCRAMBLE	4TH TFW (F-4)	III	WETSTONE

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 HTNC ADOPTS NEW MOTTO. . .

Those Hometown News guys have done it again. The boss man has always loved to watch the great American eagle spread his mighty wings and lift off into the air. The troopers favorite song is Pat Boone's "Love Letters in the Sand". They decided to put them together for a new team motto----"Spread Eagled in the Sand." (Seems they stepped across one of those imaginary lines that excites security guards.) \*\*\*\*\*

I THINK I REMEMBER THIS!

### FIRST DAY FIRSTS AT WT. . .



The final determination of the best of the best in the William Tell Fighter Interceptor Weapons Meet won't be known until 18 November, when the last "hostile" drone has been intercepted and hopefully destroyed. But, William Tell '76 has featured several firsts since the starting signal of the opening round.

Leading off the air defense competition was the host state's entry, the 125th Fighter Interceptor Group, Florida's first duo of F-106 at 0755. This initial event was a scramble profile on a high altitude supersonic drone. The lead FANG aircraft was piloted by Lt Col Dean Biggerstaff, who also flew with the unit in 1958.

Shortly after the FANG's two-aircraft scrambled, another first in William Tell occurred--at 0810. It was the first launch in competition of a supersonic "Firebee" drone.

And then, another first, the debut at 0810 in William Tell of F-4 "Phantoms." The Phantom due from the Alaskan Air Command's 43rd Tactical Fighter Squadron from Elmendorf AFB flew a similar scramble mission against the same supersonic drone on the second lap of the racetrack route over the Gulf of Mexico gunnery range.

But similar to what happened during the first Presidential debate, technical difficulties scrubbed out the opening efforts, much to the chagrin of the F-106 and F-4 pilots flying that first profile. An optical electronic malfunction caused the drone's premature flameout but its drag chute did deploy saving the drone for pick-up and possible relaunch in a later William Tell mission.

Thus, the opening curtain for William Tell '76 got slightly tangled and the first scoring of the competition around mid-morning was by the 57th FIS from Iceland, flying F-4s against EB-57 ECM aircraft as targets.

Meanwhile, back to other firsts for William Tell '76. The Tactical Air Command makes its first appearance in a William Tell meet with the 4th Tactical Fighter Wing F-4 contingent from Seymour-Johnson AFB, N.C.

In other areas, the only defending team in the competition is the F-106 "Big Sky" team from the Montana Air Guard's 120th FIG from Great Falls, which won that category in 1974.

And still another first. Yesterday, we mentioned that the Black Knights from the 57th FIS, Iceland, brought the first female crew chief to the meet. She is Sgt Nancy Enos.

TO THE EDITOR: WILLIAM TELL TODAY. . .

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Dear Sir:

A blatant and outright attempt to slander the character of the 496th TFS William Tell team was made in Wednesday's "William Tell Today". So, we would like to set the record straight. The boy's average age is not 15½, it's 17½. They just look younger. If it weren't for Capt Kurt "Dirt Ball" Schroeder, who is 19, they would be much younger.

Also, they are not from Italy as the name "Los Bambinos" implies, but, from Germany so please refer to them as we do-- "Die Katzenjammer Kinder".

Yes, they may be young and they may be short, but not in staying power. When we had them up for dinner and "dessert", they certainly lived up to their nickname of the "worlds finest."

Sincerely,  
Taffy Slowalski  
Head Cheerleader, Fort Malton Beach High School



## WEAPONS CONTROLLERS: THE "SCOPE" OF THE MISSION. . .

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By 2Lt June Trizzino  
23rd AD, Duluth IAP, Minnesota

If you've got the idea that the William Tell weapons meet is a competition among "those magnificent men in their flying machines," you're only partially correct.

Though the purpose of the meet is to evaluate capabilities of our fighter/interceptor systems and the expertise of the people entrusted with the air defense mission, the competition extends farther. Behind the scene there is a little building known as the BUIC site. The building houses a dimly lit room filled with radar scopes. Seated at each scope, guiding the pilot to his target, are two very important members of the pilot's team; the weapons controller and the weapons controller technician.

Imagine yourself a controller playing a modified version of "Blind Man's Bluff." You've blind-folded your friend Jock and you must direct him to a rabid dog one mile away. The rules specify that Jock must remain on the walkway at all times and that you must use as few commands as possible to have him travel the distance within fifteen minutes or less. Your commands will not go directly to Jock, but rather to a technician who will program a computer which will relay the messages to Jock.



If you can envision this scene, you're on the road to understanding the role of the controller and the technician.

Mission briefing begins hours before the flight. Naturally, preplanning is important for the controller and technician to coordinate and review all required data. Preplanning also serves another purpose that is perhaps even more important to the success of the mission. It gets the adrenalin running and mentally prepares the scope team.

The coordinated efforts of the controller and technician are essential to a successful mission. Working as the eyes of the interceptor, they point the arrow at the apple. Their job goes beyond that, though. The scope displays the entire airspace and the controller must keep the pilot informed of all possible hazards.

Picture yourself hovering over a parking lot. Your vantage point would allow you to see the car that is pulling out of a slot on a collision course with the car that is searching for a vacant

parking space. If you had a communications system, you could warn the vehicles and avoid an accident. The controller views the scene in this manner and advises his aircraft of any potential hazards.

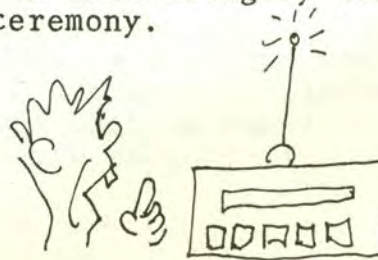
For the next three weeks, the controllers and technicians will be putting their professional expertise to the ultimate test. The teams will compete strictly with their own weapons system category and judges will not select an overall meet winner. Instead, aircrews/maintenance and controller teams will compete for overall top gun honors with their respective category.

Three categories of points will be awarded. The aircrews will be judged on intercepts/weapons scores, escape maneuvers and proper radio transmissions for a total of 14,500 points. Scores for the scope teams will be determined by intercept positioning, radio transmissions, and recovery procedures for a total of 4,400 points. Team points which are not attributed to either the aircrew or the scope team--such as take-off time and data link systems operation--will total 2,400 points.

Winning teams and top sub-teams in each category will be recognized at the post-meet awards ceremony.

## 49TH FIS ON AND IN THE AIR. . .

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



With the CB craze approaching its peak, it's little wonder that several members of the 49th have set up a CB base station in their barracks.

Manned full time by the men, the handle is William Tell base. The 49ers monitor Channel One and are ready to jaw with anybody. They have already met and talked to many of the WT-76 CBers. TSgt "Picture Man" Goodwin, owner of the base station, reports that he had been talking to a Texas ANG maintenance man called "Drooping Antenna" for two days before he discovered the man didn't have a CB. It's just that those Texans are such Blow-hards they don't need any voice amplifiers. Picture Man also reports that he couldn't understand the Canadian navigator's response to his question--"Do you fellows have any CBs here?" The Nav turned pale and announced that he never fools around with thunderstorms.

One last item before we sign off. Picture Man's good ole buddy, TSgt "Red Wagon" Albert, has developed a new aid to navigation using the base station and the mobile rig. After several nights of testing, he has discovered a new DF (Direction Finder). When the club closed Wednesday night, he mounted an antenna in the left ear of SSgt "Bubble Chaser" Hodge. Hodge then spawled across the hood of the camper, balancing an empty bottle on his naval. Sgt "Bogie" Bevan then sang three choruses of "Melancholy Baby" from the base station. The bottle pointed to home, and the men reported they could navigate when their visibility was down to three truck lengths. See you on the flip side.

## "OH-WHAT-THIRTY"???. . .

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By 1Lt Annlee Hines  
319th FITS (USAF IWS)

The first GCI mission briefing was given verbatim by an Automated and a Manual Judge at 0630, 4 November. The briefing was read from a prepared "briefing card" to ensure all teams get the same briefing. No preference can be given. The briefing was thorough and included that real-time information which affects intercept missions: weather, active runway, equipment outages, alternate airbase in case of trouble, weather forecast at recovery time, the winds at working altitude (100 + miles an hour! But weapons controllers can hack it!).

Everyone then moved onto position, checking their equipment, setting it up "just so". The teams and their judges were ready to go half an hour before the liability period began. They relaxed, and they waited.

Other people couldn't relax--they had too much to do. Firing on a drone requires lots of coordination, and "WETSTONE Control" was doing it. One person manned a hot line to MSQ--those people who "fly" a drone by remote control. One person was on a hot line to personnel manning the scoring system at colorful Cape San Blas. He tells the scorers where to position their radar to see the drone and the "shooter". One Weapons Controller works the Range Patrol aircraft, who looks for boats out on the water range. We can't fire if we might hit a boat. Other personnel coordinate with RAPCON, keep up-to-date weather posted, keep the drone status displayed, monitor airspace (it's released to the military in given time blocks). The Intercept Coordinator is responsible for ensuring timely coordination among all personnel actively talking to aircraft--including the William Tell teams. The Range Safety Officer (RSO) from the Air Defense Weapons Center is "on scope" watching for boats, airplanes, or anything else in the path of the missile. The judges from ADWC are present in force to ensure nothing is missed. Responsible for it all is WETSTONE's Senior Director. It's a smooth-running, well-planned operation--the result of a lot of planning, and an effective organization at WETSTONE.

## CALL OF THE WILD. . .

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



I THOUGHT  
YOU SAID  
FROG!



He's homesick that's all. Capt Dan Swint, from Houston. And, he must have a dog named "Ralph." And, when he gets home-sick, or whatever kind of sick that is, he stops wherever he is, bends double, and croaks, "R----a----l----p----h," straightens

up, takes a deep breath, bends double again, and once more croaks, "R----a----l----p----h" all over the floor.

## HI, HO, WILLIAM TELL. . .

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Houston's MSgt Bill Erickson would like to form a William Tell chapter of the Optimists Club. Bill has a personalized license plate that says, "There must be a pony in here somewhere." He also has that etched on his broom, printed on his rubber gloves, and tattooed on his middle finger. The other day he locked himself out of his car. All of his friends, and he has a lot, since he's always happy, stood around sadly. "Gee, that's tough." "Oh, phooey." "Let's get a coat hanger." "Etc." Bill smiled bravely at them all. "It's okay, I have a spare set in the glove compartment." Here's something to think about: Bubbling Billy makes his living working on airplanes.

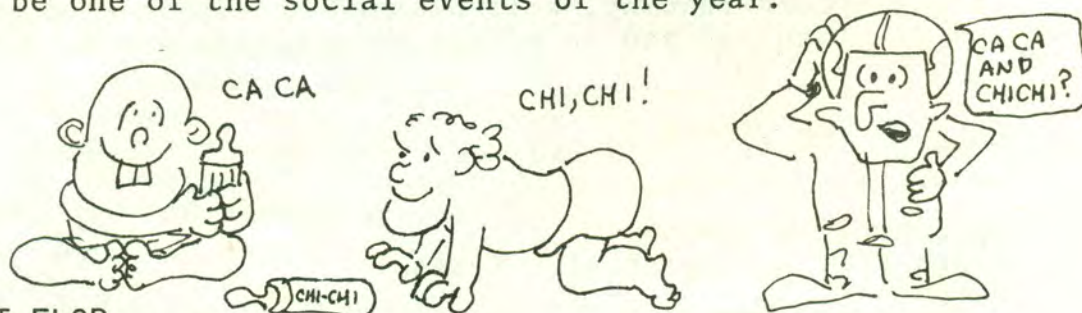
## ONLY IN TEXAS EAST. . .

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Texas night is the ninth. The Texans came prepared with awards for "Most Gross," "Least Couth" and "Individual We Most Wish Had Not Attended But Admission Was Free--Too Free". However, they have had to unexpectedly and extensively liberalized the judging criteria to meet international standards.

Entertainment will be limited to a group of Canadians reading Emily Post's Book of Etiquette.

Refreshments will be old fashioned Texas-Mexican food. There will be cerveza, and tamales, for sure. The Portlands have asked for some chi chi, because none of them have had any for a long time, but the Texans didn't bring any with them and the local supply is not as good as that at home. The kids from Hahn will probably bring plenty of caca, and the party promises to be one of the social events of the year.



## FIRST FLIGHT FLOP. . .

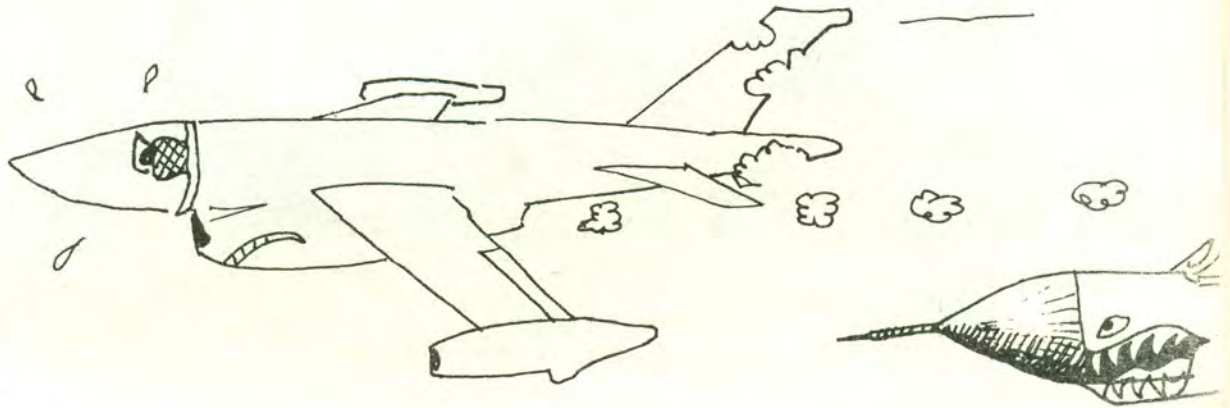
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By Capt Keith Williams  
43rd TFS, Elmendorf AFB, Alaska

The first William Tell competition flights on Thursday were unsuccessful. Two F-106s from the 125th FIG scrambled first. Two F-4E Phantom fighters of the 43rd TFS, Elmendorf AFB, Alaska, roared off in hot pursuit after receiving the scramble call.

When the F-4s arrived on the scene, the drone was floating in its chute. After a TM check and aircrew debriefings, the judges decided that either the drone ran out of gas because the coughing and sputtering F-106s took so long getting out to the range or, the 43rd's shark teeth scared the drone out of the air.

A board of qualified officers has been formed to investigate this incident. If the shark's teeth are found to be responsible, all future drones will be equipped with blinders.

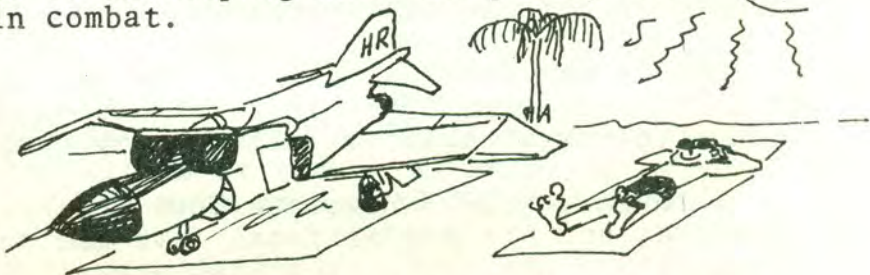


### BULLETIN. . .

HQ USAF recently announced that women will soon be allowed to fly the F-106. This is in keeping with the policy that women not be allowed in combat.

### IN HOT PURSUIT. . .

By 1Lt Keith D. Thiel  
496th FTS, USAF



The USAF maintenance troops from the 50th TFW, under the scrutiny of 1Lt "Sweet and Sour" Fred McNeil, are bored.

Other than pursuing the young Florida Honeys, and sucking down oysters, they don't have much else to do. This is due to the fact that after the Shakedown Flights Wednesday, all five Phantoms returned code one. (That's unbroken for those that don't fly or fix them!)

A lot of hard, long hours were put in by the wrench turners back at Hahn AB to prepare the William Tell birds for competition and the nine and one half hour flight to the States. When the machines arrived at Tyndall, the crew chiefs and specialists went through the systems with a fine tooth comb to insure that the warbirds are in fighting shape.

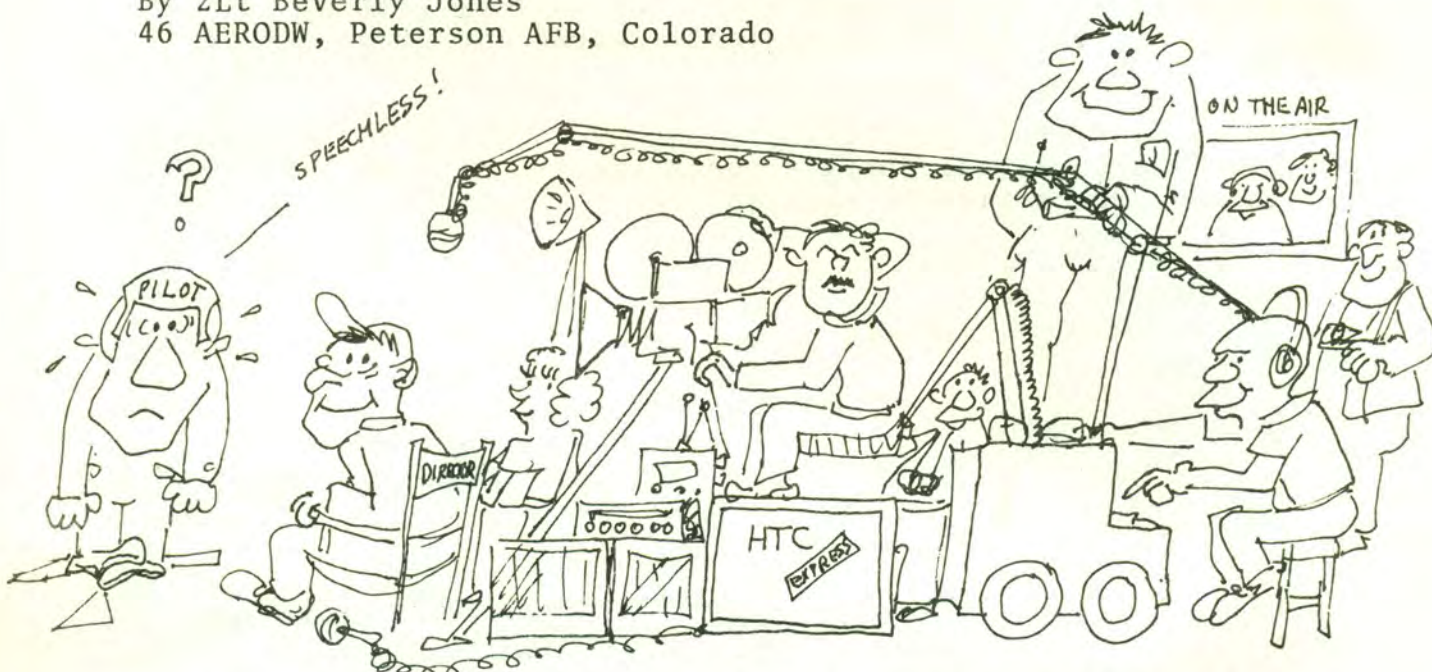
According to SMSgt "Rapid Toy" Winton, his men are the finest airplane fixers and pursuers of fast frauleins in the Hunstruck and stand ready to prove any and all at William Tell '76.

### LOST AND FOUND. . .

The Hometown News Center crew lost one of their teammates. If anybody sees Roy, please let them know.

## NEWS AND VIEWS ON YOUSE AND YOUSE. . .

By 2Lt Beverly Jones  
46 AERODW, Peterson AFB, Colorado



"No problem," MSgt William Jenkins smiled as he looked over the parade of aircraft at William Tell '76.

"All I have to do is round up 400 people, interview them for 200 television clips, 300 radio interviews from two countries and finish the day after tomorrow."

Why is Sgt Jenkins smiling? He has the Hometown News Center (HTC) to help him. This is a job assigned to Sgt Jenkins for the Bicentennial William Tell gunnery competition.

Through the USAF Hometown News Center located at Tinker AFB, Oklahoma, and its professional five man team of electronic media specialists, the folks back home are told what the local Air Force men and women are doing.

Preparing interviews, tapes, and film clips on a major fighter weapons meet like William Tell demands a closely knit team of skilled personnel.

Heading up the team is Capt Patrick Osborne from Tampa, who is the OIC. TSgt Dave Costa from Boston, is a radio and TV specialist. TSgt Bob Howe is the cameraman from Chicago Heights, Illinois. Sgt Cecil Newberry is the information specialist from Paragould, Arkansas. Finally, MSgt William Jenkins from Lancaster, Pennsylvania, is a radio and a TV specialist.

The HTC currently services 300 television stations and 1500 radio stations around the U.S.

When the team gets in motion, everything works like clockwork. At William Tell a participating team such as an F-4 team has 42 enlisted and 15 officers. The HTC team films and tapes everyone who wants news clips. All 11 teams are handled in less than 30 hours.

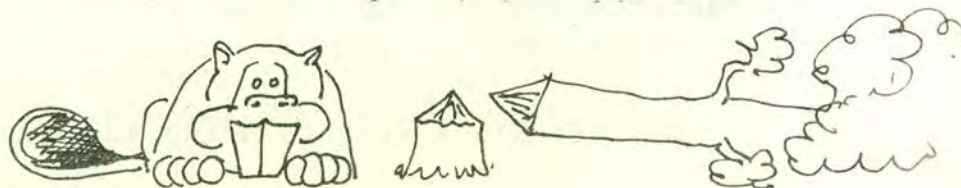


The location for these interviews play an important part at Tyndall AFB for William Tell. All the different aircraft are used as the backgrounds for outdoor activities. Inside they use places where the color is going to be pleasing to the eye for television technology.

Sgt Jenkins says that "doing the William Tell interviews, I've found that the younger troops really don't know the overall story because they haven't participated before. They only know their own particular job. The Hometown people have a way to get them to relax and explain what they are doing. It's also a way to let the public know what their tax dollars are doing for the military."

## CANUCK CORNER. . .

By Kid Komotis  
Canadian ADG



Canuck congratulations are in order for the 142nd Fighter Interceptor Group, Oregon Air National Guard. It appears this highly professional group has claimed a record for an engine change and trim. This feat was accomplished by a six man crew in only two hours longer than a routine change and trim by four techs of the Canadian Air Defence Group.

The Canuck team still has openings for beaver trappers. To qualify, one must be able to identify small fur bearing beasties (get your mind out of Cosmopolitain) and be able to attract them (and for that we suggest the mating call of a beaver in heat).

The Canucks are becoming concerned about the non-appearance of our stalwart lone star allies at the local watering holes. Honest guys, we won't put any more loco weed in your feed.

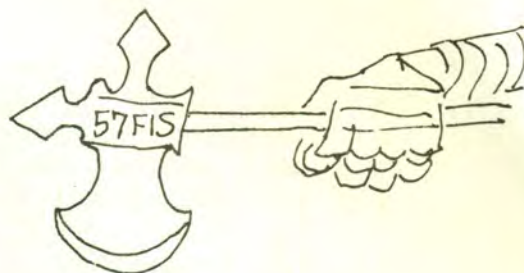
Don't forget the boat race at the O'Club Friday, 1700L, in the lounge, with the Canucks facing the Texans. While we're on the subject of this race, we should point out that we've had many aircrew from squadrons up in Canada come down and visit us this week and it appears we have a cheering section. These individuals have banded together into an organization called the "Canucks United to Neutralize the Texans". The group is in no way just paying lip service for the team, but instead, it plans on applying pressure to undermine the firmness of the Texans' position. When asked if he thought the Texans might end up on top, our fearless leader "Sundance" quickly made his point and appeared firm in his stand: "You know these Texans straddle any issue, so I very much doubt they'll be on top. At any rate, by 1800 on Friday, or if you wish, zero zero zero zero (sounds like an F-4 squadron roll call) zulu, there will be no doubt in anyone's mind as to who carries the big stick."



## BLACK KNIGHTS' ACTION LINE. . .

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By Maj Denny Torrez  
57th FIS, AFI, Keflevik, Iceland



Q: When does "CINC KNIGHT" arrive?

A: CINC KNIGHT arrives today!! The armored knight of the North arrives today and will be seen touring the flight line throughout the duration of the meet. It is more than just a rumor that his lance is sharp and he will be eagerly awaiting targets of opportunity. Keep your backside covered, or in terms more easily understood by fighter pilots around the world, "Check Six, Y'all!!"

Q: Did the Black Knights bring additional aircrews?

A: No. The rumor that the 57th had additional aircrews on station was unfounded. However, it was discovered that two "checkerboard tails" were moving around the flight line while the aircrews were attending a briefing. Closer inspection revealed SMSgt Jerry Loyd and TSgt Jack Simmons were at the controls of the two Phantoms. Asked how it felt to be at the controls of a multi-million dollar fighter, TSgt Simmons, with a thumbs up and a wink of his eye, replied, "SIERRA HOTEL!"

Q: Has a curfew been imposed on the Black Knights?

A: The question was posed to Lt Ed Green, a 57th weapons system officer, last night after an evening on the town. Being unable to respond coherently, his comrade, Capt George Tymitz, attempted to answer the question. However, his inability to rise from the floor prompted this reporter to ask an innocent 57th bystander, Capt Ron Brock. Capt Brock allowed that while not actually under a curfew, both individuals were forced to celebrate their birthdays early due to the team captain's request (?) that all aircrews abstain from wine, whiskey and song during the liability periods. Happy Birthday Ed and George!



## THEORY FROM THE BULLSHEET. . .

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

There's a theory in fighter pilot circles called the "Big Sky" theory. Mostly, it has applications during aerial combat tactics (ACT) (CM for you F-4 jocks--dogfighting for you non-fighter pilot types).

But surely there is the same application here at William Tell. Basically the theory is that there is so much air space that the chances of two aircraft being at the same point in space at the same time is very, very small. We're sure the application of this theory of being airborne and never hitting anything will stand true for the "Big Sky" here at Tyndall.

## THE HAPPY BULL. . .

No, that's not the Happy Days filming set you see when you drive by the 87th maintenance barracks, just the Red Bulls version of the "Fonz". Admittedly, he may be somewhat older (arthritis has caused him to give up snapping his fingers) and he gets lost going to the bowling alley, but ask the Red Bulls and they will tell you that he's cool. He can even say "Heyyyyyy" with his teeth out. Ask any Red Bull and he will give you this impressionists's real name.

THE CONTEST IS COMING SOON!

## WITH THE 4TH TACTICAL FIGHTER WING. . .

By 2Lt Barbara Brumme  
4th TFW, Seymour-Johnson AFB, N.C.



Local Yokel Interviewer: "Now tell me, Capt Sherrer, why is it that they call you Buck? Is it because when you're in the backseat of your supersonic air superiority fighter and you lock on to the drone with your radar and fire that missile and shoot that drone....is it because then people say, 'the buck stops here'?"

Young, handsome, world reknown fightergator: "Well, sir, you see, I just don't know; I'm from Opelika down here...."

Interviewer: "I see, well, what about your team. Aren't they from Seymour-Johnson in North Carolina?"

Fightergator: "Yes, they are."

Interviewer: "What do they call themselves?"

Fightergator: "Well, they call themselves a team."

Interviewer: "No, no. I mean what nickname do they have? Has anything happened that's unusual yet, or important to the competition. Have you watched any of the other teams--do they do anything different?"

Fightergator: "We have a motto rather than a nickname. We haven't flown yet so I can't say that anything really unusual has happened. However, our crew chiefs have only two feet and usually pull the chocks after the engine has started, not before. And when we scramble, we normally don't blow our crew chiefs, power carts and AGE equipment to the other side of Highway 98."

Interviewer: "What's he talking about? Does anyone know what he's talking about? I don't understand this interview....."



AIN'T YOUTH GRAND. . .

The News Center already has a candidate for the Rampant Amateurism Award. A lieutenant assigned to the Center, but sent out to the flightline to "cover his beat" (we've all seen that routine, right? "Uh, Lieutenant, you're just the kind of man we're looking for to take mobile/go get some clean rags/see if the fire trucks are still red/cover the flightline) called in on a short-wave radio, at lunchtime, to tell the News Center that there was nothing to report. Then five minutes later, he walked into the Center. Ah, the enthusiasm of youth!

WHERE'S THE CIRCUS?. . .

The circus tent behind the flight line is not a latrine. It is a snack tent. The results of the election are in, and they are these:

Not a latrine: 21%

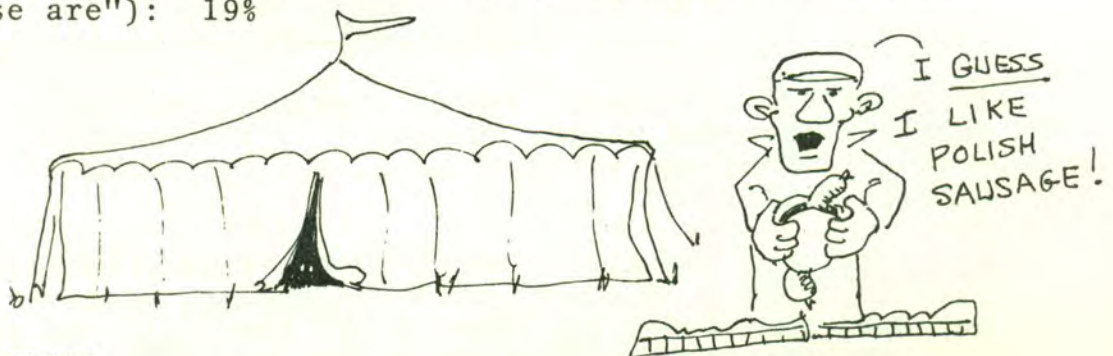
Yes, a latrine: 20%

Undecided: 20%



Both a latrine and snack tent (also worded "don't know the difference"): 20%

Neither a latrine or snack tent (also worded "don't know what those are"): 19%



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THE THRILL OF VICTORY. . .

While all the teams are striving for the thrill of victory, here, in the News Center, we have found the agony of "de-feet."

AND LEAVE THE DRIVING TO US. . . .

Are you here and you need to be there? Did all your buddies split and leave you all alone? Is that what's buggin' you, Bunkie? Well, just throw back your head, point your chin to the sky and strut right over to the nearest bus stop.

The base shuttle bus is running during William Tell '76 to help you get where you need to go. Bus stops are conveniently located around the base. The bus will operate from 0600 - 1800 seven days a week. The following map and schedule will help you out.

Please use the bus. If we don't, it will be discontinued.

**\*\*Operation.** Shuttle buses will normally operate 0600 to 1800 Monday thru Friday, providing 20 minute service. During large exercises, i.e., William Tell, Weapons Load, etc., the shuttle bus will operate on weekends as announced in the Base Bulletin.

**\*\*Bus Stops.** Personnel wishing to use the shuttle bus must present themselves at one of the regular bus stops. For safety reasons, no one will be picked up or dropped off between bus stops.

**\*\*Taxi Service.** Taxi service will not be provided along the shuttle bus route unless use of the bus would be impracticable (i.e., when carrying large bulky items, etc.).

WILLIAM TELL WEEKEND SHUTTLE BUS SCHEDULE

The bus will operate on a one hour schedule on Saturday and Sunday during William Tell. Monday through Friday the normal schedule will be in effect.

<u>STOP</u>	<u>TIME</u>	<u>STOP</u>	<u>TIME</u>
Hangar 5	0600	Transient Bks (1422)	0621
Goat Hill	0601	Library (962)	0623
ADWC HQ (219)	0602	BX (911)	0624
Base Ops (Rear)	0603	Post Office (1003)	0625
Base Supply (160)	0604	Transient Bks (1125)	0627
Hangars 1 & 2	0605	Transient Bks (1614)	0629
Civil Eng Sq (421)	0606	NCO Club	0630
PMEL (460)	0607	Four Seasons (1532)	0631
ISD Shop (444)	0608	Mess Hall	
CBPO	0609	(Miss. & Swanee)	0632
Procurement (751)	0610	CBPO	0633
Base Hq (647)	0611	OMS (446)	0635
Base Cafeteria (820)	0612	Civil Eng Sq (421)	0636
NCO/PME School (1311)	0613	AMS/MMS (188)	0637
Weapon Control School (1270)	0615	CCTS (432)	0638
678 AD Gp Hq	0616	Base Supply (160)	0640
Chapel/Billeting Office	0618	Base Ops (Rear/538)	0641
Officer's Club	0620	ADWC HQ (219)	0642
Hospital	0621	Goat Hill	0643
		Hangar 5	0644

