



WT TODAY

AEROSPACE DEFENSE COMMAND
WILLIAM TELL WEAPONS MEET

9 November 1976

Tuesday

No. 6

TODAY'S UNOFFICIAL FLYING SCHEDULE. . .

MAY

<u>TAKE OFF</u> <u>TTMF</u>	<u>UNIT</u>	<u>PROFILE</u>	<u>CONTROL</u> <u>CENTER</u>
0800	57TH FIS (F-4)	II	WETSTONE
0930	4TH TFW (F-4)	I	WETSTONE
1100	87TH FIS (F-106)	IV	BEARDLESS
1230	142ND FIG (F-101)	I	BEARDLESS
1400	496TH TFS (F-4)	II	WETSTONE
1530	120TH FIG (F-106)	I	BEARDLESS

GENERAL JAMES VISITS WILLIAM TELL '76 . . .

General Daniel James, Jr., Commander-in-Chief of the North American Air Defense Command and the Aerospace Defense Command, visited Tyndall AFB and the William Tell flight line last Saturday morning.

General James was greeted at Base Operations by Maj Gen Carl D. Peterson, Air Defense Weapons Center Commander, and Col James E. Randall, Tyndall Base Commander. Also on hand were personnel representing each of the participating teams, including "the Phantom".

Following a short greeting with the aircrew representatives and an interview with the visiting media, General James made a vehicle tour of the William Tell flight line. He made a short stop in the scoreboard area and talked with some of the crews who were waiting for the latest flying scores to be posted. He also visited the FANG trailer briefly to give his home state representatives a little encouragement.

During his earlier interview at Base Operations, General James was asked about the value of competitions like William Tell. He stated: "Naturally, it always helps to practice like you're going to play the game. . . just like in sports. Here at William Tell, the pilots have the closest thing next to actual warfare to actually shoot and destroy jet targets similar to an enemy aircraft."

"It's very important! It not only brings out a sense of competition but brings everyone on the air defense team into play. The airplanes and the pilots who fly them, the controllers who control them, the technicians who have the responsibility to load and arm air-to-air missiles.

"The technicians who launch and control the jet targets and the scoring systems are also tested. It is an effort by the whole team."

General James added that we have the best fighter pilots here in competition who are in the air-to-air intercept business and who hold the responsibility for the protection of the air space of North America.

"BIG SKY" LIGHTS UP WILLIAM TELL. . .



The "Big Sky" team from the Montana Air Guard's 120th Fighter Interceptor Group lit up the William Tell '76 scoreboard Friday with an exceptional performance by hitting eight for eight on their assigned aerial targets.

The four pilots of the Montana team registered a total of 7325 points out of a possible 7600 in Profile IV, which is considered to be the most difficult of the four tactical profiles which must be flown by each team.

The requirements of Profile IV are that the aircraft are charged with two intercepts after take off---one at high altitude (above 10,000 feet) and one low (below 10,000 feet). Each interceptor carries a simulated "Flacon" missile and "Genie" rocket. When the pilot delivers the "fire" signal the scoring of the shot registers internally in his aircraft computer and is extracted and scored by judges upon his landing.

The "Big Sky" achievement in this pressure packed environment is indicative of the deadly serious nature of the competition. On the strength of Friday's score by the Montana Air Guard team, captained by Lt Col Harold "Buck" Juedeman, it becomes a strong favorite early in this meet in the F-106 category of competition.

Capt Dale Roach, a pilot with the "Big Sky" team said, "... this was the same way that we started two years ago, with a good profile four mission. It's a big psychological advantage because this is considered to be about the toughest profile. I think we're going to stay on top of it the whole meet." The Montana Air Guard team won the F-106 category in the last William Tell meet in 1974.

In another category, that among the F-4 Phantoms, the team from the U.S. Air Forces in Europe (USAFE), "The World's Finest" of the 496th Tactical Fighter Squadron from Hahn AB, Germany, achieved recognition for knocking down the first drone of the 1976 William Tell meet. The subsonic "Firebee" flying at about 380 nautical miles per hour received a direct hit on its pod indicating a perfect hit on the aiming point.

The hit was achieved by team chief, Maj Roy Mamiya and Capt Don Mozley, his Weapons System Operator, in the two-seater F-4 aircraft, giving that aircraft 1025 points for the Profile I mission assigned.

Several teams, as of Friday evening, had partial scores posted. The 147th Fighter Interceptor Group, Texas ANG, had amassed 4900 out of a possible 7600 points in the Electronic Counter Measure (ECM) mission for F-101 "Voodoo" aircraft.

In the F-106 "Delta Dart" category, the 49th Fighter Interceptor Squadron of Griffiss AFB, N.Y. had 5450 points in the ECM category. The close to a near perfect score of 7325 posted by the Montana ANG completed today's standings.

WHO SAYS ENLISTED PERSONS DO IT BETTER?.

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



Well, the folks at 25th NORAD Region, McChord AFB, are sure of it. Sure enough, to pick an "all enlisted" weapons control team to guide the "Eager Beavers" from Oregon around the air space.

TSgt Hank Coble, team captain of the controllers and tech's, explains that "the cream of the crop" was picked of some 60 personnel, and the team came out all enlisted which included one female, A1C Joan Hare, and Cpl Al Currie, a Canuk formerly from Edmonton, Canada.

When asked how the all enlisted group performs, Sergeant Coble states, "We can communicate extremely well, and their performance is outstanding." There was some question in the beginning about making controllers enlisted positions, but everyone in 25th Air Division is very pleased with the relatively new program. Until two years ago, controllers were officers only.

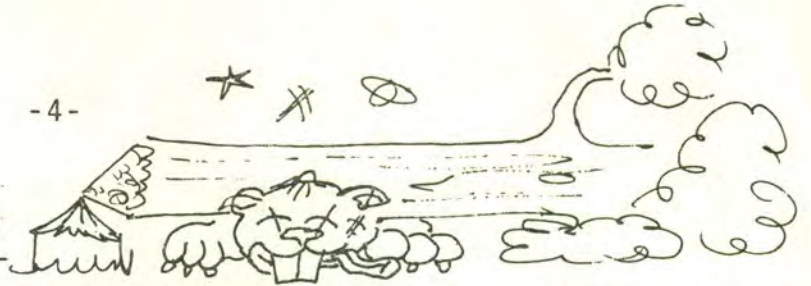
Four members of the team are rated as skilled, and two have attained their expert rating.

Lt Col Marty Bergon, 123rd team captain of the "Beaver Brigade" sums it up in one sentence..."Sierra Hotel."

IN SEARCH OF. . .

The latest happenings around a local bar found about seven young F-4 folk from the "Kraut Kamp" busily running around a vacant house. Further investigation revealed that the young troops can't distinguish between a vacant house and a massage parlor. Imagine that. If anyone can point our German team to a home of immediate relief, the bartender at the local will be most appreciative.

LOW PROFILE MAINTAINED. . .



The Oregon team leads the F-101 category, and plans to keep it in that order. Friday evening found the "Eager Beavers" leading the Voodoo pack with 6900 points. However, the competition has just begun and a "low profile" will be maintained by this writer as well as by the team. Just wait until next week!

THANKS TO THE F-4s. . .

By Capt Tom Seever
125th FIG, Jacksonville IAP, Florida

Many thanks to the F-4 troops (unit to remain unnamed) for the entertainment provided during their initial scramble (Profile III) of William Tell.

Things started well enough--they got their salvaged navy fighters set up on a seven minute alert (or 10, or 15, or whatever).

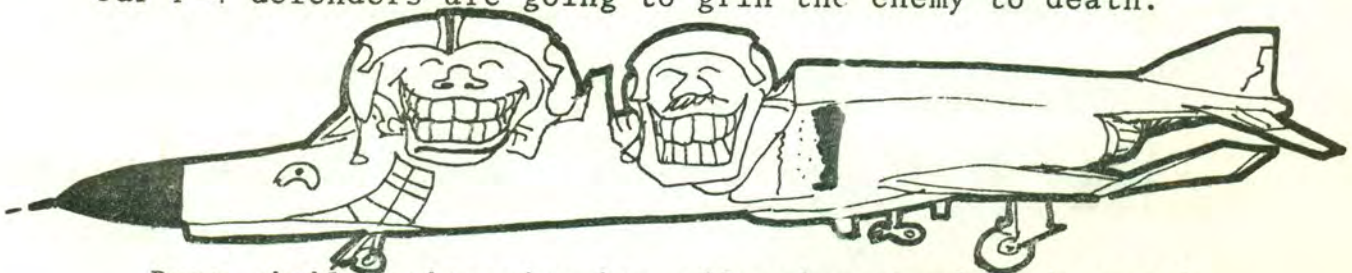
But, when the horn went off, things went down hill. First, a panicked crew chief, appropriately named Wolf, bit himself on the leg, couldn't unlock his jaws and was forced to roll across the ramp to his airplane.

Then the fatal error: The RSO was late strapping in. As everyone knows, an F-4 pilot is lost without his navigator. Hence, without guidance, the pilot thought he was on the runway, went to mil power and, before the GIB could stop him, destroyed all the ground support equipment plus two crew chiefs (a high ranking team member said, "No sweat--we've got lots more.").

Eventually, the multiengine Phantoms, brandishing their painted smile and pilot error compensating missiles, got airborne.

But, much to the relief of the crew, the drone flamed out.

The bomber's crew then returned to base, bragging that their F-4's pepsodent smile killed the drone. We can all rest easier--our F-4 defenders are going to grin the enemy to death.



Base civil engineering has offered part of their yearly budget to train William Tell's F-4 competitors to flare when landing. They say that the Phantom's "carrier landings" have done more damage in one week than three years of F-106, F-101, and T-33 landings.

DOWN BY THE BOARDWALK. . .

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

Picture this: You're driving down Business 98 and notice several tired oyster bars along the sides. From the right appears a flashing multicolor sign, "Restaurant." A closer look at the lighted marquee reveals "4 T F W" in black plastic letters.

After a deep dip on the side of the road between the pavement and dirt parking area, you pull up along side dusty pickups and Chevys.

Entering the large, one story building you are struck by the jukebox hum, ("I've got two dollars in the jukebox and five in the bottle") empty chairs and tables, a pool table, a few booths along the walls and two bars on the back wall. Plastic reproductions of hunting dogs and farm houses hang on the walls. Florescent lights peek into every corner and shine off every cracker jar.

Sweet, gloved June is shucking oysters at one bar and huddled around her and the plastic trays of half shells are none other than ten or fifteen trained, cream of the crop Fourth fighterjocks and their wrench and screwdriver weenies.

Charlie himself appears from the back. The spectacled 50 or 60 year old (who knows?) benign man has adopted a family. And, this is a wild TDY?



FRAGE FIR HAHN. . .

Vee vant to say zwei dings about deiser Krautkinder und der Hahn Air Kamp. Erst of all, vee like der SeeGull Patch. Denn too vee like die Weinachten name tags mit angel wings. Could you give me von fur mein Baum bitte bevor Dezember? Danke. . .

WANTED. . .



One stainless steel spoon for the News Center to replace the melted piece of plastic now being used to stir the coffee.

WT TODAY FEATURES THE YELLOW JACKETS.....

43RD TACTICAL FIGHTER SQUADRON Elmendorf Air Force Base, Alaska



Quick, most combative and formidable. These descriptive words refer to the Yellow Jacket (American Hornet) appropriately displayed on the emblem of the 43rd Tactical Fighter Squadron. The hornet personifies the squadron's speed, agility and hard-hitting capability.

The 43rd, with 26 F-4E Phantom jet fighter aircraft, is headquartered at Elmendorf AFB, Alaska. It is a unit of the Alaskan Air Command's 21st Composite Wing.

Originally organized as the 43rd Aero Squadron in June 1917, the 43rd is one of the oldest flying units in existence. It became a school squadron in 1942, flying P-40s. During World War II, the squadron flew air defense missions over the Panama Canal in P-38s, P-39s and P-40s. Just prior to deactivation in October 1946, the unit flew P-47s.

The unit was redesignated the 43rd Tactical Fighter Squadron and reactivated at MacDill AFB, Florida, in January 1964. In 1965, the squadron deployed to the Philippines and then to South Vietnam where its aircrews flew more than 700 combat missions. The 43rd returned to MacDill in January 1966 and became a replacement training unit for F-4 aircraft crew members.

On April 6, 1970, the unit was reorganized into an operational squadron for deployment to Elmendorf AFB. On April 15, the squadron attained its full complement of personnel. At that time, the 43rd was allotted 90 days to become combat ready. The professionalism of the squadron's personnel was clearly demonstrated when the 43rd underwent and passed an operational readiness inspection (ORI) only 18 working days later. The ORI evaluated and confirmed the unit's ability to perform its primary air defense mission and its secondary role of conventional and nuclear weapons delivery. In 1972, the 43rd was awarded the Hughes Trophy presented by the Hughes Aircraft Company to the outstanding air defense fighter squadron in the United States Air Force.

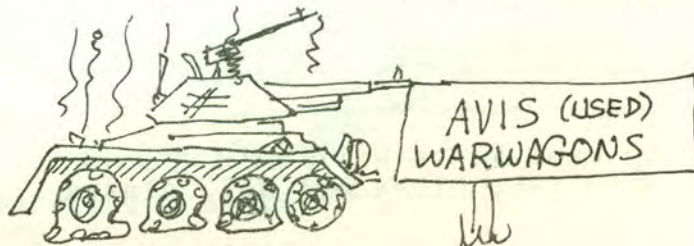
Today, the 43rd maintains F-4E aircraft and crews on 24-hour air defense alert. These crews are dispersed to three forward operating bases--Eielson AFB and King Salmon and Galena Airports. Should an unidentified aircraft penetrate or threaten to penetrate Alaskan airspace, crews at one or more of the alert sites are scrambled and required to be airborne within ten minutes. These crews, flying fully armed Phantoms, intercept, identify and will, if necessary, destroy the intruder. The squadron also provides tactical fighter support for Army units in the state.

Providing "Top Cover for America," the fighter aircrews of the 43rd Tactical Fighter Squadron are, like the hornet on their emblem, a quick most combative and formidable defense against would-be aggressors.

PERSONAL. . .

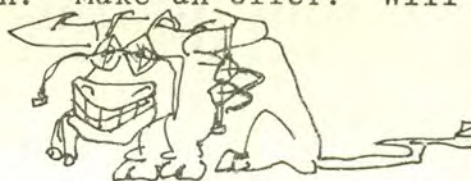
To the 87th FIS Maintenance crew from K.I. Sawyer, Michigan.....
Hey, Hey, HEY!

With love,
a secret admirer



FOR SALE. . .

Several U-Drive-It cars used in William Tell by participating units. . . "As is" condition. Make an offer. Will listen to any proposal (Avis).

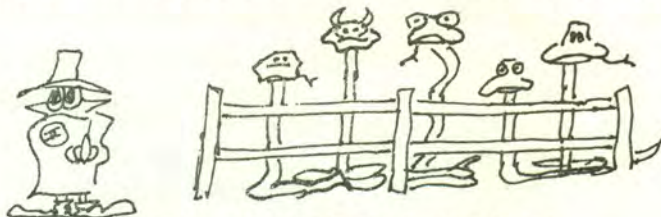


FOUND. . .

Assorted ladies garments. . .May be claimed at Red Bull trailer.

KNOWING WHERE IT'S AT. . .

By a Phantom Jock

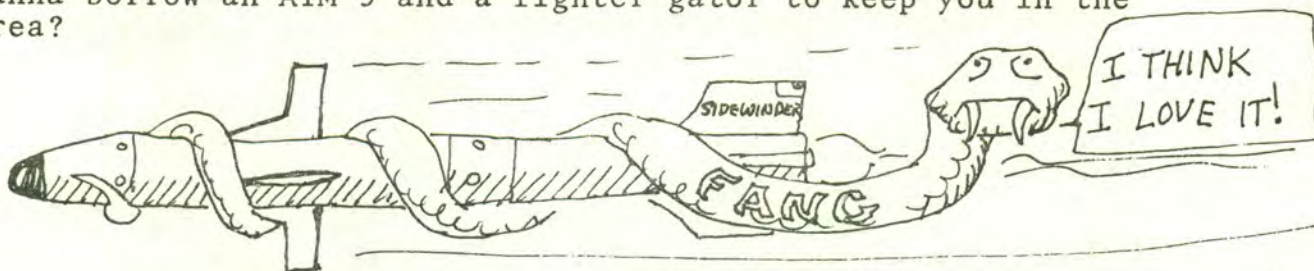


If it takes five "big strong" FANG's to corral one rather small Phantom mascot, it just goes to show how "strong" the century series guys really are.

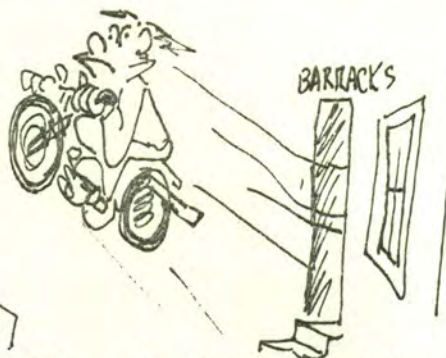
To the accusation of him hiding behind a girl, we say, ridiculous! No matter what a Phantom jock is occupied with, (in this case attempting to save his life) he will always stop to converse with a lovely lady.

We know the 106 and 101 guys toast a lot, and talk a lot, and sling a lot of bull pucky to the cocktail waitresses, which is admirable and very fighter pilotish. But, gentlemen, you can't toast or talk a drone out of the sky. That takes flying skill and exceptional maintenance. You will notice as of Monday, three firebees have been knocked down, with one of them being destroyed--all by F-4 Phantom IIs.

Just keep talking while we keep shooting them down. Check six and keep a tight reign on your women. By the way, FANG, wanna borrow an AIM 9 and a fighter gator to keep you in the area?



LOOK OUT EVEL. . .



A William Tell participant, who will only be identified as "Candyland Knievel", for obvious reasons, took his Yamaha 500 into the barracks the other day. Who knows why he took it inside, or why he started it up. But, when he did, he jumped two ailes and one half of a concrete step. ABC is reportedly not interested in this new talent, but maybe the Security Police will be.

ELECTION UPDATE. . .

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

The capital of Alaska is: (a) Anchorage; (b) Fairbanks; (c) Juneau; (d) Willow; (e) none of the above. The correct answer is "c", at least for now. Alaskans selected "d" on 2 November to be the site of the new Alaskan capital. Not that the new capital will be named Willow; that's only the location. Maybe there will be a contest to name the new capital of the nation's largest state.

F-4 PUKE PROMULGATES BAD POOP. . .

Please note that a correction is in order for WT TODAY, Vol No. 5. It was an unfortunate misinformed typist who substituted PUKE for PIKE in discussing the Combat Pike Exercise in which the 87th FIS, along with the other ADCOM units, participates annually. Best underground information is that it was an F-4 "Puke" who changed this writer's copy. Ok, no more Mr. Nice Guy!

Sincerely,
87th FIS/OI

REMARKABLE!!!

How's this for trivia? As of 1700 yesterday, the News Center team had consumed 1,110 cups of coffee since the beginning of the meet.

Got a bunch of shakey dudes here, man!

THE WORD IS. . .

CINC Knight is an iron zombie.



ZZZZZZZZZ. . .

To all you watchers of the F-4 scramble on Profile III, beds will be made available for the 15-20 minute time period between the horn sounding to burners lighting--in case you'd like a short nap.

AT THE RACES. . .

Canuck Corner
By Kid Komotis
Canadian ADG.



Friday night was boat-race night and with us today we have a Canuck who was instrumental in the Texans' victory. In your own words, Charlie, tell us how or why you managed to blow a one man lead in that boat race?--"My mother, bless her ole combat boots, always used to say 'Never kick a fella when he is down'. I just didn't have the heart to take away any remaining self-respect those Texans may had had after their Profile IV. Choosing to lose was a tough decision to make, but that is the sort of thing one expects from a chief captain."

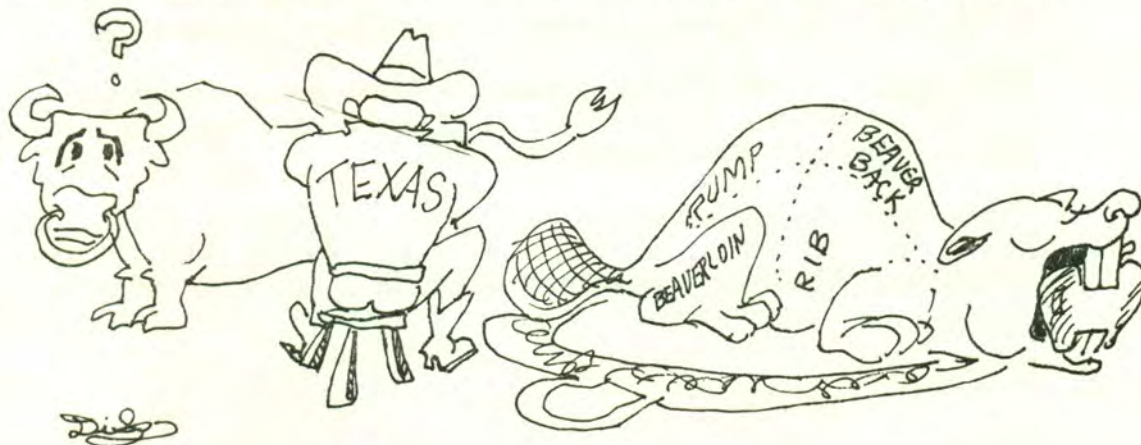
Well, thanks Charlie.....By the way, what is that thing sticking out of your mouth? Why, it's a hook, a great big hook! And look, there is something written on it. It says, "Bison-breath strikes again." I wonder what it can mean?

Well, folks, there you have it, that is what really happened at the boat-race. Will there be a re-match? You betcha! As a matter of fact, there is a group of people working on that at this very moment.

By the way, if any of you run into those Montana turkeys, be careful. . .they've drained a few car batteries and are passing it off as a black-berry lotion of some sort. It is easily recognized by it's texture comparable to Aerowax, it's bouquet comparable to Windex and it's after effect comparable to that which you get by shoving your fingers down your throat.

TUESDAY IS TEXAS NIGHT. . .

The Texans are hosting a bash at the picnic area behind the commissary tonight. Action starts at 1530 in the old "picnic table storage area", just down the hill from the commissary by the water. Food and beverages will be provided.



PILOT AND CONTROLLER ESPERANTO. . .

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



Voice terminology between pilot and controller can be as confusing to the uninitiated listener as military jargon can be to a civilian.

It's really not as much mumbo-jumbo as it sounds though. In fact, all the pilots of the Darts, Voodoos, and Phantoms are scored on their radio transmissions during each attack on the remote controlled drones or B-57 ECM aircraft. Each cryptic transmission has a specific meaning ranging from flying safety calls to those required for intercept completion.

Words such as JUDY, RENO, PIGEONS, and DOLLY can give a false impression to those unfamiliar with the airborne intercept business. JUDY is a word used to tell the Ground-Based controller that the Arrow has a radar lockon to the target and will take over control of the intercept.

RENO indicates that the radar contacts are sighted on the aircraft's radar scope and the target is positively distinguished. PIGEONS means the pilot wants the ground controller to give him the direction and distance back to home.

DOLLY is the code word for the automated system that transmits target and command information to the computer in each aircraft. DOLLY well, DOLLY sick and FOLLOW DOLLY indicates that the data being received by the aircraft and displayed on the pilots' instruments is unreliable and further command information should be transmitted verbally.

Unscrambling of these cryptic messages will provide more meaning for the listener of the mission profiles.

This list might help:

ARM SAFE CHECK - Cockpit check of armament arming circuits.

CONTACT - Radar acquisition of the target.

WHAT STATE - Request for armament state or amount of fuel aboard.

MATTS - Airborne scoring system.

CLEAR TO FIRE - The go-ahead for armament launch.

ARM HOT - Activate armament launching circuits.

ARM SAFE - Deactivate armament launching circuits.

MA - Armament has been launched.

MI - Missed intercept.

SPLASH - Armament has been launched and has hit the drone.

SKIP IT - Discontinue the intercept.

REATTACK - Transition from front attack to stern attack.

TALLEY-HO - Visual aquisition.

PORT - Left

STARBOARD - Right

VECTOR - Turn to heading _____.

ANGELS - Altitude in thousand of feet.

HOME PLATE - Tyndall AFB.



TEXAS-CANADIAN SPORTS ROUNDUP. . .

The entire Team Texas came here sporting T-shirts and windbreakers from the Red Adair Racing Team. Most people think his team must be a herd of clumsy oil field trucks driving hard and slinging mud to get the horns out of San Juanito.

Our frozen foreigners challenged Team Texas to a boat race in the first of the Great Texas--Canada Challenge Match series.

Team Texas almost had to forfeit to the foreigners when only nine oarsmen arrived on time. But there are two things you can find in any bar in the world, Irishmen and Texans. When the appeal was made for a Texan to join the Houston Guard's Boat crew, up stepped both an Irishman and Texan in the same stout body, Tom "Dancing Bear" McElroy of the 319th FITS--Austin and La Porte.

The Bear stroked first, winning his round. Then, the militiamen took over, faltering in the middle rounds. The race was anybody's boat going into the last round, but the Texas anchor man was Bison-Breathed John Martin, who, as an infant, was abandoned in a vineyard, and did not know human succor until age ten.

At the end of the first event, the score of the Challenge Match series stood Texans 1, Canucks 0.

HAPPENINGS AT THE SOFTBALL MATCH. . .



The softball game was a different kind of happening, too. Here is the authoritative account of the game. Accept no substitutes. KidComatose was not even present until the final inning. I, however, umpired, kept score, played catcher, and had a perfect 1 for 1 at the plate. My only failing was semantic. I refer to my glove as if it were virile and had an affinity for the source of its own creation. My remark emptied the seats behind.

Team Canada hired two mascots--itinerant cheerleaders, Boxer shorts and Little Beaver, and let their mascot roam the field. The mascot is a moose that stands erect, wears a hat, drinks beer, and frequently cries a long lament for moose

loneliness. The Texans were so intimidated by Boxer shorts that they all hid in the dugout, which was full of water to field level.

When one could be coaxed out of the depths to take the plate, he would hit the ball, run down the first base line through right field jump the fence, and escape.

The first inning was scoreless, that being a familiar Canadian state. In the second inning, five Canadians crossed home plate, ('though none of them were Catholic!) Sundunce (Canuck Commander) wanted to count five runs, but the Canadians had ignored the ground rule that required them to chug a Lone Star after each run, so none of the runs counted. This rule violation continued throughout the contest.

In the fourth inning, the Canuck pitcher began faltering, and another rule fell. The trainer entered the field to refresh the pitcher. That was a "team balk" and should have given all ten Texans free trips around the bases. Because all the Texans were under water except the batter, who was hiding behind the plate, no one demanded that the Texans actually walk around the bases.

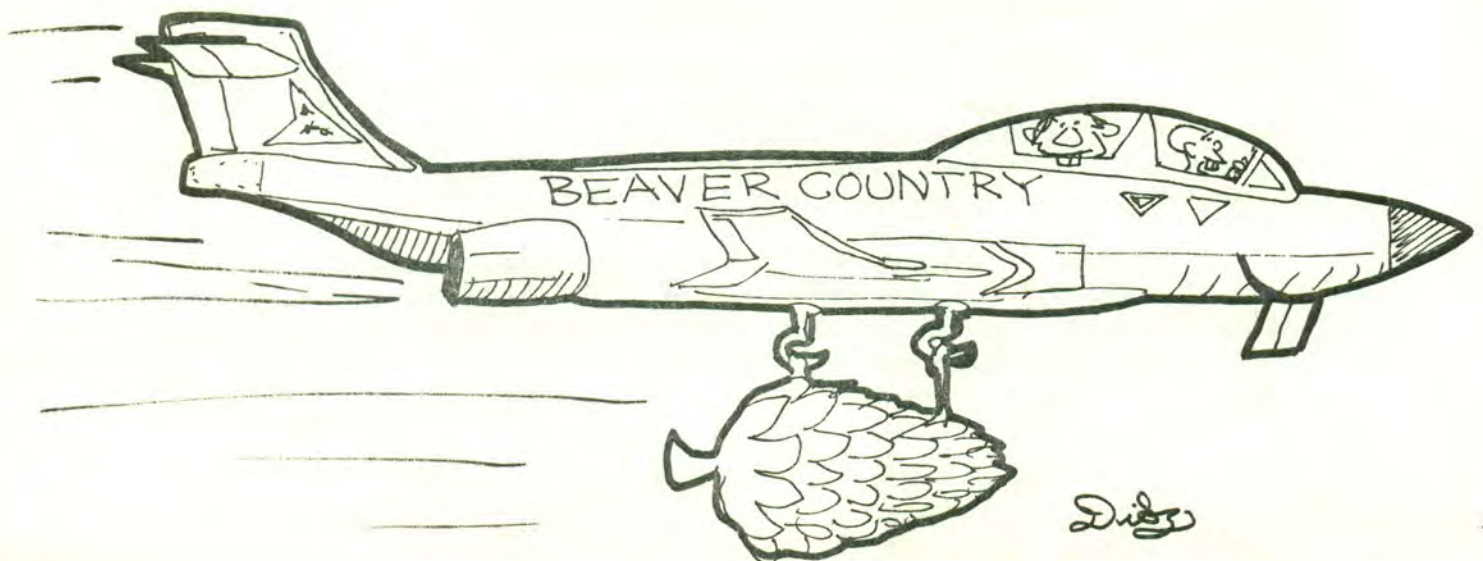
The final score was Texas 10, Canada 0.

To build bets for the third round of the Challenge Match Series, however, the teams worked out a complicated formula to give the game to the Canucks, 11-4.

Houston Honcho Killian growled, "We've seen their softball team, now where's their William Tell team?"

Eventually the entire troop trooped off for a prayer meeting at the NCO Club, the TDY shrine of the great god Barracho, cheerer of victors, consoler of losers, eraser of bad memories, enhancer of exploits.

Thus far, Texas has won the boating, Canada has won the softball, and Portland is winning William Tell. While the two giants, the Canadian All-Stars and the Texas Teachers work during off-duty hours to destroy each other, the Portland Batboys, flying without competition, are coasting in, unnoticed and unmissed. They are not your basic fire breathers. While the Texans and Canucks were battling in their boat and ball games, the Oregon team met silently in the woods to collectively contemplate a pine cone.



TO KEEP THE RECORD STRAIGHT. . .

The only way the F-4 can fairly compete with the F-106 in ACM is if they both shutdown one engine.

The TAC F-4s stand a good chance of losing R/T points. When passing flight level 180 GCI tells them to set in 29.92. Their backseater usually changes the radio.

The Information Office and press center are doing great work. However, they can't quite understand why all these missions are being flown, interfering with their IO schedule.

Recommended Future William Tell Profiles:

1. F-4 vs F-106 in five minute scrambles.
2. F-106 Active Duty vs ANG in Air Refueling and ACM.
3. F-106 vs F-101 in over the top maneuvers.
4. Anybody vs KI Sawyer in anything.
5. Manly Ray vs Female Crew Chief in arm wrestling.

Contrary to most informed sources, the F-4 does exceedingly well against ECM and Chaff. By reviewing the F-4 profiles, one can see they have successfully evaded all ECM and Chaff.

An F-4 set an endurance record on Tuesday. It was able to stay airborne for 45 minutes with only three bags of fuel.

The TAC F-4 boys have been ordered to win this meet. They often get ordered to win dissimilar ACT engagements, and by the time they debrief their commander, they have convinced themselves they are the winners. Unfortunately, this time somebody is keeping score.



KRAUTS KLAIM KILL. . .

By Capt Tom Kalman
496th TFS, USAFE, Hahn AB, Germany



Captains "Bambi" Reynolds and "Little Joe" Garland, of the 496th TFS, claimed the first kill of William Tell '76. Late Saturday afternoon, "Bambi" destroyed a BQM-34A with an AIM-7 "Sparrow" after being directed to the target by Capt Mike Soloman and SSgt Harry Frantz.

Jubilation erupted from the entire USAFE contingent gathered around the scoreboard as the word "SPLASH!" came over the loudspeaker.

This was the second hit for USAFE and the third for the Phantom IIs. The missile loaders assured the aircrew that they did not mind downloading the unused AIM-9.

Meanwhile, the Hahn maintenance troops have extended their string of Code 1 sorties to 12 while at William Tell. They plan to continue this trend by a sound program of preventive maintenance. Having already won the best looking hat competition, they hope to contribute to a 496th TFS winning effort.

CINC KNIGHT'S WORRIES UNFOUNDED. . .

As the Black Knight was relaxing on the white Florida sands, "dreaming the impossible dream", a flight of "Alpha Papas" upset his afternoon of rest. With the gear limply hanging the roar of the mighty jet caused him to ponder, "Is it true that AAC (Amateur Air Command) aircrews can't get it up?"

This is not the first time CINC Knight has had cause of concern for his "comrade of the north." Earlier in the meet, it was rumored that AAC was busily tripping over its hose. Investigation revealed that they only taxied over it.

But the worries were unfounded. A late bulletin in the News Center says that the Yellow Jackets bagged one Monday afternoon. Congrats!

