

WT TODAY

AEROSPACE DEFENSE COMMAND
WILLIAM TELL WEAPONS MEET

10 November 1976

Wednesday

No. 7

TODAY'S "UNOFFICIAL" RE-FLYING SCHEDULE, . . .

MAY

<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	49TH FIS (F-106)	IV	BEARDLESS
SCRAMBLE	87TH FIS (F-106)	III	BEARDLESS
SCRAMBLE	4TH TFW (F-4)	III	WETSTONE
1230	147TH FIG (F-101)	I	BEARDLESS
1250	CFADG (CF-101)	I	BEARDLESS
*	POSSIBLE 1400 MISSION.	NO DECISION AT PRESS TIME	
1530	CFADG (CF-101)	IV	BEARDLESS

"EAGER BEAVERS" SCORE HIGH IN "WILLIAM TELL '76. . .

The "Eager Beavers" of the 142nd FIG piled up important points in hitting seven-for-eight in their Profile IV (Electronic Counter Measure mission flown against EB-57 and F-101 fighters) mission in the air defense gunnery meet underway at Tyndall AFB, Florida.

Profile IV, considered one of the toughest in the meet, is also the profile which offers the potential highest score, a maximum of 7600. The "Eager Beavers" officially scored 6900 points on their mission and were stymied in their quest for a perfect day of shooting only by the mechanical failure of the electronic scoring mechanism in one of their F-101 "Voodoo" interceptors.

Maj Bill Morse, weapons system operator in team captain Lt Col Marty Bergan's two-seated F-101 interceptor, described their success jubilantly.

"The low altitude target was a bit tough on us. We got a couple of sweeps on him when we rolled out in the six-o'clock



position. He was over on the right side of my scope and we got over there. The pilot saw him visually and I was locked on to him by that time and went in and got him. The EB-57 was a piece of cake."

Off to a good start in the F-4 category was the "World's Finest" from Hahn AB in Germany. The USAFE team is credited with two "firsts" in the Bicentennial William Tell meet. On Saturday, Capt Larry Reynolds, and the plane's weapons system operator, Capt Joe Garland, knocked down a BQM 34A subsonic "Firebee" drone with their AIM-7 "Sparrow" missile, getting a maximum score of 1125 points for their team on that mission.

Earlier, Maj Roy Mamiya, team captain for the USAFE F-4 entry, and his WSO Capt Don Mozley, scored the first AIM-9 hit of a subsonic "Firebee" drone. The AIM-9 is a heat-seeking "Sidewinder" missile.

Describing the "Sidewinder" shot, Maj Mamiya said, "It was a front attack followed by a rear attack. As far as we were concerned, it was just like another practice mission and everything went exactly as we had briefed it. We fired exactly when we wanted to! It appeared that the missile guided fairly well toward the drone. I could see the drone, it didn't quite impact on the drone so we reattacked and, just as we had planned in practice, we ended up exactly where we wanted to. We fired our AIM-9 at the stern of the drone and it appeared we might have taken a piece of the drone.

The USAFE team captain did get a piece of the drone which was recovered and presented to the team as a trophy. Many of the drones are recovered, repaired and reflown many times at the Air Defense Weapons Center.

In the F-106 "Delta Dart" category, the Montana Air Guard's 120th FIG held its lead acquired by its superb eight-for-eight in its Profile IV missions flown last Friday. The "Big Sky" contingent piled up 7325 points in that mission. However, the other teams in the F-106 category have not yet flown the high point yielding Profile IV mission.

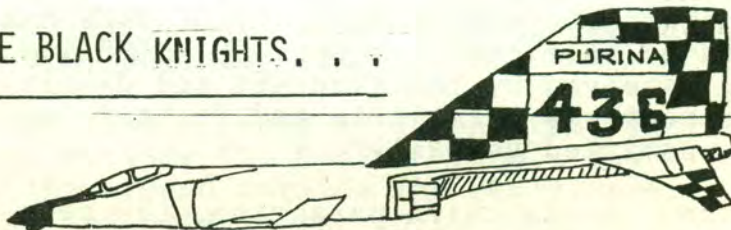
Unheralded in the competition are the Weapons Controllers who sit at their radar consoles on Tyndall, and play a key role in the success or failure of their team's missions. The Weapons Controllers must, in a limited time, spot the "hostile intruder," track his team's aircraft and guide the planes to their intercept with the target. In performing this difficult task successfully, the Weapons Controller can win additional points for his team score.

Weapons Controllers, 1Lt Don Riley and Capt Ken Clark of the Montana Air Guard team gathered 1625 of a possible 1700 in the "Big Sky's" point gathering spree last Friday. TSgt Michael Schmitz and TSgt "Hank" Cobel, Jr., similarly added 1500 points to the Oregon ANG score.

Two of the Canadian team's F-101 "Voodoo" interceptors scored heavily on their Profile IV missions. Team Captain, Lt Col Al Sundvall and his backseat Navigator, Capt Paddy O'Sullivan, hit for a perfect score of 1250 points as did another Canadian tandem of Maj Dave O'Blenis and Capt Al Hunter. All of the Canadian aircraft have not yet flown their Profile IV missions.

Early scores can be deceptive and comparisons highly speculative due to the fact that each team is flying a different profile each day and therefore their point totals can vary significantly. Some team missions are scheduled for re-flying due to technical problems and point totals for that team will lag behind the others until the re-fly mission has been completed. Nevertheless, the daily team total is indicative of its success when charted against the total maximum points possible.

WT TODAY FEATURES THE BLACK KNIGHTS. . .



The 57th Fighter Interceptor Squadron "Black Knights" were activated as a fighter training unit on January 15, 1941 at Hamilton Field, California. First equipped with P-40 Warhawks, the squadron re-equipped with P-39 Aircobras and deployed to Alaska in June 1942 to provide air defense for the territory. It returned to the Continental United States in December of that year, transitioned into the P-51 Mustang, and resumed training fighter pilots until deactivation in April 1944.

The Black Knights were reactivated at Presque Isle, Maine, in March 1953; and by November 1954 they and their F-89 Scorpions were defending Iceland from air attack as a part of the NATO shield and as the only fighter squadron in the Military Air Transport Service.

In 1962 the squadron converted to F-102 Delta Daggers and was integrated into the Air Defense Command. During the eleven years the F-102s were in Iceland, the Black Knights compiled an impressive record of intercepts of Soviet military aircraft.

In 1973 the 57th became the first and only squadron in ADCOM to be equipped with the F-4 Phantom II. The conversion to the more advanced F-4 aircraft increased the mission capabilities of the 57th FIS.

In addition to the air defense role, the 57th is a valuable source of intelligence. Intruders into the Icelandic military Air Defense Identification Zone are intercepted, identified, and carefully photographed by the highly professional aircrews of the 57th FIS.

Peak efficiency is maintained despite the fact that Keflavik often has extremely poor flying weather. Ignoring the harsh climate and the barren, rocky surroundings, the Black Knights of Keflavik are an enthusiastic group of aviators whose motto is: "If We Didn't Get 'Em, They Didn't Come Our Way."



THE EDITOR APOLOGIZES. . .

News Center apologizes to all of you who read the "Pilot and Controller Esperanto" story in yesterday's WT TODAY. Paragraph five on the code word "DOLLY" should have read:

"DOLLY is the code word for the automated system that transmits target and command information the the computer in each aircraft. DOLLY WELL, DOLLY SICK and FOLLOW DOLLY should be self explanatory. GO VOICE indicates that the data being received by the aircraft and displayed on the pilot's instruments is unreliable and further command information should be transmitted verbally".

Also, in the third paragraph, the reference to "Arrow" should have been "aircrew".

Sorry about that. Special apology to the author, Capt Roger Estes of the 87th; it's not his fault, gang.

IN DEFIANCE TO THE ODE. . .

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



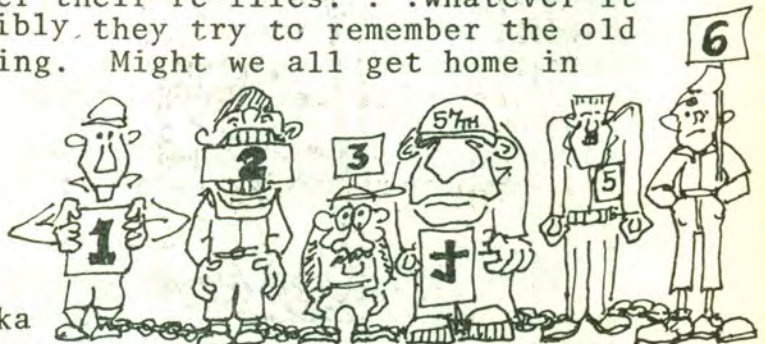
Texas, it appears, seems to display some jealousy, in the fact that Alaska has obtained the talent to flush itself, which most of us will agree, is a utility that Texas has needed for years. The eager folk behind the beaver dam, are much in favor of reconstructing the contract with the local "honey pot" truck, and make a direct connection with the Texas trailer shack. Then they, too, may flush themselves. Right, Alaska?

THE CANADIAN RE-FLY CERTIFICATE. . .

Ever hear of one of those? Well, neither have we, apparantly the Canucks brought a three weeks supply with them. We really don't have any "heartburn" over their re-flies. . .whatever it takes. We just ask that possibly they try to remember the old American tradition, Thanksgiving. Might we all get home in time for it?

DRESS RIGHT, DRESS. . .

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



The 57th FIS people really put on a show when their aircraft take off. The maintenance people line up as best they can to send off the crews. (It looks like they've been watching too many Thunderbird performances.)

It not only looks nice, but it is also practical and has been approved by the local safety officials. With all the

maintenance types in a line out to the side, everyone can easily be accounted for prior to take off. It keeps the 57th FIS aircrews from taking off while the maintenance troops are still in or under the aircraft.

THE TEXANS NOTE. . .

The Base Procurement Office has been moved during William Tell '76 to the FANG VOQ, Building 1453.

A group of Canadians told a group of Texans that the Texans shouldn't stand around outside the Ladies' room. The Canucks, of course, were standing around outside the men's room. Winter nights are long and cold in the north country.

After watching local Sunday television, the Texans and Canucks have agreed to hire Evangelist Leroy Jenkins to come down and lay his hands on their Nadar cans, MSRs, etc.

AFI OFFICERS...YOU ARE INVITED. . .

I DUNNO WHY NOBODY
CAME! WE'VE GOT
EVERYTHING!



All officer personnel, past and present, of Air Forces Iceland (AFI), are invited to a reunion party to honor the 57th FIS William Tell '76 Team. The party will be held at the Tyndall O'Club on Friday, 12 November from 1900-2030, in the Canterbury Room. Dress will be the O'Club standard. Wives and guests are welcome. Refreshments will be pay-as-you-go.

F-4 PILOT FURTHER DEFINES "OFTEN USED" TERMS USED AT WILLIAM TELL. . .

In yesterday's "WT TODAY" one of the F-106 "intercepted" pilots tried to explain some of the intercept jargon used by the aircrews in the competition. However, he forgot to mention where you might hear some of the terms used.

WHAT STATE - The FANG thinks they are the only ones to answer this transmission correctly. They have been replying "Florida" while the 120th has been answering "Montana" and the Red Bulls, "Michigan". FANG knows they are correct because when they had one pilot lost in the warning area, the weapons controller asked WHAT STATE? The pilot replied "Florida" and then immediately received directions toward Tyndall.

CONTACT - Word used by F-4 fighter GIBs around 80-90 miles from the drone. This means that they have the target on radar. Sometimes used by F-106 "intercepted" pilots just prior to a MINIMUM RANGE from the weapons controller.

MI - MI or Missed Intercept is usually heard a minimum of twice from each two-ship flight of F-106s which takes off.

TALLY HO - Term used by F-4 fighter pilots when they have sight of the drone. This usually occurs somewhere around four or five miles. This term is not used by F-106 "intercepted" pilots. Their system requires that their eyes be good only out to two feet.

DOLLY WELL - Term used by F-106 pilots indicating that their automated system is working and they need not worry about having to fly their own aircraft. Not used by F-4 aircrews who are highly skilled in flying their aircraft to exact missile parameters.

"WHAT WAS THAT ABOUT A 'SKIP IT'?" . . .

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

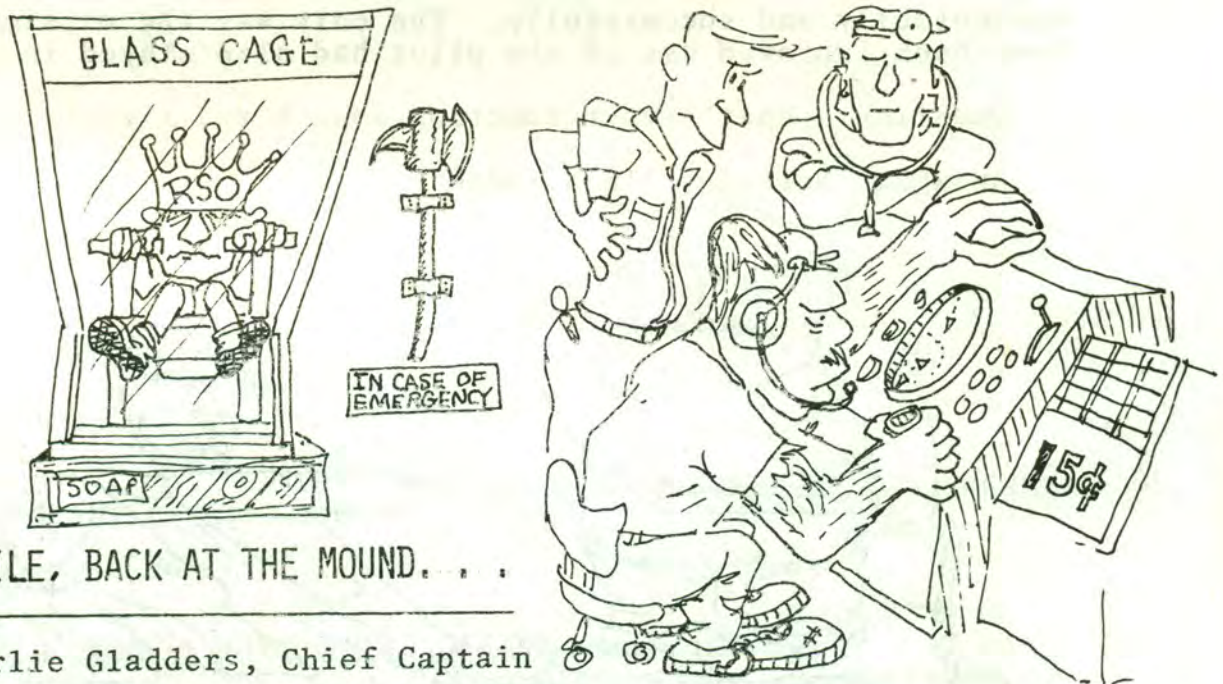


Some people just enjoy telling other people what to do. Not your average Range Safety Officer (RSO). The RSO looks at a lot of criteria before he clears an aircraft to fire. His biggest concern is keeping everybody out of the way of that ordnance (except of course the target). That everybody else includes boats, "chase" aircraft, other shooters, civilian aircraft, and, almost incidentally, whether the shot will take place within scoring system parameters. To evaluate all these parameters simultaneously, the RSO monitors the radio frequency of the shooters, another frequency to the Range Patrol aircraft, a hot line to RAPCON, a hot line to MSQ (those people who "fly" drones by remote control), talks to the helicopter which visually clears the launch and recovery corridors, coordinates with the Senior Director, and lastly, announces all Range Safety calls on the PA. When things get sticky, he's been known to wear one headset, perch two telephones by his ears, work scope controls with one hand, grab the PA with the other, and talk to the Senior Director all at the same time.

To make things somewhat easier, the RSO has a pre-drawn "footprint" of missile capability ready for each missile fired. If that footprint is not clear of traffic, strangers, or anything else, the shooter is out of luck (or something like that). If the initial criteria look good, he allows the fighter to "Arm Hot". (Controllers: how well can you repeat

a PA? Jocks: that survival knife comes in handy when the safety wire won't break, eh?) If all criteria remain good, the RSO says the magic words: "Cleared to Fire." As the excitement builds, the drone keeps truckin' until it reaches the end of its target leg, whereupon the RSO says those dirty words: "Skip it, skip it".

The RSO will also skip the fighter out any time the safety criteria can no longer be met. This can occur because the drone has malfunctioned, another aircraft has moved into that footprint, the footprint has moved over a boat or perhaps the scoring system can no longer track the aircraft. The RSO's decisions are based upon very stringent criteria, which he must know well enough to pass his Range Safety test by a score of 100%. He must also be at least skilled as a Weapons Controller. Nothing says he must be able to juggle telephones, radios, and scope controls "with the greatest of ease". But it does help.



MEANWHILE, BACK AT THE MOUND. . .

By Charlie Gladders, Chief Captain

The first World Series Slow Pitch game was held on the sixth of November before a screaming crowd of two spectators. The competing teams were Canada's "La Patrouille de Castors" and the Texas Bullshippers.

Canada batted first and lost three outs. With Texas up at bat, the Canadians took no chances and sent out Gabby "the Rifle" Hayes (a move which brought on the Texans first protest...something about midgets). Gabby's mouth gave out after three innings and was replaced by Larry "Supple Fingers" Riegert, who also went on for three innings.

With the game able to go either way, our leader, Sundance himself, came up to the mound for two outs...and also two runs. Following a quick strategy meeting on the mound, the Canadian coach sent in his secret weapon...Charlie the Toe.

A hush fell over the crowd as Charlie did his thing, one, two, three strikes and it was all over as Canada eked out a narrow 11-4 victory.

For both victors and Texans there was a small celebration done A la Cinquante.

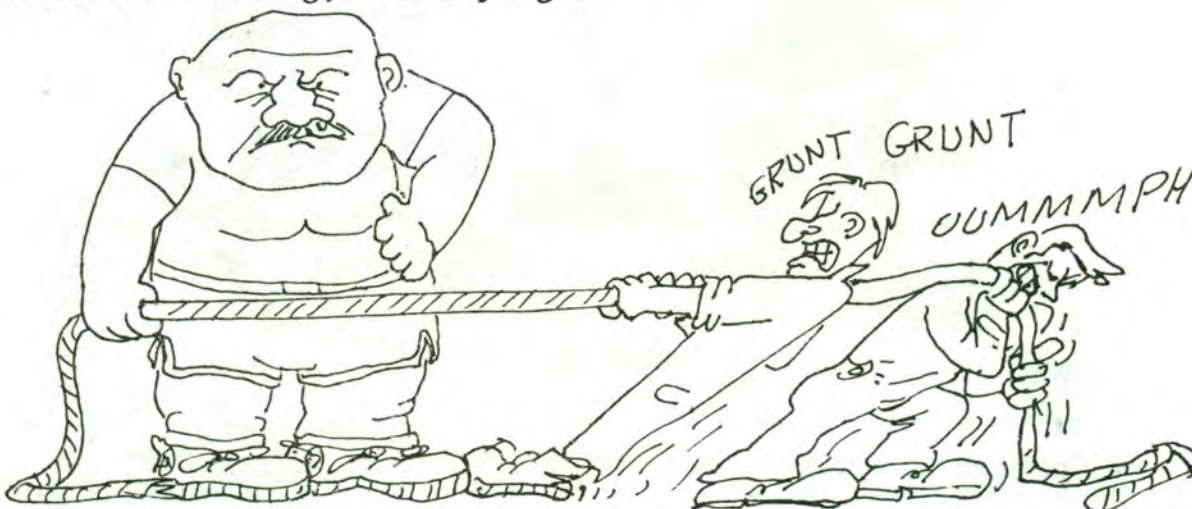
HISTORY: Canada became a country in 1867. Canadians discovered this about fifty years later and immediately started to build an Air Force based on discarded U.S. aircraft. Rumor has it that a Canadian team is now at Davis-Monthan AFB trying to upgrade their fleet. Canada is following Alaska's example by relocating its capital. Canada has annexed Marquette, Michigan and made it their capital. They asked the 87th to relocate, because they don't want to downgrade their defense.

However, since the 87th aircraft look so old and corroded, Canada has offered to buy them.

Several years ago an Alaskan Air Command F-4 scrambled off in the middle of the night. The pilot took off with his backseater still in the barn. The mission was concluded uneventfully and successfully. The only way the mission could have been improved was if the pilot had also stayed in the barn.

Question: What's your function down here, sir?

Answer: Nothing, I'm a judge.



The F-4 and F-101 units were hoping for a tug-of-war contest. This is because they have twice as many people as the Fighter Squadrons.

WANTED: One F-106 speed brake. Contact 87th trailer.

K.I. Sawyer will take on all comers in a longest-landing roll contest.

F-4 backseaters, please stop trying to flush the chemical toilets.

TAC is waiting for the Navy to develop another plane before replacing the F-4.

HOT ITEM: Manly Ray finishes second in arm wrestling championship. Female crew chief finishes next to last.

BULLETIN: Controllers are strongly urged to be at their scopes one half hour after the klaxon sounds for F-4 scrambles. This will insure that they are available for the launch.

WT WORDFIND. . .

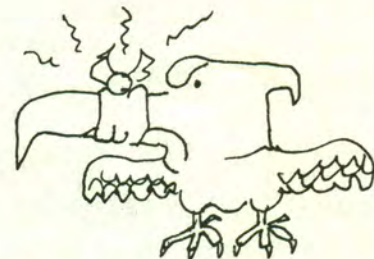
Find the listed words in the diagram. They run in all directions--forward, backward, up, down, and diagonally.

S T S R I F T U B H T R U O F Z I
 T M Y E L L O W J A C K E T S E R
 H A O K E Y U T E P W S J E C D E
 G I N C S Y R N G I L I Z X O U V
 I N Q U E G D U D L G T D A R T A
 N T E N L V I U U O Z N R N E I E
 K E L A B O Y B J T U Q A O P T B
 K N I C M R D V O O D O O F B L R
 C A F W A E R S E N R O B R I A E
 A N O E R C O N T R O L L E R V G
 L C R S C B N T S E N I F K F U A
 B E P T S A E D O M O T N A H P E

ABORT
 AIRBORNE
 ALTITUDE
 BIG SKY
 BLACK KNIGHTS
 CANUCK
 CONTROLLER
 DART
 DRONE
 EAGER BEAVER
 EAST
 FANG
 (World's) FINEST
 FLY
 FOURTH BUT FIRST

JUDGE
 JUDY
 MAINTENANCE
 MODE
 PHANTOM
 PILOT
 PROFILE
 RED BULLS
 SCORE
 SCRAMBLE
 TEXAN
 VOODOO
 WEST
 YELLOW JACKETS

49TH MAINTENANCE SHOWS THEIR SECRET. . . .

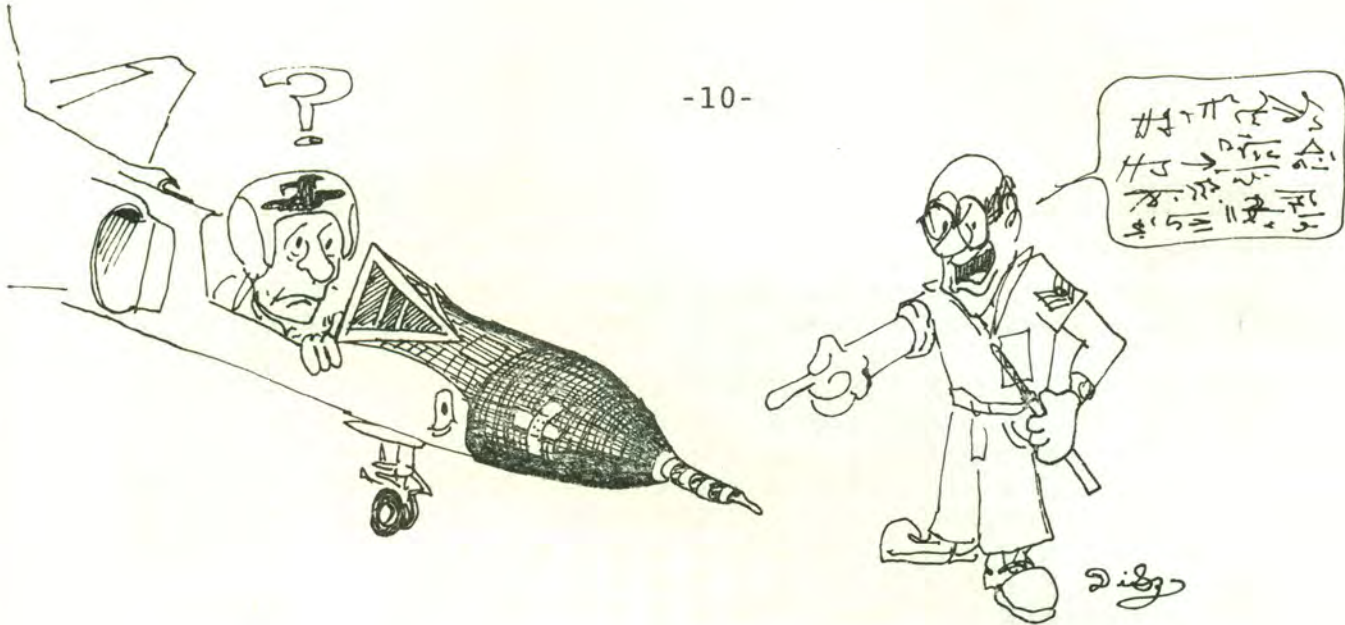


By 1Lt Bill Coffee
 49th FIS, Griffiss AFB, New York

The 49th "Eagles" attacked Profile I with skill and cunning on Monday. Unfortunately, they did have a few problems before take-off.

Everything was going smoothly until Chuck "Hardknocks" Misak decided he needed more recognition. He wasn't satisfied with sitting ready for take-off. Ol' Hardknocks had to taxi back in with radar problems (among the cheers of many and the heart-break of a few).

MSgt "Cardiac" Cardona, MA-1 specialist, did the impossible and ran to the rescue (ever try running 100 yards without your heart beating?). Cardiac arrived at the chocks, slightly winded, just as Hardknocks pulled in, chewing what was left of his morning bag of nails. Cardiac was a bit miffed by Hardknocks' theatrics and proceeded to do one better.



Standing face-to-face with the pilot boom, Cardiac began a wild, ranting-raving exhibition, directing his words and gestures toward the ailing radar. The words spoken were in a strange dialect, not easily recognizable to the untrained ear. The words remain a secret, but the gestures alone were enough to shudder the radar back into service.

Hardknocks was pointed toward the runway and told to "press", leaving out future notions of theatrics.

Later, Cardiac coolly commented that he hated to display so many trade secrets so early in the competition.

CANUCK CORNER. . .

By Kid Komotis
Canadian ADG



SAP SUCKING

Sap-sucking is coming. Now, this news may or may not send your liver in a commotion and we realize this. In the next few "WT TODAYs", we will attempt to elucidate this matter for you.

What is a sap-sucker? We sought the answer to that and other questions yesterday and we take you now to the flight line for a report.

--Ah, excuse me, sir.....are you cognizant of the term sap-sucker; does this conjure mental etchings in your cerebral cranium?

--Say what?

--Ahhh, you must be an F-4 driver.

--Yup, yup, that's what I is alright.

--Well tell me, sir (to use the term loosely), do you know what a sap-sucker is?

--Golly, that is a tough one, I don't really know. If I could read, I'd probably know more about various things but as.....

--Did you say you can't read?!? Can you write?

--No....but I can trace.

--I see....Perhaps you have other views. Can you help us out with the very controversial subject of capital punishment? In your own mind, are you for or against the hanging of men and/or women?

--Well, I don't know too much about this Women's Liberation business, but it just don't seem right that women should be hung like men.

--Yes, well....Thank you Capt....I never did get your name did I?

--That is affirmative, you did not.

--Could you give it to us, please?

--Sure thing. It's Cranston Snurd.

--How do you spell that?

--One P and two Qs.

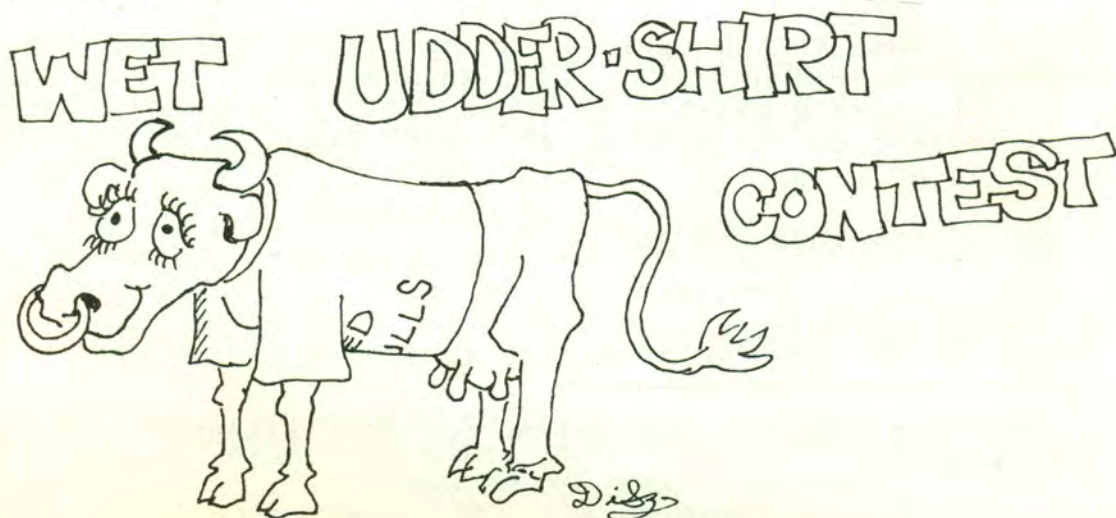
THE CONTEST. . .

Due to numerous inquiries and several downright irate questioners, THE contest is hereby announced. It's the first Bull-Centennial T-shirt contest:

Each William Tell participating team will be allowed two entrants. However, free agents and late participants will be accepted.

In the spirit of equal rights, all entrants will be accepted. But, fair warning allowed, male contestants will be booted off the stage and probably beaten severely about the head and shoulders.

Time, place, and prizes will be announced later. So get your entrants lined up, your T-shirts prepared and your binoculars ready.



JUST HALF A CUP PLEASE. . .

Overheard at breakfast:

P.K.: (Looking at his cup of coffee) "You can never get just a half cup of coffee anymore--it's always 2/3 full."

O.J.: "So what--just drink the first half if that's all you want."

P.K.: "But then the bottom 1/3 gets cold."

O.J.: "Just ask for more coffee."

P.K.: "Then the only way to get a warm-up is to get a full cup. Then, if you drink half and get another refill, the whole cup will only be luke warm. Then you have to throw that cup away and get a new one."

O.J.: "Ohhhhh????"

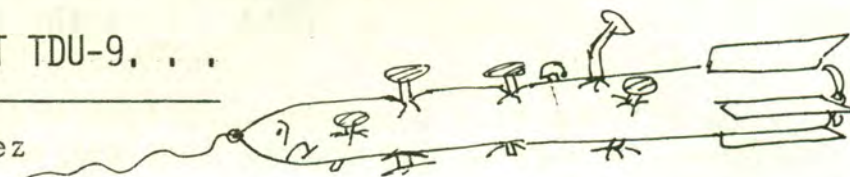
(PS--P.K. is an Aggie!)

QUESTION: Did you ever hear about the slatted F-4E that could out-turn an F-101?

ANSWER: No.

KNIGHTS NAIL FIRST TDU-9. . .

By Maj Denny Torrez
57th FIS, AFI



Maj "Go Bill" Dryden and 1Lt "Mean Ed" Green of the 57th FIS, splashed the first TDU-9 towed target yesterday morning. Directed to the target by Capt Jerry "Wolfman" Wolf and TSgt "Marvelous Marv" Barnes, Sloe Gin 01 scored a direct hit on the small target. Crew chiefs TSgt "Smiling Jack" Simmons, SrA Nancy "the Streak" Enos, and WCS crewchief TSgt Joe Meixner were particularly jubilant.

Asked what she thought of the morning's mission, Nancy replied, "Sierra Hotel!" TSgt Meixner added, "It is quite a feat to have a missile hit that small a target." The AIM-7 missile used on the kill is 8" x 146" compared to the TDU-9 which is 8" x 101".

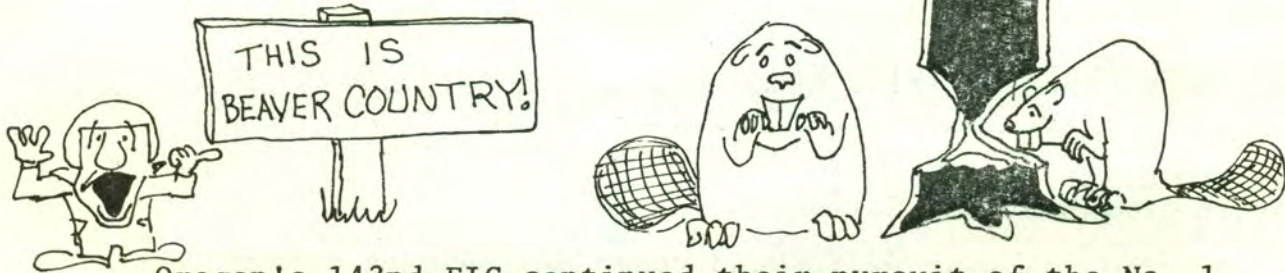
Good work guys and gal.

HEARD ON THE FLIGHTLINE. . .

"Of what value is the Yellow Jacket's stinger if he can't get it up?"

OREGON'S FIG AFTER NO. 1. . .

By ILt Richard Norton
142nd FIG, Portland, Oregon



Oregon's 142nd FIG continued their pursuit of the No. 1 position in the F-101 category yesterday, as four F-101 "Voodoos" successfully launched eight ATR-2A "Genie" rockets.

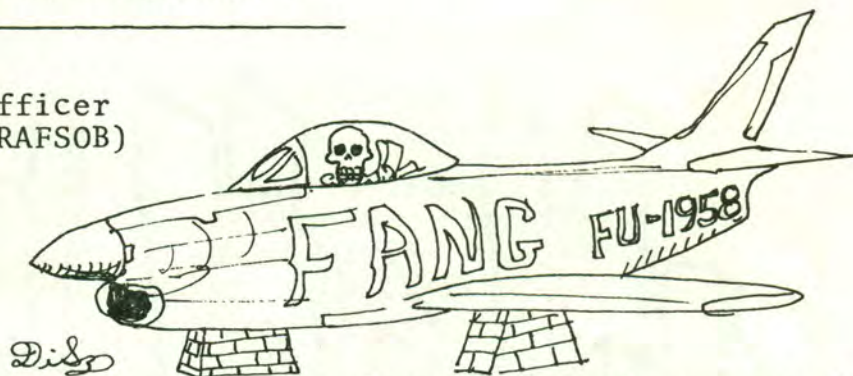
With the aircraft and drone target approaching each other at combined speeds of more than 1,000 MPH, the number four aircraft to fire, Victor Hotel 01, piloted by Lt Col Marty "Big Burner" Bergan, followed by the WSO, Maj Bill "Mouse" Morse, received a "SKIP-IT" from his controller shortly after delivering a successful "MA".

According to Major Morse, "Everything happened real fast there, and it all looked good. We fired for a good 'MA', but possibly the MATS or something failed."

Well, we never objected to a re-fly. Everyone else is doing it.

JUDGES REACH DECISION (FINALLY). . .

By Maj Troy Gray
43rd TFS Liaison Officer
(Ex-RAMOAD turned RAFSOB)



William Tell '76 teams may think they have problems contending with rules changes, protests and subsequent refls. But, it was secretly learned at the club last night that the backlog of outstanding protests extends to 1958.

However, there is hope, because yesterday the judges decided that a pressing protest against the Florida ANG for its William Tell 1958 perfect score will require they re-fly one profile. You would think this 18-year-late decision would cause a few problems, but the Regular Air Force, in its exacting ways, says no.

An F-86 has been located sitting on a concrete block at Tyndall and although some minor repair and retrofit is indicated, it is thought the bird could be ops ready by late 1977 or possibly for William Tell '78. The aviator, long since retired to greater pastures, will be recalled to active duty from the

Soldiers and Sailors Home and be allowed several flights for recurrency.

Alaska has even volunteered to furnish the DELMAR Systems; that is, if the King Salmon Sourdoughs will part with their jury-rigged caribou winch.

DEUTCHERS RACK UP THIRD KILL. . .

By 1Lt Keith Thiel
496th TFS, Hahn AB, Germany

SPLASH! "Nguyen" Mamiya and "Moz" Mozley came through again for the "Katzenjammer Kinder".

Late yesterday afternoon on Profile II, the crew scored a direct hit on the TDU-9 towed target. Pretty good shooting when you consider the missile is as big around as the target.

Referring to the missile as the "male offspring of a female canine," Capt Mozley quietly reminded Maj Mamiya to "FIRE THAT (BLEEP BLEEP) ANIMAL!!" Moz is not known around the squadron for his calmness and collectiveness when his fangs are extended. When asked the secret of his success by a News Center interviewer, he humbly replied, "Because we're good!"

Capt Vinnie Horrigan and Capt Jim McDougal, who scored max points with Nguyen and Moz by being the wingie, commented, "Hey this William Tell's a snap. . .Nice shot, Nguyen."

So, as of 1600, Tuesday, the score is: Phantoms 9: Everybody else????

