



# WT TODAY

<sup>MAY</sup>  
AEROSPACE DEFENSE COMMAND  
WILLIAM TELL WEAPONS MEET



## WELCOME TO WILLIAM TELL. . .

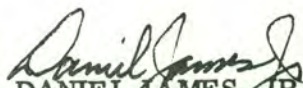
Welcome to William Tell '76! The purpose of this biennial weapons meet is to evaluate the capabilities of our fighter/interceptor systems and your expertise in fulfilling our Air Defense commitment.

William Tell provides us with the most realistic training situation just short of actual combat. It will test you in a demanding pressure packed environment, with aircraft firing live armament against maneuvering targets at various altitudes/airspeeds.

Through this competition, we can show our sister services and the civilian population that we are capable of carrying out our mission.

Each of you has been judged to be the best of the best, and this is your opportunity to prove that confidence. I welcome the teams from Canada, USAFE, TAC, AAC, ANG, and ADCOM, and challenge you to make this Bicentennial meet our most successful competition yet.

Good luck to all!

  
DANIEL JAMES, JR., General, USAF  
Commander in Chief  
Aerospace Defense Command

## WILLIAM TELL--YESTERDAY AND TODAY. . .

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When most people hear the name "William Tell", they invariably think of apples being shot from a youngster's head with an arrow, or the musical overture that identified the Lone Ranger on radio and TV. But, to America's air defense men, William Tell means a lot more.

William Tell 1976 is a biennial weapons meet that will be held at Tyndall AFB during the next three weeks. Sponsored by the Aerospace Defense Command, William Tell has been designed to test and evaluate the combat skills of the forces that defend North America. The name was chosen because William Tell, in myth and reality, represents more than apples, arrows, and overtures... it represents an ideal.

The legend is well known of the William Tell who was forced to shoot an apple off the head of his son by a corrupt tyrant in Switzerland. Tell then went on to organize Swiss forces in an uprising against the Austrians. He was, in effect, a Swiss version of our own colonial "Swamp Fox", who sabotaged British troops during our Revolutionary War.

For more than 600 years, since the days of the Swiss archer, the William Tell Legend has remained a symbol of expert marksmanship and a deep love of freedom.

This year again, the William Tell competition follows that tradition as fighter interceptor aircraft assigned to the defense of North America meet in an international aerial marksmanship contest high over the Gulf of Mexico.

Eleven teams from around the globe representing Canada, Air Forces Europe, the Air National Guard, the Tactical Air Command, Air Forces Iceland, and active forces in the command, have arrived at Tyndall for what promises to be the best William Tell meet ever.

Three front-line fighter-interceptor aircraft of the United States and Canada, the 106 Delta Dart, the F-4 Phantom, the F-101 Voodoo, and its Canadian counterpart, the CF-101, will be flown in the competition.

Each competing team will be composed of 40 airmen--aircrews, weapons controllers, and maintenance crews. Points for each will be included in the over-all team score. If a plane does not meet its takeoff time or an airborne malfunction occurs, scoring points will be lost.

Winners will be determined in each of the top three aircraft categories. Top team performers will be recognized at the post-meet awards ceremony.

The 11 teams that you will see performing here were selected through aerial shoot-off evaluations and aircrew testing. The units that built up the highest total points in the pre-meet evaluations are the ones invited to perform in this year's competition.

It's estimated that more than 30,000 general public visitors will attend the Open House on November 20-21, the last two days of the meet. The Air Force Thunderbirds and the U.S. Army Golden Knights will be among the featured attractions on the afternoon of November 21. Static displays from industry and Air Force aircraft will also be available for public viewing during the Open House.

## WT TODAY. . .

"WT Today" is designed to keep you abreast of the activities, standings, and human interest topics of the William Tell competition.

William Tell 76 is really an Air Force version of a world series. Instead of ball teams competing on the ground, the participants will be fighter interceptor aircrews and support personnel displaying their best talents before the American public and service men and women.

Each of the 11 teams or units has a liaison information officer appointed to work with the WT 76 News Center. Find out who he is and let him know what's happening in your area. He will be looking for ideas for WT Today. You can make his job easier and get the recognition you deserve by talking to him. The liaison officer is familiar with our deadlines and the format we need.

We want William Tell 76 to have the best coverage ever, so we really need your help at the News Center. We'll be covering the daily performances of the air crews, when and where events will take place, who is leading, (and who isn't). We'll also be featuring human interest stories on the participants and what's happening with them. And, we'll be on the lookout for anecdotes and interesting facts on the traditions and character of each team.

WT Today will be available to you in the morning. You can pick up a copy at the Officer's Club, Dining Hall, NCO Club, Airman's Club, and at the News Center. Copies will also be delivered to the trailers of the participating crews.

## AND NOW THE LINE UP. . .

This year, for the first time in the history of William Tell, the F-4 Phantom has joined the competition. Phantom entrants have winged their way in to Tyndall from around the globe. They will be competing in the event along with the other front-line fighter-interceptor aircraft of the United States and Canada: the F-101 Voodoo (and its Canadian counterpart, the CF-101) and the F-106 Delta Dart.

Air to air missiles and rockets will be fired at airborne targets known as Firebee Drones on the Air Force test range over the Gulf of Mexico just south of Tyndall. This year the aircraft will be running against Firebee II, the new supersonic BQM-34F target, as well as the Firebee BQM-34A drone that has been used in previous competitions. The BQM-34F target is

capable of speeds of mach 1.8 at 45,000 feet. The target is recovered by helicopter using the mid-air retrieval system. A special feature of the target is an external tank that can be jettisoned by a remote command.

In addition, EB-57 crews from the 17th Defense Systems Evaluation Squadron up in Malmstrom AFB, Montana; the 158th DSEG out of Burlington IAP, Vermont, and the 190th DSEG from Forbes AFB, Kansas, will provide ECM targets for the competing teams.

The winners will be determined in each of the three aircraft categories.

This year's competitors are:

Category I, F-101

<u>UNIT</u>	<u>REPRESENTING</u>	<u>LOCATION</u>
142 FIG	Oregon ANG	Portland, Oregon
147 FIG	Texas ANG	Ellington AFB, Texas
CFADG	Canadian Forces	Composite Team

Category II, F-4

<u>UNIT</u>	<u>REPRESENTING</u>	<u>LOCATION</u>
4 TFW	TAC	Seymour-Johnson AFB, North Carolina
43 TFS	AAC	Elmendorf AFB, Alaska
57 FIS	ADCOM	Keflavik Naval Station, Iceland
496 TFS	USAFE	Hahn AB, Germany

Category III, F-106

<u>UNIT</u>	<u>REPRESENTING</u>	<u>LOCATION</u>
49 FIS	ADCOM	Griffiss AFB, New York
87 FIS	ADCOM	K.I. Sawyer AFB, Michigan
120 FIG	Montana ANG	Great Falls IAP, Montana
125 FIG	Florida ANG	Jacksonville IAP, Florida

This year's schedule is:

Dates of the meet . . . . .Oct 31 - Nov 21  
Aircrews and aircraft arrive. . . . .Oct 31  
Competition . . . . .Nov 4 - 19  
Awards Ceremony . . . . .Nov 19  
Awards Banquet. . . . .Nov 20  
Open House. . . . .Nov 20 - 21  
USAF Thunderbirds performance . . . . .Nov 21  
Redeployment. . . . .Nov 22

### AND ON THE FLIGHT LINE. . .

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Like airborne messengers of some modern day Mercury, the competing air crews began arriving here Sunday. Sweeping into Tyndall with the symmetry of a mighty V--to evoke their hopes of victory--the fighter interceptors arrived to the greetings and cheers of their maintenance and support crews, who were waiting on the flight line with buckets of champagne.

The arriving teams all seemed to have one thing in common: a total and complete confidence that it would be they and no one else who would emerge as the winners of the competition. Said Capt Ted McGovern of the Phantom F-4 Tactical Fighter Squadron from Elmendorf AFB, Alaska, "I'm very happy that the F-4s have been included in this year's William Tell competition. Getting ready for the meet has meant long hours of practice and hard work; but, we're up for it. We're going to do our best to win the competition."

### TAC'S FINEST. . .

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The Tactical Air Command's William Tell team arrived at Tyndall flying the latest production model Phantom F-4. The TAC contingent, represented by 4 TFW, Seymour-Johnson AFB, N.C., is the only Air Force wing in the continental U.S. who's primary mission is air to air superiority. The 4 TFW is supported by weapons controllers and technicians from the 507th Tactical Air Control Wing.

The Phantom F-4 teams and the other teams are joining a congregation of about 500 people who have come to Tyndall from over the globe. Fighter interceptor pilots will be meeting with journalists and photographers from NORAD Headquarters in Colorado Springs, liaison Information Officers from places that include Duluth and Elmendorf, and film crews from "Air Force Now."

There's an air of excitement at Tyndall as the opening day of the competition draws near. The Oct 31 kickoff is the official opening of the meet, with the first profile being run Nov 4.

With enthusiasm building, adrenalin flowing, and confidence at its peak, it promises to be an exciting and challenging meet. So, may the best team.....

Coming to Tyndall means different things to different teams. In addition to participating in William Tell, the arrival at Tyndall, to some crews, represents an escape from somewhat harder climates. The following is a look at Tyndall from an Alaskan viewpoint.

### TO TYNDALL WITH THANKS. . .

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By Capt Keith Williams  
43rd TFS Information Liaison Officer

Is the Alaskan Air Command's (AAC) William Tell '76 team happy just because they are at Tyndall AFB or just because they are not in Alaska? It's a debatable point.

On Oct 25-26, winter dropped on Elmendorf AFB, where most of the AAC team members are assigned. During the 24-hour period, 11 inches of snow fell. This was the first snow of the new winter season and it set a 30-year record for the most snow in a 24-hour period during October. (The old record was only 9.6 inches.)

Nearly 150 accidents were reported to the police in Anchorage during the 48 hours after the snow started. Most of the accidents were fender benders as Alaskans sought to recapture or learn snow-driving techniques.

With low temperatures down to near zero, the wind chill pushed down to minus 20 degrees.

The AAC team has warmed up rapidly at Tyndall. They are ready to experience the thrill of victory and watch others in the agony of defeat.

Whoever decided that William Tell '76 should be held at Tyndall in November is warmly thought of by the AAC team.

### OREGON BRINGS LOAD CHAMPS. . .

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

Two members of the Oregon Air National Guard's 142nd FIG are experienced competition winners.

TSgts Joe Woodburn and Lane Hoffman were members of the winning team at the 1976 Aerospace Defense Command Weapons Loading Competition, held here May 13-21 this year.

The Oregon team won First Place in the competition and are confident of a repeat performance here at William Tell '76.

## RED BULLS ARRIVE. . .

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

Waving a "better late than never" banner, (or was it better late and with landing gear than never?) the 87th FIS finally was able to pose for a team portrait Sunday afternoon.

Getting the final bugs worked out was the job of Lt Col Richard G. Harris, the team leader and 87th FIS commander. His minor oil leak caused a few hours' delay in the arrival of the "Red Bulls."

The late arrival didn't dampen the 87th's spirit or delay the welcome party. Now, Red Bull thoughts have turned to one thing--BULLSEYE!

Normally, an 87th maintenance man will give you the shirt off his back. But, his Red Bull T-shirt is another story altogether. Does anyone have any Red Bull patches to trade?

## OVER THE GULF. . .

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

(Somewhere over the Gulf of Mexico, trying to get down)--  
The Texans arrived 87.3 microseconds late due to an argument that began shortly after takeoff.

Lt Col Jerry Killian, team commander, and Lt Col Joe Holt, his former friend, were over the Texas-Louisiana border when Holt radioed, "Hey, Killer, when you're inverted, how do you make a left-hand turn? The normal way, or the opposite way?"

Killian says now he's not sure what Holt meant, and he's not sure Holt knew what he meant, but the two disagreed. Before long, they were both flying inverted, but Killian was headed for New Orleans, and Holt was headed for Las Vegas. They rejoined over Pascagoula, Mississippi, and flew along on hand signals for awhile.

Suddenly Holt rolled over and called, "Okay, now turn left and I'll turn left, and see what happens."

"Are you going to be able to fly my wing like that?" asked Killian.

"If we're in the same air mass, I can fly..."

"I've heard it", snapped Killian, and he rolled left.

A few minutes later Killian reported a forest fire and Holt spotted a shrimping fleet. They were flying together again, but inverted, when they made their first pass over Tyndall.

"Can we land out of this?" asked Holt.

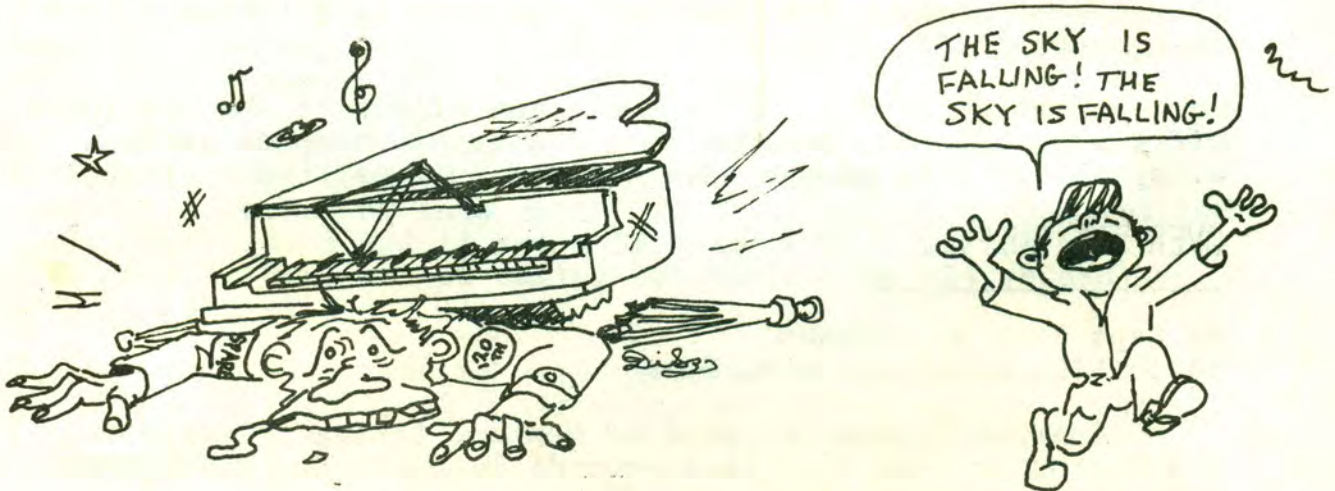
"Not if it's a left-hand pattern," replied Killian.

When they were on the ground, Killian, a little miffed, strode over to Holt's plane.

"What made you ask such a thing in the first place?" he asked, glancing nervously at the approaching two-star car.

Holt pointed to his watch. "I was just wondering whether to set it up an hour or back an hour."

### MEANWHILE, AT THE O CLUB. . .



The members of the 49th FIS have already been very impressed by the strength of the "Big Sky" guys from the 120th FIG. The 49ers were quite interested to note that Montanans are as strong as they are brave. The other night they picked up a piano at the club and, with very little effort, dropped it on their spare pilot. He wasn't hurt too badly.

### DOUBLE TROUBLE FOR OREGON. . .

By 1Lt Richard P. Norton  
Portland ANGB, Oregon



The 142nd FIG from Oregon began their Monday with "Double Trouble." One of their F-101Bs that landed Sunday developed excessive smoke in its No. 2 engine. The engine shop's technician, MSgt Dennis R. Johnson, found a defective o'ring in the constant speed drive. Further investigation proved that a bad engine bearing required a complete engine change.

Next step was to find an engine. There seemed to be two alternatives: to procure one from base resources or remove one from the back up Bird.

Good luck, maintenance crew!