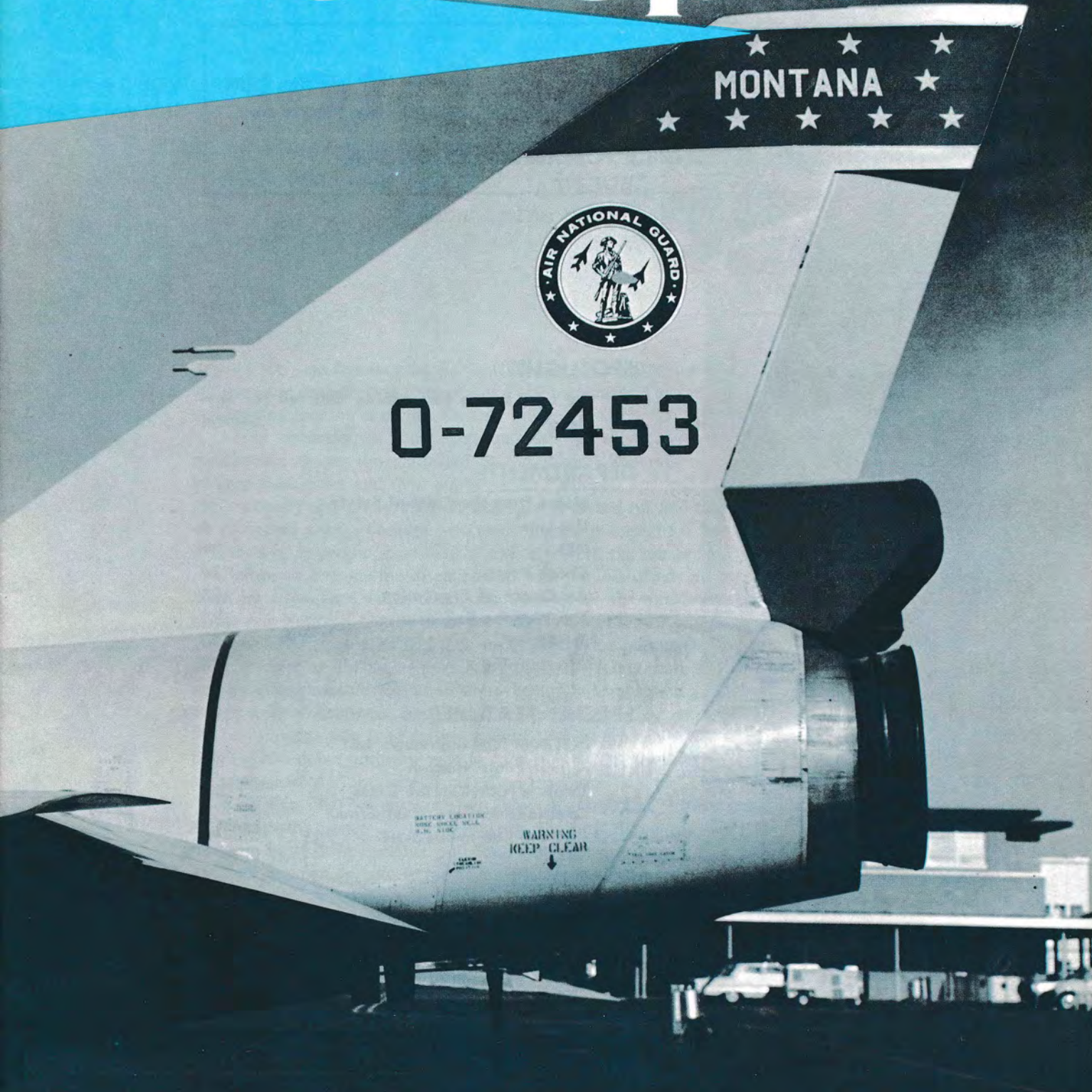


# Interceptor



AIR NATIONAL GUARD'S NEWEST FIGHTER

MAY 1972



# Interceptor

FOR THE MEN RESPONSIBLE FOR AEROSPACE DEFENSE

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*Aerospace Defense Command*  
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## SPOTLIGHT

He who stands for nothing will fall for anything  
**Graffiti**

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## OUR COVER

We salute the Montana Air National Guard — the first unit to convert to the F-106 under a recent announcement of force realignment. May your lockons be far and your steering dots steady.

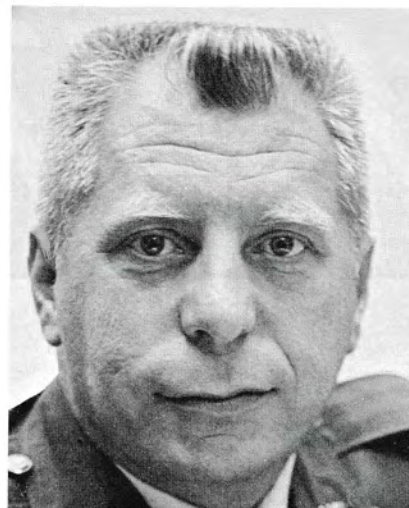
### POLICY STATEMENT

ADCRP 127-2

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*“So for you people affected by progress  
... be especially watchful ... as you  
have in the past.”*



**D**uring the next few months ADC will undergo an extensive reorganization which will result in transferring four of our F-106 squadrons to the Air National Guard and the deactivation of certain Bomarc units.

Quite naturally, a reorganization such as this can promote a feeling of indifference among those affected by the change. Supervisors may find it difficult to keep themselves and their subordinates “pumped up” sufficiently to do the job professionally and safely until the last light is turned off and the gates locked. Yet, we must find a way, because we know that the potential for an accident increases dangerously as people relax their attention toward the job at hand.

Before we become too disenchanted with the loss of our active duty squadrons, there are a few facts worth discussing. First of all, the transfer of F-106 squadrons to the Air National Guard does not mean a lessening in our national air defense posture. ANG squadrons will pick up our alert commitment and perform it in the same manner as did the regular forces. ADC will maintain the support, training, and safety responsibility to assist units during the conversion and help them achieve a high state of readiness, once the checkout program is completed. To insure this, the first obvious step is to deliver quality airplanes to our ANG comrades in arms. Don't-give-a-damn attitudes such as “I'm going PCS, let the Guard do it,” or “It's a Guard problem,” must be dispelled on the spot.

Regarding the Bomarcs, we all know that handling critical weapons requires a perfect performance . . . safety must be absolute. Standards associated with these weapons must be maintained until the weapons are stored and the responsibility for their upkeep is transferred. Our past record with these weapons has been immaculate — let's keep it that way.

There are many other things I could warn you to guard against such as impromptu flybys, victory rolls, and a general relaxation of discipline, etc . . . however, you know the rules as well as I do and I don't think it necessary to whip a dead horse. Any reckless act on the last day can end up as badly as if it were the first day and everyone in the command suffers from it.

So for you people affected by progress . . . be especially watchful . . . as you have in the past. Don't let indifference or complacency crowd you or compromise your professional conduct. We'll then be able to close down these fine squadrons, transfer sound aircraft and good people by the same professional standards which have become the norm for our ADC operations.

COLONEL JOHN M. VARGO  
Chief of Safety

# HOT LINE

**JOB OPPORTUNITY.** INTERCEPTOR Magazine is now accepting applications from Captains and junior Majors with F-102/F-106 experience for the position of Research Editor with an assignment here at ADC Headquarters in December. While we'd like you to have a background in safety and/or journalism, it's not mandatory. If you're interested, apply to the Editor by writing a 300 word composition on why you'd like the job.

The address is:

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Box 46  
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Ent AFB CO 80912

For further information call Autovon 692-3186 or SAGE 321-3186.

**WRITE, GUARD!** The Air National Guard is so fully integrated into the ADC mission that it is sometimes difficult to tell the FANGOs from the RAFSOBs (especially on night exercises and at William Tell). The editors of INTERCEPTOR recognize this and often use articles, incidents, special achievements, and contributions from the Guard in our magazine. We want to continue and even increase this exchange of ideas and material for articles between us and the Guard. If you've got a story to tell, send it to us. If it's just an idea that you think will interest and/or benefit our readers, let us know about it. We'll come out to you with notebook and camera. Of course the mission of INTERCEPTOR is to promote safety and strictly "PR" stories should be sent to other agencies. But if what you know can improve safety by doing the mission better, let us know, and we'll spread the word.

**WHAT YOU "SAY" MAY BE WHAT YOU GET.** The Federal Aviation Administration policy on the reporting of near mid-air collisions made effective in 1968 and continued in effect through 31 December 1971 has been terminated. Although FAA continues to encourage the transmission of near mid-air reports, they no longer offer immunity to possible violations of Federal Aviation regulations to those involved in near mid-air collisions. They advise, however, that they are vitally interested in all near mid-air collision incidents and will thoroughly investigate each reported incident as soon as they receive it.

**WAY TO FIRE!** According to Doubleday's fine aviation reference book entitled "Air Facts and Feats": "The Egyptian air defence system based on Russian SAM-2 missile sites . . . is thought to have accounted for the following during its operational period:

- 1 Israeli Defence Forces/Air Force Piper liaison aircraft
- 1 Egyptian Air Force MiG-21 Fighter
- 1 Ethiopian Air Lines airliner

**THE BIG PICTURE.** Reprints of the March INTERCEPTOR center-spread, "Fighter Pilots Do It Better," are available in limited quantities. This offer is made in order to promote flying safety. You may receive one of these 10½" by 15⅝" black and white reproductions, suitable for framing, by writing to:

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ADC/SED (FP)  
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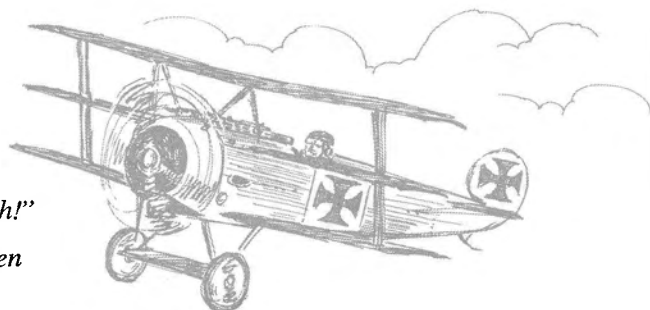
## INTERCEPTOR INTERVIEW:

# AERIAL COMBAT TACTICS

*INTERCEPTOR takes a look at the safety aspects of Aerospace Defense Command's ACT Program*

*"The fighter pilot has to rove the area allotted to him in any way he likes . . . and when he sees the enemy he attacks and shoots him down . . . anything else is rubbish!"*

*Von Richtofen*



The days of random "roving" and shooting down the enemy are gone, but the tactics developed in those days have evolved into our modern air-to-air tactics. As a natural occurrence of our changing times and changing weapons systems, the fighter pilot has also passed through an evolutionary change. Commanders came to realize that an accidental aircraft loss during practice was still a loss as surely as one during actual combat. For this reason many ACT programs that bloomed under the threat of war died in peace — for safety's sake. But our past rationale forced us to use untrained pilots to fight the initial part of a war while the instructors at

home hastily threw together an ACT training program. Therefore, to provide a readily available and experienced combat force trained to survive in fighter versus fighter environment and fulfill the requirements of a global air defense mission effectively and safely has been the goal of the ADC Aerial Combat Tactics Program.

INTERCEPTOR recently talked with Major Ed Woelfel and Major Larry Haight about our ACT program and the safety rules that govern it. We wanted to see how the tactics and safety rules have changed in the last few years. OK, you guys, talk to us in Lufberrys, yo-yos, and high-G barrel rolls.

**INTERCEPTOR:** The name Aerial Combat Tactics brings to mind the old term "dog fight." Do you think this image prevails in today's air warfare?

**WOELFEL:** The term "dog fight" as it applies to aerial combat today does not have the same man-against-man connotation that prevailed in the past. Air battles today involve much more sophisticated weapons systems and therefore require more qualified operators to employ them. The basic flying skills are needed as much now as they ever were, but today's "dog fight" involves more fluid, complex tactics and becomes more of a team effort. This, in turn, has changed the over-

all fighter pilot image. The good fighter pilots of today are quiet, less emotional, and very professional. They are less reckless, well supervised, but will move swiftly to your six o'clock position and "nail ya." They are tough, well trained, and not dangerously overconfident. We in ADC are very lucky. Most of our ACT IPs possess these qualities and they are conveying this image to our younger fighter pilots. ADC supervisors and IPs are responsible for the outstanding safety record we have in ACT.

**HAIGHT:** We have been led into this new image simply by the nature of the program. Because ACT is potentially more hazardous than a straight fighter versus bomber role, and we've recognized this from the beginning, we've been forced to be very strict in the management of this program. We just can't allow anyone to be irresponsible. We have to calm them down before they get to that extent and show them the error in that attitude. And this reflects in our safety record which has been truly superb in view of the number of sorties flown. In the five years that we've had this program, we've only had two major aircraft ACT accidents; and one of these aircraft was repaired and returned to the fleet. This is rather spectacular when you think that this record includes the initial checkout program all the way through the advanced program, College Dart, and also the Navy and Marine programs. And we've never lost an aircraft during dissimilar (unlike aircraft) ACT.

**INTERCEPTOR:** How strict is the program?

**WOELFEL:** Well, it's made loud and clear at the very beginning of each mission, that we can't afford a screwup and, therefore, we had to be methodically strict with the safety rules and mission objectives. How-

ever, it's not so methodical that we lose training.

**HAIGHT:** It's just a matter of making everyone aware of the consequences involved if somebody's individual act creates an incident or an accident. We just can't live, in this day and age, with the slightest bit of irresponsibility in this type of program.

**INTERCEPTOR:** Do you feel that ACT training aids the overall proficiency of our pilots?

**WOELFEL:** Of course. We are all aware that there is much more to be gained from the ACT program than just ACT. It's progressed to the point now where our pilots are extremely professional in handling their aircraft through all types of maneuvers. Take the front snap-up for example. At the Interceptor Weapons School, we find that the individual who has not been through the ACT program is not as proficient in recovering from low speed front snap-ups as the guy who has been through the program. The pilot that has the ACT training is much more aware of the aircraft's performance and limitations throughout the maneuver. The pilot without this training is not. He knows he's getting slow and must light the burner, but his recovery techniques are sometimes completely opposite to those used by the ACT trained pilot. Therefore, he's not as safe while performing the maneuver. These ACT trained pilots are even better when they have their eyes in the scope. They are more skilled at getting the dot centered, because they know what to expect. It's even aided their ability to make re-attacks.

**INTERCEPTOR:** What about air discipline? In the earlier, regular intercept mission profiles, everyone was individually trained. Now that we are flying in two-ship and four-ship



**WOELFEL:** "We had to be methodically strict with safety rules and mission objectives."

formations, has the air discipline improved?

**HAIGHT:** Well, I think the air discipline and flight discipline has improved. We've noticed this, but we also notice a great improvement during the period when a unit first comes to the Dart program and when they leave. Teamwork, flight leadership, and the attitude required to be effective in a group has improved overall air discipline.

**INTERCEPTOR:** Do you think the safety briefings and the required "strict air discipline" have had an effect in other facets of flying?

**HAIGHT:** Yes. Pilots are being made aware that they have a viable training program, an improved method for putting the aircraft and their abilities through any maneuver within the bounds of good flying. Therefore, they don't have to sneak off into the boondocks by themselves and "go at it." They now have the opportunity to fly ACT in a controlled situation, to get a good critique, and to improve their proficiency rather than go out and screw around using the trial and error method.

**INTERCEPTOR:** It seems to be well recognized now that ADC has the best ACT program of any command. Where did our tactics come from?

**WOELFEL:** We learned the basics from the Navy and TAC. In fact we sent a group to Nellis in the spring of 1967. They went through the Fighter Weapons ground school and then flew their F-106s against the F-4s and F-100s there. We took most of the Fighter Weapons School's training manuals and adapted them to the F-106. So, basically, we picked up some of the tactics from TAC and then we added a lot of tactical applications from the Navy. Our basic "Six

Pack" tactics are a consolidation of what's been done in the past, so we don't claim to be totally original. We have taken the best of the various things that were available and adapted them to our machines and our approaches to the air-to-air problem.

**INTERCEPTOR:** How much have the safety rules for ACT progressed through the years? How much have we learned by actually performing these tactics with our own aircraft?

**HAIGHT:** Really, the safety rules haven't changed too much from the very first day because we pretty well understood, before we ever started, what the limits were going to be for a safe program. We've increased the minimum airspeed by fifty knots over the five years because we know more about the F-106 flight characteristics at high angles of attack. We had to give ourselves a little more margin. In the meantime, we were able to lower our minimum altitude from 15,000 to 10,000 feet. After we had a few "control losses," we got a better understanding of the control characteristics of the airplane, and we found we had been restricting ourselves. In fact, the entire Dash One was changed in respect to bailout altitudes in a control loss; we lowered that altitude to 10,000 feet. But the basic safety rules haven't changed. We found that the set of safety rules we have are as good as we could possibly have for a controlled situation, and still have realistic training.

**INTERCEPTOR:** Have any of the other safety procedures in the Dash One changed as a result of the ACT program?

**HAIGHT:** The most important change, and definitely a big change, was in the spin recovery procedures. We found that we didn't have the



*HAIGHT: "Teamwork, flight leadership, and the attitude required to be effective in a group has improved overall air discipline."*

proper spin recovery procedures in the Dash One. And we didn't find this out until we started flying the airplane at max performance and actually got into a few spins and post-stall gyrations. Then it became apparent that the recovery procedures we had used for years were not the right ones. Through the efforts of Mr. Roger Crewse in ADC Safety Analysis, his study, and the negotiations that we went through with SAAMA, we were able to change the spin recovery procedures. The new procedures have effected a recovery in every instance when they've been used.

**INTERCEPTOR:** Do you think our ACT program has given us information that will benefit us in follow-on aircraft? We're referring to the F-15, F-14, etc.

**HAIGHT:** Well, I can't help but think that any time you have a good bank of experience in the max performance area, you will have learned something that can be passed on to other people. Roger (Crewse) proved that nobody before had been worrying about high performance maneuvering with a Delta Wing. He came up with some new facts and thoughts on this subject. It looks like someone will be able to draw on this data in the future. What it amounts to is just a better understanding of the aerodynamics surrounding high angles of attack. If these new facts are explained to the people who devise tactics and to the ACT instructors, then they, in turn, pass them on to their students, we will have safer pilots and greater combat capability.

**INTERCEPTOR:** We understand that the Navy has a new controlled range for ACT. Can you tell us how it benefits an ACT program?

**WOELFEL:** Sure, it's an Air Combat Maneuvering Range (ACMR), with transmitters on the ground and tracking units in the aircraft. I think the range can handle up to 16 aircraft at once and relay the information back to an IP on the ground. This IP, or safety observer, gets a plane and a three-dimensional display of the battle plus something like 27 different parameters from each aircraft. Things like G-loading, angle of attack, airspeed, armament selected, were the weapons armed? etc. It's an invaluable training aid. The safety observer on the ground can monitor the fight — and call it off — without being involved himself. Then, after the engagement, this equipment can give you an instant replay for the debriefing session. It's like the Saturday afternoon football game. You even get a print-out so you can mail the debriefing to a guy someplace else. It is, in my opinion, something we very desperately need in all ACT programs, especially when we get into more expensive fighters like the F-15 and F-14. We're going to have to get the most out of each flying hour and we are going to need some kind of electronic scoring device to help do this.

**INTERCEPTOR:** Just how important are debriefings and why are they a problem?

**WOELFEL:** The debriefing is very important because during high-speed airborne events it's very difficult to establish exactly what you did. Everything happens so fast. Most pilots know they have to put their aircraft into the opponents six o'clock, but most of them don't know how they do it — they just put it there! In the debriefing we take the supersonic events and slow

them down to where we can get some learning out of the engagement. This is where we summarize everything that took place, devise new tactics, tell the pilot what he did wrong, and what he should do next time. And, I want to add, when the debriefing is over, that mission is over. Everything to be said is covered in the debriefing and not saved for the bar where the discussion can result in extreme competition between individuals. When you get this, especially in young pilots, they may be forced into over-extending themselves the next day. So the debriefing serves many purposes and is very important.

**INTERCEPTOR:** What part does GCI play in the safety of the College Dart program?

**WOELFEL:** GCI is one of the principal safety aids in the Dart program. We use positive GCI positioning for all engagements. Now we realize that in a real war situation, we may not have them, but we use them here because we have so many aircraft airborne at the same time. Also, when these aircraft are passing each other head-on at high speed, there is a chance they might not get a visual contact in time for an engagement and we can't afford the loss in training involved when we have to turn around for another "set-up." The controllers that we use are generally IWS controllers and they are very well versed on ACT. They have been recognized by the Marine and Navy participants as being some of the finest ACT controllers in the world and they are presently sending their people down to observe our GCI controllers. GCI control is something absolutely necessary, as far as I'm concerned, to have successful, safe, multiple engagements in an



ACT program.

**INTERCEPTOR:** What benefits have we derived, in the past few years, in tactics and in safety procedures from actually flying against unlike aircraft?

**WOELFEL:** Unlike aircraft ACT is the safest way to fly ACT, because you have a different type of aircraft to look for. Whether it's an F-4 or A-4, or whatever, you're not looking for another F-106. A "Six" is your buddy; he's a friend. You don't have F-106s trying to get behind other F-106s. When you fight against like aircraft, you know what the other airplane can do and it becomes a matter of pilot against pilot. Therefore the pride factor, the egotism, the "I'm gonna get you today" attitude gets a little stronger; and it's a matter of just who's the better pilot. There's a little more impetus for pushing yourself further than you should. But in dissimilar aircraft you have to know tactics — you have to be able to out-think the opponent. It's not necessarily the guy that can fly the airplane to the slowest speed or at the highest angle of attack that will win the engagement — the fact is he probably won't win. You have to be a better pilot and a better tactician to go up against a dissimilar aircraft because you don't know what the other guy is going to do or what he's capable of doing. You have to watch him a lot closer and learn to effectively employ your airplane. Also, I think you are a lot safer at it because you know that if you get to the extremes of your max performance envelope, all you've really done is killed off your advantage and now you're a sitting duck for the other guy.

**INTERCEPTOR:** Has an emphasis on safety hampered the ACT training program?

**HAIGHT:** The leaders in this command have recognized the program as a benefit and they have not imposed a lot of unrealistic safety limitations on it. In other words, it has not become a square-filling program. It's still an honest program, and the pilot who's experiencing it understands he is learning everything that he can possibly be taught. We have allowed ourselves to progress to extensive dissimilar programs with large numbers of aircraft in the air. In these, admittedly, the potential for an accident is greater than in just a basic ACT checkout or in not having an ACT program at all. But the leaders of this command have recognized that ADC's mission might place the pilots against threat fighters, and, therefore, they want their people trained to cope with that threat. They have reviewed and analyzed the safety rules and felt that they were honest rules. So they allowed their people to go ahead and exercise themselves within those set limits.

**INTERCEPTOR:** You said earlier that the basic checkout program is just that, a basic school; and that the College Dart program is the advanced school. From our observations it doesn't appear that all of our squadrons are getting a chance to participate in the graduate program. Are there any plans to rotate all of the F-106 units through the Dart program?

**HAIGHT:** This has all happened through an evolutionary process and we have recognized that everyone has to be afforded this opportunity — if we are going to say that all units are equally trained. Now, to date, there are only two squadrons that have *not* engaged in dissimilar ACT with the Navy, which is our only dissimilar activity except a re-

cent Coronet Organ exercise with TAC. A new Ops Plan is being written to make the mechanics of moving a squadron to a Navy base, or a Navy unit up to a squadron, well defined. The current guidance is that we will have some ACT activity almost every month, or as closely as we can coordinate this with the Navy and Marines. In this case the headquarters will start scheduling people so that it is as equitable as we can make it and everybody will get a crack at it. Before, this dissimilar training had been scheduled primarily when the Navy was available and the unit was available and the time was mutually compatible to both.

**INTERCEPTOR:** Do you think ADC's program will have an effect on fighter pilots Air Force-wide?

**WOELFEL:** I think what we are developing in ADC is a well-trained cadre of ACT pilots that the Air Force will be able to draw upon in future air superiority roles. And this may not be just in the F-106, but in some other type of aircraft. At least the Air Staff will have somebody to draw upon when we do get a real air superiority weapon. They can look to ADC because we have a well established program, *now*. We still have some growing pains, soon we will have a new tactics manual which has taken a couple of years to develop. We now have things moving for us. We have a good cadre of experienced pilots and we'd like to be sure we keep this cadre up to speed.

**HAIGHT:** You're saying something I've believed for a long time: Air Defense is Air Superiority. This command has recognized this, and they have trained their pilots in every aspect of Air Superiority — fighter versus fighter, fighter versus bomber,



*HAIGHT: "They are realistically trained to cope with the threat."*

fighter versus any "air-breathing" threat. In doing this we have come up with a well-rounded force of pilots with expertise in all air-to-air tactics. They are realistically trained and able to cope with the threat. And, because there are always transfers from one command to another, our ideas go forward and are mixed with other ideas. The whole Air Force benefits from this approach.

**INTERCEPTOR:** How will the Air Force identify an ACT-trained pilot? Is this training documented on his AF Form 11?

**HAIGHT:** It is not on his Form 11 at present, only his 846 file establishes his qualification. The only way Air Force could find these pilots would be to send out a query asking for anyone with ACT experience. This is one reason we are trying to have Dart program recognized as a USAF school and have it put in the formal catalogue with a course number.

**INTERCEPTOR:** Now that ADC has been recognized as an authority on ACT, has IWS, as prime monitor of the program, been sought out by other commands for their knowledge?

**WOELFEL:** We certainly have, by our sister services, the Navy and Marines. We have attended tri-service symposiums with them. They recognize that we have the type of machines and the trained people that could give them valuable training aid. They have sought us out and in the last two years the ACT program has grown to quite large proportions — actually to a once-a-month type training exercise. We've been approached by Alaskan Air Command to come up and provide dissimilar aircraft training for their F-4 pilots. We were recently

asked by TAC to provide an aggressor (opposing) force in one of their large scale exercises. We also get numerous inquiries as to tactics that we have developed as a result of College Dart; especially tactics in strike force escort, strike force interception, and slow escort tactics that you'd use for, say, AWACS type aircraft. We revise and improve our air-to-air tactics and techniques each time we have a College Dart class. We also have observers come down from the Air Staff to increase their understanding of the program and to help them realize what potential is available.

**INTERCEPTOR:** Let's talk about the F-106. In view of its performance in the ACT role and its proven ability, until we come up with a better air-to-air weapon, do you feel it would benefit us to further modify the "106" for future roles?

**HAIGHT:** I think that the modifications we have in being, and in progress, will optimize the 106 for an air-to-air role, that's fighter versus fighter, as well as enhance the classic air defense mission. What I'm speaking of is the clear top canopy, the gun, IR boresight, and solid state FCS improvements. The canopy provides better visibility which is an aid in either of these roles and is certainly a must in fast-moving fighter versus fighter maneuvering. The gun is a needed weapon for the close-in kills in a maneuvering engagement and also for the classic fighter versus bomber mission. This has been proved in past wars and in SEA experience.

**WOELFEL:** In addition, I feel that, if we were forced into a war situation, we would definitely need some RHAW (Radar Homing and Warning) gear of some sort. By the way, this new canopy will have safety

ramifications throughout all the F-106 mission. Anytime your view is obstructed in an airplane, the potential for an accident is greater. The new canopy will help during refueling, intercepts, formation join-ups, and so on.

**INTERCEPTOR:** While we're speaking of visibility, we understand that ACT training actually improves a pilot's ability to see other aircraft while flying.

**WOELFEL:** We find that, initially, when a fighter pilot comes into the College Dart program, he can see an aircraft at about a mile or two miles. Then, as the days progress, his ability to pick up aircraft further out increases tremendously. He will be able to pick up an F-4 at 8 or 9 miles by the 4th or 5th day and, in some cases, at 15 miles. We talk about this in the program, how to train your eyes, and their ability really increases over a week's period. The program also increases the pilot's ability to look around. I think the aero-medical people have proven that there are things you have to learn to do with your eyes to make long range contacts on small objects. This is one of the things we teach in the ACT program, how to use your eyes effectively, how to focus them. They will focus back on themselves and you may not be aware of it. You think you are looking for a bogey at four to five miles, but you are actually focused at 30 feet. We train people to use the right visual search scan and how to focus it at the right range. These procedures have got to be an aid any time a guy is sitting in a cockpit flying an airplane.

**INTERCEPTOR:** Would you say a pilot who has been through an extensive ACT training program is safer now in the normal flying area?

**WOELFEL:** In an ACT environment we teach a "lookout" doctrine. If you practice a "lookout" doctrine then you're going to get good at it and you'll be safer in any crowded sky environment. Besides, our pilots see many engagements with several airplanes converging at high speed. They get a feel for the situation and they know how to take evasive action. They won't panic in the face of a near collision situation and make the situation worse.

**INTERCEPTOR:** What do you consider as the most dangerous aspect of ACT?

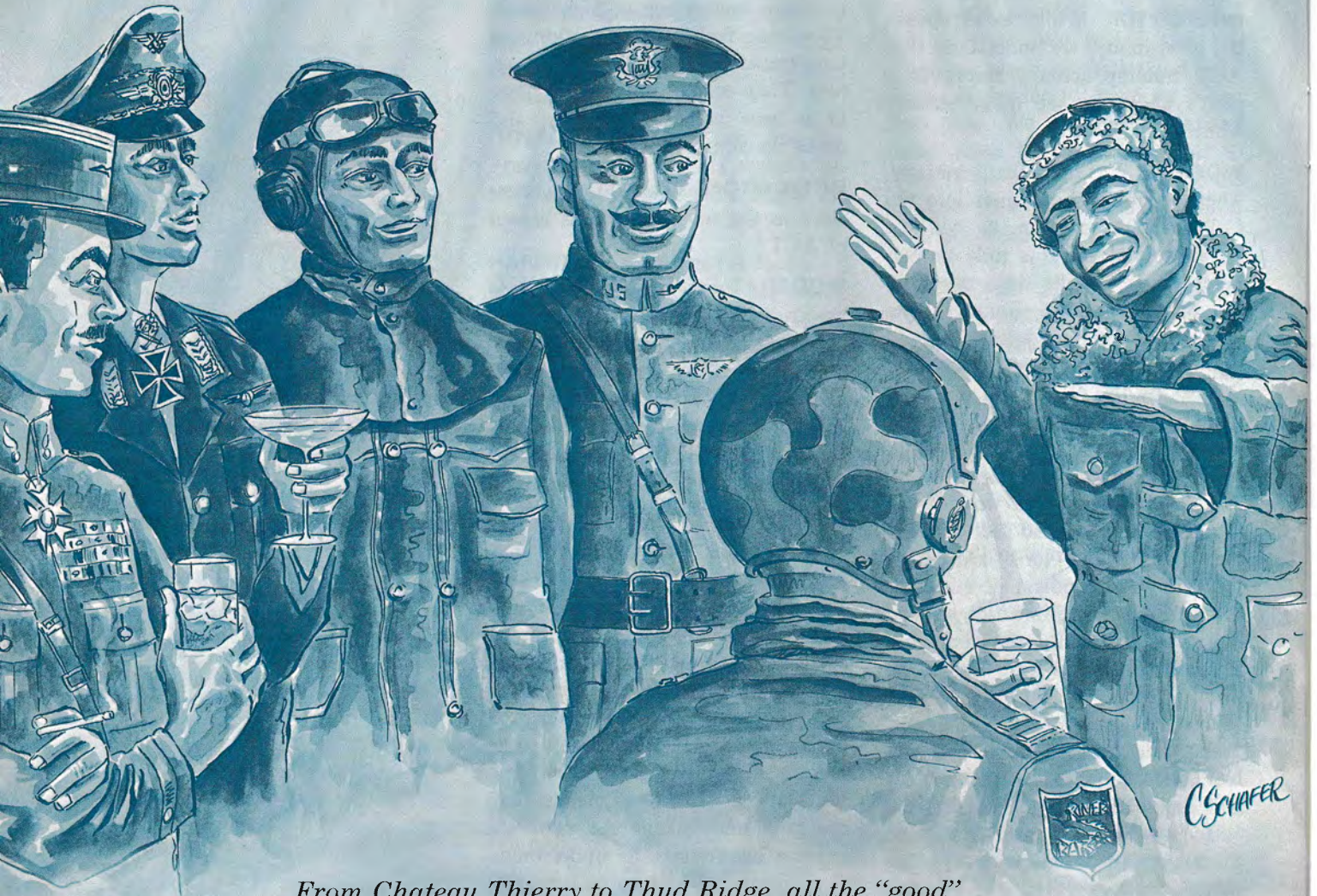
**WOELFEL:** I consider the most dangerous thing in ACT to be an unprepared, unbriefed pilot. If he's well prepared, well trained, and he knows what the mission consists of, he's not unsafe at all. But if he's unprepared, that individual is a safety hazard.

**HAIGHT:** Let me build on that just a bit. I think the one word that sums it all up is attitude. The attitude that has been instilled in the ADC/ACT pilot since he started our checkout program. We talked of this at the beginning of the interview, but he's got to have the professional approach, and I know that word is becoming trite. The professionalism in this case means that the pilot understands the performance of his aircraft, he understands the maneuvers, and he understands the overall aspects of the program. This builds in him the attitude that, "I'm going out there and I'm going to be the best fighter pilot in the sky, and I'm going to do it in the manner that I know will get the job done and will get it done safely." When a pilot has this attitude, he is safe. When a pilot doesn't, and he flies ACT or any mission, he's a hazard. ★



*WOELFEL: "I consider the most dangerous thing in ADC to be an unprepared, unbriefed pilot."*

# Fighter Pilot's Heaven



*From Chateau Thierry to Thud Ridge, all the "good" jocks who bought the farm are here where it's clear and a million.*

I'm writing this to you from Fighter Pilots' Heaven. I guess the fact that there is such a place comes as no surprise to you jocks down there on earth. For years you've been singing that there were "no fighter pilots

down in hell." Well, there *is* a Fighter Pilots' Heaven and I'm "the Angel what's in charge of the whole nine yards." I hope you'll forgive my language, but I've been around these fighter pilots so long that I

guess I sound like them. Anyway, when fighter pilots started coming up to heaven, it soon became apparent that they wanted a place away from the rest of the angels where they could party and tell war

stories. I guess I was the natural one to head up such a project. A couple of thousand years ago two "wingmen" (pardon the pun) and I did one of the first night "psy war" jobs on some shepherds at Bethlehem. When I told the pilots about that (and even angel fighter pilots don't exaggerate), they accepted me as one of them. Now they call me "the Base Commander," the "Couth Control Officer," and some of the newer guys jokingly refer to me as a "Winged Weenie" or something like that.

I was impressed with fighter pilots from the first day, and I continue to be more so every day. Naturally I was all for a Fighter Pilots' Heaven in a special place. Besides there are some "grunts," "crunchies," and "feather merchants" here who were complaining about the sounds of breaking glasses, the 4-5-6 games, and the incessant choruses of "Sammy Small" drowning out the choir of angels. (You know, one of the guys was mentioning the other day that we don't see many "Navigators - Bombardiers" around here. Maybe they've got their own place.)

If you've got a couple of minutes I'll describe our Heaven to you. Picture a great big Fighter Lounge or Stag Bar beautifully decorated with big comfortable leather chairs and bar stools. The wall to your left is lined with squadron beer mugs belonging to the guys from the time fighter squadrons began right up 'til today. The stewards put up a new one every day or so and then we welcome a new jock. There are no empty spaces on this beer mug rack since every man is assigned here permanently and there are no TDYs. But back to telling you about our heaven. The other wall is covered with beautiful pictures that the guys have brought from all over the world. With them are a lot of "Top

Gun" and "William Tell" awards. If you guys down there on earth are missing some trophies, don't sweat it. We're taking care of them.

We have plenty of card tables, poker chips, and always a fresh deck of cards. A few of the tables are covered with Army blankets. Old habits are hard to break. There is always a good supply of ping-pong balls and paddles and there is usually a game or two going on. The pool tables are freshly recovered, the cushions are true, the cues straight, and there is no table roll. Dartboards, shuffleboards, pinball, and slot machines abound. There are several big color televisions down at the far end (from up here the reception is terrific). One set shows nothing but football games while another specializes in "Debby Drake" and "The Goldiggers."

The drinks are free here and "Happy Hour" is continuous. But just like on earth, no one gets out of line. Since money is the root of all evil, it isn't used here except for games of chance and everyone has a continuing unpaid club bill just so we'll feel at home.

When you get here you'll probably recognize some of the bartenders and barmaids we have. Others have been here for a long time before you, but you'll soon become friends with them. There is a certain type of "barbender" and "nurse" who really did good work on earth and, when they were ready, we had them transferred here. There is that lovely French maid that the Spad flyers in the 94th Aero Squadron requested from Toul. She has that lilt in her voice and a sparkle in her eyes when she serves them cognac and champagne. They must have treated her well during the Big War. Remember the little "bloke" with the mustache at that pub at Coxhill who kidded the "Yanks" about the

way they murdered the "King's" English? And the two friendly sisters from the Inn at Ibsley? They're here. How about the huge Algerian bartender from Tafaraoui and the smiling "Nip" at Chitose who had such a hard time learning to make a dry ("dly") martini? You'll see them here, too. We also have in our employ several beauties from Darwin, Port Moresby, Pearl, and Hong Kong as well as those lovely Thai dolls from Korat and Ubon. There are others here from other places, but you get the idea. This really is Heaven!

Our membership comes from almost every nation and since the time of the first air fighters. The dress here is optional and it really is "optional." Some of our guys flew in the most outlandish getups! There are a couple of men in riding breeches and boots talking to some fellows in jungle fatigues and "G" suits. We have many in khaki uniforms, leather jackets, and "crush" hats, and some even flew in their duty uniforms and sheepskin boots. Of course the Astronauts and Cosmonauts here stand out even in this crowd and nobody elbows them at the bar. In their mortal lives they saw and did things that no other jock could claim. Now everyone here has the view from "on high."

There is a special group of guys here that have come up from that war you're fighting now. You've got some of them listed as Missing In Action and a few died in prison. They're here now and are in good hands. Of course, they wish that they could tell their loved ones of their status, but that, evidently, is not to be for a while. We all hope that you get that thing sorted out soon so those waiting gals can know for sure one way or the other.

I guess fighter pilots are the most nonnationalistic bunch of guys

you'll find anywhere. We've got jocks here from every country who ever had a fighter squadron and there are never arguments about which country is better. Oh, there have been some real hassles about the really important things like which is better air-to-air, the F-4, or the MiG-21, and one night I thought that a "Bloke" and a "Jerry" were going to "have at it" over the relative merits of the Focke-Wulf 190 and the Mk-7 Spitfire. Of course each man is proud of his country. In most cases he gave his earthly life defending it, but here the kinship of fellow fighter pilots prevails over everything else.

If you could walk through this Fighter Pilots' Heaven you'd hear some of the most exciting conversations anywhere. Over there at that big table by the fireplace are some guys from the Lafayette Escadrille, the "Hat in the Ring" Squadron, and the "Flying Circus" discussing tactics over cognac. (Here all fighter pilots speak the same language.) When these guys talk flying you can almost hear the Fokker Tri-wings, the Spads, and Nicuports as they wheel through the frozen skies over Pont du Mousson and the Marne. How deeply they are engrossed in what happened so many years ago and I know how they wish they could don those leather greatcoats and climb into their wooden craft to test their theories. They know they can never fly again, but they are true fighter pilots and they never stop seeking to improve their skills.

Over there at the end of the bar are three RAF Spitfire and Hurricane pilots with an American from the Eagle Squadron reminiscing over the Battle of Britain with some Me-109 jocks from the Luftwaffe.

"Jerry," exclaims the tall, red-haired Spitfire pilot with the blue tunic, white turtleneck sweater, and guardsman's mustache, "if your

leaders could have only known how close to the bloody end we were when we fought that big air battle back in 1940. We may have looked strong, but we had literally put up every crate that would fly — the lot! There were no reserves. But you didn't know and everything that flew fought and we knocked down so many of your planes that you backed off. Just long enough for us to get our breaths. It was all we needed."

And the Germans smile and nod their heads in silent agreement. They had argued with their leaders to keep up the offensive attacks on the airfields — they were working. But the superiors won the arguments, as is usually the case, and the tactics were changed — and the initiative was lost. And if they hadn't died in battle, they would have been relegated to some insignificant post in the backwash because they lacked judgment by arguing with their superiors. There are many ways to die.

And next to them a single Luftwaffe pilot, older than a lot of the others here, remembers over his Schnapps the days that he led his squadron of mostly teen-aged boys against the armada of Eighth Air Force B-17s that came daily to shatter his homeland in the latter days of the war. How brave those youngsters were as they hurled their ships against the interminable waves of bombers, day after day!

"LeMay's 'defensive box' formations of Flying Fortresses were almost impregnable," he thinks, "no matter what Goering and those others in the High Command thought."

And the cheery grins and rosy cheeks began to fade from his boys' faces as each evening in the Mess the beautiful beer steins of those lost that day were dashed into the fireplace. He shudders slightly as he recalls that day as he was showing some brand new replacements

the basics of fighter attack against the B-17s. It was only an instant after he saw that first sun-reflected glint of metal that a half-dozen American Mustangs ripped through his formation. Although his boys fought bravely, it immediately became apparent that the Americans were good and were systematically destroying his squadron. He rolled and feinted shooting short bursts trying to be everywhere in the battle and to drive off the attackers. One Mustang burst into flames before his guns. As he turned away from his prey to help another comrade (the new boy with the blond hair who had shown so much promise since he arrived), his cockpit was ripped apart by .50 caliber H.E.I. The noise, the heat . . . the pain. But that was long ago and there is no pain here.

"But," he wonders, "how could I have been better?"

Across the room, a group of Russian pilots are in a serious discussion with some American Navy jocks. You wonder what these two groups could possibly have in common until you hear them compare the risks of operating their Stormavics and Yak 9s from the snow-covered fields near Stalingrad with those of coming aboard a "straight deck" carrier in a damaged Corsair or Hellcat. And further down the bar, a tough-looking P-40 pilot in a battered leather jacket with an American flag (48 stars) and Chinese writing below it, listens and watches intently as a Japanese "Zero" pilot vividly describes and gestures his recounting of a long ago dog fight in the skies over China. As his story unfolds, one can almost envision his expressive hands as shark-nosed "Tomahawks" and "meat ball" painted Zeros. Then distance, time, and nationality vanish as each man vividly imagines the sensations the other feels and, in a small way, re-

lives those adventures in his mind.

And so it goes in our Fighter Pilots' Heaven. Conversations may be good-natured or "highly animated," but they are always positive. These guys never really changed from when they were down on earth with you and the guys before you. They'll argue forever (and we can do that up here) when they know they're right, but they always keep an ear open to learn something new. Maybe just that one technique that might have given him a slight edge. Oh, they know they'll never "hassle" again, but no true Fighter Pilot ever stops learning.

You know, not every guy who ever flew fighters is here. There are a lot of guys wandering around somewhere who flew *in* fighters while they were on earth, but weren't true Fighter Pilots. Some of them "bought it" in training — got a target fixation on the range or couldn't hack the weather when the field went down. Or maybe they hadn't been looking around enough and let some "shooter" get "into their six." The "shooter" is here, but they're not. They are not excluded because they got shot down, but because they weren't working hard enough and could have avoided getting shot down with a little more effort and discipline.

And you know something else? There are a few guys here that never even flew fighters. We have FACs, guys that flew bombers, tankers — just about everything — there are even some GIBs, WSOs, and civilians. But they are still Fighter Pilots. They are because they have that attitude it takes to make a true Fighter Pilot. It's that old "I think I'm better than just about anybody, but, just in case I'm not, I'd better keep trying to improve myself" attitude. While they lived they felt that they could "fly the crate it came in" yet they respected their machines and

the techniques that had proven most effective for flying and fighting — and they didn't forget them.

So they're all here. There are some famous ones and many, many "Blue Fours." But everyone is a true Fighter Pilot and their sagas range chronologically from the first air battle and geographically from every corner of your earthly world. It doesn't matter which way their prop turned, how their turbine sounded, whether their altimeters read in meters or feet, or whether they faced freezing in an open cockpit or a capsule decompression. They may have come from a Jagdgeschwader or called themselves "Yankee Doodle Dandies," "Black Sheep," or "River Rats," but they are brothers in a "here and now" that will remain forever.

Some came here at the peak of their mortal lives. Maybe they couldn't evade that SAM, or they were outnumbered (or outmaneuvered by that guy who was just a little better), or they dove through a burst of flak in order to hit the target — or maybe their engine just quit on the turn to final. At any rate, they lived life fully until their sudden death and there are few regrets. How many men can die doing what they liked to do best?

Others came here long after their flying days were over. They had left the cockpit and gone into other, less thrilling fields of endeavor. And they were usually successful because they applied the same effort, determination, and discipline to these other careers as they did to their flying — and, as a result, they "Did It Better."

Maybe that's what all this "Fighter Pilots Do It Better" business is about. They weren't born better. I think the secret is that they care more and try harder to be as good as they can be — at flying and at anything else they try. And I guess

they realized that in the fighter business, you can only really depend on "ole Ish." The good ones never stopped learning and working at being the best they could.

I sometimes see them look down at you there on earth and shake their heads when some "hot rock" dings a perfectly good fighter and himself because he misjudged a "hot nose" or buzz job, or *almost* flew under that bridge. He may have been a good man who lived a good life on earth. Maybe he deserves heaven, but he wasted his talent and gave all fighter pilots a smudge on their good name. If he makes heaven, it won't be this part. Our Rules Committee is extremely fair, but good Fighter Pilots aren't "hot dogs" and it takes more than a "G" suit, a big "stache", and a scarf to qualify here.

I guess you've all lost a buddy or two in this flying game. Well, if he was a good Fighter Pilot, he's here. If you want to see him again when your tour on earth is over, be a good Fighter Pilot too. Follow the rules, work hard, learn all you can — be better. Everyone knows that you can't always be safe in the fighter business, but you can limit those chances you have to take to those chances you *have* to take. Be the old Master of the Calculated Risk. Don't expose yourself to any unnecessary ones by overextending yourself, showing off, or not paying attention to what you're doing.

If you've taken what I've said here seriously, you already have the right attitude and you may be well on your way to becoming the "good Fighter Pilot" I've been talking about.

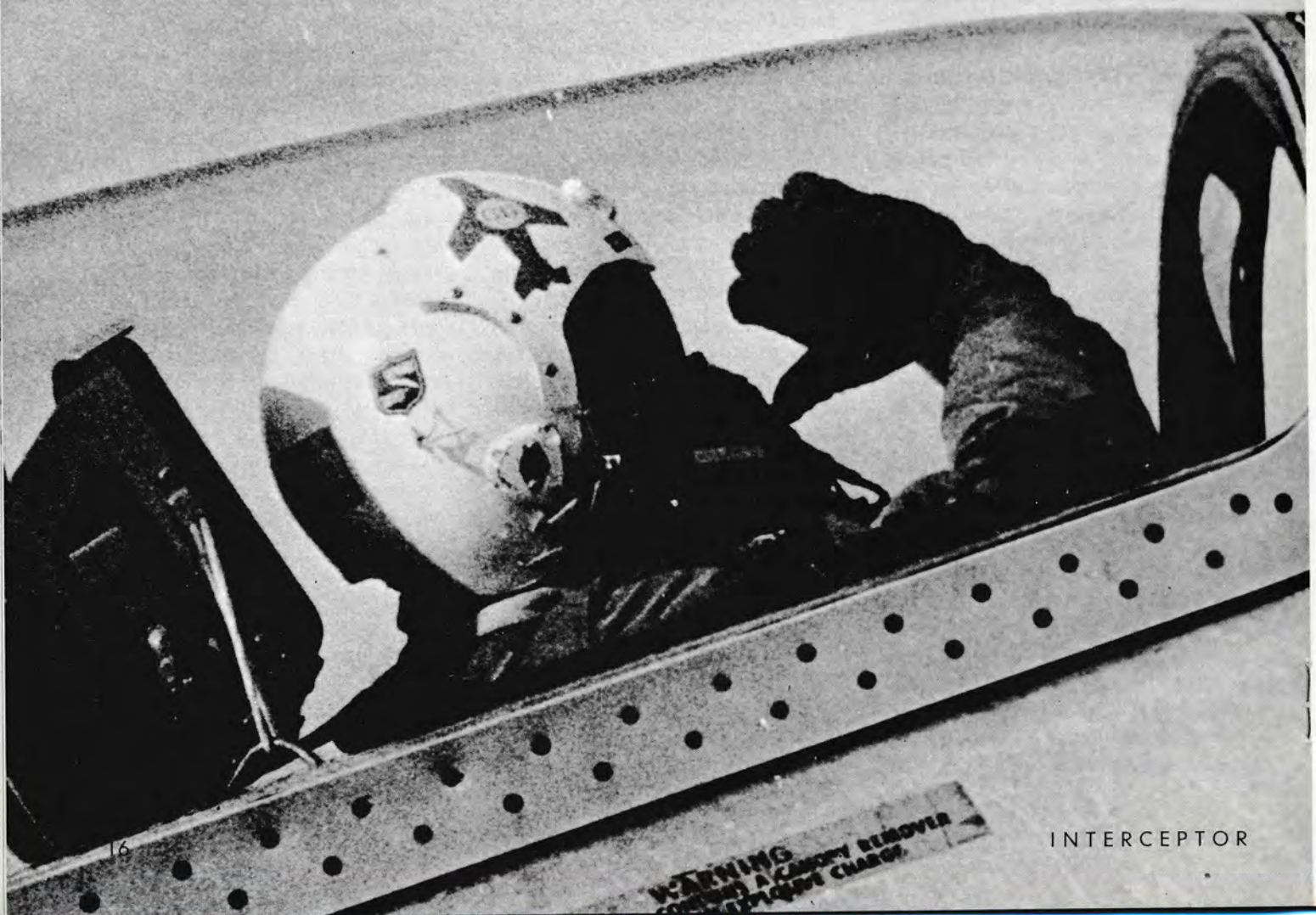
If so, we'll see you here when it's time. There's plenty of room and all the guys say it's Sierra Hotel. Just walk right in, throw your hat on the bar, and ring the bell.

Cheers . . . you did it better! ★

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# Throw a Nickel on the Grass

by  
**CAPT DENNIS M. BIGGS**  
*AFSC/SED*



INTERCEPTOR



**Y**ou call your flight commander, "I've got oil pressure dropping and a blocked pitot static system!"

There's dead silence. Even the ever-present static and unnecessary chatter has been replaced by the sound of your whining jet. This sound, too, shall depart if you don't get across to your lead the difficulties you are experiencing with the air machine.

No sweat — you just passed Podunk AFB forty miles back where there is ten thousand feet of runway.

The oil pressure is now dropping below 25 psi and the airspeed is steady on 35 knots. You pull up beside your lead and after a few "years" he finally looks your way. You signal to him in frantic downward motions with the left arm extended, fist clenched, and thumb down. Lead pulls up, extends the speed brakes, and reduces power. A few seconds later he recycles his gear and gives you the O.K. signal. You shake your fist at him in reply.

After a few more "months" you regain his attention and hold a clenched fist at the top of the canopy. The you hold up five fingers. Lead starts descending from FL 310 and, after a few seconds, levels off at what you guess to be about FL 200.

The oil pressure is now dropping past 15 psi, and the airspeed still indicates 35 knots.

It finally dawns on you that since your radio is out, lead misinterpreted your signal as electrical failure and is continuing to the filed destination 150 N.M. away. Since lead asked for a fuel check before the emergency began, you decide to use that signal.

Lead's attention is regained and you give him a fuel count of 1000 pounds. He starts a descending turn to Podunk signaling you for another fuel check to verify your first signal.

You again give him 1000 pounds and pat your shoulders indicating you want to land on his wing. He nods O.K.

The oil pressure is now indicating zero. Twenty miles out the engine starts to vibrate followed shortly by fire lights and a flameout.

The aircraft impacts eight miles short of Podunk.

Taking time to read the Dash One is a chore in itself. Taking time to read AFR 60-15, "Aircraft Cockpit and Formation Flight Signal," and AFR 60-11, "Aircraft Operation and Movement on the Ground or Water" occurs about once a year.

Misinterpretation of ground signals can spell a-c-c-i-d-e-n-t-s, also. A recent accident occurred in another command during a practice scramble when the aircraft ran over a crew chief due to signal confusion.

A recent incident also occurred when an aircraft collided with a power unit. The crew chief misinterpreted the pilot's one-handed "disconnect power" for a "chock out" signal. The pilot didn't realize he was moving until he contacted the ground power unit.

The hard and fast rule for pilots and ground crewmen is: If you don't understand the signal or you're not sure of it, STOP! Don't bet your plane or your life on an assumption.

Check your knowledge of signals by the following test:

1. You are returning VFR from a mission with an inoperative radio. What procedure do you follow?

a. Rock your wings on initial displaying navigation lights on steady bright. Break downwind and watch for green light.

b. Fly 800 feet AGL along the inside of the runway with landing lights on, and nav lights on bright flash until you reach the end of the runway. Turn downwind and watch for green light.

c. Fly aircraft along the side of the landing runway 1000 feet AGL, rocking wings until you reach the end of the runway. Turn downwind and watch for green light.

d. Fly 500 feet below pattern altitude along the inside of the runway blinking your landing lights. Turn to downwind and watch for green light.

2. You are experiencing cabin pressure problems and desire the lead to descend to a lower altitude.

a. Make a horizontal motion with the open hand, palm down.

b. Make a downward motion with clenched fist and thumb extended, followed by the number of fingers indicating the altitude to descend to.

c. Move the hand, flat, with palm down, from above the head forward and downward, finishing the signal with a horizontal movement to indicate level off.

d. Hold hand at top of canopy, palm down, fingers extended and joined. Move hand forward and down.

3. You are flying wing and have fuel problems. How do you convey your problem to lead?

a. Close fist with thumb extended and perform drinking motion with thumb touching the oxygen mask, followed by the number of fingers (one finger for each 1000 lbs. remaining).

b. Clench fist and hold it at top of canopy, then hold up three fingers.

c. Close fist with thumb extended and perform drinking motion with thumb touching the oxygen mask followed by the "land immediately" signal.

d. Clench fist and hold it at top of canopy, then hold up one finger.

4. You are on a night mission and Approach Control informs you

they have an aircraft over the TACAN at 20,000 feet squawking emergency. You climb your T-33 and join on the aircraft which is an F-100. The F-100 pilot signals you with his flashlight. He flashes a series of dashes, and, after a pause, he blinks his flashlight four more times. What is the signal, and what do you do?

a. Aircraft Emergency (must land as soon as possible). Desire a final approach speed of 170 KIAS. You lead him down flying a straight in approach declaring an emergency. Turn navigation lights to bright steady momentarily for gear and flaps. *You* execute a go-around.

b. Aircraft Emergency (must land as soon as possible). Procedure same as above except desired final approach speed is 150 KIAS.

c. Aircraft Having Minor Difficulties. Desired approach speed is 150 KIAS. Use same procedure as a, except you will not declare an emergency.

5. You are on a night cross-country and experience complete electrical failure. What is the correct VFR procedure to use at destination?

a. Fly 500 feet over the tower to the end of the runway, pull up into a downwind leg, and proceed with a normal landing while watching tower for signals.

b. Same as procedure a. except you fly the pattern 500 feet below traffic pattern altitude to remain clear of other traffic.

c. Fly 500 feet between tower and the runway, maintain 500 feet and make a straight-in approach, while watching tower for signals on the short final.

d. Squawk emergency on the IFF and make a straight-in approach observing tower for signals.

6. You are on a night mission with a chase aircraft, and experience radio failure. To give the lead to the chase aircraft, what signal do you

use?

a. Make a rapid vertical movement with the flashlight.

b. Point the flashlight at the chase aircraft and give him a series of dashes.

c. Point a steady light at the chase aircraft.

d. Hold flashlight parallel to canopy rail and with a steady light, move it from rear toward the front of the canopy.

7. You are preparing to depart in instrument conditions and you desire to have the crew chief check the pitot heat. What is the correct signal?

a. Pilot raises arm upward in a position resembling a probe. Marshall gives O.K. signal if no malfunctions are observed.

b. Pilot points forward with the index finger with the arm straight and parallel with the aircraft fuselage. Crew chief gives O.K. signal if no malfunctions are observed.

c. Pilot grasps extended forefinger of left hand with right hand. Marshall gives O.K. signal if no malfunctions are observed.

d. Pilot holds clenched fist in front of mouth and makes a blowing indication. Marshall gives O.K. signal if system is operating.

8. The correct signal to have external power applied is:

a. Pilot's hands above his head; right fist partially clenched; left hand moved in direction of right hand, with two fingers extended and inserted into circle made by fingers of the right hand.

b. Pilot's hands above his head; left hand cupped; right fist fully clenched; right fist moved in direction of left hand and inserted into cup made by left hand.

c. Same as a. except left hand partially clenched, moving right hand with two fingers extended into the left hand.

d. Same as b. except you must reverse the hands.

9. After parking the aircraft at night you observe the marshaller as pictured below. What is he signaling you to do?

- Close speed brakes.
- Slow down.
- Close flaps.
- Marshalling finished.

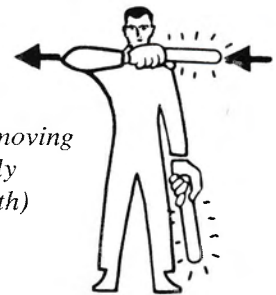
(Bring lights together from vertical to horizontal)



10. After parking the aircraft at night you observe the marshaller as pictured below. What is he signaling for?

- Marshalling finished.
- Move nose wheel.
- Cut engines.
- Cut navigation lights off.

(Right arm moving horizontally back and forth)



Answers are below. If you missed two or more questions it's time to take that yearly peek at AFRs 60-15 and 60-11.

Don't be surprised in the future if you find similar questions popping up on your proficiency and emergency examinations. Forewarned is forearmed!

Most important, I hope this nickel's worth of information keeps you from getting into an embarrassing situation or, better yet, that it may enable you to save a fellow pilot someday. ★

7-c, 8-c, 9-c, 10-c  
1-c, 2-d, 3-b, 4-c, 5-a, 6-d,

Courtesy The Professional Approach



## Coolstone and the Weatherman

by MR. ROGER G. CREWSE • ADC/SEY

Coolstone One and Two had been terrorizing the Spokane Guard Squadron for several days on a "We're here to help you" visit. Finally, much to the relief of the Guard Commander, they had expended the majority of their vast "we are here to help you" expertise and it was now time for them to go home.

They stumbled out to their old, weary, but hopefully trustworthy T-bird. As they neared, they checked it carefully for any major puddling of fluids underneath, or substantial trickles that *might* indicate a problem, which would keep them beyond their last clean shorts time.

They were both ready to go home, but not near as ready as their hosts were to have them go. In fact, not only was the Group Commander with them, but even the Chief of Maintenance, an unheard of honor. He had really come along so as to closely supervise any quick fix activities that might become necessary at the slightest hint of an abort. He had two chiefs present for the starting chores who could rebuild a T-

bird (and had) in a very short while, should it become necessary.

With the preflight completed, and only those few hip pocket write-ups against the bird, it was obvious that the T-bird was capable of flight to Colorado Springs. The first major decision that One and Two had made was whether they would be able to go direct or would be required to land at some intermediate base. They had solved that problem when they found that the weather at the Springs was 4,000 broken, and that the effective tail wind at altitude was 50 knots. There was no forecasted change expected either for the winds or the Colorado Springs weather.

The first meaningful dialogue Coolstone One and Two had concerning the proposed flight was about who was going to fly the front seat. As Two started up the ladder for the front seat position. One said: "Now wait just a minute. You flew it out. I fly it back. OK?"

"Well," said Two with an innocently injured tone sneaking into his voice, "the chutes and stuff are al-

ready in and I didn't think, in deference to your age, you would care to go through the exercise of changing them."

"Look," said One, "in deference to my rank, which is considerably higher than yours, and which should really not be necessary for me to point out, and in deference to my age, which is certainly not debatable, you switch the equipment and I will fly the front seat. I remind you of the fact that you conned me into the back coming out, knowing full well that you would get two sorties and I probably would only get one going back."

"Yes, Sir," said Rock Two, and quickly set about transferring the equipment.

They started up, got the clearance, and taxied out, failing to note the exalted expressions on the faces of their hosts.

"Not a bad outfit," said One to Two.

"Rog," said Two, "but not as professional as they could be. I sure wrote them up for not having five guys towing that aircraft. Can you imagine? Only three."

"That was pretty bad," said One, "and I got them cold-turkey on those jacks underneath the 101. *Not even stenciled this year.* I will be interested to see their explanation. I didn't write them up for the light bulb burned out in the latrine however, I just discussed it with the Commander. He assured me that it would be changed. The undated, cracked hard boiled eggs are going into the report. I didn't compromise on that."

The discussion was cut short as they neared the runway. They went through Last Chance, made their pretakeoff checks, and were released by the tower to have at it. After takeoff, the T-33 wearily began its climb to 330. This spectacular climb

performance caused Two to remark, "Those climb figures are something else. If they ever were right, they must have represented a T-33 years ago that would have been a pure joy to fly."

After finally leveling off, and with cruise set up (96%), the first ground speed check indicated that they were clipping along at a brisk 420. They would arrive at the Springs, all things equal, with almost 160 gallons of fuel.

Shortly after they had passed Malad City, Coolstone One called Hill Metro for Colorado Springs weather. Metro advised that the field was 4,000 broken, 50 miles visibility plus, and was forecasted to remain that way for the next several hours. This was pretty much the same weather as had been given to the pilots at Spokane. The thought did occur to One that the weather Hill gave them did, in fact, sound identical to the one they initially received. One tried, but couldn't remember whether the sequences came in 15 after the hour before the hour, or, was it on the half hour? But no sweat, no problem. With their ground speed they would be at the Springs in less than an hour.

It was starting to get dark from the ground up, as it does when you're flying at altitude. And up ahead now, the pilots could see a lower deck was beginning to develop. When they were almost a hundred miles out, Denver Center called, "Coolstone One from Denver Center. You are cleared for descent to Flight Level 240, pilot's discretion. And what type of an approach are you requesting for the Springs?"

Now Pete Field's instrument runway was closed for construction and had been for quite a while. The only instrument recovery that could be made was an ILS to Runway 35, then circling to anything handy; or a surveillance approach to 30, which

had become the primary runway during the construction period.

"Denver from Coolstone One. Request an enroute with a surveillance to 30. And say Colorado Springs weather, please."

"Roger, Coolstone, stand by," answered Denver.

One pulled back the power slightly and began a gradual descent. Denver came back with the weather. "4,000 broken, 50 miles vis, winds northwest at 12," he said.

"Can't hardly beat that," One told Two. "Even the winds are right down the old slot." As an afterthought, and mostly to impress Two on his thoroughness, One asked Denver what Buckley was carrying.

"Roger," said Denver, "Buckley has 100 obscured with a half mile in blowing snow."

"Roger," said the Rock. "How about Pueblo?"

"Pueblo," said the Center, "was carrying 200 overcast, one mile in snow showers on their last sequence."

"Man," said One to Two, "good thing the Springs is open. There is a lot of rotten weather around."

Two agreed.

They were cleared on down to 12 from 24 and at about 18 the little group entered the tops of the overcast. As they descended, Two commented that it was getting damned seldom between those breaks. In fact, it was solid . . . not break one.

At 12,000 they were turned over to Springs approach control radar, placed on a downwind for 30, and descended to 8,000. It was here that One found that the speed brakes would not open and Two discovered that neither the oil pressure nor the fuel pressure instruments were working. They announced their discoveries at the same time. This caused a minute or two to be necessary so that cockpit communications could be reestablished at an understand-

able level.

"Peanut inverter," said Two. "No sweat,"

"Unless you have your speed brakes in neutral," said One, "we just don't have any."

Fuel was about 150, which was no problem . . . but there were still no breaks in the cloud deck, which was beginning to really concern both pilots, even though they did not discuss it.

One had a local problem. He was trying to get down to gear lowering speed, lose another 1,000 feet, and, at the same time, radar turned them to a base and called for an even lower altitude.

With the throttle at idle and the horn blowing, One decided to level for a moment, get the speed down, lower the gear, and then get down to where he was supposed to be.

Radar called, "Tombstone One . . . er . . . Coolstone One, that is, I have a special weather observation for you. The field is now 200 obscured, one half mile in snow, and the winds are from the north 15 gusting to 25."

"What are minimums?" One yelled to Two.

"Four hundred and one," Two answered.

"Tombstone One, from Radar. Did you copy that weather?"

"Roger, Radar. And that's Coolstone One . . . not Tombstone."

"Tombstone . . . er . . . Coolstone One, I believe that is below your minimums, Sir, and turn now to 320 for your final approach."

At this point, One and Two had a highly technical discussion.

"Buckley is down," said One.

"Pueblo is down," said Two.

"We have 148 gallons of fuel left," said One.

"Looks like it's here or no place," said Two.

"Roger, Radar," said One.

"Tombstone One from Radar.

Visibility is now reported to be lowering on the approach end of 30 to less than a half mile." Radar didn't want to tell them how much less for fear of breaking their spirit altogether. "What are your intentions, Sir?"

"Radar, from Tombstone One. I intend to land."

The Controller's voice went up at least a half octave as he settled down to running as tight a final as he knew how.

"OK, Two," said One, "here's what we will do. I'll fly the final right on down to minimums and you see if you can pick up the ground visually. You will be able to see through the snow from the back better than I can from the front."

"Rog," said Two, not really convinced, and instinctively he tightened his lap belt and harnesses. Then he involuntarily passed his hand along the right side of the armrest, feeling for a pin which wasn't there.

It was obvious that they had a strong crosswind. The Controller had them almost 25 degrees into it, but he had killed the wind quickly as soon as he became convinced that Tombstone flight was really going to run the approach.

One finally got somewhere near final approach airspeed and let the aircraft right on down. "Minimums," said One. "Do you see anything?"

"Negative," said Two. "Let it down another couple of hundred feet."

The descent was continued.

"Two hundred feet," said One.

Two had his eyeballs lying flat on the canopy, but a one-dimensional blackboard with lots of snowflakes on it was all he could see, and the esthetic qualities of the view did not impress him one bit.

"You are going to have to let it down more," said Two. "I can't see a thing."

Very carefully One eased it down. He had flown out of Pete for several years and was aware that the terrain was lower on the approach for 30 than at the runway, but he didn't have all that much faith in his altimeter.

"Two miles out," Radar was saying and the heading was steady which gave One some confidence that, if they ever did break out, this Cat had them lined up so they could land.

"Do you see the ground yet?" he asked Two. "I'm reading 6,100 feet and you know what that means."

"Not a thing," said Two. Then he remembered something from his early T-bird days. Something he had never used, nor had he ever needed to use it. What he remembered was that the altimeter read 50 or 60 feet low with gear flaps down on final. He couldn't remember exactly how much, but he knew it read low.

"Let it on down," said Two. "Just ease it down." (Not able to explain to One why.)

Very, very reluctantly One pulled the power back again, and very, very slowly he started down.

Two saw the ground, but it raised the hair right up on the back of his head because it looked like he could reach out and touch it. At the same time, One saw an even 6,000 feet on his altimeter. His adrenalin level, which was already critical, went clear out of sight.

"I've got the ground," said Two. "And what's that out there to the left?" Two big red balls of light had shown up about 20 degrees left of their nose.

"It's the runway!" shouted One triumphantly. "No sweat."

For the first time Two became aware of the God-awful noises on the interphone. He held his breath momentarily. The noise level reduced considerably, but it was still high.

One set it down nicely on the snow-covered runway, and, after only a brief struggle for directional control, which was really anticlimactical now, completed the landing roll.

They pulled into the parking area, shut down, and then just sat there for a minute attempting to get pulse and respiration rates somewhere near normal.

Simultaneously, as they sat, without collusion of any kind, they both began a slow burn. By the time One and Two had arrived at Base Operations, it was a fully qualified conflagration and it was presented promptly to the weather office.

"Tell me," said One to the forecaster.

"Yeah! Yeah!" said Two. "Tell him."

"Tell me," One continued, "I just landed out there on that runway. How do you go from 4,000 broken, 50 miles, to whatever it is now, certainly less than 200 and a half, without an intermediate observation?"

"Yeah! Yeah!" said Two. "Tell him."

"I don't really know," said the forecaster. "We don't take the observations after 1800. It's the responsibility of the civilians then. But as far as I know, our radio is still working. Did you call?"

Having played this game for a good many years, One and Two knew they had been had. With the fire level considerably down now, they left the weather office and One found a phone. He dialed and, after a moment, said, "Let me talk to the on-duty controller."

There was a moment's delay. Then he said, "This is Tombstone . . . er . . . Coolstone One and that was one hell of a fine approach you ran out there. Thanks a lot."

The Controller was stunned. He had received many calls from pilots, but few like this one. ★

**INTERCEPTOR Magazine welcomes the following Air National Guard units to the Aerospace Defense Command family:**



**102 Fighter Group, Otis ANGB, Massachusetts (F-106),  
formerly the 102 Tactical Fighter Group (F-100)**



**106 Fighter Group, Suffolk County Airport, New York (F-102),  
formerly the 106 Air Refueling Group (KC-97)**



**177 Fighter Group, Atlantic City Airport, New Jersey (F-106),  
formerly the 177 Tactical Fighter Group (F-105)**



**191 Fighter Group, Selfridge ANGB, Michigan (F-106),  
formerly the 191 Air Reconnaissance Group (RF-101)**

**And our congratulations to the 120 Fighter Group, Great Falls IAP,  
Montana, on their conversion from the F-102 to the F-106 aircraft.**

# INTERCEPTOR'S Guide to the ANG

**W**hen active Air Force people (RAFSOBs) talk with their counterparts in the Air National Guard (FANGOs), they are often bombarded by terms that they don't understand. (Of course, no RAFSOB would ever admit this, or ask for an explanation.) The terms "Full-time Alert," "Part-timer," "Drill Status," "Air Technician," "UTA," "AFTP," "Equivalent Training," and many others casually invade the conversation and the regular Air Force troop passes them off by a "knowing nod" and a blank facial expression. But those days are past, because we now present INTERCEPTOR's guide to the ANG or "Everything you ever wanted to know about Guard jargon, but were afraid to ask!"

- **AIR TECHNICIAN.** A full time ANG employee in federal civil service career employment. As a civil service employee, he is subject to civil pay scales. "Special category" ANG hiring procedures are used with entitlement for all civil service benefits. Each officer and airman position in this force is defined by a General Schedule/Wage Board classification. Although the numbers vary slightly between units with different type aircraft, most ANG units maintain approximately 25 percent of their total personnel in the Air Tech status. Each ANG base detachment commander manages this work force under the administrative control of the Adjutant General of

the respective state.

- **DRILL STATUS, PART-TIME, TRADITIONAL GUARDSMAN.** All of these terms are synonymous and refer to an officer or airman who is not an air technician, but participates in the ANG program as a member of the military unit. These men or women (ANG units now have WAF positions) normally live in the communities near the ANG base and either have civilian jobs or are college students. Their pay is based on military rank, longevity of service, flight pay if rated, and the number of days of duty performed. The duty days authorized annually for these people are:

- **Unit Training Assemblies (UTAs)** — 48 days. These days may be performed in increments of at least four hours, but are normally accomplished during one weekend a month. On this scheduled weekend the training is condensed so that 4 days' training is accomplished in the 16-hour period. (8 hours Saturday and 8 hours Sunday.)

- **Equivalent Training (EQT)**—the "make up" days for excused absences from scheduled UTAs.

- **Annual Training (AT)** — 15 days. This training may be performed consecutively or one day at a time. The usual method is by a summer encampment where the members are on active duty, work

a full day, and draw full pay plus housing and quarters allowances.

- **Additional Flying Training Periods (AFTPs)** — 36 days. This duty is authorized for rated Air Guardsmen to meet aircrew flying proficiency requirements.

The total number of duty days for the Drill Status Guardsmen (48 UTAs + 15 AT + 36 AFTPs) adds up to 99 or a little over \$3,700 a year pay for a rated Captain over four. In addition to these 99 authorized training days, another type of training, called "special training," is provided for special missions and exercises. This training, in ADC for example, is used to provide pay for ANG target pilots.

- **ALERT STATUS**—for ADC/ANG units. This duty is open to operationally ready (OR) aircrews to support the unit's ADC alert commitment. Each ADC/ANG unit is authorized a specific number of man-days which are usually scheduled on a monthly or bi-monthly basis. Each pilot or WSO, depending on his availability, participates in the alert program, and a few aircrews in each unit may be placed on "full-time" alert status (a 30 day or more tour).

This ends our guide to the ANG, our information source informs us that any other questions will be answered by your "friendly neighborhood guard unit." ★



**OPERATIONAL  
READINESS  
INSPECTION TEAM  
HQ, ADC**

## **ADC/NORAD "TOGETHERNESS"**

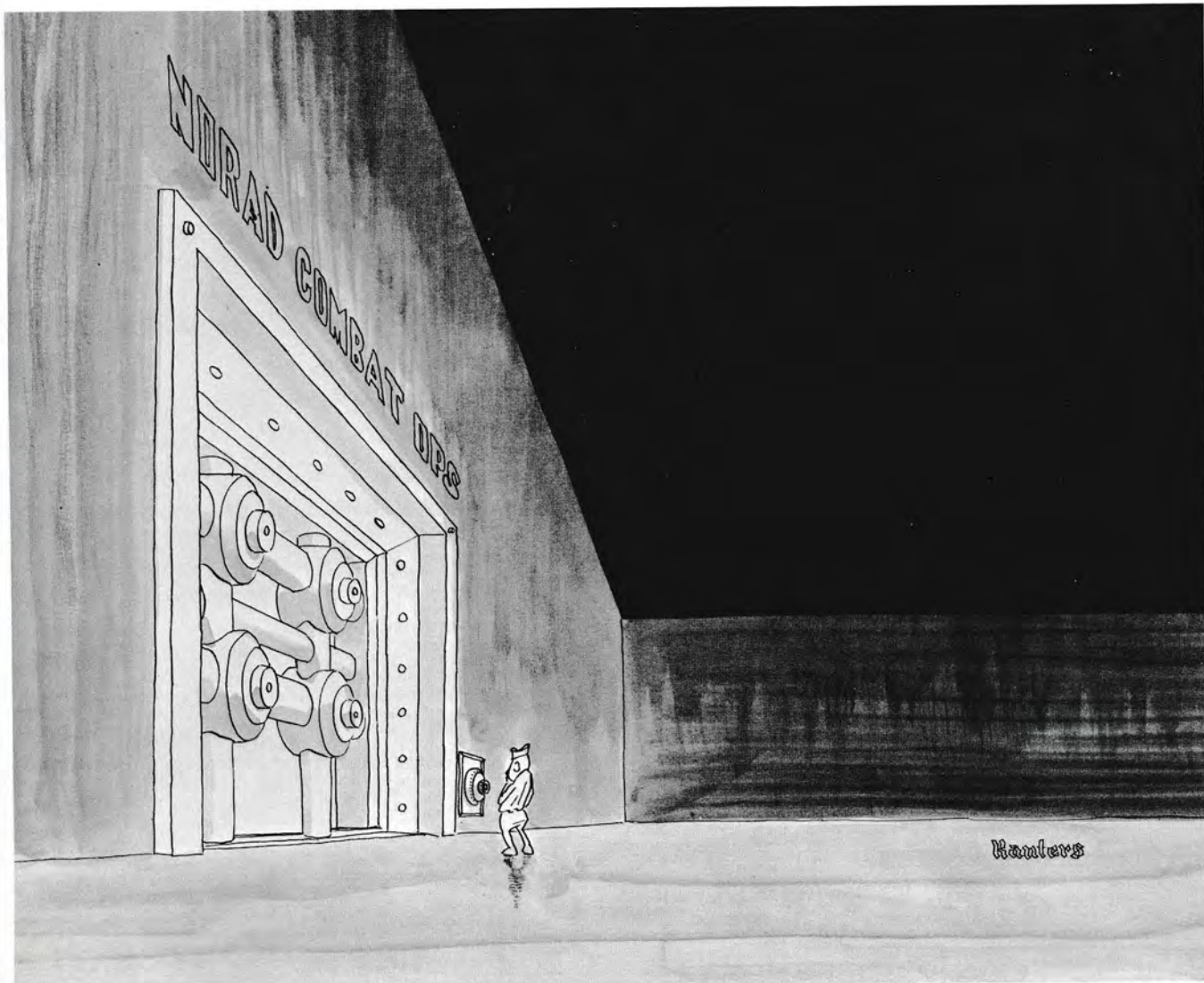
By now most of you have been exposed to the combined ADC ORI and NORAD Evaluation. We have worked very hard to eliminate most of the problems and perhaps we can now shed some light on the advantages, differences, and similarities of the combined inspections. While the specific criteria for functional areas to be inspected are outlined in ADC OPLAN 6-70 and in NORADR 55-13, there are three different inspections that could be in progress simultaneously. First, NORAD will conduct a region wide evaluation of the total system to include ground environment, command and control, ADA, BOMARC, AEW&C, and FISq participation. Secondly, ADC ORI will use part of the same exercise, with the exception of those fakers programmed for ADA, for an operational readiness test (ORT). Third, a general inspection of the support areas may be conducted at the applicable squadron/group/base level.

**PURPOSE** — One of the biggest reasons for a joint evaluation by both commands is the cost factor. With a combined team, we can reduce inspector augmentation and transportation requests by 50 percent as only one team will be sent to a unit each year. Perhaps a larger cost savings is realized in the faker force requirements. By using the same exercise to conduct two inspections, one less faker force is required each year. Another prime reason for the combined evaluation is to relieve the regions of the problem of being constantly

"under the gun" for some type of inspection. In the past, a region commander could almost count on an inspection somewhere in his region each month. The combined inspection schedule should ease this situation somewhat.

**SCHEDULE OF EVENTS** — The first item on the agenda when the combined team arrives is a mutual briefing and personnel introductions. This briefing is normally followed by written examinations. (Refer to ADC OPLAN 6--70 and NORADR 55-13 for who and how many individuals are to be tested) NORAD will administer the Operations Supervisor, Battle Staff Support Center (BSSC), and ADA tests. All other tests will be given by ADC ORI. Inspection of areas such as training, PLC/HRP, and CDIF, also begins the first day but most often these inspections are interrupted by the ORT and will not be completed until after the air battle. Some time during the week a BOMARC confidence check will be required in units so equipped. Also, a simulated BOMARC exercise will normally be included in the ORT. Level I operations may include a transition to level IV or Level V operations. Night two usually involves Level IV actions, but may include transition to or from Level I. You can expect a simulated and live flush during one of these phases. So, as you can see, there is no specific pattern set for levels of operation on either night of the ORT. The remainder of the week includes the thorough analy-





**"Right to 38, left to 10 . . . no, right 83, left 38 plus 10 . . . no, right 48 . . . no . . . let's see . . . I enlisted in '47, minus my age . . . no . . . right to my AFSC less the last three of of . . . no . . ."**

sis and completion of inspection activities.

**REPORTS AND RATING** — ADC publishes a narrative report, commonly referred to as the Gold Book. The ORI report does not include the results of ADA but may include comments on BOMARC employment and control, and Level V operations. When a general inspection is conducted with an ORI, the findings listed in the book are answerable and processing instructions are outlined in the cover letter. Also, an ORI message report is addressed to HQ USAF and may require a reply through channels. The unit ratings

will be included in both reports and are briefed at the formal exit critique. NORAD will publish a draft report and leave copies at the RCC. However, the unit rating by NORAD will be determined by CINC-NORAD at a later date and the final report published at HQ NORAD.

Now that we are about to start the inspection cycle over again, we hope this article will provide some insight into our combined inspection policies and plans.

**JAMES M. THOMAS, Colonel, USAF**  
Director, Operational Inspection



# ✓ POINTS

We would sincerely appreciate your inputs mailed directly to:  
The Editor, INTERCEPTOR, Hq ADC (SED), Ent AFB, CO 80912

✓ Standard instrument flying procedures and techniques are established in AFM 51-37, "Instrument Flying." Since aircraft flight instrumentation and mission objectives are so varied, this manual is necessarily general regarding equipment and detailed accomplishment of maneuvers. The individual aircraft flight manual provides detailed instructions required for particular aircraft instrumentation or characteristics. AFM 51-37 provides adequate guidance for instrument flight under most circumstances, but it is not a substitute for sound judgment. The 1 November 1971 revision of AFM 51-37, among other things:

- Includes present physiological training concepts.
  - Explains angle of attack and its use during instrument approaches.
  - Adds a new chapter on nonprecision terminal instrument approaches.
- This manual serves as a "bible" for the Air Force instrument pilot. (TIG Brief)

✓ Policies for administering Air Force Aero Clubs have been recently and extensively revised. The new AFM 215-8, 26 November 1971, contains new guidance which

applies world-wide and may require re-alignment of management policies at all command levels. Commanders and supervisors with Aero Club responsibilities should become familiar with this new manual and avoid the shock when the short suspense implementation becomes effective. (TIG Brief/SED)

✓ T-39 pilots are having their problems lately during thru-flight stops. The T-39 flight manual permits a reduced cockpit check during intermediate stops when there is no crew change. This means the crew uses a "thru-flight" checklist that leaves certain switches in the flight position while on the ground. However, well-meaning ground crews have been moving these switches while refueling the aircraft — thinking the flight crew has overlooked them. A dangerous situation then exists if the switches are not reset. Refueling checklists do not require ground personnel to check or move any switches. Transient alert personnel should be aware of this fact. If they are not, a few words from the air crew should clear up any misunderstanding. (SED)

✓ If you are programmed for a PCS in the near future, a recent change is the "Assignment of Family Housing" may be of great interest to you. The new AFM 30-6 contains a procedure which allows personnel to apply for base housing at the new base before leaving the old one. You are now eligible to apply for housing as soon as you receive PCS orders. (TIG Brief/SED)

✓ One of our Deuce pilots found a way to be very late for a five minute scramble. He climbed into the cockpit, slipped his arm into the right shoulder harness, but had a little trouble getting into the left side. The obliging crew chief grabbed the left side of the harness, pulled up sharply, and then held it open for the pilot's arm. A short time later, the pilot was startled by a dull thud and an odor of burning powder. A quick inspection showed the parachute canopy trying desperately to

deploy through the open pack. It seems the arming knob was caught under the lap belt when the crew chief lifted the harness. Not only did he not get airborne in five minutes, but it took eight hours and \$186.00 to fix the parachute. It only takes a couple of seconds longer to check the position of this knob while setting up the cockpit, but the time is well spent. (SED)

✓ A recent helicopter crash resulted in fatal injuries to all six passengers. The pilot was wearing a NOMEX flight suit and survived temperatures of 473°F. The NOMEX flight suit comes with specific laundering instructions which usually end up in the trash can. Remember that lightly starching the flight suit improves its appearance after ironing and GREATLY REDUCES ITS FIRE RETARDANT PROPERTIES. (AFSC Safety Management Newsletter)

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## SAGAS SING THEIR SAD SATIRE

### CHECK RIDE

The angry young Lieutenant sweated out an exasperating flight check given by a tyrant of a Major. They had been flying for hours in the hot skies of New Mexico while the Major, who sat in the copilot's seat, pulled every combat and flight emergency condition in the book. The Lieutenant struggled grimly to pass — it meant a rating of "First Pilot" for the four-engined B-17 bomber. (This was during World War II.)

After the Major passed a few telling remarks on his victim's intelligence, flying ability, and ancestry, he served the final trick. As they approached to land on the airfield, the Major yanked back two of the four engine throttles and announced: "Flak just knocked out two engines and I have been killed. What are you going to do?"

The Lieutenant had to throw all his weight on one rudder to keep the aircraft under control, then struggle desperately to keep the plane on a correct approach. His even voice didn't betray his seething emotions as he spoke on the intercom: "Pilot to Navigator. Drag this dead SOB out of the copilot's seat, then give me some help."

A very subdued Major passed the Lieutenant for "First Pilot."

# *an ounce of* PREVENTION

## **OUNCE OF PREVENTION**

Just because I didn't follow standard procedures recently, I have to wear a big red streamer marked "REMOVE BEFORE FLIGHT" for 30 days. How?

I was supposed to take a non-rated passenger to the east coast, stop at a mid-west base on the way back to pick up a NORS part and get back as soon as possible. When P.E. fitted and briefed the passenger, they failed to give him any winter gear. So we were delayed for that. Then the Flight Orders weren't ready at the CAC and I got to watch another demonstration of two-fingered typing. As I strapped my passenger into the back seat I found that, either PE hadn't briefed very well, or this guy had a very low retention rate. I suspect that the former was so since, during our rebriefing session, I found him to be pretty bright. But the briefing made us even later.

By now I had not only run out of slack but was about 25 minutes late. I got my clearance and cranked. The power unit wheezed and I immediately concentrated my attention on predicting whether the EGT would stop before the RPM started. When the engine instruments got organized somewhere around idle, I unglued my eyes from the panel and looked for the crew chief. I spotted him busily stuffing the pins into the tip tank tail cone. I thought that was strange because they usually hold all the pins up to me and then wave their fingers. If there is a pin for every finger on his hand, all is well. (I did see a crew chief with a missing finger try that one time but I was sharp that day and caught it.) I considered making him show me the pins but I was already late and decided, "What the heck! He must have pulled gear pins a million times." And, besides, he looked like he could count to five. So I compared his hand with mine and decided to press.

There was a Mass Load blocking the taxiway so I had to taxi down the runway. When I got to the end, the end-of-runway checker was nowhere in sight. I figured that they were all tied up in that Mass Load and, besides, what can happen to a T-Bird between the ramp and the runway?

Cleared for takeoff, runup good, punch the clock. Only about a half hour late. Rotate, fly, raise the gear handle and . . . get the main gear up and locked, the nose gear showing a barber pole — with a warning light. The nose gear is "a lot" slow. Better re-cycle the gear. Three down and locked. Handle up. The nose gear is still unsafe.

"Departure Control, this is Hurry 05 with a request. We'd like to remain in the local traffic pattern to burn off fuel and land back at our departure base."

"Roger, Hurry 05. Cleared to maintain VFR. Radar Service terminated. Contact tower. Are you having any difficulty?"

"Negative, Departure. Just a last minute change of plans." Why should I tell him.

Of course the pin and the streamer were still in the nose gear. This time my not insisting on standard procedures only cost me 30 days of embarrassment. However, this same type of thinking could result in an unscheduled bonfire.

ANON

Famed Athenian Fighter Pilot

# THE WAY THE BALL Bounces

## ACCIDENT RATE

	ADC	ANG
1 Jan - 31 Mar 1972	0.0	27.6

MAJOR ALL AIRCRAFT

## ON TOP OF THE HEAP

MO	ADC	MO	ADC	MO	ANG
54	49 FIS Griffiss	37	4713 DSES Otis	108	112 Ftr Gp Greater Pitt
48	57 FIS Keflavik	36	5 FIS Minot	52	158 Ftr Gp Burlington
43	4650 CSS Richards/ Gebaur	30	2 Fis Wurtsmith	47	163 Ftr Gp Ontario
42	552 AEW&C McClellan	26	95 FIS Dover	42	115 Ftr Gp Truax

**ACCIDENT FREE**

## CUMULATIVE RATE

ACCIDENTS FOR MAR	CUM TOTAL
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## BOX SCORE

UNITS DIRECTLY UNDER HQ ADC

	ADC	ANG	20 AD	21 AD	23 AD	24 AD	25 AD	26 AD	ADWC	552	4600	4650	4677	4713	ANG
JET	0.0	30.0													
CONV	0.0	0.0													
F-101	0	74.9													2 3
F-102	0	10.1													1 1
F-106	0														
T-33	0	37.9													1 1
B-57	0														
EC-121	0														
CONV	0	0													

RATE = MAJOR ACCIDENTS PER 100,000 FLYING HOURS ALL RATES ESTIMATED

MINOR ACCIDENTS THIS PERIOD — 1  
MINOR ACCIDENTS CUMULATIVE — 1



# a salute

*... in recognition of  
outstanding achievement  
in accident free operation.*

## Over 8 Years

112 Ftr Gp, Greater Pitt

## Over 7-6-5 Years

None

## Over 4 Years

158 Ftr Gp Burlington

49 FIS, Griffiss

## Over 3 Years

57 FIS, Keflavik

4713 DSES, Otis

4650 CSS, Richards-Gebaur

115 Ftr Gp, Truax

163 Ftr Gp, Ontario

552 AEW&C, McClellan

## Over 2 Years

4784 AB Gp, Otis

2 FIS, Wurtsmith

5 FIS, Minot

319 FIS, Malmstrom

95 FIS, Dover

141 Ftr Gp, Spokane

## Over 1 Year

147 Ftr Gp, Ellington

4629 Spt Sq, Luke

4661 AB Gp, Hamilton

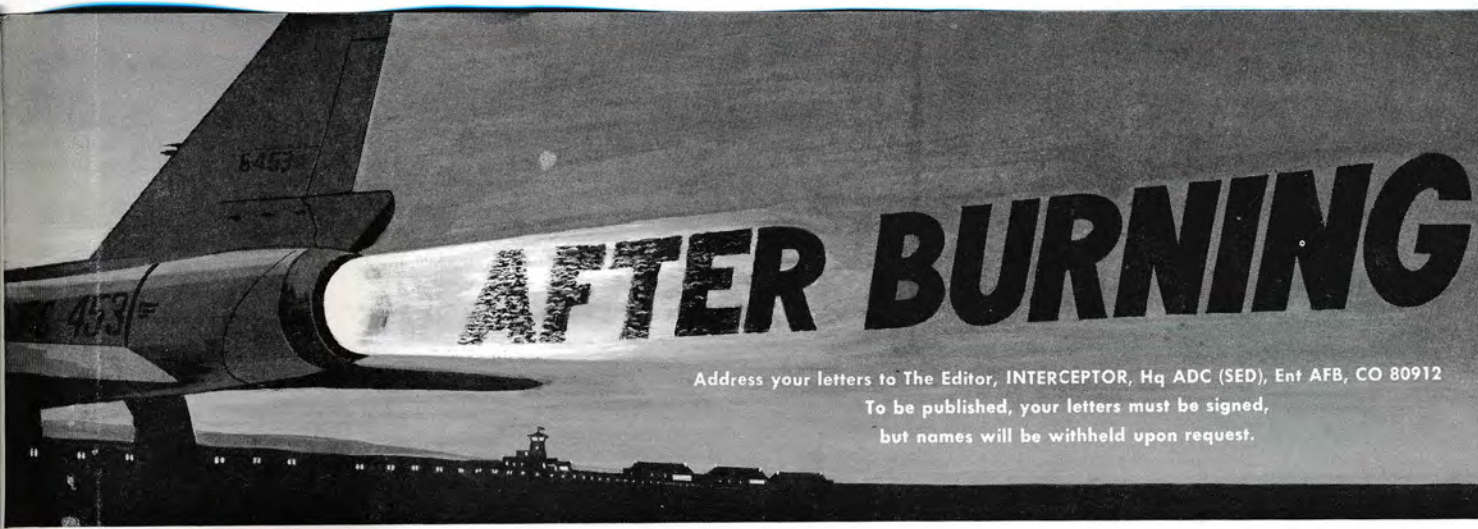
48 FIS, Langley

83 FIS, Loring

87 FIS, K. I. Sawyer

460 FIS, Grand Forks

as of 31 March 1972



Address your letters to The Editor, INTERCEPTOR, Hq ADC (SED), Ent AFB, CO 80912  
To be published, your letters must be signed,  
but names will be withheld upon request.

**OUR COMMERCIAL FRIENDS**

Recently while attending the Air Force Flight Safety Officers School at USC I became acquainted with your publication INTERCEPTOR. I am Director-Flight Safety for Eastern Airlines and feel we have a mutual interest in safety. I would appreciate your putting my name on your mail list to receive this outstanding publication.

Captain J. A. Furr  
Director, Flight Safety  
Eastern Airlines  
Miami Intl Aprt, Fl 33148

**\*We're glad to send the INTERCEPTOR to you, but we don't have any safety points on hijacking. But if you don't send us \$2,000,000 your letter will self-destruct.**

**FROM THE MAN WHO KNOWS**

Your article, "Pacific Plunge" in the February INTERCEPTOR was realistically written, spellbinding, and, most important of all, had the objectives of not only alerting your fellow pilots on the problems encountered, but also those who could take some corrective action, and damned if they didn't!

The philosophy of parlaying a near disaster into something constructive for your fellow men, combined with an optimistic will, is the only way to go.

Fly safe, we need the likes of you.

Brig Gen William W. Spruance  
Delaware ANG  
27 Selbourne Drive, Centerville  
Wilmington, Delaware 19807

**\*General Spruance sent us a copy of his letter to Russ Weber. We thought it appropriate that our readers should also share in his remarks.**

**ONE GIANT STEP**

While I was in USAFE associated with AIRSCOOP, we battered our heads to no avail against the barrier prohibiting printing pictures of pretty girls. More power to your

bosses and especially to you who dreamed up a way to convince the Admin wheels that pretty girls can sell safety — that those pictures are pertinent to the text. I'm convinced you've taken one giant step forward for safety.

Major James T. Bales, Jr.  
Chief, Flight Safety Branch  
4500 AB Wg  
Langley AFB, Virginia 23365

**\*The INTERCEPTOR always tries to keep pace with contemporary methods of communication. Thanks for your kind words.**

**MAJOR ACCIDENT CAUSES**

I would like to take this opportunity to comment on the March 1972 article titled "1971 Accident Summary." I have always felt that every airman responsible for flying or maintaining USAF aircraft should perform duty with an aircraft accident team so they can observe first-hand the disastrous waste of human life and aircraft that can result from a moment's carelessness by a person in a responsible position. Of course, this is not practical, so the message must be delivered in another manner. I feel this article should be impressive enough to make any reader stop and analyze himself and ask the question, "Can a major accident like these be caused by me?"

Thank you for a great back cover!

Sgt Dennis C. Schneider  
W 1423 York  
Spokane, Washington 99205

**\*We agree. Nothing shakes you up like seeing things first hand as they really are, whether they be crashes or Carolyn.**

**THEY ALSO SERVE!**

In reviewing the February 1972 issue of INTERCEPTOR, I counted pictures containing 21 F-106s. As F-106 Safety Project Officer, I am gratified at the coverage of the air-

craft, but I cannot help but wonder if our brothers in the ANG are as excited as I. Not since January 1971 has the picture of an F-102, F-101, or B-57 appeared on the cover of our magazine. For the EC-121 it has been even longer. Even "After Burning" consistently shows the tail of an F-106.

I think it is time we reverse this trend and get some stories on other type ADC aircraft. The ANG especially is shouldering a larger portion of the air defense mission each year and our magazine is as much for them as for the regular Air Force units.

Major Joseph L. Nuvolini, Jr.  
F-106 Safety Project Officer  
ADC/SEF  
Ent AFB, Colorado 80912

**\*Since the Aerospace Defense Command (active) UE interceptor is the F-106 and the articles in the February '71 issue pertained to the F-106, we felt that having pictures of the F-106 only appropriate. Nothing personal! But, just for the record, we'd like to emphasize that General McGehee's safety policy is to give equal interest and support to both ADC and ANG (ADC). Accordingly, the INTERCEPTOR always attempts to follow that policy although we don't pro rate recognition in each issue.**

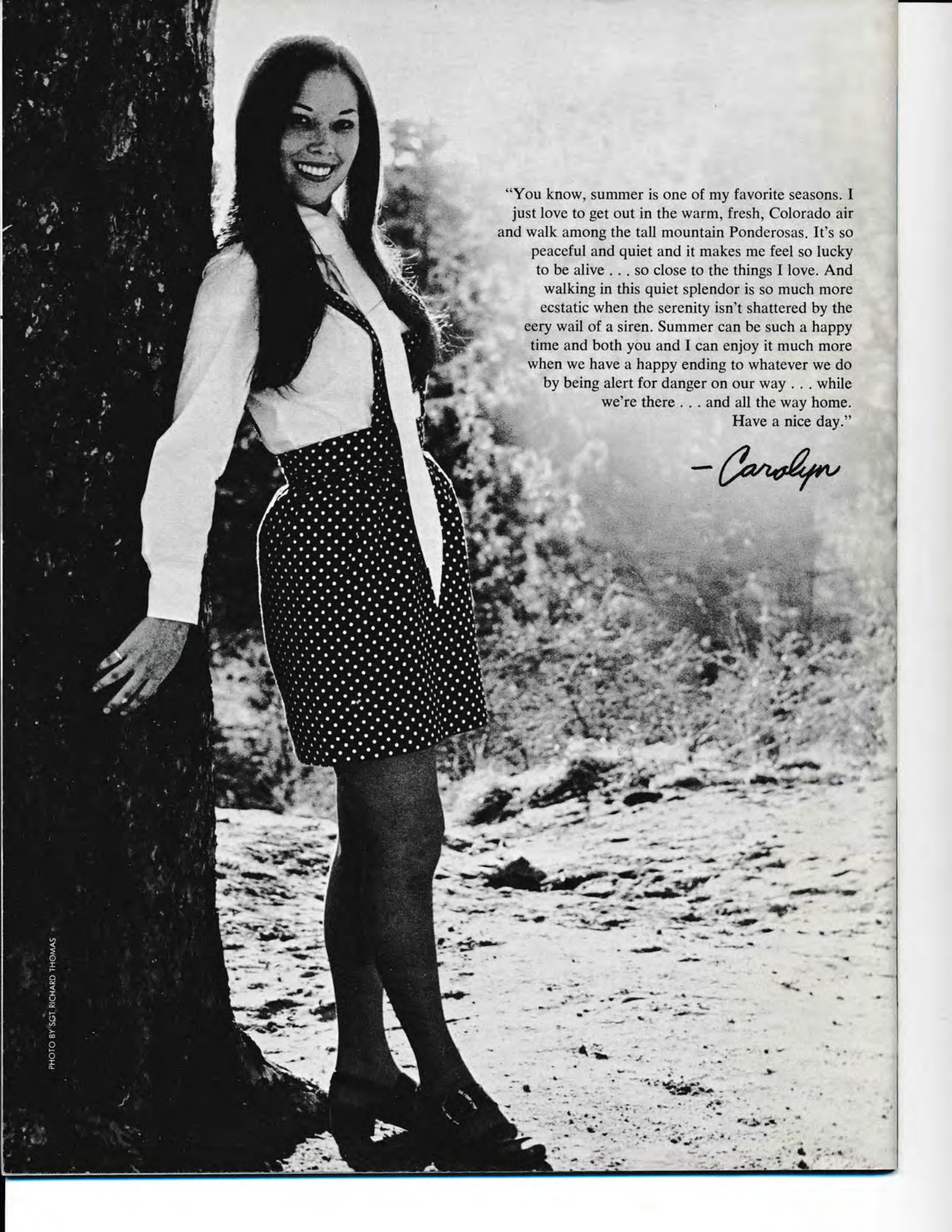
**"EXIT THE TIGER"**

In the January 1972 INTERCEPTOR's edition there is an important article that refers to Survival Psychology, titled, "Exit the Tiger."

As Flying Safety Officer of the AIRSOUTH Headquarters, I believe that this is of interest to the pilots in our Region and I would like to have your permission to republish this article in the AIRSOUTH FLYING SAFETY BULLETIN.

Lt Col George Hatzis  
Flying Safety Officer, AIRSOUTH  
APO New York 09524

**\*Permission granted, tigris.**



“You know, summer is one of my favorite seasons. I just love to get out in the warm, fresh, Colorado air and walk among the tall mountain Ponderosas. It’s so peaceful and quiet and it makes me feel so lucky to be alive . . . so close to the things I love. And walking in this quiet splendor is so much more ecstatic when the serenity isn’t shattered by the eery wail of a siren. Summer can be such a happy time and both you and I can enjoy it much more when we have a happy ending to whatever we do by being alert for danger on our way . . . while we’re there . . . and all the way home.  
Have a nice day.”

*- Carolyn*