



SUPERSONIC BOUND—A flight in an F-101 Voodoo interceptor is not just a matter of climbing in and taking off. Even for the military man the job of preparation for a flight is considerable, but for a civilian such as Executive Editor Floyd Wynne of the Herald and News, the task of preparing for the flight is tremendous. While he will be taking the spot of the observer-radar operator on a simulated mission, it is necessary that



he know what not to do, as well as what to do in the event of emergency. In these views, part of the pre-flight checkout is shown. At left, Wynne is fitted with the "water wings" which he would have to use in the event it became necessary to parachute to safety and he landed in water. Captain Newt Acker, left, and S.Sgt. Jim Walton do the fitting. In center view, Captain Acker checks Wynne out in a



simulator, a mock-up of the F-101 cockpit, preparing him for the actual flight. At far right, the job of being fastened in the cockpit. Again Captain Acker supervises the job which includes a check of ejection procedures, oxygen handling and communication. Then Wynne is ready for a supersonic flight.

Editor Breaks Sound Barrier In Flight Aboard Kingsley Field F-101 Jet

By FLOYD L. WYNNE

I've been down 200 feet under the ocean in a submarine, been aboard virtually every type naval craft, had an occasion to ride in most Army vehicles, and even a number of type aircraft, but the ride I took Thursday topped them all.

It is very few civilians, on the fat and flabby side of 40, who will have the opportunity to fly at speeds of about 1,000 miles

per hour and as high as 50,000 feet. As a part of the Air Force civilian education program I was enabled to take this flight. It went a long way toward giving me a much better understanding of the mysteries of the inside of a supersonic interceptor as well as a look at the perils and hazards that are faced daily by the men who man these jet interceptors.

Sun., April 28, 1963 Page 2-A
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Thanks to Col. Ed Wittenburger, Kingsley Field commander, clearance was obtained for my flight.

Continuous Today from 12:45



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Clearance for such a flight is necessary from the Air Defense Command first of all. Just what clearance is necessary I didn't find out, but at any rate, I apparently checked out. Perhaps as an ex-serviceman, somewhat the worse for 44 years wear, but more probably on the strength of my opportunity, in turn, to attempt to explain some of my experience and pass it along to you, the public.

The F-101 is a sensitive, expensive piece of flying equipment and perhaps the most versatile workhorse of our Air Force interceptor fleet.

First off comes the job of being fitted out. This begins from the underwear up, and includes coveralls, big but welcome boots, a flight jacket and gloves.

Thanks to S.Sgt. Jim Walton this wasn't too difficult a job. You must be fitted with a helmet that will be comfortable yet workable. With this, you learn how to hook up your oxygen mask which also includes the intercommunication system. I will find later that oxygen is a vital necessity for survival in high altitude.

Then comes the not-too-pleasant, but very essential part of being fitted for "water wings" as well as parachute, just in case.

It is also necessary that you

know where the trip is for emergency oxygen in case of high altitude ejection. If you absorb all this instruction, and still find that you have courage enough to continue, you next are confronted with a form for your signature which solves the Air Force of any liability in the event... well, in the event.

Now, if you're still with it, and I managed to make it this far, you now head for the simulator. This is a mock-up of an ac-

tual cockpit of an F-101, and here

Capt. Newt Acker, who shepherded me through the chute, explained what to do and what not to do. Here, you become familiar with the inside of the cockpit. Also, while we didn't complete this phase, one can actually go through all the motions of flying this mock-up cockpit up to as high as 1,200 miles per hour.

Checked out here, we're ready, I think.

Now, down to the flight line where we find the F-101 looking

even larger than ever. Up the ladder and we ease ourselves gently into the rear cockpit. Already, I've had instruction on how to pull up the seat ejection handles, how to trigger it, how to blow the canopy, but not in that order.

Safety equipment includes one parachute which automatically opens at 14,000 feet with an emergency chute... again, just in case.

Captain Acker buttons me in, shows me the oxygen supply button, hooks me up and we're ready.

Just to add one final reassuring touch, Captain Norm Fredkin

who is my pilot, informs me that, just in case... in the event the canopy is blown off for some reason... and we lose intercommunication, I can stick my foot way up on the foot pedals and he will grab my foot from the front cockpit, indicating whether I'm to remain in the plane or take the tough way out.

With a few last minute gulps, a last look around, the canopy comes down and it's too late to change your mind.

We wobbled the taxi strip, and the bird does wobble on the ground, rolled into position and I braced myself for the takeoff!

Then, at about 40,000 feet and about 50 miles south of King-

sley Field, we turned due north and poured on the coal. The AB's kicked in and the true ground speed indicator began to spin higher and higher.

As we approached 650 m.p.h., Captain Fredkin noted that we were about to hit the sound barrier, and stated that sometimes there was turbulence, sometimes not.

I watched the dial spin past 650, past 700 and on up without a change of motion. We were supersonic, and for a moment I had a twinge of disappointment.

I don't know exactly what I expected, but I had expected something sharply dramatic to happen. Luckily, we couldn't see the ground or the dizzy speed would probably have terrified me.

We covered 100 miles in something like six minutes and were about 32 miles north of the field in that time. Slowing down, Captain Fredkin executed a slow roll which gave me a beautiful view of the world as seen standing on your head. This maneuver took us just under 30,000 feet. On over, then down to the lower level.

Rain and dropping visibility cut our trip short and we turned for home.

Then came the task of being instrumented down through the overcast and back into Kingsley Field. Only here, when we did an abrupt drop from 20,000 to 10,000 feet did this old frame begin to act up. However, 100 per cent oxygen solved the problem quickly. We leveled at 10,000 and with ground direction rolled in under the rain to a smooth landing.

There is only one regret and that is that everyone of you couldn't have come along on that trip and watched the Air Force at work.

It was a thrill!

FITTED OUT — Special equipment and precautionary equipment is necessary for high altitude flight. Here, Wynne is fitted with a helmet, properly adjusted for oxygen intake.

Air Force Plans Close Of Four SAGE Centers

WASHINGTON (UPI)—The Pentagon said Friday the Air Force will shut down four of its SAGE direction centers and eliminate 25 radar facilities.

Various headquarters will be shifted in the nationwide air defense shakeup.

The Pentagon said the "realignment" was designed to achieve the "best means of affording an effective defense against the long-range bomber threat." It was also designed to assure maximum capability for survival of air defense forces in event of a ballistic missile attack.

SAGE means semi-automatic ground environment. It refers to the direction centers which receive information on attack or unidentified aircraft and indicate by means of computers and radar scopes what types of weapons should be used for interception.

SAGE centers will be eliminated at Beale AFB, Marysville, Calif.; Larson AFB, Moses Lake, Wash.; K.I. Sawyer AFB, Marquette, Mich.; and Stewart AFB, Newburgh, N.Y.

Military men in the eliminated units will be re-assigned and efforts will be made to help civilians find other jobs.

REPORTERS PICK SMITH
WASHINGTON (UPI)—Merriman Smith of United Press International was elected president of the White House Correspondents Association Thursday.

Smith succeeds Robert Roth of the Philadelphia Evening Bulletin. Alan L. Otten of the Wall Street Journal succeeds Smith as vice president.

Garnett D. Horner of the Washington Evening Star was re-elected secretary and Edgar A. Poe of the New Orleans Times-Picayune was re-elected treasurer.

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Housewife Postpones Trans-Ocean Hop Again

OAKLAND, Calif. (UPI)—A route is similar to the ill-fated Santa Monica, Calif., housewife's attempt to be the first woman to fly the Pacific alone from East to West was postponed Saturday for the third consecutive day because of weather.

Mrs. Betty Miller, 36, tentatively planned to try again in her twin-engine plane Sunday. But the weather bureau reported another storm in the Pacific that may delay the flight for several days.

The freckle-faced, 101 pound avatrix was stymied Saturday by five mile an hour headwinds over the Pacific. Because of a narrow fuel margin, she could not take off unless headwinds were zero or she had a tailwind.

Destination of her planned 7,400 mile flight is Brisbane, Australia, with a first stop at Honolulu. The

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2. Jack Pot Singles (Friday 7 P.M. - 9 P.M.)
3. Moonlight Bowling (Friday 11 P.M. - 1 A.M.)
4. Break the Bank (Tuesday and Thursday 9 P.M.)
5. Pro-Am Qualifying (For City of Roses Open)

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Wed: MIXED FOURSOME: 650 scratch, no handicap for this high average mixed foursome... early.

HANDICAP TRIO
510 maximum for 3 men - early league.

CLASSIC DOUBLES - our most popular Summer League for men - no handicap... 370 pin limit 116 teams last year - looking for 24!

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MIXED FOURSOME - Handicap - (8:30 p.m.) There's one every night.

WOMEN'S TRIO - Handicap (early). Thursday has always been for the girls at Lucky Lanes.

Fri: MIXED FOURSOMES - One early - one late - Both handicapped.

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