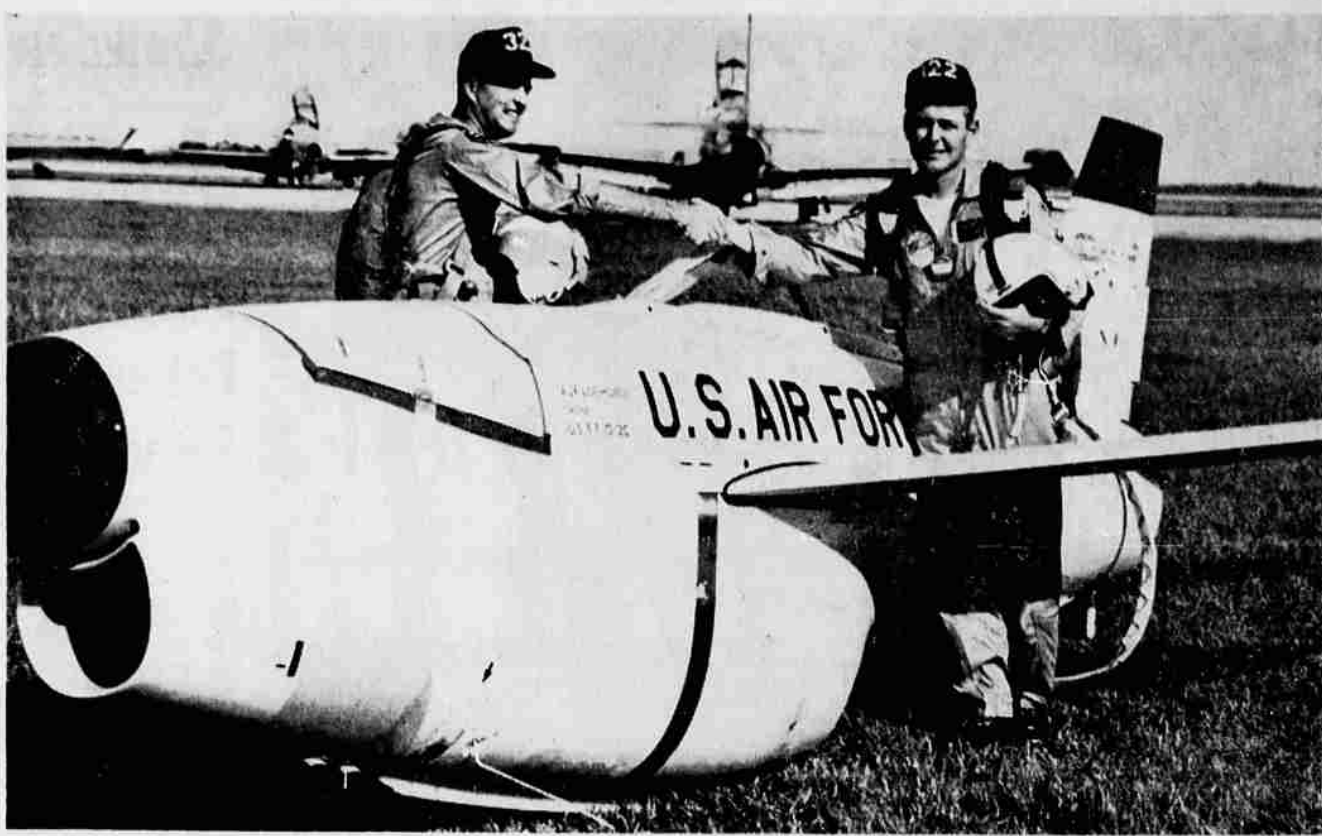


KLAMATH FALLS, OREGON, SUNDAY, OCTOBER 27, 1963



JETS READY FOR TEST — Voodoo jet fighters nearly 70 feet long appear as tiny models along the flight line during the William Tell worldwide missile firing competitions held Oct. 7 through 14 at the Tyndall Air Force Base, Fla.

Kingsley Field's jet fighter squadron is parked in the center section among other squadrons participating in the competitions.



KINGSLEY MARKSMEN SHATTER STEEL BIRD — Kingsley's "drone killers" compliment each other after blasting a winged guided air missile from the air. Capt. George H. Greaves, left, piloted the plane which hit the flitting drone, and Capt. Newton A. Acker, right, was the radar observer. Direct hits were unusual, as the drones are only 15 feet long. An enemy bomber, immensely larger, would be an easy mark for a trained crew. The smallness of the drones was one reason that the squadron's score was not as high as had been anticipated.

Jet Pilots Hold 'World Series' At Tyndall AFB

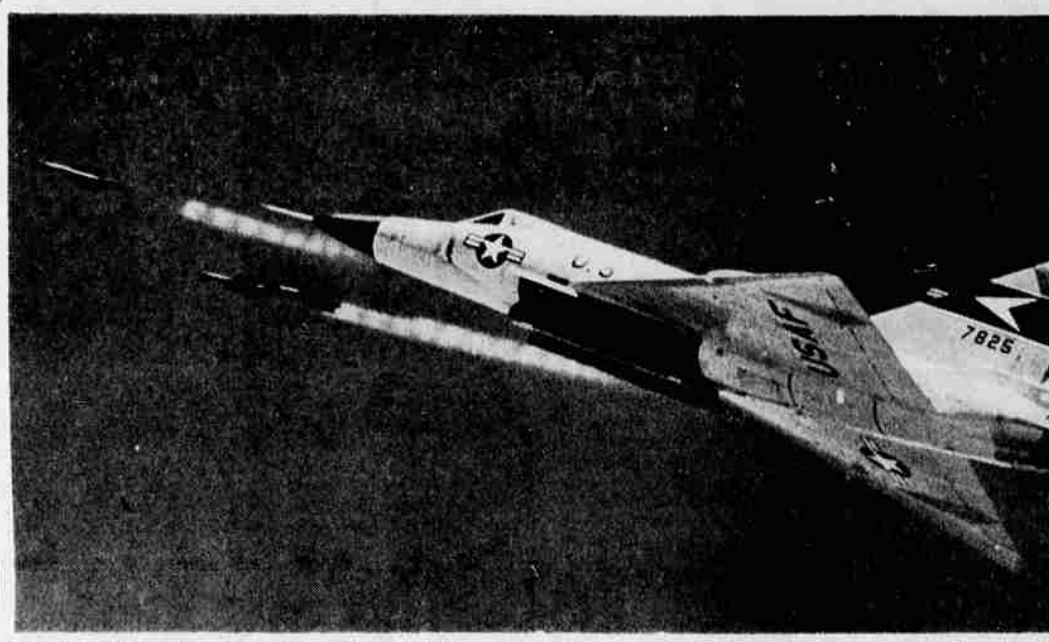
By 1ST LT. TOM HANLIN
Few of the implements of war have changed faster or more significantly than all-weather fighter aircraft since the end of World War II. Nothing was more evident to the idle onlooker at the 1963 USAF World-Wide Fighter-Interceptor Weapons Meet at Tyndall AFB, Fla.

The meet, known as "William Tell," was held at Tyndall, near Panama City, during the week ending Oct. 13. Of four competing F-101B fighter units, Kingsley's 322nd Fighter-Interceptor Squadron placed second. It was certainly a near-miss for first place, and the result was not known until the last firing. Out of nearly 7,000 points scored, Kingsley came within 363 points of top spot. Far back in the competition, the other two F-101B outfits battled for third place.

Today the peaceful scenes and sounds of Florida are quiet once again; the interceptors from USAF's far-flung world bases have knifed back to their home stations for normal alert duty. William Tell 1963 is finished. The now lonely scoreboard bakes in the warm sun with only the insects for companionship.

Just days ago it was surrounded by the anxious faces of hundreds of airmen waiting tensely for scores to be posted. The very first such scoreboard was tacked up at Vincent AFB, Ariz., in 1954. The event was the Air-to-Air Rocketry Phase of the Third Annual USAF Fighter Gunnery and Weapons Meet. Again in 1955, 1956, 1958, 1959, and 1961, scoreboards were erected, and hopes and disillusionment rode on the outcome of each plane's private "world series."

The tradition continued in the 1963 meet, as three winners proudly accepted their trophies. In F-101B competition, the 445th



JET TRIGGERS MISSILES — Three Hughes Falcon missiles are launched from an F-102A interceptor of Portland's 460th Fighter Squadron in the 1963 William Tell shootoff. Jets from the unit, which placed fifth among

F-102 squadrons, frequently pass over the Klamath area and use Kingsley Field as a recovery base during inclement weather. The fighters are capable of discharging the GAR-11 nuclear Falcon missile.



RELIC OF A BYGONE WAR — Four Kingsley Field airmen observe an outmoded fighter plane of World War II parked on the Tyndall AFB flight ramp. From left are A.I.C. Lynn F. McAtee, A.3.C. John C. Choate, M.Sgt.

James W. Benson and S.Sgt. Larry L. McGinnis. The P-51 prop operated fighter plane appears as a toy compared with today's supersonic twin-engine jet fighter interceptors.



SKYWARD FROM A SMOKEY BLAST — A Ryan Aircraft Q-2C Firebee jet target, remote controlled, roars from its ground launching pad at Tyndall AFB to test the marksmanship of jet fighter squadrons which soon after sought to destroy it. The firebees, sole targets during the shootoff, simulated enemy bombers.



LOADING CREW PLACES FOURTH — Nearly as important to Kingsley as a flying mission was the loading competition. The 408th Fighter Group emerged fourth among 14 units in this category, and its competing crew was (left to right) A.I.C. Bruce R. Blondin, T.Sgt. Jimmy L. Scott, and A.2.C. Robert L. Richardson. The crew members are preparing to load an MB-11 rocket.

FIS from Wurtsmith AFB, Mich., nudged out Kingsley for a very close win. In F-102s, the 146th FIS of Greater Pittsburgh Airport won, while Portland's 460th FIS placed fifth. The 318th FIS of McChord AFB (Tacoma), Wash., easily swept the F-106 competition.

Flying for William Tell officially began Oct. 7. It ended on Oct. 13, and an open house and airshow followed. Awaiting an Oct. 14 awards ceremony, air and ground crews were treated to the fine airshow and public open house at Tyndall. The show was a fine anticlimax to the World-Wide Fighter Meet, and featured top entertainment.

Static displays, the USAF Drum and Bugle Corps, and a model plane flying demonstration preceded the fantastic aviation feats of daredevil pilots. First on the flying program was an F-51 aerial demonstration by a North American Aviation pilot. The old plane spun, twisted, and looped, as onlookers became spellbound. Thereafter a Lockheed test pilot flew a supersonic F-104 "Starfighter" and performed many of the same tricks at three times the speed.

The Air Force's immensely colorful Thunderbirds ended the show. Flying red, white, and blue supersonic F-100 aircraft, the Thunderbirds blasted through their usual split-second, hair-raising precision maneuvers, such as clover-leaf patterns and low-level head-on approaches at 1,200 miles per hour. Many a bystander ducked his head as the screaming jets came in "on the deck."

The Thunderbird pilots showed amazing skill in upside down flying tricks. All too soon the spectacular flyers peeled off and landed in formation, and bystander children of all ages were reluctant to go home.

The weather for William Tell was ideal, as was the location of the base. Near Panama City, Tyndall is located on St. Andrews Bay and the Gulf of Mexico. Pure white sand, blue-green waters, and abundant fresh-water swimming pools abound in this area. The town was entirely receptive to its Air Force guests, and all of them had an enjoyable time.

As to the airplanes, all three types of interceptors participating in the Weapons Meet were powered by Pratt and Whitney Aircraft turbojet engines. Kingsley's McDonnell F-101B is powered by two P&W J-57 engines with afterburners. The F-101s were the only dual engine jets in the meet, and boasted the fastest acceleration. The Convair F-102 is powered

by a single J-57 with afterburner, and the F-106 is powered by a single J-75 engine with afterburner. Both the J-57 and 75 engines were produced and developed by Pratt and Whitney for planes needing high thrust. Versions of the J-57 engine used at Kingsley power a wide variety of military fighters and bombers for the Air Force, Navy, and Marine Corps. The same engine also powers some types of Boeing commercial 707s and Douglas DC-8 jetliners.

The incomparable "57" is an axial-flow, dual compressor turbojet engine developing 13,500 pounds thrust. With afterburner, it develops up to 18,000 pounds thrust. The engine has accumulated an outstanding record for durability and reliability and has powered a host of fighters, bombers, tankers, and transports to world speed and distance records.

The first engine to power an



PRELUDE TO A SHATTERED TARGET — "Thumbs up for victory," shouts Capt. Lowell D. Bilyeau as he and radar observer Lt. Michael R. Pickett prepare to scramble on Kingsley's last mission. Bilyeau and Pickett scored, bringing the 322nd Fighter Squadron's points within sight of Wurtsmith AFB's 445th Fighter Squadron. The 445th also scored on its last few missions and edged Kingsley out of top spot by less than four hundred points out of a possible 7,000 score.