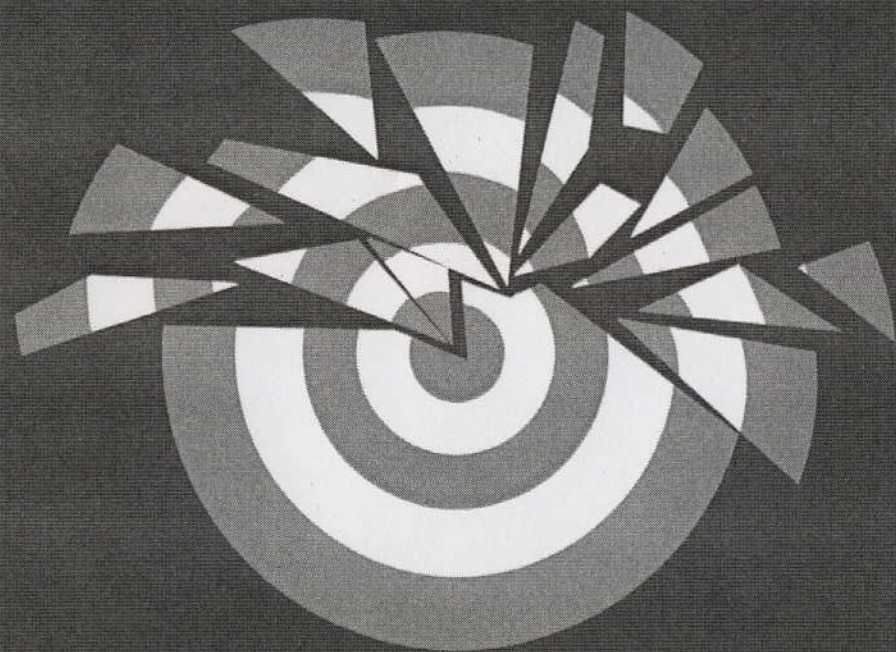


WILLIAM TELL-1962



U. S. AIR FORCE WORLD-WIDE GUNNERY MEET
NELLIS AIR FORCE BASE, NEVADA

WINNERS

479TH TACTICAL FIGHTER WING
CAPT. CHARLES E. TOFFERI
LOCKHEED F-104 STARFIGHTER





PROJECT WILLIAM TELL is sometimes called the "fighter pilot's world series." This annual USAF fighter weapons meet draws the elite of U. S. Air Force pilots and planes from commands all over the world.

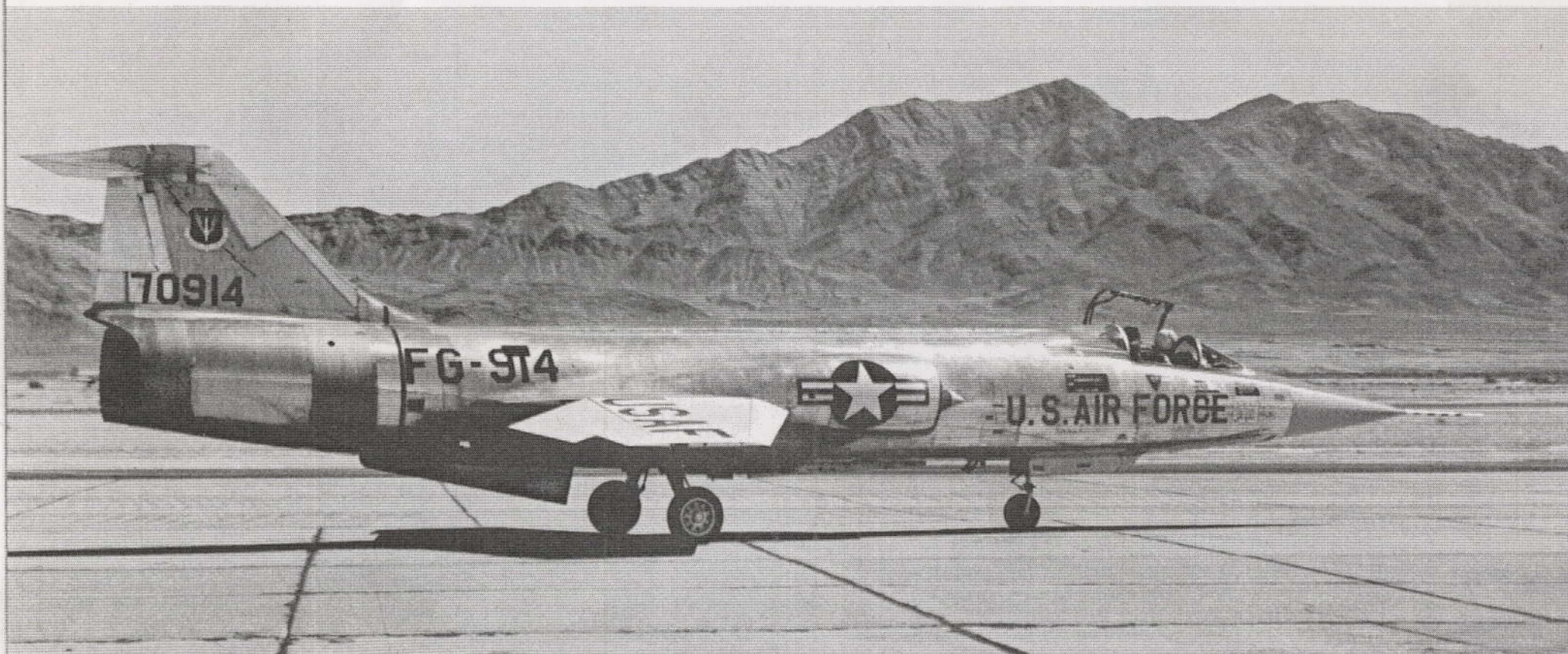
Events in this year's tactical fighter weapons competition included close support missions such as dive-bombing, gun and rocket strafing, and napalm delivery; interception missions for air-to-air gunnery and missions for special weapons delivery in several categories.

William Tell is a rigid test for the men, the aircraft, their weapons and the supporting organizations. It is designed to simulate actual combat conditions as closely as possible. This year's meet at Nellis Air Force Base has been described as "probably the toughest, most realistic contest in the history of the fighter competition."

BOX SCORE

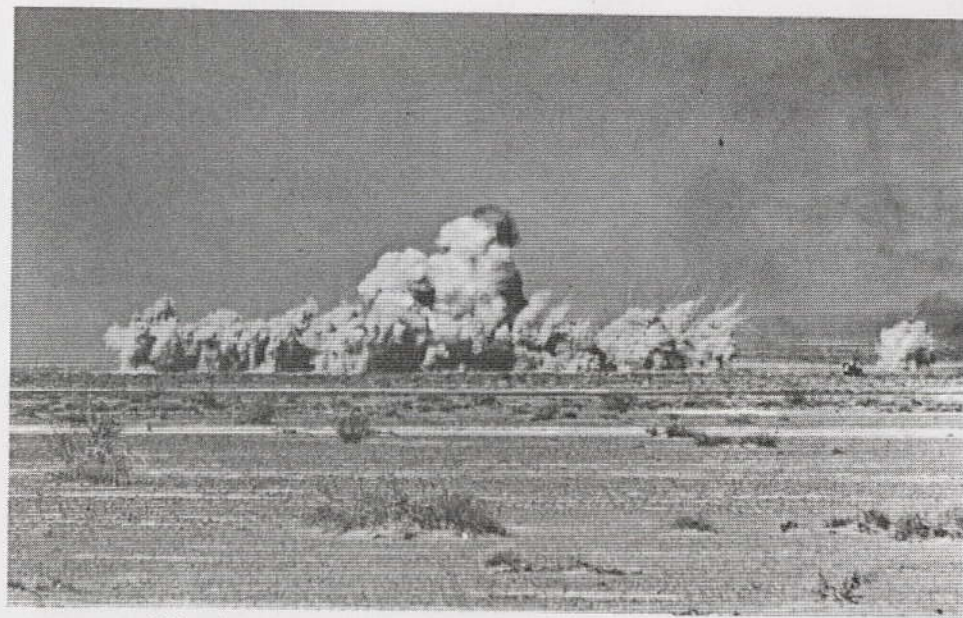
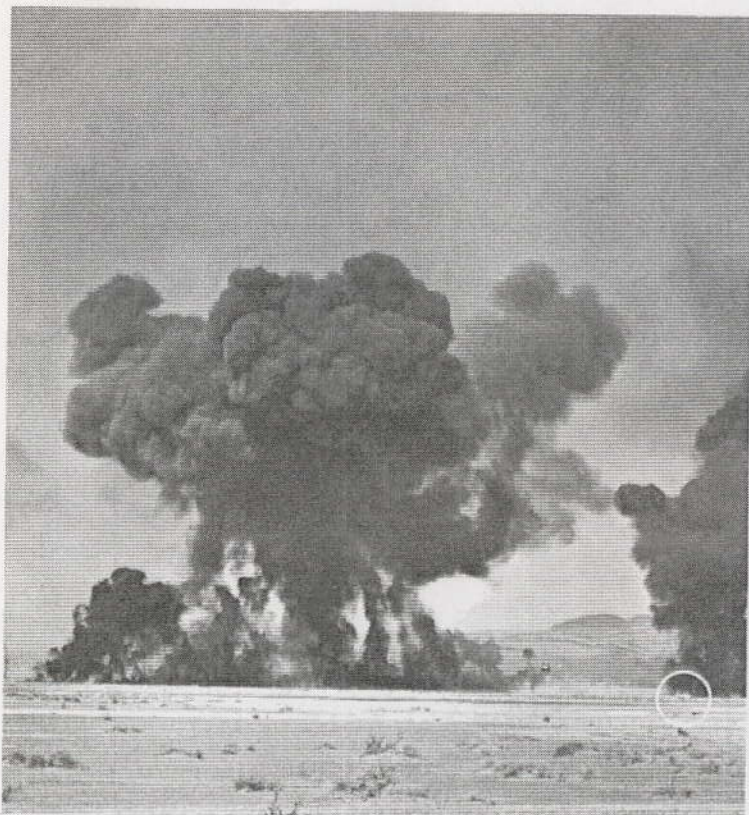
Place	Pilot	Aircraft	Points
1st	Capt. C. E. Tofferi	F-104	19,018
2nd	Capt. J. D. Salvucci	F-100	17,304
3rd	Capt. R. D. Tucker	F-100	17,134
4th	Lt. C. M. Summers	F-100	16,502
5th	Capt. R. E. Bishop	F-100	15,633
6th	Capt. M. S. Muskat	F-105	15,534

The winner, Captain Charles E. Tofferi, taxis his Lockheed F-104 Starfighter back to the line after landing. The new champion recorded perfect scores in four of the twelve individual events.



BELOW LEFT: A blanket of fire covers the desert after the lay-down of napalm in one of the close support combination events.

BELOW RIGHT: Starfighter releasing napalm in a low-level pass over the target area. Smudge under the cockpit marks muzzle blast of the Vulcan 20 mm rapid-fire cannon. Project William Tell again underscored the F-104's ideal suitability for all close support missions.




ABOVE LEFT: Billowing mushroom envelops the target area in fighter's wake. Awesome size of blast can be gauged by car (circled) at middle distance.

ABOVE RIGHT: Rocket salvo explosions obliterate the target. Capt. Tofferi, piloting the lone F-104, was the only entrant to achieve a perfect score in one of the close support combination events. He recorded one thousand points each with napalm, rockets and strafing—three thousand points out of a possible three thousand.





FINAL SCORES



FINAL SCORES

		NUCLEAR WEAPON EVENTS				NWD EVENTS TOTAL	HIGH EXPLOSIVE EVENTS											MEET TOTAL
TOTAL POSSIBLE		O/S LABS	MANUAL RELEASE	LAYDOWN	DROGUE		CLOSE SUPPORT #1			EVENTS TOTAL	CLOSE SUPPORT #2			EVENTS TOTAL	GAM 83	AIR TO AIR	H/E EVENTS TOTAL	
							NAPALM	ROCKET	STRAFE		NAPALM	DIVE BOMB	STRAFE					
		3,000	3,000	3,000	3,000	12,000	1,000	1,000	1,000	3,000	1,000	1,000	1,000	3,000	3,000	3,000	12,000	24,000
F-104 479TH TFW (TAC)	CAPT. C. E. TOFFERI	2,043	2,125	2,750	2,535	9,453	1,000	1,000	1,000	3,000	M	775	M	775	2,790	3,000	9,565	19,018
F-100 474TH TFW (TAC)	CAPT. J. D. SALVUCCI	2,220	2,649	2,186	1,819	8,874	1,000	500	500	2,000	1,000	615	550	2,165	1,700	2,565	8,430	17,304
F-100 48TH TFW (USAFE)	CAPT. ROGER D. TUCKER	2,923	2,719	2,589	2,317	10,548	M	1,000	63	1,063	M	855	63	918	2,400	2,205	6,585	17,134
F-100 50TH TFW (USAFE)	LT. CHARLES M. SUMMERS	1,797	2,719	2,681	2,142	9,339	1,000	1,000	500	2,500	500	1,000	463	1,963	2,700	F	7,163	16,502
F-100 405TH TFW (PACAF)	CAPT. R. E. BISHOP	500	2,650	2,977	2,406	8,533	600	500	800	1,900	1,000	1,000	200	2,200	3,000	F	7,100	15,633
F-105 49TH TFW (USAFE)	CAPT. MICHAEL S. MUSKAT	2,503	2,607	2,794	2,530	10,434	M	1,000	250	1,250	M	M	100	100	1,050	2,700	5,100	15,534
F-100 354TH TFW (TAC)	CAPT. ROBERT G. STEWARD	500	2,617	2,588	2,239	7,944	200	280	500	980	M	750	850	1,600	1,750	3,000	7,330	15,274
F-100 401ST TFW (TAC)	LT. GORDON E. WILLIAMS	500	2,739	2,967	1,597	7,803	M	1,000	313	1,313	M	625	900	1,525	790	2,640	6,268	14,071
F-100 31ST TFW (TAC)	CAPT. DALE V. SHAFFER	2,626	2,472	2,448	500	8,046	1,000	500	750	2,250	M	460	563	1,023	F	2,370	5,643	13,689
F-100 20TH TFW (USAFE)	MAJ. FRED ROSELIUS	1,069	2,342	2,437	2,650	8,498	M	500	650	1,150	M	40	900	940	2,610	F	4,700	13,198
F-105 36TH TFW (USAFE)	CAPT. JOHN S. RUFFO	553	1,201	2,869	525	5,148	1,000	1,000	500	2,500	M	M	750	750	2,150	1,725	7,125	12,273
F-100 8TH TFW (PACAF)	CAPT. BILL T. SPENCER CAPT. RAY F. McNALLY (all)	1,200	2,467	2,452	1,496	7,615	M	M	N/A	M	M	255	463	718	190	2,850	3,040	11,373
F-105 4TH TFW (TAC)	CAPT. ANTHONY GARDECKI	1,294	654	2,627	500	5,075	M	500	M	500	1,000	M	850	1,850	F	2,700	5,050	10,125
F-100 27TH TFW (TAC)	LT. D. E. CASSINGHAM	500	2,520	2,546	500	6,066	1,000	1,000	M	2,000	M	M	800	800	F	1,170	3,970	10,036

F--FOWL

M--MISS

N/A--NO ACTION

F—FOWL M—MISS N/A—NO ACTION

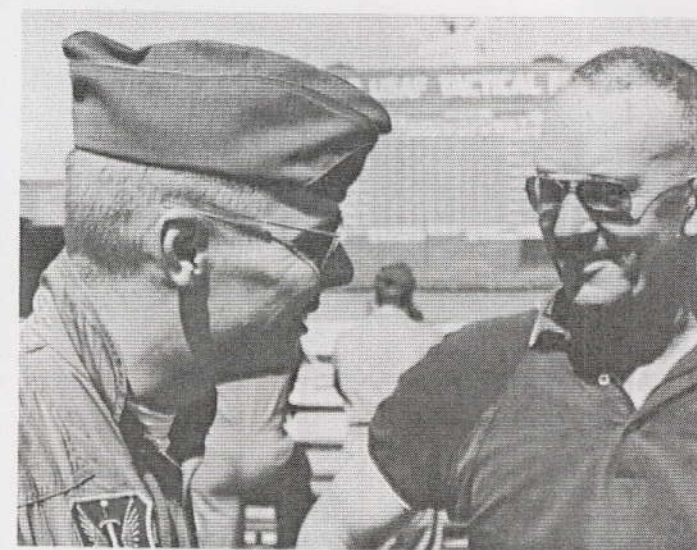


LEFT: General Walter C. Sweeney of the U.S. Air Force Tactical Air Command presented the General Jesse H. Auton trophy for over-all highest score to Captain Tofferi in ceremonies after the meet. Captain Tofferi also captured the General Hoyt S. Vandenburg trophy for scoring top honors — 9,565 points—in the high explosives events.

BELOW: Captain Tofferi received the enthusiastic acclaim of squadron mates and rivals alike. General Curtis E. Le May, Air Force Chief of Staff, wired his congratulations to Capt. Tofferi: "Congratulations to you and your F-104 for being nearly 2,000 points better than your nearest competitor."



ABOVE LEFT: Jubilant crew from George A.F.B. clusters around Major General Karl Truesdell, Jr., commander of the 12th Air Force, the victorious F-104 and Captain Tofferi. The champion paid generous tribute to his crew, saying, "We wouldn't have gotten any place at all if it weren't for these terrific guys on the ground."



ABOVE RIGHT: Air Force "Top Gun" and A. W. "Tony" Le Vier, veteran test pilot and Lockheed Director of Flight Operations. Said Tofferi after his outstanding win, "The F-104 is easy to fly and to maintain. It's adaptable to any job, both in the conventional and special weapons fields, and the Sidewinder-Vulcan gun combination is the finest armament system I have had the opportunity to fly."

Although the 1962 William Tell victory is an impressive showing, successes like this are by no means unique in the Starfighter's distinguished record. Here are some other highlights of achievement during the past few years.

1958

The F-104 became the only aircraft ever to hold world records for speed, altitude, and time-to-climb, simultaneously.



World's altitude record of 91,249 feet was set by Maj. Howard C. Johnson of the 83rd Fighter-Interceptor Squadron, Hamilton Air Force Base.

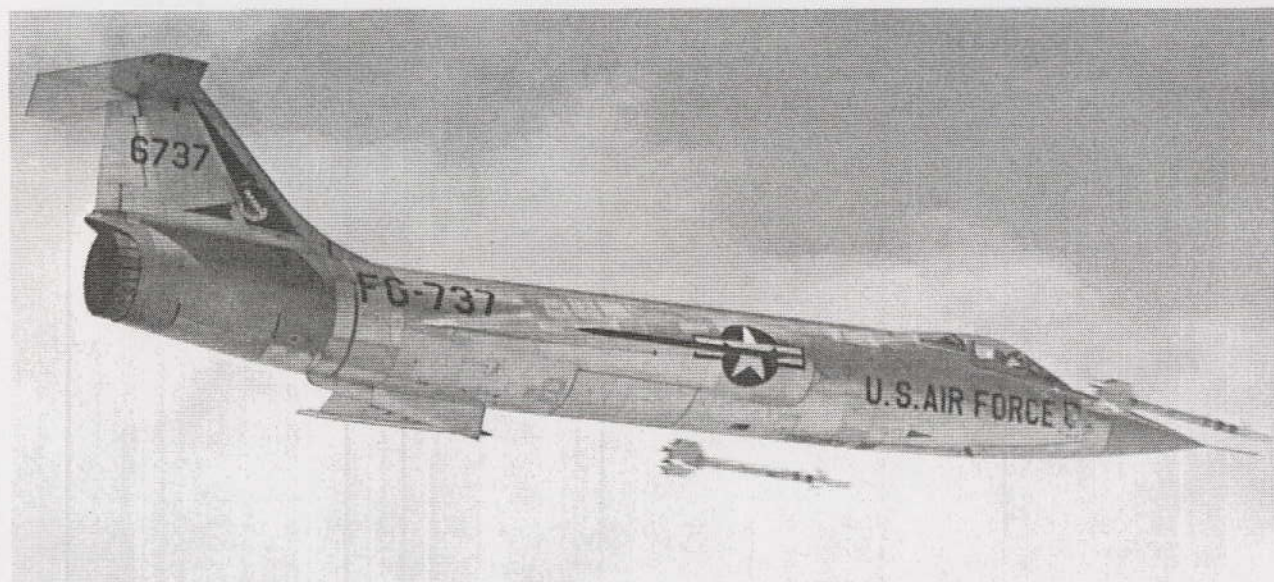


Ten days later, Captain W. W. Irwin, also of the 83rd Fighter-Interceptor Squadron, flew his F-104 to a new world speed record of 1404.09 m.p.h.



In December seven time-to-climb records were set by a pair of Starfighters flown by 1st Lts. W. T. Smith and E. K. Enevoldson of the 538th Fighter-Interceptor Squadron.

Also in December a new time-to-intercept record was set by two F-104A Starfighters piloted by Captains M. Schaff and B. Jones. They intercepted and destroyed a target 172 miles from base, at 35,000 feet, in less than nine minutes from brake release.



1959

During May, Starfighters from the 538th Fighter-Interceptor Squadron moved into Tyndall Air Force Base to participate in Project Pat Hand. For 30 days of intensive evaluation on a war-time basis, the 538th achieved an in-commission rate above 90%. In the course of one 60-hour mock-war exercise, 22 Starfighters flew 241 consecutive operational sorties without a single abort. Commenting on this achievement, Col. M. H. Ashkins, commander of the 73rd Air Division said, "This

particular record borders on the phenomenal." Later in the year, this incredible in-commission performance was exceeded by three other F-104 squadrons—the 337th, the 83rd, and the 56th.

To climax 1959's achievements, the F-104 Starfighter won the Collier Trophy, awarded for "the greatest achievement in aviation in America, the value of which has been thoroughly demonstrated by actual use during the preceding year."



The 1959 Collier Award reads:

"To the United States Air Force and industry team responsible for the F-104 Interceptor: Clarence L. Johnson of Lockheed Aircraft Corporation for design of the air frame; Neil Burgess and Gerhard Neumann of the Flight Propulsion Division, General Electric Company, for development of its J-79 turbojet engine; Lt. Col. Howard C. Johnson, U.S.A.F., for establishing a world land-plane altitude record of 91,243 feet; and Maj. Walter W. Irwin, U.S.A.F., for establishing a world straightaway speed record of 1,404.09 miles per hour."



LEFT: The F-104 team from the 538th Fighter-Interceptor Squadron won the Richard I. Bong trophy during the William Tell Weapons Meet at Tyndall Air Force Base, Florida. Two Air Defense Command F-104 Squadrons scored perfect hits on every one of their night missions. Perfect scores were also recorded on all eight high-altitude missions.

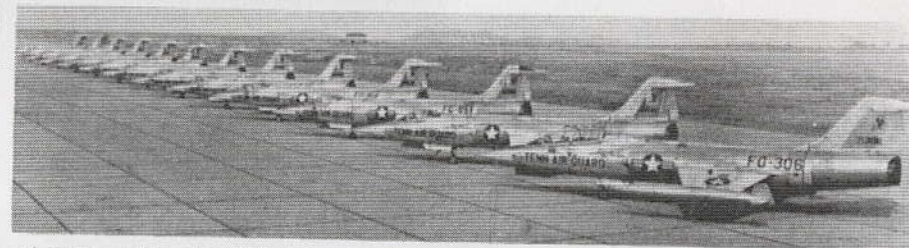


The Starfighter became the first airplane to exceed 100,000 feet when Captain Joe B. Jordan pushed the world altitude record to 103,395.5. During this attempt, Captain Jordan added a world time-to-climb mark for 30,000 meters (98,424 ft.) in 15 minutes 4.92 seconds, and reached a maximum speed of Mach 2.36.

1960



1962



ABOVE: During May, the 151st Fighter-Interceptor Squadron, deployed to Germany during the Berlin crisis again demonstrated the Starfighter's performance capabilities under combat-alert conditions. Flying air superiority combat patrols along the Berlin corridor, the 151st set a new squadron record for monthly total flight time of 836:05 hours. 576 sorties were flown with only four air aborts. Total direct maintenance on the aircraft during this period of intensified operations amounted to only 12.4 maintenance man-hours per flight-hour.

LEFT: In this edition of Project William Tell, the F-104 team from the 479th Tactical Fighter Wing at George AFB, was the high scoring TAC team with 45,231 points. The team leader, Col. George I. Ruddell took the Team Captain High TAC Team Award with 11,347 points.



... And so the Starfighter's record of achievement continues. The F-104 weapon system is fully developed and proven. This multimission fighter is rolling from production lines in seven countries on three continents. Its superior performance, reflected in the successes just described, is available to Air Forces throughout the free world.

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