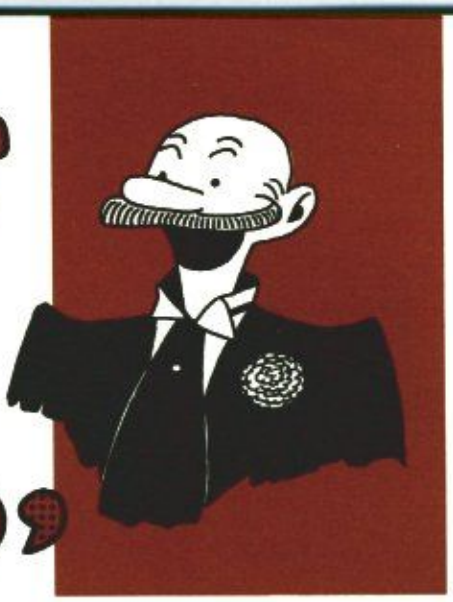
"HOME OF ANDY GUMP"



If you are a "deuce" pilot, or have driven the "dog," you are probably aware of "Nulli Secundus," the motto of Perrin GCI more commonly known as "Andy Gump." Its mission is to provide ground control intercept support to Perrin Air Force Base's F-102 interceptor program. In this respect, its unique position within ADC is of considerable importance to the overall air defense capability of this command. The 4780th Air Defense Squadron has accomplished many outstanding achievements in the intercept field during the period 1 January 1967 through 31 August 1968. Total target sorties controlled were 6,927, of which 2,030 were ECM. These ECM targets consisted of T-33s, B-57s, B-52s, and B-58s. Total interceptor sorties controlled were 14,428; of which 4,907 were in an ECM environment. The total number of intercepts conducted by Andy Gump during this period was 94,798; of which 23,889 were in an ECM environment. The average intercepts per sorties was 6.0, which is reportedly the highest continuous rate within ADC. It is obvious that to attain this average, the intercept director must hack ten to twenty intercepts per sortie during a 50-minute mission to compensate for aborts. Also during this period, the unit averaged 16 weapons controllers in an operationally-ready status. The average intercepts per controller was 4,622. The intercept control operations of the 4780th Air Defense Squadron are without parallel within the Aerospace Defense Command.

The most interesting aspect of Perrin GCI's operations is the attention and emphasis placed on flight safety operations. The 4780th Air Defense Wing, like all ADC bases, is confronted with the problems of supersaturated airspace. Tactical operations are difficult to absorb in areas where civil traffic reaches peak volume commensurate with tactical airspace utilization requirements. Perrin has taken some impressive measures to minimize these conflicting demands.

Perrin GCI operations established a scope position manned by an "Air Traffic Coordinator." This individual maintains constant surveillance over GCI airspace and aircraft. He also furnishes traffic and area information to Perrin aircraft operating in the VFR/acrobatic area. The Air Traffic Coordinator has direct voice-page communications with Perrin Radar Approach Control and Fort Worth Air Route Traffic Control Center, within whose sector Perrin aircraft operate. These two Federal Aviation Agency facilities feed air traffic information to this position on aircraft traversing Perrin intercept areas where conflicts in altitudes and flight paths could occur. The Air Traffic Coordinator coordinates this information with GCI controllers, who direct their aircraft to avoid the FAA controlled flights. In order to aid ARTCC in identifying Perrin GCI controlled aircraft, two IFF/SIF Mode 3 codes are utilized by Andy Gump. One code is used for operations between 6,000 and 10,000 feet. A separate code is used from 10,500 to FL 23.5. Fort Worth ARTCC readily adopted this system which has afforded a greater degree of flying safety to Perrin and Center's operations than is achieved through routine procedures. Andy Gump also has special IFF/SIF Mode 3 codes which are used specifically in the high and low altitude areas. The low altitude squawks were granted by

Perrin GCI Air Traffic Coordinator, SSgt David C. Frye, receives advisories from ARTCC and RAPCON on enroute air traffic. Movements are integrated with current intercept operation to insure flight safety for civil and military operating within the same airspace. This NCO efficiently and effectively coordinates GCI activities formerly requiring nine MPAD authorized positions.

Colonel Russell D. De Mont congratulates 2d Lt Frank F. Simpson III upon the successful completion of the 900,000th intercept conducted by Perrin. Andy Gump Hero Medals were presented to the controller and pilot, 1st Lt Jim P. Eisenmenger (second from left). Major Terry H. Gries (right) was the instructor pilot on the aircraft.

NORAD, and the high altitude squawks are designated by Fort Worth ARTCC.

The Air Traffic Coordinator position resulted in side benefits to the wing's cost reduction program. This central coordinating position eliminated the need for an airman associated technician assigned to each weapons controller position. A four month test period conclusively proved the one position had a greater span of control with less coordination effort than the previous method. Accordingly, the squadron MPAD was reduced by nine airman spaces. This reduction amounted to a total Air Force savings of $129,800, the largest single savings in the 4780th Air Defense Wing.

In addition to these procedures, the 4780th Air Defense Wing has striven to achieve a completely IFR operation from takeoff to recovery for all its operations. Again, some notable achievements have been made in the flight safety aspects of this operation. At present, two-thirds of Perrin GCI operations are conducted within a completely IFR environment. High altitude intercepts (FL 240 to FL 600) are conducted in a Special Operating Area, provided by Fort Worth ARTCC in joint agreement with the 4780th Air Defense Wing. Sorties scheduled for this area depart under an IFR slot plan. RAPCON controls the climb out to FL 220 and a scope-to-scope handoff is made to GCI. Perrin GCI coordinates entry into Area Positive Control with ARTCC. The intercept portion of the mission is conducted within the SOA which has been granted to GCI by altitude blocks and times.

Recoveries are coordinated out of area positive control by GCI with ARTCC. A scope-to-scope handoff is made between GCI and RAP-

CON for an IFR approach. The same type of operation is conducted for aircraft scheduled for low altitude missions (1,200 feet to 5,000 feet). This IFR area is provided by Perrin RAPCON (FAA) to the 4780th Air Defense Wing. Procedures for entry and exit are similar to those for high altitude. The complete IFR environment for these two areas is significantly important to flight safety. All aircraft movements are integrated into the overall control system for this airspace. At a time when "near misses" are of national concern, Perrin has an enviable position. Planning and coordination is presently underway between the wing and ARTCC to reach a similar agreement for medium altitude sorties. While many problems confront a workable agreement for use of this airspace, a solution appears reasonable and within capability.

The "Andy Gump" weapons controllers share a large measure of the credit for Perrin's efforts in the field of flying safety. A new record was set during the month of August, this year, when 2/Lt Robert J. Grunnah accomplished the all-time high of controlling 1264 airborne intercepts in the 30-day period. That's a lot of controlled safety in the sky for one man to handle in that length of time . . . even for a Second Lieutenant! Fort Worth Air Route Traffic Control Center supervisors have frequently commented on the "exceptional degree of professionalism of the Perrin GCI controller." The unit prides itself on featuring "the finest intercept control service within the Air Force," in keeping with its motto, "Second to None." Skeptics are requested to contact the nearest Perrin graduate. And, if you're concerned with flight safety and GCI control, stop in for an enlightening visit. ★

A record formerly held by Perrin GCI controller, Captain Jack Coleman, was broken last week by another Andy Gump controller. Second Lieutenant Robert J. Grunnah, 4780 Air Defense Squadron, controlled a total of 1,264 intercepts during the month of August. This record is noteworthy since ADC requirements for an operational-ready intercept director are 156 intercepts per year. Colonel Walter R. Hardee presented Lt Grunnah a trophy in recognition of his outstanding achievement.

"Andy Gump Points With Pride" to one of the two operational crews.