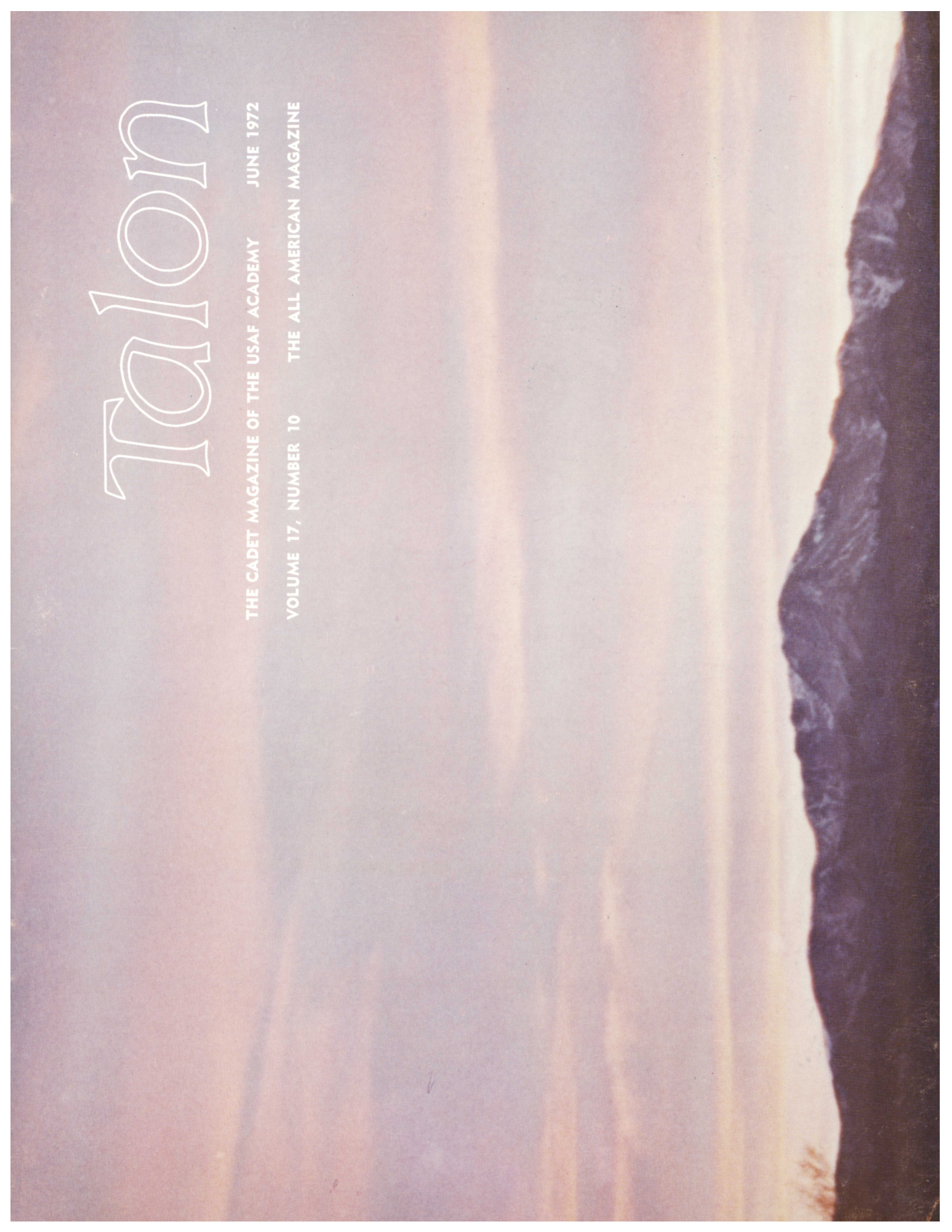


# Talon

THE CADET MAGAZINE OF THE USAF ACADEMY    JUNE 1972

VOLUME 17, NUMBER 10    THE ALL AMERICAN MAGAZINE



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THE USAF ACADEMY

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## Charley Baby

There I was, all ready to go over to "Las Vegas Night," when I made the mistake of stopping in the orderly room for a coke. That one-armed bandit almost wiped me out, \$2.40 for a coke. And Monday the Coke-man had the nerve to tell the CO that we owe HIM money.

It sure was nice to lose an hour of sleep this weekend. The reason I lost it this weekend instead of a month ago is that I just heard about the clock change. I had heard rumors . . . but after all these years of good, solid West Point training I knew better than to make a move without written permission from my AOC. (I'm sure that someday soon all that will change . . . someday cadets will be allowed to think for themselves . . . assuming they still remember how.)

Daylight saving is such a wonderful invention anyway, it reminds me of the math instructor who cut off one end of his blanket and sewed it on the other end in order to make his blanket longer.



YEA! WE PULLED THE 'OL 'TURN OFF THE WATER TO THE DORM BEFORE THE NOON MEAL SO THE CADETS CAN'T PLASTER DOWN THEIR HAIR' TRICK!!

A faculty member invited Nino, Pierre and I to the Officer's Club the other night. While there we played a supposedly fun game called "Cadets are to be seen and not heard." Just as we grew tired of this, (about 2 minutes) our pedagogue, martini in hand, pondered aloud "How nice this place would be - without cadets." To which Nino replied "How nice this place would be - without officers."

We finished our milk and left.

Pierre hasn't been feeling well lately. Last week he visited the New Dorm School of Mining and Meat Cutting. They originally told him that he didn't have any wisdom teeth, then they decided to go in and get a second look. Someone slipped and . . . at least he doesn't have trouble with his sinuses not draining anymore, nor will he ever catch tonsillitis.

Can't wait 'till they find out that I have two sets of wisdom teeth.

Got the word from Salty Sam (out on the Severn) yesterday. He says "Our battalion commander finally cleared the air for all of us here. When asked why we are treated as less than junior officers when we are expected to act and perform as junior officers he replied 'You are not junior officers, but you are expected to act like junior officers.' He is a Commander now, but we expect him to add his fourth stripe soon as a result of the enlightened tidbit."

Oh, I don't believe the deals, see you next year since my GOM got lost, again.  
Charlie

# Talon

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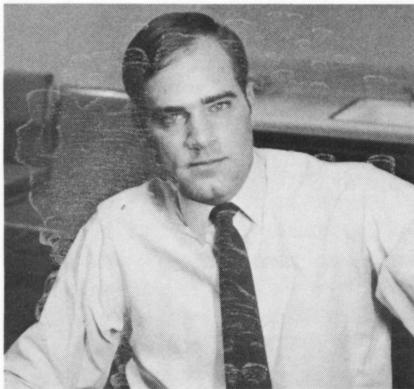
# ARMED FORCES

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# THE OFFICER AND THE FRUSTRATED CADET:

By Charles M. Hardman  
Cadet Wing Commander



I recently corrected a member of my staff for a comment which he made on a mimeographed form to the Cadet Wing. It stated, "Well, only twenty more days for you firstiest and another year of frustration for you two degrees." I was disappointed that he would publish something as negative as that statement, and yet at the same time I did consider the frustrations which have been incumbent on the Cadet Wing during the first year of Cadet Leadership and the possibilities for continued frustrations during the upcoming year. I don't believe that any cadet at the Academy would argue with the fact that the expansion of cadet authority and responsibility during the preceding year represents a long overdue

acknowledgement that the only way to properly and successfully train a leader is by giving him the opportunity to lead. The concept of cadets running the Wing is by far the most important change to a Service Academy system in recent years. There is no Academy, ROTC unit, whatever, that can rival the Air Force Academy in providing an individual with the opportunity to learn leadership, and in so doing guide himself by knowledge gained rather than by success or failure. And although it is not infrequent these days to hear cadets criticize the artificiality of the Academy environment, one must consider that there is no other arena, artificial or otherwise, where an individual can test and evaluate the textbook theories of military leadership under circumstances of absolute minimum risk to himself and his country. The Academy environment is unique with regard to its potential for instilling graduates with the tools of command. Why then are we plagued with the problem of cadet frustration? There is of course no simple answer to this question, but however difficult to face, it is a question which must be earnestly attacked by the Class of 1973 and the Officer Corps at the Academy before the beginning of a new cycle of cadet leadership. Otherwise, cadets in the future classes at the Academy will be forced to face the prospects of a system which by then will be thoroughly entrenched with frustration.

Cadet frustration will never be eliminated as long as there is an obvious mutual abuse of the cadet and

Officer chains of command. In previous years the figurehead nature of cadet leadership resulted in the misuse, abuse, and eventual decay of the cadet chain of command. This was not a case of preferring the organ grinder to the monkey as many would have it. Rather, it was a realization on the part of the Cadet Wing of the impotency of cadet leadership, particularly at the Squadron level. It became apparent that a cadet commander with no authority was completely ineffectual as a decision-maker and problem solver, hence, the only alternative was to skip the burden of the cadet chain and seek the individuals at the Academy who did have the authority to make decision, the Officers. Under these circumstances the Academy system ran quite smoothly, dependent only upon the functioning of a single chain of command. With the increased emphasis on cadet authority and responsibility, the cadet chain of command was finally given the power it needed to function. Unfortunately, by conferring power on the cadet leaders, the Academy reached a point where two authoritative chains of command came in conflict, neither willing to fully acknowledge the existence of the other.

Cadet frustration is a very real consequence of the establishment of this dual chain. Cadets have been told that they run the Wing, yet it is quite apparent that they do not run the Wing absolutely. Cadet Commanders make decisions and the Officer Corps at the Academy makes decisions, often times independently and with little meaningful coordination. To the

# STEPS TOWARD COEXISTENCE

average cadet in a Squadron organization, there is an appearance of rule changing and inconsistency of policy at the higher levels. The resulting confusion and conflict of interests creates frustration — pure and simple.

To solve the problems of confusion and frustration at the lower levels of the Cadet Wing, we must first solve the conflicts inherent in a dual chain of command. We have functioned for a year now without fully defining the limits of cadet authority, an area where an obvious misunderstanding exists between cadets and officers. Whereas cadets feel they should be given the opportunity to make decisions independently, many officers insist on absolute control of the decision making process. This creates a number of problems. At the Wing, or policy making level, it is essential that policy for the Cadet Wing emanate from a central source to both Officer and cadet chains simultaneously. It is my opinion that the only manner in which this can be achieved is through a policy making council for the Cadet Wing. This council would consist of the Commandant, his staff, and the Wing Commander and his staff and the Group Commanders. All aspects of policy and decision making would be determined in bi-weekly meetings of the Council, insuring a maximum of coordination and Cadet input. Though not often, there have been occasions during the year in which cadet decisions were overruled without consultation. After sufficient justification of the grounds for the decision, the cadet policy was reinstated. This creates unnecessary confusion which could be eliminated under Council procedures. There have also been instances in which Officer policy was reversed after cadet input. In most cases, the Officer policy had been disseminated prior to

consultation with the Cadet chain, and a change resulted only after a reaction from the Cadet Wing Staff. This action - reaction also serves only to increase confusion and frustration at the lowest levels of the organization. Again, it could be eliminated completely with the institution of a functional Cadet Wing Council.

At the Group and Squadron levels, the problem is of a different nature entirely. At these levels it is essential that the Cadet Commanders be given the opportunity to gain valuable leadership experiences. For this reason they should be given complete latitude to make decisions pertaining to their unit, providing they can justify these decisions at a later date. We must realize that any individual attempting leadership for the first time is quite likely to fall flat on his face. Why then must Group or Squadron performance be so critical to AOC reputation? Unfortunately we have nurtured a situation in which a Cadet Commander is expected to perform nearly faultlessly in his first attempt at leadership. This is not to say that a Cadet Commander should be immune from the consequences of poor performance, especially over extended periods of time. In the cases of each of the four Squadron Commanders relieved from their duties this semester, the action was instituted by the cadet chain of command as a result of poor performance, lack of loyalty, and an apparent desire not to enforce Wing and Group policies, in short, an obvious desire to avoid leadership. This is not nearly as disturbing and detrimental to the morale of subordinates as the opposite case in which an AOC, concerned with reputation, permits only a certain degree of error on the part of his cadet Commander before feeling the need to begin dictating courses of action. Whereas a cadet unit will generally

absorb a few mistakes on the part of its cadet commander, it will not tolerate a figurehead unit commander. The result in the latter case is most often frustration on the part of the subordinate cadets. With Cadet Group and Squadron Commanders firmly in control of their units, command comes directly from a central source of authority. Hence, cadet commanders gain needed experience, and cadet subordinates gain an appreciation of the significance and value of a chain of command. The ultimate result is a consistency of policy and decision making and an identifiable source of leadership.

What I am suggesting in this editorial is that it is well within our means to eliminate much of the cadet frustration that has plagued our operation this year. First, by centralizing our policy-making apparatus, we can eliminate a great deal of the confusion at the lower levels of our system. Second, by placing the ultimate trust in the cadet Commander's ability to command and control his unit, we can emphasize the cadet chain by focalizing attention on cadet unit leadership. These two amendments to the present system, if properly carried out, will not only eliminate the mutual abuse of the cadet and officer chains of command, but will insure consistent, well coordinated policy and a minimum of confusion. Under this system a cadet will truly identify with his leadership, he will not feel as though the rules of the game are constantly changing, and he will be relieved of a great many of his frustrations.

# Talon Talon Talks with General Ryan

*(Editor note: The following interview with General John D. Ryan, Chief of Staff, USAF, was conducted by Publications Editor Jack D. McCalmont on May 2 in Washington.)*

**TALON - General Ryan, what differences do you see between the Air Force in 1972 and the military profession as it was when you graduated from West Point.**

**GENERAL RYAN -** When I graduated, the basic difference would probably be the position in the world that the United States holds today versus what it was then. I got out of the Academy in 1938 and went into the U.S. Air Corps. At that time there were probably about 25 thousand people serving in the corps. We had an ocean on either side of us which gave us a sense of security so there wasn't much emphasis on the military in 1938. Even though, at that time Germany had already started its move. But, as far as basic differences, as far as people in the military were concerned, their attitudes were probably the same as they are today. You have a job to do and you do the best you can.

**TALON - Sir, in this regard, what is your strongest or fondest memory that you have of your experiences at West Point? Would you care to reminisce?**

**GENERAL RYAN -** Well, I'd never been around the military before I went to West Point. In fact, I didn't even know where West Point was. So my introduction to military life was perhaps my most vivid experience. I'd already had a couple of years of college before I went up there. I enjoyed West Point very much. I enjoyed the association with the finest men in the world. Overall, my four years at West Point were very pleasant. Of course, there were sometimes when you were in confinement you might have other ideas, but overall, it was a fine experience.



**TALON - Sir, what can the non-rated officer expect in terms of career opportunities in light of present Air Force policy?**

**GENERAL RYAN -** There are all types of fields open to the non-rated officer such as research and development, legal, comptroller. In fact, there are very few fields that are not open to the non-rated officer except flying aircraft. I think his opportunities are unlimited and if he applies himself and does a good job, he'll reap the rewards. I think, as I've said before, he has greater opportunities today than ever before.

**TALON - How will the non-rated officer fare when compared with his rated counterpart in the Air Force?**

**GENERAL RYAN -** We've had a non-rated Vice Chief of the Air Force, General Boza McKee, who did a fine job. We have many non-rated lieutenant generals and major generals today. The number of non-rated officers who, out of a particular group, remain with the Air Force is smaller than the rated people. I think this has a great effect upon the numbers in the higher ranks.

**TALON - Sir, with the increasing emphasis on resource and personnel management, what do you think will be the effect on the officer in the future? Will he become an industrial executive? How will this affect the concept of the flying and fighting officer?**



GENERAL RYAN - I don't think it will affect the flying and fighting concept at all. I don't believe that's a valid statement. Anytime you have people and material, you have a management problem. Technology has advanced, but so has the training of our people who have come into the Air Force. I think flying will be just as glamorous and just as attractive to the pilot of tomorrow as it was in my time and it has been through the 37 years I've been in the service. Just remember one thing, the only reason for the existence of the Air Force are the combat crews — that's missile crews and air crews. That's the only reason for our existence. If we didn't have that fighting capability, there would be no reason for the Air Force.

**TALON - Sir, because of your duties and responsibilities, you have to spend a great deal of time in Washington. Do you feel that this lends itself to a great deal of isolation? Are you concerned that you might be isolated from the mainstream of the Air Force, its people, new ideas and changing social conditions?**

GENERAL RYAN - That's like asking 'when did you stop beating your wife?' Yes, you are more isolated up here and I'm not able to get out as often as I want to; however, I make an effort to get out quite often. I still get down to see the men in the engine buildup shops and base supply and talk with the pilots in the squadrons. I think I have a pretty good feel for the attitudes in the Air Force. My inspector general, who really is my eyes and ears for the Air Force, and that's his sole job, is out all the time and he reports to me weekly on what his perception is of Air Force people and the way they are doing their jobs.

**TALON - Sir, in this regard, can you give us an estimate of how the all volunteer Air Force objective is shaping up and do you see any significant changes in the Air Force arising from the all-volunteer service?**

GENERAL RYAN - Well, as you know the Air Force has always been

an all volunteer force. But I don't think we can sit back on our laurels, because the surveys we have run show that perhaps from 50-70 percent of all volunteers were draft-motivated. However, even with the relaxation of the draft, so far, during the latter part of 71 and the first part of 72, our enlistments have kept up with our requirements. The all-volunteer force depends on many things ... the pay raises that Congress has voted in the last 18 months have certainly enhanced our opportunity to make an all-volunteer force ... a viable force. I think you're going to have some sort of parity between pay in the service and pay on the outside if you're going to attract the type of people we need in the Air Force. I think Congress is aware of this and will probably follow through on it. I think an all-volunteer force will work.

**TALON - Sir, in your opinion, how important a role does continuing education both professional military and the civilian graduate degree, play in an officer's career in his promotions and also in the vitality of the Air Force?**

GENERAL RYAN - Education enhances a man's capabilities, regardless of his field of endeavor and the Air Force is no different. Those who take advantage of the educational programs offered in the Air Force are certainly going to advance and be able to do a better job than those who do not. We want an educated Air Force.

**TALON - Sir, what do you see as the biggest problem facing the Air Force today and over the next decade?**

GENERAL RYAN - With the leveling off of buying power and with the regression of buying power as reflected in our budgets, we had to make a conscious decision as to how much do we allocate in today's force and how much do we invest in research and development for a force of tomorrow? We decided to cut back on the forces in being today. When I say cut-back, I mean we reduced the manning, the aircrew to pilot ratio

... reduced the flying hours in order to have sufficient money to invest in weapons systems of the future such as the F-15, the B-1, the AX, the AWACS. I foresee that trying to maintain this balance between today's force and requirements for tomorrow is the biggest challenge we have in the Air Force.

**TALON - General, we were talking earlier this morning about the changing attitudes among cadets over the past year. Do you feel that this change in attitudes is similar to the attitudes which you back in the early 30's had? Or is it a change which has occurred over the past 5 years in regard to society ... or is it just a change which has happened within the last year with cadets?**

GENERAL RYAN - Well, it seems to me that the cadets, have accepted responsibility for running the cadet wing in a very mature manner over the past couple of years. I think as long as the cadets exercise this maturity in carrying out the responsibilities for running the wing, we will give them as much as they can handle.

**TALON - Sir, looking back over your own career, do you have any advice you would care to give to the cadets being commissioned this June?**

GENERAL RYAN - Advice is always easy to give. I don't believe there's any one panacea that guarantees a man's happiness. Regardless of the job assignment, just pitch in and do the best job you can. Put forth your best performance. In my experience, I've found that the people who will accept whatever is given to them and do the best they can, generally get the best assignments the next time around.

**TALON - Thank you General Ryan, we appreciate your taking your time from a busy schedule to come and talk with us this morning. We're certain that the Cadet Wing will benefit immensely from your comments.**

# Academics at the Academy

By Captain John S. Kelsey

**Editors Note:** Captain Kelsey is a 1966 graduate of the United States Military Academy. He attended Georgetown University and is presently an instructor in the Political Science Department, USAFA. Capt. Kelsey spent his high school years in Paris France as a military dependent before attending West Point. He served in Viet Nam as an Armored Cavalry platoon leader, troop commander and an aide-de-camp. Capt. Kelsey attended armor school at Fort Knox and is an airborne ranger and jungle expert.

Tackling a subject as broad as "Academics at the Air Force Academy" in a short article is a great deal like hunting big game with a fly swatter; it also runs the risk of being grossly unfair to everyone concerned. Notwithstanding the dangers, I have several thoughts on the subject that I would like to present in a thoroughly non-academic way. In so doing, my purpose is not so much to advocate my own positions as to stimulate thought and discussion, just as the excellent articles in the previous issue of the *Talon* helped me to crystalize my own ideas.

Despite the informality of my presentation, it is only fair to the reader to reveal the biases and assumptions that have entered into my calculations. Of these, the major ones are the following:

1. I am writing as a recent West Point graduate and probably career Army officer (which, hopefully, this article will not jeopardize.) The reader can draw his own conclusions from this, but he should recognize that West Point and the Air Force Academy have many more fundamental similarities than differences, particularly when viewed against a civilian backdrop.

2. As a member of the faculty, I am probably an automatic target of suspicion on the part of some here, who tend to see priorities somewhat differently. I would, of course, deny that the Political Science Department is somewhere to the left of Angela Davis.

3. My major assumption is that the Air Force Academy, as well as the other service academies, is dealing academically from a position of strength. This can be supported objectively by the excellent record of academy graduates. Subjectively, many of us who have been exposed to

both military and civilian education feel that we do most things as well or better than the majority of civilian schools. This is not to say, of course, that there is no room for improvement. Therefore, in the spirit of self-criticism, I would like to suggest several areas for reexamination.

The logical starting point for an examination of the Academy is its mission: what is our purpose in life? The current Air Force Academy mission statement, with its implied goal of producing the highest quality Air Force officer possible, is really just a restatement of the obvious: it does not provide a very substantive basis for searching questions about how well the Academy is actually performing its role. A better approach would be to ask: what is the ideal Air Force officer? Or, restated, what qualities should he have that one can reasonably expect to derive from his Air Force Academy experience?

Despite healthy differences on many questions, most officers at the Academy would probably agree on a list of such attributes that would include at a minimum:

1. a sense of honor
  2. a sense of personal responsibility and duty
  3. the desire to serve one's country and service (preferably in that order)
  4. a socialization into general military and specific Air Force ideas and patterns of behavior
  5. a free, analytical mind, capable of solving problems dispassionately (Some would contend that this is incompatible with (4) above, a view I do not share.)
  6. an introduction to technical military matters that young Air Force officers will need.
  7. an appreciation for the human and moral aspects of war, which, after all, ultimately require the ability and willingness to deprive others of life upon legitimate command.
- The first four of these are too speculative for me to take up here. Besides, the caliber of service academy graduates points to considerable success in inculcating these qualities. The fifth point, however, is one which



I would like to develop in some depth.

Admitting that the Academy has been generally successful in preparing its graduates intellectually, the fundamental question remains: can we do even better? The answer to this question depends upon one's view of how to produce the requisite "analytical mind." In my opinion, the solution to the problem of education (as opposed to training) is to challenge the student intellectually to push his faculties to their limits. Ultimately, this is a process that will only take place when the student is pursuing an area of interest. In this connection, the majors programs available here are a commendable step beyond the "Sylvanus Thayer syndrome." However, several factors appear to be hindering a more complete realization of this goal.

The core curriculum is a frequent subject of cadets' complaints, but few would probably disagree in principle with the concept of a limited core combining the so-called "hard" and "soft" sciences that all future officers might use. Although there is a trade-off point at which core courses infringe on the cadet's ability to specialize, this is not the most fundamental criticism. Problems arise primarily from the nature of the courses that everyone is required to take; for many of these, the rationale for inclusion in the core is not obvious, to say the least. Let me illustrate with my own case. At West Point, the core requirements were so extensive and varied that I am no longer able to remember many of the courses that I must have taken, to say nothing of the material they covered. If this is as common as I believe it is, it casts doubt on the validity of an extensive core curriculum. Why, for example, was I judged to "need" four semesters of mathematics and two of mechanics, when I have used nothing from them since and remember remarkably little about them? Like the ethnic coffee break joke, I will need virtually complete retraining if a future assignment should call for those skills.

(To be fair, I want to make clear that I am citing mathematics and mechanics purely as examples of relative irrelevance in my own

particular case. Other people could no doubt cite courses in different disciplines. However, the point remains that some of what we require all cadets to take is not relevant to the needs of all.)

At this point, the counter-argument is usually made that certain courses give the student vital analytical skills above and beyond the practical knowledge that he may take from the course. In rebuttal, I would answer that a course forced on a student will probably give him very little over the long run, regardless of the nature of the course. Further, no single discipline has a corner on that particular market. I refuse to accept the implication that mathematicians, for example, are inherently more analytical than political scientists; they just happen to be considerably better mathematicians. Fundamentally, the student's ability to think analytically will be enhanced when he throws himself whole-heartedly into virtually any discipline. Again, interest is a necessary precondition.

If one accepts my argument to this point, one will hopefully begin to question the composition of the core curriculum. A simple reduction in the core would not be an unmixed blessing, however. As things stand now, many cadets choose electives of little personal interest or relevance to their majors merely to fill the last few holes in their schedules. Fewer core requirements would only aggravate the problem.

What needs to be examined in conjunction with the core, I suspect, is the total academic load that cadets are required to carry. My personal theory is that the many competing demands on cadet time placed by academics, athletics, and cadet duties have the ultimate effect on encouraging a mediocre level of effort in each individual area. Moreover, since the system is run largely by academy graduates who have lived under similar pressures and understand them, it in turn accommodates itself to this; mediocrity becomes the accepted standard, rather than the bare minimum. It is unfortunate that only the most motivated students go beyond the minimum preparation required for each lesson, a fact hardly

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# 'Education Must Challenge'

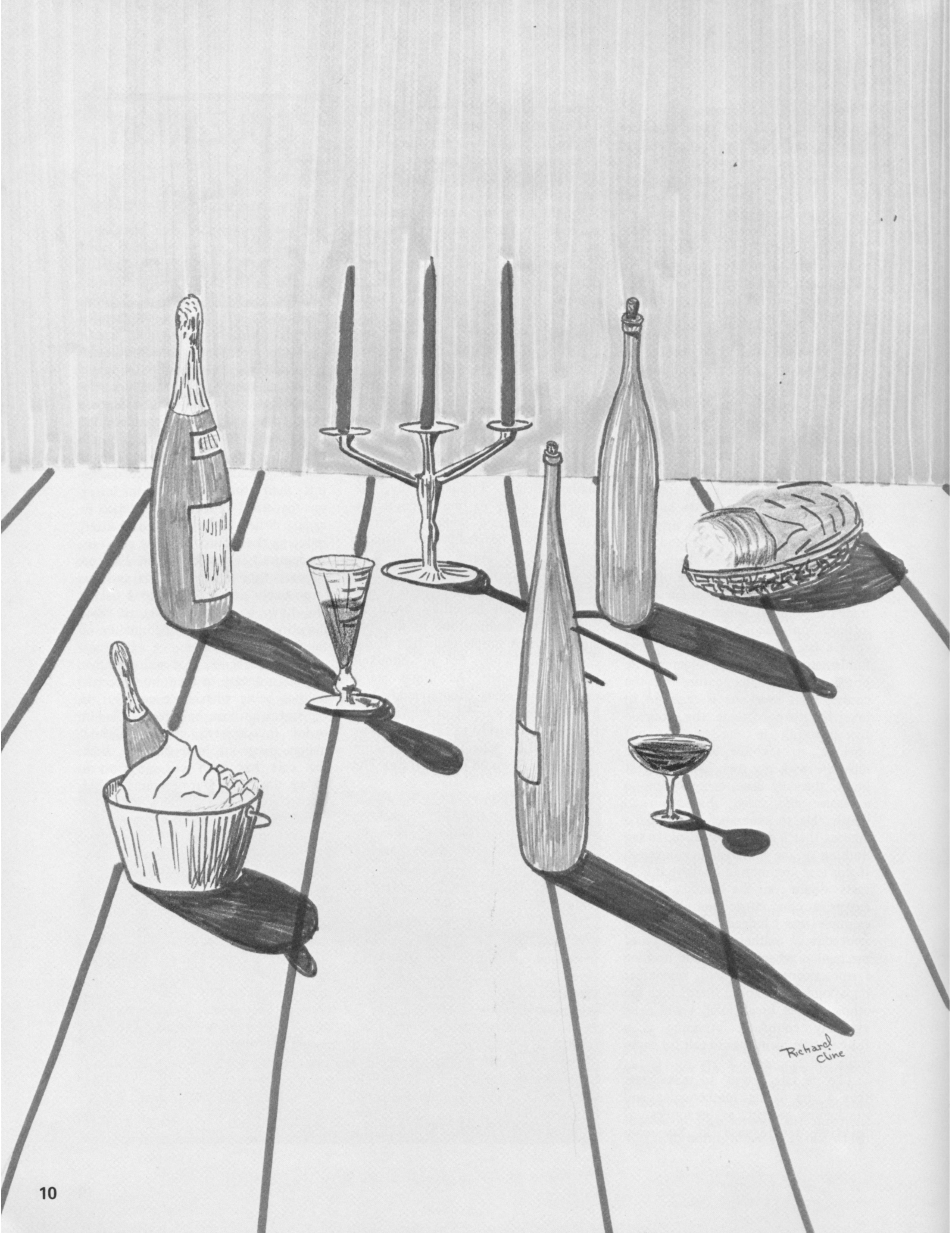
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indicative of general intellectual stimulation.

There is no easy solution to the problem, but a step in the right direction might be to reduce the number of course units that cadets are required to take. A lighter course load in combination with fewer courses cadets perceive as irrelevant might encourage cadets to go more deeply into their studies, without infringing on the time allotted to athletics or cadet duties (or, for that matter, reducing the amount of time spent on academics.) It would be unrealistic to expect a total metamorphosis, and one is probably not needed. But I fail to see how a reasoned step in this direction would harm the quality of the final product.

I fully recognize that action of this type is not easy to take, bureaucratic politics being what they are. But, if the status quo can only be justified in order to preserve manning levels, majors programs, and the like, then the cart has been put very much before the horse. Our programs should be able to withstand intelligent criticism and in fact should welcome it. It is therefore quite gratifying to see that a study is being made by a faculty group on the question of reducing the course load.

My purpose in this rambling foray has been primarily to suggest areas for reexamination. At a time when all the services are being forced by popular disaffection and changing roles to question some of their cherished beliefs, the service academies can afford to be no less introspective. A continuing dialogue between officers and cadets on the Academy's role and ways of performing it will insure that the Academy will continue to deserve the high reputation that it has held in the past.



Richard  
Cline

# The Complete Cadet Guide to Wine

*"who loves not wine, women, and song,*

*He is a fool his whole life long!"*

J. Milton, SAMSON AGONISTES

Wine came first. It was nectar to the divinities who frolicked on old Olympus, and today it provides sweet consolation to the young mods who also frolick on high. Alcohol, in the form of wine, has stood the test and weight of more than 30 centuries during all periods and ages known to civilization — glorified as the greatest gift of the gods by the most celebrated writers, poets, philosophers, and scientists. Therefore, it may be advanced as axiomatic truth that alcoholic freedom is a postulate of human development and rapid progress. Without the discovery of alcohol for human consumption, that is, without wine, the advance of mankind would have been very slow indeed! Rare wines and spirits are joined throughout all history to music and paintings in an endless pageant of finely drawn emotions. Wine has induced much singing in the sails that was not of the wind, and it has fed the flames of imagination and induced visions of charm which live even today as testimony to the most noble of all civilized beverages—wine.

To prepare a complete study on such an encyclopedic subject would be a heroic task of no small measure. It would indeed be difficult to be authoritative without stirring the dregs which would lead us ever further into the literature of this ancient and varied refreshment. Therefore, we will only touch lightly on the subject of wine—gladly and with a firm grasp of fact—so far as we go. Here then are the basic facts.

Historically, man has enjoyed wine since the dawn of time. Paleontologists have found evidence of masses of grape skins, pits, and stems which had apparently been crushed by prehistoric man. The Egyptians credit Osiris and the Greeks credit Dionysus with the gift of wine, while the Hebrews claim that Noah first introduced it.

Socrates, the wisest of men, was crowned by Alcibiades as the one "who in conversation is the conqueror of all mankind . . ." but still as a man "who can drink any quantity of wine and not be at all drunk." And the most fitting of antique cups — that for the wines of ancient Greece — was modeled from the divine breast of the Trojan Helen. Phoenician traders introduced the vine into Europe at the Mediterranean coastal trading posts they established; and later, the Roman legions carried it into Gaul, Germany, and across the Channel into England.

The greatest single influence on the spread and development of wine has been the Church—indeed, the development of wine accompanied the spread of Christianity. Wine was required for sacramental functions; and since the good monks made wine for their own use and not for commercial purposes, they were more interested in quality than in quantity. And as a result of their improvements, vineyards outside the church also began striving for quality, and the standard level of wine making was raised to a new level of excellence.

Although the vini-cultural history of America begins officially with the efforts of Fray Junipero, a Dominican missionary who planted the vines that he had brought with him from Spain around his missions in Southern California; we still recall the year 1000 when a small band of intrepid Vikings discovered America and dubbed it "Vineland the Good" after the wild profusion of grape vines that they found growing on our shores. Today, even though grape growers have come a long way in Sunny California, American wines still take an acknowledged back seat to the fabulous exports of France, Portugal, Italy, and even Spain and Germany.

Before we go any further, let's get a few definitions straight. Wine, like beer, is a fermented alcoholic beverage (as opposed to distilled drinks like whisky, rum, and brandy.) Technically, wine is

the naturally fermented juice of freshly gathered ripe grapes which have been pressed at or near the place they were gathered. Wine usually consists of 80% water, 15% grape sugars, 5% acids, and carbon dioxide. If carbon dioxide, the product of fermentation, is allowed to escape slowly into the air, the wine is classified as still. On the other hand, if the wine is bottled while still in the process of fermentation, the carbon dioxide will escape when the bottle is opened—and will bubble. Hence, the Sparkling wine. Contrary to popular belief, Sparkling wine is lighter, that is, less intoxicating, than still wine.

Still wines are usually classified into Red and White wines. There exists, however, a "half caste," the famous *vin rose*, neither white nor red, which is produced in excellent quality, though in small quantities, in the center wine region (Loire district) of France. France has a world wide reputation for champagnes and red wines, such as Bordeaux (Claret), Medoc, St. Julien, Morgaux, and her even more famous Burgundy. Bordeaux wines, for example, are grown in that section of France surrounding the Old Gascon Seaport on the Gironde River. Of the eight wine districts in Bordeaux itself, the three most famous are Medoc, Graves, and Sauternes. Medoc is the home of most of the great Clarets — dry, light, delicate red table wines. Graves produces several great red wines (Chateau Haut Brion, for example), as well as pleasant whites which are reasonably dry. Sauternes are medium-sweet white wines recommended for use with dessert. Beaujolais is one of the many full bodied red wines that the District of Burgundy produces, and Chablis is one of its more famous white wines. The finest sparkling wine in the world is produced from the black grapes that are grown strictly in the old province of Champagne. A complete listing of all of the famous and excellent wine districts would take up more volumes than this magazine has pages.

As France excels in Red wines, Germany excels in White wines. With the exception of Chablis and Haut Sauternes, she never has been excelled. Overcoming distinct geographical and climatic disadvantages, her celebrated Rhine wines are reputedly the best white wines in the world. Hochheimer and Liebfraumilch are among the best of these light and very dry whites. Italy, sometimes referred to as one large vineyard, has produced some good red wines; but the wine that she will probably be remembered longest for is the red Chianti from Tuscany. Chianti is in its prime five or six years after vintage, so look for dust on the familiar straw-covered bottle. Spain has its Sherry, Malaga, and Muscatel; Portugal is noted for its excellent red Ports and Madeiras; and even Hungary is renowned for its exquisite Tokay. Enough background.

#### What about drinking wine?

The whole business of buying and serving wines has become much simpler ever since Americans discovered their own back vineyards. Now we don't have to be intimidated by wine-lover's mumbo jumbo about vintage years, intricate serving rituals, and the do's and don'ts of dealing with the precious stuff that the vintners sell. The "right wine" is simply a matter of opinion; and the "rules" are nothing but a majority opinion on how best to bring out the flavor of wines and their accompanying foods. But like Lord Chesterfield's gentleman, who by definition is never rude unintentionally, you'd do well to know a few of the basic rules before you break them. So here are some of the basic axioms.

Three factors govern the appreciation of good wine—color, aroma, and taste. The expert who knows wine best will first hold his glass up to the light, then sniff it gingerly, and finally taste it. The pleasure of anticipation is half the fun; and in drinking wine, each step in the process adds to the enjoyment.

Keeping this in mind, let's look at the four main classifications of wine. First, there are the natural still wines (red and white Bordeaux, Burgundy, Chianti, Port,

Rhine wine, Moselle, Tokay, and American table wines.) Then there are the sparkling wines such as Champagne, sparkling Burgundy, and Aste Spumante. Both the still wines and the sparkling wines contain less than 14 percent alcohol by volume. Next come the fortified wines, such as Sherry, Port, Madeira, and Marsala which are from 16 to 23 percent alcohol. Finally, there are the aromatized wines (Vermouth, and quinned wines) which are from 15 to 20 percent alcohol by volume. After you've sipped enough wine to be able to form your own judgment, you may decide that wine is at its best when taken straight from the bottle, taken on the rocks, or even when it's taken by injection. But here are a few of the common rules that the wine experts have laid down.

The first basic rule is the color-scheme rule. Stated simply, red wines go best with red meats; white wines go best with white meats, fish, and fowl, and champagne goes with everything. The color-scheme rule makes for easy memorization, but if you would like to be a little more specific, here's a list not to ignore:

**Apertif:** Sherry, dry Madeira

**Hors d'oeuvre:** dry white, Chablis, Sauterne, French Vermouth

**Oysters:** Chablis, Sauterne, or Champagne

**Soup:** Chablis, Sauterne, or light Sherry

**Fish:** Chablis, Sauterne, Moselle, Alsatian, Pinot Blanc, White Burgundy

**Entree**—white meats, fowl, etc:  
White Burgundy, Pouilly or Chablis, Rhine wines, Graves

**Game**—red meats: Red Burgundy, Chambertins, Pommard, Gamay, Red Chianti

**Roasts:** Red Bordeaux, Red Burgundy, Clarets, Chianti, Boujalous, Pinot Noir

**Dessert:** Champagne, White Bordeaux, Chateau Yquem, Sauterne, Port, Muscatel, Tokay, Italian Vermouth, Sheet Sherry

**Cheese, fruit, or nuts:** Burgundy, Claret, Rose, Port, Madiera.

The second major rule is that if you are serving more than one type

of wine at the meal, the heavier, more full-bodied wine should follow the lighter and more delicate wine. In plain terms, this means that the reds will usually follow the white wines. Sweet wines are reserved for last, with the dessert. The third basic rule is that red wines are generally served at room temperature while white wines are chilled. The one exception to this rule is sparkling wines—which are always served chilled. Ice is never put into the wine itself, of course.

Here are some other niceties. All wines are stored in constant temperatures away from the sun. Still wines are stored on their sides to keep the cork moist so that it will stay tight in the bottle and prevent air from leaking in. Once opened, all table wines should be refrigerated, less they turn to vinegar. Wines with less than 14 percent alcohol will improve after bottling. Fortified and aromatized wines will improve very little or not at all, with the exception of Vintage Ports.

Wine glasses are colorless, so that the wine's color is not obscured, and stemmed, so that the hand does not warm the wine. Wine should be poured slowly so that the sediment which may have settled is not disturbed. The host usually pours a little in his own glass before filling his guests' glasses, just in case a bit of cork spills out with the first pour. And wine glasses are customarily filled only partially, so that the full fragrance will gather in the glass between the wine level and the brim. Connoisseurs also say that smoking interferes drastically with the enjoyment of good wine, with the possible exception of Sherry. And, of course, wine is meant to be sipped for its own sake, not gulped for thirst's sake.

That just about corks it up. One last item though. What sort of wine do you take skiing? This depends more on your individual tastes than anything else. Certainly a good Burgundy, a light Rose, or a sweet Port are all favorites. For a real treat though, try a French Beaujolais, some Italian Chianti, or even some German Liebfraumilch. They are all exquisite. And of course, there's always the perennial favorite, *Vino Fino*. *A votre sante!*

# VINTAGE CHART by Frederick S. Wildman, Jr.

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Below 50: very poor; 50 to 59: poor; 60 to 69: passable; 70 to 79: good; 80 to 89: very good; 90 to 99: excellent; 100: superb.  
R: red only; NV: nonvintage; S: slow maturing; E: early maturing.

	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968
CHAMPAGNE	90E	NV	90	80	NV	85	NV	90	65-75	NV
BURGUNDY Red	95E	50E	100S	90	40-70	95E	30	95E	50-70	30
BURGUNDY White	70	70	100	100	65-75	85	30	100	85	30
BEAUJOLAIS	70-90E	50	80-100	75	50	85-95	30	85-90	90	50-70
RHÔNE North Red (Hermitage, Saint-Joseph & Côte Rôtie)	85	75	95	80	50	85	70	95	90	50
RHÔNE North White (Hermitage, Condrieu & Saint-Joseph)	80	80	95	75	70	85	75	90	90	60
RHÔNE South Red & Rosé (Tavel & Châteauneuf-du-Pape)	75	80	95	80	50	75	80	90	95	70
BORDEAUX Red (Médoc & Graves)	95E	75E	100S	90	60	60-90E	50-65	99S	90	40-65E
BORDEAUX Red (Saint-Émilion & Pomerol)	85E	60E	100	90	40	95E	55-60	95S	96	40
BORDEAUX Dry White (Graves, etc.)	70E	80E	85	87	40	85	65	85	90	55
BORDEAUX Sweet White (Sauternes & Barsac)	90	40	100	80	40	40	40	65	98	40
LOIRE	90R	50R	80R	85R	40R	90	60	85	85	30
ALSACE	65	50	70	85	80	65	50	90	80	40
RHINE	65-100	50	80	75	60	90	50	85	60-75	30
MOSELLE	65-100	50	80	70	50	95	50	90	60-75	30

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# Star Settlers

by Don Peppers

The lock opened and Hillary climbed in, her long hair even darker on her white eco-suite. This is it, she thought. Twenty years old and she had never seen a jungle, or a crawling animal, or a sea. Her great-grandmother used to tell her about what it was like before Star Commune left. Her great-grandmother knew what it had been like because she had been born only forty years after Solar Exit and had got to talk with many old people who had at one time lived on earth. Earth had once had jungles and seas, and there had, at

one time, been people — actual human beings — who lived in the jungles and swam in the seas. No hydrogrowths, no meat cultures, no computers or anything. But Hillary's great-grandmother said that that was indeed what there had been — people living right in the jungles.

The vehicle crew was not quite ready yet to leave Commune. The slow, methodical double-checking had been rehearsed many times over the course of the last three years, while Star Commune circled the green and blue planet below them. Hillary was

not a part of the operational crew, though. She was a scientist. And she was to be the third person to disembark on this mission — first planetary landing by Star Commune people in twenty-six years. Hillary had rehearsed her job so many times recently that she became nervous and uncomfortable by thinking any more about it. She preferred to think of the 2,000 other eco-specialists who had competed along with her for this spot. Fully 3% of Star Commune's population consisted of eco-specialists or those who aspired to be eco-specialists. Hillary's great-grandmother had told her about the first eco-specialists on Star Commune, with their primitive analytical devices and their limited understanding of outer-stellar planetary types. She had also told Hillary about the first planet which had been analyzed — which turned out to be the first habitable planet Star Commune had encountered. She told about the colony which began with four hundred people, and about the three who contracted an unexpected native disease, and had died. The colony had been removed and held in quarantine on the Commune for three years as it sped away from that stellar to another, more promising system. And the eco-school had assimilated the data to begin a new training program. The new program became so popular that anybody who was anybody wanted to go through it and compete for the top spot.

The four hundred original settlers had been the last in Star Commune history to actually live on a planetary body, although there had been many landings and explorations since then. And those four hundred had all at one time lived on Earth. No one alive on the Star Commune now could even describe what it was like to live on an actual planet, except insofar as he had been told by older people or read in the library. But everyone knew how wonderful it was to be, once Star Commune finally found the suitable planet.

Locks closed and the Lander gently jettisoned from Star Commune, and maneuvered into its own orbit. Twenty people on the exploratory mission — the tenth in Star Commune history. Hillary wondered what it



would be like to step into a jungle — or onto a beach. She had only read of it, and listened to her great-grandmother. She wondered if a jungle would smell like a hydro-growth. She wondered what sand and mud would feel like on bare feet — ancient man had never worn shoes when he lived in the jungle. There had been no civilization detected on this planet in the three years that the monitors had covered it. Maybe there were primitive intelligent beings running around barefoot in the jungles of this planet like ancient man had in the jungles of Earth.

Twenty people would land now, and she would be the third to set foot on planetary soil in twenty-six years of Star Commune history. Her blood seemed to grow warm with anxiety as the reddish glow around the Lander windows signalled the start of atmospheric entry. The small craft decelerated at a constant 1-g, which was much more familiar to Hillary than the no-gravity they had experienced since leaving the Star Commune. Soon the windows were painted a bright orange.

Almost as quickly as it came, the glow left the windows and Hillary stretched her neck to see what there was to see — but everything looked the same as it did from space. (She was actually in a planetary atmosphere now!)

“Altitude 20,000 meters, Mach .72, and all go.” The captain’s voice came over the intercom. Beautiful, she thought. Beautiful. They were going to descend quickly — not cruising much more than a few miles before coming to the pre-chosen touchdown spot. It was on a beach.

The cabin of the Lander had been slowly pressurizing to equal the sea level planetary pressure of this sparkling planet. Hillary could almost smell the fresh air already — even though she had absolutely no idea what it would be like. She imagined the smell of the sea — it would probably be similar to the fresh, clean air in Star Commune’s gigantic swimming area, only even better, since there would be so much more water. They were low enough that she could almost make out the individual growths on the continent below them.

Blue, jewel-studded ocean stretched to the horizon. A paradise. Her brown eyes widened with every thousand feet of descent.

Finally, the Lander thrust visibly upward, changed its trajectory to one almost vertically downward, and gently, ever so gently, came to rest on a wide beach. The excitement in the entire crew was almost overpowering. Eco-suits snapped up, face plates appeared in front of faces, and everyone readied to disembark. Hillary was the third in line at the lock door. Only the captain would stay on board the craft — everyone else in the Lander had some planetary responsibility.

The first explorer — Maxine Moser — disappeared through the lock. She was the physicist, in charge of assessing the chemical makeup and atomic structure of the life found on this planet. Next was Halder. He was responsible for analyzing the type of vegetable growth, and the possibility of human consumption of any of the plant life.

Hillary’s turn. She punched open the inner door and stepped into the lock — just big enough for one person. The outer door opened, and Hillary gasped. She had not expected such a strange sight! So this was a jungle. She stepped down the ladder to the beach, and felt the soft give of sand — strange. The other two were about their business. Hillary walked slowly in the sand over to the edge of the jungle. A small three-legged animal which appeared to have a beak darted past her, examined Maxine closely, and fled again into the jungle. But the jungle didn’t look at all like a hydrogrowth. It had plants with scales or something which looked extremely ugly — like a green snake skin. She was so lost in thought that she nearly tripped over another animal — this one slow moving, with no legs apparent. It seemed to be made of jello, with a maze of organs and throbbing vessels visible within it.

A shattering scream came from behind her. Hillary whirled, only to find that Paula had stepped on a sand animal which had frightened her. It scurried away as she recovered her composure and grinned in an embarrassed way. Everyone was out, now. It all seemed so unreal. Hillary

had come close enough to the edge of the jungle to see what the typical plant was like. It was so ugly to look at that she nearly became physically nauseated. As she looked, its greenish fuzz top shook with a light wind. Yuk. But then she saw that it wasn’t a wind at all, but a greenish animal emerging from the top of the plant to take a sleepy look around with his insect-like eyes. She thought they were eyes. Or maybe it was all part of the plant, she couldn’t tell. But it was ugly enough to send her back to the comfort of the crowd on the beach.

No one in the crowd seemed to be particularly enthusiastic. In fact, everyone seemed nearly in a daze. But procedure called for doffing face plates, in order to get a breath of fresh air. Hillary’s great-grandmother had said that there was nothing like fresh planetary air to cheer some one up. No amount of Star Commune treatment, she had maintained, could ever endow air with the quality it had: a fresh, virgin substance on a green planet, like Earth had once been. Poems and songs were written ages ago about the fresh morning air of Earth. Some of the ancient literary tributes were to be found in the Commune’s library, brought along a hundred years ago from Earth. And here they were — nineteen explorers ready to sample some fresh air from a Terran-class planet with hydrocarbon life — just about as similar to Earth as one could ever expect to find anywhere in the Universe. Hillary had been in the hydrogrowth chambers of Star Commune many times on field trips and practice runs in the last three years. She imagined that that’s what the planet would smell like, with its jungles. She had never smelled a sea, though, and she had read novels about the fresh sea breeze and salty air. It had all been fantasy until now.

It was time. Hillary was the eco-specialist, and it was her duty to remove her faceplate first and sample the atmosphere. She reached for the release lever, caught it, and brought the plate away from her face, feeling a quick planetary breeze as she did so. She felt much closer to the planet — as if she were now a part of it. After glancing around at the expectant faces of the rest of the explorers, she

# SANDRA

The June flower of this month is Miss Sandra Kay Huff. Sandra now resides in Fresno, California, and is a sophomore at Fresno State College after having completed her first year at Arizona State. She is studying to be a music therapist and plans to finish her senior year at the University of the Pacific. Sandra enjoys the beach, water skiing, horseback riding and singing. She has been in several musical plays and sings in the college madrigal group. She designs and makes her own clothes and enjoys working with knits and macrame'.

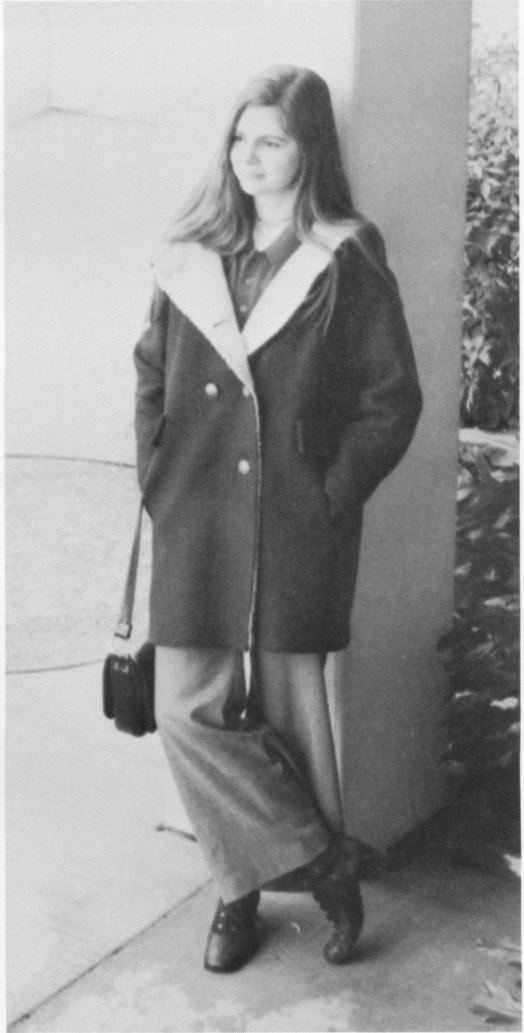
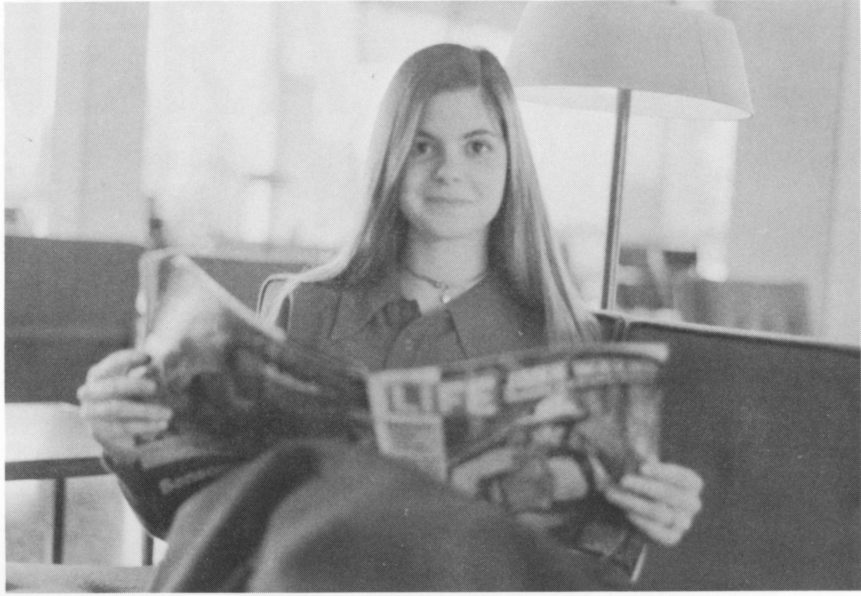


As the more transferred, we'll help lighten the load.

As the more transferred, we'll help lighten the load.



SAM



# Next time you're transferred, we'll help lighten the load.

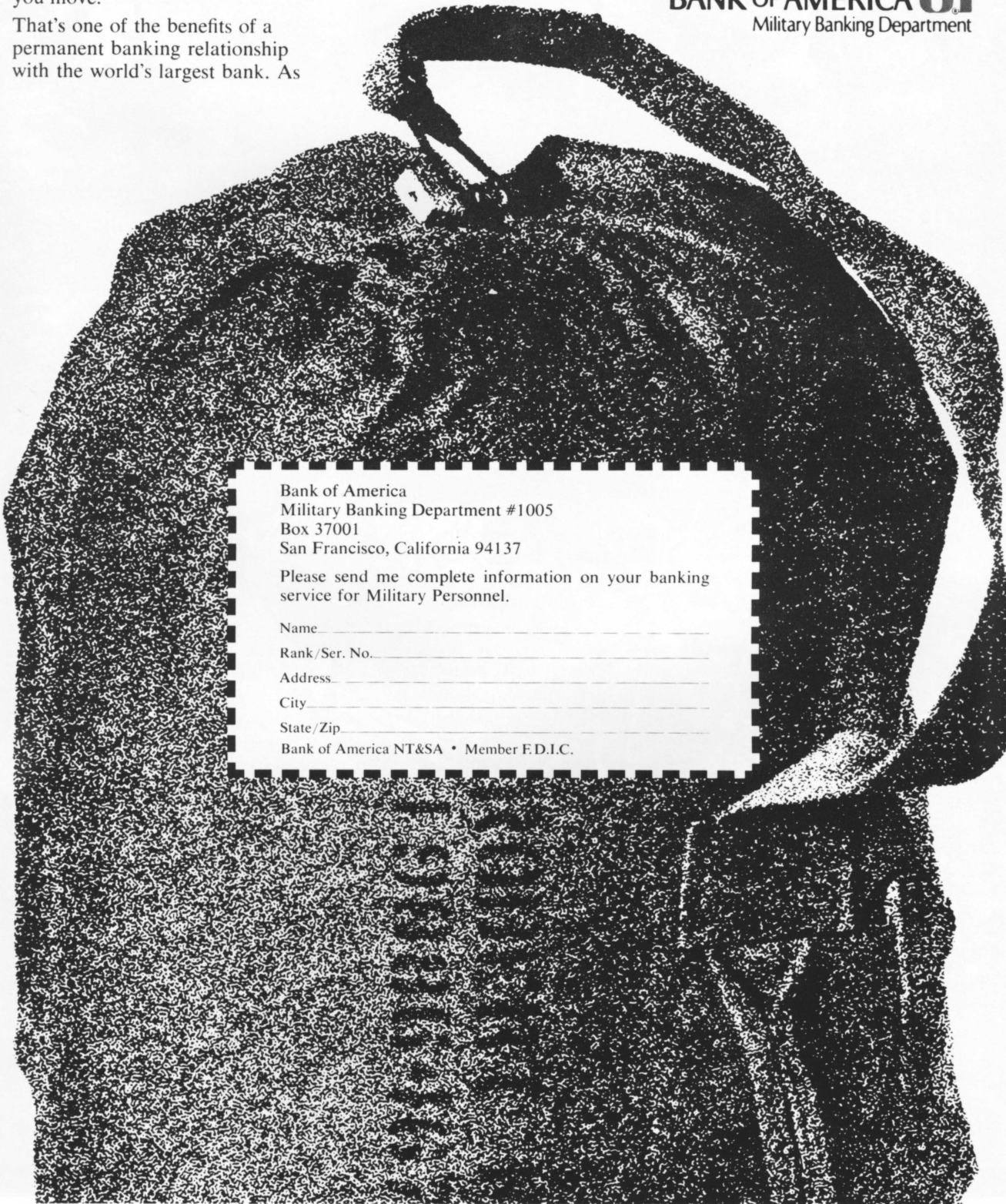
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*In this issue of the TALON the staff has included several articles concerning travel. We hope that those cadets planning overseas trips this summer can learn from the experiences of others.*

*We also hope that those cadets who do travel this summer will make an effort to reverse the typical U.S. 'tourist' image of the dollar signs and hamburgers.*

*With that we say 'Bon Voyage, Aufwiedersehen, Ya Jlayu Vam Horosho to Puti, Bien Viaje,' or simply, 'Have a Good Trip.'*

*Stonnis  
72*

# The Lure of the Road

By D.B. Ochmanek

What is it about the prospect of going to “new” places that seems to inspire, in even the most cynical of souls, undeniable feelings of adventure, excitement, and even romance? Why is it becoming increasingly difficult to sit through Aero without thinking of the surf at Laguna Beach? And why do one’s old hiking boots – dormant for months – now demand a trying-on to see if they’ll make it for yet another Summer?

Doubtless, one of the appealing aspects of travel is the prospect that it presents of stripping one’s self of the daily, weekly, and monthly routines and rituals that so unavoidably structure much of our lives. There is a certain oppressive quality to the haunting feeling that before you wake up in the morning you know pretty much what your day will be like. The need to get out of the routine for a while is probably the most widely recognized reasons for travel. (Even the American corporation has recognized it.)

In addition, while we all know that it is nice to have friends, we are also no strangers to the sometimes substantial need to seek solitude and sort out our thoughts “in private.” Indeed, countless books have been written on the saddening effects of the “lonely crowd” on individual members of society. Thus, the “search for loneliness” that Slater feels is a prime mover in our society may be (albeit in somewhat diluted form) a basis for the desire to get away.

Further, one cannot discount the importance of a kind of “search for simplicity” in moving us to travel. The American pioneering spirit lives on – although most of it has been lost in the translation over two hundred years – in most of us, and the appeal of a basic, perhaps rudimentary life style, unencumbered for at least a few weeks



by “modern conveniences” is classic. However, the search for simplicity goes deeper than this to include the search for a simplicity of *purpose*. In our day-to-day lives we need to believe that what we are doing is worthwhile – that it has a point. Often, when (and if) we take the time to look for a method in the madness, we find more madness than method. When travelling, though, we find purpose inherent in the action. If, while at your travel destination, you were to stop and ask yourself, “Why am I here?”, the answer would be simplicity itself: “To *be* here?” And how much more logically sound reason does a man need than that?

However, for me and for *many others*, a more compelling reason for travelling is an existential one. In the pursuit of the goals we have set for ourselves, we often put ourselves into situations which command our time, effort and commitment for many years at a time. Going to school is a perfect example: so that we may achieve goals of economic security,

wisdom, intellectual achievement, or *whatever* in the future, we commit ourselves to the programs of a school for a number of years. Often this involves a denial – (albeit a purposeful one) – of the ability to do what we wish on any given day or series of days. In short, on the basis of long-range plans, we create for ourselves duties which take priority over “short-range” desires. Purposefully or not, we have effectively limited our capacity for short-range choice.

However, travel (especially travel on foot or by car), frees us, for a time, from the long-range commitments that limit our choices. Thus, travelling allows us to act upon decisions that we have *just made*. “How do I feel *today*?” “What do I want to do *today*?” These are questions that we rarely have the luxury of asking ourselves and acting upon while they’re still fresh. Plans stifle spontaneity, and plans are necessary when activities must be “squeezed in” between already existing commitments.

Thus, what may be the most exciting thing about travel is the freedom, the autonomy if you will, that it lends to the individual by liberating him from the commitments incumbent upon some of the roles in which he has placed himself. The freewheeling abandon of the traveller is the source of the romance which surrounds him. The ability and the freedom to literally go where you want to go is both the essence and the spirit of travel.

However, this “magic” in travel only works if the individual accepts the challenge of autonomy and is prepared to *act* – thus *putting to use* his ability and his chance to *act*. Don’t sell yourself short this Summer. . . do it!

# Space Available Travel - Catching a Hop

by Mike Nishimuta

With graduation for the class of 1972 only a few days away, and a long awaited graduation leave of almost two months coming up, our fresh, young, single second Lieutenents will be casting their eyes and packing their bags for shores and lands far away, and with them, the mass exodus of some 3000 cadets on leave sometime this summer. How is it possible to circle the earth, see the seven continents and spend each week in a different country on the cadet's meager summer allowance? Read on. . .

Few cadets are aware of the travel opportunities offered as a free benefit to all servicemen by the Military Airlift Command and Naval and Army aviation units around the world. Often cadets are discouraged by the use of military hops because they don't understand how they work, but with a bit of patience and adventurous spirit, unlimited free travel is readily available. It is important first of all to know the meaning of the categories of travel orders used in the Air Force. Category 1, or "cat" 1, is, as far as we are concerned, only for those on emergency leave or high priority orders. Cat 2 are, for the most part, the orders authorized for the dependent of a military family who resides outside CONUS. Therefore, if your father is stationed in Germany, Hawaii, Japan, or any overseas base, you would be authorized category-2 space available leave orders to visit home. The remainder of the active duty military personnel are authorized category-3 space available orders. Requests for orders are available from cadet Personnel and should be available through your Squadron Administrative officer. But what do your orders authorize you? Free space available travel on millions of miles of military air routes. Just present yourself, in uniform, with proper leave orders and identification, to the passenger terminal of any military air base. For example, daily flights are available to Hickam AFB and the Far East from McChord, Travis, Norton, and Castle Air Force bases and

Alameda Naval Air Station. Flights to Europe are available from Dover, Westover, McGuire, Charleston, and many other Air Force and Naval stations. A weekly courier flight (a C-141) departs each Friday from Charlston eastbound and each Monday from Travis westbound, with stops in Hawaii, Guam, the Phillipines, Vietnam, Thailand, India, Pakistan, Saudi Arabia and Spain.

The amount of time that you'll have to wait depends on the time of year, the base, the number of unscheduled flights and the cargo being carried. During the summer, C-5's and C-141's are put into service just to alleviate the rush of people at the major bases. At Hawaii's Hickam AFB one summer, I was 500th on the waiting list (a computer listing is published daily at the busier bases), so I checked at Barber's Point NAS, Oahu, and found no waiting list (partly because women and children are not permitted on certain flights, and partly because the 10-hour flight from Hawaii to California on a C-118 is a rough one!). Traveling by military space available can be an enjoyable and adventurous experience if you're willing to spend a little time and you have the vagabound spirit. It's been my experience that Air Force personnel around the world will do a little more for a cadet, such as manifesting him on a busy flight, but that's because, being a cadet, you're expected to be a little more courteous, respectful, and helpful (like helping unload a couple hundred pounds of cargo!).

If, however, you're not game to play Russian Roulette in getting back to the Academy on time and you'd like to plan a return trip from Europe to arrive back at the Academy at a certain time, investigate the low-cost military air charters. Probably one of the best bargains for military personnel, these charters can provide you with a reserved seat flight from Europe to New York for as little as \$65.00. During the summer, when everyone else's prices go up, the

charter's go down, because they operate on a pro-rata (shared price) system. Three of the best known military charters are the Davis Agency (147-31, 176 Street; Jamaica, New York; 11434), Shofture Charters (723 Church Lane; Yeadon, Penn. 19050), and the United Service Club (P.O. Box 1722; New York, New York; 10001), flying the newest jet aircraft with stewardesses, hot meals, and drinks.

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however, reserve your seat at least a month in advance. Just write to the agency and ask for a brochure and a ticket application.

Hidden among the telephone book collection in the cadet library is the latest (twice monthly) copy of the U.S. Airline Reference Guide, which lists all American based flights, times, and prices. Knowing where it is is helpful, but knowing how to use it is another trick. Simply look up the city of your destination, and under it, the city of your departure. If no direct flights are available then the connecting flights are listed.

Also included will be the prices, coded as follows:

F	Jet First Class
A	Propeller First Class
S	One Class Fare
Y	Jet Coach
YN	Jet Night Coach
K	Jet Economy
YM	Military Reservation
M	Military Standby
YZ	Youth Reservation
Z	Youth Standby

To untangle the airline's Jargon a definition of terms might be helpful:

**TOURIST FARE**-the name used on daytime flights to denote the lower class fare. Within the U.S. it is also referred to as the **COACH FARE**, on intercontinental flights it is called the **ECONOMY FARE**.

**JET NIGHT COACH**-refers to the fare for night-time coach seats, which is usually lower than daytime coach seats.

**MILITARY RESERVED**-fares are usually 2/3 of the coach fares. On most airlines you cannot fly using military or youth reserved fares between 1400 and 2400 hours on Friday and Saturday. No such restrictions exist on standby flights.

**MILITARY STANDBY**-fares are usually 1/2 of the coach fares. To find out which airline flies the route you're interested in, look up the airlines two-place code (which will be in the center column of the listing), in the inside front cover of the book. For example, the code for United Airlines is "UA", Frontier is "FL", and Eastern is "EA". Any fare using a military discount requires a DD form 1580, usually, one for each leg of a trip flown. Have these filled out and

signed by your AOC before you depart for the summer and save yourself time at the ticket counter authenticating your leave orders.

Armed with the knowledge of how many flights are available to you, you won't have to second guess how soon to start back from leave if you're traveling military standby. A call to the airline asking "how does flight 123 look for military standby?" will let you know if it's empty enough to be safe, and save a good deal of money over the reserved seat price. According to Mr. Ed Chinn, a veteran of 2 years working at the Academy JAMTO office: "Flying standby is a good bet. However, the earlier you check in, the better your chances of getting on the flight. It is even a good idea to get standby tickets at your local JAMTO office to avoid the long lines at the airport and the possibility of missing your flight while waiting to obtain a ticket".

No matter how much you can do for yourself beforehand, your best bet in travel is still at the JAMTO (Joint Airline Military Ticket Office) located on the ground floor of Fairchild Hall (at the base of the bookstore stairwell). JAMTO personnel are experienced, knowledgeable, qualified airline employees. They will always provide the best possible travel information and service. Many times they can actually save you money. They know and understand the needs and limitations of military travelers. I

went down to talk to them and ask what kind of things they felt cadets were unaware of and what problem areas they have in dealing with the cadets and 5000 support personnel they serve. Mr. Ed Chinn of Frontier and Mr. Wiley "Bud" Linville of Western are two of the experienced professionals ready to help you, along with others experienced in handling military PCS and TDY travel. According to them, the JAMTO office is extremely busy during the weeks just prior to leave time. They want to serve you as efficiently and quickly as possible. They ask that you refrain from calling on the phone during those times, as it keeps them from serving those who have been waiting at the office. JAMTO can serve your travel needs better if you make reservations and pay for your ticket early, and avoid the last minute rush.

Since you're saving money on your flights to and from your vacation spot, you might as well save some money on accommodations and meals enroute. A military travel book (such as Rand McNally's **TRAVEL GUIDE FOR SERVICEMEN**) is a good investment for any military man who plans on doing a lot of traveling, with or without a family. It lists conveniently, by state, all available military bases in the United States where you can stay and eat for very reasonable prices.

Save your money where it's easy to save, on travel, lodging, and meals, and then spend your hard earned money for some hard earned relaxation in the summer of '72.



# Countries to See

## TRAVEL IN THE SOVIET UNION by Jack D. McCalmont

The first thing that any traveller to Russia should expect is for everything to go wrong. The official travel bureau – **Intourist** – suffers from a great lack of competition. The traveller should count on scrubbed plans, itinerary changes, and lost reservations. In addition he should prepare for going from desk to desk seeking assistance and finding no one responsible. Hence a little patience is suggested.

Despite the hassles and frustrations of travel in the USSR, one should not be overly discouraged. If the traveller considers the vastness of the country and the number of different peoples (150) with the history and culture, there is a plethora of opportunities for the curious traveller that are unmatched by *any* country in the world.

Travel to the USSR must be pre-arranged and pre-paid through a travel agency (check the **Denver Post** or **New York Times** travel section for groups and agencies). The cadet can arrange his own transportation to Europe by charter or space-available travel. He can then pick up his group or plan his own trip. After full arrangements have been made, travel clearance for American military must be obtained from the USDAO Moscow (check with Sergeant Leighton in cadet personnel – travel to Russia is *not* discouraged).

Due to security requirements a cadet must be accompanied by an American citizen at all times. This constant companionship has obvious strains and disadvantages which with careful compadre selection can easily be overcome.

The Russian people are friendly,

interested in Americans, and the world's best party-throwers. A word of caution: the prospects for profit from black marketeering (American dollars and blue-jeans) are phenomenal for the traveller – so too are the prison sentences and possibilities for shoveling ice should one indulge.

### Recommended Cities

**Leningrad** is undoubtedly one of the world's most beautiful cities. One shouldn't miss the Hermitage Art Museum-which rivals the Louvre-the Winter Palace of the Revolution, Peterhoff and the canals and cathedrals.

**Moscow** is the seat of the Soviet government and hence the city of uptight bureaucrats. Depending on weather (hot or rainy), Moscow can be very enjoyable. One should see the Kremlin, Red Square and, of course, the Bolshoi Ballet.

**Kiev** is the major city in the Ukrainian Socialist Republic and hence a major cultural and historical center of the region. The people are quite friendly and here dwell the most beautiful girls of the country (contrary to most western reports, the soviet girls are not puritanical with regard to certain activities).

**Siberia** is without a doubt an area of vast, beautiful splendor. In addition, the people are friendly and amazingly more efficient than elsewhere.

**Suggested items to buy:** Palekh Boxes (fine filigreed black lacquer boxes of superb beauty and folk craftsmanship), Ivory, Amber, Furs, Wooden Dolls, **Vodka**, Balalaikas, Gold, Precious and Semi-precious Stones – all of which suggest methods of financing the trip on a cadet budget.

## GERMANY by Charles L. Lucas

Your first concern once you arrive in Germany will probably be how to get around. You can either hitch-hike or take a train. Hitch-hiking works fairly well. The only thing to remember is not to hitch-hike on the autobahns, the equivalent of our interstates. The train system is very reliable and complete. There are several different tickets you can buy for the same destination. Each has a different price depending upon how many stops you want to make getting there.

For a place to stay you can either hunt for a cheap hotel or you can try German Youth Hostel. You can find out about Hostels at almost any German sports shop.

If you're in southern Germany, the Berchtesgaden or Garmisch area is typical. The Berchtesgaden area is a little more scenic. While in this region you can take advantage of the American recreation center facilities. You can take the American tours to points of interest – which will save you alot of money and trouble. Just a few of the highlights are the salt mines at Salzburg, Hitler's Eagle Nest, or the Konigsee area.

If you find yourself in northern Germany, the Rhine River is your best bet. You'll be able to see many picturesque small towns and old fortresses.

If you're sure you're going to Germany, it would be well worth your time to check into a trip to Berlin. A free Army train leaves the Frankfurt train station every night for Berlin. There are several papers to fill out before travel is authorized, but the trip will not soon be forgotten if it can be arranged.

## ENGLAND by David G. White

There are several methods of obtaining transportation when in England. For distances of thirty miles or less, put your thumb into gear. Hitching is very wide-spread and

usually an effective means of getting around. If you are travelling between USAF bases, a good idea is to go to the base dispensary and find out when the ambulance goes to the hospital at LaKenheath. You can then catch an ambulance from there to the base of your choice. However, this method is not too reliable. Most bases run an ambulance to the hospital, but times vary and often there is no space available. The best, most reliable, and least expensive means of transport is the train. British Rail has stops almost everywhere, and they usually run on time. It will get you where you are going — at least close enough to hitch in.

For those of you who would feel more at home with female championship: if British girls meet your fancy, I suggest Cambridge. I won't go into the details of my visit, but suffice it to say that the town has a long history, grand tradition, and quite a few colleges. London is also good, but the pigeons get in the way. If you're feeling homesick for American girls, I can only suggest that you go to a U.S. military base and look around. Two good places: snack bars and movie theaters. Very few college age chicks, but lots of high school types. Unfortunately, there the "eagles" sometimes get in the way. Watch it.

The monetary system is a new adventure. The pound is worth \$2.63 now. There are 100 new pence to the pound. This, incidentally, is the new decimal system — the old one was much more fun with pence, shillings, and pounds to worry about. To exchange money, go to the finance office on your base, if at all possible. You get a better rate, and it's less of a hassle. One word of caution — you can't change sterling back for dollars.

When in London, be prepared for a tiring time. The tubes (subways) run all over town, but there is still a lot of walking to be done. I would recommend the tubes over the buses because they are faster and run more frequently; however, for sightseeing, I suppose the buses have a slight advantage.

If possible, spend the weekend — hotels are very good, and so is food. You will hardly be able to see everything, but I would recommend

the British Museum, Westminster Abbey, and Madame Tussaud's as a minimum. In any case, you'll have no lack of entertainment. One last word of warning: in Trafalgar Square arm yourself with plenty of bread. A friend had an unfortunate experience with a hungry, irate pigeon. Those birds don't like empty-handed people too much, so watch them, huh?

You will surely enjoy your trip. England is really beautiful. If you have any trouble, just ask someone — the people are quite friendly and will help you if you treat them decently. If you would really like to get to know some "Blokes," I suggest that ritual known as "Pub-Crawling." Just choose a decent size town, and hit every pub in it. You'll make a number of acquaintances, and have a chance to see the English social life.

#### SPAIN by Glen W. Jones

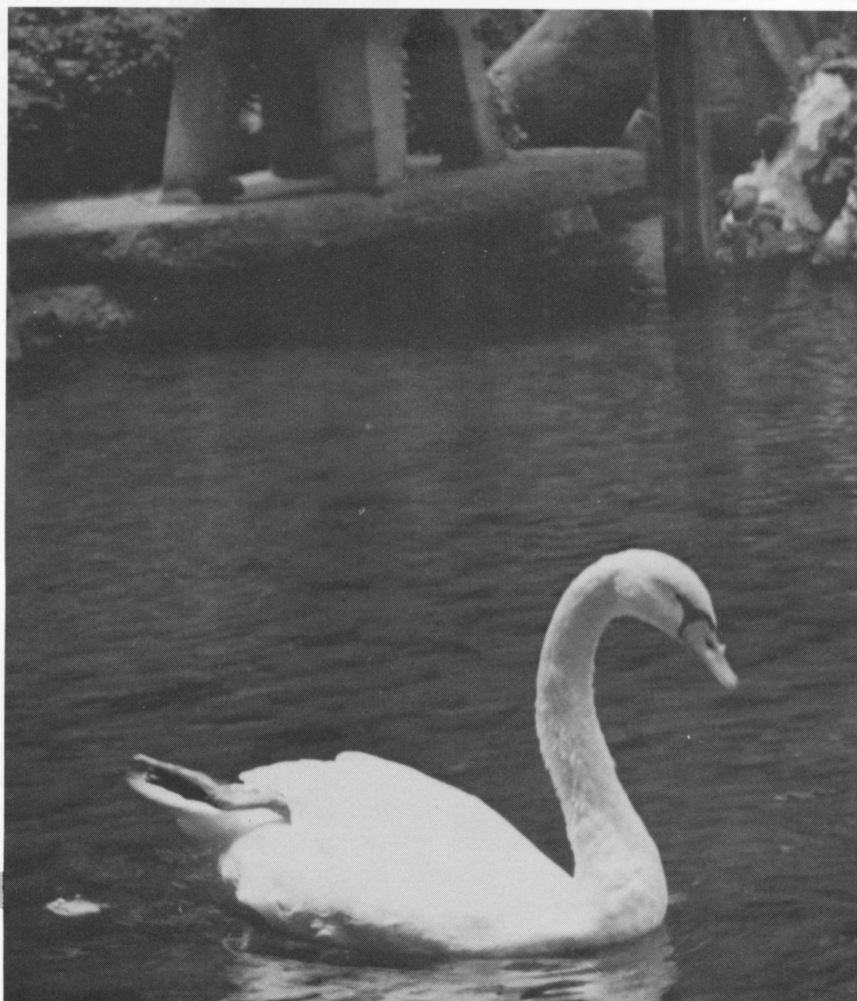
If you are planning to spend your leave period in Spain, there are three places that you will not want to miss. The first of these is Seville.

Seville is the religious center of

Spain. Its main attraction is the second largest Gothic Cathedral in the world. Built in part by both Moors and Christians, the cathedral is an interesting mixture of the two styles of architecture. The city itself is almost twenty centuries older than Madrid and was built on the site of an ancient Roman civilization known as "Italica." Seville is a beautiful city and a "must" for the American traveler.

In sharp contrast to Seville is the coastal city of Torremolinos. This is Spain's answer to Miami beach and is easily the liveliest spot on the Mediterranean coast. Friends are quickly made on the city's sunny beaches. A short distance away in the center of town one can find most any type of dining cuisine imaginable. Torremolinos is a great place for having a fast-moving and very enjoyable vacation.

Four hours by bus from Torremolinos is the mountain city of Granada. During the winter months this is one of the best ski spots in Europe. Few people take advantage of the area in the summer months, during which the resort is open to visitors though the lifts have been shut-down



for the year, For those interested in mountain climbing, there is the 10,500 foot Mount Veleta which can be scaled in a good afternoon of following the narrow roads that lead to the summit. In late June there is an exciting road race that starts twenty miles away in the center of Granada and continues to the Veleta summit and on across the Sierra Nevada range.

Strategically located throughout the country are excellent hotels and lodges known as Paradors. These government owned and operated establishments are maintained solely for the promotion of the tourist industry. If you are on a budget and/or cadet pay, you will not want to pass up the Paradors. A double occupancy at the Parador in Granada was less than eight dollars last summer.

Travel in Spain can be accomplished in a number of ways. Air travel is on the government owned airline, "Iberia." A sample fare is about nineteen dollars for the trip from Madrid to Seville. Perhaps the most relaxing mode of travel is the government owned rail system. The "Talgo" is an excellent train for the American tourist. It offers quality service at a modest cost. Various tourist provide bus transportation to a number of cities also at a very modest cost.



## ISRAEL by Al Glock

Frankfurt and Torrejon are probably the best jumping-off points for Israel. From either of these two bases, there are two ways to get to Israel. The first is all military flying, and doesn't cost anything except for a few nights in the Q. The second way is faster, but it'll cost you a bit more, civilian flying being involved.

For the all-military route, get a flight from Frankfurt or Torrejon to Adana, Turkey. (The base there is Incirlik Common Defense Installation, but everyone calls it Adana). The embassy courier leaves Adana for Tel-Aviv Thursday mornings, and returns to Adana Thursday afternoons. There isn't much hassle involved; it's relatively easy to get to Adana, and the courier's hardly ever full. But you have to wait until Thursday to leave, so there could be a lot of time involved.

For some extra bread, you can get to Israel a lot faster by flying commercial from Athens, Greece. The ticket costs about \$95, but you can get it for \$36 if you've got an international student card (You can get one from the Belgian Educational Student Travel Service in Chicago). You can get to Athens direct from Frankfurt or Torrejon, but if that falls through due to Passenger Prohibitive (Pax-Pro) cargo, you may have to go to Adana, and then fly back to Athens. Typically, there might be two flights a day ADA-ATH.

There are 141's and Medevac couriers on that run. The Medevac flights may criss-cross Turkey before going to Athens, so it's long, but then you get to see Turkey by air. Usually there are 4-6 flights from Athens to Tel-Aviv each day beginning about 10 A.M. and ending about 8 P.M.

But then you have to get back. If you come into Tel-Aviv on the embassy courier, you can sign up for a plane back when you get off in Tel-Aviv. Look around the plane for a man named Uri, a real congenial type, and he'll get you a seat back to Adana. Remember, though, the planes run once a week. If you fly in commercial, call the U.S. Embassy sometime after you arrive and ask for the Army Attache. Then ask him for Uri Lokay's

number. Give Uri a ring and he'll set you up. The airport is not actually in Tel-Aviv but in a little town called Lod (pronounced with a long o), or sometimes Lydda. Lod is about 15 kms outside of Tel-Aviv, but there's a bus terminal at the airport to get you there. In fact there are bus terminals all over the country (even along some of the most obscure roads in the Negev). So buses are how to get around. As far as accommodations go, there are youth hostels all over the country and they're probably the best bet for limited budgets. If you're planning to visit Israel you ought to pick up a guidebook that shows places of interest and where the hostels are. You'll also find the maps of the cities are necessary companions. And there's one Hebrew word you ought to know, shalom (sha-LOHM), it means *peace*. Shalom!

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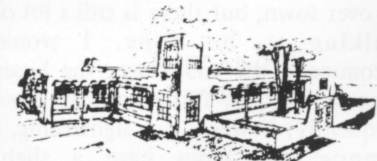
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# The Perfect Mixture of Sun, Rum, Professional Experience

by Jack D. McCalmont  
Publications Editor

Imagine spending Saturday afternoon on the Caribbean beaches; that evening in the casinos; riding the bus back to base to go body-surfing in the warm waters and to later attend a Luau Pig Roast and lastly the long sleep back to USAFA. The ultimate in Weekend Boondoggles? Yes and no. The fun is only a part of the experiences of the weekends spent by cadets in the introductory meteorology class at Ramey Air Force Base, Puerto Rico. Several times each year Major Tudor of the Physics Department takes his meteorology classes to visit the 53rd Air Weather Squadron at Ramey. He has been doing so since 1969 when the 9th Weather Reconnaissance Wing prepared operations plan "Cold Falcon" to airlift Academy cadets on field trips to various weather reconnaissance units at Ramey, Puerto Rico; Kirtland, New Mexico; or Hickham, Hawaii. The 55th WRS from McClellan AFA has provided the WC-135's for transportation and on-plane weather experience for the cadets.

The initial purpose of the field trips was to stimulate interest in meteorology and expose cadets to the rated possibilities in Air Weather service operations. In this regard the trips have been quite successful. The Academy courses coupled with the field trips have, as a result of their experiences, greatly increased the cadet interest in the Weather career field. Cadets taking the various meteorology courses and the

Atmospheric Science Minor at the Academy have gained fine backgrounds in meteorology. Because of this background, the Academy has been able to increase its input of graduates into Weather. In 1969, three cadets went into the career field. In 1972 twelve of the eighty officers permitted into the field are Air Force Academy graduates. In addition, officers in the Weather Service tend to be more career motivated with double the retention rate of the rest of the Air Force.

Major Tudor's philosophy regarding the Puerto Rico trips has been a liberal one: "Since most cadets are going to be rated, we feel they will be interested in finding out about the interesting and varied possibilities in weather reconnaissance. Therefore,

when we have room, we take other cadets whether they are in the meteorology class or not." Hence the Scuba Club has often benefitted from the twin advantages of the clear Caribbean waters and the programs sponsored by Colonel Ricks (at Ramey) including: visits to Arecibo the world's largest radar-radio telescope; briefings on WC-130's and 53rd AWS operations; visits to a solar observatory; and, not to mention, the Aguadilla Police Department softball game; pig roasts and Officer Club Happy Hours. So, for those cadets interested in learning more about the environment where they are going to be doing their flying, we ask, "Why pass up a trip to the Island where Rum is cheaper than Coke?"

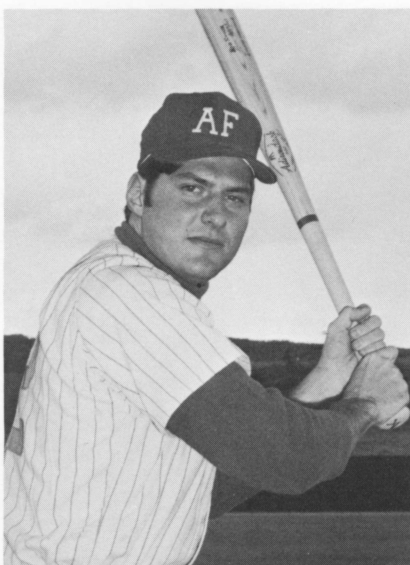


# Senior Sports Standouts

Here are the senior falcons of the 1971-72 sports year. These were the men who provided the experience of hard work and leadership. These are the best of athletes from all around the country, men whose names may not be remembered in sports in the coming years but without them there would be no sports at the Air Force Academy to speak of. The qualities of sportsmanship and determination they showed here in sports will be a laudable asset for each and every one in their futures.

## BASEBALL

Baseball coach Joe Robison stated, "I felt fortunate to have had such a fine combination of seniors on the team." The six first classmen who played for Coach Robison fulfilled his wishes. Senior captain Tom Sites from Dallas, Texas was a fine team leader as he had the highest batting average on the squad. His right field position was played effectively. The only southpaw on the Falcon pitching squad was senior Butch Woodmansee from Bismark, North Dakota. Woodmansee was honored as an outstanding college athlete, also. Receiving many of Woodmansee's pitches was senior catcher Steve Jackson from Dallas, Texas. Another senior pitcher was Bob



Cophenhafer from Rogersford, Pennsylvania. Cophenhafer turned out to be the Falcons "ace" in the bullpen. In left field the first class was represented by Blake Hendrick from Boulder, Colorado, who had a career batting average of .300. Senior Phil Hudson, from Oklahoma City, Oklahoma turned out to be the most versatile member of the 1972 Falcons.

## WATERPOLO

In its first year as a varsity sport, waterpolo went on to a second-place finish in the NCAA district seven playoffs while posting a 15-9 record. Coach Jim Marret, who had nothing but praise for the team, summed up the season when he said, "We had an outstanding season even if this was our first year as a varsity sport." The Falcons started the season slow, but came back to win ten of their last thirteen games. A major reason for the success of the waterpolo team was the contributions made by the class of 1972. The most improved player by the end of the season was senior goalie John Pate from Spartanburg, South Carolina. Pate, the team captain, doubled his save output in the last ten games of the season and ended up the year with an average of 9.80 saves a game. There were also four seniors who were essential to the team's

strong offense. Fred Harburg from Portales, New Mexico combined 38 goals and 9 assists for a total of 47 points which earned him the honor of being the team's second leading scorer. Harburg was also the individual top scorer in seven of the Falcon's games. The team's third leading scorer was senior Jay Hampson from Colorado Springs, Colorado. Hampson lead the team's scoring in four games and ended the season with 40 points. Seniors Steve Clegg from Hinsdale, Illinois and Rick Jackson from Seboeis, Maine added 17 points to the Falcon's offensive effort. The talent and leadership provided by these first classmen sparked the Falcons to a successful year.

A pair of two year senior lettermen made coach Gene Meranda's job a lot easier this season. The experience and leadership provided by Terry Bench from Dallas, Texas and George Krasovec from Pueblo, Colorado sparked the Falcon golfers to a successful season. Krasovec placed second in the Rocky Mountain Invitational in 1971, while Bench finished third. Krasovec also received recognition as one of the Outstanding Athletes of America.

## SOCCER

One of the sports in which the seniors were numerous was soccer.

Coach Hank Eichin had eight experienced first classmen to lead his team. The seniors did their job as the soccer team finished with its fourth straight winning season. Senior forward Dan Narzinski from St. Louis, Missouri was the team's second leading scorer with 11 points and wound up as career scoring leader with 31 goals. Senior team captain Hugh Parker from Littleton, Colorado along with Narzinski were named to the all Rocky Mountain League second team. Senior fullback Frank Janssen from Middletown, New Jersey was named to the first team and also to the All-Far West second team. Other seniors who paced the soccer team were Rich Ferraioli from Guilderland, New York, Randy Graham from St. Louis, Missouri, Booker Harrison from Tacoma, Washington, Bill Keeler from Reading, Pennsylvania, and Tom Webb from West Chester, Pennsylvania.

### SWIMMING

With the help of four seniors, Coach Paul Aehnlich's swimming team posted a 13-3 record. Seven Falcons qualified to compete in the Nationals at West Point. Three year letterman John Graham from Denver, Colorado, the team captain, was one of the best in the breaststroke competition. He was joined by senior letterman Jay Hampson from Colorado Springs, Colorado in the breaststroke and senior letterman Steve Clegg from Hinsdale, Illinois in the butterfly. One other senior, George Nield from Anandale, Virginia swam freestyle for the team.

### FENCING

Coach Nick Foth, who has never had a losing season with an AFA team, led the Falcon fencing team to a 9-3 record and to their eighth straight Western Intercollegiate title. The team's top competitor was senior Bob Berg. Berg missed becoming all All-American in epee competition by less than one point at the NCAA Championships. Berg posted an excellent 25-3 dual meet record and was 20-4 at the Western Championship competition. Senior team captain Bill Walker from El Paso, Texas was a

leader in sabre competition. Walker also received recognition when he was chosen as one of the Outstanding College Athletes of America by the groups board of advisors. Other seniors on the Falcon fencing team were Bruce Hosea from Dallas, Texas, Mark Mayer from Cheyenne, Wyoming, and Phillip North from Kansas City, Missouri.

### BASKETBALL

Leadership was important to the Falcon basketball team this year in the form of seniors Dan Pflueger, Truman Hall, and team captain Dave Kapaska. As first year Coach Hank Egan said, "I was very pleased with the leadership displayed by our three seniors this year. We will miss them next year." The talent of these seniors helped the 71-72 Falcon cagers to post an 8-4 home record and an overall mark of 12-13. Kapaska, the team leader from Sac City, Iowa was second in total points scored with 261 as he made close to 50% of his field goal attempts. He was also second in rebounds with 133, second in assist with 45, and second in minutes played. On top of these efforts, Kapaska also scored his AFA career high of 27 points against Georgia Tech this season. The "big man under the boards" for the Falcons was Dan Pfluegar, from Salem, Wisconsin. He was the leading rebounder in 14 games this season and his total of 207 was high for the team. Pfluegar was also a vital part of the Falcon's offense as he scored 203 points, fourth for the team. Truman Hall, a senior from Premont, Texas was another offensive threat for the team. His 50% field goal percentage was top for the team and good for 149 points. Hall also grabbed 91 rebounds this season. The highlight for these seniors was the defeat of Colorado University for the first time in ten years.

Lacrosse was another sport where the seniors were well represented with a total of nine members. The seniors enjoyed another successful season under coach Jim Keating. Senior team captain Harry Calcutt from Charleston, South Carolina, led the attack. He also received the Outstanding College Athlete of

America award. Senior lettermen Rick Kaskella from Albuquerque, New Mexico, Marks Kuno from Baldwinsville, New York, and Scott Weeker from Webster, New York boosted the midfield unit. Senior George Wargo Koskella also excelled in the classroom as he was named the Academy's 15th Rhodes Scholar.

Miami, Arizona and Jim Livingston from Shenandoah, Iowa. First Classman Doug Adamson from Des Moines, Iowa, an attackman, helped the offensive effort. Through the efforts of these seniors the lacrosse team accomplished its successful season. Rick Koskella also excelled in the classroom as he was named the Academy's 15th Rhodes Scholar.

### TENNIS

John Jarecki from Arlington, Illinois was one of the two seniors and captain of the Falcon tennis team. This 6'5", 200 pound senior was the number three man in singles and in the second doubles team. Five foot six inch Gary Stern, the other senior, is the number two singles and in the first doubles team. Gary hails from Denver, Colorado.

### TRACK

Track had successful seasons both indoor as well as outdoor this year led by a battery of seniors and record-holders. The indoor contingent, captained by Dan Lattin, set records on way to a 7-1 record this year. Mark Ewing was the captain of the outdoor team which, although marked by ups and downs, again completed a successful season. Bob Baulas, senior from Le Selva Beach, California, was a key runner in cross-country as well as the mile and 1000 yard runs on the track. Six-foot four Jeff Cameron from Ottumwa, Iowa provided necessary depth in the hurdles with senior Doug Goodman from Alexandria, Virginia. Field events were led by the experience from Bob Chatman of West Chester, Ohio in the discus, Bristol, Connecticut's John Nestico in the javelin, Bill Spindle from Visalia, California in the triple jump, and two year letterman Tom Stove of O'Fallon, Illinois in the long jump, who holds the school record as

outdoor captain from O'Fallon, Illinois also, was the perhaps most versatile performer on both indoor and outdoor track teams. In the indoor season Mark twice tied the 60 yard low hurdles school record at 6.8 seconds and was named to the 1972 edition of the Outstanding College Athletes of America Hall of Fame. Record-holder Dick Vandame from Cabot, Pennsylvania led the field in the quartermile. In the indoor season Dick holds the 440 record at 47.8 seconds and is a member of the mile relay team which blazed to a 3:14.4 mark in the East Michigan Invitational. Dick holds also by being a member of the mile relay team, which holds the cadet field house record at 3:16.6 and is tied for the outdoor 440 record at 47.3.

### HOCKEY

It was the best season ever on the ice for the Falcons, posting a 25-6 record. Records were constantly broken led by team captain Bob Ross. Ross from Lakewood, Colorado became the all-time Falcon top scorer as he set 14 individual records. Senior Jon Hanson, the 5'10", 170 pound forward from Warroad, Minnesota is a three-letter man with 32 career points. Jon playing in 64 games scored 20 goals and 12 assists. Four-letter man Doug Johnson, a leader on the defense, is eleventh in all-time scoring with 40 points in 102 games. The St. Paul senior holds two cadet career records in most penalties with 92 and most penalty minutes - 233.

### FOOTBALL

Football, one of the most popular sports at the academy, was lead by nineteen members from the Class of 1972. Coach Ben Martin accomplished his goal of a fourth straight winning season as the Falcons finished the season with a 6-4 record. A major contributor to the Falcon's success were its seniors as 36 academy records were broken during the season many of them by seniors. Senior co-captain Brian Bream, a holder of nine records, was the main offensive threat posed by the Falcons. Among Bream's records, he holds the Falcon season and single game rushing marks along with most



rushing attempts for a career. The blocking of senior fullback Kevin Brennan paved the way for many of Bream's records. The bruising fullback also bulled his way for a total of 386 yards. The receiving of senior split end Paul Bassa and Larry Huff added another dimension to the Falcon's offense. Bassa was the leading receiver with a total of 513 yards and a 16.5 yards average gain. Huff received 11 passes for 145 yards. The offensive team would not have been as great as it was without senior lineman Gordon Herrick. The 199 pound guard often blocked men much heavier than himself and he could always be relied upon to get the job done. Other seniors who saw action on the offensive squad were Don Sexton at center, Dan Skotto at offensive tackle, and Pat Stucker at tackle. The major portion of the Falcon place-kicking game was handled by senior tailback Craig Berry. The seniors biggest contribution to the Falcons was defense. Senior co-captain John Greenlaw, playing at defensive tackle, was fourth in tackles with 64 and was credited with breaking up two passes. He was also third in recovering fumbles this year, fifth in tackles for losses, and was credited with blocking one kick. Another senior standout on the defensive line was Willie Mayfield who had 61 tackles with six for losses

and who broke up two passes. He also scored a touchdown when he recovered a fumble and crossed the goal line. Gary Blank was the only other senior lineman and had 37 tackles. The leading tackler for the Falcons this season was senior linebacker Darryl Haas. Haas also handled the punting for the team and set records with his efforts. Jim Weydert another senior linebacker backed up Haas. The defensive backfield was manned primarily by seniors, led by Charlie Richardson who was third in tackles with 74. He was credited with breaking up the most passes for the Falcons and recovered one fumble. With 21 tackles, two-year letterman Kent Bays intercepted one pass and broke up five. The leader in interceptions was senior Tim Simmons who also had 19 tackles, two blocked passes, and one fumble recovery. Another defensive standout was Jim Janulis who was sixth in tackles, broke up four passes, and had one interception.

Seventy-two's contribution to the Air Force Academy sports is now history. All of these men deserve admiration and recognition from all members of the cadet wing. These men have represented their Academy and every cadet attending it to the utmost of their ability, and for this Talon salutes the athletes of the Class of 72.



# 3 Outstanding Athletes

After much deliberation and careful study, the sports staff decided on these three cadets as the outstanding senior athletes for the 1971-72 sports year. This is not to take anything away from their classmates who all preformed outstandingly as well for Falcon sports this year or the many underclassmen who also were excellent athletes. This recognition is merely to point out the outstanding senior of each season rather than a single athlete for the entire year. Talon salutes these individuals as three of the best athletes in the country here at the Air Force Academy.

Talon's athlete for the winter season of 1971-72 is the team captain for the Falcon ice-hockey team, Bob Ross. Bob, the 5-10, 167-pound senior center, is a four-year letterman and the top scorer in Falcon history.

Bob graduated from Lakewood High School in 1967 in Lakewood, Colorado. His father, Ken Ross, played professional football during the 1930's for the Chicago Cardinals and his brother, Doug, was a football and basketball standout at the University of Saskatchewan, Canada. Bob lettered in football, basketball, track, and baseball also in high school.

In leading the Falcon icers to their most successful season yet, Ross is credited with 14 individual records, including most hat tricks in one season twice. In setting a school record of 39 goals this season, Bob took over first



**DARRYL HAAS, Football**

place as the all-time scorer with 197 points. Since starting in the 1968-69 season when hockey entered varsity status, Bob has played in 106 games, scored 105 goals, 91 assists, and collected only fifteen penalties for 41 minutes.

Bob was also named on the 1972 Outstanding College Athletics of America selection.

Selected for the Outstanding College Athletes of America 1972 edition, Darryl Haas had an outstanding season this year. One of the top player-scholars on the football squad, Darryl won two scholarships with his 3.43 cumulative average in his engineering-mechanics major. Darryl won scholarships from the National Collegiate Athletic Association and the National Football Foundation and Hall of Fame.

Darryl graduated from King High



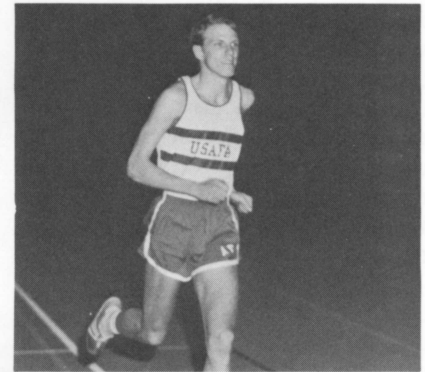
**BOB ROSS, Ice Hockey**

School in Corpus Christi, Texas where he lettered both in football and baseball.

But on the gridiron is where the 5-11, 198-lb. linebacker excelled. Darryl led the team in tackles with 98 and his school record punt average of 42.0 yards placed him eighth in the final national statistics for punting. He has school records in most punts (67) and most punting yards with 2814, high game number of punts was against Army with twelve punts, and the longest Falcon punt was also against Army with an 85 yard boomer.

Darryl is second in the tabulations for best punting average in a single game with a 52.0 yard mark against Oregon this year.

One of Darryl's brightest moments came in the Sugar Bowl last year when he recovered a fumble for a touchdown against Tennessee.



**DENNIS SBACH, Track**

The Academy has another All-American and Talon has its third outstanding senior athlete in Dennis Sbach. Dennis, who captained the Harriers to a 7-1 dual meet record in the fall, was also instrumental in achieving a successful Falcon indoor and outdoor track season. After capturing the Central Collegiate Championships in cross-country, Dennis went on to place 23rd in the National Collegiate Athletic Association Championships at Knoxville, Tennessee, to earn himself All-American honors.

The 5-11, 150-lb. senior from Riga, Michigan, graduated from Blissfield High School in 1967. His coach was Albert Schaffer. As a junior at the Academy, Dennis was named the most valuable runner on the cross-country team. He had a slow start this year before blazing on to the N.C.A.A.'s.

In the indoor season, Dennis ran a 4:07.7 mile at the Central Collegiate Championships which once again qualified him for the N.C.A.A. championships. Another honor was bestowed Dennis when he was named to the 1972 selection of Outstanding College Athletes of America.

# Star Settlers


CONTINUED  
FROM PAGE 15

inhaled. The stench was unimaginable. It didn't smell anything at all like a hydrogrowth. She gagged, bent over and became sick. Horrible. It didn't come close to the clean smell in the Star Commune swimming area. She had never sensed anything so horrible in her entire twenty years on Commune. Coughing, she felt herself steadied by friendly hands, but retched again. It was a tremendously pungent odor which seemed to catch in her nostrils and claw its way into her head. Fresh air, hell. This was putrid. She started to put her faceplate on again, but caught another waft of the ocean and lost the rest of her nervously eaten dinner. . .

"All citizens of Star Commune: this is Chairman Baker. The exploratory

mission has been completed, with unsatisfactory results. Planet is unsuitable for settling. Star Commune Council has voted to proceed to the

next system where a Terran-class planet has been observed. Estimated enroute time, fourteen years, four months. . ."



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First Semester, 1971-72

*W. W. Frank*  
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