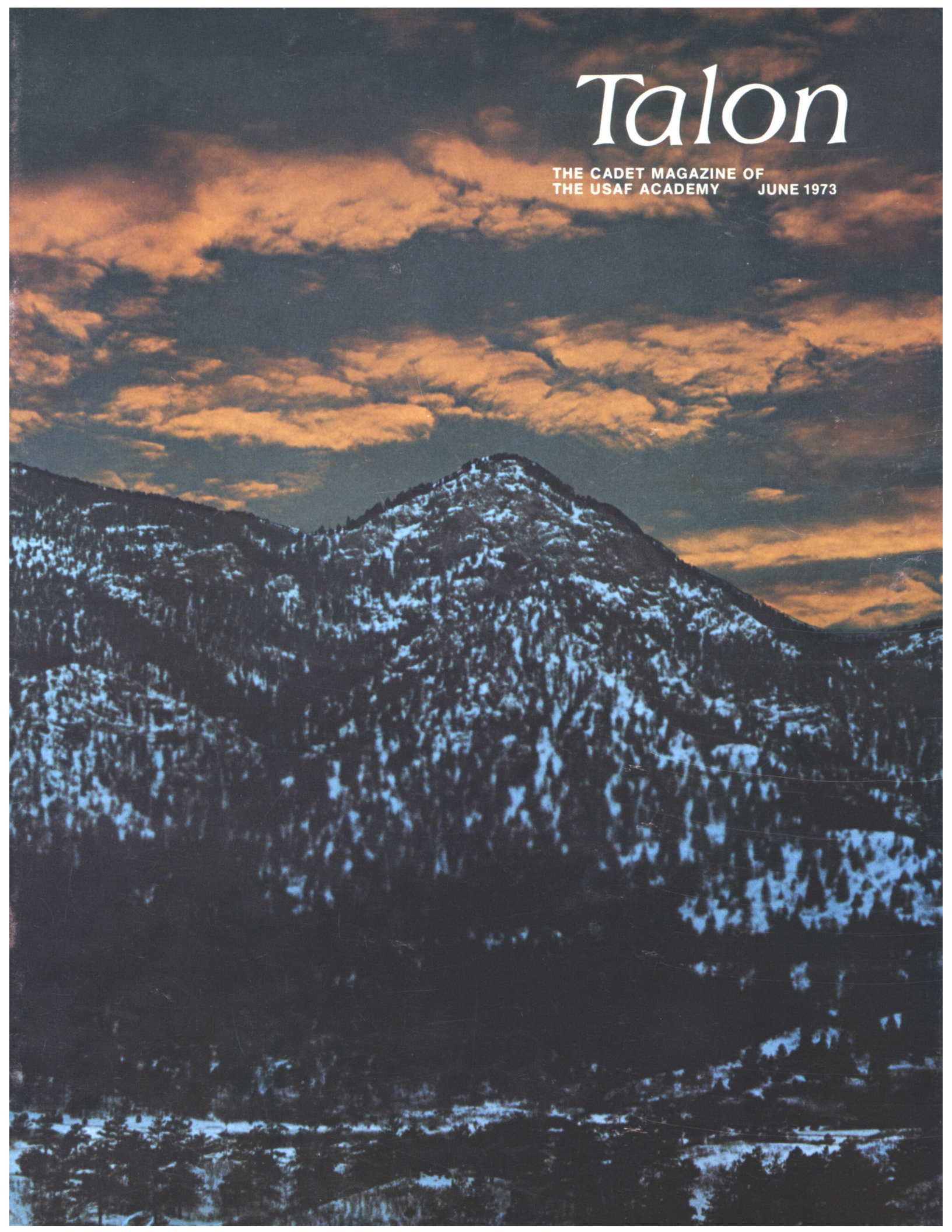


Talon

THE CADET MAGAZINE OF
THE USAF ACADEMY JUNE 1973



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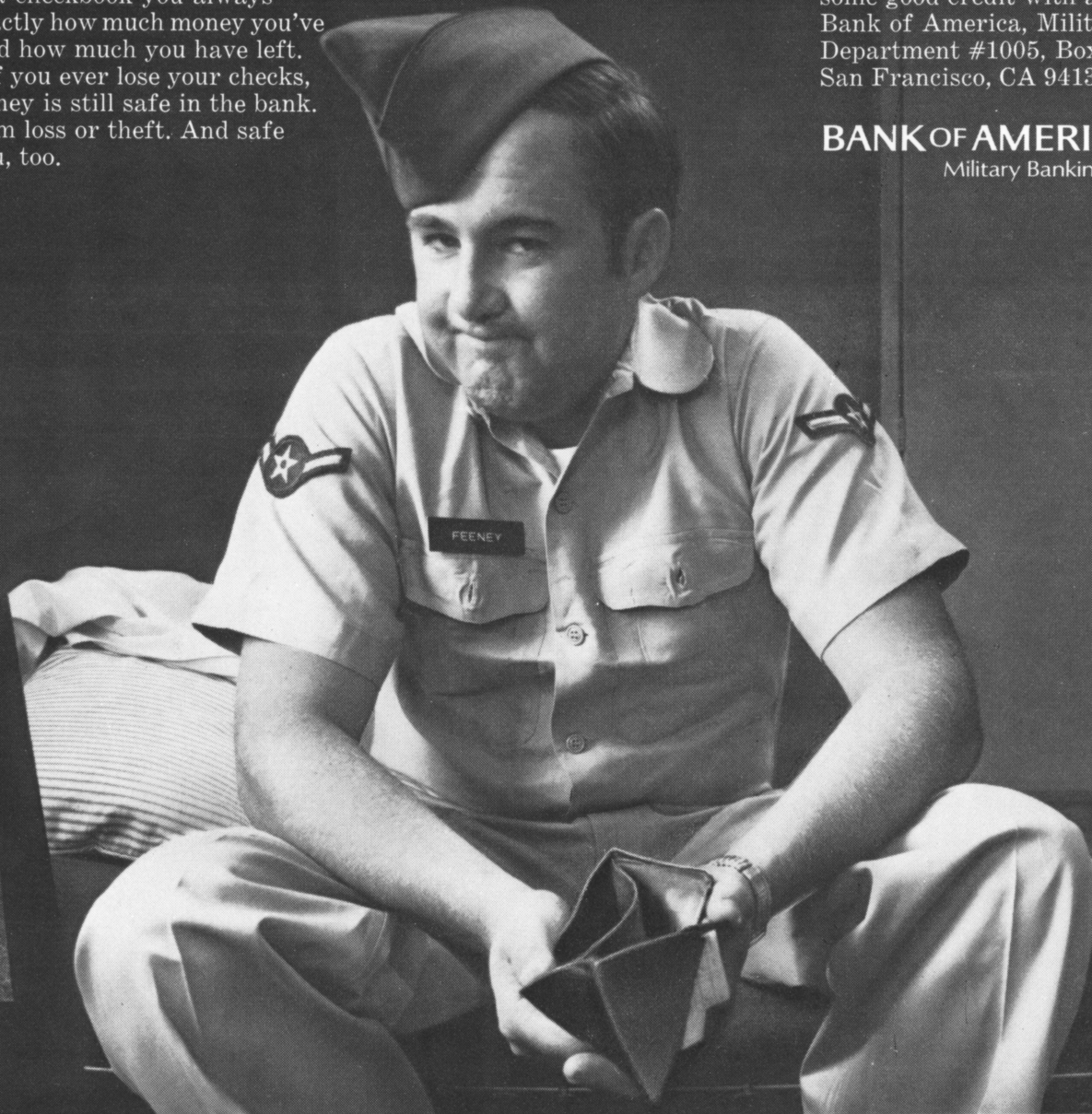
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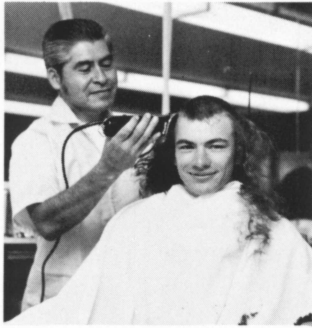
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JUNE, 1973

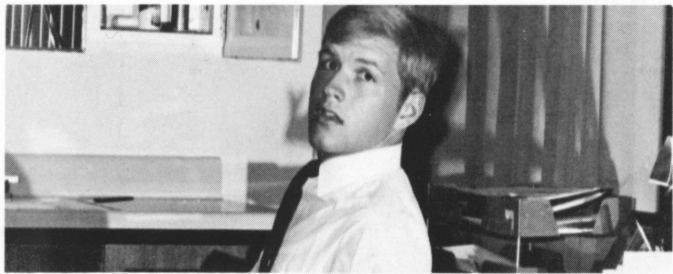
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Table of Contents

THE YEAR AT A GLANCE	2
TRAVEL IN EUROPE	4
HOW TO RATE WHEN	
YOU DON'T RATE	6
WEDDING BELL BLUES	8
GIRL OF THE MONTH	10
JUNE WEEK SCHEDULE	14
STEREOS	16
NEW DIRECTIONS FOR NAVIGATORS	17
SPORTS (Year End Wrap Up Of Events)	20
THE ADS	22



The Year At A Glance



The installation of the eighth Commandant of Cadets, Brig. Gen. Hoyt S. Vandenberg, Jr., highlighted another busy year at the Air Force Academy.

Very little was changed in the way the class of 76 began its four year stay at the Academy. Hair cuts, BCT, fourth class knowledge and an abbreviated "retraining" week still stood as stumbling blocks to the largest group of "doolies" to ever enter the Academy.

Kees W. Rietsema became Wing Commander, a job which he would hold, unlike his predecessors, for the entire year. In addition, his staff began rotating three times a year instead of two. This tri-staff system was designed to put more cadets into leadership positions.

Most of the excitement of last fall focused on Ben Martin's big blue machine. With early national rankings, hopes were extremely high for possible victories against ranked Notre Dame and CU, and of course a possible bowl bid. Those hopes were dashed on home turf as a "soft" Navy team humbled the Falcons 27 to 7. The season, while not living up to early hopes, did manage to produce an upset win over Arizona State and two All Americans, Orderia Mitchell, and Gene Ogilvie.

The lowering of the voting age to 18 allowed most of the wing to vote for the Presidency for the first time. Then, in January, about 250 cadets went to Washington to participate in the inauguration of President Richard Nixon.

On February 3, the entire wing participated in the military ceremonies which officially welcomed Brig. Gen. Hoyt S. Vandenberg Jr., as commandant. General Vandenberg replaced Major General Walter T. Galligan who departed the Academy to assume command of the Air Force Security Service. General Vandenberg arrived at the Academy earlier in the year from his previous assignment at Randolph AFB, Texas, where he commanded the 12th flying training wing.

Varsity sports continued their winning ways with a 14-10 record for basketball and an even 16-16 for hockey. Falcon cagers were sparked by Rick Nickelson who averaged 16.4 points per game. Dave Scalco was high scorer for Vic Heyliger's Hockey team. Coach Heyliger became the third winningest coach in collegiate hockey this season.

As the promise of spring approached, so did the promise of peace in southeast Asia, and the return of our POW's. The Academy's Heritage committee began collecting POW-MIA bracelets worn by thousands of Americans during the past few years. A list of names of those wearing each bracelet was compiled and sent to the returning POW along with one bracelet.

When spring season ended, no Academy varsity sport possessed a losing record. Baseball had its best season since 1970, despite several injuries. Jeff Brown, a fourthclassman, inspired the 13-12 winning season with a .354 average, 22 runs batted in, nine stolen bases, and seven home runs.

LaCrosse captured the Rocky Mountain LaCrosse League Championship for the seventh straight year, the sixth for coach Jim Keating.

Things that rarely change are finals, June week, and graduation. Then it begins all over again on July 2nd with the Class of 77.

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TRAVEL IN EUROPE:

THE SUMMER PLACE

by Tom Laurie

Imagine yourself sipping wine in a Parisian sidewalk cafe, window shopping at a Turkish Bazaar in Istanbul, drinking beer in an Alpine beer hall, or viewing the sites of Westminster Abbey, Buckingham Palace or The Tower of London. All these experiences can be yours this summer while you visit Europe and surrounding territories.

Being a student opens many doors that invite you to travel at less than normal airfares, train fares, and to lodge for beggar's fees. The time to go country hopping is now.

There are many alternatives that a student may choose from while traveling. This article will cover the problems and windfalls faced by travelers in different countries, the option of studying while in another country, and the possibilities of working while you enjoy the scenery.

The first thing you must do after you have decided to visit Europe is to obtain a passport, the one object that you must never lose while touring Europe. Cadets can obtain passports through Cadet Personnel (CWP). However, for

those away from USAFA, you should follow these procedures in obtaining this document. You must make a personal appearance at the clerk's office in a federal or state court, or drop by a branch of the U.S. Passport Office in any one of several big cities. You must, when you go, have proof of your citizenship (i.e. birth certificate), identification, two passport photos, and \$12 with you.

If you plan on visiting any of the communist countries, or if you plan on staying in Europe for more than three months, you must obtain a visa. For information concerning visas for certain countries write to their embassy in Washington D.C. or their nearest consulate in the United States.

Another worthwhile card to get is the International Student Identity Card (ISIC). If you have this card in your possession you will be able to receive special rates on transportation, meals and hostels in Europe.

The idea of traveling in Europe on \$5 a day has long ago become a fallacy, but in some countries such as Spain, Portugal, Greece, and Turkey this figure is not as absurd as it sounds. I hope to offer information on how to get by as cheaply as possible and will give alternatives to the student wanting to travel in their own ways.

Once you get to Europe traveling about can be a problem. Wherever you go in Europe traveling by rail is quite feasible. If you do choose to travel by means of Europe's efficient train service, I would recommend buying a Student-Railpass. If you are a student under the age of 27 then you can purchase a pass which is good for 13 countries and two months for just \$130. The 13 countries are Austria, Belgium, Denmark, France, Germany, Holland, Italy, Luxembourg, Norway, Portugal, Spain, Sweden, and Switzerland. If you plan to stay most of your time in the British Isles then you should forego this train pass and buy a British Youth Pass for students through 22. You must purchase both of the two previously mentioned passes before you arrive in Europe.

Another option left open to the traveling student is an array of charter flights. Rates from one-third to one-half off of normal commercial fares are available. Although the purchasing of these tickets in the US is not required, it is recommended.

For the person who enjoys the thrill of the open road there is always hitchhiking. Three books on this subject are *Vagabonding in Europe and North Africa* by Ed Buryn (Random House-Bookworks, \$3.95), *West Africa for the Hitchhiker* (\$1.50) and *Hitchhiking in Asia* (\$2.50), the last two books being written by experienced Scandinavian travelers.

One of the finest ways to see Europe is to study there. Besides, what would be a better way to learn the language than to study it where everyone you meet speaks it.

Summer programs instituted by foreign universities are great for certain reasons: they are cheaper, are more flexible and there are fewer English speaking students there.

Two other options are summer programs arranged by US colleges and programs sponsored by private US corporations. Each of these alternatives are more expensive and there tends to be an American atmosphere connected with the programs. However, it is easier to transfer credits from these two alternatives.

If you would like to work while you are in Europe then there are many opportunities for you, but your job will, many times, be composed of long hours, menial tasks, and low pay. While examining job programs be wary of those agencies that show you only what a good time you will have while traveling for you may never have any time at all to travel.

There are a number of job-finding agencies in the US and abroad that are willing to send brochures to you. These organizations are also willing, for a fee, to set up a job for you in the field of your choice. Although it is a difficult way to see Europe, it is much less expensive than studying abroad or just taking your own little excursion.

Salzburg, nestled in a Austrian community, is one of the most romantic cities in all of Europe. If you enjoy boisterous beer halls, wine cellars, museums, and medieval castles, then Salzburg is the city that you want to visit.

The Stieggkeller or Pitterkeller are recommended beer halls for people who like to clap to the rhythms of "oom-pah" bands while downing huge mugs of beer. Another informal place is the Augustiner while for those of you who can't get away from American Rock there is the Alladin night club with it's Persian tablecloths and tapestries.

For those of you that desire beaches, scenery and guaranteed sunshine then you must visit Southern Yugoslavia along the Adriatic Coast. The tourist center for this region is Budva, a quaint, medieval town jutting out from the sea. From the beaches of Budva you can see the more familiar Dubrovnik with it's tall stone houses and cobbled paths.

An International Youth Center is situated near the famous multicolored Becici Beach just a mile from Budva. This center offers excursions, dances, sporting activities, and provides an excellent opportunity for students to meet some non-Americans.

If you visit London the one point that I stress is to make reservations well ahead of time for even city tourist officials are discouraging tourists from coming to London this summer. What I suggest for you to do is to visit the countryside in England before you visit London, but be sure to visit London for what is a visit to Merry Old England without seeing Westminster Abbey, Buckingham Palace, or the Tower of London?

There are many possibilities for visiting rural England before you see the hectic capital. Stratford-on-Avon, Oxford, and Cambridge, Wales and Scotland offer many tempting excursions to rest the traveler.

On a limited budget Turkey can be just the place for you to visit. Istanbul is well worth the two-day train ride that it takes to reach this city. Once known as Byzantium and Constantinople, this city is a combination of many colorful remnants of the past. At the Grand Covered Bazaar many bolts of fabric, racks of sheepskin, and gleaming brassware can be purchased. One caution concerning Turkey is the water. It's not very good although many people have survived the discomfort it promotes. To the student's advantage though, is the cheap lodging usually found in the midst of the buzzing cities.

No matter where you visit in Europe, make sure that you research your itinerary thoroughly, assuming your travel plans and accommodations are firm before your departure.

How To Rate When You Don't Rate:

LIFE AS A NON-RATED 2nd LT. IN THE AIR FORCE

by 2nd Lt. Eric L. Winborn



Second Lieutenant Erik L. Winborn is a 1972 Academy graduate who is currently assigned to the 341st Supply Squadron at Malmstrom AFB, MT as Chief of the Equipment Management Branch. In August he will begin law school at the University of Iowa under the Air Force's Legal Education Program.

The Nonrated Second Lieutenant and his role as manager

What can the new nonrated second lieutenant expect upon entering his first active duty assignment in the Air Force? This had been a major question in my mind after graduation. As most cadets have undoubtedly experienced, the Academy, in its emphasis upon a rated career, many times forgets those who are going into nonrated career fields. Because of this, preconceived notions are plentiful and many times completely unfounded.

Nonrated career fields vary considerably but there is one common denominator that ties nearly all of them together . . . the need to manage people. By virtue of being an officer, the new second lieutenant can expect to have individuals working for him. Since the Air Force is now realizing people are its most valuable resource, effective, conscientious personnel management is a must.

At the Academy the cadet learns various management theories in academic courses and is supposed to put these theories into practice while occupying leadership positions during summer programs and during the academic year. The problem is that the Academy has a somewhat artificial training environment where one is expected to not only manage and lead others, but he must live with them in close social environment that is extremely difficult to change into more formal working relationships. In addition, management at the Academy is unique in that the cadet must work almost entirely with individuals of his own age group who have a common educational background.

Even though the new graduate's Academy background is of great help, he still encounters markedly different management experiences in the Air Force that require a significant adjustment. The new officer must be able to work with officers of all ranks, NCO's with much more military experience than himself, civilians, and new airmen fresh from basic training. Individuals in these groups will have wide variances of education, intelligence, motivation, job knowledge, and will have their own unique personal problems.



Because of this diversity, the young officer must develop a management philosophy that suits his own talents and that is adaptable to varying situations. Even though management is a complex subject about which much has been written, there are several basic qualities the new second lieutenant must have if he is going to experience any type of success during his career.

The first important management quality is the eagerness to learn a new job and a willingness to ask questions and seek advice. In almost every instance the new second lieutenant assumes a position he knows very little about. Nevertheless, he is expected to make decisions and manage others, so being able to draw upon all the knowledge and advice available is essential. To manage effectively, the officer must know how his organization operates and its policies and be able to assume command. When learning the job, the young officer must beware that he does not hasten change and make rash decisions. The young officer should allow himself a reasonable time to stand back and study his organization before he launches into major changes. During the new officer's learning period, his actions will greatly determine how effective he will be in implementing the remaining management qualities.

Motivation and communication comprise the second important management quality. To perform the mission, people must act as a team. Job dissatisfactions, personal animosities and other personal problems can seriously hamper the development of this team, so the manager must do his utmost through motivation and communication to solve or lesson these problems. In addition, the young officer must be able to effectively communicate policies in both speech and writing and explain the reasons for them.

The third essential quality for effective management is

having the integrity of character that others can admire and place their trust without having any doubts. While working in his job, the young officer works with the people he manages, he plans work, he appraises the work of others, and he plays a major role in the future of both his subordinates and his superiors. Because of this, he should never focus upon the weaknesses of people but instead focus upon the strengths of people and challenge them to do better. While challenging others, the officer must examine himself and insure his personal conduct shows a sense of honor and morality beyond reproach. Never should this integrity of character be sacrificed for expediency. This will destroy any confidence others have in the young officer and negate any other management attributes.

Respect of others, so that they will faithfully carry out his decisions and come to him for advice on any job or personal problems. To earn this respect is a challenge. Despite statement to the contrary, senior officers look down at new second lieutenants and wait for the new second lieutenant to prove himself capable of bearing the responsibilities of being an officer in the Air Force. The NCO will respect the rank, but he too will be waiting to see if the new second lieutenant is capable of leading and managing the NCO and his contemporaries in a manner expected of an officer. The airman sees a young officer as being in his own age group, and once again the young officer must show that besides being an officer he has what it takes to earn the young airman's respect.

Every young officer applies these qualities, but it is in how well he does it that counts. These same qualities are just as relevant in civilian life, so whether the graduating cadet intends to make the military a career, or not, he will be gaining valuable experience while serving in the Air Force. Managing and working with people is necessary everywhere in life, and as a young officer in the military, one has excellent opportunities to develop his talents for careers later in life.



Wedding Bell Blues:

A FEW FACTS AND FIGURES ON CADET CHAPEL WEDDINGS

by Mike Coker



As graduation day for the class of 1973 approaches, the minds of the soon-to-be second lieutenants turn to their first assignments, their new careers, and for many to a long-awaited and perhaps long delayed wedding. While the actual number of 1973 graduates who expect to marry shortly after they leave the Academy is not available, due to ceremonies being scheduled in the Academy's community center chapel or in hometown churches, many graduates wish to be married in the Cadet Chapel.

For June Week 1973, 58 marriages are scheduled for all 3 Cadet chapels, from graduation on June 6 to Sunday June 10. This figure is typical of previous years and indicates the popularity of the Cadet chapel for the ceremony. Marriage in the Cadet Chapel can be performed for any USAF Academy graduate or any active duty military personnel assigned to the Academy. While cadet chaplains normally perform the ceremony, the bride and groom can arrange for a minister of their choice, perhaps a relative.

An interview with Protestant Cadet Chaplain Jerry L. Rice provided the procedures a cadet follows once he has informed the chaplains of his marriage intentions. According to Chaplain Rice, the Cadet Chapel may be reserved for a June Week wedding at any time during a cadet's career, but most cadets begin their planning the summer before they are to graduate.

Despite the 58 marriages scheduled in 5 days and the reputation that all Academy chapels seem to hold, Chaplain Rice emphasized that the Chapel is not a "marriage factory" turning out marriages with abbreviated and rushed ceremonies. Each cadet is given a full and complete service including a one hour rehearsal and one to one and a half hours for the actual ceremony. Rehearsal dates and times are usually "picked out of the hat" while the actual wedding times are decided based on the most convenient time for the wedding party involved.

A unique and highly beneficial benefit afforded those cadets using the Cadet chaplain's program is the outstanding counseling service available. Chaplain Rice outlined the program in its entirety.

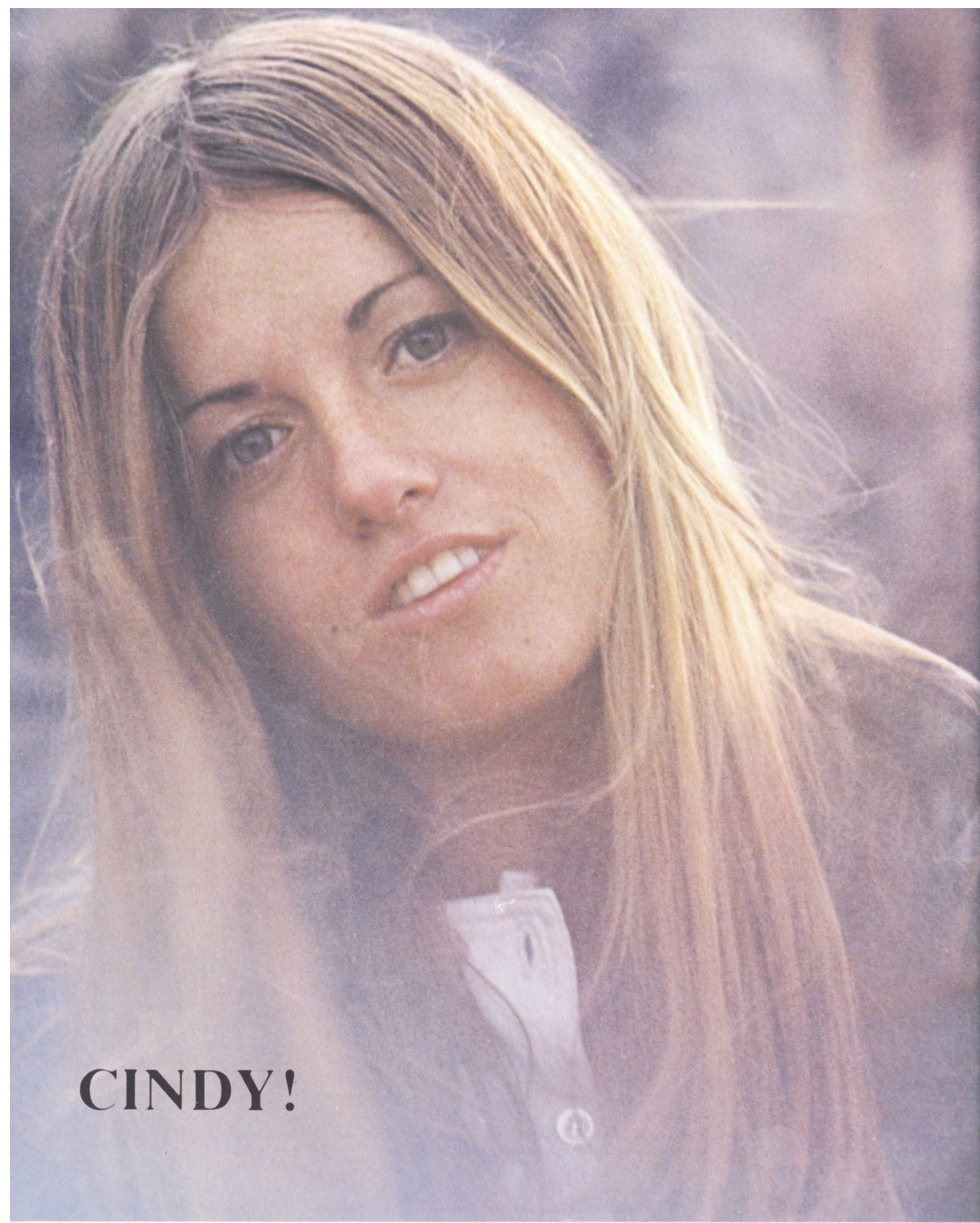
When the cadet advises the chaplains of his decision to marry he receives an hour of initial counseling with the chaplain he chooses to perform the ceremony. In this hour the cadet is advised of the details and technicalities of marriage in the Cadet Chapel as well as state laws . . . marriage licenses, blood tests, etc. The next counseling available to the cadet is a series of three two-hour seminars conducted at the Academy. The first session in January, deals with some of the common problems encountered in marriage. In February's seminar some of the psychological aspects of marriage are discussed. This

series of seminars, all conducted by professionals in their respective areas, concludes with a session in March regarding the physical and spiritual aspects involved in marriage.

If the cadet continues to take advantage of the counseling available he can participate in a 21-hour retreat, in which a group of cadets and their fiancées meet with professional people in situations created to simulate some of the trials which the newly married couple may encounter. This year the retreat was held April 27-28 at the Ponderosa Lodge. Dr. and Mrs. Young from the Marriage and Family Consultation Center in Houston, Tex. were present to assist the chaplains in conducting the program.

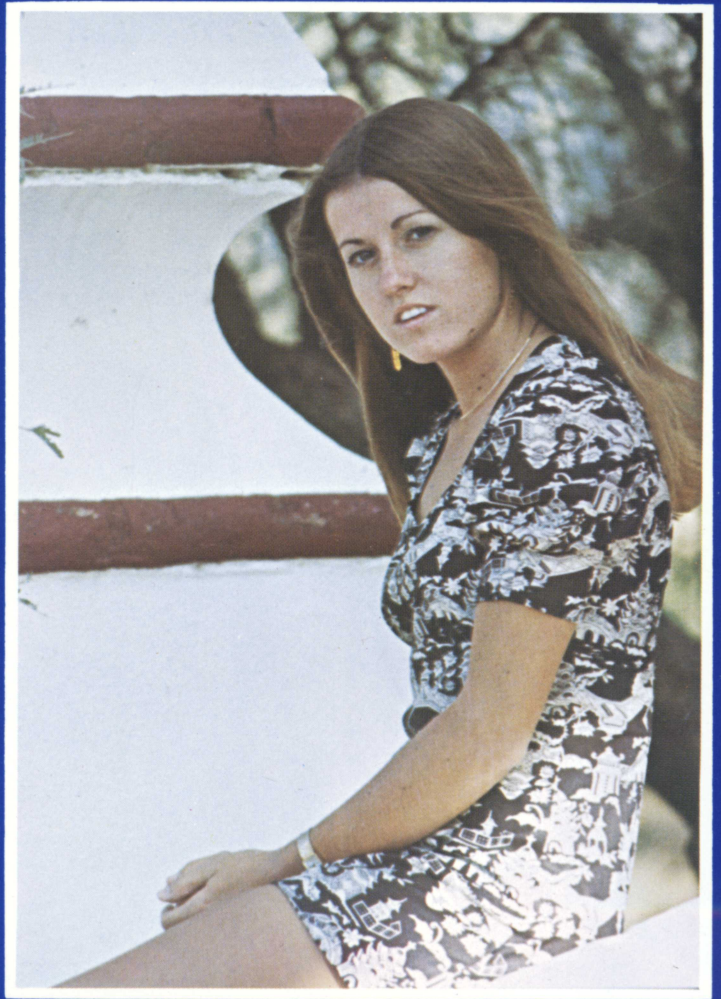
The cadet who takes advantage of the entire counseling program receives a total of 28 hours of pre-marital counseling, a figure far above the national average of 1.5 hours.

As June 6 draws closer, many of the class of 1973 think not only of graduation and entrance into the Air Force, but of that long awaited wedding. For those cadets wishing to be married in the Cadet Chapel, a memorable ceremony in a beautiful setting awaits them. For any cadet who wished to participate, a 28 hour program of counseling was available, free of charge, by informed and interested people who were anxious to give the new lieutenant and his wife the greatest possible advantage in dealing with married life.



CINDY!

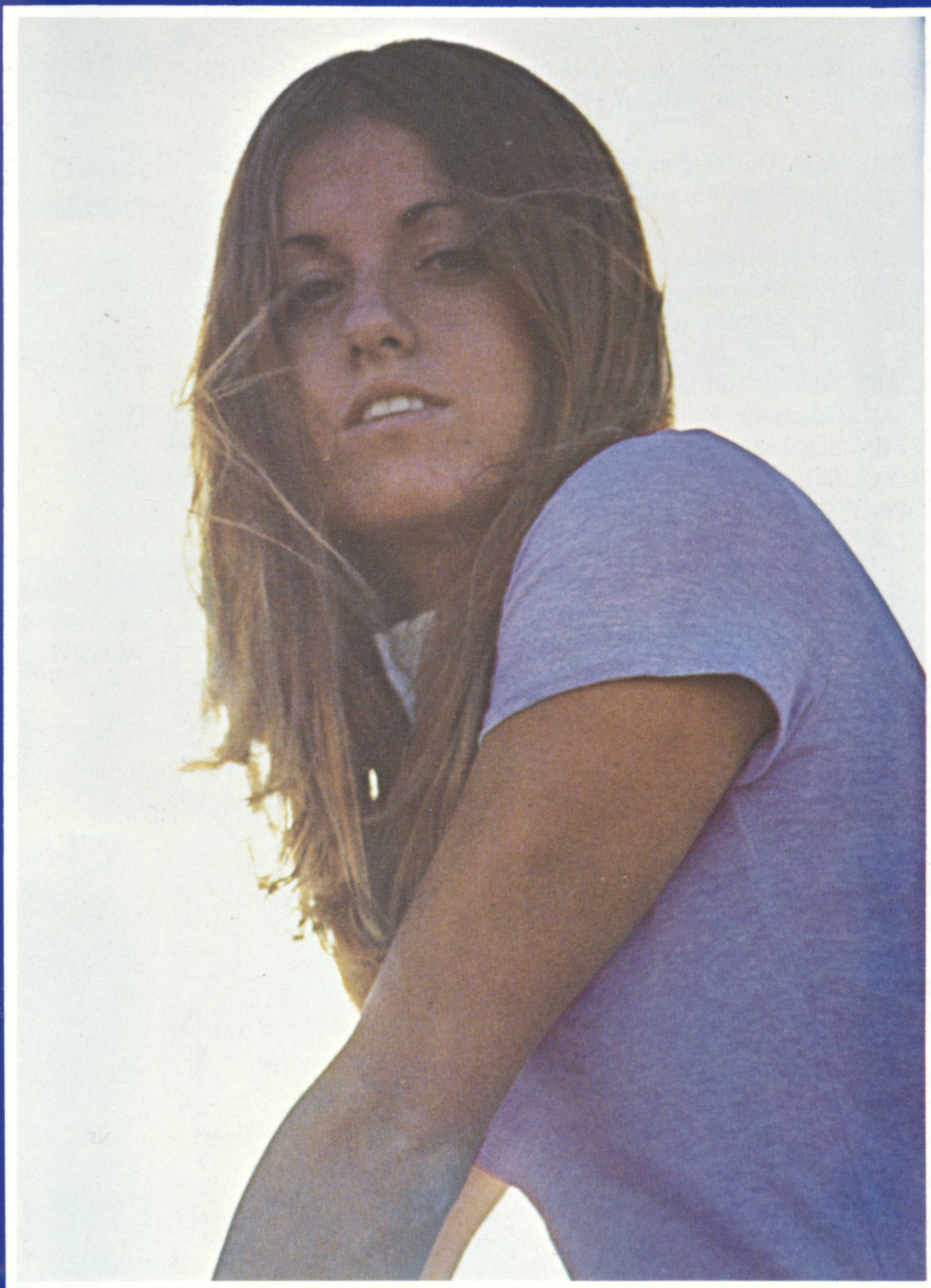




TALON GIRL OF THE MONTH

The Underground Guide to the College of Your Choice describes the University of Arizona as "Doris Day land. Blond hair, blue eyes and freckles makes cheerleader, score 10." Well, our girl for June doesn't have freckles and her eyes are hazel, but she still made cheerleader at the U of A. Miss Cindy Preble at 5'3" and 21 years has just finished her junior year on the way to a degree in journalism. Her father being a retired colonel, Cindy has been to a number of places including New York, Korea, Virginia, California, and Hawaii. And, here's a twist — Cindy's favorite hobby is yo-yo's (the kind on a string).

Those of you who are perceptive will recall that Arizona is on the football schedule for next year. Naturally, Cindy will be cheering for the Wildcats, but we all know who is going to win. Cindy's parting words: "Everyone is invited down at half-time for next year's game."



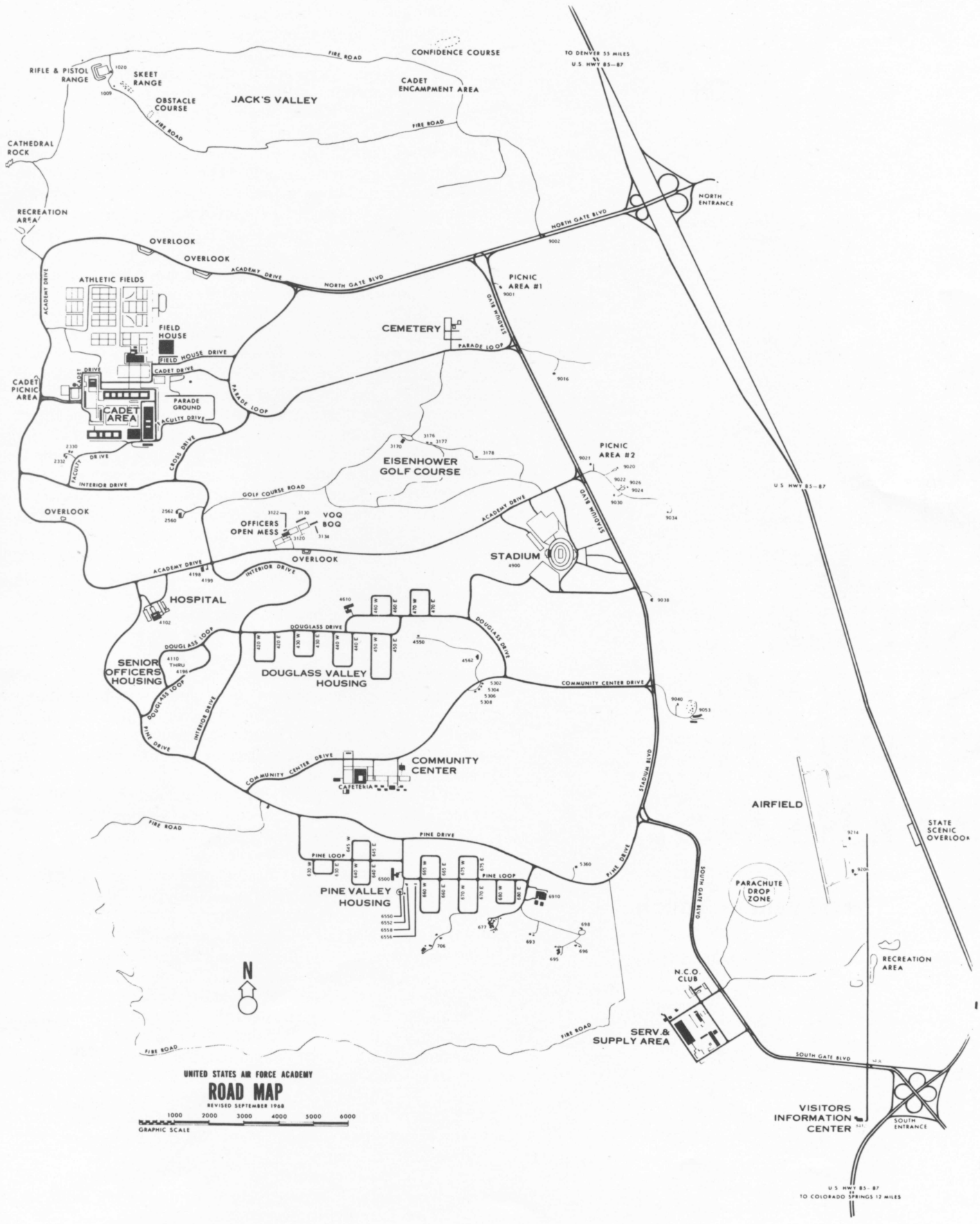
JUNE WEEK SCHEDULE OF EVENTS

Date	Time	Event/Location
FRIDAY, 1 JUNE	5:30 PM – 7:00 PM	Ring Presentation and Banquet, Class of 1974 (Mitchell Hall)
	9:00 PM – 12:00 PM	Ring Dance, Class of 1974 (Arnold Hall Ballroom)
SATURDAY, 2 JUNE	6:00 PM – 10:30 PM	AFA Outstanding Squadron Banquet (Broadmoor International Center)*
	9:00 PM – 12:00 PM	June Week Formal (Arnold Hall Ballroom)*
SUNDAY, 3 JUNE	5:30 PM – 6:30 PM	Baccalaureate (Catholic, Protestant, Jewish) (Cadet Chapel)**
	6:45 PM – 9:15 PM	Superintendent's Reception (Arnold Hall)**
	7:00 PM – 8:00 PM	Baccalaureate (Catholic, Protestant) (Cadet Chapel)**
MONDAY, 4 JUNE	10:00 AM – 11:05 AM	Military and Organizational Awards Parade (Parade Ground) (Alternate: Field House Basketball Arena – 1:30 PM – 2:15 PM**)
	1:30 PM – 2:15 PM	Scholastic Honors Ceremony (Field House, Basketball Arena)**
	2:20 PM – 3:30 PM	Organizational and Individual Awards Tea (Field House, Concourse)*
	5:30 PM – 7:30 PM	Athletic Awards Banquet (Mitchell Hall)*
	8:00 PM – 9:30 PM	Cadet Chorale Concert (Arnold Hall Theater)
TUESDAY, 5 JUNE	10:00 AM – 11:05 AM	Graduation Parade (Parade Ground)
	11:15 AM – 11:45 AM	USAF Academy Airmanship Review (Parade Ground)
	1:00 PM – 4:00 PM	Open House (Chapel, Gymnasium, Fairchild Hall, Field House, Aero Science Lab, and Cadet Dorms)**
	6:30 PM – 8:00 PM	Graduation Buffet, Class of 1973 (Mitchell Hall)**
	9:00 PM – 12:00 PM	First Class Parents' Dance (Officers' Club)
WEDNESDAY, 6 JUNE	9:00 AM – 9:25 AM	Cadet Wing March-On (Undergraduates)
	9:30 AM – 9:40 AM	March-On of Graduates
	9:45 AM – 11:10 AM	Graduation Exercise (Falcon Stadium) (Alternate: Field House*)
	11:10 AM – 11:40 AM	Thunderbird Demonstration (Falcon Stadium)

NOTE: Alternate location will be used in case of inclement weather.

* By Invitation Only

** Cadets and Guests



S ST STE STER STERE STEREO STEREOS STEREOS:

The Finishing Touch

by Marc Johansen

After getting your basic system together it is a good time to consider adding accessories. There are quite a few electronic wonders that can improve your set-up, but I have concentrated on three add-ons that are fairly inexpensive but very important and valuable for your current system.

Microacoustic Hi-Frequency Speaker Additions

These are high frequency tweeter-type additions. They connect directly to your speakers so there is no bother with crossovers. A pair costs only \$117 and each unit has five tweeters located in an off-axis configuration which gives a dispersion of 180 degrees. Even if your speaker has a good tweeter element, the microstatic addition will improve the overall sound, even for AR speakers for which tweeters were designed. These units have been rated excellent and should be considered by anyone that likes clear clean highs. This same effect can be accomplished with Janszen electrostatic panels but for a higher price.

Equalizer

Looking at a five band equalizer we have five controls that effect a certain part of the frequency response curve. You may accentuate a certain bank by a fair amount of decibels. You can also take some off. With this kind of control you can adjust the signal that goes into your speakers; so you can give your speakers a total new sound, boost midrange, treble or bass in any combination and you can get a sound to match your taste. Another big plus is equalization which will enable you to adjust your sound for your room, thus cutting down ringing or bad vibrations. *Metrotic* makes a good unit with five bands which you can get in kit form for \$46 at a discount store. There are some 9 band equalizers like Soundcraft's but they cost considerably more.

Dolby

Just about everybody knows that a Dolby is a noise suppresser, but some question its usefulness and not many know how it works. The Dolby is a compressor/expander, that first compresses the input signal which is relatively free of noise. This is on the record mode of your tape deck as the input signal comes in.

In this mode we get noise from the interreaction of the heads, the tape or distortion from the pre-amps in your tape deck. You, of course, notice that when you have a loud passage of music you do not hear any tape hiss, but when there is a subdued part of the program the hiss comes through loud and clear. This is because the *DB's* are down while the noise remains constant.

It is ideal to have as many *DB's* as possible while producing very little noise, so the second and last step of a dolby is to expand the already compressed signal. Thus we end up with the original signal that we started with but with a lot less noise. The Dolby (B) does this automatically for high frequency regions and all Dolbys are calibrated alike (affect the same input the same way, though some are clearer than others). Some models to consider are *Concors \$10 — \$82*, *Teack AN-180 — \$280*, and the *AN-80* for under \$100.

These accessories can accomplish a lot for your system. They will enhance the equipment you already have and can prove to be the perfect finishing touch.

*Thanks is extended to Capt. L. J. Larson who was very helpful in supplying information on Dolby & Equalizer Statistics.

CAREERS

New Directions For Navigators

Opportunities for Navigators

Remarks by Lt. Gen. William V. McBride, Commander, Air Training Command, at Mather Dining-In, Mather AFB, Calif., Feb. 23, 1973.

I've been looking forward to this dining-in for quite a while — not just because it's Mather. Not just because it is sunny California. Not just because this is a navigator training base — but probably a combination of reasons — most of all the last.

... My comments will be primarily directed toward the navigators in the audience. I hope the rest of you won't turn me off — but I am selecting the navigators as my target group because I was in your shoes some 30-odd years ago — as a student navigator. Quite frankly, I look back on those days with great fondness — some sentimentality — and an awful lot of personal satisfaction.

Why do I say that? Because it was a time of my life that I enjoyed immensely in every imaginable way. I got satisfaction because I was doing something I had always wanted to do for as long as I could remember and doing it well enough to take pride in it. Perhaps the fulfillment of boyhood ambitions isn't as "cool" today as it was 30 years ago. But then again, I can't think of much today that resembles my world of that time.

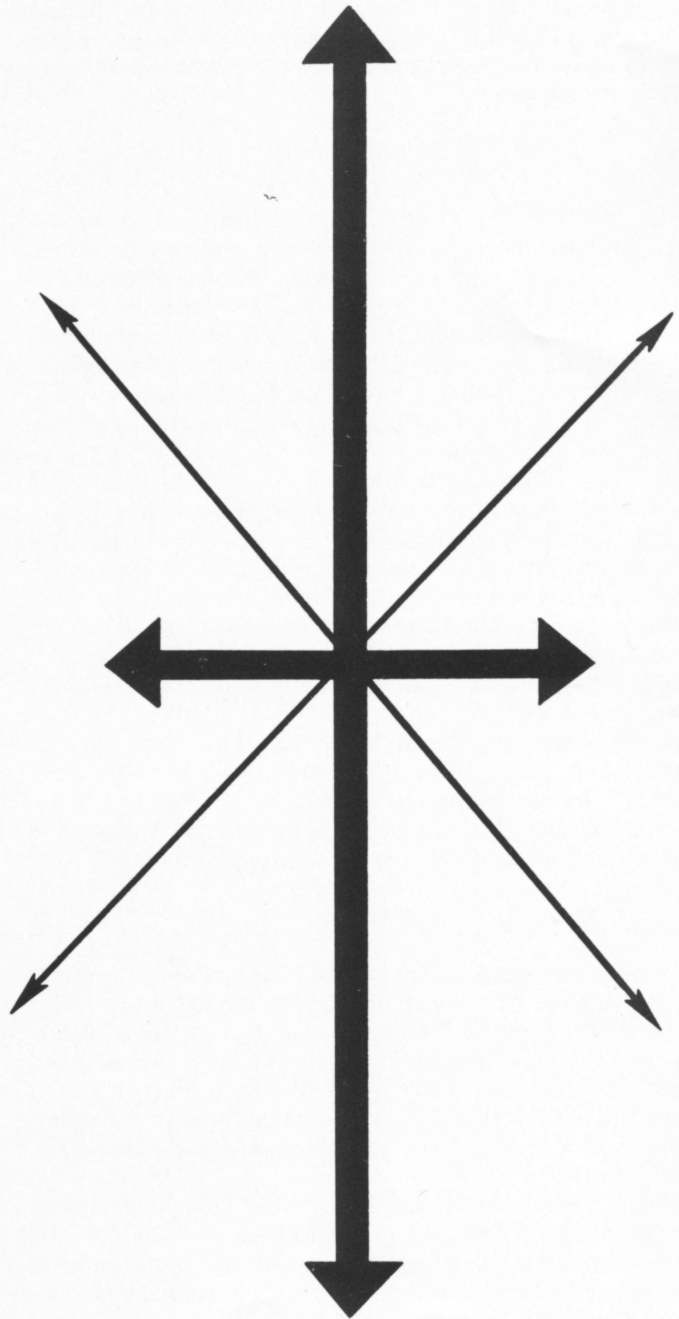
Training

As a matter of fact, my training as a navigator bears so little resemblance to yours that just about the only thing that's apparently unchanged are the stars and planets we studied. Greenwich mean time and Polaris are still pretty good standbys of the trade.

Compared to your navigation training program, mine was a maverick experience, to say the least. I learned navigation as an aviation cadet with Pan American Airways — flying seaplanes no less. Consolidated Commodores — a twin engine boat — ever hear of it?

Most of my training was over water at night. Primarily celestial with primitive sextant (I don't even remember the nomenclature) — a simple stovepipe drift meter and a big D-4 aperiodic compass so large you might expect to find one like it on the Queen Mary.

But I'm not going to spin a bunch of war stories for you this evening although we might get into those later at the bar. I'm not even going to make these remarks lengthy. I



don't like long speeches and I suspect you don't either. But if you do have trouble getting me stopped . . . , it's because the subject I want to talk to you about is one that is close to my heart and because I have much more than a ten-cent interest in navigators.

Criteria

Let me just begin with this statement: I became a navigator because I asked for it. I'm still proud of that. When I came in as an aviation cadet, I took a series of tests called stanine tests at that time. I scored fairly high in all categories. I saw that the criteria for navigators were higher than that for pilots and I decided I wanted to be a navigator.

Of course since then I have been able to acquire several additional ratings but my first love was navigation and I enjoyed every minute of it.

Matter of fact, less than 3 years later I found myself a very young major when most of my pilot peers had not yet made captain. Of course, a lot of that was due to many factors beyond my control, not least of which was some tough combat attrition. But the point I want to make is that those early years for me were some of the finest of my life. I enjoyed it and I have no regrets. I am proud to say I am a navigator — that navigation was my first choice — and I want you to know it.

I am concerned, though, because I know that there is some badmouthing of navigator business — even from the navigator ranks themselves — and that irritates the hell out of me because it seems so symptomatic of professional naivete and unjustifiable career short-sightedness.

Attitudes

I'm not talking about the type of bad-mouthing one might hear at the bar by a bunch of pilots trying to "prove" their superiority over all other living beings, particularly navigators. No — remarks of that type have always rolled right off me. You know why? Because when I was a navigator I *knew* that I *knew my job better* than they knew theirs and I could do my job more effectively than they could do theirs.

But I'm concerned about the prevalent belief in navigator circles that I call "mythology of insufficiency" for lack of a better name. It is a mythology that is, unfortunately, somewhat encouraged by outdated attitudes based on misinformation and misconception.

I've little patience for the navigator who tells me he's got one hand tied behind his back — that he's in a dead end —

that being a navigator is a career restriction. That's *got* to be the cop-out of the century.

I'm not saying there aren't problems, or limitations, because there *are*. But they're problems that have to be met *head-on*, not head-in-sand.

Quite frankly, for too long a time there were too many navigators around who enjoyed getting their flying pay but as soon as they got their minimum hours, they'd want to move out to something else, and *still* want to get their flying pay.

I believe the Air Force attempts very hard to provide career-broadening assignments and is evolving policy that will eventually open more options to more people.

Navigator Resource

But right now, the navigator per se is needed as a resource and this is a fact of life that will ultimately work to the benefit of — not to the detriment of — the navigator career field.

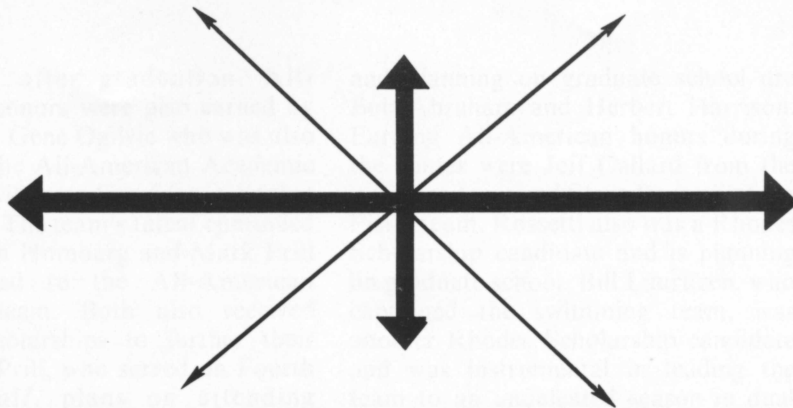
A major point is that the navigator shouldn't be short-sighted at the temporary shortages that have arisen out of Southeast Asia and the immediate needs that go along with it. When you think of a 20 or 30 year career, there are bound to be some force shortage actions that individual officers won't like. And while the Air Force finds such action sometimes necessarily desirable.

The long range goal of the Air Force must be, of course, to develop the navigator resource to perform the primary mission. Elementary, perhaps, but absolutely necessary. Along with this goal, another long range goal, and equally important, is to have the opportunity for career-broadening assignments for navigators — both *within* the career field as well as outside it.

As it stands now, the Air Force says that navigators should expect to spend a good portion of their careers in the navigator career field and in other operationally-oriented areas. How much is a good portion? Well, they say a man who's out at 20 years might be flying more than half of his career. A man who sticks for 30 might find that percentage lower. Those ground rules don't really differ significantly from those for pilots.

Topline

There is a personnel plan — it's called Topline — and this plan is designed to give segments of the officer corps career-broadening experiences. It's a good plan and it will work.



But full implementation of the plan is down the line a way. Over the long haul, it's going to take some patience to allow Topline the time it needs to get into gear completely.

But Topline isn't a magic panacea. It doesn't add up to instant career broadening for everybody. It is a competitive situation. As in any large corporation, advancement and broadening is going to hinge greatly on you — your attitude, your performance, your abilities — and your dedication. You have to compete with the pilot, with the non-rated and with other navigators. If you are not ready to compete you are in the wrong business. Topline won't be of much help to thumb-twiddlers — to those who don't want to work.

The expanded Super Track program for navigators is presently of great help to personnel managers of the navigator resource. Super Track keeps close tabs on highly qualified people and insures that they have the opportunity to move into key positions as early as possible in their careers. In the last year alone, special category and command assignments for navigators increased by 20 percent and that is good progress.

Command Jobs

While command of flying units are not yet open to navigators, there are many more other kinds of command jobs open to the field, especially overseas. Hopefully, more jobs of that nature will be open in the CONUS in the near future. I think it will.

Of course, all of these developments take time. But to me the outlook is brighter than it has ever been. Take a look around and see what's happening.

The navigator career field is in a constant state of flux — driven constantly by the evolution of technology. It's no longer a simple matter of being the guy who gets the aircraft from Point A to Point B. The multiple roles that have developed and are developing in the areas of sensors and countermeasures — all the current EWO development — more and more specialization exemplified by such courses as the 6-month weapons system officer training in the F-4 — all these point to the simple reality that as increasingly sophisticated weapons systems are developed, the navigator plays an increasingly important role.

Look at the development of the T-43 and the UNTS program right here at Mather. The technological leaps represented by acquisition of these training systems do not bespeak a "dean end" to me.

The navigator finds his role expanding to other systems because of more sophisticated guidance and inertial systems that demand more and more navigational expertise. As this

fact becomes better known and more widely experienced, I believe navigators will finally achieve a clearer perspective of their own place in the scheme of things.

In the meantime, perhaps all of us have to shake out the cobwebs a bit and bring ourselves and our understanding of the world around us up to date.

You've got to understand there's more to being a navigator than being a navigator. Just as there's more to being a pilot than being a pilot.

Managers

Let me tell you what I as a commander am looking for today. I'm looking for good managers for tough jobs and I have trouble finding them. I am looking for leaders — officers who want to work hard, officers who want to make a contribution — officers who seek responsibility.

The important jobs today are probably tougher than they were 30 years ago. Both the guy who wants to do more than is expected of him has a greater opportunity today than he did 20 or 30 years ago. Believe me when I'm looking for a good man to fill a tough job that has bent or broken another man, I'm not concerned about whether the right man is wearing pilot or navigator wings.

Performance is the criteria. Tough problems can only be solved by competent people, dedicated people, totally involved people who are more concerned about the quality of their craftsmanship or professionalism than about the shape or design of their wings.

No matter what job an individual is given, the best chance for him to succeed and to progress lies with his willingness to do the very best he is able — in *whatever* job.

If he's a navigator or a pilot, he should strive for every opportunity to develop those subtle arts and skills of leadership and management that depend so heavily on the ability to motivate and activate other human beings and, yes, motivate himself.

Challenges

Summing up, gentlemen, there are so many challenges out there for you — so many opportunities for you to contribute, and grow, on so many levels — that I honestly envy you the chance ! How I'd like to be in your shoes.

Don't fall victim to what I call the "mythology of insufficiency." Don't start believing your own propaganda. It can only lead to disenchantment, disappointment and disillusionment.

You have no room for that in your life. There is too much to be done, and far too little time to do it. . . .

SPORTS:



A Year End Wrap Up Of Events

by Russ Trinter

"Not all athletes become Air Force Cadets, but all Air Force Cadets become athletes."

This oft-quoted statement has been proven time and time again by the members of the Class of 1973 who participated in intercollegiate athletics. These cadets not only left their mark on the Academy and the national sports scene, but they continued their efforts both academically and militarily and achieved outstanding recognition in all these areas. There are certainly many individuals who distinguished themselves on the fields of intercollegiate athletics and deserve to receive special notice. The Talon salutes not only these individuals, but we say hats off to the entire Class of 1973 and thank you for your contribution to Falcon sports.

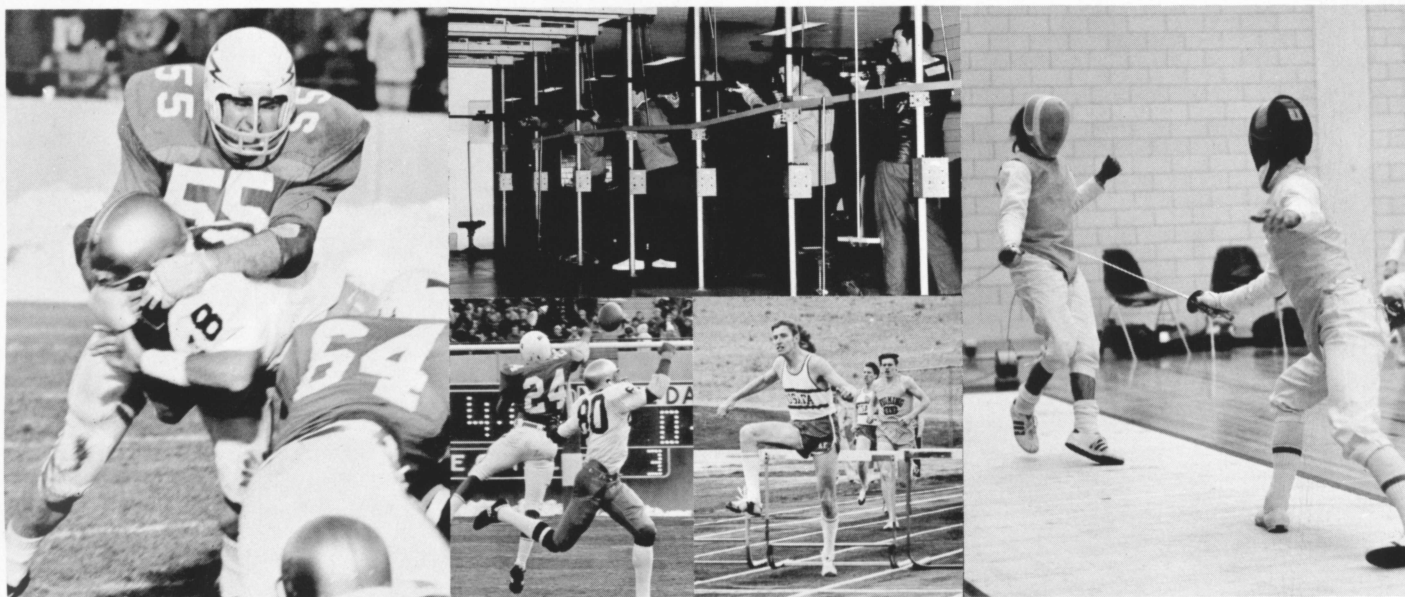
In retrospect we would now like to

University after graduation. All-American honors were also earned by Co-Captain Gene Ogilvie who was also named to the All-American Academic Team and will attend graduate school at Oklahoma. The team's talent continued as both Bob Homburg and Mark Prill were named to the All-American academic team. Both also received NCAA scholarships to further their education. Prill, who served on Fourth Group Staff, plans on attending graduate school in Arizona, while Homburg will stay at USAFA to coach next year before working toward a higher degree.

Football however was not the only fall sport where the Class of 1973 was prominent. Ernie Maravilla and Bill Miller of the cross-country team received honors, both on the field and off. Maravilla was invited to run in the

and planning on graduate school are Bob Abraham and Herbert Harrison. Earning All-American honors during the winter were Jeff Callard from the wrestling team and Steve Rossetti of the Pistol team. Rossetti also was a Rhodes Scholarship candidate and is planning on graduate school. Bill Lauritzen, who captained the swimming team, was another Rhodes Scholarship candidate and was instrumental in leading the team to an undefeated season in dual meets.

Continuing on through the year, the spring senior intercollegiate displayed the same qualities as their classmates before them. The leadership displayed by the First Classmen of the baseball, golf, and tennis teams was essential to the success of those teams. Helping the lacrosse team to attain the title of "Best in the West" were Dan Connelly,



review the 1972-73 Falcon sports and give credit to those intercollegiate athletes who distinguished themselves this year. Starting with the fall sports, and the most popular Falcon sport, football was fortunate to have an outstanding group of first classmen who spearheaded the Falcons sixth straight winning season. Heading the list was Co-Captain Orderia Mitchell, who was named as one of the National Collegiate Athletic Association's top ten athletes of the fall. Mitchell also was named to the Second Team All-American Team, which is the third year that he received such honors, and was selected to play in the Hula Bowl. Mitchell also served on Wing Staff and as Squadron Commander. He will be going to Medical School at Tulane


NCAA Championships and Miller plans to attend graduate school. The soccer team was laden with squadron commanders as three First Classmen served in this capacity.

The winter intercollegiate season also had its share of distinguished senior athletes who led these teams to winning seasons. Basketball was captained by Tom Blase who received NCAA scholarship for his performance on the court and in the classroom. Breck Cunningham exhibited his leadership abilities by serving as captain of the gymnastics team and as commander of Seventeenth Squadron. Indoor track was laden with superior First Classmen with Bruce Bennet serving on Wing Staff and Dan O'Hallaren as Squadron Commander. Also from the track team

Charles Stallworth, and John Muse. Connelly won All-League honors as a defensiveman as well as serving as a Squadron Commander. Stallworth also was a Squadron Commander and served on Second Group Staff. Muse, who was a Squadron Commander, has been selected for graduate school work at UCLA.

As the Class of 1973 concludes its collegiate athletic careers with a trail of sweat-stained fields across the nation, the Talon and the entire Cadet Wing pays its final, lasting respects for time and effort which they so unselfishly donated to Academy sport. We realize that the few mentioned in this article are but a profile of the many members of their class who sacrificed a part of their Cadet careers for Academy sports.

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