

# *Talon*

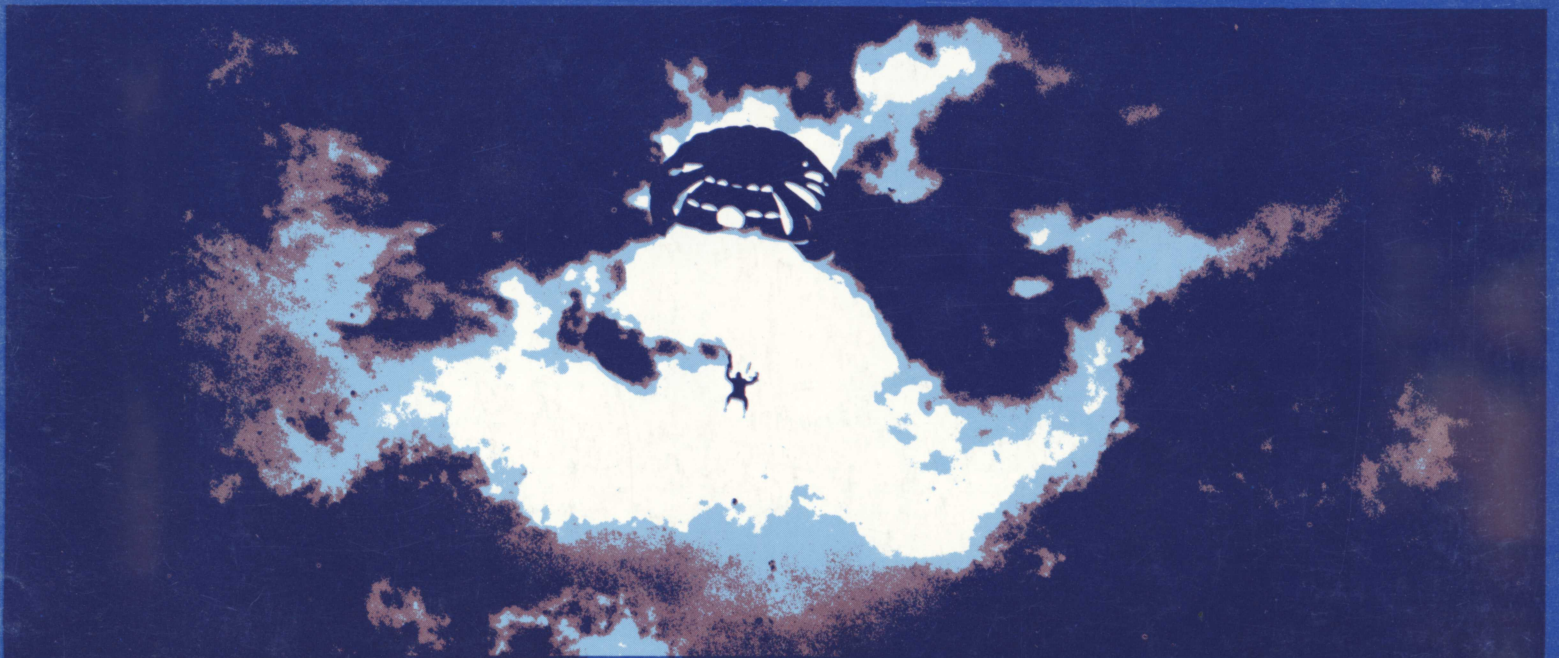
CADET MAGAZINE OF THE USAF ACADEMY  
NOVEMBER 1973

**The Only Way To Fly**

**The Past Is Just A Good-Bye**

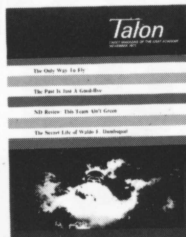
**ND Review: This Team Ain't Green**

**The Secret Life of Waldo F. Dumbsquat**





# Talon



Vol. 19 No. 2

**NOVEMBER  
1973**

COVER: "Dropping in  
on Airmanship"

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THE TALON is published monthly, October through June, by the Cadets at the United States Air Force Academy. Editorial and Advertising Offices, P.O. Box 6066, USAF Academy, Colorado 80840. Second class postage paid at the Post Office, USAF Academy, Colorado 80840. This is a USAF Cadet Publication. The views and opinions expressed in this publication do not purport to represent those of the U.S. Air Force Academy, the U.S. Air Force or the Department of Defense. Opinions expressed in any of the signed articles are those of the author and do not necessarily reflect those of the TALON or the Cadet Wing. Advertising in this publication does not constitute an endorsement of the product(s) by the U.S. Air Force Academy, the U.S. Air Force or the Department of Defense. SUBSCRIPTION RATE: 1 year, \$4.50 or 60 cents per copy. Mail orders and changes of address to THE TALON, Box 6066, USAF Academy, Colorado 80840. Allow four weeks for change of address. Printing services furnished by GRAPHIC SERVICES, 2325 E. Platte Ave., Colorado Springs, Colorado.

# FIRST CALL

One of the most relevant and motivational aspects of the education and training at USAF Academy is the Airmanship program. Consisting of a wide variety of activities, Airmanship provides first-hand experience in aeronautical skills. Often taught by their peers, cadets can learn to fly, soar, balloon, parachute, navigate and soon para-sail. This month's *Talon* is dedicated to this highly popular and professional aspect of cadet life.

*The Only Way to Fly* by Dave Tillotson gives you a closer look at the business side of the Cadet Parachute Program. It tracks the course a cadet must take to become a member and instructor of one of the nation's finest jump teams. Tom Laurie follows this with a broad look at the Academy's present Airmanship program. Those who savor the science fiction slant should find Tom Topolski's *The Past is Just a Good-bye* an interesting approach to an unusual pilot problem.

All totalled, the November issue of *Talon* hopes to give the reader an informed look at Airmanship at the Air Force Academy with a pinch of motivation thrown in. In many regards, the people who enter the Air Force from this institution will carry with them the success or failure of the Airmanship attitudes instilled in them while they are cadets.



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<b>THD at rated output</b>	<0.5%					
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<b>FM IHF Sensitivity</b>	1.9 $\mu$ v					
<b>50 db signal to noise ratio</b>	2.8 $\mu$ v					
<b>Capture Ratio</b>	1.5db					
<b>Price</b>	\$549.95 <sup>2</sup>					

<sup>1</sup>All power measurements taken at 120 volts/60 cycles, 8 ohms, 20Hz-20kHz, all channels driven simultaneously.  
<sup>2</sup>Manufacturer's suggested list price which may be higher in some areas.

If you're in the market for four channel, you already know you've got to spend a good bit of cash for a receiver. So it'd be a good idea to spend a good bit of time checking specs on everything available just to make sure you get the most for your money.

To make your search a little easier, we've prepared the blank comparison chart above with spaces for some of the best-known brands and most important specs. Just take it with you to the store, fill it in, and you'll be able to tell at a glance what you get for what you pay.

We took the liberty of filling in the Sylvania column with specs for our RQ3748 four channel receiver. We did it because we know we're not the best-known name in four channel, and we didn't want you to overlook us for that reason.

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We feel pretty confident you'll discover that the best-known names aren't necessarily your best buy.

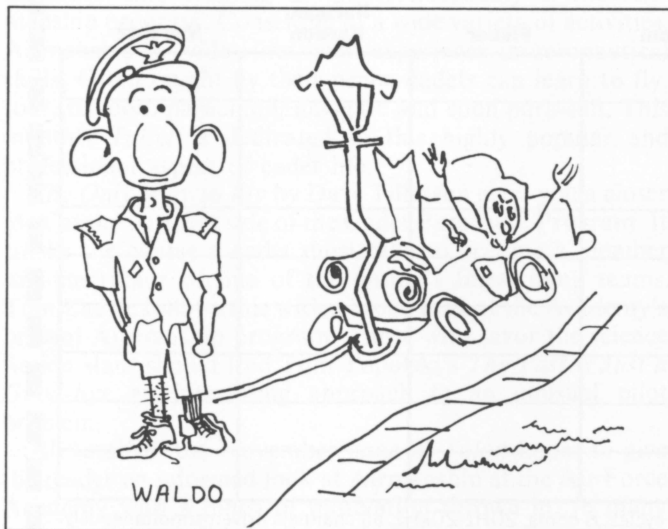
<sup>3</sup>So much more that it won't all fit here. So send us a stamped, self-addressed envelope and we'll send you a four-page brochure on our four channel receivers.



**GTE SYLVANIA**

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# THE SECRET LIFE OF WALDO F. DUMBSQUAT



It had been a bad week and because of certain gravitational effects, Waldo F. Dumsquat was once again bearing the brunt of it all. He couldn't win. Even though his shoes were so shiny that they glowed in the dark, he still lost

13 SAMI beds to upperclassmen in shoe matching contests. While on Monday he only had a 250 million word English theme due, on Tuesday he had a graded review in Math, Chemistry, and History and a quiz in Military Training and Geography.

By the end of the week Waldo was wiped out. After sleeping through breakfast and his first two classes Friday, Waldo sat in Mech class fighting the "Z" monster with toothpicks under his eyelids. But it was no use, as the time passed he slipped lower and lower behind his desk until a point where he was out of sight from his instructor; this is when a brilliant idea struck him.

On hands and knees he crawled down the endless rows of desks and stools and out the door to the safety of the hall. With a small chuckle of satisfaction Waldo sauntered down the hall to the nearest empty room. Within a matter of milliseconds a great transformation took place. Bursting out of the room with renewed vigor and energy once again stood Colonel Waldo F. Dumsquat.

The Mech class was called to attention as Colonel Dumsquat entered the room with his usual reply, "Take seats men. You're doing a great job here." Captain Takeboards was confused by Dumsquat's appearance until he was informed by Waldo, "I head The Dean's Special Investigating Appraisal, and Approval Group for Mechanics Instructors, or the TDSIAAG." Although Captain Take-boards still did not understand this, for the next twenty minutes he flashed back and forth across the front of the room, blazing with his chalk, deriving the universe from  $F = ma$ , talking faster and faster with each grunt and groan emitted by Waldo. As Waldo finally retired from the room he left the students with some words of wisdom, "Remember, if it is cold enough, you can push on a rope."

Waldo silently changed back into his other life style, the Doolie. As he crept back into his seat in his Mech class he was relishing all of the past fleeting moments only to be greeted by the all too familiar "Okay Gents, Take Boards." It had indeed been a bad week.

## COMM LINE

Q. "I'm concerned about the security at the Cadet radio station KAFA. I understand that a group of unauthorized personnel seized and held the Cadet radio station. I think the security measure instituted within that particular place probably could use a great deal of attention."

A. KAFA's security is adequate under normal circumstances. The door is always locked whenever no one is in the station. On 17 October the announcer on the air was lured temporarily from the station by a phoney telephone call. He inadvertently forgot to lock the station door since he thought he would be gone only a few minutes. KAFA announcers will be instructed to keep the door locked during future Navy and Army Weeks.

Q. "Sir, the other day the Cadets were standing at parade rest while retreat was being played and the janitors were busy with the water sprinklers while the flag was being taken down and one of them was wiping the windshield of his car. I was wondering what the proper procedure for civilians during retreat was?"

A. This is an excellent question, and required some detailed research to come up with the facts, and they are as follows:

Title 10, U.S. Code states: "During the ceremony of hoisting or lowering the flag or when the flag is passing in a parade or in a review, all persons present should face the flag, stand at attention, and salute. When not in uniform, men should remove the headdress with the right hand holding it at the left shoulder, the hand being over the heart. Men without hats should salute in the same manner. Women should salute by placing the right hand over the heart."

I have asked the Director of Civilian Personnel to make this subject: "Display of Proper Respect for the Flag" a matter of special emphasis in his next newsletter to Civilian Personnel. Your interest in this matter and the follow-on action by the Civilian Personnel Office should show positive results in the near future.



# THE ONLY WAY TO FLY!

an inside look at

USAFA's

jumping program

by David Tillotson '75

Imagine yourself thousands of feet above the earth's surface sitting in an airplane's open door. With a quick motion you hurl your body into space and suddenly you're free. Free to turn, loop, barrel roll — as free as any bird. Sound enjoyable? This is part of the attraction for those cadets involved in the USAFA Parachute Program.

Yet, there are more serious reasons why a parachute program exists at USAFA. First, it teaches the cadet how to handle himself in an emergency situation where he would be forced to use a parachute. This experience can be invaluable later in an Air Force career. Further, parachuting can teach the cadet something about himself and how he acts under pressure. Finally, it provides leadership and teaching experience for those cadets who serve as jumpmasters in the program.

The basic course is AM-490 which teaches the cadet emergency freefall parachuting. The cadet is taught the basics of parachuting and how to handle both himself and his canopy under emergency conditions. The course is offered once in the fall, again in the spring, and three periods during the summer. Cadets are selected for the course on a competitive basis.



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## Competition, Instruction, and Demonstration are the Jobs of USAFA's Jump Team.

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Once enrolled, the student receives a thorough course of training before he is allowed to jump. He must take about ten hours of training in the classroom followed by sixteen hours of ground training on the Academy training aids. If a cadet does not perform satisfactorily in either of these two areas, he will not be allowed to continue into the jump phase of the course.

The jump phase consists of seven freefall jumps from an altitude of 3500 feet. The first jumps are made in the Army MC-1 freefall canopy followed by four jumps in the Air Force emergency canopy. All jumps are observed from both the ground and the air and the jumper is given a score based on a maximum of 100 points. The student must have an average of 70 points per jump in order to pass this portion of the course. Upon successful completion of the course, the cadet is awarded a rating of Air Force parachutist and is given the coveted jump wings.

Of the approximately 50 thirdclassmen who enter AM-490 in the fall, twenty are selected to continue their training to become cadet jumpmasters. These twenty enter AM-491 which teaches advanced freefall parachuting. This involves more classroom training including how to pack a parachute. The cadet progresses to longer freefall, learns to better control his body in the air, and learns to handle the high performance canopies such as the Para-Commander. He also begins to learn some of the basics of competition parachuting. The course runs from the beginning of November until the end of March.

Those cadets successfully completing AM-491 progress to AM-492 in April. This course teaches jumpmaster techniques and provides the cadet with the knowledge necessary to be a qualified Air Force jumpmaster. This course involves extensive classroom training on jumpmaster and teaching techniques. The student also jumps with the equipment used in AM-490 in order to re-orient himself to the student's point of view. At the end of the course, the student is given a practical and a written examination. Upon completion of AM-492, ten thirdclassmen enter AM-493, the cadet jumpmaster program.

AM-493 consists of twenty first- and secondclassmen.





These cadets have a threefold mission in the parachute program. Their foremost job is to teach AM-490 under the supervision of the Parachute Branch staff. This is one of the best opportunities at the Academy for cadets to get leadership experience and to gain a taste of responsibility. Cadets are charged both with teaching and jumpmastering the AM-490 students. The experience is a serious and demanding one, but one filled with many rewards.

Secondly, the cadet parachute team is made up of those cadets who are in AM-493. Six days a week the jumpmasters are involved in practice for competition. The time demands of this practice and of the teaching responsibility puts a year-round burden on the cadet in AM-493. Thus, the dedication required of these cadets is considerable. Yet, the results of such dedication have also been considerable as is evidenced by the fact that the USAFA parachute team has won the National Collegiate Parachute Championships Overall Title for the last five consecutive years. Further, the team placed a man on a U.S. National team for world competition. Achievements such as this, brought about by the dedication of cadet jumpmasters, has established a position of respect for the Air Force Academy in both civilian and military circles for its professionalism and ability.

The final mission of the parachute team is to promote good relations between the public and the Air Force by the performance of demonstration jumps at various locations around the country. The team puts on demonstrations for such occasions as Armed Forces Days at various bases and at the Academy on special times such as graduation. The demonstrations provide the public with a display of skills and an opportunity to find out about the Air Force and the Academy.

This is the Air Force Academy parachute program. It provides cadets with the opportunity to learn about parachuting and themselves. For those cadets with the interest and motivation, it provides an opportunity for leadership experience. The parachute program is a serious business with many challenges, yet it is filled with rewards and experiences which remain with one throughout life.



On a cool autumn evening, John Denver touched the souls of all those gathered in the Academy fieldhouse to hear his performance. A warm-up group called "Liberty" put the audience at rest with their country-western and bluegrass music, but the center of attraction for the evening was the bespectacled, down-to-earth man himself, John Henry Deutchendorf, John Denver.

Although he is one of the top performers on the college circuit and he is recognized by all age groups, John came from a modest home. "All of my family is from Oklahoma, a lot of them live in Kansas now. My dad and all of his brothers were raised on a farm, and I had spent some time on a farm working, driving a combine, cutting weed, and pulling cotton . . ." His father, now a retired Air Force lieutenant colonel, moved the family from base to base, which gave John many vivid and memorable experiences. It was while he was in high school in Denver that "I just started thinking about what I was going to do after that, and like many people I wanted to follow my dad's footsteps . . . you know, I wanted to be a pilot . . . [my dad] was a pilot. "I took a test that they have around the country in different cities to get a scholarship or entrance into the Air Force Academy and backing by whatever congressman or something like that, and have the chance to go; but I was told I couldn't be a pilot and probably wouldn't fly because of my vision, and so I had no interest in it after that."

Fortunately for music, John went on to Texas Tech and became adept at the guitar; he dropped out of college and hit the nightclub circuit. With "Take Me Home, Country Road" and "Leaving On a Jetplane," John's career was launched into the lofty position he now holds as one of the country's best performers of country-Western music.

As one of music's most prolific songwriters, John has turned out seven albums, all of them best-sellers. When asked about his writing techniques, whether he writes with a theme in mind or if he just starts with a feeling or idea, John replied, "Yeah. Usually, see, the songs that I'll write will start with a phrase or something, like "leaving on a jetplane" or "rocky mountain high" or whatever it is, and I'll build a song around that. Whatever comes is whatever comes. Paul Stuckey once said that you don't feel so much like the writer of a song or the creator of a song as you do feel like the instrument of what it is that wants to be written, and I think that's true sometimes. I just happen to put the words down."

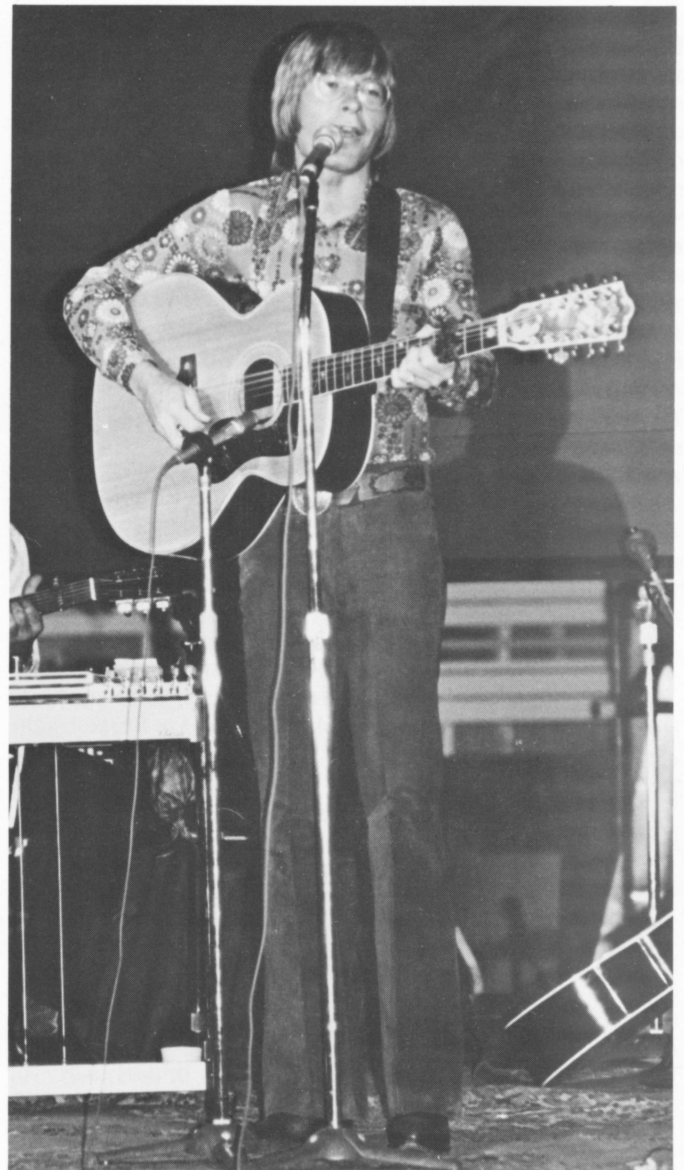
Like any other performer, John does admit that he becomes excited and perhaps a little apprehensive at times. On his new, unreleased single "Matthew," he commented that "we haven't recorded it yet; I just wrote it a couple of weeks ago. I'm sure it'll be on an album — I don't know if it'll be on a single or anything . . . but that kind of remains to be seen. It's just that it's existing. It's been about four or five months, I guess, since I wrote a song and so to write a new one is exciting; and then the first time you do it on stage . . . you just get scared to death."

Most of John's music has to do with ecology, love, and war. His songs, however, are almost always filled with optimism for the future. When asked about the direction of his music, John has said that "I think there's a country influence in the form of the music, perhaps, the sound of it, but I don't think the feeling or the words are going to change that much. I'm still writing the songs out of my own

# POEMS, PRAYERS & PROMISES

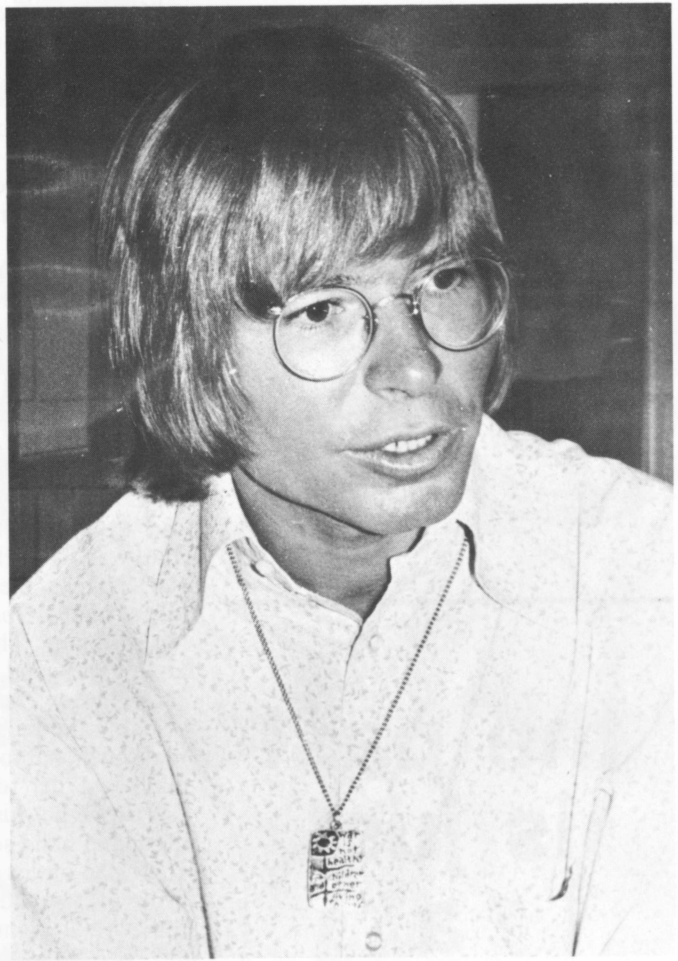
an interview with  
john denver

Story by Richard Kim '75  
Photos by Hugh Smith '76

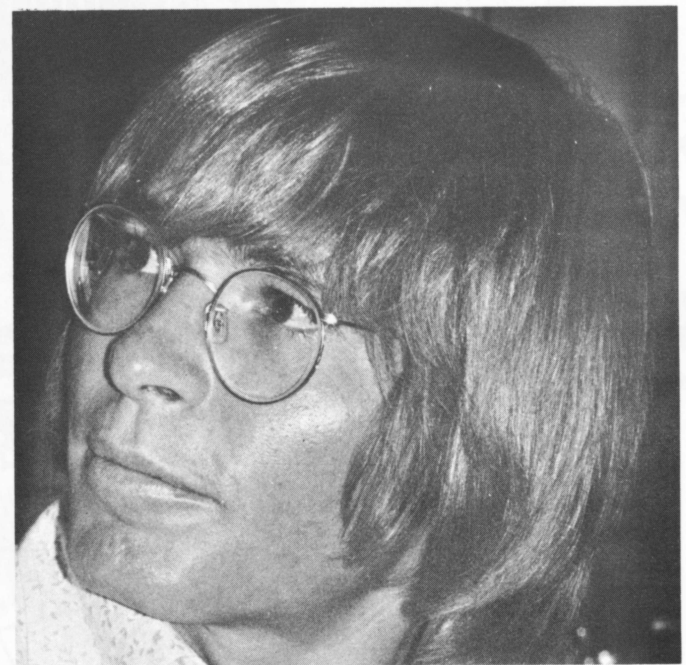
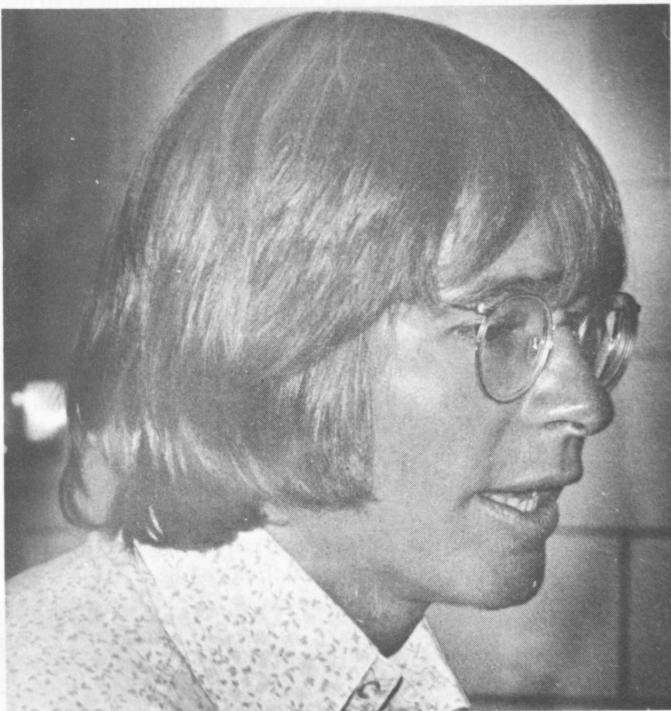


feelings, my own experiences. I don't expect to change much."

Although his music, his own feelings may not change much, John does realize that "there's gonna come a day . . . when my music is not as popular as it is now, and perhaps I'm not as popular as a performer . . . that's all right with me. When I dropped out of college and started doing this, I have said that I would go as far with it as I could . . . whenever it stopped, then we would go back up to Aspen and Annie and I would raise a family. We've talked about maybe having a little restaurant, maybe twenty or thirty people, a cheap cook, and I'll wait on tables and play guitar — we'll be very happy." Aspen is his favorite place, and John says "It's in the mountains, it's a nice community, I like the people there, I like the things you can do there, and there's just no place I'd rather live . . . I'm kind of lucky in the work that I do doesn't call for me living in one specific place. I just need to be able to get in and out, to do this kind of work. I love the mountains more than anything and I love Aspen."



OPPOSITE PAGE: John Denver performs before Academy crowd. PAGE NINE: The many faces of Denver make themselves visible to reporter Richard Kim.



Almost as great as his love for nature and the mountains, is his love for his fellow man. Those who know him or who have met him say that he is very polite, considerate, and warm. In fact, it seems as if he constantly wears a smile on his face. He is down-to-earth and honest when he talks with people and his subtle humor puts them at ease. John was asked to comment on how he perceived himself as both a person and a performer. "Well, I hope that there's not much difference between what I am onstage and what I am offstage. I personally think the reason for my success is that . . . people relate to me easily . . . I think I'm an honest person; I think I'm honest in what I'm trying to communicate and . . . it's not something that I try to make a big deal of."

That is John Denver, a man doing what he loves, reaching out to touch other people, to communicate with them, their thoughts, their emotions, through his songs. For the onstage, and for those offstage, it was truly an experience in getting to know each other, to communicate thoughts shared in common by all.

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# the past is just a good-bye

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by Tom Topolski '75

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“Come on Craig, you can’t really expect me to believe these wild-eyed predictions of yours. Sure, I know that in the twenty years since the Wrights made their flight, airplanes have changed from a curiosity to a useful method of transportation. And I know that they were useful in the Great War. But you flew for the Allies — you know what it was like — lucky if you lived for a month without dying in a crash, not to mention getting punched full of holes by the Hun. Yet you can sit there and tell me fanciful stories about fleets of hundreds of bombers, protected from enemy interference by fighters which could fly almost half a thousand miles in an hour? And all this capped by a single bomb which could explode with more force than twenty thousand tons of dynamite? And all this by 1945? That’s only about twenty years from now! Tell me, where did you get your information — if the guy who told you this is for real, I’d like to ask him something useful like which stocks to buy.”

“I know that this all sounds fantastic, Mike. But the way I found out about all this was even more fantastic. It was during the War, when I was flying for the Allies . . .”

Captain Tom Wisman, USAF (Ret), was feeling ill at ease behind the controls of his A-7D. It was bad enough that NATO had gone to war; it was worse that all the reserve units, including his squadron of aging A-7’s, had been activated; but worst of all was the fact that he was now on his 52nd close air support mission. After initial setbacks, the NATO forces had battled their way back without the need to use nukes, Thank God. They were now penetrating the enemy’s borders, and resistance was stiffening. This meant a greater need for close air support, with a great deal of it being provided by him and his fellow reservists in their out-moded, rag-tailed A-7’s. And now, there he was on his way to provide some close air on what was probably the most heavily defended point on the European continent. To add the final touch, rumor had it that the enemy was preparing to escalate and use tactical nukes in order to stem the tide of NATO advances.

Wisman put his misgivings out of his mind; pilots who didn’t concentrate on the mission at hand soon became dead pilots, and he was coming up on the target area. Rolling in on his first run, he pickled his bomb and pulled out, starting to jake to throw off ground fire. It was then his wingman broke in.

“SAM at eight-o’clock, closing fast, break right!” He broke, glanced behind him. The SAM was still there, but closer. He started to climb, but it was too late; the A-7 didn’t have the power, the SAM was closing, there was a brilliant flash as the first nuke of what was to become WW III detonated . . .

Wisman came to, still climbing. A quick glance at the controls showed that the plane was still airworthy. The SAM must have had a proximity fuse which had detonated too soon; but something was wrong. The map display showed that he was still in the area where he had been providing air support, but the terrain wasn’t the same. Instead of the tank-scarred and cratered battlefield he had left, he was over a totally devastated countryside, with trenches snaking across the land like electrical cables in a TV studio.

“I must’ve been out longer than I thought I was,” Wisman thought. “Better contact the RAPCON and get a vector to the nearest field, fuel’s getting pretty low.” He tuned the radio to the proper frequency, and made his request; his only answer was the hiss of the carrier wave. Trying the emergency frequencies, the result was the same — no answer.







Thinking that the radio and map display were out, he headed west. If he had to punch out, at least he'd be over friendly territory. If nothing else he might spot a landing strip where he could belly in.

"I'm getting low on fuel now; better see something pretty quick." It was just after this thought that he spied the dirt strip at about one-o'clock. It wasn't much, but he could probably ride the plane in without too much damage, and planes were scarce; he started to descend. No problem, he'd made landings at worse strips where he was flying OV-10's as a forward air controller; he'd handle this one with no sweat.

It was on his initial pass when he noticed the biplanes with the strange markings. No big deal, just some crop dusters which had been using the strip before the war started. He continued his approach.

On final now; take it nice and slow, no sudden movements, over the edge of the strip, setting down; time to cut power and apply brakes before he ran out of runway. He was down, but the field was worse than he had thought. At the minimum, the engines would need overhauling — the debris which the engine intake had sucked up assured that the turbine blades would be damaged. It was then, after finishing his post-flight checks, that he saw the men running towards him. Strange uniforms they were wearing; looked like something out of World War I. They were getting closer now, and the closer they got the more authentic the uniforms became. Wisman had been something of a history buff, with a special interest in Air Force heritage. It was with a sickening feeling in his stomach, a feeling that couldn't be happening, that he realized the uniforms were authentic, that those biplanes were Spads, that the strange markings on them were the markings of the Army Signal Corps . . .

It was dusk now, getting too dark to work; Wisman decided to quit for the day. It was too bad that he was the only one who had the knowledge to perform any maintenance on the A-7, the only one who could purify the fuel, the only one who could . . . Those thoughts were useless, he told himself. He was here in France, in 1917, and if he was going to use his plane for the Allies he's have to be the one to get it into shape.

His thoughts drifted backwards over the past two weeks as he slogged through the mud back to his tent. One thing Snoopy never had to contend with in his battles with the Red Baron was perpetual mud, he thought wryly. But then he'd faced much bigger problems, and succeeded in overcoming them.

First was the problem of convincing the Americans whose field he had landed on that he was on their side. It was rough at first — when they saw his machine, with him in his flight suit, helmet, and visor, they thought that they were being invaded from Mars. After finding that he was indeed human, they assumed that he was German; after all, the Allies didn't have any planes like his. But they ended up believing Wisman's story that he was an aeroplane builder, and that this was a model he had developed and was now going to test against the Germans. He'd had to think pretty fast to come up with that one . . .

The next major problem was obtaining fuel. There wasn't any JP-4 here, so he'd had to use the best substitute available — kerosene. The pilots used some, in small quantities, for heating and cooking. They thought he was mad when he asked for a thousand gallons of the stuff, but they got it. It was then that he found quality control at the turn of the century wasn't what he was accustomed to. The kerosene wasn't only impure from a chemical viewpoint, which he could live with, but it was full of floating debris — metal particles from the cans it was in, dirt, and even an occasional insect — which would destroy the engine. The only thing he could do

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was to strain it clean, so he talked his way into a couple of chamois cloths and began to strain the kerosene.

It was the tedious straining by hand of a thousand gallons of kerosene which had taken most of the past two weeks. After he'd filled the A-7's tanks about two-thirds full of kerosene, he'd had to do some maintenance work on the plane. It wasn't too bad, really. There weren't any tools or equipment to speak of, so all he'd done was make sure the controls worked and that there wasn't anything that he could do with them so he ignored the problem.

While he was working on getting the A-7 ready, he'd become friendly with one of the American pilots, Craig Roller. He'd even gone so far as to tell him how he'd really gotten here, and tried to tell him something about the future. It was plain that Roller didn't believe him, but what could he do? Tomorrow Roller would lead him into the German dawn patrol, and he'd show these pilots how it was done.

Wisman awoke before dawn. After eating he filed out to his plane with the rest of the pilots. He let them go first; even though in its day the A-7 was one of the slowest combat aircraft around, in this era it was the fastest thing in the sky, and he wanted the Spads to make contact with the Germans before he did.

About a quarter of an hour after the last Spad had departed Wisman cranked up the plane. Aside from the engine running hot, probably due to the damaged turbine blades, the plane was functioning normally. He started his take-off roll. The A-7 was sluggish, because of the fuel he'd taken on; he needed all the runway to gain airspeed. Climbing, he headed east.

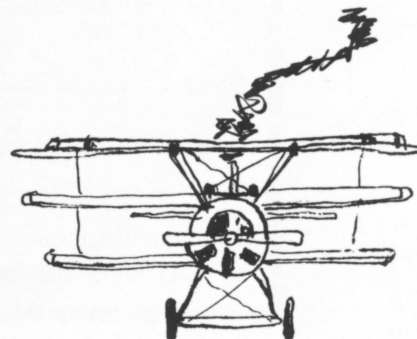
It was about five minutes later that he spotted the German formation. The Spads weren't in sight — even with his delay in taking off he'd out-distanced them. No matter, he was here. Climbing, he positioned his plane so he'd be coming at the Germans out of the sun.

He was diving now, closing fast. He caught the lead Fokker in his sights, and fired off a burst, but it was too late; he was closing too fast. He was past the Fokker before he was able to really do any damage. He swung around. The surprise was gone now — the Germans didn't know what he was, but they knew that he was deadly and that he was fast, faster than they were. They split up and took off on different headings. He caught another of the tri-planes in his gun sights. Careful not to come in so fast this time, he almost stalled the A-7 while firing off a long burst. He caught the Fokker in its engine; it literally disintegrated.

The A-7 bucked without warning as the fire light came on. Wisman's only course of action was to shut off the fuel flow to kill the fire. It didn't matter if part of the German plane had been sucked into his engine or if the turbine blades had finally failed, the result was the same. The engine was gone, he was flying a dead plane, he had to get out.

Reaching between his knees, Wisman braced himself and pulled the ejection handle. The canopy blew off, the seat ejected, he separated from the seat, and his chute automatically opened. He was low, too low, about fifteen hundred feet above the German trenches.

Trying to recall how captured aviators were treated, he attempted to steer his chute into friendly territory. He didn't notice as the A-7 crashed and exploded — he was too busy watching a German machine-gun crew in one of the trenches swivel their gun around. Hoping, yet not believing, that the machine gun crew wouldn't fire and would only track him as he descended, Wisman pulled out his .38. As he saw the first tracers arc up toward him, he started firing back with his .38, thinking of Frank Luke as the tracers closed in . . .



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# Colleen







Standing a demure five-foot-two with soft brown hair is our Talon November Girl of the Month. Undeniably beautiful, Colleen is a 1970 graduate of Harrison High School here in Colorado Springs. She enjoys horseback riding, leathercraft, playing the guitar and participating in 4H activities. During both summer and winter you can find her taking part in some type of skiing activity whether it be on water or snow. On occasion she models, but most of the time she can be found working in one of the local dry cleaners in the Academy vicinity. This is the first time that Colleen has done any photography work but who can argue that the results are anything but fantastic?

Photography by D. A. Jones

# ASSSEMBLY

## DAYDREAMERS BUGGED BY NAVAL SCIENCE

Navy scientists have developed a "daydream-warning" machine designed to sound off if a person hooked up to it isn't concentrating enough on the job he is doing.

Professor Karel Montor of the Naval Academy at Annapolis says the machine offers promise for keeping airplane pilots, radar and sonar operators and long-distance truck drivers on the alert.

Brain-wave research, with academy midshipmen as participants, led to the development of the "attention-level

analyzer." The machine can be set for the level of concentration an individual should be using, plus "an allowable daydreaming factor." When the individual exceeds the allowable daydreaming factor, he will be alerted by a tone.

According to Professor Montor, it is possible that the future could see mass production of the "daydreaming-warning" machine for use in automobiles. He indicated the cost would probably run \$50-\$75 apiece.



TRAINING FOR SPACE MISSION

Jack Lousma, left, receives training from Major William Mastin on the use of the space sextant at the USAF Academy's Planetarium. The sextant was used aboard the Skylab II mission

as part of an experiment conducted for the Air Force. Lousma, along with Alan Bean and Owen Garriott, recently completed a record-breaking 59 day mission in space.

## EXECUTIVE ORDER MAKES PAY RAISE OFFICIAL

President Richard Nixon has signed an Executive Order which officially implements a new pay raise for military people and general schedule government employees.

Air Force uniformed personnel received a 6.17 per cent increase in their paychecks effective Oct. 1, 1973. Paychecks reflected the increase for the payday Oct. 31, 1973.



## ACADEMY JUMPERS COMPETE AT HURLBURT FIELD

The United States Air Force Academy Parachute Team traveled to Hurlburt Field, Florida for the Fourth Annual Military Jumpfest, September 28 to September 30.

The competition consisted solely of four man team accuracy. In this event the four man teams are scored on their total distance from the target. Although none of the academy's four man teams placed in the team accuracy competition, two Falcon jumpers did place individually. C2C Gregory D. Black placed second overall and C1C Steve Boyce placed third overall. Academy jumpers claimed sixteen out of the twenty-two dead centers scored by the field of ninety-five freefall competitors.

## STOVALL NAMED 1973 JABARA AWARD DINNER

Air Force Captain Dale E. Stovall of Toppenish, Washington, was honored as the 1973 Jabara Award recipient on Oct. 6. The award is presented annually to an Air Force Academy graduate who distinguishes himself in aerospace flight.

Capt. Stovall was cited for his actions on June 2, 1972, in rescuing a downed Air Force pilot deep in North Vietnam. The rescued pilot had spent 22 days downed behind enemy lines; his rescue became the deepest made in enemy territory during the Vietnam war. The cited mission was one of 12 rescues he made during his tour of duty in Southeast Asia.

## USAFA SOARING TEAM TAKES FIRST IN MEET

The Academy Cadet Soaring Team recently took first place in the Black Forest Regional Soaring Meet at Black Forest, Colorado.

Instrumental in the win were Cadets First Class Jim Payne, Dick Blanchette, Mike Rollins, and Craig Anderson.

The meet, held over Labor Day Weekend, included teams from Wyoming, New Mexico, Colorado, Nebraska, and Kansas. The team had to complete a 40 mile, out and back course on the first and last day of the meet. The second day of soaring was spent on a 60 mile triangular-shaped course. Winners were determined by computing the time taken to complete each trip or, in cases where pilots didn't finish, determining the distance covered before landing.

## FELIX AWARDED COMMENDATION MEDAL

C1C W. Dan Felix II, Cadet Wing Information officer, has been awarded the Air Force Commendation Medal.

Felix received the award for saving the life of a motorcycle accident victim outside the Academy's south gate last summer. Assessing the man's injuries and restarting his breathing "directly contributed to saving the man's life," according to the Colorado State Patrol.

Cadet Felix is the first to occupy the new Wing Information Officer position established this year. Assisted by information NCO's in each of the 40 cadet squadrons, Felix occupies a position that is designed to facilitate the flow of accurate and timely information to the members of the cadet wing.

As a realistic parallel to the function performed by active duty information officers, the cadet wing IO is also charged with assisting in the flow of information about the cadet wing and its activities to the public through the Cadet Wing Media Office and the Office of Information.

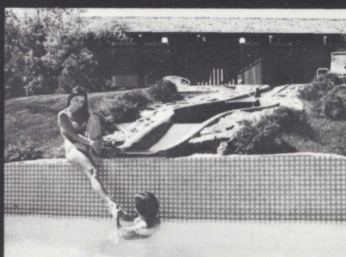


## THE BOOT FITS

Cadet First Class Mike Snedeker of Sterling Park, Va., looks over some clothing with a student and teacher at Frontier Boys Village, Monument, Colo. Snedeker is president of the Cadet Ecology Club, which, under the auspices of Project SCOPE, collects discarded cadet clothing for boys' ranches and Indian schools in New Mexico, South Dakota, and Colorado.

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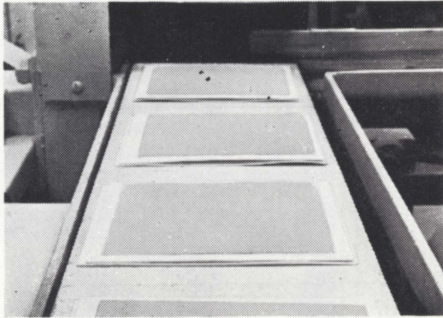


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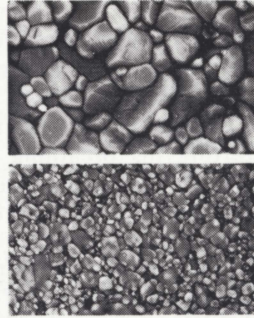
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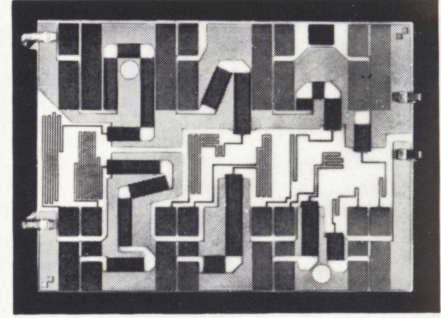
# WESTERN ELECTRIC REPORTS



1500° C furnace was specially designed to fire these new substrates. The relatively low temperature results in smooth substrate surfaces for practically fault-free thin film bonding.



Electron micrographs show the great difference in grain size between new ceramic material (lower) and the previous material (upper).



Thin film integrated circuit shown here is part of a resistor network. It is one of many that benefit from the improved substrate. Metal leads on sides are bonded by thermocompression to tantalum nitride resistor film.

## Smoothing the way for perfect thin film bonding.

Aluminum oxide, or alumina, is considered to have the best combination of properties for thin film circuit substrates. Until recently, however, the bonding of metal elements to gold-coated tantalum nitride resistor film on alumina was somewhat unpredictable.

Now, an advance at Western Electric has made it possible to get practically fault-free bonding of these materials.

This new perfection in bonding came through the development of finer grained alumina substrates.

The process has four basic steps: milling, casting, punching and firing.

During milling, alumina is combined with magnesium oxide, trichlorethylene, ethanol and a unique deflocculant. For 24 hours, this mixture is rotated in a ball mill. In a second 24-hour period, plasticizers and a binder are included.

The deflocculant plays a major role by dissipating the attraction forces that exist between the highly active alumina particles. This prevents thickening, which would ordinarily make an active alumina mixture unworkable.

The 48 hours of milling is followed by casting. When the material comes off the casting line, it is in the form of a flexible polymer/alumina tape, dry enough to be cut into easily handled sections.

After casting, a punch press cuts the material into the desired rectangles or

other shapes. Holes can be punched at the same time.

Finally, because of the use of active alumina, the material is fired at an unusually low temperature which results in smooth substrate surfaces for reliable thin film bonding. The finished substrate is then ready for the various processes of thin film circuit production.

In developing this new process, engineers at Western Electric's Engineering Research Center worked together with engineers at the Allentown plant.

**Conclusion:** This new way to produce substrates is a truly significant contribution for thin film circuit production.

The ultimate gain from this smoother substrate is for communications itself. For through the achievement of nearly perfect bonding of metal leads to tantalum nitride, thin films can be produced with even greater reliability and economy.



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# KUNG FU IN STEREO

by Marc Johansen '74

Cadets are concerned with the quality of sound in their rooms. So we buy the best equipment we can afford, looking for low distortion and good frequency response. We also outfit our cars with \$100 cassette decks and put the biggest speakers we can find in each nook and cranny. So it is obvious that we have a taste for the finer sounds in life. But one place that is neglected is the good old idiot box, the television.

That small speaker in your television set (or for the majority, your future set) has over 10% distortion and a frequency range of 50-2,000 Hz. Compared to 20-20,000 Hz found in most good stereo receivers, the television frequency range is comparatively poor. The maximum output of a T.V. audio amplifier is from 1 to 2 watts, which doesn't give you much power. With little power there is less clarity and richness in your sound; but improvements can be made depending on your ingenuity and cash.

The audio of a T.V. set has a potential frequency range of 15-15,000 Hz which rivals that of the best cassette decks; so we know that the audio signal can sound good, but unfortunately this is about as far as similarities between FM and T.V. audio go. In other words,

all we can do now is improve the mono signal.

## Improving the Sound

The easiest improvement can be made by buying two good quality low efficiency speakers. These you can splice right into the normal speaker lead in the television set and remove the set's speaker. Working inside a television is dangerous so know what you are doing. First disconnect the AC power plug and then remove the back of the set. Next, with insulated pliers, remove the insulated cap from the side of the picture tube and ground it to the chassis. When the fireworks have died down, it is time to proceed to the next step. Using an insulated screw driver, stick the tip into the socket on the T.V. tube, and ground it several times to the chassis. If your set is a DC/AC combination you have to install an "isolation transformer" and this runs into money, so if you're in this category you should have a T.V. repair outlet do your work. However, since few T.V. sets are combination AC/DC except for very small B/W portables, you probably won't have this problem.

After your set is completely grounded, you will have no problem getting to

the speaker leads and splicing your new wire on. This simple addition will add more bass and presence to your T.V. set.

Another option, and the best method that I've found, is to connect the output to your stereo amplifier. This gives you your clearest sound and does wonders for presence.

Leaving your T.V. speaker connected, you hunt for your volume control. Remember that you are doing this after the set has been grounded out and disconnected. You may have to remove the chassis to be able to reach the volume control leads. Using shielded phono cable, solder the two cable leads to the two outer terminals on the volume control; then attach the ground wire to the grounding terminal. With this connection you have bypassed the set's amplifier and you can plug it into one of your stereo amp's inputs.

## Stereo

The day of stereovision isn't far away. Already with such shows as The Midnight Special and In Concert the demand for better audio is getting attention. Some stations have broadcast the audio portion of a music show over FM stereo. Engineers are working on a method of broadcasting stereo directly to the T.V. set and having the action on the screen match the location of the voices; but, until this happens you can improve your T.V. audio quite a lot by using the methods already explained. Don't fool around unless you know what you're doing. A manual on T.V. repair would almost be a necessity to the novice so he knows what should be grounded out.

## OUR ONE MISSION

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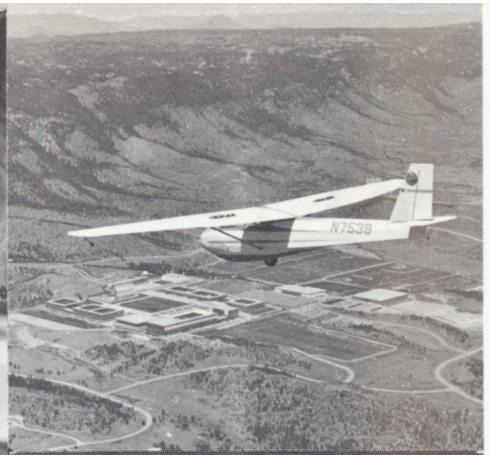
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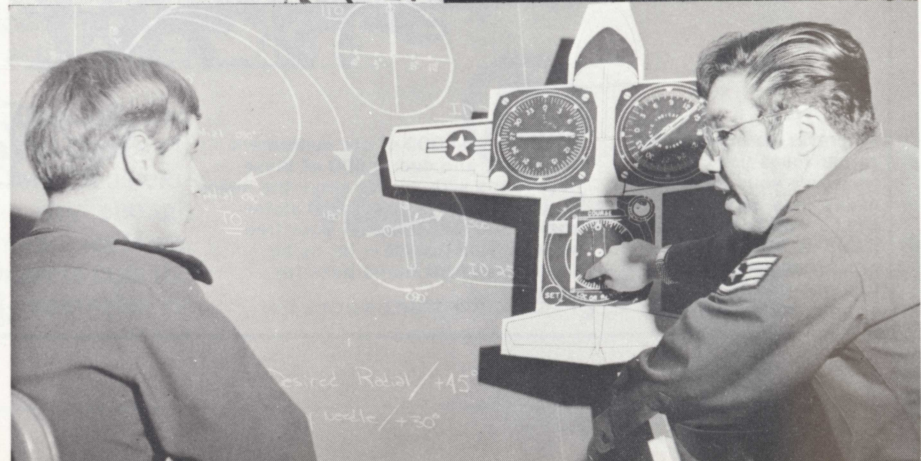
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# Come Fly With Me

by Tom Laurie '75

*"And done a hundred things you have  
not dreamed of — wheeled and soared  
and swung high in the sunlit silence"*  
John Gillespie Magee





For the cadet who feels that flying is the only way to go, the Academy offers many different airmanship programs by which you may fulfill your goals. Whether you're flying AM-370 (cadet jet orientation) or T-41 (single engine fixed wing aircraft), or soaring, or navigating or whether you're in the hot-air-ballooning program, the main purpose is motivation.

The AM-370 jet-orientation program in the T-33 fulfills this promise and more as it is completely aimed at cadet motivation and enjoyment. The main objective of the course is to obtain cadet appreciation for the flying role in the Air Force.

A third classman can receive two short orientation rides aimed at demonstrating the fundamentals, capabilities and control of the T-33. Pilots are always ready and willing to perform aerobatics on request. In his second class year a cadet can fulfill his final requirement for getting his half-hour academic credit hour by completing a cross-country flight within a 500 mile radius. These flights give appreciation of instrument flying, radar and instrument approaches to one of many near-by Air Force Bases such as Hill, Luke, Offutt, or Nellis. After finishing the entire program a cadet has had his first real taste of powered flight.

The soaring program at USAFA is by nature more selective than the other programs. Fourth classmen are picked to enter the program at the end of February each year as they start ground training in March which lasts to the end of the school year. During the summer the new third classmen in AM-451 spend one of their summer options at the Academy soaring. In this program many cadets receive their private pilots' license by massing 50 sorties and 10 hours of flight time. After the summer some of these cadets are picked to progress further in other soaring programs.

A cadet can receive his commercial license in AM-461, and his instructor's license in AM-471. After completing a AM-381 course the cadet instructor-pilot is ready to run the AM-101 program where fourth classmen are given soaring orientation rides.

The soaring team is just getting under way so it is not as well known as our parachuting program. After a victory at the recent meet at Black Forest, the team is optimistic looking toward national competition.

Fixed-winged single engine pilot training is offered to all cadets who can

meet all the medical standards for flying in their first class year. The main purpose of the program is to determine a cadet's aptitude and attitude towards flying as the program is a prerequisite for UPT training.

A cadet will have four hours of procedural briefings before he even steps into the T-41. The first two or three rides in the plane are confidence flights. The next three sorties are designed to show the cadet the abilities of the plane through stalls, steep turns, and forced landings. A cadet can solo with 15½ hours, but before this he must practice and master traffic patterns and landings. After his solo a cadet will become proficient in airwork and in 22-24 hours he can get his final check ride.

This program does not commit a cadet to pilot training. After he completes the course he can get his private pilot's license with only 17 more hours of flying.

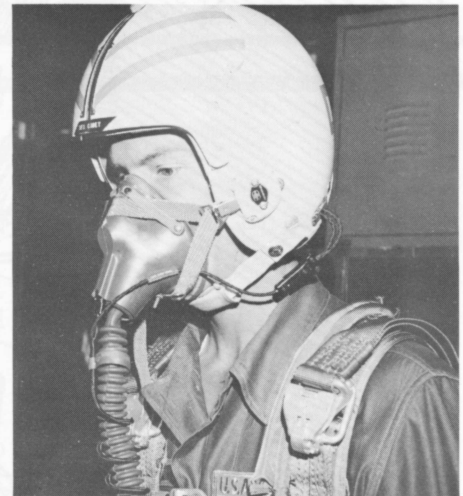
The navigation department at USAFA offers many courses. The department considers two major parts of navigation — the navigator and the environment. Other departments handle the principles of flight. Man is covered in Nav-470. This course covers the physiological and psychological feelings of having a plane strapped to your back, having to make split second decisions.

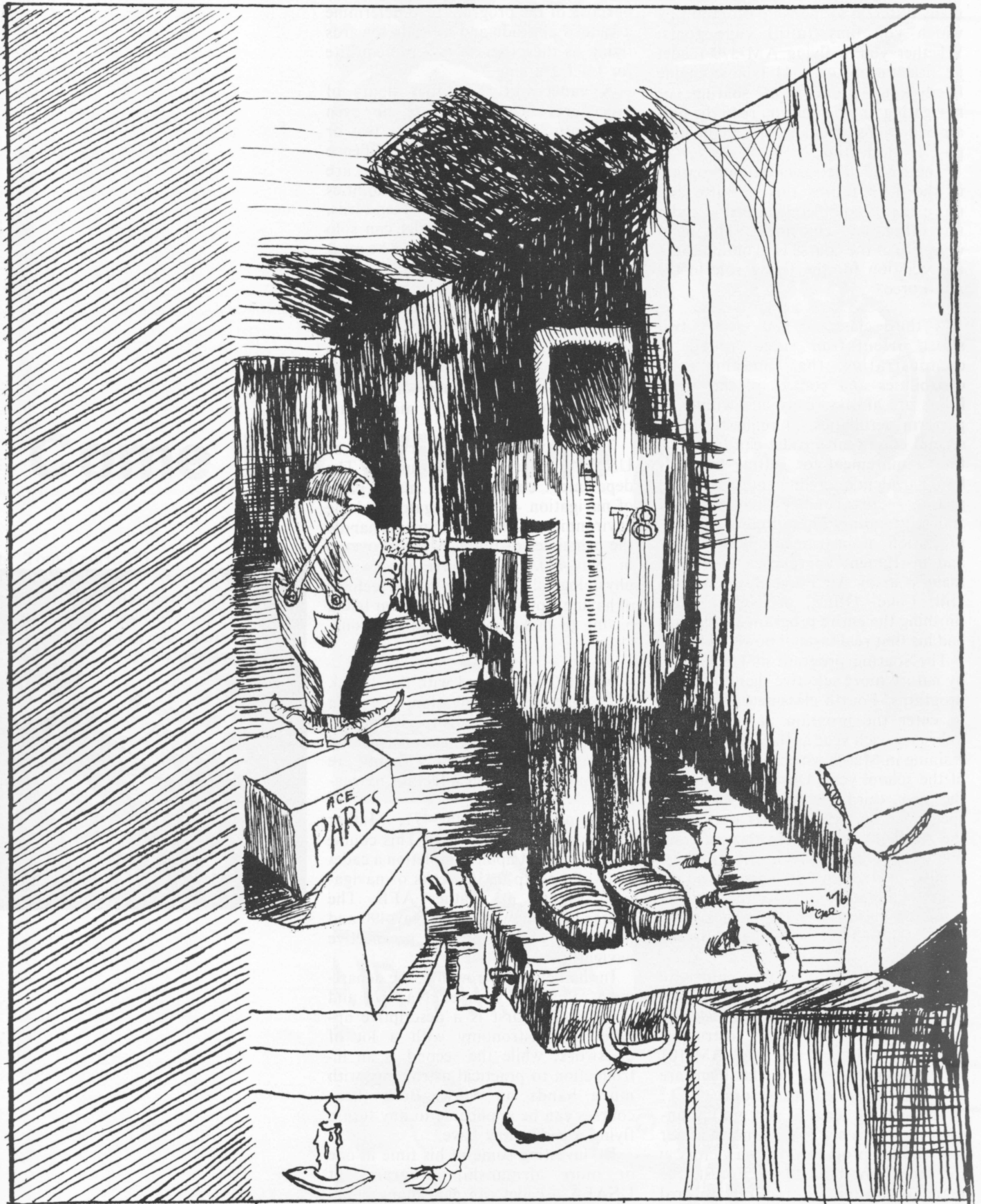
Nav-490 is designed with the "black box" approach to navigation. The main purpose of this course is to give an understanding in navigation concepts and systems development. T-29 flights are used to give the cadet a feel for navigation.

For proficiency, Nav-471, Mather UNT validation is offered. This course is so made that upon completion a cadet can validate up to 10 weeks of navigation training at Mather AFB. The course is a follow on from Nav-490 and it can be very helpful to prospective navigators.

In the field of astronomy, the department offers two courses: Nav-371 and Sci-480. The first is a descriptive approach to astronomy with a lot of classwork, while the second is an introduction to practical astronomy with much hands on work. Both these courses can be applicable to any future flying a cadet may have.

By investing some of his time in one or more airmanship programs at USAFA a cadet can gain many hours of enjoyment and experience in flying that can help him in his future endeavors.





DID YOU KNOW THAT . . .

VIC HEYLIGER, USAFA hockey coach, is the third-winningest collegiate mentor in history with 357 career wins, trailing only SNOOKS Kelley of Boston College and Murray Armstrong of Denver.

Two members of USAFA's Frosh Football team have older brothers who were Falcon Co-Captains. Offensive guard Rod Staponki is the younger brother of Virgil Class of 1970. Tailback Scott Bream follows tailback brother Brian Class of 1971.

RAY ELLIOTT, former head football coach at University of Illinois, will be the speaker in the Commandant's Leadership Series on 18 January 1974.

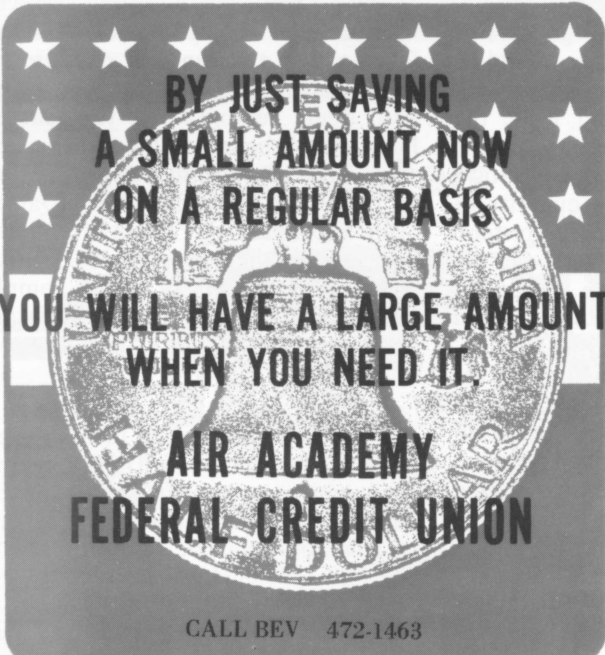
In Fall Drill Competition, first three places were taken by 19th, 34th and 29th squadrons, respectively.

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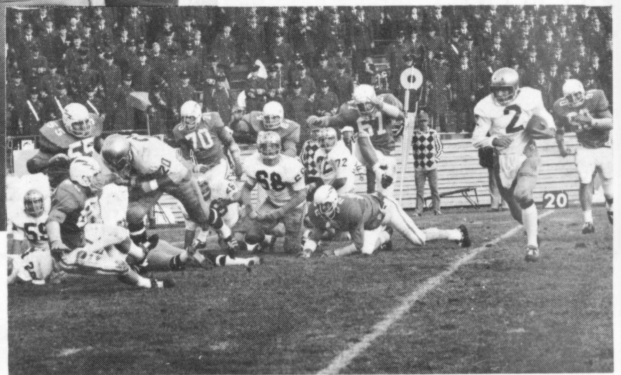
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# Notre Dame:

## This Team Ain't Green

by Russ Trinter '75



The Notre Dame Fighting Irish, with a 8-3-0 1972 record and a very successful slate this season will be more than prepared to face the Air Force Academy Falcons before a nation-wide television audience in South Bend, Indiana on Thanksgiving Day. The perennial national football power under head coach Ara Parseghian looked at the '72 season as a rebuilding year with prospects of a 6-4 record. Instead, that building team found itself playing Nebraska in the Orange Bowl and being ranked 14th in the nation. One of their eight wins was a 21-7 defeat of the Falcons in a hard fought battle in a Falcon stadium. The Air Force Academy again this year will have a huge challenge to meet on Thanksgiving Day.

Notre Dame is basically the same team as last year, losing only four players each from the offensive and defensive starting units, and having 21 returning lettermen to enforce its attack. As Parseghian sees it "We're a year older now, a year more mature, a year more experienced." Notre Dame is a traditional leader in team defense and as a result their motto for '73 is "Build That Defense And Run." In order to accomplish this goal Notre Dame will

not be suffering from a lack of available material.

Offensively, the Irish are strong with the only new faces appearing at center and tight end. With the important element of experience at the guard and tackle positions, the blocking should be extremely sufficient for the Irish to roll up yardage on the ground while the quarterback should have plenty of time to pick his receiver. Another of Notre Dame's great assets is the quantity of talent from which it chooses its starters. This fact was true for the line, and the offensive backfield is no different. Parseghian believes that "competition for a position is a healthy situation," and when that competition is for quarterback, no coach could be happier. The Irish have two fine signal callers in Cliff Brown and Tom Clements. Returning to provide a devastating running attack are fullback Wayne Bullock and halfbacks Eric Penick, Russ Kornman, Art Best, and Gary Diminick. With the experience and potential of these fine runners, Notre Dame's backfield picture is labeled bright. Not only will the Irish run, but their ability to pass is an added offensive threat. Both quarterbacks have strong arms and the receiving corps will be back from a successful '72 seasons.

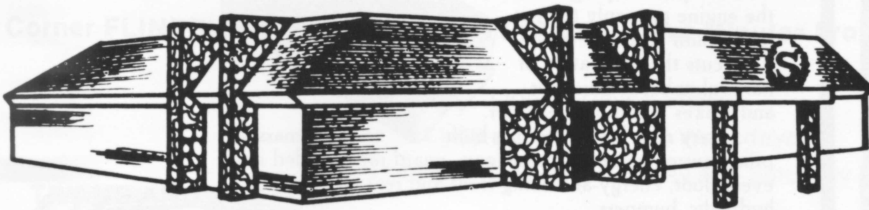
Defense has always been a strong plus for Notre Dame and this season is no different. The front four was rebuilt, new linebackers were found, and Notre Dame is ready. There is no great secret to defense. It simply calls for the front four to stop the run and pressure the passer so as to make the linebackers and deep secondary's job easier. Parseghian believes the linebackers share both responsibilities and chooses his with that in mind. Notre Dame's deep secondary is intact from last season when they intercepted 23 passes and held opponents to a .428 completion percentage. No one foresees any problem in pass defense, or in any area of defense.

The '73 season seems to hold great potential for the Notre Dame Fighting Irish with a successful season almost guaranteed. The Falcons will be outmanned, outweighed, and outexperienced, but not outspirited. One of the Academy's greatest traditions is its ability to rise to the occasion and meet the challenge. The Irish had better not take the Fighting Falcons lightly or else all their great records and team facts will be meaningless. In the end the only thing which counts is the final score and the way you play the game!



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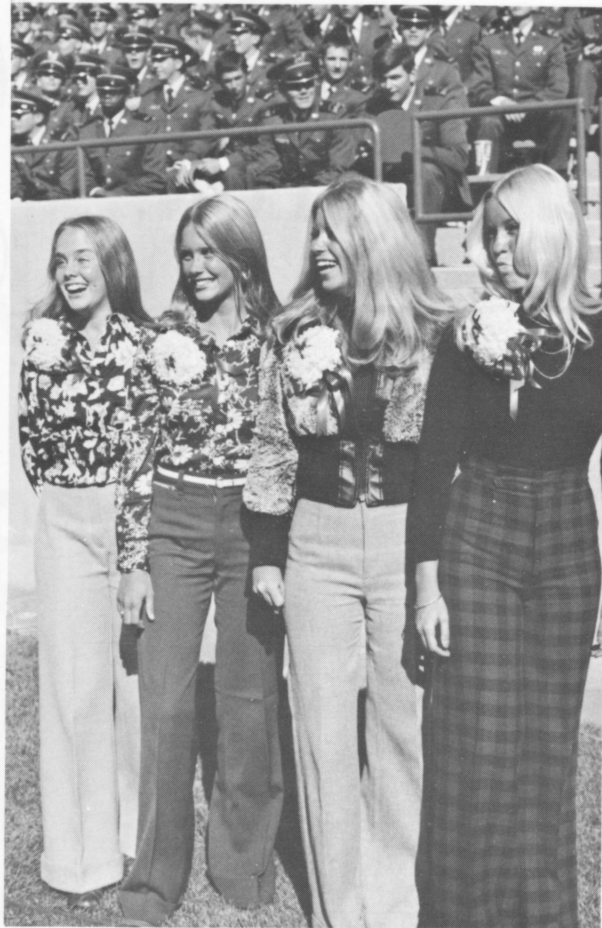
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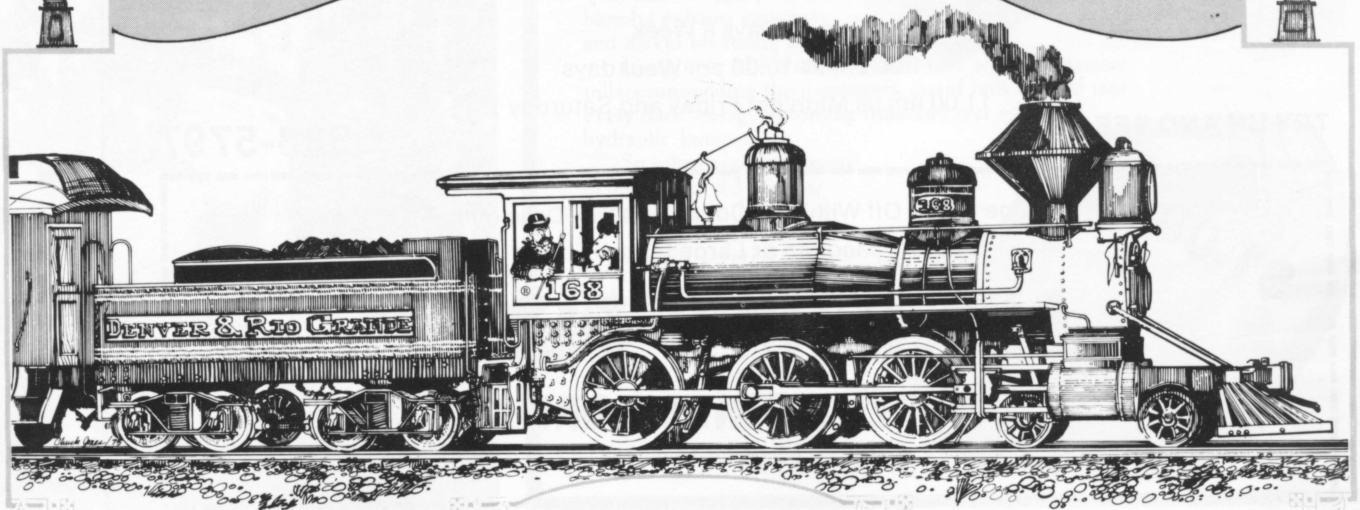
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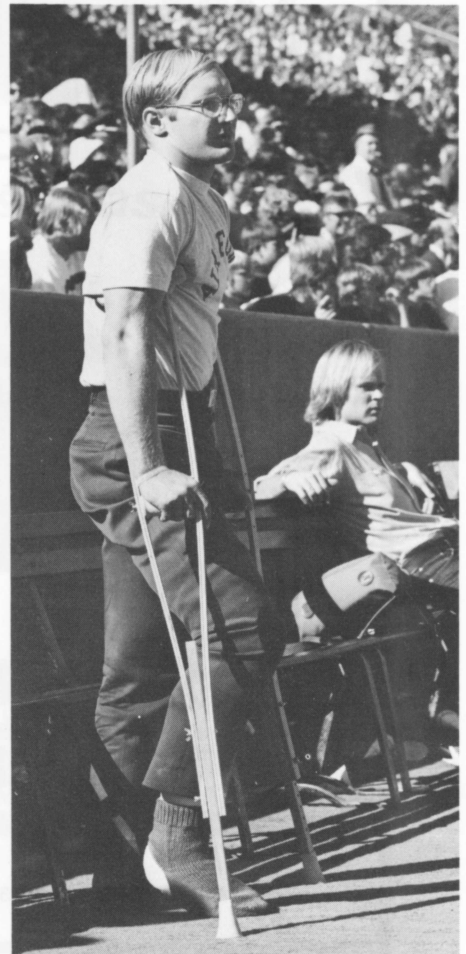
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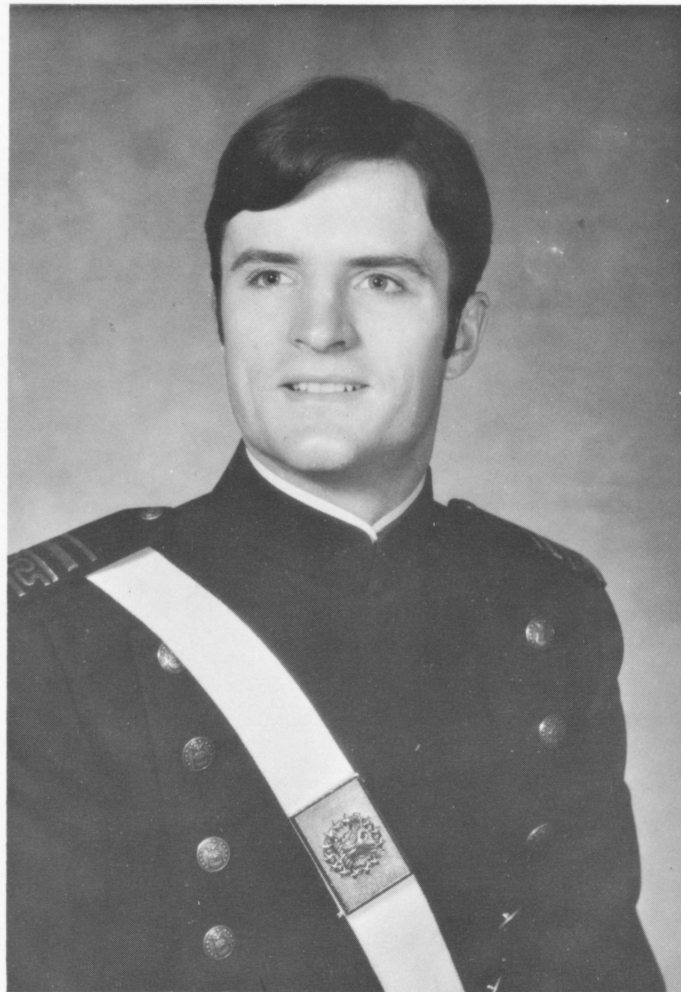


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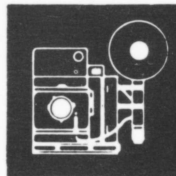


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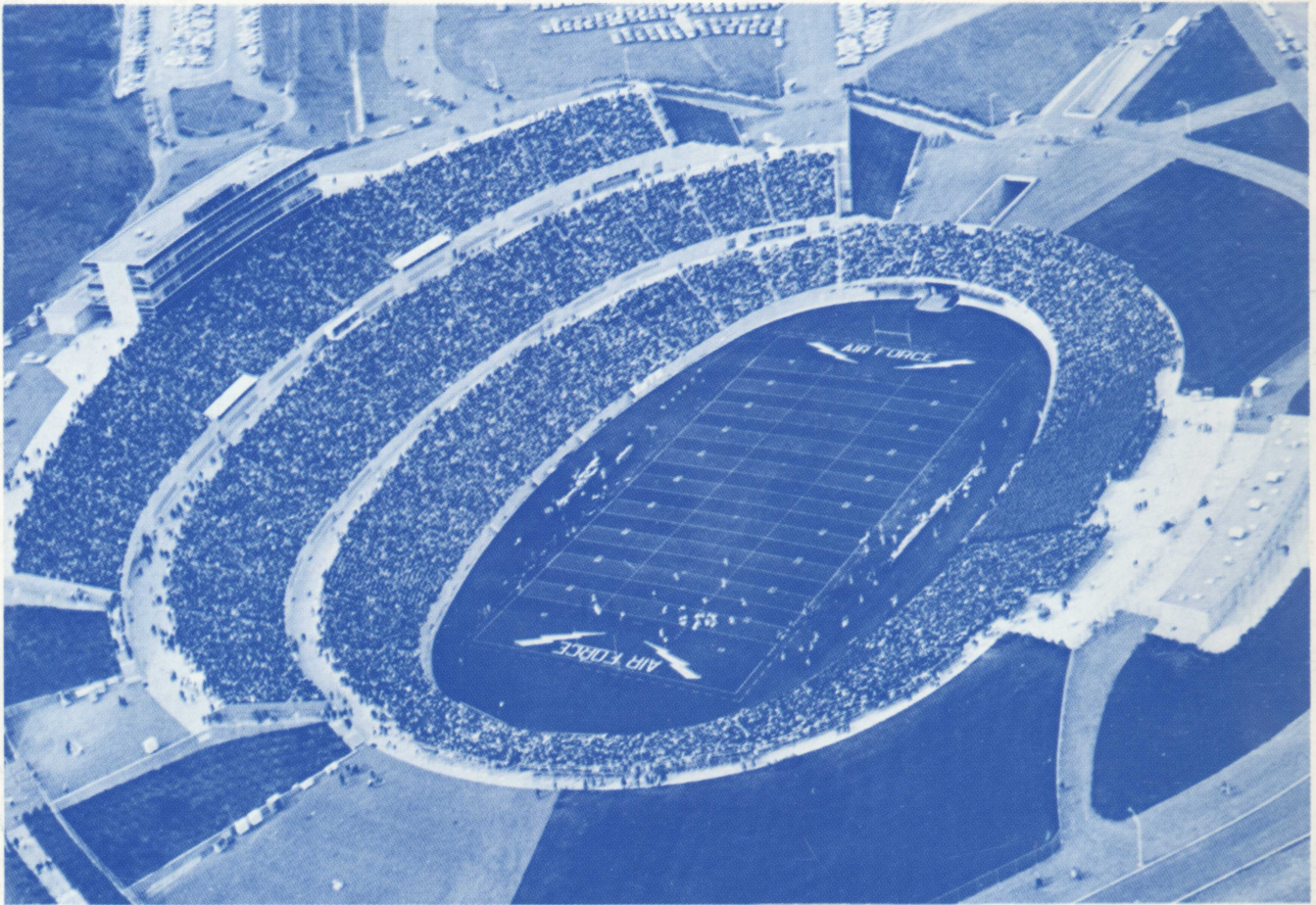
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