

Talon

CADET MAGAZINE OF THE USAF ACADEMY
DECEMBER 1973





Talon



Vol. 19 No. 3
**DECEMBER
1973**

COVER: "The Cross Country Experience" — an Outward Bound instructor leads an Alpine Patrol. Photo by George Schenkein

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FIRST CALL

Winter at USAFA can be a bleak and blustery experience. The December Talon is dedicated to improving such an outlook.

Colorado Ski Country by Mike Coker provides a keen insight into the wonderful wonderland of snow fun to be had in Colorado — and most of it within a few hours drive. Russ Trinter's *Winter Warm-Up* describes this season's varsity sports at which hand-clapping and foot-stomping will help keep fans warm and players full of energy.

And Kimberly, our December girl-of-the-month, speaks for herself. Her presence in *Talon* should warm the hearts and minds of all four degrees, plus faculty, staff, Falcons, and tourists alike.



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Model	RQ 3748					
Continuous (RMS) Power ¹ 4 channels Stereo Bridge	50Wx4 125Wx2					
THD at rated output	<0.5%					
IM Distortion at rated output	<0.5%					
FM IHF Sensitivity	1.9 μ v					
50 db signal to noise ratio	2.8 μ v					
Capture Ratio	1.5db					
Price	\$549.95 ²					

¹All power measurements taken at 120 volts/60 cycles, 8 ohms, 20Hz-20kHz, all channels driven simultaneously.
²Manufacturer'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.

Because we think the RQ3748's specs are really worth remembering.

50 watts of RMS power per channel at 8 ohms, 20-20kHz, with all four channels driven. 125 watts per channel in stereo bridge mode. A THD and IM of less than 0.5% at rated output. An FM sensitivity of 1.9 microvolts. A discrete four channel receiver with

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

³So 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

Sylvania Entertainment
Products Group, Batavia, N.Y.

THE SECRET LIFE OF WALDO F. DUMBSQUAT

It had been an average day for Waldo F. Dumbsquat. On his way to breakfast a wind of hurricane force nearly threw him off the terrazzo. After fighting his way through the gale, Waldo finally reached the dining hall. With the familiar smell of greasy bacon, greasy eggs and greasy toast greeting him as he walked in the door, all Waldo could picture was the head cook standing over his newest concoction uttering the familiar, "Double Double Toil and Trouble, Fire Burn and Caldron Bubble." Although Waldo got his fill at the meal he could only think that the friendly atmosphere which permeated the hall was not conducive to eating.

By the time Waldo was able to check mail, a time he waited for each day with great enthusiasm, he was very tired. It was in this weakened mood which he was in that the final blow of the day came. Reading over and over again those few short, hurriedly-jotted-down words by his mother could not change their horrid meaning. She was definitely coming out to the Academy to complain personally about her son's treatment.

Like most 4th classmen, Waldo had sought literary pleasure in spinning fantastic tales to his parents in his letters expanding the acts of upperclassmen into treacherous deeds. Running through Waldo's mind at this moment were only pictures of what would happen to him when his mother came out to protect per precious doolie.

On the afternoon on which Waldo's mother was to arrive, Waldo was walking by the library listening room. With the quickness of a lightning bolt he ducked into one of the dark rooms and in an instant the cool, calm, and experienced Colonel Waldo F. Dumbsquat emerged from what appeared to be an afternoon of quiet listening.

It only took Colonel Dumbsquat a few minutes to convince the motor pool that they should lend him a vehicle. Within an hour Mrs. Dumbsquat was picked up at the airport by a high ranking officer who she thought bore a striking resemblance to her son.

Once at the Academy, Colonel Dumbsquat showed Mrs. Dumbsquat all the points of the institution culminated by a short talk with Mrs. Mac, Ben Martin, and finally Waldo's AOC. Although Waldo's AOC, Capt. Formten, was about as familiar with Waldo and other training programs in the squadron as he was with the mating process of the Alaskan potato, he assured Mrs. Dumbsquat that no such activities as she described went on in his squadron, in fact, he assured Mrs. Dumbsquat that cadet heads would roll if there was any truth to her statements.

As Waldo and Mrs. Dumbsquat left, Waldo reminded the good Captain that if any of the last conversation left the room that his next command would be of penguins in Thule, Greenland. Colonel Dumbsquat escorted his mother around the Academy while his quick-thinking mind tried to think of a way of getting her out of the state before she caused any more trouble for him. In the nick of time Waldo thought of the tunnels. Before Mrs. Dumbsquat knew what was happening she was whisked away into the endless corridors under USAFA. It has been said that the cries of a worried mother can be heard emanating from the tunnels everytime a doolie is unjustly punished.

While Waldo was changing back into his 4th class clothes he wondered about his adventures of the day. As he ran back to his room a smile of satisfaction overcame him for he knew that today was the day a letter was normally waiting from his mom.





Official Israeli Air Force Photos



THE IMF:

Israeli Air Power

by Jim Keaton '74

THE IAF — Impossible Air Force. How else to describe the tough, elite Israeli Air Force. The IAF has been called upon time and time again to defend the existence of the Israeli nation. Expertise in the IAF is legendary; success, phenomenal. The IAF combines two main ingredients necessary for any successful operation; pride in the past, and confidence in the future.

The Israeli Air Force, like the U.S. Air Force, is a newcomer, having been established in 1946 with the new nation. The flying heritage, however, goes back to the Royal Air Force in World War II. The RAF had fine Palestinian

pilots in both England, and North Africa. The IAF is typified by its Commander, Brigadier General Mordichai Hod.

Hod joined the British Army and reached the rank of Lance Corporal in 1945. After working in the Jewish underground, Hod went to Czechoslovakia in 1948 where the Soviets taught him to fly. While Hod was still a student, the first Arab-Israeli war broke out and Hod flew a Spitfire to Palestine to join the fight.

In the 1948 war, Israeli Messerschmitts captured by the USSR from Germany battled Egyptian Spitfires in a conflict reminiscent of the Battle of Britain.

On 29 November 1947, when the war began, the IAF consisted of only five airplanes. In eight months it was mounting heavy bomber raids against Arab capitals with B-17's. The only aircraft the Israelis could obtain at that time were obsolete cast-offs from the RAF and the USAF.

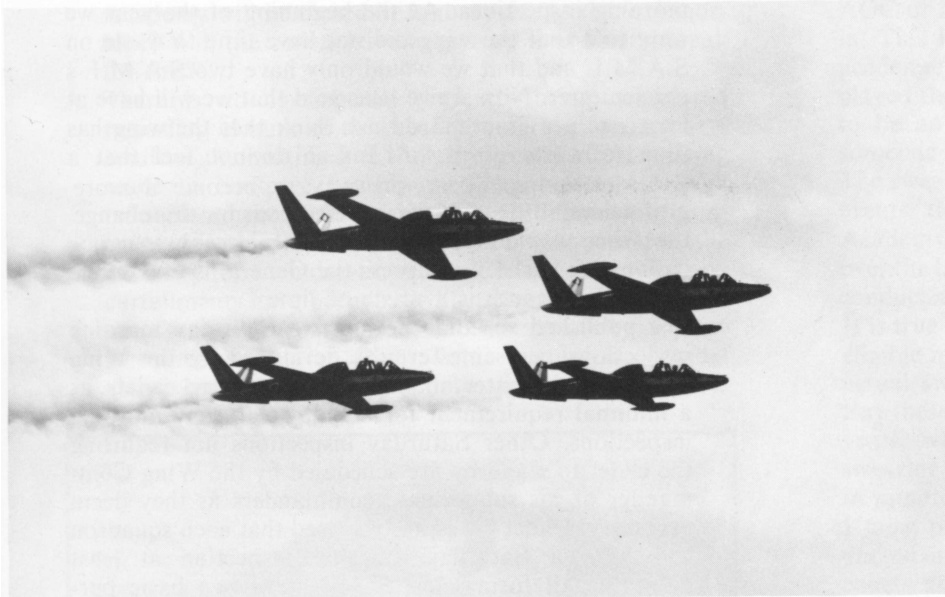
For instance, there was a reported story out of England concerning a certain movie producer who was in reality a South African pilot. This "producer" purchased four British Beaufighters for the RAF to be featured in his film. Equipment was rented and extras hired, female of course. After five days of shooting the four fighters took off in formation and never returned to England. In a short time the four were discovered in Israel.

The story of the early IAF is a lesson in how to make do. Lengths of pipe filled with explosive were bombs. Ground attack missions were flown in Piper "Cubs" with borrowed submachine guns. Air to ground communications consisted of a pencil, a tablet, and a canvas bag full of sand. But the missions continued to be carried out.

A large part of the success of the IAF in 1947 goes to the Israeli Air Transport Command. The ATC was fronted as a civilian airline and was manned by non-Israeli personnel. The crews were largely recruited by word of mouth.

In the early days of the war the ATC flew out of Czech airfields with cargos of ammunition, guns, explosives and other war material. However, the crews often volunteered to fly their cargos directly to the front where they were desperately needed. In less than a year the Air Transport Command had turned the Israeli armed forces from guerrillas to a disciplined, well equipped armed force. The US and Great Britain had effectively blocked all shipment of





Photographs Courtesy of:
 Embassy of Israel, Wash., D.C.
 Dr. R. Higham, *Aerospace Historian*
Aviation Week & Space Technology

military supplies by sea. This was the beginning of the contemporary IAF.

Again in 1967 the IAF was called upon to prove itself in the face of an enemy superiority of three to one. Complete air superiority was gained in forty-eight hours and the ultimate success of the Israeli military effort was insured. The classical use of tactical airpower was demonstrated in the Israeli use of excellent intelligence and low-level preemptive fighter-bomber strikes. The two components of victory, "know your enemy" and "know yourself" proved to be by-laws of the IAF.

These principles were used again in the recent Middle East conflict. The Israelis showed superb skill in coordinating air and ground forces to neutralize the Egyptian and Syrian anti-aircraft missiles. The IAF was never seriously challenged for air superiority and ground operations were unhampered by enemy aerial attack.

The result of the short, but crowded history of the IAF is a highly elite, well trained, and motivated fighting force. It is an air force proud of its past and confident of its abilities to handle the present and the future.

A fighting force's most important asset is the people in it. Israeli pilots and ground crews are a unique breed. They are highly trained, dedicated, and professional. Pilots fly several sorties a day, resting only for a soft drink while their aircraft is re-armed and re-fueled.

The high degree of training and pride is reflected in the training school wash-out rate, which is the greatest in the world. The pride generated in getting through a tough system is shown everywhere. One officer put it this way: "In our Air Force everyone knows everyone. You feel you have to improve yourself, everyone looks at you in the briefing. You want to be the best pilot in the squadron".

Israeli commanders maintain that quality far outweighs quantity. When the odds are high, fifty more pilots don't matter, but fifty bad ones would make things worse.

The picture of the Israeli Air Force is one of an elite, disciplined force in almost perpetual conflict. The IAF hasn't written any new books on air power. Instead, they have learned the old ones by heart and used them effectively. The result is an unblemished past and a hope that the need for the military profession will some day pass.

- Q. This is a comment on the change of policy on Saturday morning inspections. At the beginning of the year we were told that the wing did not have time to waste on S.A.M.I. and that we would only have two S.A.M.I. s per semester. Now we've been told that we will have at least one per month. I do not think that the wing has time to waste on S.A.M.I. s. I do not feel that a S.A.M.I. helps me in any way to become a more professional officer. If there are reasons for this change the wing would appreciate being told why. An occasional S.A.M.I. to impress the General is one thing, but once a month is a waste of time.
- A. The published schedule noting two Saturday morning inspections per semester was developed by the Wing Training Committee, made up of officers and cadets, as a minimal requirement for standby Saturday morning inspections. Other Saturday inspections not requiring the cadet to stand by are scheduled by the Wing Commander or his subordinate commanders as they deem necessary. Cadet Estes has directed that each squadron will have a Saturday morning inspection at least monthly. All formal inspections serve two basic purposes: (a) The first to provide the Commander with ac-



COMM LINE

*call 2666 (c-o-m-m)
and leave your name and squadron
to get your personal
answer from General Vandenberg.*

curate and fast feedback as to the professionalism of his subordinates. A group of cadets convinced of their excellence will maintain themselves and their living quarters in a high state of appearance and readiness for inspection at any time. Further, the Saturday morning inspection provides commanders at each level with an evaluation of how well their orders and directives are being carried out and insures the commander that each man has his full required issue in serviceable condition. An orderly and correctly arranged room is within the ability of all cadets; failure to meet room standards is the result of a lack of desire or motivation. (b) The second purpose is to insure that each cadet becomes aware of high standards of orderliness and precision. In all positions in the Air Force, officers and enlisted men are expected to maintain their equipment, offices, and living quarters in a neat, orderly and well-organized manner. At the Academy the standard of neatness and orderliness is defined in AFCR 50-8. You will experience many directives requiring you to meet a fixed standard in other jobs and on other bases in the Air Force. Your comment about "A waste of time" is interesting. Obviously you have wasted your time here thus far if you haven't learned what your training here is all about.

- Q. I'd like to know if there's anything to the rumor that the Academy will be closed in January due to the fuel shortage? Will the cadets have to give up their spring break for this?
- A. There is no contingency presently being considered regarding closure of the Academy during January as a result of the heating fuel shortage. Every effort is being made to conserve heating fuel requirements through reduced temperatures, and possible adjustment of non-cadet area agency operating hours to preclude the necessity for such drastic action. Phased reductions and curtailments have been and will continue to be made, as necessary, in accordance with the Academy Energy Resource Allocation Plan. Total disruption of cadet classes and schedules would only occur as a last resort.



- Q. General Vandenberg, I was wondering what the policy was on deferment of punishment? My AOC says that I have to write a subject II to the Commandant. Regulation 35-6 says it's up to the AOC.
- A. From your statement I am not able to determine whether your punishment was a Class II or a Class III category offense. If in fact it was a Class III not involving restrictions, AFMR 35-6 says that no deferment will be made except under circumstances. On the other hand, deferment of punishment for Class II offenses may be approved by your AOC. In the case of a Class II, a letter should be submitted to your AOC requesting deferment. If approved, the letter is forwarded to the Disciplinary Sergeant in the Office of the Deputy Commandant for the Cadet Wing for posting. If this does not solve your problem see your Group AOC and he will explain the options in your individual case.

- Q. The other day a thing came down that said only your AOC or a relative of yours in the service can swear you in. This is my fifth AOC and I've had an officer, my academic advisor, who has been instrumental and played the biggest role in helping me to develop myself to be an officer. I was wondering why I can't have someone like this to swear me in.
- A. The swearing in ceremony is one of the most important events that occurs in a cadet's four years at the Academy. It culminates what each cadet has striven for over the last four years. As such, the ceremony should be conducted with proper decorum.

It is true that I stated that Air Officers Commanding or eligible members of a cadet's family would perform the actual swearing in. I made this decision based on the way these ceremonies have deteriorated over the last few years, where just about anyone performed the cadet swearing in. In some cases, classmates that been sworn in minutes before performed the ceremony.

I must point out that the swearing in ceremonies conducted in each squadron were done at the request of cadets and the ceremony conducted in the stadium on graduation day was made perfunctory only. Consideration has been given to only having one ceremony, the one in the stadium where all cadets would be given the oath of office at the same time. This will not be done, however, if individual ceremonies are done in a manner befitting the occasion.

Your Air Officer Commanding has done more for you than most cadets realize. He has sweated out each individual cadet problem over the years, and he has influenced your training to an extent that will become obvious during your early commissioned years. Even though you have had five AOC's, should he swear you in, he represents all AOC's you have worked with.

The Wing Commander has received letters requesting exceptions from some First Class cadets. These letters are in the hands of respective AOC's who have been given authority to approve or disapprove requests based on individual circumstances. In addition, each possesses details that are pertinent to the swearing in ceremony and he will brief his first class cadets on these.

- Q. The last few days I have had first class shirts and several ski items taken from my unlocked first class locker room and I'd like to propose a solution to your policy of having all first class lockers unlocked. It seems like it'd make more sense logically if we simply were required to leave with our AOC a key to the lock or at least its combination. I think that my loss represents a considerable expense and I think that I'm not alone in having things taken from lockers.
- A. The reason that the lockers are left open is so they may be inspected at the discretion of the cadet chain of command. Leaving the key or combination with the AOC would not solve the problem since the AOC might be absent when the cadets wanted to make their inspection. To preclude thefts, the lockers will be in a room that is locked and then further secured by a caplock. Access to the room will be controlled by the Squadron CCQ. The CCQ will open the room and log the individual's name, the time he entered, and the time he departed on a list kept in the room. The CCQ is also responsible to insure that the door is secured after the individual departs.



Colorado Ski Country:

old man winter's skiing paradise

by Mike Coker '76

Another long winter has arrived and there is no reason why you should spend it snowbound in your room. Follow a growing number of cadets who have discovered Colorado as a skier's paradise. Whether you're a beginner or an expert, there's an area close-by tailored to your skills, and if you happen to break a leg there's always the après ski!

You've got to have skis before you can take it down the slope and if you want to "try it out" or even if you're a fanatic but don't have your own yet, Recreation Supply has increased their stock this fall to include 109 new pair of 160cm Head skis with Dovre bindings and 100 pair of K2's ranging from 170-180cm and equipped with Americana bindings. Also new this year are 50 pairs of Humanic boots and 50 sets of poles. Rentals from Rec Supply are \$1.25 for skis, \$1.00 for boots, and \$.25 for poles for the entire weekend, which means you can check them out on Thursday or Friday and return them no later than Tuesday.

Now, if you don't have a car, or if you do and can't afford to run it, then the Cadet Ski Club gives you the opportunity to get in your skiing at nominal prices and assures you of frequent trips, assuming our supply of gas holds out!

Most of the areas and resorts opened about November 17th and usually run from 9 AM to 3:30 PM. If you're a ski club man the buses leave at 6 AM and arrive in time to catch the first lift up. Besides a full day of skiing and transportation to get there, ski club throws in a free lunch for the top of the mountain.

For the guy who would rather make it on his own, here's how to get there and what they've got:

MONARCH offers relatively small crowds, excellent intermediate level trails and can be reached by taking Colorado 115 and US 50. (130 mi.)

BRECKENRIDGE is approximately 105 miles from Colorado Springs via US 24 and Colorado 9 and has been a very popular area in the past.

If you head for Denver and take I-70 West, the Eisenhower Tunnel reduces the mountain driving and Loveland, Arapahoe, Keystone, and Winter Park are all at your feet.

KEYSTONE provides 28 miles of trails with lift tickets running about \$5 per day. Unfortunately, Keystone sometimes lacks an abundance of snow which may mean ice and rocks at lower levels.

LOVELAND will give military lift discounts of \$4.50 and has runs for the full range of skiing experience.

ARRAPAHOE (A-BASIN) sits on the Continental Divide with most of its runs lying above timberline and all available for \$5 per day.

WINTER PARK is a massive area that the skier can easily lose himself in for an entire day of uninterrupted skiing. Due to its proximity to Denver Winter Park is usually

extremely crowded.

For those who have a little extra money and some time to ski, a ski weekend centered around lodging in the town of Dillon provides access to all of the above areas and costs range from \$60-\$80 for 4 nights lodging and 3 days lift tickets . . . not a bad way to spend Spring Break or even part of Christmas Leave.

If you've skied all the runs previously mentioned, whether with the ski club or on your own, then visit some of the areas a little farther away.

Follow US 24 and Colorado 82 for about 150 miles to arrive at ASPEN. Whether you run Aspen Highlands, Aspen Mountain, Buttermilk/Tiehack, or Snowmass, your \$10 lift ticket is good at any run and offers excellent skiing with fine night life.

VAIL, only 95 miles west of Denver on I-70, is Colorado's largest ski resort area and offers military lift rates of \$8.50. At Vail you can find the most and some of the best of everything concerned with skiing in Colorado.

Farther north, 8-9 hours from the Springs, lies STEAMBOAT and the younger STAGECOACH. Three mountains and 51 runs are available at Steamboat with powder skiing for the intermediate to advanced. Short lift lines and \$8.50 tickets make for great skiing. To get there, take I-70 West from Denver and either US 40 or Colorado 131 North and follow the signs.

In addition to Monarch, western Colorado sports CRESTED BUTTE, making two fine areas equidistant from Gunnison, another central location for a great weekend. To reach Crested Butte, take US 50 to Gunnison and Colorado 135 North to the foot of the mountain. A new enclosed chairlift and nearly non-existent lift lines make this a more popular area every year.

Finally, WOLF CREEK, 200 miles southwest of Colorado Springs via I-25 and US 160, is advertised as "Colorado Snow Country" and boasts many excellent runs for the good skier.

When you've really become hooked, and have finished skiing all the runs in Colorado don't overlook the excellent areas to the south at TAOS, New Mexico, where \$8 buys lift tickets to outstanding advanced skiing only 200 miles from the Academy. World famous powder skiing is available at SNOWBIRD, ALTA, and PARK CITY all within shouting distance of Salt Lake City, Utah and only \$13 standby air fare from Denver.

So, if you ride the bus, spend your Sundays on the slopes with the Ski Club, or get your POV lift discounts through your Ski Rep and drive up yourself, get away from Aluminum U this year and experience the fun and pleasure offered by skiing.

REFLECTIONS ON CHRISTMAS

by Richard Kim '76

Reflecting all of creation, it scintillates in the dazzling sunlight: miniscule in size, its edges are cut sharply, forming exacting, lustrous cubes. Designed and built with architectural excellence, microscopic, perfect crystals grow into snowflakes so soft and dainty as to disintegrate at a touch. Each one unique and in a number of kaleidoscopic, fragile patterns, they descend lazily, drifting freely, floating gently.

Slowly, ever so softly, pure icy sand sprinkles downward, blanketing all of life. Some lay on shut window sills; others deposit themselves on rain gutters lining the perimeter of the roof, stumpy, puffing chimney tops, and on slated roofs. A millieu of snow endlessly rains down on treetops, yards, and other such common sights of life.

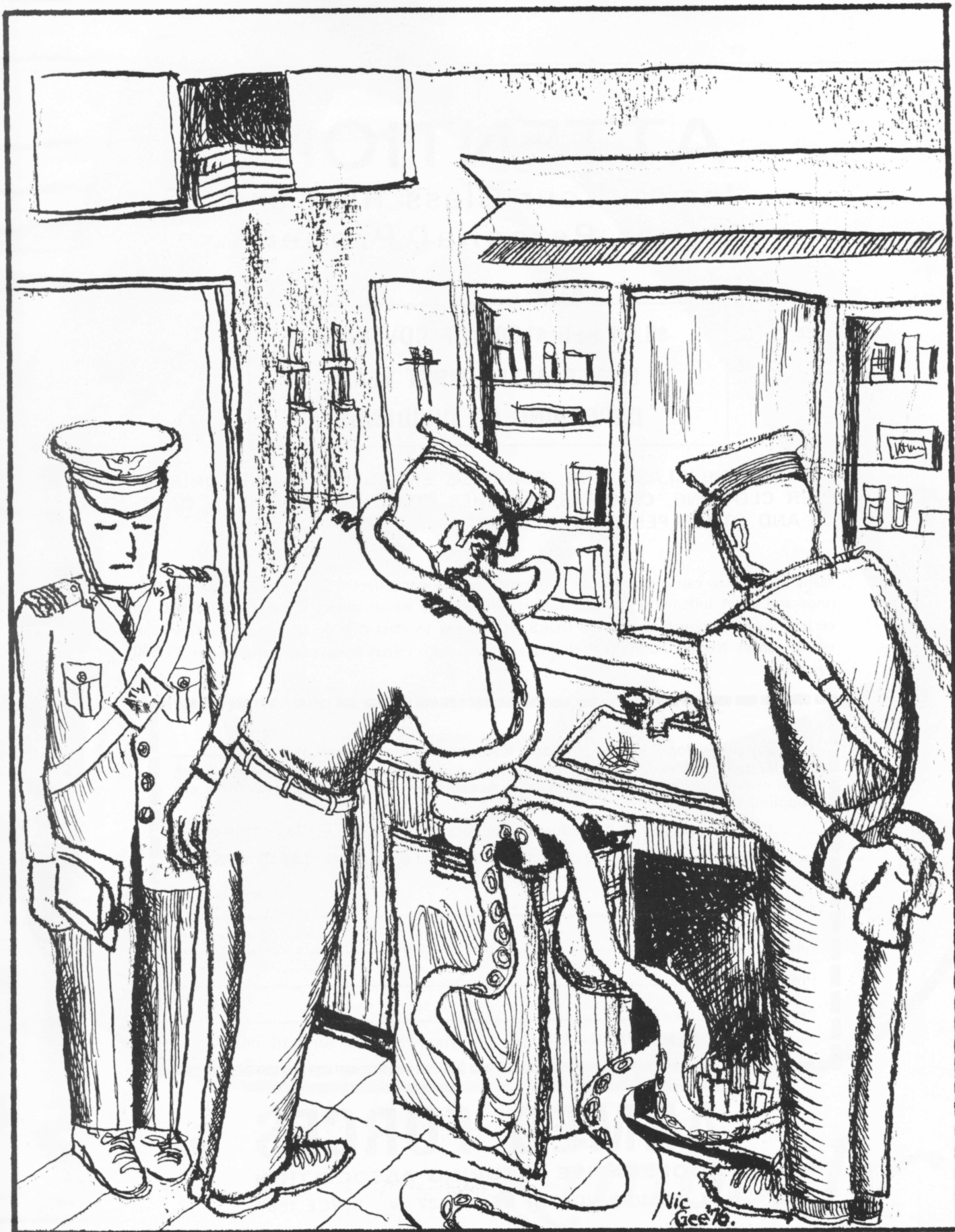
Yet, within, shutting out the cool freshness of the season, there is warmth: a tree aglow with assorted hues of burning, pulsing lights; a dancing, jumping fire glowing brightly; food in unlimited bounty; gifts of all sizes, adorned in rich exteriors; lovable mistletoe, dressed in bright, envious green and decorated with chaste white pearls of fruit; and above all else, there is the warmth conveyed by people, for there would be no meaning to Christmas, nothing at all, just the icy coldness of the snow outside, without humanity.

People fill the house with merriment and cheer, singing and dancing into the early morning hours. Children sit by the blazing fire, toasting marshmallows and roasting moist, yet flakey, chestnuts, their laughter echoing their sentiments of the season; young lovers sit in pairs, cuddled up close to each other under woolen blankets, sharing their affections, but nonetheless reveling in the time of year; and the older set laugh when they find out that they gave each other the same gift, share their own Santa Claus conspiracy tales, and just relax, fathers adding to their bulges of contentment between their belt loops, and mothers becoming tipsy with that first sip of champagne.

All care and worry is shelved for that one brief moment of time; heartaches, trouble at the office, lost sweethearts are all forgotten as everyone is engulfed with the Christmas spirit. Even the littlest person is attended to; as he giggles and drools with the cuteness of a baby, he participates in the giving and receiving of love and affection that all other people share; for what is Christmas . . . without love?

At this Christmas season, let us all share the warmth and peace in our souls and the love in our hearts. Merry Christmas!





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\$100 AND OTHER PERSONAL PROPERTY

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I understand this coverage becomes effective immediately and I agree to furnish
a list of certain property, as required by Association rules, when proper forms are
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____ I wish coverage with no deductible, initial annual rate \$10 per \$1,000 coverage.

____ I wish coverage with \$50 deductible with initial annual rate of \$8.50 per \$1,000
coverage.

Name _____ Yr. of Grad. _____

Rank _____ Soc. Sec. No. _____

Present Address _____

Permanent Address _____ TALON

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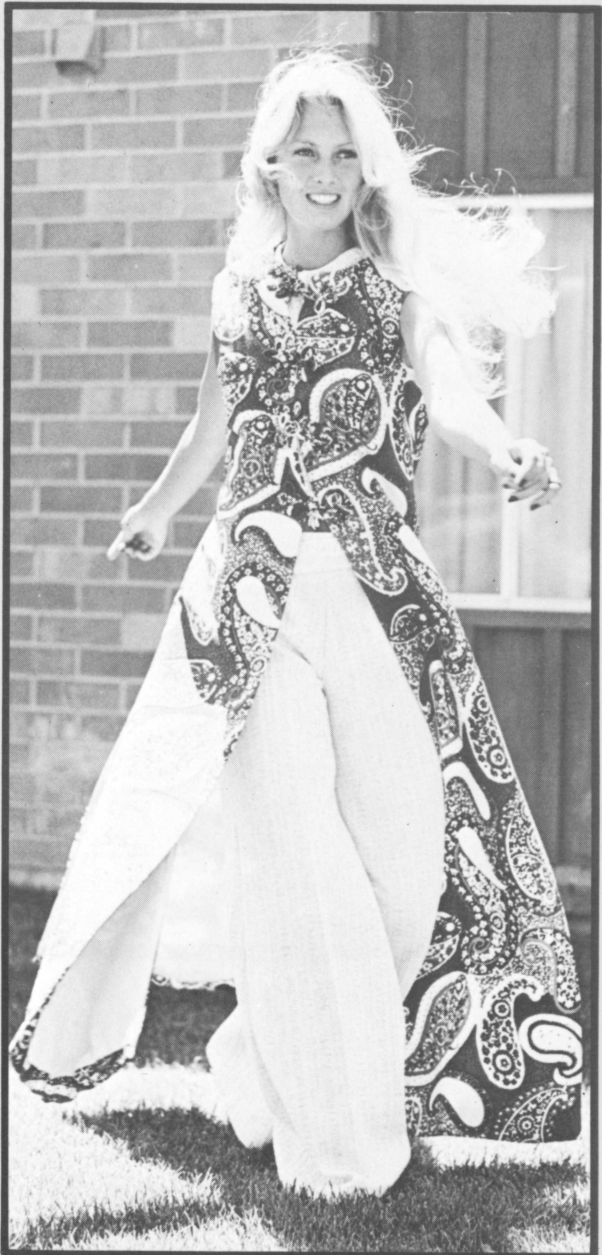
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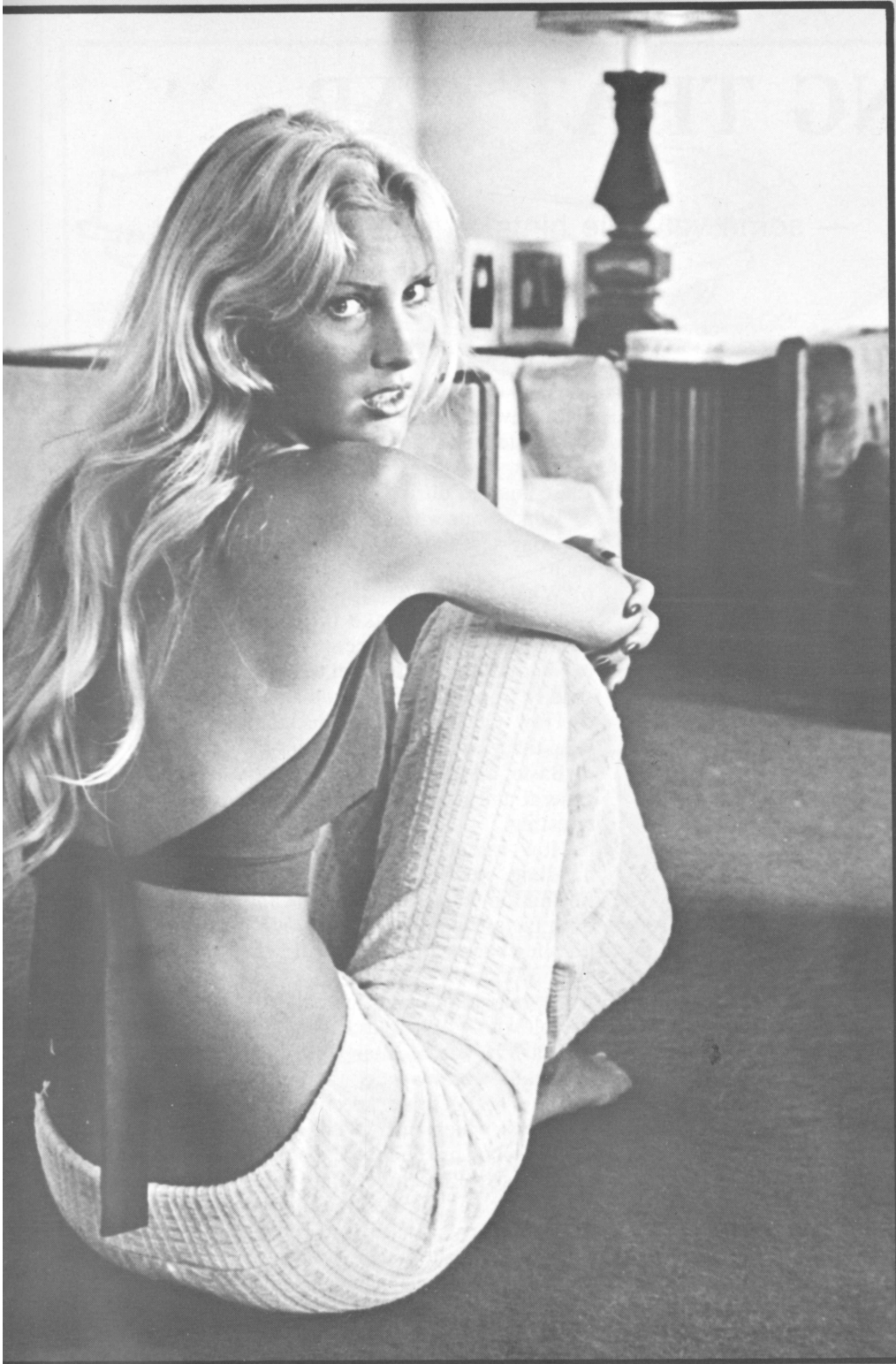
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kimberly





The daughter of an Air Force Lieutenant Colonel, Kimberly considers herself unconventional and a free spirit — it should be obvious. She attends Mitchell High School in Colorado Springs and has worked as a model with Lee Pickett's Image Developers. Kim likes outdoor activities like skiing and hiking. For you second degrees shopping for new cars, Kim prefers jeeps!

Photos by: Jerry Ryden and C2C Mike Peters



CHOOSING THAT CAR

— some valuable hints —

Considering the fact that an automobile is probably the second most expensive purchase of a lifetime, we thought that our readers might find an article on new car purchasing hints somewhat interesting.

There are generally two places to start when you begin to purchase your new car. The first is at one of the dealer's showrooms and the second is the local zoomie library.

First the showroom. We've all been to one of these dazzling display areas at some time or another and have certainly noticed the shining metal monsters sporting their brightly painted engines and equipped with every accessory known to man. If the hardware temptation wasn't enough, showrooms also come furnished with an assortment of salesmen to assist you in "your decision". The combination of cars and salesmen is all too frequently an overdose of persuasion for the average Joe. He generally leaves about \$4500 poorer thinking he has just purchased "exactly the car he needs" when just a few minutes earlier he wasn't even sure what he wanted.

Now, how about the fellow who starts at the local library. He has most likely taken the time to examine the need for a *new* vehicle and thus the time to buy wisely. Most cadets can easily fall into this category since they have spent considerable time pondering the need for transportation. Lets take a look at what might be available at the library. First we can start by casually reading some books and magazines dealing directly with our coming purchase. If you're not sure what type of car you're interested in, a magazine can offer a wealth of ads, road test reports, new product developments and general automotive information.

That, by the way, is what you should be looking for at this stage, basic information. Don't be convinced by a single road test report that the 240Z is your car. At first just consider basics: cost, size, power, weight, performance, handling, braking characteristics, standard equipment, options, reputation, dealer availability, and operating and maintenance costs. Some magazines to consider are "Motor Trend," "Car and Driver," and "Consumer Reports." One thing to remember about the auto magazines is that the cars they test are made by their big advertisers. On the other hand "Consumer Reports" is strictly an independent and rates accordingly. Within the past year, for example, seven of the twelve monthly issues of "Consumer Reports" have contained basic information and road tests of over 35

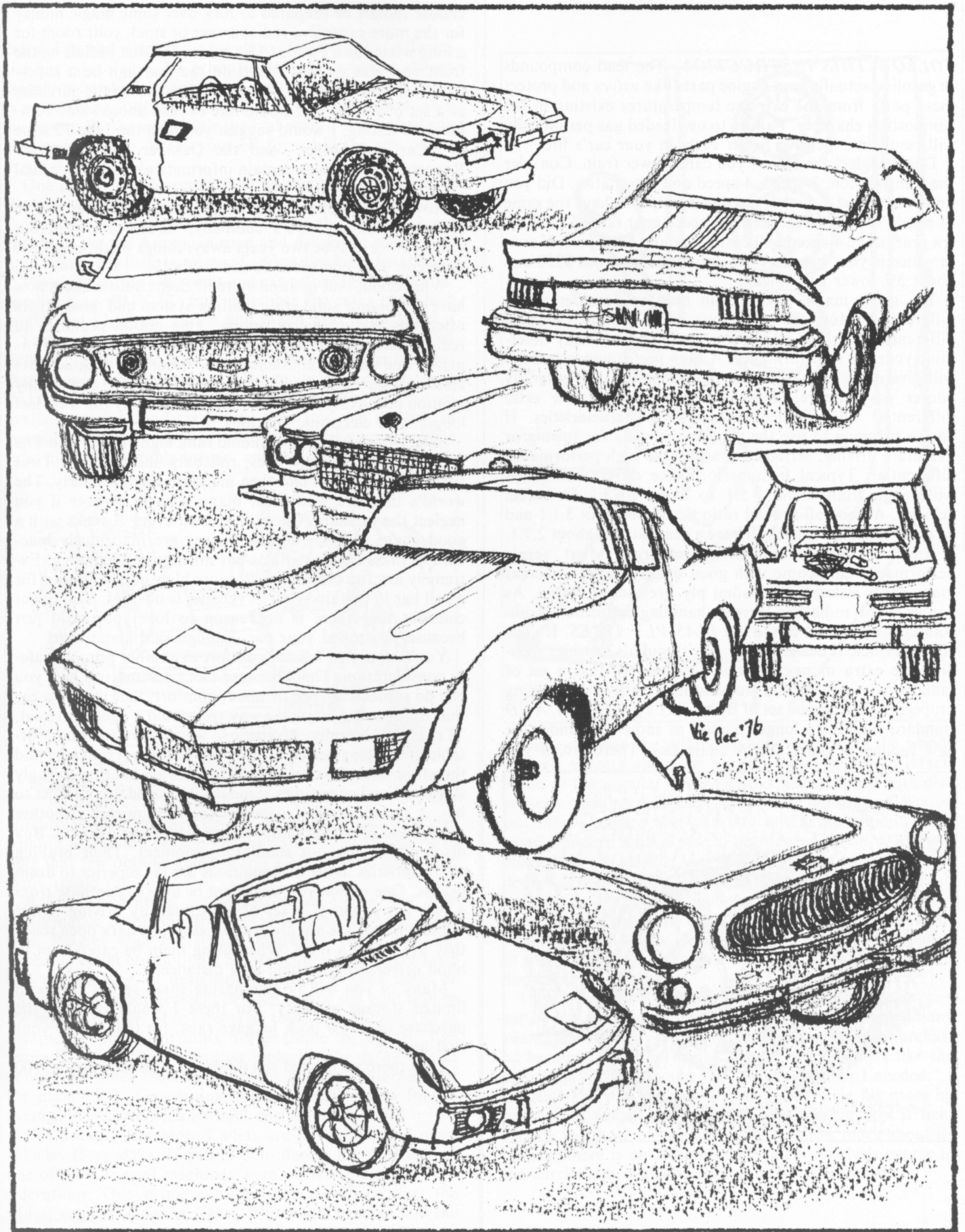
domestic and foreign cars. On the other hand the auto magazines have some really excellent technical articles if you're interested, and these magazines do contain reports on many makes. Some examples of information obtained from these sources during the past year are:

- a. Which four wheel drive vehicle would be best for your needs and what features are peculiar to each.
- b. What pollution control devices are used on a given model and make of car and how each reduces the performance of that car.
- c. Which name and model *van* is considered safe strictly from a front end collision point of view.
- d. How Corvettes have mechanically held up over the years. Very interesting.
- e. Basic information about rotary engines in general and Mazdas in particular. Also very interesting.
- f. How radial tires compare on the basis of handling, wear, braking and cost per mile.

The information you obtain from the above sources plus the numerous facts obtainable from your buddies as you all await the bus back to USAFA will help you decide on the basic *type* of car.

Lets first take a look at a few things to be considered by those of you who will be purchasing a vehicle resembling a standard car. If you're interested in performance, you'll have no trouble getting facts and figures so let's skip that category. Let's try some specifics. Engines, four-, six-, eight-cylinders, which one? Well, you might consider the economy of a four or the inherent smoothness and strength of a modern six. Remember that many sixes are just as stingy with your gallons as some four cylinders and the six isn't working nearly as hard; and speaking about working, we have the lazy eight which is hardly even running at 60 mph, but is always filling each cylinder with your gas. Also, if you're economy-conscious, remember that some states base their vehicle tax on engine brake horse power (BHP). The smaller engines, besides having less BHP, are less expensive to tune (fewer plugs) and far easier to work on.

The car you're interested in might have an engine that permits the use of no-lead gasoline. If so, check the operating instructions for a recommendation to use one tank of regular for every three or four of no-lead, *AND*

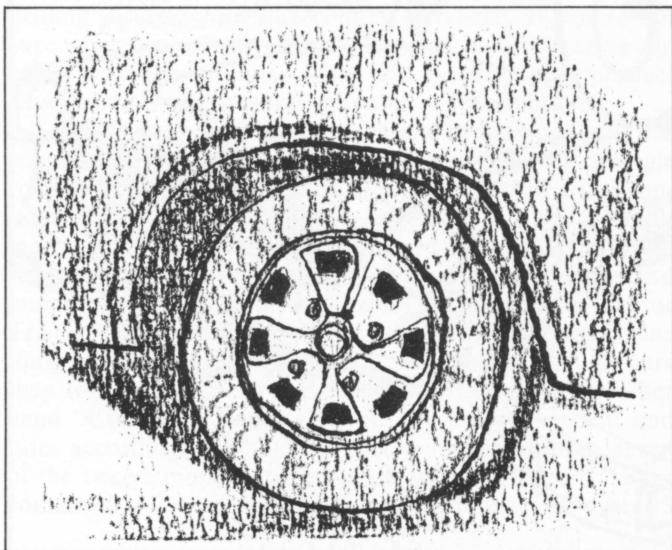


FOLLOW THIS INSTRUCTION. The lead compounds in gasoline actually coat engine parts like *valves* and protect these parts from the extreme temperatures existing in the combustion chamber. Failure to use leaded gas periodically will result in expensive repair early in your car's life.

Don't neglect the rest of you car's power train. Consider the transmission, 3-speed, 4-speed and automatics. Did you know that most 3- and 4-speed transmissions have the same or nearly the same high and low speed gear ratios? That extra gear in the 4-speed will cost you about \$200 plus. If convenience is your bag, buy the automatic at about \$250 and about 5% lower gas mileage.

The other major power train item to consider is the differential. Most manufacturers offer a wide range of differential gear ratios and this ratio will basically determine your car's performance. A high performance rearend will give quick starts, greater pulling power and generally poorer gas mileage, whereas an economy or low ratio differential will produce the opposite characteristics. If you're planning to use the vehicle primarily for towing or mountain driving, seriously consider the high performance differential. Typical high performance differential ratios will range from about 3.5:1 to about 3.73:1 for street vehicles. A good all-around ratio would be about 3.1:1 and an economy differential will have a gear ratio of about 2.7:1.

Another big consideration is tires. Most semi-performance cars come with good quality radials whereas many other sedans offer radial ply tires as an option. As you've heard, radials do increase handling performance substantially compared to the old *BIAS PLY TIRES*. If your chosen vehicle is designed to run with radials consider spending the extra money. However, remember that a set of radials may not exhibit substantially different handling properties than a good set of *BIAS BELTED TIRES*, AND standard radials no longer qualify as snow tires under the new version of the USAFA chain law. Therefore, if you



choose radials be prepared to fork over some magic money for the more expensive radial snows or stock your room for a long winter as a Firstie. Also remember that radials on the front and bias or bias belted on the rear can be a super-dangerous combination. If you are considering the purchase of a set of radials and would like to read about some comparative testing, I would suggest you read the June 72 issue of "Car and Driver" and the October 73 "Consumer Reports." Both issues contain informative articles on radial ply tires.

How about size, meaning people capacity? Today you're probably thinking two's company, three's a crowd, but tomorrow or maybe two years away, things might be a little different. Just one more consideration!!

What about that ignition system? Some auto makers now have a *standard* solid state ignition system and most others offer this feature as an option. This option promises to reduce maintenance costs and assures more constant performance and starting characteristics. Assuming no solid state electronic part goes bad, you may never have to change any ignition part except the spark plugs, which, by the way, last longer with electronic ignitions.

Safety-oriented options should rank high on your list. The biggest items here are tires, roll bars and comfort. Tires first. Get a good set *and* then maintain them properly. The world's best tire won't last many trips to Denver if you neglect the pressure. Check it at least every 2 weeks with a good gauge. Service station gauges are notoriously inaccurate. Pressure also affects gas mileage and handling. Extremely low tire pressure *will* cause blow outs. The need for a roll bar in certain types of vehicles is obvious. You might consider that there is no reason to lose your head just because you rolled your car. Enough said about that!

You'll note that I listed comfort as another primary safety consideration. That's because like tires and roll bar, you can do something specific about comfort; that is, buy a car that fits you. Buy a car the way you would a new sport coat, "Try it on," literally. A vehicle in which you can be comfortable over a long period of time will be far less fatiguing and therefore safer. Rear window defoggers are another strongly suggested and sometimes standard item; and don't forget to buy a remote-control outside rear-view mirror. Another safety item of primary importance is your car's brakes. Buy discs if they are not standard equipment. Their braking characteristics under all conditions are far superior to drum brakes. One option you might not be able to purchase from a new car dealer is a set of high intensity driving lights. Although they are not always necessary, on dark open roads they are worth a mint. When using them be careful not to blind drivers approaching at a distance.

Many of you will be purchasing small sports cars with limited storage capacity. For these I would consider the purchase of a rear deck luggage rack, for that trip to your first base!!!

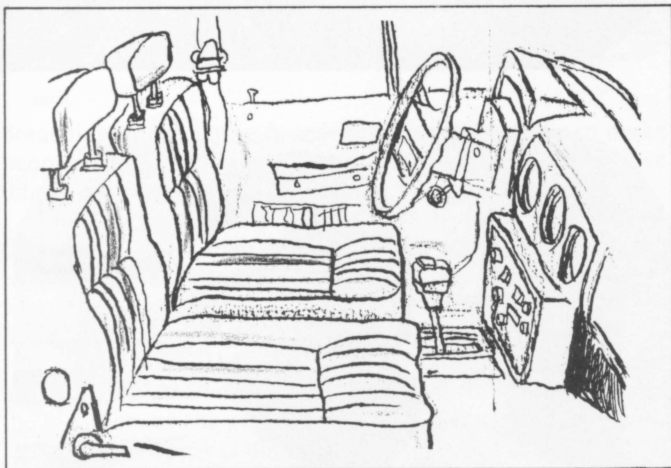
Then there's a limited slip differential, usually about \$100

extra. For bad weather or rough road driving this differential has advantages. Its primary attribute is that it always transmits most of the engine torque to the rear wheel which is *not* slipping, just what's needed if you are stuck in mud, snow, etc. By the way here's the bad part: if the limited slip ever needs repair, brace yourself for a bill the size of the original extra cost.

One option which seems to be falling from popularity is the rear deck spoiler. Although several high performance racing cars have made excellent use of this feature, most cars built for the American road and American road speed limits gain very little in terms of added directional stability.

For those of you who want and can afford the \$500 for air conditioning. BUY IT; but remember the extra gas which might cost \$1.00 per gallon and might also be rationed.

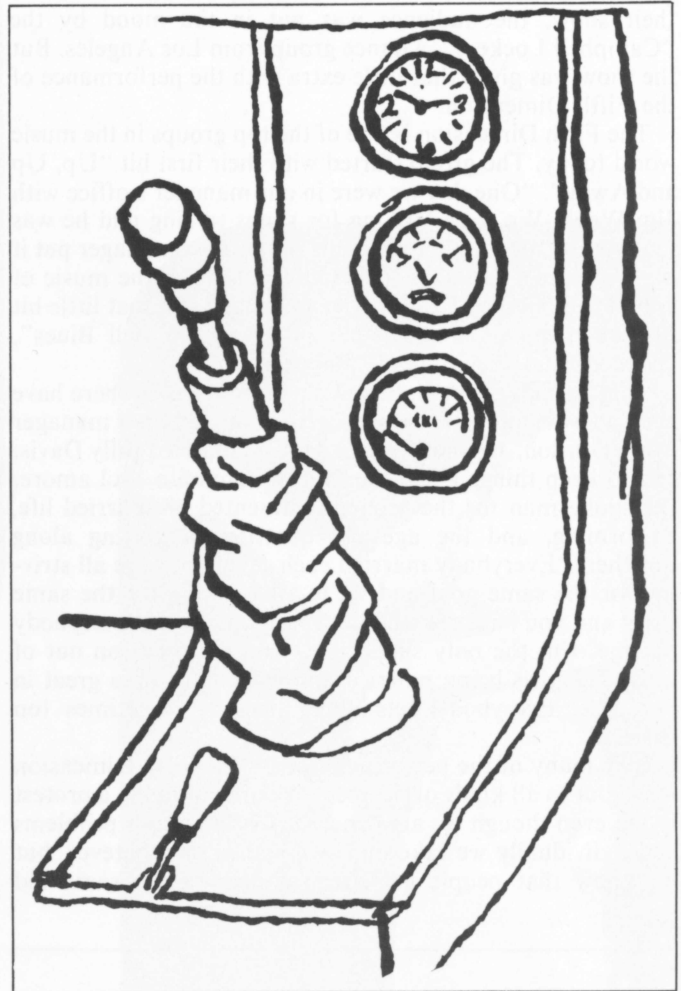
Let's try and summarize the option business. About 25% to 30% of your new car's price will be optional equipment costs. Spend this money wisely. When you have decided on a make and model ask your dealer for a complete list of available options and take some time studying the list. In general, buy those options which will make your vehicle safe, more pleasurable to you, and add to the resale value.



Discard those which are strictly ornamental and probably will not add to the vehicle's resale value. It is interesting to note that few options actually will add to a used car's Blue Book resale value.

A brief word about actual performance cars. The high performance obtainable from these vehicles does not come free. Besides high initial and operating costs, you can generally count on continual and expensive tune-ups to keep this car running as designed. If you ever need parts or repairs for a minor accident be prepared to sell your soul to the highest bidder. Many items on these cars are stocked as complete replacement units, for example the electric fuel pump. If it goes bad, count on replacing the entire unit at about \$90 rather than replacing the defective internal part for about \$20. Concerning prices, a fuel pump for an average American sedan would cost about \$15.00.

I've noticed that more Cadets are buying 4-wheel drive vehicles these days. If you're considering the purchase of one of these rugged machines, here's a few additional considerations. One prime consideration is vehicle size, the widest vehicle being the Chevy Blazer at 79 inches and the narrowest being the Jeep Commando at 64 inches. That 15



inches can mean the difference between leaving the woods with all mirrors and door handles intact or not so intact. Some of the popular 4WD vehicles are equipped with disc brakes and some not; some have full underbody protection and others require that you buy this as an option. None come standard with a winch, but depending on where you plan to use the vehicle, you should consider purchasing this item. Rear seats are not always standard and neither are cab tops. As you've probably guessed by now, the option equipment list for these vehicles is at least as long as for a standard American sedan. Consider each option's value relative to the use you are going to give the vehicle and in general, don't *skimp on pennies*.

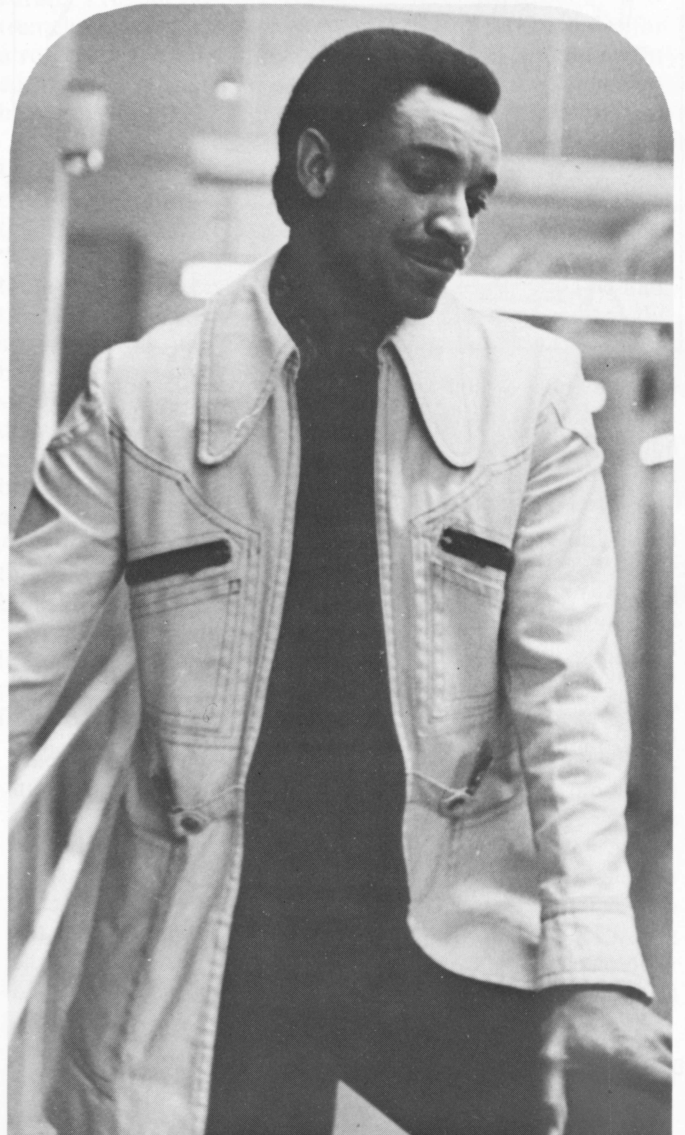
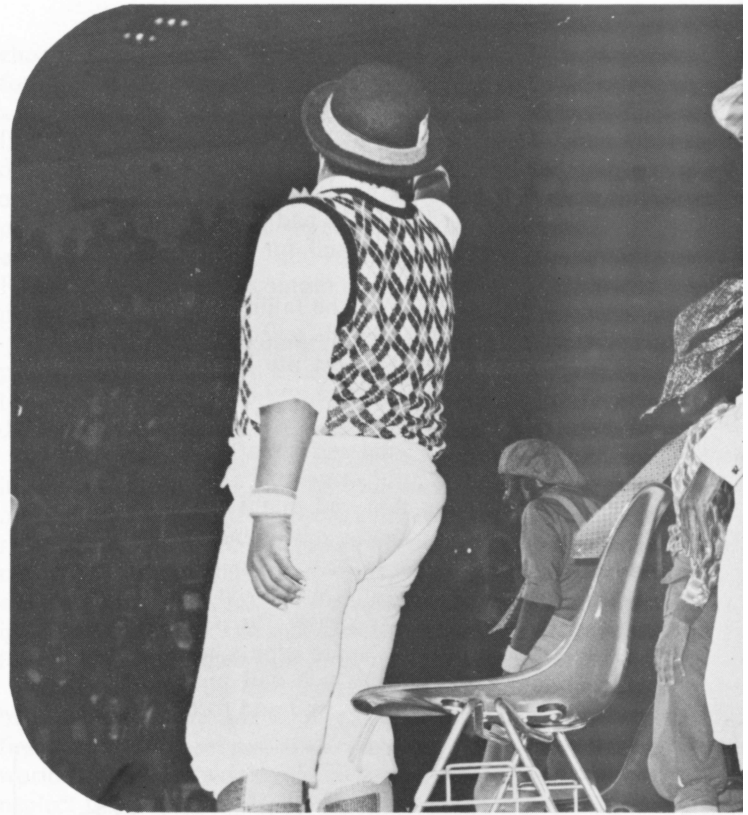
I hope the above commentary has given you prospective car buyers some additional food for thought. For too many years the automotive industry has had its products purchased because "My dad owned one for years" or "I like the color" or "The salesman said it was just what I needed." I suggest that you will enjoy your new vehicle far more by purchasing wisely and understanding what makes it tick. Finally for those of you who want to know more about its ticking, there is an Automotive System Analysis course in the curriculum available to you as an open option.

The Fifth Dimension was a group with sweet harmony that would touch your inner soul and take you 'Up, Up and Away'. On a chilly November evening, they did just that to a capacity crowd in the Academy Fieldhouse. Before their show, the audience was put in the mood by the "Campbell Lockers", a dance group from Los Angeles. But the show was given that little extra with the performance of the Fifth Dimension.

The Fifth Dimension is one of the top groups in the music world today. The group started with their first hit "Up, Up and Away". "One day we were in our manager's office with Jim Webb. We were looking for songs to sing and he was looking for somebody to sing his songs. Our manager put it together and there it is." They not only took the music of Jim Webb but also Laura Nyro and added just that little bit to give them hit singles such as "Wedding Bell Blues", "Stoned Soul Picnic" and "Puppetman"

That was all about eight years ago. Since then there have been a few changes. Florence LaRue married their manager Marc Gordon, Jr. and Marilyn McCoo married Billy Davis, Jr., to keep things all in the family. Lamonte McLamore, the spokesman for the group, commented on married life, performing, and the age old question of getting along together. "Everybody married each other so we're all striving for the same goal and we're all working for the same thing and you have somebody to lean on. That is everybody but me. I'm the only single one. You see they ran out of girls. The girls being married and working, works great in our case. Everybody gets along perfect, sometimes too perfect."

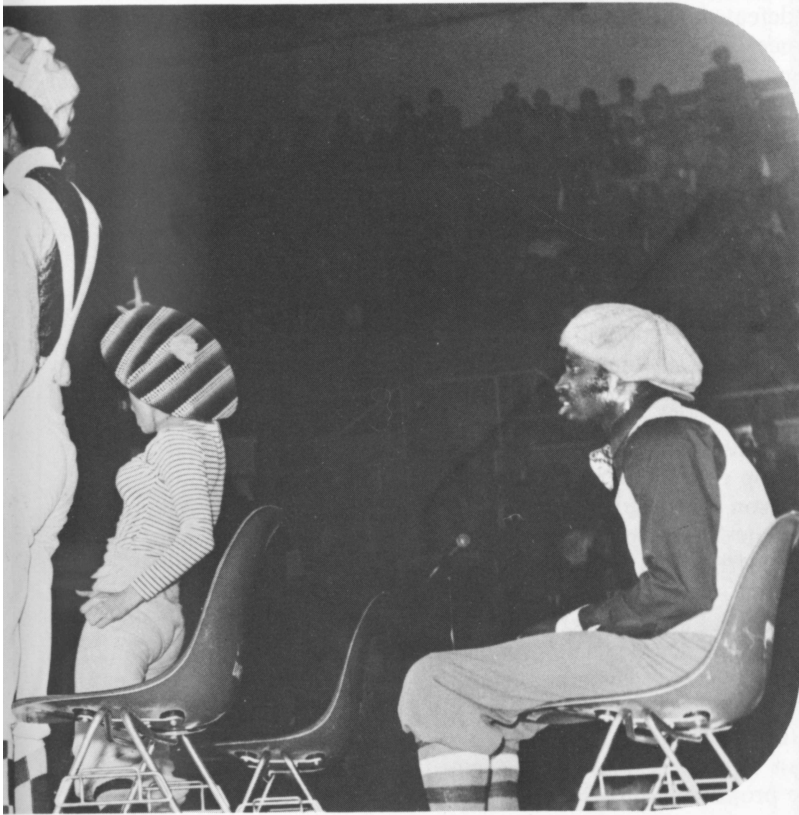
Like many of the performers today, the Fifth Dimension reach out to all kinds of people. "We are not really a protest group even though we are concerned with today's problems and individually we take our own stands on whatever, but we know that people get tired of hearing the same old



ENTERING THE FIFTH DEMENSION

POP. 5

by P.G. Benjamin II '75



preaching after they've heard it all day. So, we try to make people forget about all their problems and bring a little love into their lives."

When the Fifth Dimension entered the Cadet Fieldhouse, they came with a new dimension that had the entire place tapping their feet and snapping their fingers. They sing just what they want to sing to convey their feelings to their listeners. They have performed works by writers, such as Hal David, Burt Bacharach, Tony Macaulay, Jack Taylor and Elton John. The current direction of the group is up and the members of the group feel this will continue. They have a new single which is about to hit the record charts entitled "Flashback". In this single they continue what seems to be one of their current trends of reminiscing about the good old days. As a matter of fact, it was this newly acquired taste for the past which prompted them to sing Lambert and Potter's "Ashes to Ashes" and include it in their last album, "Living Together - Working Together". On their next album they plan to do a little experimenting with different instruments and their distinctive voices to produce something totally new, yet undeniably the Fifth Dimension.

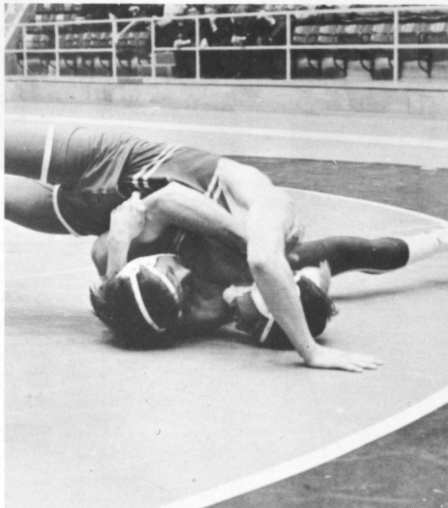
Lamonte did mention some notable changes from the Fifth Dimension of the sixties. One such change was the addition of poetry. They wanted an outlet where they could shed a different light on sex, race, just plain human existence. Another change was the implementation of a dance routine. As they proceeded to do their own thing on the stage, the Fieldhouse audience caught the beat and the rhythm and the Fifth Dimension went about accomplishing their purpose: bringing love and happiness to everyone.

Their show wasn't just good, it was great! There was a good blend of their smash oldies, their current hits and a little taste of what is to come. For everyone, on stage and off, it was an experience which was truly out of this world — it was the Fifth Dimension.



Winter brings many things to cadets here at the Air Force Academy; for some, the "Dark Ages" enter and the semester seems longer than deemed possible, but for anyone who is a sports enthusiast their free time can be spent enjoying some of the best intercollegiate sport action offered anywhere. The Winter season picks right up where the Fall left off in providing exciting and entertaining sports events. Some of the underrated teams can provide the best excitement. The Academy wrestling team always has a promising bunch of grapplers who are the best in the West to any wrestling fan. Among the other lesser known winter varsity sports are the rifle and pistol teams who have produced more All-Americans than any other sport at the Academy. A few of these All-Americans are included on this year's teams.

Another team which has established itself as a perennial regional power is the Air Force swimming team, which last year was undefeated in dual meets with a 12-0 record. Although the team was hit hard by graduation, it will be supported by one of the strongest freshmen classes ever to enter the Academy. Many of these frosh are expected to break into action this season. Returning to provide a strong backbone are All-American diver Rick McAlister, along with Steve Tibbitts, Tom Skillman, and Fred Offutt, all of whom hold Academy pool records and who participated in the nationals last season. The potential is present for a fine season, a good showing at the NCAA's, and possibly the best Falcon swimming team in history. Leading the squad to these goals is team captain Bill Carrington of Sacramento, California and head coach Lt. Col. Paul Arata who has compiled a 75-9 record which



includes three undefeated seasons and 53 straight dual meet victories.

Basketball promises to provide even more excitement than last year when the team posted a 14-10 record, the first winning season in seven years. Along with this impressive improvement the team wound up fourth defensively in the nation. Basketball gained popularity last season and they hope to continue that trend throughout this season. Head coach Hank Egan has the potential returning to attain the goal. Team captain and last season's leading scorer Rick Nickelson is the top returnee, followed by Jim Eken, the second leading scorer and top rebounder from last season. Nickelson averaged 16.4 points per game while Eken averaged 11.2. Completing the front line will be Greg Schneider and Mike Sevier. Both lettered last year and are expected to play greater roles this season. The backcourt is where the most concern lies, but even here there is experience returning in the form of Will Cason, Jeff Graves, Dan Kraft, and Jeff Thomas. With the proper combination

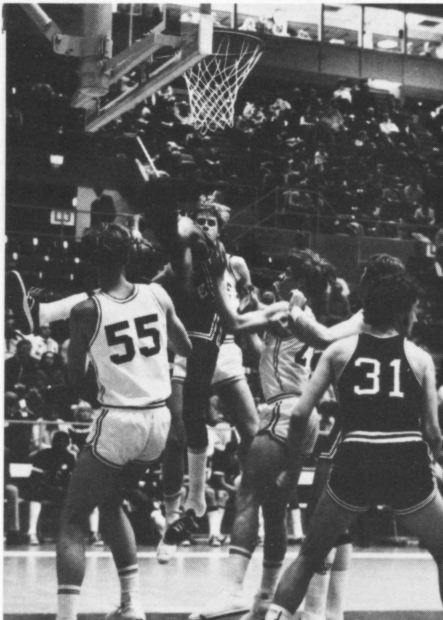
of talent, the roundballers could easily improve on last year's record.

The pastime of many Academy personnel on winter weekends is hockey. Definitely the most popular Winter intercollegiate sport, the hockey team is returning this season to provide their unique form of excitement. Thirteen lettermen provide the basic leadership to a team which is somewhat weak defensively as a result of graduation. Defensivemen Gerry Micheletti, Todd Zejdlik, and Tim Kline must provide more than their share until the younger icers can develop on defense. Equalizing this weakness is an exceptionally strong offensive attack led by last year's leading scorer, Dave Bunker, plus Marlo Mellum, Mike Lucca, and Chuck Pribyl. Adding strength to the offensive attack is team captain Jim Skalko and veteran John Koelling coming back at the center position. A major factor in the success of the hockey team depends on how quickly some of the young, inexperienced freshmen develop. Some of the freshmen who will be an asset to the team are Chuck Delich (who scored 6 goals in one game already this season) Tom Uren, Mike McQuillan, Doug Leibbrand, and Pete Green. These names could very easily become commonplace to Air Force hockey fans. One area where there is no problem and a lot of experience is goaltending. Al Morrison returns to his third varsity season at the nets. Opponents will have even more of a challenge this year with Morrison's added experience giving him the potential to have a great season.

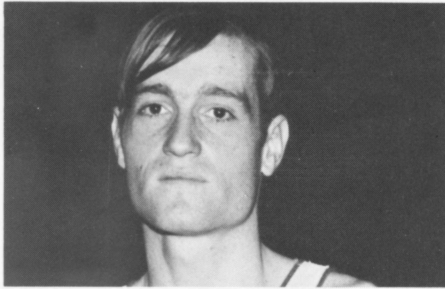
SPORTS:

Winter Warm-Up

by Russ Trinter '75



ASSEMBLY



Senior Jim Koster has captured All-America honors in cross country. The Air Force runner from Ridley Park, Pa., became the first Falcon athlete to earn All-America honors this school year and the fifth Falcon athlete to win All-America honors in cross country.

A FIRST — Cadet Fourth Class Stephen Dee, 21, Toledo, Ohio, prepares for a soaring flight at the Academy. He is the first freshman in the Academy's history to instruct cadets in soaring.



CIVIL AIR PATROL AWARD — Cadet Fourth Class Robert R. Sarnoski recently received the General Carl A. Spaatz Award in recognition for over two years of achievement as a cadet in Civil Air Patrol. The presentation was made by Brigadier General Hoyt S. Vandenberg Jr., Commandant of Cadets.

- Air Force soccer All-American Len Salvemini set a new Falcon single season scoring record of 23 goals. Salvemini broke the old record of 20 set by Jim Thames, now an assistant varsity coach for Air Force.
- GRAD NOTES: The X-24B made its first flight on 4 October. The X-24B was piloted by Major Michael Love, Class of 1960.
- Twelve Air Force nurses have completed five weeks of medical test at NASA's Ames Research Center in Mountain View, California. The purpose of the tests was to help set medical standards for flight crews in the Space Shuttle Program. The study looks forward to the day when persons other than pilot-astronauts will be making space flights.

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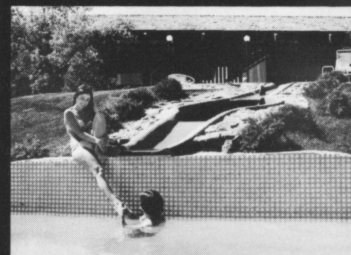
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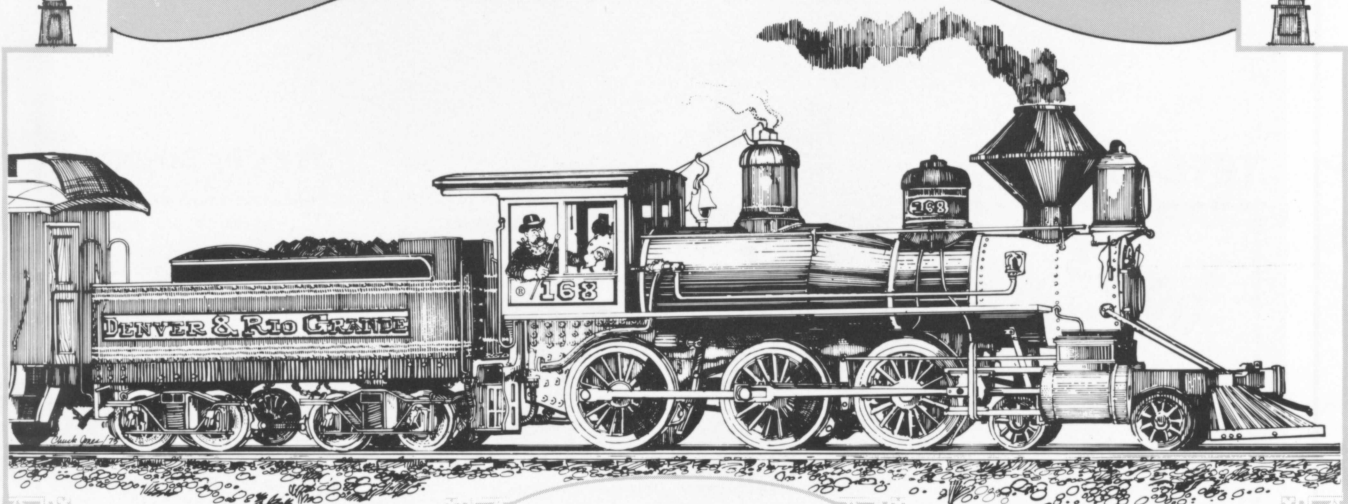
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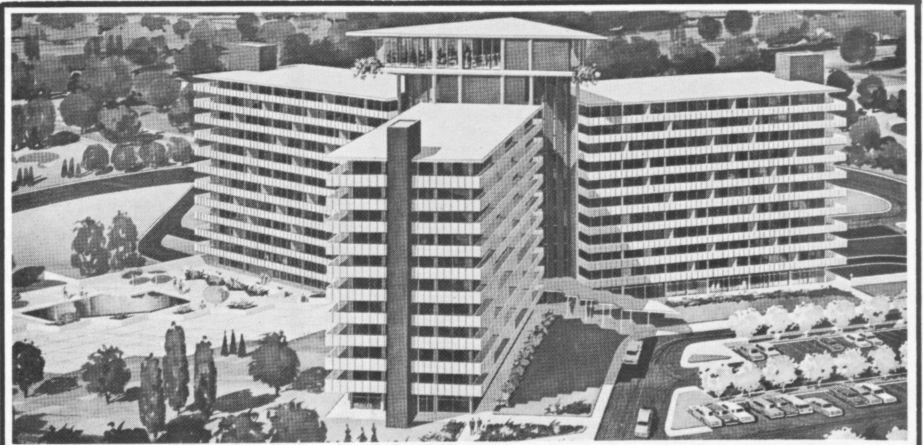
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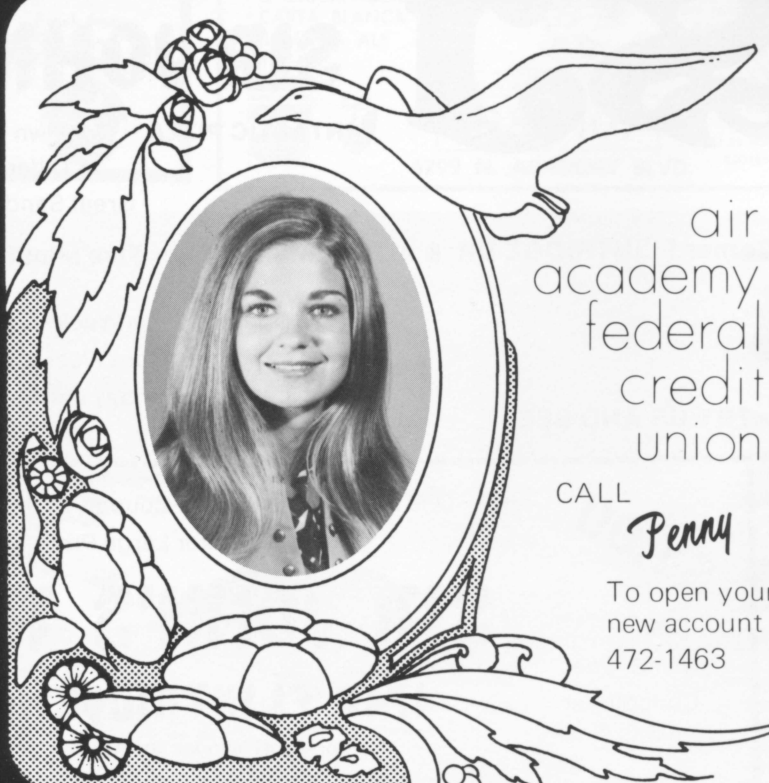


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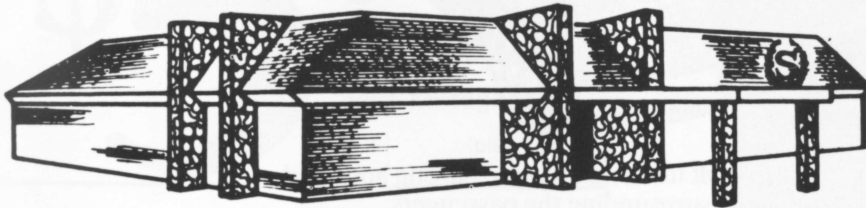


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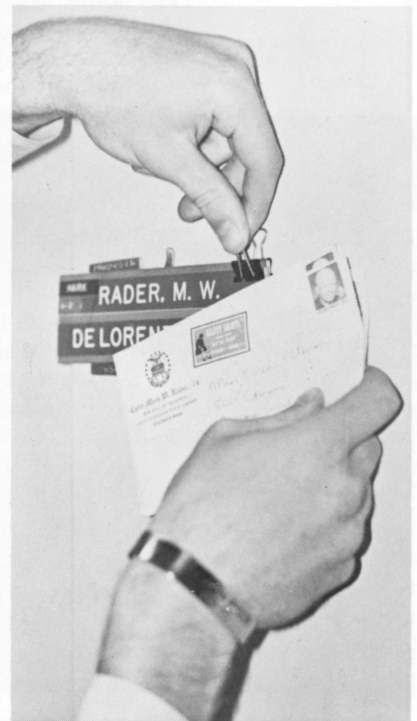
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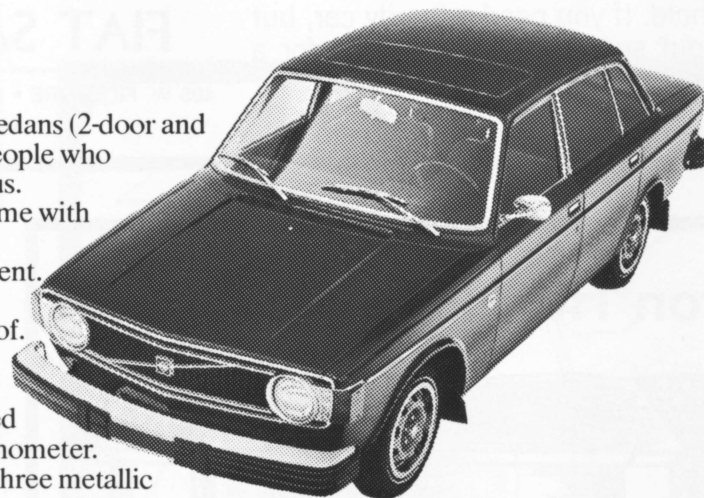
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ALERT

DID YOU KNOW THAT:

- USAFA cheerleaders were ranked 14th in national competition. They were judged during the Davidson game.
- CADET FIRST Class William J. Sims, 33rd Squadron has been selected as a Rhodes Scholar candidate.
- COLONEL John Blanton has assumed command of the USAFA PREP SCHOOL, becoming the first black officer to hold that position.
- SENIOR Linebacker Jim Morris set a school record with 331 career tackles. Quarterback Rich Haynie broke many school records with 34 touchdown passes, 4740 total yards, 871 total plays, 662 passing attempts, etc., etc.
- AF SECRETARY McLucas said recently: "Airpower is more than ever a key to success in modern war."
- LUKE AFB will be the training base for the F-15 "EAGLE" which recently made its 1000th test flight. The first operational F-15s are due in TAC in late 1974. Firsties take note!
- HAPPY HOLIDAYS FROM THE TALON STAFF.

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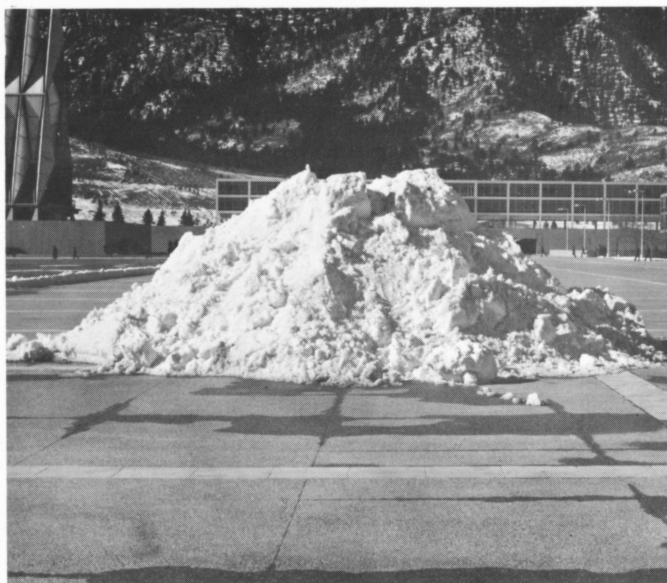
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This is the season when we, as insurers of Academy cadets, like to reaffirm our belief that the only *true* security in life is found, not in life insurance, but in religious faith.

It must be a faith that fills us all with new strength and courage to win the wars within ourselves and the battles for world peace.

It is this faith that enables every one of us to be home for Christmas, if only in our hearts . . . for every heart can be a chapel in which dwells the real spirit of Christmas.



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