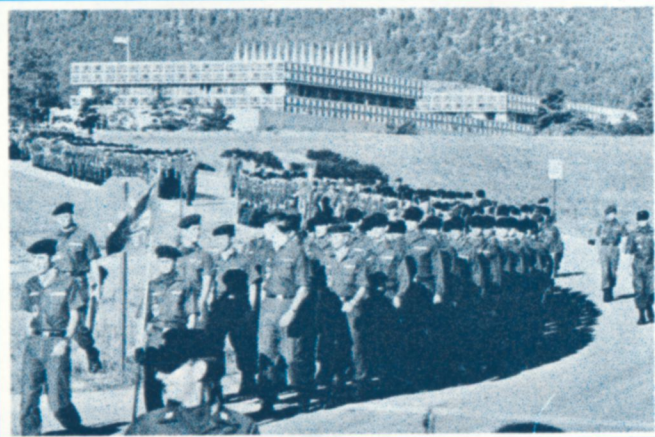
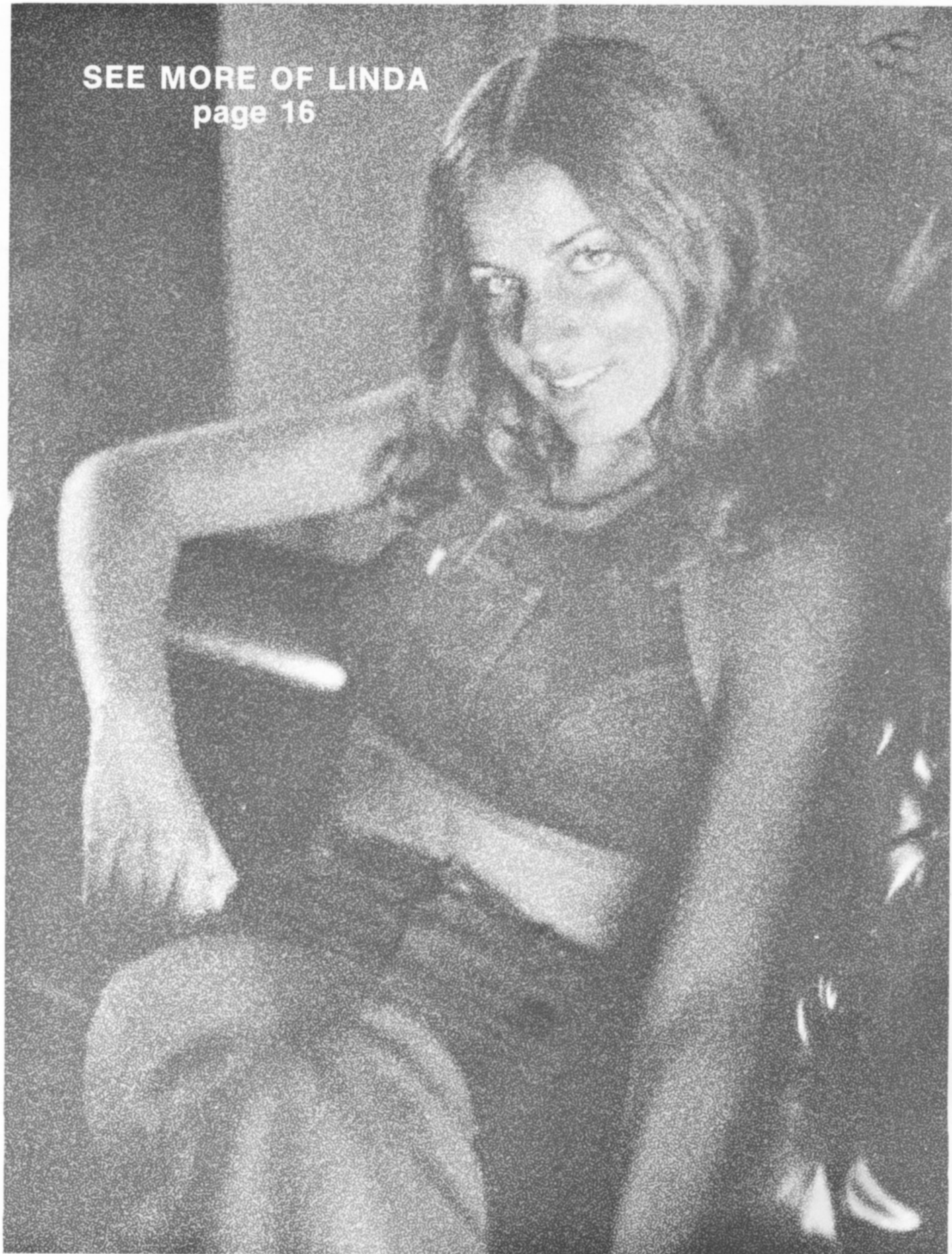


Talon

CADET MAGAZINE OF THE USAF ACADEMY
OCTOBER 1974



SEE MORE OF LINDA
page 16



TALON

VOLUME 20 - NUMBER 1

OCTOBER 1974

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PHOTOGRAPHS

— JAMES W. SPENCER

Here it is! The first issue of *TALON*!

Take a good look at this issue. Don Hall ('76) is back with "Waldo Dumbsquat." Tom Laurie ('75) is back with interesting feature selections and the first interview — a talk with actor James Stewart! Russ Trinter ('75) returns with sports previews and reviews guaranteed not to be more than one month old, due to publishing limitations. And, there are some new faces. Bill Spencer ('75) will handle cartooning, while Steve Kent ('75) searches the Wing monthly for creative writing talent to go in his special section. Dave Caslick ('76) and Bob Haanio ('76) are back with their extensive camera systems. Walt Hern ('77) will handle collegiate exchange. Kim Krupsaw ('76) will manage business and finances, Mark Fowler ('77) is Associate Editor, Tom Udall ('75) is Staff Artist, and Mike Peters ('75) is Special Assistant. *TALON* will be further supported by Duane Jones ('75), Wing Information Officer, Captain Mike Greece ('64), the Officer-in-Charge of Cadet Wing Media, Mrs. Vicki Bogner, Administrative Secretary, Airman Vern Miller, and staff writers and photographers of the Cadet Wing who are reading this issue right now and know a good deal to get in on when they see one!

There's the catch. We need your support. How many of you have taken some outstanding photographs with your Blurvision 15X? Why bury them in your desk drawer instead of in this or another issue? Why discard your excellent English 450, History 330, etc., paper that pertains to cadet interest, when you can get more mileage out of it by seeing if it is publishable in *TALON*? The average cadet does not have the time to sit down and write extended or investigative articles for *TALON*. But that guy who dozes off in English next to you each day just wrote the best 5-page article for his semester paper and the *TALON* that has ever been published!

Have you got something really hot? Either call the cadet dispensary and get it fixed, quick, or call me. I'll tell you if it is printable!

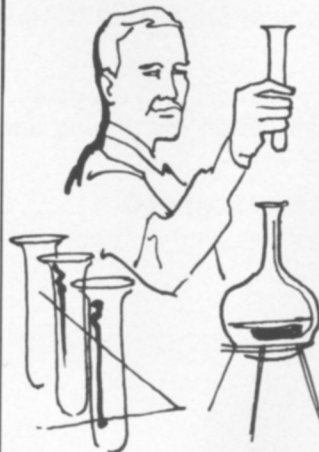
D. Rick Douglas
Editor-in-Chief
TALON Magazine

PROPER APPEARANCE PUBLISHED

Photos of Air Force people published in base newspapers and distributed for use in civilian media should be in accordance with standards set forth in AFR 35-10. Wrinkled uniforms, partially buttoned uniforms, missing headgear, excess hair length — on both men and women — tarnish the image that thousands of Air Force people have worked hard to develop over the 27 years the Air Force has existed as a separate service.

That image is one of a dedicated, professional Air Force member. Appearance is only one aspect of professionalism — but it is the most visible aspect. Photographs depicting even one Air Force member who looks unprofessional erode the confidence of the American taxpayer in the Air Force and are an injustice to every Air Force member who is — and looks — professional.

A camera captures the image, but it is the obligation of the editor and the Information officer to insure that the published image is one that contributes to — rather than detracts from — the professional image. If the subject of a photograph does not measure up to Air Force standards, the photograph should not be released.



PROFESSOR NINO'S BASIC PRECEPTS OF SCIENCE

In an effort to aid freshman chemistry, sophomore physics and mech, junior electrical engineering, and firstie aero/astro/math "triple-majors," *TALON* provides the laws of science essential to their progressive academic status.

"Laurie's Constant - That quantity which, when multiplied times, divided by, added to, or subtracted from your answer gives you the answer you should have gotten."

* * *

The "activity" of a sample depends only on the quantity of material present. If $N - N_{oe}^{-rTA}$ is the number of non-male students in a given physics class, what is the mean sex-life of a cadet?

* * *

Use a symmetry argument to show that Ampere's line integral applied to Gauss' Law implies that Kirchoff's rules apply only in the dark.

Dear *TALON* Editor:

In the May issue of *TALON*, I was surprised at the attitude displayed by the "Base Reviewers." On pages 14 and 15, is a semi-accurate picture of the pilot training bases. Whoever the 30 CSq. Doolies are who reviewed Webb AFB, should come back. The officers club is terrific, and there is social life in this town. And just what does "character builder" mean? If you want to party all the time, that's O.K., but learning to fly is very serious business. If you want to fly or learn to fly (that's what Webb is here for), we've got the best instructors, finest aircraft and the hottest tamales in West Texas! Dallas isn't the nearest city. There's Lubbock, Odessa, Midland, San Angelo, El Paso, and Abilene. And one thing your reviewers forgot - we have the most beautiful gals here. Just ask (C1C CS-17) Art Billingslea! So, come to Webb - we'll show you around.

Thanks -

Dana Bradford

Big Spring, Texas

P.S. The "W.W.2 vintage" BOQs are in the process of being torn down, and "residents" are moving *off* base.

The *TALON* Staff is pleased at the number of subscriptions we are receiving from cadet parents, friends, grads, retired military personnel, and other interested readers. All that is required is a check for \$5 and the subscriber's return address. Below is a copy of a letter received from one subscription requestor who chanced \$5 in cash instead

Dear *TALON*:

Sorry, I didn't have any extra check blanks, and I haven't been able to get to the post office.

Besides, we know all cadets are honest.

— Mr. and Mrs. Chuck Meiselwitz
Kiel, Wisconsin

RICKFLECTIONS . . .

A tree does not sacrifice its identity or its usefulness by being part of a forest. A man does not have to stand alone to live a life of purpose.

PASS IN REVIEW

BALLOONS AND AIRSHIPS (NON-FICTION)

by LENNART EGE

234 pages. Macmillan. \$5.95.

Released 19 Aug 74

Ege's book documents two centuries of progress in lighter-than-air flight, from the Montgolfier brothers' "cloud in a paper bag" of 1783 to its extraordinarily similar counterpart flown by today's sportsmen. Among the aircraft discussed are the giant Zeppelins that served as the world's first airline service; the Italian polar airships of the 1920's and the headline-makers like the Hindenburg. Data for each ship includes: volume, length, diameter, engines, cruising speed and maximum range.

HITLER'S GENERALS (NON-FICTION)

by RICHARD HUMBLE

167 pages. Doubleday. \$5.95.

Released 6 Sept 74

In this fascinating new study of Hitler and his generals, Richard Humble assesses the careers and vicissitudes of those numerous officers who fought some of the most spectacular campaigns in military history.

They were a disparate group: hard-core professionals such as Guderian, Manstein, Runstedt, and Kesselring - part of the officer elite - who performed valiantly for six years, despite their own differences of opinion and the totally unpredictable mind of their master. There was Keitel and Jodl, who stayed in power through their grasp of "palace politics." And unconventional commanders such as Rommel, whose personal dash and brilliance achieved remarkable results - in North Africa, in Normandy before D-Day - and who might have changed the course of modern history had he not been offered a cyanide pill instead.

This in-depth study of Hitler's relations with his High Command provides a great many new insights into the rise and fall of the Third Reich.

A HISTORY OF AIRPOWER (NON-FICTION)

by BASIL COLLIER

358 pages. Macmillan. \$10.95.

Released 12 Sept. 74

Wilbur and Orville Wright believed that their invention of the first practical man-carrying powered airplane would "make further wars practically impossible." They had not foreseen that they were in possession of a power which could control the fate of nations. *A History of Air Power* traces the increasingly destructive history of seventy years of air power from that false dawn to the spectacular and agonizing failures in Viet Nam.

Mr. Collier presents a balanced view: the potential for both good and evil in the use of air power is a persistent theme throughout. He combines technical knowledge with a comprehensive understanding of the relations between air, naval, and land forces. He allows the facts to speak for themselves, and does not gloss over the mistakes of airmen who, by claiming more for airpower than it was capable of performing, have repeatedly and disastrously misled their governments. The book contains more than 50 photographs, maps, bibliography, notes, appendix, and index.

RIBBONS AND MEDALS (NON-FICTION)

by CAPTAIN H. TAPRELL DORLING

edited by FRANCIS MASON

359 pages. Doubleday. \$7.95.

Released 13 Sept 74

Interest in the collection of Orders, Decorations and Medals has spread rapidly in recent years throughout the world. Captain Dorling's *Ribbons and Medals* is packed full of photographs, many in full color, of the awards of countries and includes their complete history. The book even contains the medals and ribbons of many countries who became independent in the last 15 years, and some as old as 150 years. Certainly a must for the serious numismatic.

THE SECRET LIFE OF WALDO F. DUMBSQUAT



by Don Hall '76

C/4C Cadet Waldo F. Dumbsquat put the finishing touches on his AMI bed. Momentarily, he wondered if there was such a thing as a "dispensary-corner" on a bed. The thought slipped his mind as did his name when the sound of upperclass shoes approached his room. Waldo's puny chest heaved with relief as the footsteps receded down the hall. Despite his fear, he was glad he had finally moved into his permanent squadron. The rigors of Basic Cadet Training were fading, and Waldo welcomed the challenge of academics.

"I sure welcome the challenge of academics," commented Waldo as he tested the tightness of his bed by jumping on it.

"Yea, especially after the rigors of BCT," added his roommate, C/4C "Wags" Hisazov, "I wonder why they call it 'Transition Week'? Is this when we become upperclassmen?"

Waldo rebounded off the ceiling and replied, "That's wrong! 'Transition Week' is when we get issued our Corvettes."

"Hey guys, remember to roll your socks counterclockwise," stated C/4C "Regs" Buch, Waldo's other roommate.

"How come you know all the rules?" Wags asked Regs.

Regs put a finger to his lips, "Sh-h-h-h, don't tell anybody, but I've been reading the regulations at night under the covers with a flashlight."

"I'm not too sure about the laundry service here." C/4C Dumbsquat held up an Echo Shirt that had been stamped unmercifully with his control number.

"That's not as bad as this!" Wags displayed his laundry, "The bag has been cleaned and pressed, but my clothes are still dirty."

Before Waldo could even say 'low quarter overshoes,' Command Post interrupted with an announcement.

"Attention in the area, attention in the area. All cadets who are interested have a meeting immediately, I say again, CCQs please post. Command Post, out."

Waldo and Wags shrugged their shoulders. Command Post was still a strange entity which moved in mysterious ways.

Regs smiled knowingly, however. "Don't worry. The announcement will be amended — as usual."

As if by command, the public address system hissed to life.

"Attention in the area, attention in the area. Correction to a previous announcement. Command Post out."

Waldo F. Dumbsquat listened as reveille sounded through the halls — even though it was late afternoon.

"I'm going to try and make it to the latrine," announced Wags; it was quite an undertaking for a doolie and worthy of acknowledgement.

C/4C Hisazov squared a corner and walked along the wall. He slipped by the squadron commander's room and made it into a friendly alcove. Only two more upperclass rooms remained between Wags and his destination. It looked like his luck was going to hold.

"Hey, you man, gazing!"

At the sound of the voice Wags body became one giant, knotted muscle. He spun around and said, "Sir, my name is not Gazing."

"Why were you looking around - Were you thinking of buying the place?"

"No, Sir," replied Wags through twenty chins, "I don't think I could afford the payments."

The upperclassmen began appearing out of the woodwork. Two hours and 5000 squat-thrusts later, Wags finally made it back to his room.

"Boy, did we tie it up," puffed Wags.

"What do you mean 'we'," chorused Waldo and Regs.

"We are in the wrong squadron. I saw the room assignments, and we're one floor too high! Let's move before we get caught up here!"

Immediately Waldo F. Dumbsquat knew that there was only one logical thing to do in this situation — panic. He jumped into his laundry bin and reappeared in a whirlwind of socks and underwear as Colonel Waldo F. Dumbsquat, a man who always put sheets on his bed. The Colonel headed straight for the squadron AOC's office and entered without knocking.

"Can I do something for you, Colonel?" asked the Captain.

"Yes, Captain, listen up and listen hard," said Colonel Dumbsquat as he checked for dust in the window runners. "This is the impromptu, wing-wide ORI. You have fifteen minutes to mobilize your squadron and switch rooms with the squadron below you. I want to see your squadron moved-in and operational downstairs at 1730. Now move!"

The AOC ran out of the office, and a triumphant smile turned Colonel Dumbsquat's lips. But as he took another look at the billeting schedule, he was struck dumbfounded. Not only were the three basics on the wrong floor, they were in the wrong dorm!

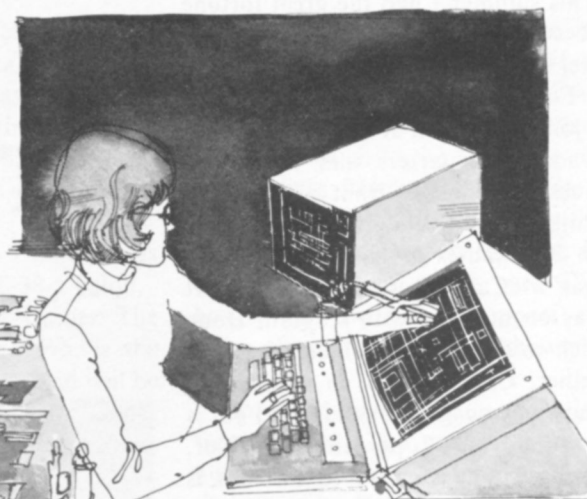
Thinking quickly, Colonel Waldo F. Dumbsquat calmly picked up the telephone and dialed a number.

"Dumbsquat here. This is the impromptu, wing-wide ORI. You have fifteen minutes to mobilize your groups and switch dorms . . ."

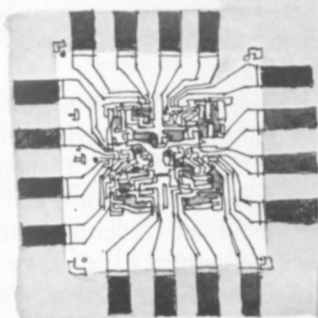
At Western Electric, we put science to work.



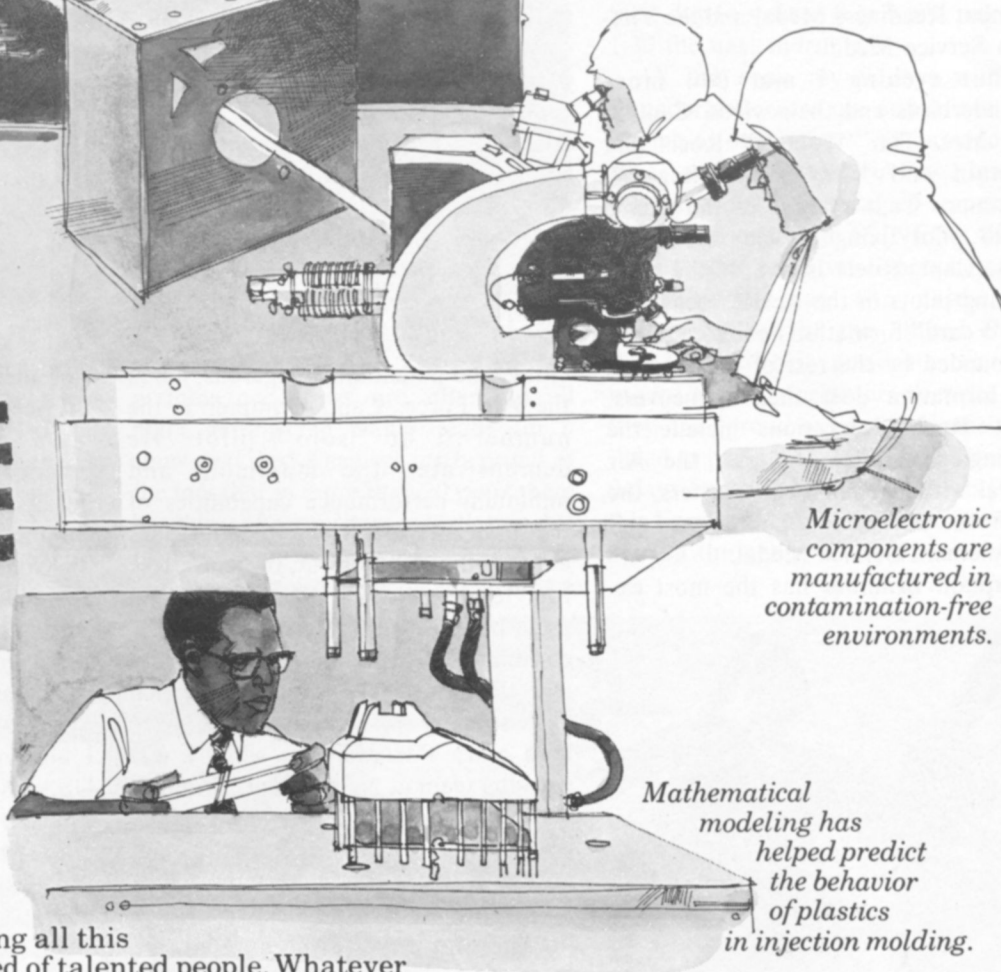
*Lasers are used
in a variety of ways—
from measuring
to drilling and welding.*



*The installation diagrams for
telephone switching centers have been
generated through computer graphics*



*Like transistors
before them, integrated
circuits are spreading
into every nook and
cranny of the
Bell System.*



*Microelectronic
components are
manufactured in
contamination-free
environments.*

*Mathematical
modeling has
helped predict
the behavior
of plastics
in injection molding.*

Managing all this
is a new breed of talented people. Whatever
their specialties, they also have to be
comfortable working in other fundamental
disciplines once left only to "pure
scientists". At Western Electric, we put
science to work.



Western Electric

We make things that bring people closer.

This summer I had the great fortune to become the first cadet to work and travel with the "First Team," the U. S. Air Force "Thunderbirds."

I joined the team at their Nellis AFB, Nevada headquarters and found out almost immediately what a close-knit "family" the Thunderbirds are. Less than 30 minutes after landing at Las Vegas' McCarran International Airport I was on my way with Captain Doug Roach to an informal Thunderbird get together. Capt. Roach, in addition to flying right wing in Thunderbird #3, is the squadron's operations officer. "Kooka," as he is known to the team, is also the only bachelor. Capt. Roach holds the Distinguished Flying Cross with 3 Oak Leaf Clusters, the Air Medal with 38 Oak Leaf Clusters, the Combat Readiness Medal and the Vietnam Service Medal.

That evening I met two more Thunderbirds and their wives, Captain and Mrs. Tim "Tootsie" Roels and Captain and Mrs. Kirk "Beaver" Brimmer. Capt. Roels is the teams "slot" pilot flying the number 4 aircraft. Capt. Roels is one of the most trusting pilots in the world, because in the "5 card" formation he is completely surrounded by the rest of the team as the formation does their maneuvers. Capt. Roels decorations include the Distinguished Flying Cross, the Air Medal with 12 Oak Leaf Clusters, the Air Force Outstanding Unit Award and the Vietnam Service Medal.

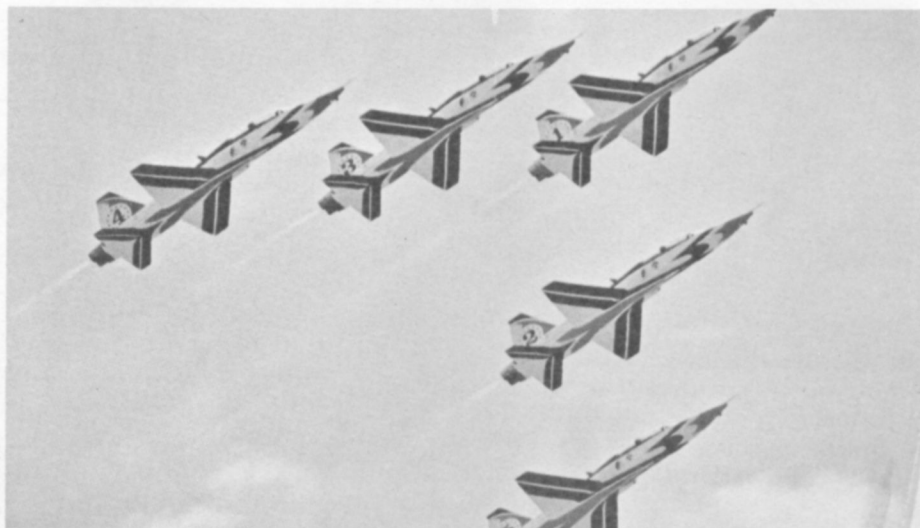
Captain Brimmer has the most ex-



Cadet Walter F. Hern pauses in the cockpit of Thunderbird #1.

I WAS A THUNDERBIRD

by Walt Hern '77



The "Thunderbirds," the USAF aerial demonstration team.

citing, and potentially dangerous, job in the Air Force. Capt. Brimmer is the number 5 or "solo" pilot. He demonstrates the maximum and minimum performance capabilities of the T-38 aircraft. The solo pilot does almost all of his work at, or below, tree top level. The smallest error can spell instantaneous disaster. Working constantly at minimum altitude does give the solo pilot certain skills which have saved Capt. Brimmer's life more than once. For example, while I was with the team at Nellis, Capt. Brimmer was landing behind an F-111. When he was low and slow on short final, he got caught in the F-111's wing tip vortex and was almost immediately rolled more than 90°. Somehow Capt. Brimmer rolled out and landed. Several F-4 pilots I talked to said that Capt. Brimmer probably was the only pilot in the world who could have done it. Anyone else would either have ejected or "bought the farm." Capt. Brimmer's decorations include the Distinguished Flying Cross, the Air Medal with 13 Oak Leaf Clusters, the Air Force

Commendation Medal and the Vietnam Service Medal.

On Saturday morning the team had a practice session. At the preflight briefing I met "The Boss," Lieutenant Colonel Roger Parrish. Col. Parrish is the Commander and leader of the team, and flies Thunderbird #1. Col. Parrish wears the Distinguished Flying Cross, the Air Medal with 9 Oak Leaf Clusters, the Air Force Commendation Medal and the Vietnam Service Medal. I also met Captain Gil Mook, a '67 USAFA grad who flies left wing in Thunderbird #2. Capt. Mook was one of the first lieutenants to fly the F-111A and was named "Top Gun" in the plane. Capt. Mook wears the Distinguished Flying Cross with 2 Oak Leaf clusters, the Air Medal with 18 Oak Leaf Clusters, the Republic of Vietnam Cross of Gallantry with 2 Palms and the Vietnam Service Medal.

The Thunderbirds brief very thoroughly before each flight. The show site is carefully analyzed and an aerial photograph is studied for hazards and visual reference points are picked out.

USAF PHOTO

USAF PHOTO

The weather is briefed with special attention taken concerning the ceiling and winds. Each aerial maneuver is discussed in detail, and the performance in the previous practice session or show is critiqued. The briefings end with discussions of various emergency procedures.

The Thunderbirds grade each maneuver as well as the overall show. They grade on a scale ranging from 5, which is a busted maneuver, to a 1+, which is perfection.

Each year from January to March the team practices their show and trains the one or two new pilots. Each pilot learns one position, and there are no substitutions. After 30 to 50 practice missions, a new man is ready, but it is not until the end of his first show season that he begins to feel really at ease.

The Thunderbirds have three different "shows." The most famous and spectacular one being the "High Show" which features their famous "bomb burst." If the ceiling is too low for the High Show they have a "Low Show" routine and even a "Flat Show."

The Nellis headquarters of the Thunderbirds is very impressive. All around are pictures and momentos of the team's performances before more than 111 million people from all 50 states and 49 countries of the free world. The largest crowd to see the team perform was in Chicago on July 5, 1959, when 2 million people jammed the waterfront of Lake Michigan. The

smallest crowd was 90 technicians at a remote radar site in Alaska. The longest deployment the team has made was from Paris, France, to the Air Force Academy for June Week of 1967 - 5000 miles non stop in 13 hours with 7 midair refuelings for one show!

This is the first year the Thunderbirds are using the Northrop T-38 "Talon," the Air Force's supersonic trainer. The T-38's armed brother, the F-5, is the mainstay of many air forces and will be used beginning next year by the Canadian air demonstration team, the "Snowbirds."

The fuel savings over the F-4 are very great. A T-38 weighs 12,000 at gross weight. The fuel load they put into an F-4 weighs 12,000 pounds alone!

The Thunderbird T-38s were built in 1968 and were assigned from Air Training Command last winter. Northrop provided factory rebuilds, and they were stripped to the bare metal and given their new livery of red, white, and blue.

All of the modifications, such as the addition of smoke systems and special stress analysis recorders, was done by the team's maintenance people themselves. The Thunderbird maintenance crews are often up all night getting the planes ready for a show next day. They are justly proud of the fact that in more than 20 years there has "never been a show cancellation due to maintenance difficulties."

A Thunderbird show deployment is a

very complex thing. About two hours before the 5 show planes take off, Captain Steve Mish, narrator and a '68 USAFA grad, takes off in Thunderbird #7. Capt. Mish is the "advance man" who arrives first at the show site and makes sure that all of the many things which must be done before the team arrives have been taken care of. An hour later the C-130 support plane takes off and, finally the 5 show planes go.

On the road the entire team is extremely busy. The maintenance crews put in long hours, so long sometimes, that the only sleep they get is on the C-130 "Herky" between show sites. The pilots have so many public relations engagements that it is not unusual for their day to start at 8 or 9 and run until 1:30 the next morning.

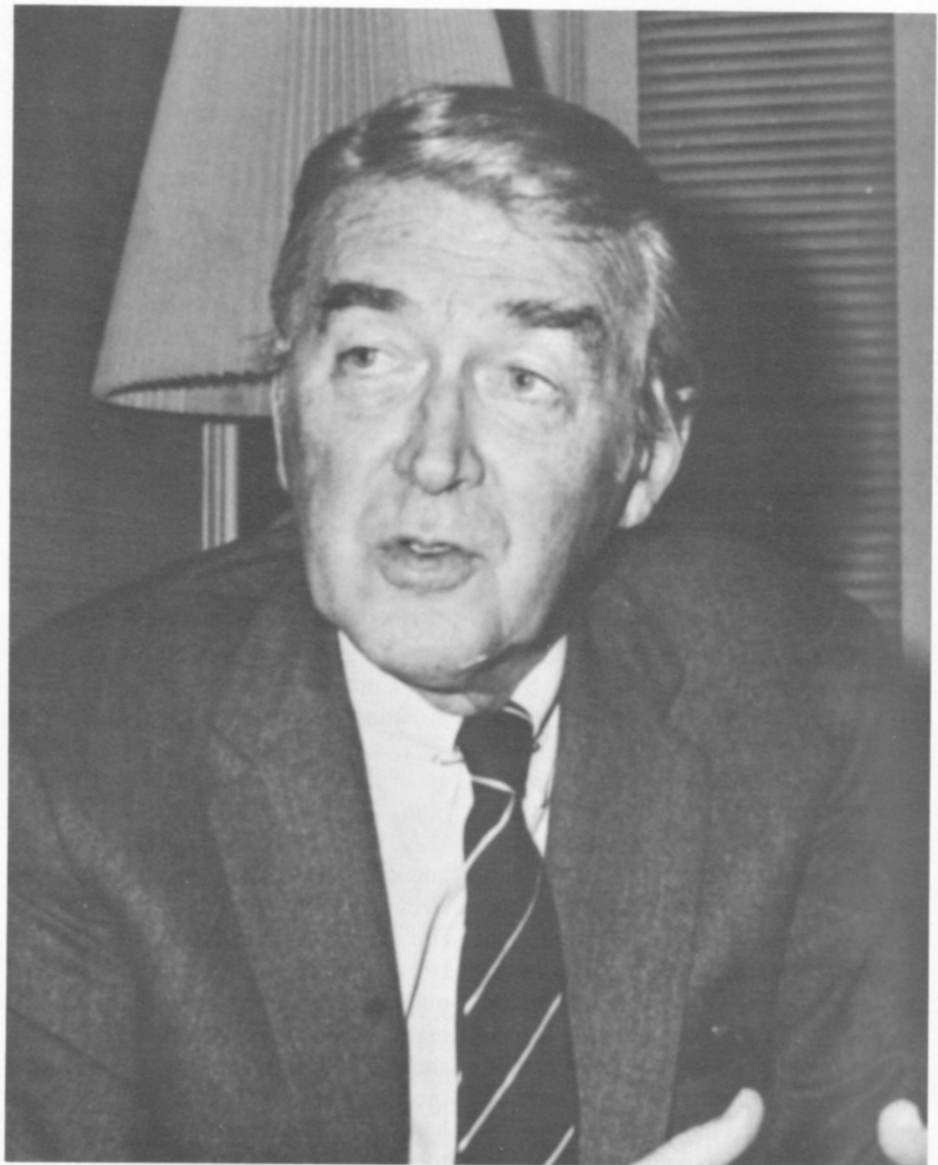
All too soon my 9 days with the Thunderbirds were up, and it was time for me to depart our "Ambassadors in Blue" and return to USAFA. I learned a lot and developed a deep respect for the 10 officers and 65 NCO's of the team I came to know. Everywhere they go they display the pride and professionalism of the United States Air Force. Their performances have moved thrilled spectators to write that they are "proud to be Americans" and "glad to pay my taxes." I know that the 9 days I spent with the best pilots in the Air Force has convinced me to someday sew on the patch of the Thunderbirds.



The Leader/Commander of the USAF Air Demonstration Squadron, the Thunderbirds, is (center), Lieutenant Colonel Roger Parrish of Carbondale, Illinois. Other pilots assigned to the team today include (l-r) Captain Ray White, logistics officer, Dallas, Texas, who flies the number six backup aircraft; Captain Tim Roels, slot, Crystal Lake, Illinois; Captain Doug Roach, right wing, Romulus, Michigan; Captain Gil Mook, left wing, Charlestown, Rhode Island; Captain Kirk Brimmer, solo, Marshalltown, Iowa; and Captain Steve Mish, Fishersville, Virginia, narrator, who flies the number seven backup aircraft.

JIMMY ★

by Tom Laurie '75
Rick Douglas '75



— RICK DOUGLAS



— BILL MADSEN

A pleading phone call, a hurried trip, an expected knock and then, a face you had seen hundreds of times and the soothing voice you knew so well - the actor, the military man (USAF Brigadier General), the person, James Stewart opened the door and invited you in.

TALON: Sir, having such a varied career, how did your military career affect your acting career or visa-versa?

STEWART: Oh, I don't think there really is much relationship between the two things. It took me awhile to sort of get into the military because I was an actor. I was known. I had been in the movies for quite awhile ... in those times everybody was in the same boat. I was drafted, and because of my prior experience in flying I got to take some

extension courses . . . after the first year or so I sort of forgot about the acting thing.

TALON: Sir, were there any movies that you particularly enjoyed starring in?

STEWART: Well, I enjoyed them all. I've just enjoyed the whole idea of the movies.

TALON: Sir, how would you compare working on a movie versus a television series?

STEWART: Well, they're pretty much the same except that in television the pressure is a lot greater . . . not that it is more work, but it is concentrated work.

TALON: Sir, you received an Oscar for "The Philadelphia Story," could you relate to us on this achievement of yours?

STEWART: Oscars have sort of gotten out of hand. It is still a very popular television program, but as an event it has really gotten out of hand. It used to be more of a testimonial dinner. A group of your fellow workers got together and decided that you did a good job, and they patted you on the back. Lot's of times you would have too much booze, and the awards would get mixed up, but it was all ours. Now it's cold - it doesn't have the heart.

TALON: Sir, what would you think of a Hollywood movie on the Air Force Academy?

STEWART: I think that it is a very good idea. I made a movie about Annapolis (United States Naval Academy) once, "Navy Blue and Gold," where I played a football player - the center . . . I weighed 137 pounds!

TALON: Sir, in your career you have been to many parts of the world. Is there any one place that you found more interesting than the others?

STEWART: Africa, East Africa - a fascinating place! My wife and my children have been there many times, mostly because of the wildlife. It is an amazing part of the world.

TALON: Sir, could you give us your impressions of the Air Force Academy?

STEWART: Well, of course, I have been all in favor of the academy and a booster of the academy ever since it's inception. It was perfectly logical after World War Two that the Air Force develop an Air Force Academy. A third

service academy was not only desirable, but necessary.

TALON: Sir, would you recommend the military as a career?

STEWART: I would highly recommend a career in the military.

TALON: Sir, seemingly many Americans have lost faith in the military as of late - Would you care to comment on this?

STEWART: Well, I don't know whether your statement is correct. You say "many Americans?" I don't know what you mean by many Americans. I think most Americans have great faith in the military and believe in the military, and believe that it is an important part of the structure of this country.

TALON: Sir, the military is going through many changes right now. What do you think the relationship should be between the military and society?

STEWART: I don't think it is a question of the Air Force being sort of an isolated thing waiting on civilians. This sort of thing has decreased since WWII, and I think it's a good thing. Before then the military establishment was a unit unto itself. They had very little contact with civilians. But after the war, the Air Force had more to do with developing their relationship with society. I think that this is a good thing.

TALON: Sir, could you relate to us some of your wartime experiences?

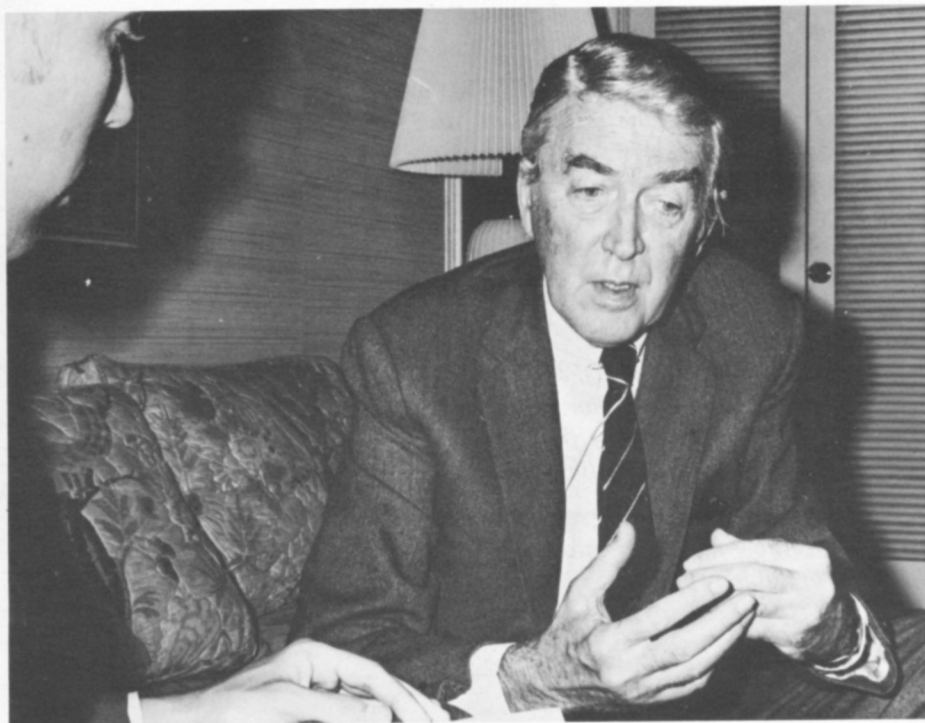
STEWART: It all was an amazing operation to me. I was in one theater of operation, the 8th Air Force (passed from private to bomber pilot and squadron commander with +20 missions over Bremen, Frankfurt, and Berlin), for all of the combat time that I had, but it never ceases to amaze me how you could get a thousand four-engined airplanes, especially in terrible weather, which we had our share of, assembled in what we called the "bomber stream," complete your mission successfully, and return - all in close formation!

TALON: Sir, what is your opinion of the admission of female cadets to the United States Air Force Academy?

STEWART: NO COMMENT

TALON: Sir, do you have any final message for the Cadet Wing?

STEWART: I have a feeling that the military establishment, especially the Air Force, is going to have more of a vital part in the well-being and operation of this country than ever before. I think that the members of all the services who are trained to be career officers, and who are trained to take the responsibilities of running those services, have good years ahead of them.



— RICK DOUGLAS

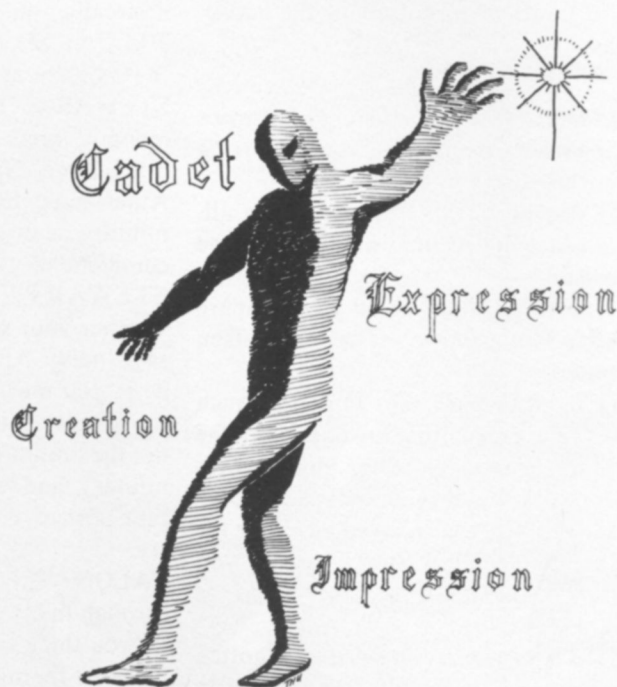
Written Poetry

*The philosopher, sitting quietly
wondering what came first
in the written poetry.
Was it golden words,
or the story of the sea,
that draws the sailor from your soul,
to the written poetry.
Sail, Sailor, sail, you must conquer seven seas.
Sail, Sailor, sail, in the written poetry.*

*The philosopher, sitting quietly
wondering what came first
in the written poetry.
Was it golden words,
or the fire to be free,
that draws the braveman from your soul,
to the written poetry.
Fight, Braveman, fight, you must save our liberty.*

*The philosopher sitting quietly
wondering what came first
in the written poetry.
Was it golden words,
or your silver prophecies,
that draws the soothsayer from your soul,
to the written poetry.
Dream, Prophet, dream, what tomorrows do you see?
Dream, Prophet, dream, in the written poetry.*

Steve Kent



Any cadet who would like to submit poems, short stories or any other form of creative writing, contact Steve Kent in 34th squadron. We strongly encourage anyone with such interests to use the *TALON* Magazine to EXPRESS YOURSELF. Your support in this area will greatly help us in our efforts to have *TALON* composed by and directed toward the interests of the Cadet Wing.

THE FIELDS OF SPRING

*As your mind lays alone in the fields of Spring,
A passing breeze nudges you
to a distant day ripened in the summer's sweat.
The gentle breeze turns your thoughts
to a past friend worn by the winds of winter.*

*Once it was just you and her and the braids of Spring,
And it was bright and it was rich in shades of love.*

*But now she is lost in pastel seasons
of setting suns and black horizons.
and faded colors stain your thoughts
as only past away dreams linger in your mind.*

*A gentle breeze warms the soul and lifts away the
experience-now mellowed into a memory,
as you lay quietly in the empty fields of Spring.*

Steve Kent

COLLEGE STUDENT'S POETRY ANTHOLOGY

The National Poetry Press

announces its

SPRING COMPETITION

The closing date for the submission of manuscripts by College Students is
November 5th

ANY STUDENT attending either junior or senior college is eligible to submit his verse. There is no limitation as to form or theme. Shorter works are preferred by the Board of Judges, because of space limitations.

Each poem must be typed or PRINTED on a separate sheet, and must bear the NAME and HOME ADDRESS of the student, and the COLLEGE ADDRESS as well.

MANUSCRIPTS should be sent to the OFFICE OF THE PRESS

NATIONAL POETRY PRESS

3210 Selby Avenue

Los Angeles, Calif. 90034

IT'S NEVER THE SAME

*Five years had passed
Since you saw her last
Beautiful, young, never tame*

*Awfully lazy
And a little bit crazy
But you loved her all the same*

*Then along came the day
When she moved away
Nothing but fate to blame*

*All alone
The months had flown
Since you last had mentioned her name*

*Others set a good pace
But none could replace
Her picture in your frame*

*You had just stopped by
On TDY
At the base without a name*

*Having travelled far
You relaxed at the bar
When into the room she came*

*Her curvaceous form
Well exceeded the norm
Renewing your passionate flame*

*She just did not rate
Her "unstudly" date
As you pressed forward to reclaim*

*You gave her a kiss
Then feeling something amiss
You saw the diamond on her finger.*

Rick Douglas

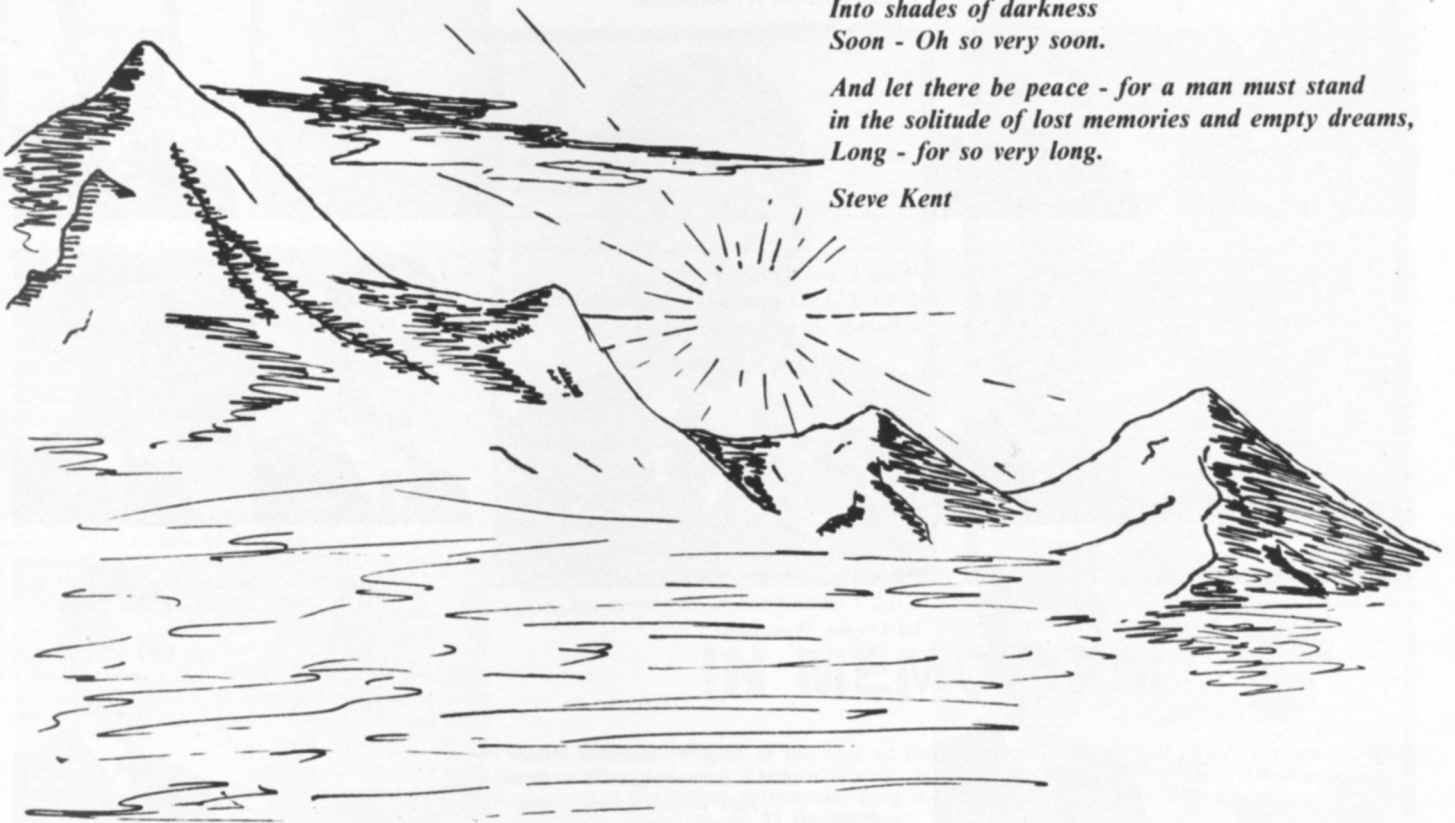
Artwork by Tom Udall '75

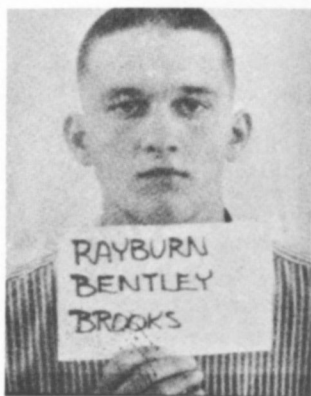
LET THERE BE PEACE

*Let there be peace for all those who live
For the next horizon or in the setting sun,
For soon the horizon and sun will converge
Into shades of darkness
Soon - Oh so very soon.*

*And let there be peace - for a man must stand
in the solitude of lost memories and empty dreams,
Long - for so very long.*

Steve Kent





USAF PHOTOS

complich these two objectives, our class will have successfully completed our final year as cadets.

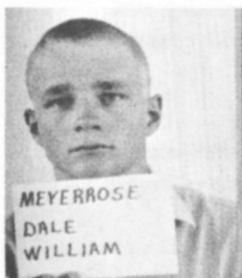
Briefly now let me address the under three classes. Time is shorter than you think. Soon you will be asked to assume the leadership roles within the Wing. Rather than waiting for that day to arrive you can prepare yourselves now for the transition. Be aware of that which is happening around you and observe those characteristics of leadership which are worthy of adoption. Make note of those which are in need of change. Be sensitive to the needs of your squadron, the Wing and the Air Force. A grasp of priorities put into the proper perspective will be of immeasurable value to every Cadet. And lastly, work for change within the framework of your chain-of-command. You will be expected to use the chain not only while at the Academy, but also in the operational Air Force, so become accustomed to its use while a cadet, and make it work to the advantage of yourselves and the Cadet Wing.

If I were to outline one problem that is in desperate need of solution, it would be that of communication. Too often the effectiveness of our chain-of-command is stymied and the cohesiveness of the Wing put at the mercy of the rumor. No directive can cure this ill, no amount of wishing will ease the pain of an organization without clear and well defined channels of communication. What is needed is individual effort by everyone. In this vein I wish to applaud *TALON* magazine and its staff for past support and future efforts in the area of mass communication. We all look forward to a year of good reading and timely information.

BENTLEY B. RAYBURN

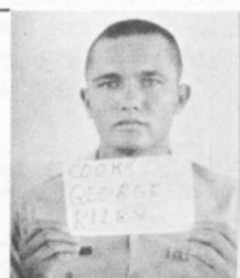
WING COMMANDER C/COLONEL BENTLEY B. RAYBURN CREVE COEUR, MISSOURI

Though to some last year never ended, academic year '74-'75 has indeed begun and the Wing is off to a flying start. There is much to be done, however, and the primary responsibility for the accomplishment of all new objectives lies with the class of 1975. To be specific, we as Firstclassmen should have two goals in mind: to absorb the wealth of knowledge and practical leadership techniques which we are exposed to by virtue of our position within the Wing; and secondly, to leave a sound and manageable foundation with which the classes of 1976, 1977 and 1978 can attain even higher standards of military excellence. If we can ac-



Deputy Wing Commander
C/Colonel Dale W. Meyerrose
Atlanta, Indiana

Wing Operations Officer
C/Lt. Colonel George R. Cook
Horton, Alabama



BENTLEY B. RAYBURN



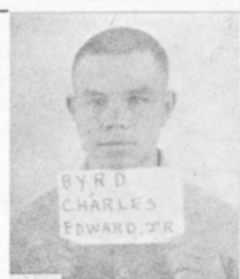
Wing Training Officer
C/Lt. Colonel Michael A. Rosebush
Colorado Springs, Colorado

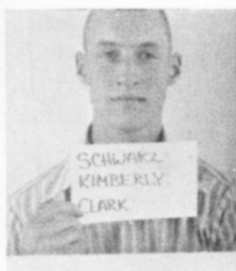
Wing Information Officer
C/Major Duane A. Jones
Kaneohe, Hawaii



Wing Administration Officer
C/Lt. Colonel Scott K. Swanson
La Crosse, Wisconsin

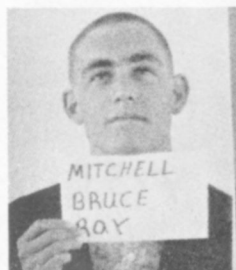
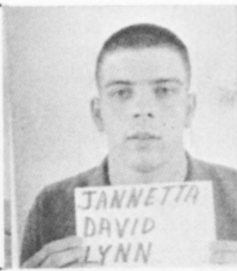
Wing Logistics Officer
C/Lt. Colonel Charles E. Byrd
Fort Walton Beach, Florida





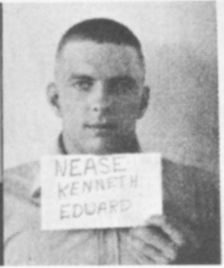
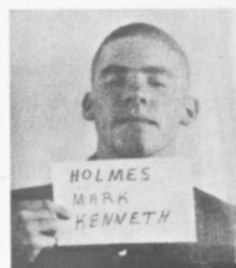
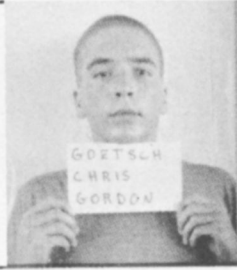
Wing Academic Officer
C/Major Kimberly C. Schwarz
Home, Kansas

Wing Activities Officer
C/Lt. Colonel David L. Jannetta
Altoona, Pennsylvania



Wing Safety Officer
C/Major Bruce R. Mitchell
Cassville, Missouri

1st Group
C/Colonel
Chris C. Goetsch
Kansas City, Missouri



2nd Group
C/Colonel Mark K. Holmes
Salem, Oregon

3rd Group
C/Colonel Richard L. Layman
Caledonia, Ohio

4th Group
C/Colonel Kenneth E. Nease
Seminole, Florida

AVIATION GREATS TURN ON FINAL

DECEASED:

DeSEVERSKY, ALEXANDER P. —

Inventor of automatic bombsight, skis for aircraft, amphibious landing gear, etc. Founded what is now Republic Aviation.

KARTVELI, ALEXANDER —

Designer of the Republic P-47 "Thunderbolt," F-84 "Thunderjet; and the F-105 "Thunderchief."

LINDBERGH, CHARLES A. —

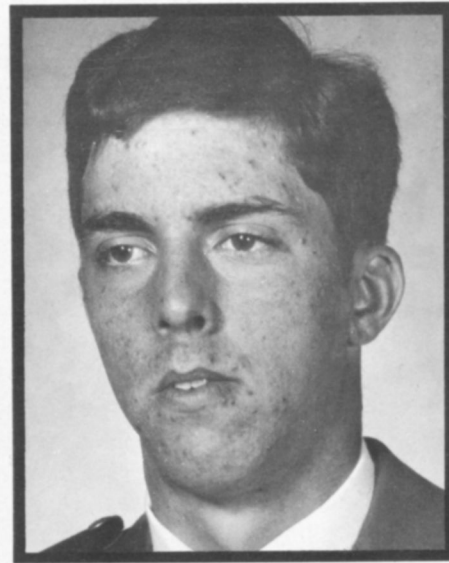
Successfully completed first non-stop solo flight across the Atlantic from New York to Paris. Awarded Congressional Medal of Honor.

SPAATZ, CARL A. —

First Air Force Chief of Staff in 1947-48. Served as Commander of U.S. Strategic Air Forces in Europe in 1944 and Japan in 1945. He retired in 1948.



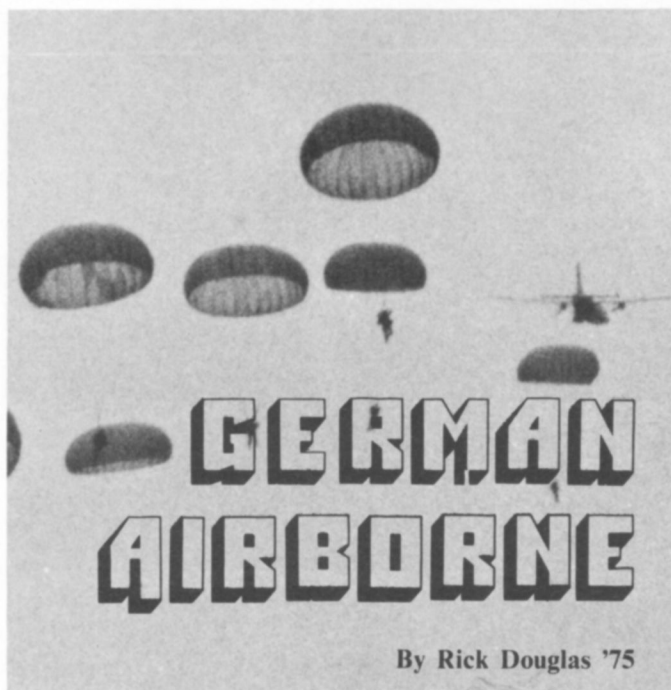
Captain Meyer



Cadet Gerardi

IN MEMORIAM

TALON expresses regret at the loss of Cadet Michael D. Gerardi (CS-12), from St. Clair Shores, Michigan and Captain Marvin H. Meyer (Department of Life Sciences, USAF Academy) of Marshfield, Wisconsin. They were killed when their T-33 jet trainer crashed near Canon City, Colorado, on 11 September.



From the moment the Hauptmann (Captain)-in-charge of parachute jump training told the 13 USAFA cadets and their OIC that they would complete their jumps and "win their wings" in two days, they knew that German airborne was destined to be an unforgettable summer program. The cadets gave up their leave 1st or 2nd period to attend paratrooper training at the Luftland-und-Lufttransportschule in Altenstadt near Munich. The program was the idea of the cadet-in-charge of the first group, C1C Fred Weems (CS-12), who was assisted by Major Horst Kronenwett, an academy Luftaffe exchange officer (DFF), in establishing permission with the German High Command for the training. Major James L. Cole, Jr., played "Commandofuhrer" (Officer-in-Charge) for the first group, as did Captain Craig A. Baer (DFAST) for the second with C1C Mark G. Beesley (CS-24) as cadet-in-charge.

The group was welcomed by the school's commander, Oberst (Colonel) Abele, who looked as if he had been chiseled out of granite. He told the group, "It is an honor to have with us American cadets who will be future officers and leaders of the great American army." He then addressed the much larger group of French paratroopers, who had arrived in time to jump with the cadets, explaining, "The combined Allied forces of German, French, and Americans, must be the protectors of peace in the future of our people."

The following day was overcast, windy, rainy, with a light snowstorm falling in the higher altitudes - a typical day for Bavarian parachuting! The cadets donned the familiar T-10 "chute," loaded into an awaiting C-160 "Transall" (a German/French produced, two-engined transport similar to the Lockheed C-130 "Hercules"), and jumped out over the green German pasturelands. As they neared the ground the wind swelled to 18-24 knots, and the cadets were quickly swept off the field once they "landed." Further jumps were cancelled that day.



"Jumping into Bavaria."

C1C Marinus Bosma jokingly suggested that the group should make a full combat equipment jump, until someone suggested giving him a parachute and tying a Panzer tank to his legs!

The next day the group made two more jumps into rainstorms, leading them to refer to themselves as "Unterwasser Fallschirmjäger" (Underwater-Army Paratroopers!). "Commandofuhrer Cole," C2C Don A. Frasier, Jr. (CS-29), and C2C Randall H. Kehl (CS-23) chose especially "soft spots" in which to land in the beautiful pastureland. In particular, it took "SS" Kehl *days* to get the sheep-smell out of his fatigues!

Awaiting a change in the poor weather, C2C Grady R. Barnett, Jr. (CS-34) and C2C Frasier challenged the French paratroopers to a quick game of table "Fussball." They scored 10 points against a French "Maginot Line" defense, before a lucky French goal ended the game 10-1. Major Cole and C2C Steven G. Gunderson (CS-12) did not fair as well in challenging the Germans to their own game!

The Frenchmen departed at the week's end, but not before confronting Major Cole with their impressions of the USAFA cadets, "Your cadets are young, strong men, and they are good paratroopers, only they are a leetle crazy!"

When they were not parachuting, the cadets participated in the German "Ranger" program, received a ride in a Luftwaffe UH-1 helicopter piloted by a true "fighter jock," visited the famous castles of the Bavarian Prince, Ludwig II, or they taste-tested German wines and beer (for academic research only!).

The USAFA cadets noticed that, while the German girls wore little or no make-up, they had "healthy hands" and "nice teeth." A beautiful blonde, blue-eyed Austrian girl pointed laughingly at the group and said in English, "short hair." In fact, the cadet's short hair allowed them to remain conspicuous in a crowd and thus elicit more response from the curious Bavarians.

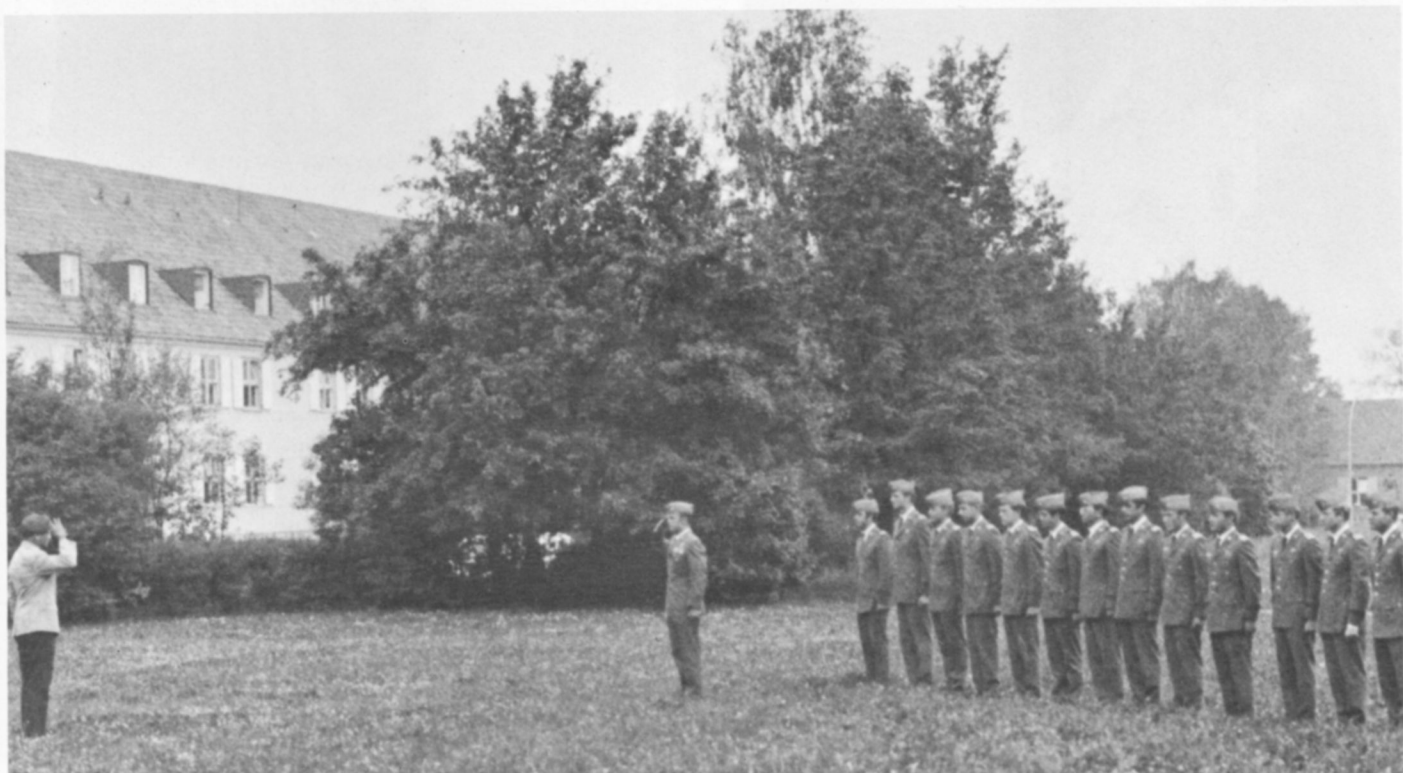
The group stocked up on lead crystalware, beer steins, and other gifts for their mothers and "wives" back in the States. C2C Bruce K. Lambert (CS-02) displayed a proficient use of the German language by waiting in line until someone finally came along and asked for the article which he wanted, whereupon he would quickly line up behind the person and confidently state, "dasselbe bitte" ("the same please").



— RICK DOUGLAS

The German Ranger program — "Slide for Life"

As in all "good deals," the program was over too soon. The performance of the group was such that the program directors, Lt. (1st Lt.) Fiedler and Hauptmann (Captain) Brandt sent paperwork to the German High Command attempting to get the Americans individually awarded with the German Army outstanding performance medal, a coveted honor for a foreign soldier.



— USAF PHOTO

The formal presentation of German paratrooper wings to Air Force Academy cadets.

LINDA BERRY

Talon's Girl of the Month

Photos by BOB HAANIO '76



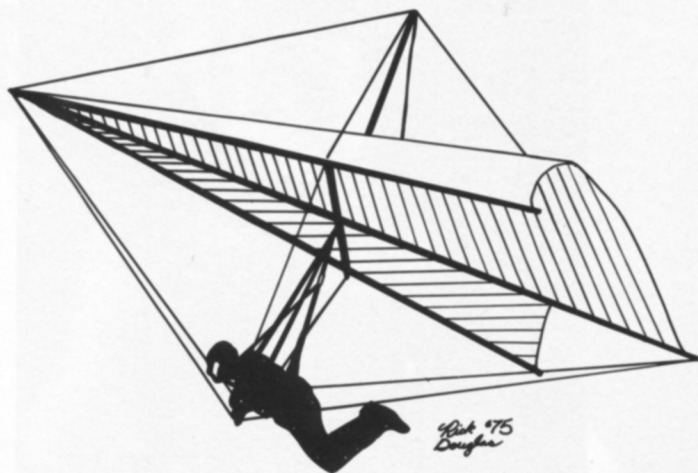
If you're on the slopes or in the water, or riding your favorite horse, it's likely that you'll find Linda Berry there brightening up the landscape, as well as turning a few heads. Linda, nineteen from Tacoma, Washington, came to Colorado Springs to finish high school at Billy Mitchell in June. She was active in cheerleading and the drama club, but Linda also found time to pursue her other interests, which include painting, floral arranging, and tennis. Her favorite pastime is horseback riding, a sport in which she is, by her own admission, an "excellent expert." We're not arguing since she and her horse, "Commanche," have won several ribbons.

Linda recently left the C-Springs area for a job as a "bunny" at the Chicago Playboy Club. In September she plans to work in an occupational therapy major at Northwestern University.



GETTING THE HANG OF SKYSAILING

by Rick Douglas '75



Another local manufacturer is Chandelle Corp. in Golden, Colorado (278-9566). Specifications for a typical sky sail are given (courtesy Chandelle Corp.):

Length	Max				
Keel & L.E.	16'	17'	18'	20'	L/D 4/1
Wing Span	20.8	22.1	23.4	25.8	Nose Angle 80°
Sail Area	169.8	192.4	216.4	267.6	Stall Speed 13-14 mph
Weight Empty	32 lbs.	33 lbs.	34 lbs.	36 lbs.	Cruise Speed 17-18 mph
Recommended	100-	125-	155-	200-	
Pilot Weight	125	155	200	250	Rigging Time 3 min.

Imagine yourself standing at the top of a steeply-inclined, grassy slope. Above you is 35 pounds of an awkward triangular structure of aluminum tubing, steel cables, and dacron material. Securely fastening your harness straps, you surge forward. Slowly the mass above you begins to respond. Your running legs leave the grassy slope below as the 220 square feet of dacron fills with air. You are cruising fifty feet above the earth with only the sound of air whistling through your graceful skysail.



"So that's a stall!"

Known as "hang gliding," the sport of sky sailing has been gaining popularity all over the nation, especially in California. A complete sailing rig can be purchased for as little as \$450.00. The nearest commercial manufacturer is Sailbird Flying Machines in Colorado Springs (475-8639). Sailbird teaches ground school on the weekends followed by actual flying in the bluffs near I-25 and Fillmore. They emphasize safety for the benefit of the individual and the sport.



"Air skiing?"

Interested cadets can contact the North American Sky Sailing Association. This club's main function is to secure flying sites for members and to stress safety in the sport. For more information on the NASSA call or write: Mr. Bob Jensen, 350 Colorado Blvd., Denver (333-2924). Further, Mr. Joe Sullivan of Sailbird Flying Machines or Mr. Sean J. Dever at Chandelle Corp. will be happy to answer inquiries into the sport. Cadets should also talk to C1C Ken Finn (CS-37) or C2C Ray Tyc (CS-30), if they are interested in forming a USAF Academy Hang Gliding Club. C2C Tyc has constructed his own skysail.

Hang gliding enthusiasts are recommended to observe the following safety precautions:

- (1) Always make a thorough pre-flight of your equipment, inspecting closely for looseness or wear.
- (2) Always wear a helmet, boots, gloves and knee pads for protection.

— RICK DOUGLAS

— CHUCK PARSONS

- (3) Check for a secure and reliable harness.
- (4) Winds between 5-15 are ideal, but become dangerous, especially around 20 mph.
- (5) Never fly alone.
- (6) Always make sure you have a safe place to land before going aloft.
- (7) Take-off and land into the the wind.
- (8) Do not fly if you are ill, tired, injured or upset.



— CHUCK PARSONS



— RICK DOUGLAS

Joe Sullivan of Sailbird Flying Machines in Colorado Springs demonstrates the strength and durability of a hang glider, even if it is landed improperly.

- (9) Limit your maximum altitude to 100 ft. if you are experienced. Novice flyers should remain close (5-10 ft.) to the ground.
- (10) Do not fly in FAA or military-controlled airspace, or within 5 miles of an uncontrolled airport.
- (11) Do not fly within 100 ft. of or over buildings, populated areas or crowds.
- (12) Stay clear of clouds.
- (13) Have an automobile available for quick transport, in case of emergency, and report all injuries to the cadet dispensary.
- (14) Learn to hang glide from an approved source.

Cadets are reminded that special permission is required to participate in sky-sailing activities. AFCR 60-1, paragraph 1, section a, states, "Cadets may participate in training or recreational flights only under the following conditions:" ... (part 3) "Membership in the USAF Academy Hang Gliding Club and flying as a part of an organized club function" ... (part 4) "Other flights as approved in writing by the Airmanship Division." ... (section d) "Cadets may maintain their own hang gliders at the Academy. However, they may not use them except as approved in paragraph (3) and (4) above."



— CHUCK PARSONS

"Preparing for the launch."



"High over Colorado Springs."

The USAF has been testing a version of the sky sail for use in pilot ejection systems. The idea being that once ejection has occurred, a para-wing will emerge and enable the pilot to successfully maneuver his ejection seat away from hostile territory. The manufacturer, Bell Aerospace, tested four models in 1969. A total of 18 unpowered, and five powered flights were conducted. In the powered mode such maneuvers as 180° turns and figure eights were performed while the unit attained speeds up to 120 knots. The remote-controlled test vehicles were towed by helicopters to altitudes of 3500 - 11,000 feet, then released for the tests. The longest flight lasted 7 minutes. The vehicle can carry 500-600 pounds under its 61.3 square foot parawing (9psf loading).

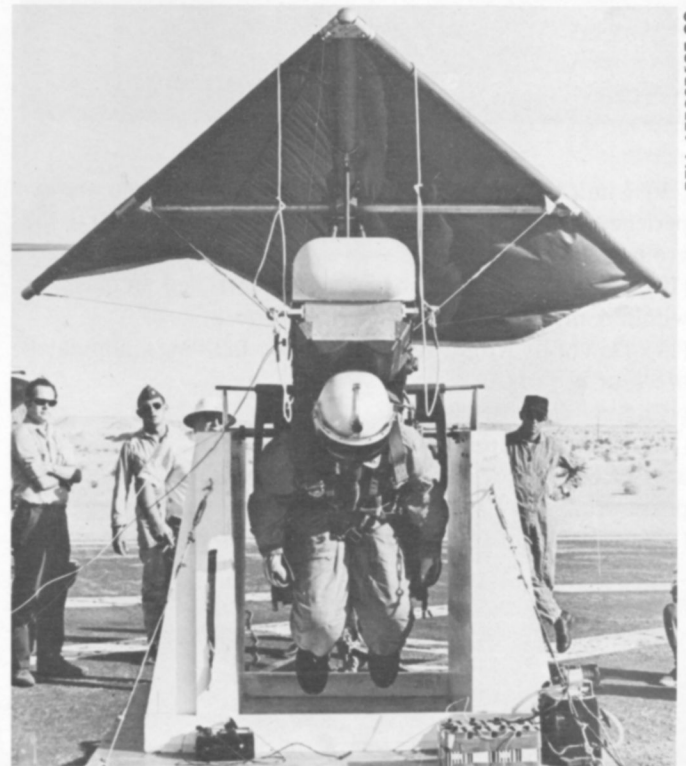
Once having maneuvered out of a hostile zone the pilot would jettison his seat and parachute safely to the ground. Crewmen could also use the powered version in dangerous topographical areas to avoid lakes, mountains, power lines, cities, or forested expanses. The vehicle's estimated range is 50 miles at a cruising speed of 100 knots.

— CHUCK PARSONS



"Looking good!"

— CHUCK PARSONS



USAF para-wing pilot ejection system.

— BELL AEROSPACE CO.



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SR-71

LOCKHEED AIRCRAFT CORP.

HERIPAGE

SR-71: AIR FORCE'S MOST SOPHISTICATED OPERATIONAL AIRCRAFT

The SR-71, which set an unofficial speed record for a transatlantic flight between New York and London, Sept. 1, is the Air Force's most sophisticated operational aircraft. It is capable of pre-and post-attack strategic reconnaissance, surveying more than 100,000 miles of the Earth's surface an hour. Manufactured by Lockheed Aircraft Corp., it entered the Air Force inventory in 1966.

The record-setting SR-71 crossed the Atlantic in one hour, 56 minutes. Average groundspeed for the 3,490 statute miles was more than 1,800 miles per hour.

The Federation Aeronautique Internationale (FAI), the accrediting organization for all aviation records, has been asked to certify the new record. Current FAI record for this Atlantic crossing was set in 1969 by a British Royal Navy F-4K fighter at 4 hours, 46 minutes (723 mph average ground speed). The SR-71 shaved nearly three hours off that time.

Maj. James V. Sullivan, 37, Wheeler, Mont., pilot, and Maj. Noel F. Widfield, 33, Anderson, Ind., reconnaissance systems officer, comprised the two-man crew which made the historic flight. Both are assigned to the Strategic Air Command's 9th Strategic Reconnaissance Wing at Beale AFB, Calif., where the SR-71 is based.

The nonstop flight, which began at Beale AFB, was the first segment of a routine overseas training mission for the SR-71 crew. The SR-71 will be on static display until Sept. 8 at Farnborough International '74.

* * * * *

The F-5F, a two-seat, fighter-trainer version of the F-5E aircraft, was rolled out Aug. 14, at the Hawthorne, Calif., plant of the Northrop Corp. The F-5 family of aircraft has been developed for foreign military sales and mutual assistance programs. It is a prime example of our national policy of equipping allies with modern weapon systems for mutual defense.

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**INSURES YOUR CLASS RING, FIANCEE'S ENGAGEMENT RING, UNIFORMS,
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\$100 AND OTHER PERSONAL PROPERTY**

Many cadets now carry this coverage and some have already collected on loss or breakage of class rings and other indemnities. Above rate is for coverage which carries a deductible of \$50 for certain losses, although deductible DOES NOT apply to class ring or cash to \$100. Coverage which carries NO DEDUCTIBLE also is available, with initial annual rate of \$10 per \$1,000 coverage.

I hereby apply for Personal Property Insurance in the amount of \$ _____
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
supplied to me:

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_____ 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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HOLD THE VATOR



Turbine-powered flying platform for the policeman of the future.

— WILLIAMS RESEARCH CORP.



Current jet flying platform.

— WILLIAMS RESEARCH CORP.

Flight testing of a turbine powered flying platform designed to take off vertically and ultimately enable a man to fly for 20 to 30 minutes at speeds over 60 miles per hour has been performed by its developer, Williams Research Corporation.

The Walled Lake, Michigan firm is under contract to the U. S. Navy to build and demonstrate the feasibility of the WASP (Williams Aerial Systems Platform) for the U. S. Marine Corps.

According to Sam Williams, President of Williams Research, the WASP will be able to accelerate rapidly, move forward, backward, sideways, hover and rotate on its axis.

The Marine Corps has a research and development program known as STAMP (Small Tactical Aerial Mobility Platform). The STAMP concept is for a vehicle which will improve the mobility of selected individuals in situations where present transport devices are at a disadvantage in meeting the needs of front line units.

Because it travels above the ground, the WASP is unaffected by road traffic, jungle canopy, swamps, mountains, cliffs, minefields or buildings. The vehicle is being designed to fit the Marine STAMP program concept. It is an agile, compact vehicle capable of being operated by an enlisted Marine.

NATIONAL DEFENSE SERVICE MEDAL NO LONGER AUTOMATIC

The policy of automatically awarding the National Defense Service Medal to anyone entering active duty ended Aug. 15.

Department of Defense Directive 1348.7 originally provided that persons who served any period of honorable active duty between June 27, 1954; and between Jan. 1, 1961; and a date to be announced, were eligible for the medal. The date to be announced was set as Aug. 15.

Those who served during both periods for which the medal is authorized should wear a star in the center of the ribbon.

ACADEMY PARACHUTE TEAM SETS 'FIRST'

The Air Force Academy parachute team performed a "First" for college parachutists by forming an eight-man star in a jump over Marana, Ariz. Twice before, collegians have performed an eight-man star jump, but each time the participants were from more than one school. The jump was a qualification for the Bob Bukuor Memorial Star Crest for which all schools are eligible. Requirement for the crest is to have eight jumpers join hands and hold the star for five seconds. Jumping from a Twin Beech, 11-place two-engine aircraft at 12,500 feet, the cadets joined above 5,000 feet and kept their formation about 8 seconds.

Air enters the engine through the inlet, passes through the engine, and is discharged downwardly through exhaust ducts.

The front mounted configuration makes the WASP adaptable to a variety of military and civilian applications such as law enforcement, firefighting, press and television coverage, rescue and medical aid. etc., Williams said.

The current WASP configuration has the propulsion system mounted independently of and in front of the operator. The front mounted system enables the operator to simply walk up, step on a small platform, start the turbine, take the hand controls and fly.

The operator is able to fly with one hand, freeing the other hand. The unit may also be remote-controlled. The design allows for additional fuel/payload growth resulting from future increases in engine performance.

"We expect the WASP to be available on a limited basis for specific applications such as law enforcement in three to five years and for the general public in possibly ten years," Williams stated. He estimated that eventually the unit could be in the price range of a luxury automobile.

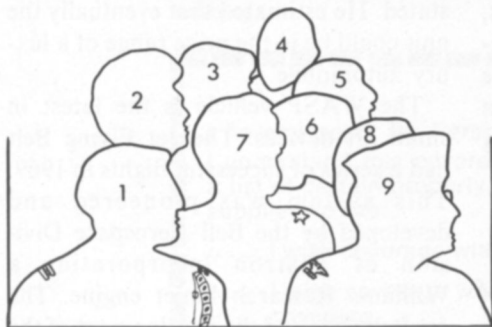
The WASP vehicle is the latest in small lift devices. The Jet Flying Belt had a series of successful flights in 1969. This system was pioneered and developed by the Bell Aerospace Division of Textron incorporating a Williams Research fanjet engine. The Jet Belt followed the development of the Bell Rocket Belt.



Eight academy cadets form record star.

— USAF PHOTO

CAN YOU SPOT THE TALON READER?



At USAFA almost everyone has a gimmick. Try picking the one who doesn't go along.

1. No. He's Captain Harry, professional golf cart driver. Gimmick: Believes that golf carts have rack and pinion steering.
2. Nope. She's Mertle Filbert, professional wrestler. Gimmick: Plans to be USAFA's first female Air Officer Commanding for an all-male cadet squadron.
3. Wrong. That's "Regs" Reggie, dissident cadet. Gimmick: He wears a wig and false sideburns and runs "missions" through the Mech and Math departments.
4. Negative. That's Ralph Schwarz, con-man. Gimmick: Makes loads of money selling car insurance to unwary underclassmen.
5. No. Meet Steve Bosten, West Point grad. Gimmick: He has a 10X telescopic eye and various bionic parts which equate his physical dexterity with that of only the most average USAFA cadet.
6. Wrong again! That's Paula's kid-sister, Peggy, a movie censor. Gimmick: Restoring wholesomeness to "Air Force NOW" flicks.
7. No way! Meet General Vandenberg, the Commandant of Cadets at the United States Air Force Academy. After graduation from the "Point" he desired a career in tanks, but was assigned to golf carts here instead.
8. Right on! She reads each issue of *TALON* Magazine when her doolie slips it out of the dorms after taps every night and speeds it to her door in his Porsche 914.
9. Nope. That's Colonel Bailey, Deputy Commandant of Cadets. Gimmick: Purchases large quantities of stock in golf cart manufacturing companies.

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FALCON SPORTLIGHT — FOOTBALL

Plenty of experience and better than average size will be two of the trademarks of the Air Force Academy offensive football line this fall.

The Falcons of head coach Ben Martin have 35 returning lettermen this fall, including 16 on offense and nine on the offensive line.

Ending a 6-4 winning season, which included an impressive victory over WAC champion Arizona, the team has several immediate goals. One of these is the replacement of quarterback Rich Haynie ('74), who holds almost every major offensive record in service academy football history. Another goal is to break the losing streak against Navy, who handed the Falcons a 42-6 beating last year. There appears to be sufficient talent and experience to achieve both goals this season.

Offensively, the big question is at quarterback. The two prime contenders for the position are junior, Mike Worden, (#70), who served as Haynie's back-up man last year, and Ken Vaughn (#78), a sophomore, who started at defensive back while still a freshman. Both did an excellent job in the Blue-Silver game with Worden running the Blue and Vaughn the Silver offense. It appears that Worden has the number 1 spot.

At running back, the Falcons are fairly deep. Returning are junior, Chris Milodragovich, the team's leading ground gainer last year, and sophomore, Dave Reiner, (#25), who lettered as a freshman. Another excellent prospect is sophomore, Ken Wood (#45), who was a big factor in the Silver offense's ability to move the ball on the Blue. At fullback, two other sophomores, Jim Monohan (#35), and Steve Schaefer (#34), although hampered by knee injuries last spring, should be ready to go. Monohan, who lettered as a freshman, holds the starting position.

The receiving corps is heavy on experience. Junior tight-end, John Covington (#81), was a starter last year, as were the wide receivers, seniors Al Bready (#47) and Bob Farr (#21). A gaping hole appeared when Frank Murphy graduated, but the Falcons can handle that.

The offensive line lost two starters at graduation, tackle, Steve Hansen, and guard, Lance Webb. Returning are seniors, Wayne Willis (#57), at center, Joe Debes (#71),

Tom Peterson (#65), and guard, Larry Fariss (#61), who is also a team co-captain. Neither Peterson or Debes participated in spring workouts, Peterson was a hammer thrower on the track team, and Debes was completing knee surgery.

Defensively, there are some important vacancies that must be filled. The loss of Jimmy Morris, who had an Air Force record of 33 career tackles as linebacker, and All-American, Steve Heil at rover, could cause serious problems for the defensive unit.

The defensive line lost one starter, Paul Dehart, defensive end. The remainder of the line is returning. At one end is junior, Randy Spetman (#83), who was "Sport's Illustrated" 's "Lineman of the Week" last year. Tackles are junior, Doug Kupersmith (#72), a returning starter, and senior, Terry Young (#74), the other co-captain and "Outstanding Defensive Player of the Game" against Notre Dame last year. The middle guard position is held by Mike Renner (#70), a junior.

At linebacker the Falcons have two experienced veterans, senior, Ralph Buron (#56), who started there last year, and junior, Dave Lawson (#64), who alternated between middle guard and linebacker last season. Lawson is also the team's place kicker and had a 61 yard field goal in the Blue-Silver game.

The defensive backfield is anchored by junior, Ray Wild (#12), at rover, and senior Mike Mark (#44), at safety. Mark was moved from his former position as offensive tailback and appears to have made the necessary adjustments well. The cornerback slots will probably be filled by junior, Mike Scott (#24), and senior, Rod Henneck (#41).

Falcon punting will again be handled by junior, Tom Lange (#9), and Lawson will be kicking off.

Air Force faces an eleven game schedule this season, the extra game being at home against Idaho. In addition to the traditional Army and Navy rivalries, the Falcons will oppose such powers as Notre Dame, Colorado, and Arizona. A challenging schedule, but the Air Force, with perhaps the aid of a few surprises, should come out on top of another winning season.



Highlights of last year's Navy encounter.



Co-Captains of the 1974-75 Football team, Young (left) and Fariss.

ATHLETICS IN REVIEW

During the past school year, Falcon athletes won 72 per cent of their contests, second best mark in school history, surpassed only by the 73.5 per cent achieved in the 1969-70 school year.

Counting varsity, junior varsity and freshman teams, the 30-team overall mark consisted of 289 victories, only 112 losses and two ties. On the varsity level, the record was 192 victories, 84 losses and two ties for a 69.4 per cent average for the 18 sports.

Swimming and pistol set the pace. Swimming finished 11-0, its second straight undefeated season, while pistol went 21-0 and won a national team title. Other Falcon teams receiving national recognition included the football team, which posted its sixth straight winning season at 6-4 while the lacrosse team was 14-2 and was ranked nationally.

Both lacrosse and soccer won Rocky Mountain League titles, rifle took sectional honors and gymnastics won a second straight western independent championship.

INDIVIDUALS HONORED

The majority of the awards presented at the 19th Annual Athletic Awards Banquet last May were to the most valuable athlete in the 18 intercollegiate sports. Returning winners included:



Dick McIntosh

Most Valuable Track Runner - Dick McIntosh ('75) of Coos Bay, Oregon. A versatile athlete, he has run every hurdle race from 50 to 440 yards and holds school records in both indoor and outdoor track competition.



When Air Force captured the 1974 Rocky Mountain Lacrosse Intercollegiate Championship it was the eighth straight year the Falcons have captured that title.



Kip Peterson

Most Valuable Lacrosse Player - Kip Peterson ('75) of Englewood, Colo. A goalie for the past three seasons, he holds the record for career saves at 352 and the season save record at 211. He was an important factor in the team's 41-2 record during the past season.

Most Valuable Wrestler - Russ Casella ('76) of Erie, Pa. As an aggressive competitor in the 177 pound weight class, he posted a 9-2 record during the spring dual-meet season. He won the Mountain Intercollegiate Championship for his weight and took second in the National Collegiate Western Regionals.

Most Valuable Ice Hockey Player - Chuck Delich ('77) of Eveleth, Minn. In his first season of collegiate play, he has already become one of the leading scorers for Air Force. He set a school record for most goals in a season at 43 and most goals in a game at six.



Len Salvemini

Most valuable Soccer Player - Len Salvemini ('75) of Daly City, California. An All-American in 1972, he has been on the all-league team for three straight years. With still one more year to play, he has set school records for the most career goals at 53 and the most seasons goals at 23.

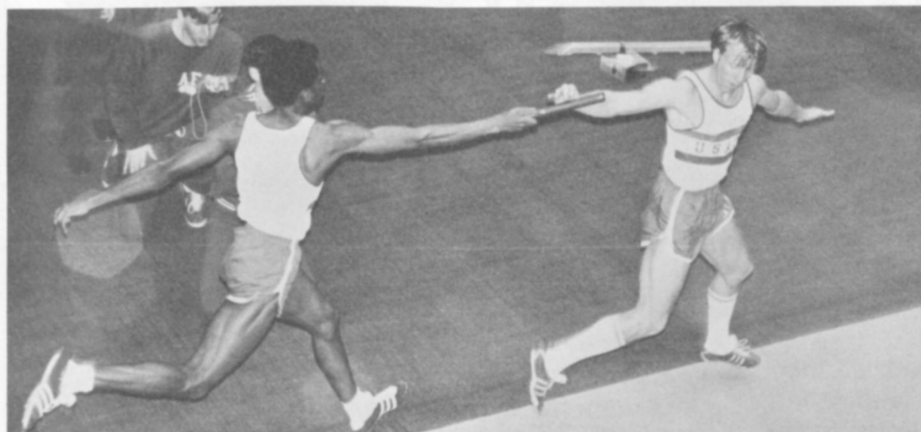
Most Valuable Marksman, Rifle - Clint Schulz ('76) of Corpus Christi, Tex. He maintained the highest match average score during last season and won the Colorado-Wyoming smallbore rifle conference trophy.

Most Valuable Swimmer - Rick McAlister ('75) of Madera, Calif. He has won All-America honors five times in three years, the most of any Falcon in history. Three of those honors came last year. He is undefeated in dual meet competition and has 78 straight victories.

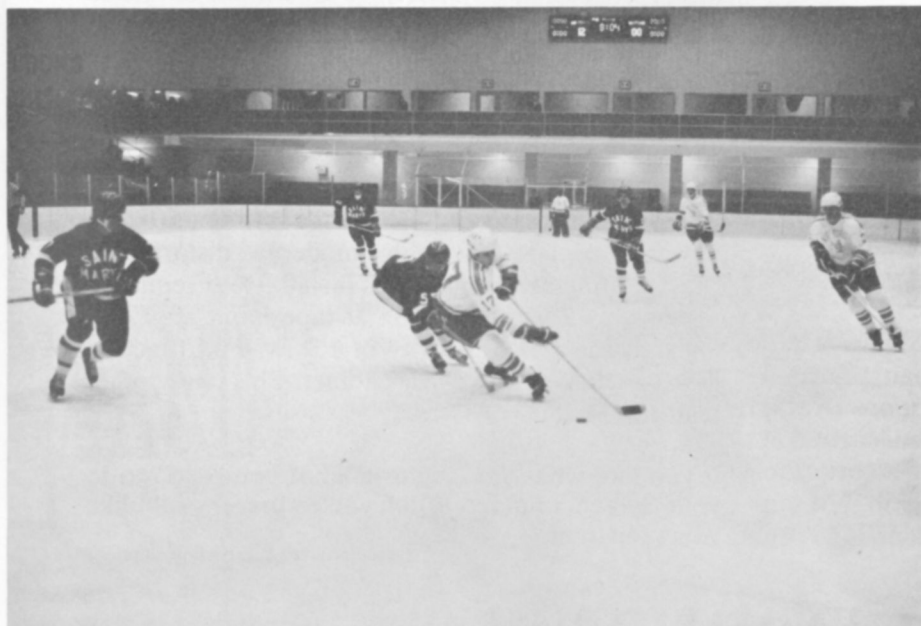
Individually, six Falcon Athletes took All-America honors, headed by diver Rick McAlister ('75), who won All-America honors three times and took the national collegiate three-meter



Doug Leibbrand scores for Air Force.



Mark Modrich takes the handoff.



Jerry Micheletti, Captain of the 1974-75 Falcon Ice Hockey Team, outfoxes St. Mary's opponents.

event. Pistol's Neal Houde ('74) won All-America honors for the second straight year while other All-Americans included Steve Hiel ('74) in football, Jim Koster ('74) in cross country and Rich Jacques ('77) in fencing.

In addition, Joe Debes ('75) was named to the Academic All-America football team.

For the record, Air Force in its 18 years of varsity competition has won 2,365 contests, lost 1,293 times and tied 36, a winning mark of 64.5 per cent, one of the best in the nation.

Listed below are the records for the Falcon varisty team this past school year:

W	T	WINTER SPORTS (Cont.)	L	T
4	3	0 Pistol	21	0 0
6	4	0 Rifle	6	3 0
8	2	2 Swimming	11	0 0
16	6	0 Wrestling	6	5 0
SPRING SPORTS				
11	13	0 Baseball	18	14 0
7	1	0 Golf	9	1 0
9	5	0 Lacrosse	14	2 0
12	15	0 Tennis	16	6 0
9	3	0 Outdoor Track	9	1 0

In the last five years, Air Force golf teams have posted dual meet records of 69 victories and only five losses, a winning percentage of 93 per cent.

Air Force posted a team batting average of .312 in 1974, the highest average by any Falcon baseball team in the last 10 years and equal to the fifth best in school history.



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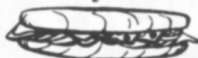


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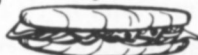
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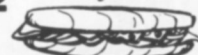
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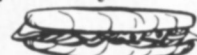
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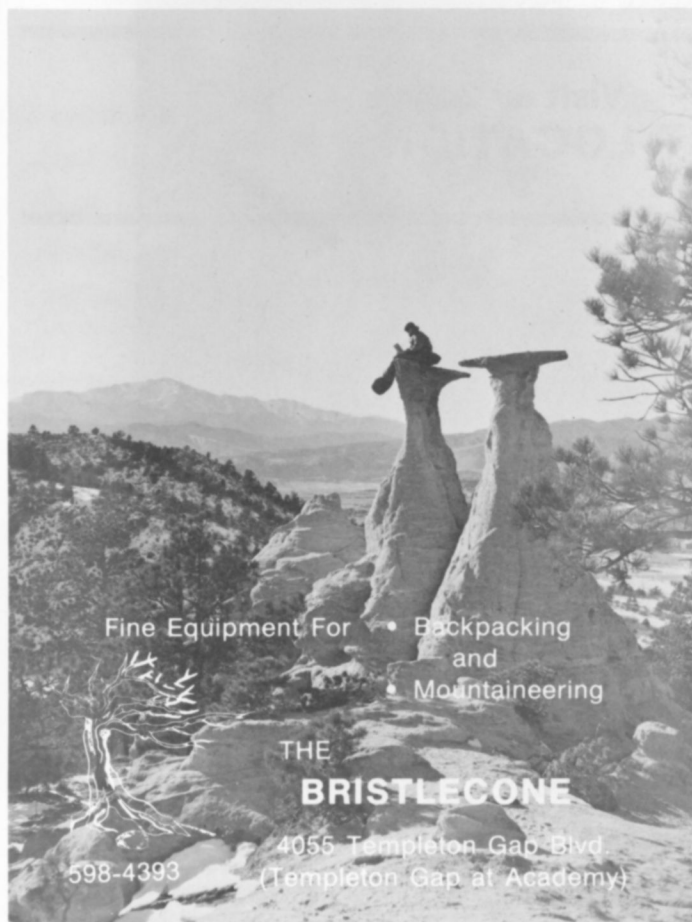
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