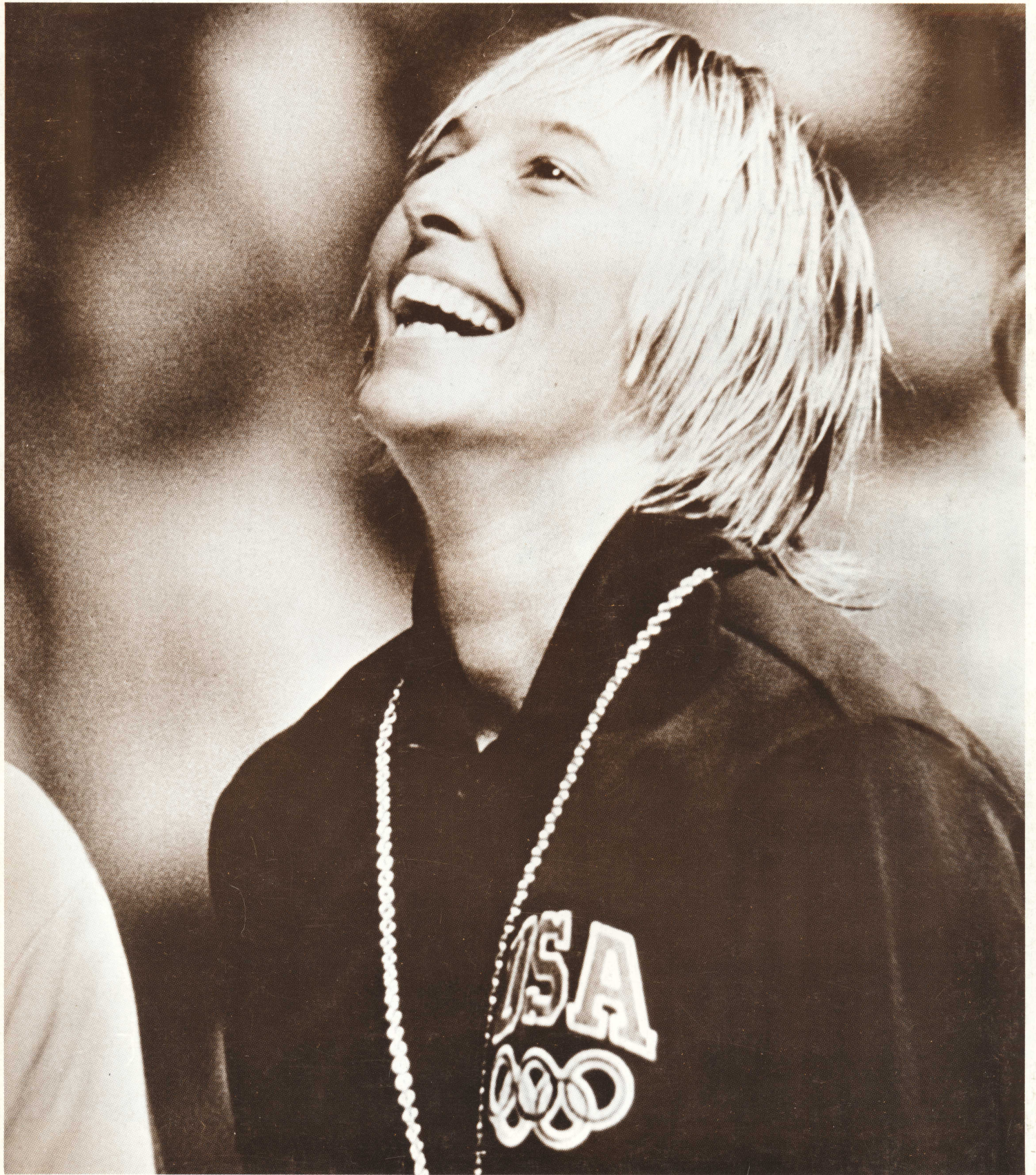


# Talon

CADET MAGAZINE OF THE USAF ACADEMY  
NOVEMBER 1974





**Don't Let Academics Interfere  
With Your Education**



VOLUME 20 - NUMBER 2

NOVEMBER 1974

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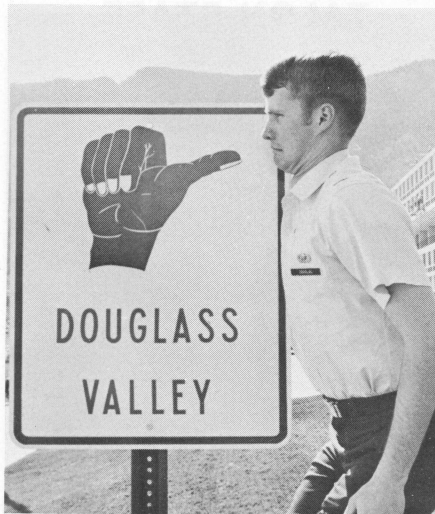
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— JAMES W. SPENCER

# ON CARRYING OUT ORDERS

To: The Editor

I believe this little event taught me the most about leadership. I reread it periodically to straighten out my thinking.—

Bruce C. Clarke

## ON CARRYING OUT ORDERS

by General Bruce C. Clarke, Ret.

*"When you receive orders which require action on your part interpret them and carry them out in such a way as to best assist your commander to accomplish his mission."* — General Leslie J. McNair to students at the Army's Command and General Staff School, 1940.

This action took place in the closing days of the Korean War. I am sure that no one there but me had heard General McNair's statement.

In the final days of the fighting in Korea, it became important for us to get some live prisoners of war who could be interrogated in order to check the information that we had about the enemy in front of us. And so I talked to the 5 division commanders in my corps, after having been briefed on this by the Army Commander. I encouraged them to increase night patrolling and to get their patrols all pepped up to the fact that we had to get some live prisoners of war. They were no good if we couldn't interrogate them. The one Korean division commander put out my instructions very carefully. I promised to give an award to the members of a patrol who brought back a live prisoner of war.

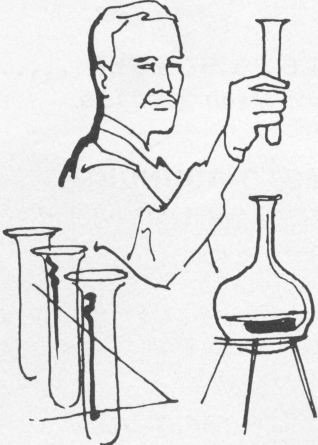
This patrolling went on for a matter of days, and finally one morning at six o'clock the Korean division commander called me and said. "General, we've got a prisoner of war." I said, "Is he alive?" He said, "Yes, sir." I said, "I'll be up." So I flew to his headquarters, congratulated the patrol, gave the award I had promised, and talked, through an interpreter, to the lieutenant.

My advisor to the division commander said, "General, there's something interesting about this that I think you ought to know. When the patrol came back in the middle of the night with this prisoner of war, all the men in the patrol except the patrol leader, the lieutenant, had on a steel helmet and an armored vest. His steel helmet and armored vest were on the prisoner." Through the interpreter I said, "Lieutenant, how did this come about?" He said, "after we had mousetrapped the communist patrol and had seized this man alive, the last of the communist patrol withdrew, and we immediately came under enemy mortar fire. I remembered my instructions that I was supposed to bring back the prisoner of war alive. I thought the surest way to do it was to give him my steel helmet and armored vest." LESSONS:

1. The Lieutenant carried out his orders.
2. He did not forget his mission.
3. He took the risk himself and did not pass it to one of his men.
4. He was successful

(I awarded him a Silver Star for gallantry in action.)

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**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.

Hern's Five Thumb Hypothesis — Experience varies directly with equipment ruined.

\* \* \*

Murphy's Law — If anything can go wrong — it will.

\* \* \*

Fowler's Futility Factor — No experiment is ever a complete failure. It can always serve as a bad example.

Talon Editor:

# PASS IN REVIEW

by Mike Peters '75

I am engaged in a project which will allow members of the various academies to participate in each others summer training.

In order to get information from a cadet's viewpoint on his summer training programs, I would like to have contacts at your academy.

Would you please make my purpose known to interested 1st and 2nd classmen who would be willing to take the time to provide me with the information I would need? Details will be sent to any individuals who respond. Please have them write to me at the above address.

Thank you.

Gerald D. Hill, III  
Cadet Lt., Class of 1975  
Company D, 2nd Regiment  
U.S. Corps of Cadets  
West Point, New York 10997

## SCOTTI FOR FRIENDS.

by SCOTT BRUNING.  
Strawberry Records

A Colorado Springs artist of no small talent, Scott Bruning shows imagination and potential on his first album, *SCOTTI FOR FRIENDS*. His brand of folk music reflects the rich earthiness prevalent among Colorado folk musicians, strong and crystal-clear guitar backed by a minimum of other instruments. An added feature of Scott's music is his versatile voice and his use of special effects. His passion for the echo chamber is apparent and sometimes oppressive, covering up the simple melodies instead of enhancing them.

*SCOTTI FOR FRIENDS* is an immensely enjoyable album and Scott Bruning is a name to watch for.

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## RICKFLECTIONS . . .

In failing to prepare you are preparing to fail.  
Time is passing, are you?

## THE LONGEST DAY: June 6, 1944.

by CORNELIUS RYAN  
305 pages. Simon and Schuster. \$7.95

In 1960 Cornelius Ryan rose to prominence as a military historian when his book, *THE LONGEST DAY*, hit the best-seller lists all over the country. Now, thirty years after D-Day and fourteen years after its initial publication, *THE LONGEST DAY*, is experiencing a resurgence of popularity. While most cadets have seen the movie based on this novel, many have not had the chance to read the book.

Cornelius Ryan spent over ten years researching the story of the greatest invasion ever launched. Mr. Ryan covers the period from midnight, June 5 to midnight, June 6, 1944. The entire

## JOURNEY TO THE CENTER OF THE EARTH.

by RICK WAKEMAN. A&M Records SP3621.

For years the field of classical rock was strictly associated with its pioneers, The Moody Blues. However, the enormous success of rock opera in the past few years has attracted a great deal of attention to this relatively unexplored field. And one of the most talented explorers of classical rock is Rick Wakeman.

Rick's new album is based Jules Verne's science fiction classic, *JOURNEY TO THE CENTER OF THE EARTH*. The album was recorded in concert with the London Symphony Orchestra and the English Chamber Choir in January, 1974. The recording shows few of the technical impurities associated with performing before a live audience. Wakeman's mastery of the organ, moog synthesizer, recorder, and a variety of other instruments is complemented by the stirring arrangements of the choir and orchestra. The rich voice of narrator David Hemmings adds the final touch to a fantastic album.

scope of the invasion from the high echelons of Allied and Nazi commands to the desperate men fighting on the bloody beaches, is seen through the eyes of the men who were there. Like an instant replay, the book picks out the important details of the invasion, the big and little mistakes that turn the tide of battle, the inspiring bravery and courage of men in war, and the tense humor of armies preparing to fight.

For the militray student and the pleasure reader alike, *THE LONGEST DAY: June 6, 1944*, is a welcome addition to the personal library.

## WATERSHIP DOWN.

by RICHARD ADAMS  
pages. Macmillan. \$6.95

A member of a small English country community has a terrifying vision. He sees the hillside homes covered with blood. Filled with foreboding, Fiver runs to the community leader, prophesying death and destruction. Dismissed as a fool, Fiver and his brother, Hazel, must choose to remain and face death or leave and maybe survive.

*WATERSHIP DOWN* is the adventurous saga of the small band which leaves the safety of the community to find a new home and a better life. Like Jason's Argonauts, the band is beset with many dangers on the journey to the new land. Leadership, resourcefulness and bravery emerge to mold the daring group into a new and stronger community.

To a Cadet Wing saturated with science fiction and war novels, *WATERSHIP DOWN* is a breath of fresh air. The heroes of this novel are rabbits. However, Adam's book is no mere animal fable but a fantasy tale in the tradition of *The Lord of the Rings*. As is common with truly good books, the reader will want to read it slowly, but will be unable to put it down.

Richard Adams' *WATERSHIP DOWN* is destined to become a classic.

# THE SECRET LIFE

# OF WALDO F. DUMBSQUAT

by Don Hall '76



The Fairchild diggers and fillers were at it again. C/4C Waldo F. Dumbsquat watched from a fifth floor window.

"I wish they hadn't closed *all* of the stairwells and bridges," mused Waldo as he watched a recently-dug hole being filled.

"Yea," said C/4C "Wags" Hisazov matter-of-factly, "it's pretty tough to get to class on time now."

Waldo turned his shaven head from the window and sighed, "I hate to go back to the squadron."

"Why's that?" asked Wags with disinterest.

"I think I'm going to get an S.I.," answered Waldo.

Wags slapped his friend on the back. "Heck, that's nothing to worry about. I was going to get an S.I. last night, but instead, my element leader made me listen to *The Dave and Duane Show!*"

"A fate worse than death by tours!" Waldo F. Dumbsquat could not believe such cruelty.

Wags pressed his pudgy face against the window as an instructor, holding his nose, hurried by the two fourthclassmen.

"Must be time for a shower," decided Waldo.

The two fourthclassmen observed a digger being buried by a careless filler.

"What we need, Waldo, are some great spirit pranks for our class to do during football season. You know, like digging up the air gardens and filling them with water. Or we could put the Flat-iron on a sheet."

"Couldn't we just plant trees on the parade field, Wags?" Waldo's stomach growled.

Wags almost fell through the window. "I've got it! The whole class will go on a hunger strike!"

Wags' friend shook his head. "I don't think that type of spirit would be in good taste. In fact, I don't think it's within the regs either."

"Speaking of food, I sure hope you get some more boodle from your girl back home. I just love the way she makes cotton candy. By the way, Waldo, what's her name?"

"Purina Dogget. She works for the local S.P.C.A. back home," explained Waldo.

Looking at his Steve Canyon watch, Wags moaned loudly, "Steve's sidwinder is almost on the twelve. That means there's only thirty seconds until class starts! We'll never make it on time!"

Instantly, Form 10 hysteria gripped Waldo. He plunged his puny body into a nearby latrine and emerged faster than a speeding fussball as Colonel Waldo F. Dumbsquat, a man who always marked his clothes. Sounding off, the colonel projected his thunderous voice to every classroom in Fairchild Hall.

"Attention in Fairchild Hall, attention in Fairchild Hall. This is Colonel Dumbsquat talking now. All fourthclassmen are to report immediately to their squadrons for a mandatory academic shower formation. That is all. Dumbsquat out."

The hallways came alive with moving bodies . . . all trying to find a way out of the building. Almost immediately, the colonel's mountainous body telescoped downward to take the pathetic shape of C/4C Waldo F. Dumbsquat. Waldo grinned to himself about how he had saved the CAS clerk and OPS sergeant a lot of work. His skin itched with anticipation. It would be the first time he had ever taken two showers in one week.

## ★ GENERALLY SPEAKING

"If you let yourself become apathetic because of a schedule that conflicts with your own personal desires, you may have not yet learned one of the most valuable traits of a military man — that is, flexibility. There will be numerous times in your career that you will be called on to perform — and perform professionally — at a time that does not exactly suit your own personal schedule. The hallmark of a true professional, whether in business, industry, or in the military service, is his ability to apply himself fully to a wide range of situations requiring many different techniques and possible requiring some degree of personal sacrifice."

B/General Vandenberg

"I tell all my people, and anyone else I can get to listen to me, that there are only three main things you have to do to be a success.

First, do a little bit more than anybody else. Hopefully, that little bit more will be visible to somebody, but make it a practice to do a little bit more than those people around you.

Second, in taking stock of yourself to discover the improvements you have to make — attitude, capabilities, goals, whatever — you have to be *brutally honest* with yourself!

Then, and this is the third thing, when you find out what you must do to make those improvements, you must not procrastinate. You have to get out and get with it immediately."

Brigadier General Burriss in *AIRMAN Magazine* May, 1974 (p8)

# WOMEN IN THE MILITARY

By Rick Douglas '75

As a result of a recent law signed by the President, women may now enlist in the armed forces at age 17 with parental consent. Under the old system women had to have parental consent and be 18 years of age to enlist.

**WOMEN IN THE MILITARY**  
(Source: *TIME MAGAZINE*, 26 August 74, p56)

	1969	1974
Air Force	12,265	17,800
Navy	8,636	16,500
Army	5,200	14,000
Marines	2,700	2,700

Women also have a variety of ways to earn a commission in the military: Reserve Officer's Training School (ROTC), Officer's Training School (OTS), Nurse's Training School (NTS), or by direct commissioning. Women may hold any military rank that their male counterparts hold. The promotion provisions in Title 10, U.S. Code, no longer discriminate on the basis of sex, as they did prior to 1967. In fact, the Air Force has three female general officers: Brigadier General E. Ann Hoefly (retired April 1974), Brigadier General Claire M. Garrecht, Chief of the Air Force Nurse Corps, and Major General Jeanne M. Holm, Director, Secretary of the Air Force Personnel Council.

Women are becoming involved in training for future space flights. Twelve Air Force flight nurses completed five weeks of medical testing at the National Aeronautics and Space Administration's (NASA) Ames Research Center in California. They were spun, examined and studied in a research project to help set medical standards for female candidates for the space shuttle flight scheduled around 1980.



Bedrest study - Ames Research Center, California

As part of this experiment, eight of the twelve flight nurses had two weeks of total bedrest, simulating the weightless situation. The remaining four acted as ambulatory control subjects. In addition to testing on a centrifuge, the female subjects also underwent cardiovascular and endocrine tests. During the final week of the study, testing focused on how well and how quickly the subjects recovered from the after-effects of the prolonged bedrest. Test results are still pending.

Women in space? Women generals? Women in "male-dominated" jobs in the Air Force? Major General Jeanne

Holm (in a speech to the 4th Annual Regional Conference, Federal Women's Program in Dallas, Texas, 23 April 74) stated, "Today the Air Force is out actively finding and recruiting women as aeronautical engineers, management analysts, aircraft maintenance officers, missile maintenance officers, space analysts, as well as administrators, managers, and computer programmers. Women in the Air Force can go into any field except for the few that are combat related, learn any skill, while being paid and promoted on the same basis as men."



—MICKY BEDNAR

Air "man" Ann Yoo works as a Crew Chief on T-33 Lockheed "T-Bird" jet trainers at Petersen Field, Ent Air Force Base, Colorado.

**WOMEN IN THE AIR FORCE**  
(Source: *Questions and Answers About Your USAF*, Pamphlet 180-1, 15 July 74, p2)

<b>Active Duty:</b>	<b>Enlisted</b>	<b>13,400</b>
	<b>Line Officers</b>	<b>1,200</b>
	<b>Nurse Corps Officers</b>	<b>3,300</b>
	<b>Biomedical Sciences Corps</b>	<b>169</b>
	<b>Medical Corps</b>	
	<b>Medical Service Corps</b>	<b>3</b>
	<b>Veterinary Corps</b>	<b>2</b>
	<b>Chaplains</b>	<b>1</b>
	<b>Air National Guard:</b>	
	<b>Enlisted</b>	<b>800</b>
	<b>Line Officers</b>	<b>25</b>
	<b>Nurse Corps Officers</b>	<b>370</b>
<b>Air Force Reserve</b>	<b>Enlisted</b>	<b>451</b>
	<b>Line Officers</b>	<b>67</b>
	<b>Nurse Corps Officers</b>	<b>1,020</b>

Colonel Billie M. Bobbitt, Director, Women in the Air Force in a speech to the 1974 International Toastmistress Convention (Honolulu, Hawaii, 17 July 74) stated, "The basic philosophy is simple: The individual must be physically and technically able to do all of the job and be willing and able to go wherever and whenever she is needed. If she has family responsibilities (and many do), she is expected to resolve them and may not expect favored treatment on the basis of her responsibilities as a mother, any more than a male member with children would receive. This is a tough decision for most women — the prospect of prolonged separation from children."

The future is promising for women in the armed forces. Major General Holm claims that by the end of this decade "it is expected that one out of every five new recruits will be a woman." In 1966 the strength of women in the Air Force was one percent, now it is four, and by 1978, it is expected to reach seven percent. You've come a long way, baby!

# MICKI KING

by Mark Fowler '77

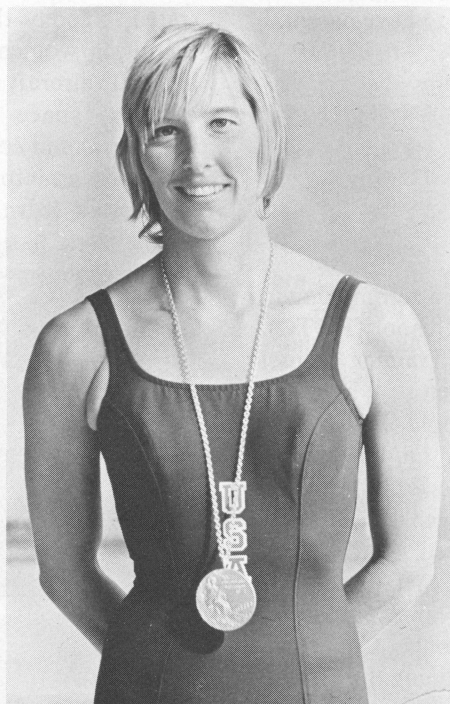
*Capt Micki King begins her second year as the USAFA diving coach after an illustrious career that includes two trips to the Olympics and a gold medal.*

*Many times an All-America diver, Capt King was a member of both the 1968 and 1972 Olympic teams and captured the gold medal on the 3-meter springboard at Munich. Three times she has been the women's collegiate champion and is a 10-time AAU champion. She also participated in the 1967 and the 1971 Pan American Games.*

*Capt King entered the Air Force in September of 1966 upon her graduation from the University of Michigan. Showing her versatility in the water Capt King also played water polo as a Wolverine coed. In 1973 Capt King was voted as the third most outstanding USA amateur athlete, man or woman.*

**TALON:** What made you decide on an Air Force career?

**KING:** It came to a time in my career as a senior to make a decision. There were two things that I knew. One, was



—USAF PHOTO

*"I was able to hold my own in both worlds, my diving world and my Air Force world."*

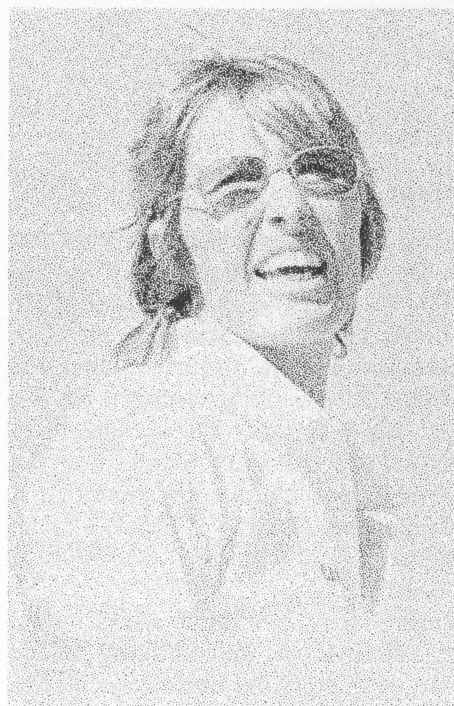
officer where I ran the base gym, the intramural program, and was in charge of the Officers' Club Auto Hobby Shop. Take, for instance, the NCO at the Auto Hobby Shop. I was his supervisor, and what did I know about Auto Hobby Shops? There was a little credibility gap there at first, and I knew there would be. It was up to me to make sure that I got right in his eyes. So, the first thing I did was go down to the Hobby Shop, take a tour and said, "Okay, I want to learn how to change my oil, and lube my car. Show me how to fix my carburetor." Suddenly they said, "Gee, she cares." So the credibility was gained, but I had to go out of my way to get it. **TALON:** So you are saying that being a woman in a position superior to a man is harder?

**KING:** In a case where there is lack of knowledge in an area, yes. And in that case, it is up to the woman to go out of her way to learn it so that she doesn't have a credibility gap. I think I learned

that I had to eat after graduation, and two, that I wanted to try out for the Olympic team. Given those two things, I had to find something that would accommodate both. As it turned out, the Air Force was able to give me a challenging, very exciting career and allow me to continue my diving ambitions at the same time.

**TALON:** How did people, especially superiors and subordinates, treat you, as a woman officer, in relation to the way they treated male officers?

**KING:** In some cases, it has been easier being a woman. I have been given the benefit of the doubt more often than not. I think I've been able to learn from my mistakes without as much hardship and heartache as my male counterparts. Given the same mistakes, I've still been reprimanded, but not to the same extent. I think that in some jobs it was harder to break through. During my first job I was at Los Angeles Air Force Station, SAMSO. I was rotated from an education officer to a special services



—USAF PHOTO

*"I have to put 100 percent into whatever I do."*



—BILL MADSEN 1

*"This assignment has really been the most fun ever."*



more in that particular job because I had an NCOIC that was in the service 22 years. I came in as a new Captain. There was no way that I knew as much as he did in that field. I wasn't going to pretend, either. We had an understanding based on the fact that I admitted that I had some learning to do. A woman cannot go into an office and pretend that she knows everything. I don't think a man can either, but a woman, I know so, because she is watched more closely.

**TALON:** Has your diving career been helped or hampered by the Air Force?

**KING:** Very definitely helped. I have had very understanding commanders and supervisors. On every base I have been to where I have competed, everyone has gone out of their way to support my diving. In that sense, I went out of my way to make sure that I followed through on my job. Some people thought that all I did was dive while I was in the service, but they didn't know Uncle Same very well. I was never a free loader on the system. I had an eight-hour a day job where I worked in Special Services. I went home after work every night and worked out from 7 to 9 on my own time. When there was competition, my commanders relieved me from duty for the given period of time. I was gone a great deal, but while I was there I tried to make them realize that I was able to hold my own in both worlds, my diving world and my Air Force world.

**TALON:** What assignments do you see in your future?

**KING:** I'm due to go overseas. I would like to work at Command level, and then at Air Force level. I enjoy the career field of sports and recreation, which is special services.

**TALON:** Do you have plans for the next Olympics?

**KING:** I was in two Olympic games, and I dived for 18 years. The girl I beat at the Munich games was only 17. I've got a million things on my "things-to-do" list, but I can't dive and do those things too. I have to put 100 percent into whatever I do. So, I have retired from active competition. Now, I'm really a full time coach, and coaching the cadet team and taking them to the AAU championships has really been



—USAF PHOTO

*Captain Micki King demonstrating the form that helped her capture the Gold Medal at Munich, Germany.*

*POISED—1972 Olympic diving gold medalist Captain Micki King stands ready to make her next dive while in Peking. Capt. King was one of nine swimmers and divers who took part in a three-week goodwill tour of the Peoples Republic of China in 1973.*



—USAF PHOTO

my fulfillment in sports.

**TALON:** How do the cadets act toward you as a woman officer?

**KING:** This assignment has really been the most fun ever, just because of the cadets. I think cadets are super. I have enjoyed every class I've taught and the cadets have treated me with total respect as a person and as a woman. I haven't had anyone make me feel that I didn't belong. Every cadet I've come in contact with has appreciated my being here, and has appreciated me as an instructor, and as an officer. I feel that I have a great rapport with cadets and I wouldn't trade it, I've really been happy here.

**TALON:** What fields, if any, do you feel should be closed to women?

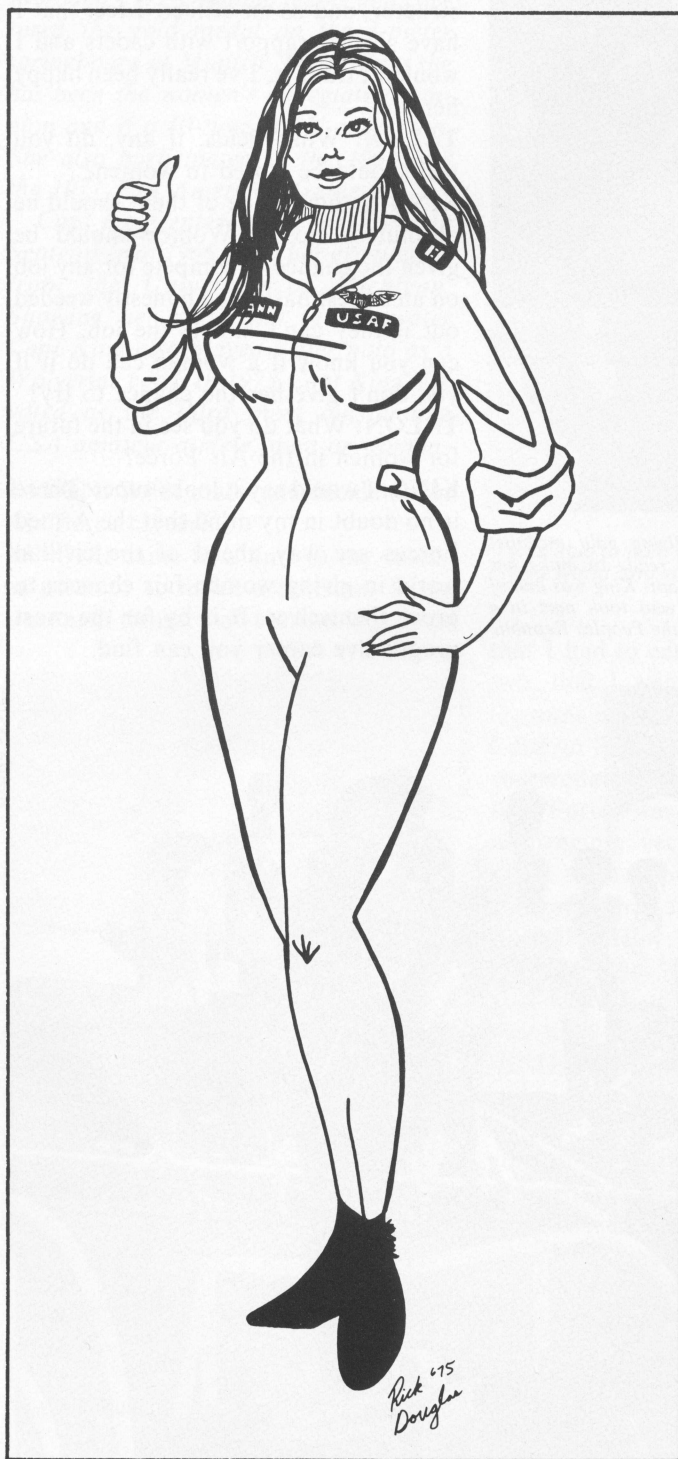
**KING:** I think none of them should be absolutely closed. Women should be given the chance to compete for any job on an honest basis, and honestly weeded out if they can't handle the job. How can you know if a woman can do it if you don't give her the chance to try?

**TALON:** What do you see in the future for women in the Air Force?

**KING:** I would say it looks super. There is no doubt in my mind that the Armed Forces are way ahead of the civilian world in giving women fair chances to prove themselves. It is by far the most progressive career you can find.

# WOMEN IN COMBAT

by Greg Black '75



On February 21, 1943, the first female class arrived at Sweetwater, Texas, and began a rigorous training program covering military ground school and flying techniques.

The training included military customs and courtesies, the Articles of War, safe-guarding of military information, drills and ceremonies, Army orientation, organization, military correspondence chemical warfare and personal affairs.

Ground school included academics that covered mathematics, physics, maps and charts for navigation, principles of flight and flight mechanics, propulsion systems (propeller dynamics,), weather, codes, instrument flying, communications, and first aid.

Flight school proceeded through various phases to advanced training. It was designed such that a graduate could take up operational duties immediately and quickly transition into larger, heavier, and more powerful aircraft with a minimum of training. The female pilots received the same training as male aviation cadets.

At first the female pilots flew only smaller and lighter aircraft. It was thought that they were unable to handle larger aircraft, such as the four-engined B-17 "Flying Fortress" or B-29 "Superfortress" bombers. It became evident, however, that women could handle any type of aircraft, including heavy multi-engined bombers.

On August 4, 1943, the women pilot training program merged to form the WASPs (Women's Air Force Service Pilots). The WASPs flew ferrying missions for Air Transport Command, Training Command, Eastern, Central and Western Flying Commands, and the Second Air Force. They then became involved in flying many different types of missions. Women pilots towed aerial targets for male-pilot gunnery practice, and they flew successful tracking missions. Later women were allowed to perform other missions in areas such as strafing, smoke laying, radio controlled flying, instrument instruction and utility flying.

Sweetwater accepted 1830 women for flight training. Of these, 552 or 30.7% of the total were eliminated for flying deficiencies, 1.4% were removed for medical reasons and 8.8% more were eliminated for various other reasons making a total attrition rate of 40.9% for female pilots as compared to an attrition rate of 35.6% for male pilots.

What does the job of flying entail, how does it effect an individual? More specifically, how does it relate to the women power of the military? Are females capable of being effective, reliable pilots?

The subject of "women in the cockpit" will be approached in various phases. First, a brief history concerning those females who have flown in the military, in combatant and noncombatant roles. Second, a discussion of the effects the woman pilots had on flying and the results of tests made on their behaviour and performance. Finally, a look at the present role of females employed in active flying (cockpit) jobs, some of the plans for the future, and what new jobs will be available to the female in the military that relate to flying.

Females have been flying aircraft for many years — almost as long as men have flown powered aircraft. Many

aviation records have been broken and set by female pilots. Female pilots are not new to the military. In fact, females first actively participated in flying for the military some 32 years ago around the beginnings of World War II, when every able-bodied man in the United States was being scrutinized for the military, military support, or civilian essential jobs. The American female wanted to do her part to support the war effort and their husbands fighting overseas in the two theaters. These were the years of females taking over and performing the tasks of men in defense factories.

The first American females to serve in the pilot's seat were volunteers headed up by Miss (Colonel) Jacqueline Cochran to do ferrying work in England in a uniformed civilian capacity with the British Air Transport Auxiliary. They were the first organized group of American women pilots to serve in World War II.

During these same years England and Russia had been forced to use "womanpower" to man and fly trainers and other combat-type aircraft. Russia had many female pilots (in their own combat squadron) flying fighter aircraft into combat. Many of them shot down enough enemy aircraft to become aces with as many as twelve kills for some. The female fighter pilots received Russia's highest awards for displaying valor and courage in battle.

In the United States it became increasingly apparent that the pool of male pilots, trained and in training, would be insufficient to perform the ferrying work to get the aircraft and equipment to the combat theaters.

A great experiment for the United States Army Air Forces was attempted on September 10, 1942, when a squadron of experienced women pilots was formed to do the ferrying work for Air Transport command, with only four to six weeks of transitional training to acquaint them with the operation of military aircraft, military organization, routes and related procedures. These women were known as WAFS (Women Auxiliary Flying Squadron).

The main reasons for voluntary resignations among women in order of frequency of occurrence:

1. Fear of flying
2. Loss of desire
3. Loss of confidence
4. Physical unfitness
5. Changed situation at home requiring presence of trainee

Note: this accounted for only 14 trainees or .8% of the total number of females who entered training.

Principal reasons for medical eliminations were:

1. Emotional instability and hysteria
2. Airsickness
3. Pregnancy among married WASPs
4. Fear of flying
5. Asthma
6. Claustrophobia
7. Fatigue

Note: this accounted for only 27 trainees or 1.4% of the total numbers of females who entered training.

Throughout the WASP program there were 402 accidents, of which 35 (9%) were fatal. During the same period, Army Air Forces male pilots experienced an 11% fatal accident rate, though it must be remembered that the number of male pilots exceeded the number of female pilots by an enormous amount.

Medical investigation of concentration, coordination, reaction and tenseness showed that flying provided an emotional relief for women. Test of physical strength were inconclusive.

Medical studies continued to probe into other physical abilities or disabilities that the female pilots might encounter. The women displayed no deficiencies in night vision, airsickness, respiratory ailments or anoxia.

Women scored much higher on mental tests than did their male counterparts, but this was attributed to the higher educational requirements demanded of the female candidates. Women tended to excel in tests of reading comprehension mathematics and other academic abilities, however, they scored lower in tests predicting pilot aptitude and were decidedly lower in tests dealing with the understanding of mechanical principles and two-handed coordination.



—FERN DOUGLAS

A group of Women's Army Service Pilots (WASP) pause for a photo in 1944. The second one from the left is the Talon Editor's mother.

General Henry "Hap" Arnold, Commander of the Army Air Forces in World War II, summarized the tests by saying, "You young women have been making aviation history.

You and all 'WASPs' have been pioneers in a new field of service. You have shown that you can fly wingtip to wingtip with your brothers. If ever there was a doubt in any one's mind that women can become skillful pilots, the WASP have dispelled the doubt."

In today's Air Force, females cannot be assigned to combat hazardous jobs by act of Congress. The official position is that all Air Force pilots must be available for combat service, and since the law forbids such service for women, the Air Force cannot teach them how to fly. Females (except for experimental cases) are not actively on flying status due to federal law and cultural traditions, and only if these parameters change will females again win their wings in the military.

## TALON INTERVIEW:

# JUDY GALLOWAY

by Walt Hern '77

Mark Fowler '77

*Capt. Galloway was born in Washington, DC. She is the daughter of Col. and Mrs. Robert O. Hereford and was raised in an Air Force family. Her high school alma mater is Westridge School for Girls in Pasadena, California. She is a 1969 graduate of Finch College, a small girl's school with a student body of 400, located in New York City. She has a Bachelor's degree in English Literature and a Master's degree in Human Relations. Capt. Galloway was commissioned through the OTS program and has served as a supply officer, recruiter, education officer, and a training officer prior to coming to the Academy.*

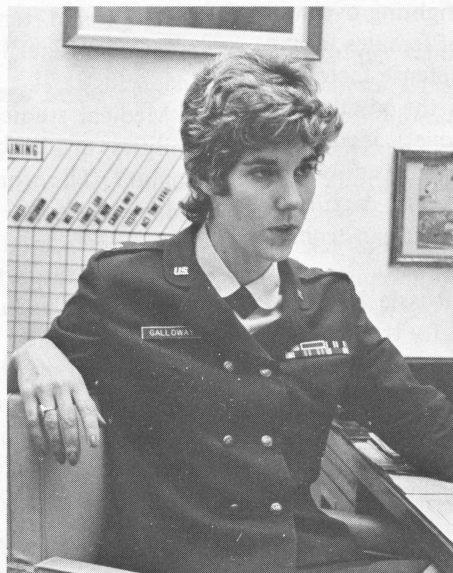
**TALON:** What made you decide on an Air Force career?

**GALLOWAY:** I wanted the opportunity to do more with my education than be a secretary, or even an administrative assistant, and I didn't want to have to live in a big city, and that's where the good jobs are. I didn't like the "big-city-girl" syndrome. I was looking for a job in fund-raising or public relations for a non-profit organization. I thought I wanted to work for the Ford foundation or a home for delinquent girls, that sort of thing. The Air Force offered me an opportunity to have a job



*"I didn't like the 'big-city girl' syndrome."*

as a manager and not live in a big city. I also was attracted to the esprit de corps in the military.



*"I don't think of myself as a woman unless someone makes an issue out of it."*

**TALON:** What has your career been like so far?

**GALLOWAY:** I came in as a 2nd Lieutenant in the supply career field and worked as a supply officer in SAC (Strategic Air Command), stationed at Malmstrom AFB in Great Falls, Montana. I was in charge of over \$9 million worth of Minuteman missile parts and supervised approximately 60-first-term airmen, all of them men. It was quite a learning experience — you either sink or swim in a situation like that. I volunteered for recruiting duty after that assignment, and was stationed in Chicago. A recruiting job in a big city is very challenging, and I wanted a challenge. After that I went to Randolph and was back in base supply again. Following that assignment, I was an education and training staff officer at Headquarters, Air Training Command. While at Hqs. ATC, I was chosen for a special duty assignment at Lackland as a training officer in a basic training squadron. It was from this job that I was assigned to the Academy in February.

**TALON:** What were your duties like at Lackland?

**GALLOWAY:** My duties as a training

officer were to supervise some 25 military training instructors. I supervised drill instruction, physical training, inspected dorms, and I performed other duties in terms of counseling. I was basically a quality control officer monitoring the caliber of training the basics received from their training instructors.

**TALON:** How does the training female basics received at Lackland compare with that of the male basics?

**GALLOWAY:** It's almost exactly like the male training program with the exception of a few of the physical conditioning exercises. They don't have to do as many repetitions of push-ups and sit-ups, and they don't have to run as far or as fast. They also don't have to run the obstacle course, instead they have a few hours of grooming training.

**TALON:** Why does a woman want to join the Air Force?

**GALLOWAY:** Most are looking for training primarily, perhaps they are looking for a little adventure, too. Surveys have shown that women come into the Air Force for career opportunities and training, and also for travel.

**TALON:** What does the future hold for women in the Air Force as far as number are concerned?

**GALLOWAY:** The WAF strength is tripling. In 1969 the female enlisted strength was about 10,000, it's 24,000 now, and by 1978 it will be approximately 41,000. As for officers, when I came in in 1969, there were about 1,000 female line officers, that's not counting nurses. There are now 2,000 line officers, and by 1978 there will be about 3,000.

**TALON:** What are the reasons for this increase in the number of women in the force?

**GALLOWAY:** To provide more women with an opportunity to participate in the nation's defense and to help meet objectives of the all volunteer force. The women in the Air Force want a challenging job. Some get very upset if you put them behind a typewriter.

We're not putting women into "female" career fields any more, we're putting them into things like aircraft maintenance, missile maintenance, avionics, communications, and air traffic control.

**TALON:** What do you feel about women in combat roles, say missiles?

**GALLOWAY:** I think you need to define "combat" first of all. Most people, when they think of combat, think in terms of ground troops and infantry divisions. A missile silo is a long way from an infantry outfit but, I don't know if the Air Force will ever have female missile launch officers. We don't right now, and there are good reasons why we don't. Of course, it's obvious a female could do the job just as well as anybody else, but there are certain problems in terms of living arrangements down there. Right now we don't need to put women in the missile silos — we're getting enough men to fill those slots.

**TALON:** What about women pilots?

**GALLOWAY:** The WASP (Women's Army Service Pilot's program, training women to fly during World War II so more men could be released for combat duty) did an excellent job, and of course, you know there are women now flying in the Navy. They have proven that they can accomplish the mission.

**TALON:** What was your opinion of Academy cadets prior to coming here?



*"We don't need to put women in the missile silos - we're getting enough men to fill those slots."*

**GALLOWAY:** I think everyone has a rather idealized picture of the Air Force Academy before they come here. I must say my ideals haven't been shattered. I

think we have the brightest young men in the country coming here and most make outstanding officers.

**TALON:** How does it feel to be the first woman on the Commandant's staff?



*"I was in charge of over 9 million dollars worth of Minuteman missile parts and supervised approximately 60 first-term airmen, all of them men. It was quite a learning experience - you either sink or swim in a situation like that."*

**GALLOWAY:** I wasn't selected for this job because I was a woman. I was selected because of my qualifications. It had nothing to do with my sex. I am just as qualified as any other officer to be working in the job I'm in. I don't think of myself as a woman unless someone makes an issue out of it. Sometimes people make it obvious that I am a woman and try to make a joke about it or point up the differences. But I don't see those differences. As far as I am concerned, I am an officer first, and people are going to respect me as an officer. If they respect me as a woman too, that's fine, but that comes second.

**TALON:** Do you notice any difference in the way cadets react to you as opposed to your male counterparts?

**GALLOWAY:** As far as I can tell, there is no difference in the way cadets behave in my class as compared to the way they behave in someone else's class.

**TALON:** What do you think of the fourth class system?

**GALLOWAY:** It is at the heart of our leadership training. I think it's great!

**TALON:** To many cadets, you are seen as a "threat". That is, to them you

represent women at the Academy, and they see you as the first female squadron's AOC. Would you care to comment on this?

**GALLOWAY:** As for me representing women cadets at the Academy, I'm acutely aware of the way cadets perceive me, but their perception is based solely on rumors, all I can do is try to dispel the rumors. I am a military training instructor and as far as I know, I am going to be a military training instructor for four years, and I don't see myself as a threat or a wave of the future. If we do have integration, and I'm still on board at the time, I may be considered to be the first female AOC or I may not.

**TALON:** The wing is in the dark concerning the plans for women, if they do come here. Can you give us any information as to what will happen should the Academy integrate?

**GALLOWAY:** When the time comes, I assure you that maximum information will be sent out to the Wing.

**TALON:** Getting back to yourself, do you feel that the goals you had when you entered the service have been fulfilled?

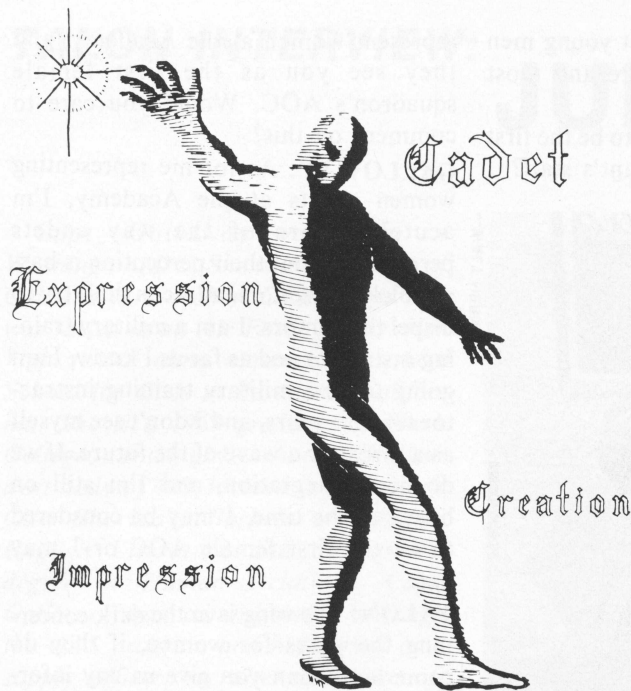
**GALLOWAY:** Beyond my wildest dreams! I never thought I would be teaching at the Air Force Academy at this time in my career. It will be hard to top this assignment. I can't think of anything that is greater than to be able to influence young cadets who are going to be our future leaders.

**TALON:** What are your hopes for future assignments?

**GALLOWAY:** I would like to stay in the training environment. I enjoy working with people, and I enjoy the military side of things, as opposed to public relations or something like that, which is what I thought I wanted to do when I came into the Air Force.

**TALON:** Our final question — You have used the word "professional" several times. What is your definition of "professionalism"?

**GALLOWAY:** First of all, it's knowing your job. That means knowing the mechanics of your job as well as the regulations and not just the verbiage but knowing the spirit and intent of the regulations as well. Also, being able to carry out your duties without a lot of fanfare, that's professionalism.



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.

### AN EARLY HELLO

*You could be driving now in a car  
Worrying about stop lights,  
Or walking down the road  
To the neighborhood ballgame.*

*You could be panicking  
As you ready for a big date,  
Or helping friends with problems  
Over a coke and pizza,*

*Or feeding your hungry dog.  
Or attending a very unprofessional  
School play.  
Isn't this better*

*Think of all the time  
You have not wasted since being here,  
Wasting time not being to your taste.  
Think what a lot*

*Of time, by the Air Forces' reckoning,  
You've saved, and may spend on this,  
You who had rather study and drill  
Than anything*

by Thomas N. Resha '78

## CREATIVE WRITING SYMPOSIUM RULES

### ENTRIES

1. You may submit poetry (including song lyrics), short fiction, informal essays, one-act plays, or drawings.
2. You must have no outside help in writing or drawing, but you may take advantage of instructors' comments made in grading material submitted for course credit.
3. Poems may be any length. Prose entries should not exceed 3,000 words.
4. You may enter any of the categories as many times as you wish, but you are eligible for only one place in any category. You may, however, win in more than one category.
5. Manuscripts must be original, *unpublished* works which have not been copyrighted and which will not be published elsewhere prior to 28 February 1975.
6. Once submitted, manuscripts and drawings will be considered to be in final form and may not be revised afterwards.

### PREPARATION OF MANUSCRIPTS

1. Each entry must have (a) a cover sheet with your name, squadron, phone number, and the title of the composition, and (b) a biographical sketch (academic major, hobbies, hometown, other publications, and honors).
2. *Your name should appear only on the cover sheet and biographical sketch.*
3. Put the title at the top center of the first page and in the *upper right hand corner* of subsequent pages. Number pages consecutively.
4. Use 8½ x 11 inch paper. Type and double space all entries. Use only one side of each page.
5. Drawings should be in black and white (reproducible pencil, ink, charcoal, etc.) and submitted on 8½ x 11 inch paper.

### SUBMISSION AND DEADLINE

1. Turn in manuscripts and drawings either at the English and Fine Arts Department office, 6D55 Fairchild Hall, or to any English or Fine Arts instructor.
2. Deadline: midnight 10 January 1975. Entries will be accepted for 48 hours after the deadline if you verify you completed composition before midnight 10 January.

### CULLEN AWARD

1. Manuscripts about flight will be *automatically* considered for the Brigadier General Paul T. Cullen Award for the Outstanding Cadet in Creative Writing about Flight.
2. The award will be presented during June Week if an entry wins.

### PUBLICATION

Winning and selected additional entries will be published in *Icarus*. The tentative publication date is May 1975.

### IN A MELLOWED MIND

*His flesh stretches across the fragile boney structure of his face,  
Aged sweat from laborous years  
Trapped in the darkened cracks and the saddened wrinkles.  
His lips part slightly, his eyes turn inward,  
For the clock of life must ring its final chime  
For the hand of time must make its last calling.  
Inwardly he searches — his pilgrimage to past days and parted ways his journey through ancient times and mellowed chimes.  
His frail soul lies quietly on the milky pillows of the mind and takes in the warmth of an inner sun.*

by Steven J. Kent '75

*A single candle burns  
The silent darkness  
And leaves the room filled  
With bright emptiness  
But why then give it light*

*Is it better to see  
A bright, empty room  
Where the glory of light  
Shines upon nothing  
Than to see not at all*

*If a lifetime is filled  
Like the room, with void  
To be without substance  
Purpose or intent  
Give it no light, no life*

*But now place in the room  
A second candle  
Let its glorious light  
Shine upon the first  
No longer emptiness*

*Both glisten with purpose  
Each lights the other  
The room is not empty  
The light not wasted  
Now together, content*

*Are not the candles lives  
In a lifetime room  
Alone light emptiness  
Together glory  
Then let one room be ours*

*Written by  
Ken Nease '75*

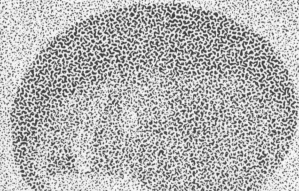
#### *HAIKU*

*Tears of the past will  
curse at a chop of the ax  
which carves the future*

*A man stands naked  
in the disturbed fields of life  
with rows of black flowers.*

*Hands cupped to form fists  
do not have the power of  
cupped hands in prayer.*

*— Steven J. Kent '75*



#### *VIRGIN AIRBORNE*

*Engine awakes with a sputter  
You lift from the ground  
Your object - Experience  
The skys' where you're bound*

*Suddenly, you're free  
As you jump out the door  
Not to be limited  
Restricted no more*

*Stretching your arms  
You embrace the vast sky  
Wind kisses you softly  
Fluff-clouds roll by*

*Laying back on your sky bed  
Air whispers in your ears  
Your hair flows back smoothly  
You've forgotten your fears*

*Young passion matures  
An experience forming  
The wind may be chilly  
But your body is burning*

*Silently falling  
Climax is reached  
Altimeter warns  
Safetys' been breached*

*Yanking the ripcord  
Seconds frustration  
Then silk appears  
Satisfying anticipation*

*Numb feet touch the earth  
You land in a pile  
Take off your helmet  
Look up - And smile*

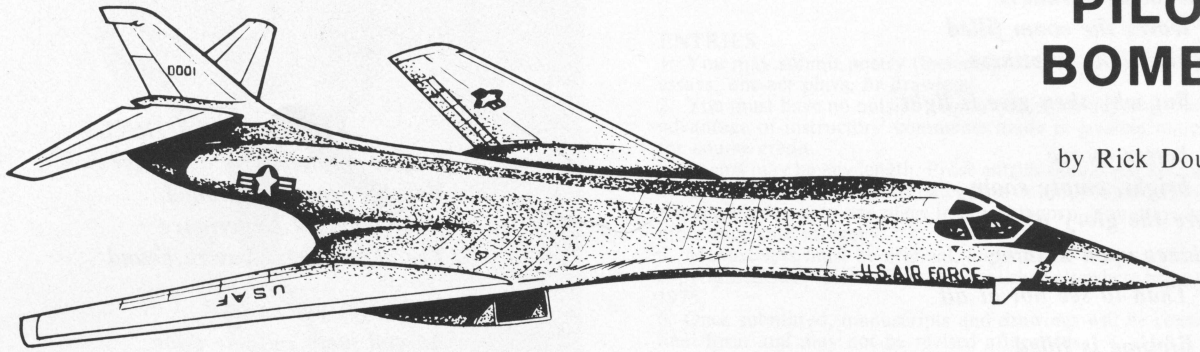
*An adventurous virgin  
In an evening with the sky  
Matured to experience  
Virginity passed by*

*Her face has a 'knowing' smile  
Where moments before  
Was fear and consternation  
Standing in the door.*

*By Rick Douglas '75*

# TALON EXCLUSIVE: THE ROLLOUT OF THE FIGHTER PILOT'S BOMBER

by Rick Douglas '75



*TALON* recently attended the unveiling of the first B-1 intercontinental bomber at Palmdale, California. Developed to modernize the strategic bomber fleet currently using the Boeing B-52 "Stratofortress", the B-1 is designed to serve as a viable manned deterrent into the next century.

At the recent rollout ceremony James R. Schlesinger, Secretary of Defense, introduced the B-1 saying: "Maintaining forces that are both diversified and flexible, we avoid the risks of dependence upon a single capability while at the same time we make the task of attacking U.S. strategic forces so intractably complex that it continues to be dramatically unattractive."

Two-thirds the size of the B-52 bomber, the B-1 can carry twice the payload 6,100 miles. With its "swing-wing" it will cruise at speeds greater than Mach 2 at high altitudes and subsonic speeds at tree-top altitude. The sleek bird has increased protection against nuclear blasts, higher penetration speeds, and a greatly reduced radar cross section compared

to the huge B-52 (which has been described to look on radar like a "flying barn" on the horizon!)

Recently, General R. H. Ellis, Air Force Vice Chief of Staff, told a pilot training graduation class that "the strategic bomber is by far the most flexible and versatile element of the Triad. Manned bombers are the only element that can be launched on warning, under positive control, retargeted or recalled after launch, assess bomb damage, and be recycled for follow-on missions. Bomber employment options range from a responsive show of force, through delivery of conventional weapons to all out nuclear retaliation."

A medium gross weight bomber powered by four 30,000-pound thrust-class turbofan engines, the B-1's three large weapons bays will provide it with the flexibility to carry nuclear air-to-surface missiles, nuclear or conventional gravity bombs, naval mines or fuel as determined by various mission requirements. It will carry a crew of four.

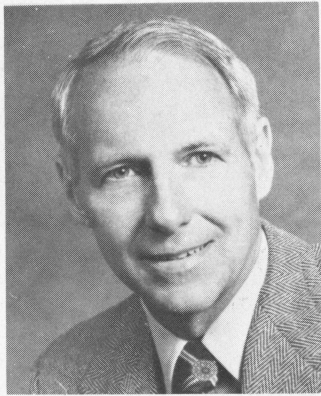


—RICK DOUGLAS

Estatic crowd surrounds the B-1 "Mach 2 Miracle" bomber at rollout ceremonies October 26 in Palmdale, California.



When the B-1 makes its first flight in December, Mr. Charles C. Bock, Jr., chief test pilot for Rockwell International, will be in the pilot's seat. Colonel Emil (Ted)



Charlie Bock  
Chief Pilot

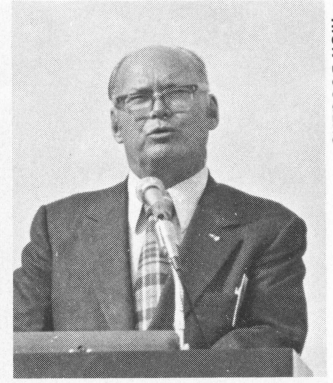


Col. Ted Sturmthal  
Chief Pilot

—USAF PHOTOS

Sturmthal, director of the B-1 Joint test Force at Edwards AFB, California, will fly in the copilot position (Coincidentally, Colonel Sturmthal's son, Jeff, is considering an Air Force career, beginning with his application to the USAF Academy this spring). Mr. Richard Abrams, manager of the Flight Test Planning and Control for Rockwell, will be the flight test engineer. Total flight time of the crew is more than 90 years, including combat, training and test missions. Members of the team have flown everything from gliders to the Lockheed SR-71 "Blackbird" (which recently broke the five-year-old trans-Atlantic New York-to-London speed record in an unbelievable one hour and 56 minutes!)

The B-1 bomber represents the product of some 12 years of studies, design, development and exhaustive testing. The bomber's flight in December is intended to serve as the first in a series of Department of Defense "try-before-buy" tests. The first flight is scheduled to last 2½ hours and will be more functional than most "first flights" which last only a few minutes. After two years of extensive testing, a production decision will be made (November 1976). The first operational models could enter the Air Force inventory about the time that the (freshmen) Class of 1978 graduates from pilot training.



—RICK DOUGLAS

Secretary of Defense, James R. Schlesinger, and Secretary of The Air Force, John L. McLucas, comment upon the strategic importance of the B-1.

With the exception of the XB-70, the B-1 is the first new bomber to emerge since the Air Force Academy was established (approaching age 21 this April), and its price tag has made it the center of defense spending controversy — an estimated 61.5 million per copy! Including research and production costs for an initial suggested order of 244 units, the B-1 program will cost over 15 billion dollars. General Ellis stated, "I would agree that the B-1 costs will be high — but so will its contribution to national security". The escape capsule, similar to that on the F-111 fighter-bomber, has been replaced by ejection seats.

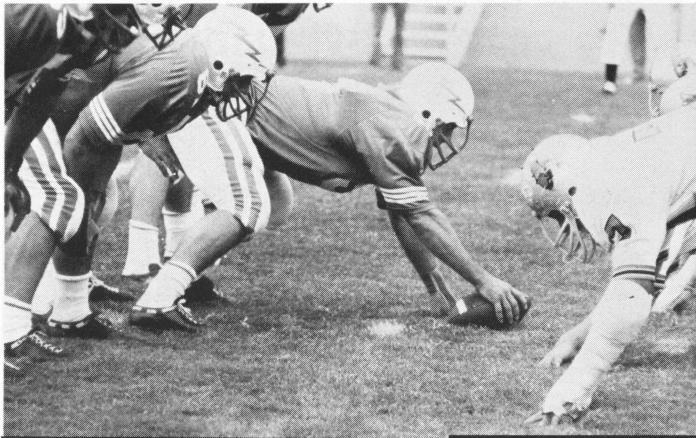
The idea of a nickname for the new bomber has been considered. Major General Hank M. Darmstandler, Special Assistant to the Chief of Staff for B-1 Affairs, explained that he and Major General Abner B. Martin, Air Force B-1 Systems Program Director, had received suggestions for a nickname such as: " 'Peacekeeper', 'Defender', or things of that sort." Nothing is definite yet.

The futuristic form and performance capabilities of the sleek B-1, the only new large Mach 2 airplane presently under development in the United States, insure its effective use well into the 21st century. The remarkable fact that the B-1 is the *first* modern day bomber to have stick control of flying surfaces rather than the traditional "wheel" or "yoke", guarantees its success as truly a "fighter pilot's bomber".

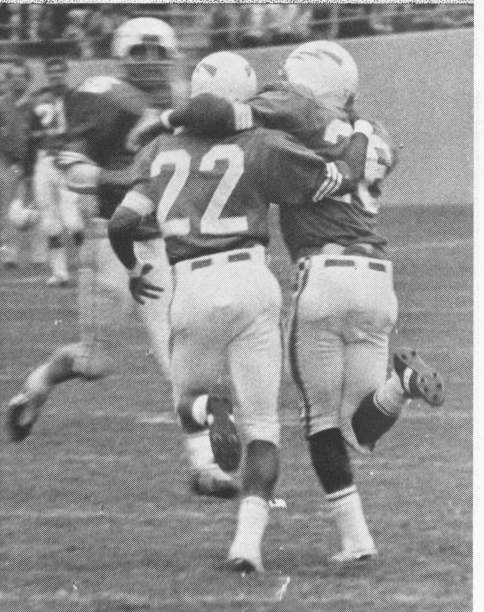
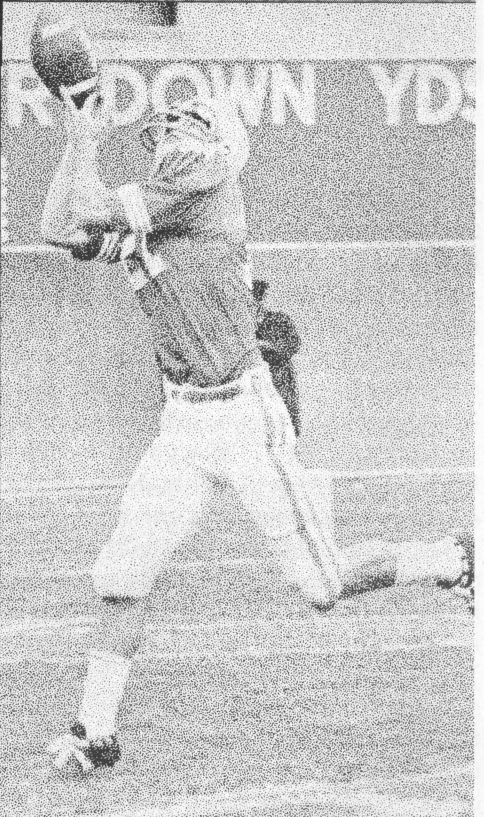


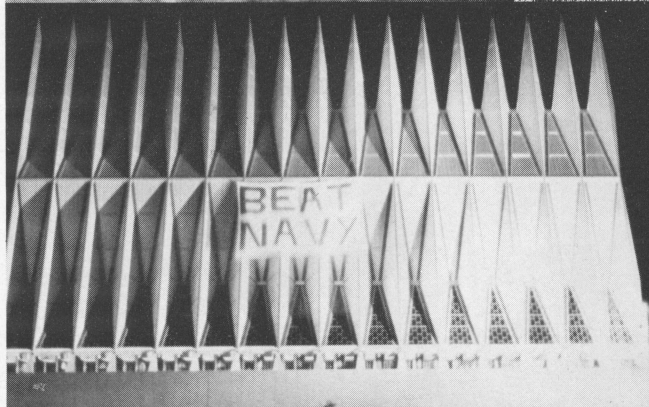
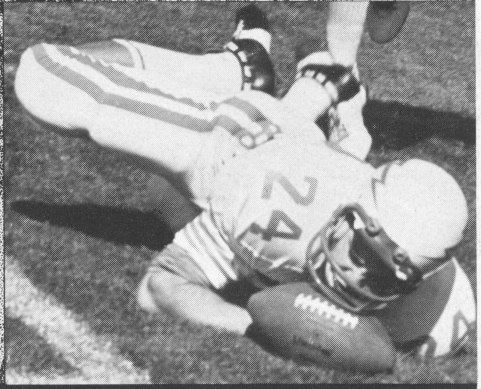
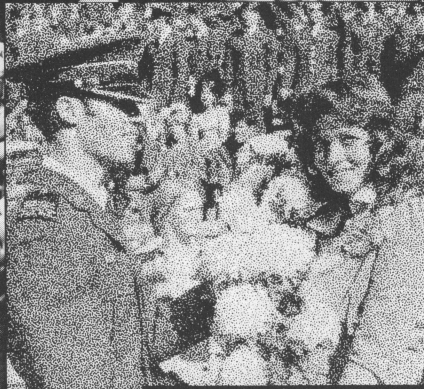
—USAF PHOTO

Major Gen. Hank M. Darmstandler, Spec. Asst. to the Chief of Staff for B-1 Affairs, Major Gen. Abner B. Martin, USAF B-1 Program Director, also included on panel, Mr. Dale Myers, President, North American Aircraft OPS, Rockwell International, Mr. Robt. Greer, President, B-1 Division, Rockwell International, Mr. George Ward, Gen. Mgr., F-101 (B-1 Jet Engines) Project, General Electric, participating in news conference with international correspondents prior to B-1 Roll Out Ceremony.



FALCON FOOTBALL 1974

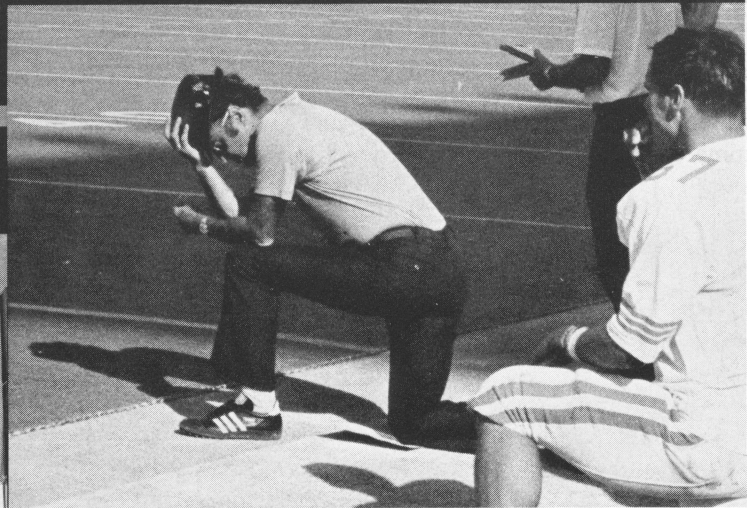
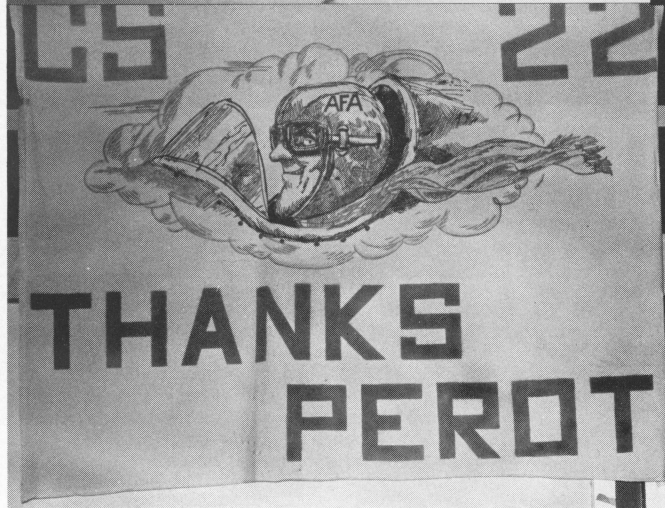




*The Big Game*

*Tossing and turning within myself,  
eyes closed tightly to where they hurt.  
Even though I lay silently in sleep,  
I stay awake and so alert  
to distant noise that turn to cheers  
and shadows which form a quarterback's frame.  
While the alarm clock barks the signals  
I lay in bed on the night before the big game.*

*by Steven Kent '75*





VETERAN'S DAY-NOV 11

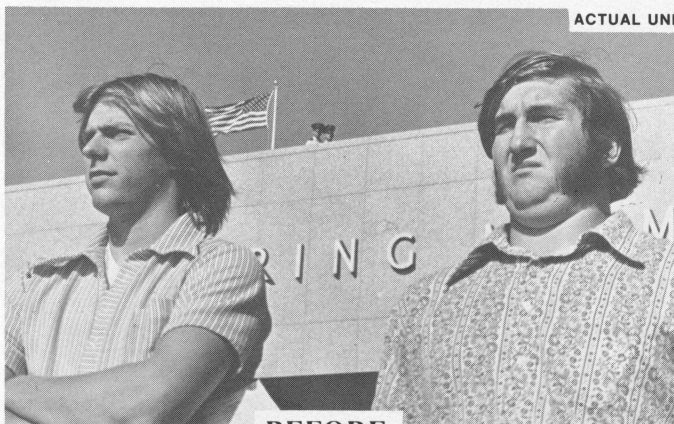
*In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.*

*We are the dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved and were loved, and now we lie  
In Flanders fields.*

*Take up our quarrel with the foe;  
To you from failing hands we throw  
The torch; be yours to hold it high,  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.*

IN FLANDERS FIELDS was written in the spring of 1915 after the terrible battles of Ypres in the First World War. The author, John McCrae, was a Canadian doctor who lost his life in service in Flanders in January, 1918.

— USAF PHOTO



BEFORE

“Academic probation, aptitude probation, conduct probation, restricted, infinite tours, medically disqualified, perpetual turnback, varsity CDB team, psychaitric patient, unloved, only dogs for companions (NIAW Regulation 50-8, Paragraph 1, Section c).”

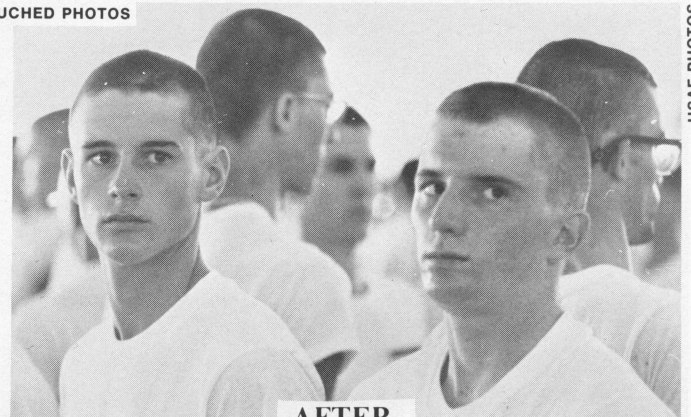
Rescued from the clutches of horrendous fate, these bulky, unsmiling long-hairs quickly added balloons to their biceps, spheres to their voices, and stood up ramrod straight for the first time in their misguided lives. They became champions — Why? Because they bought themselves, their friends, their families, and their Element Leaders, copies of the 1975 “Contrails Calendar” from the Office of Cadet Wing Media by the New Dorm barber shop. Don't you be a wuss — Get a Contrails Calendar and you'll get yourself some dates! (They'll appreciate your good taste!)

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ACTUAL UNRETROUCHED PHOTOS



AFTER

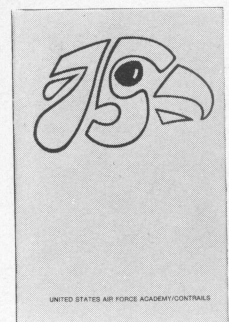
“Yet, after purchasing a Contrails Calendar for every member of his family, he noticed the miraculous changes. Then he bought all of his perceived friends, including his AOC, calendars. The result today is a man of vitality — athletic, handsome, earning \$3000 a year, drilling on off intramural afternoons, admiring his four silver bars, and now, surrounded by beautiful girls!”

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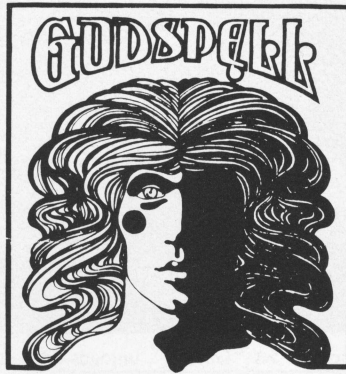
— USAF PHOTOS

# HOLD THE VATOR

## INFLATED OERs CONTROLLED

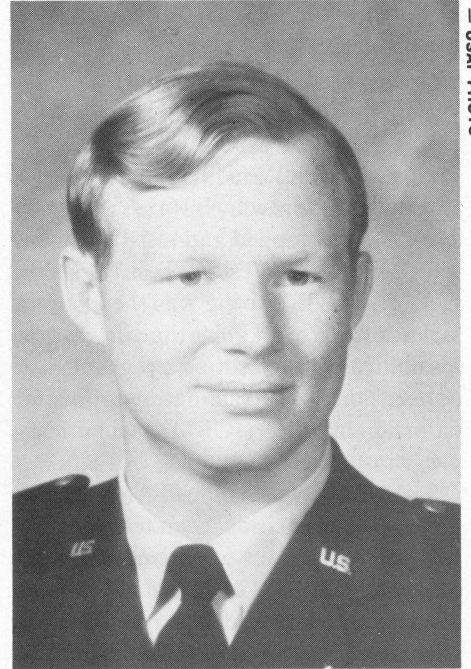
It is no secret that the current OER system has become progressively more inflated, according to Air Force Military Personnel Center (AFMPC) officials, with most officers now receiving a top mark. In order to avoid getting into a situation where promotion selection boards can no longer make valid decisions, the Air Force will implement the new system with controls over the number of top ratings. This will insure that management has the information they need to continue to pick the right people for the right job and to insure that the best people are selected for promotion, officials said. Through the control system, the Air Force can insure that commanders will play a bigger role in the future selections and assignments of their people.

Medical officers and chaplains were removed from the control system as members of these groups compete under separate promotion systems. The end result is that the Air Force has a better handle on the potential below-the-zone and top primary-zone candidates, officials stated.



The cadet dramatic society, "Bluebards", presented "Godspell" November 15-16 in Arnold Hall.

"Godspell" is a musical based on the Gospel according to St. Matthew, but the Bluebard presentation was not even close to a church service. The cast was dressed in outlandish and colorful garments performing to a musical variety of rock, folk ballad, vaudeville, and minstrel numbers. The cast included: Miss Becky Seykora, Miss Julie Hickam, Miss Anna Villanueva, Miss Pam Johnson, Stephen Duresky ('75), Tom Knabel ('75), Pat Flanagan ('76), Don Deveux ('77), Jerry Sink ('78), and Paul Voudouris ('78). "Godspell" was directed by Michael Marro ('75) and produced by John Ossiff ('75).



— USAF PHOTO

## IN MEMORIAM

TALON expresses regret at the loss of Cadet Charles R. McGinness (CS-33), from Dallas, Texas, who died from gun wounds Oct. 25.



—SGT. BEN HART

**CHESTFUL OF MEDALS** — Lieutenant Colonels Paul A. Kari, right, and Dick Abel share a joke following ceremonies at the Air Force Academy in which Kari, a prisoner of war (POW) for nearly eight years, retired from the Air Force. In the ceremony, Kari received two Silver Stars, a Legion of Merit, two Bronze Star Medals and two Air Force Commendation Medals. Six of the medals were for his actions as a POW. Kari was released from North Vietnam Feb. 12, 1973, and was on the first plane to take prisoners from Hanoi. Abel, the Academy's director of Candidate Advisory Service, accompanied the first group of prisoners to be released.



# HERIPAGE

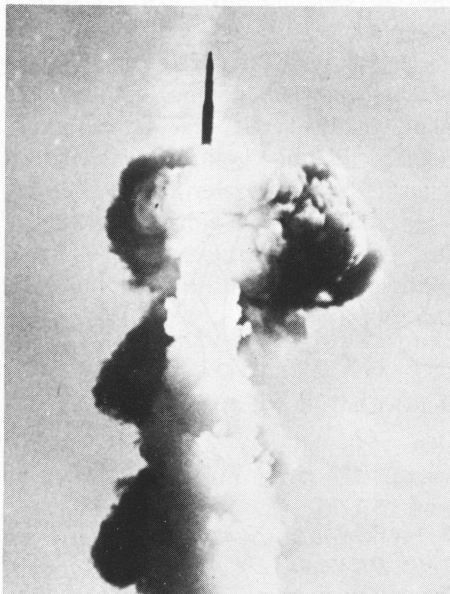
## MINUTEMAN:

### C-5A DROPS ONE — TALON LOOKS AT THREE

A Minuteman I missile was successfully dropped and test-fired from a C-5A over the Western Test Range on Oct. 24. The live firing was the last in a series of 10 events in the air mobile feasibility demonstration program — a part of the advanced intercontinental ballistic missile (ICBM) technology program (M-X).

The ICBM was dropped from 20,000 feet over the Pacific Ocean testing area. Drogue parachutes stabilized the missile in an upright position. It fell to about 8,000 feet and was ignited for a 10-second, full-thrust test firing. During the test firing the missile successfully climbed to more than 20,000 feet. The missile and its cradle weighed 87,300 pounds and was the largest object ever dropped from an aircraft.

Previous tests in this series included airdrops of "shapes" that simulated the actual missiles. Tests prior to the live firing also included drops of two inert Minuteman missiles. The series of M-X tests is designed to provide the technology base for making decisions on developing the next generation of ICBMs.



Minuteman III lift-off.



Lockheed C-5A "Galaxy", unloads Minuteman I for air launch.

—USAF PHOTO

#### Minuteman III Fact Sheet

The Minuteman III is the newest member of the U.S. intercontinental ballistic missile (ICBM) family. It performs a vital role in the Triad of land-launched missiles, submarine-launched ballistic missiles, and manned bombers.

This Strategic Air Command (SAC) missile — first operationally test launched by SAC in March 1971 — incorporates an improved third-stage engine, a new reentry system enabling it to deploy multiple, independently-targetable reentry vehicles, and penetration aids such as chaff and decoys.

This new capability is packed into the missile's top stages. Meantime, the solid-fuel, third-stage engine has been increased in diameter to match the missile's second stage.

The new third stage makes it possible for Minuteman III to deliver a larger payload than any of its predecessors. The improved missile also has more flexibility as to where and when it will deliver its payload.

Minuteman III has a better chance to survive enemy defensive measure because of improvements in the reentry vehicles.

Minuteman III weighs 78,000 pounds or about 5,000 pounds more than Minuteman II.

Minuteman I was first launched Feb. 1, 1961, from Cape Kennedy. It was the original three-stage, solid-fuel, instant reacting system. Modified Minuteman I, called the B model, incorporated substantial performance improvements.

Minuteman II had a larger second-stage engine, improved guidance, greater range and payload capabilities, more flexible targeting and an increased capability of surviving an attack.

Now Minuteman III is replacing the aging Minuteman I.

**SPEED:** More than 15,000 miles per hour. **PAYLOAD:** Minuteman III is capable of carrying the Multiple Independently-Targetable Reentry Vehicle (MIRV). **RANGE:** Intercontinental. **LENGTH:** 59.8 feet. **DIAMETER:** Approximately five feet. **REACTION TIME:** May be launched almost instantaneously after command. **PROGRAM MANAGER:** Space and Missile Systems Organization (SAMSO), headquartered in Los Angeles, has located its Minuteman Systems Program Office at Norton Air Force Base, Calif. SAMSO has executive management responsibility for design, development, test and deployment of all U.S. Air Force ballistic missile weapon systems. SAMSO is a unit of the Air Force Systems Command.

**MILESTONES:** First research and development launch at Cape Kennedy, Fla., 16 August 1968. First research and development launch at Vandenberg Air Force Base, Calif., 11 April 1969. First flight of Minutemen III ICBMs turned over to Strategic Air Command at Minot Air Force Base, N. Dak., 8 January 1971. First wing of Minuteman III ICBMs turned over to Strategic Air Command at Minot Air Force Base, N. Dak., 13 December 1971. Minuteman III currently are being deployed at Grand Forks AFB, N. Dak.

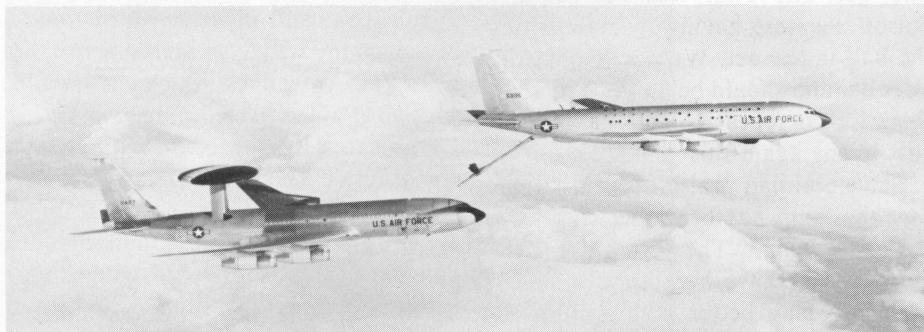
**LAUNCH FACILITIES:** All models of the Minuteman can be stored for long periods, with a minimum of maintenance, in underground silo launchers. Each silo is approximately 80 feet deep and 12 feet in diameter, with two underground equipment rooms around the silo casing extending some 28 feet below the surface. Launch sites usually cover an area of two to three acres.

—USAF PHOTO

## RESERVES TO GET NEW PLANES

The Air National Guard will receive its first KC-135 Stratotankers during fiscal year 1976. William K. Brehm, assistant secretary of Defense for Manpower and Reserve Affairs, announced that 128 KC-135s will be transferred to the reserve forces with most of them going to the ANG. The transfer will take

several years to complete and will permit the phaseout of obsolete KC-97 tankers. The 128 KC-135s will continue to perform Air Force missions but will be flown and maintained by the ANG. The transfer will leave the Air Force with 480 tankers assigned to the active force.



Boeing KC-135 tanker seen refueling AWACS-version 135.

## T-43s IN USE AT MATHER

Nineteen T-43s and a ground simulator with 52 student stations are now being used in undergraduate navigation training at Mather AFB, California. The new system has enabled the Air Force to shorten the undergraduate training program by three weeks.

The T-43 trainer provides a modern navigator training environment that allows easy transition to operational jet aircraft. Its training compartment is arranged for maximum training and integrates modern navigation and communications equipment.

Each T-43 has 12 stations for students, 3 for instructors, and 4 for proficiency training. Equipped to simulate the operational environment of the Air Force's newest strategic, tac-

tical, and airlift aircraft, the T-43s will eventually replace Convair T-29 aircraft in use since 1952.

A medium-range jet transport, the T-43 has sweptwings, a conventional tail, and two under-wing-mounted Pratt and Whitney JT8D-9 engines with 14,500 pounds of thrust each. While it has a high speed of 535 miles per hour, it can provide about six hours of airborne navigation training over a 2,730 nautical mile range at its normal cruise speed of 470 mph.

Its long-range, endurance, and high-speed, low-altitude capabilities provide maximum flexibility in devising flight profiles to meet training mission requirements.

With the T-43, the Air Force now has a modern jet aircraft configured with current equipment for the navigator training effort.



Medium-range, Boeing T-43 navigation training jetliner.

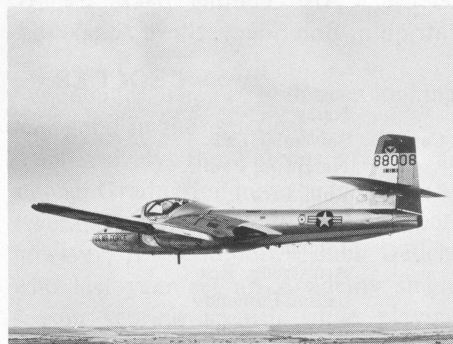
## NEW ROLE FOR B-52

In a speech before the annual Air Force Association convention in Washington, D.C., Air Force Secretary John L. McLucas announced a possible new role for the B-52 Stratofortress.

Secretary McLucas told Air Force Association members that "at the request of the Navy, we are looking at putting the Navy's new anti-ship missile called Harpoon on our B-52's." He went on, "This would give us global coverage and a missile that can be launched outside the range of enemy shipborne guns and SAMs" (surface-to-air missiles).

Some B-52s have also been modified to carry Navy mines.

Secretary McLucas said that Air Force studies have shown that almost all our vital sea-lines of communication could be covered by tactical airpower from presently used bases without refueling.



Cessna T-37 Trainer

## CESSNA TRAINERS APPROVED

The Air Force has approved a program to introduce 25 Cessna T-37 twin-engine, jet-trainer aircraft into the undergraduate navigator training system program at Mather AFB. The T-37 will complement the T-43 by providing airmanship orientation to a small cockpit environment. Air Training Command currently uses the two-seater T-37 in its undergraduate pilot training program. A test program was recently conducted at Williams AFB, Ariz., using the T-37 and unit graduates identified for F-4 Phantom weapons system operator and other Tactical Air Command assignments. Graduates transitioned more quickly into fighter-type aircraft and displayed a more thorough understanding of the tactical fighter environment.

# SOCCKER

## SALVEMINI STYLE

With his selection to the 1976 Olympic soccer team, senior Len Salvemini became the first cadet to be named to an Olympic team. As captain of the 1974 Air Force squad, Salvemini faces the task of leading the Falcons to a repeat championship in the Rocky Mountain Soccer League.

According to Salvemini, the outlook for the Academy soccer team this year is "good." He explained, "our defense is extremely solid, and with the addition of freshman goalie Greg Schultz, we should present a challenge to any offense." Top ranked Benedictine and Colorado School of Mines found this out early in the season. We have a lot of returning strength, including Paul Narzinski on offense and Jack Shine on defense." Also coming back are Al Patriquin, Bob Soucy, Steve Jonak and

Tony Villalobos on offense, while aiding Shine on defense are returners Bob Bartolone, Rich Ruth, Sean Kelly, Rex Armstrong, and Dwight Landman.

Commenting on an early loss to Colorado College, 1-0, Savemini said, "We had been concentrating on conditioning in our practices for the most part. A big part of offense is timing, and this was off. That was the primary reason we were having trouble getting the ball in the net. We play CC again, later on, and should be on track again. I think we can repeat as Rocky Mountain champions again this year."

Salvemini had praise for the support that the team has been receiving from the cadet wing. "The turnouts for the home games have been tremendous. I know we play better with a little encouragement."

"With respect to the Olympics," Salvemini said, "tryouts for the Olympics were held last springs. They consisted of a series of trials held in Denver, St. Louis, and finally at Southern Illinois Unviersity. We played in three-

thirty minute 'games' a day. Conditioning was extremely important. You had to be in good shape to give a good overall performance."

The American soccer program is continually improving. In 1972, the United States finished in the top sixteen teams in the Olympics. A big reason for this is the rising popularity of soccer, plus the new U.S. soccer team coach, who led Japan to a third place finish in 1968.

Salvemini was also selected for the 1975 Pan-Am games, which will be held in Sao Paulo, Brazil. He explained, "There are some problems with getting to practice with the team for the Games. I couldn't go to Japan for a series of games and practices this summer. In December we will play a series of games with Canada, and I am pretty sure that I can make most of the practices in San Jose three weeks before the Pan-Am Games begin on April 16."

Salvemini hopes to be stationed at Travis Air Force Base, California after graduation from the Academy, where he will remain until the completion of the Olympics.

### SOCCKER

	Name	Position	Yr.			
Capt.	Salvemini, Len	HB	Sr.	Campbell, John	HB	Jr.
	Narzinski, Paul	Forward	Sr.	Kelly, Sean	FB	Jr.
	Ruth, Rich	FB	Sr.	Landman, Dwight	FB	Jr.
	Shine, Jack	FB	Sr.	Patriquin, Al	Forward	Jr.
	Tamkum, John	FBV	Sr.	Schlener, Phil	HB	Jr.
	Armstrong, Rex	FB	Jr.	Jonak, Steve	Forward	So.
	Bellini, Edmundo	HB	Jr.	Keohane, Sean	G	So.
	Bosworth, Jamie	FB	Jr.	Villalobos, Anthony	HB	So.
				Coach*** Capt. James Thames		



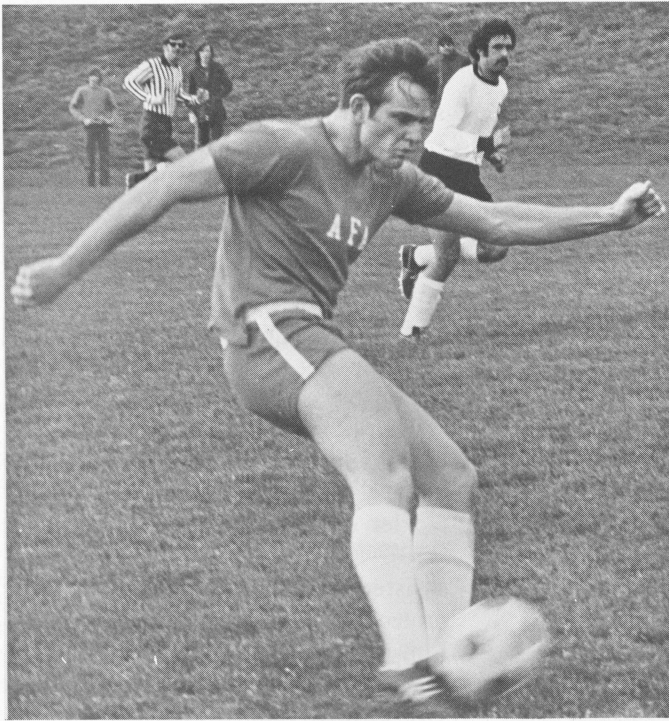
Len Salvemini, Captain 1974 Air Force Soccer Team



Salvemini outmaneuvers opposing goalie.

— STEVE WITHERS





—STEVE WITHERS

Jack Shine demonstrates effective defense technique against Colorado College.

## AIR FORCE ACADEMY SOCCER STATISTICS (Six-game totals)

PLAYER	Cl.	Pos.	Gls.	Asts.	Pts.
Len Salvemini	Sr.	Fwd	4	2	6
Jack Campbell	Jr.	HB	2	0	2
Al Patriquin	Jr.	Fwd	1	1	2
Nick Kallas	So.	Fwd	1	0	1
<b>TOTALS</b>			<b>9</b>	<b>3</b>	<b>12</b>

### GOALIE

statistics	Cl.	Gms.	Svs.	Avg.
Greg Schulze	Fr.	5.5	42	7.6
Sean Keohane	So.	.5	1	2

**AIR FORCE RECORD:** 1-3-2 (1-2-1 home) (0-1-1 road)

AFA	OPP	AFA HIGH SCORER
0 Benedictine College	0	
0 Colorado College	1	
1 Southern Illinois (Edwardsville)	6	Jack Campbell, 1
7 Colorado Mines	0	Len Salvemini, 4
1 Wisconsin-GreenBay	1	Al Patriquin, 1
0 British Columbia	1	

### SCORING BY HALVES

AFA: 6-3-9  
OPP: 5-4-9

### CORNER KICKS

AFA: 27  
OPP: 27

## FALCONS PASS THE PUCK

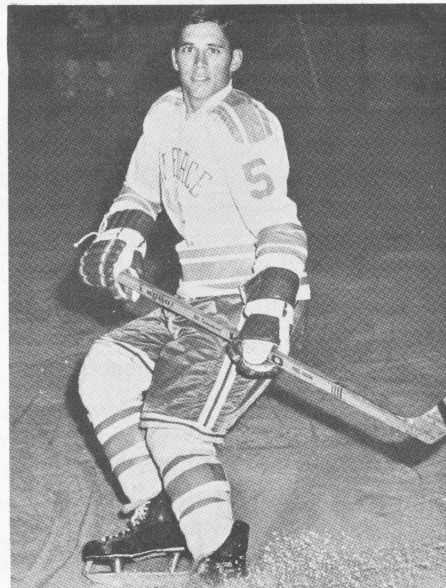
"I think we can improve on our record this year. We should have more scoring and our defense should be a little more solid." This, according to Gerry Michelletti, Falcon hockey captain, is how the team shapes up early in the season.

Air Force hockey faces several problems this year, not the least of which is operating under a new head coach. Last year marked the end of an era in Falcon athletics with the retirement of Vic Heyliger. Heyliger had coached the hockey team for 24 years, and with over 300 wins, was one of the most successful coaches in college hockey. His position was filled by John Matchefts, who had been an assistant under Heyliger. Michelletti is optimistic concerning the effects of the change. "The team is moving in the right direction. I don't think that we'll have any transition problems."

Air Force's strength is based, in a large part, on the number of returning veterans.

"Defensively we are in pretty good

shape," said Michelletti. "We have all four of our defense men returning, including Todd Zejdlik, Chuck Pribble, and Doug Liebrand. We also have two excellent goalies coming back, starter Al Morrison and sophomore Dave



—USAF PHOTO

Chuck Delich, High Scorer

Spannbauer. They've both been looking real good in the practices."

Offensively, the Falcons are not as strong. Graduation hurt the front line at several positions. One bright spot, however, is sophomore Chuck Delich, who last year set an Academy single season scoring record, while playing center. Returning with him are center Mark Mellum, and forwards Fred Whittican and John Koelling. Two promising freshmen, Gary Botenich and Gordy Curphy, both forwards, should help in sounding out the lines.

The opening games of the season are tough, this year. "Our first two games are against New Hampshire. They were rated number 2 in the nation last year and we're going to have our hands full," commented Michelletti. The Falcons then play two contests with Ohio State, which last year defeated Air Force 5-2 in two separate games. In addition, there will be the annual local battles against Colorado College, as well as five games against Minnesota schools.

Hockey has long been one of the most popular sports at the Academy and if Michelletti's optimism is well-founded, the games should be even more so this year.

## FRESHMAN PIGSKIN REVIEW

The freshman football squad, coached by Mr. Jim Bowman and Major Christian A. Warack, showed remarkable skill in working together as a team. Having just completed a win-



—SGT. BEN HART

Paul Meinhold (#53) firmly grips BYU ball carrier for a successful tackle, while Scott Miller (#35) follows in hot pursuit.

ning season, the frosh falcons boast a multitude of returning talent for next year's varsity positions.

One outstanding player is the starting quarterback, Nick Lynn (#11), an excellent strategist on the field. In the backfield are Mike Patera (#34) fullback, from Edina, Minnesota, and Terry Carrigan (#27), tailback, from El Monte, California. Adding still more talent to the team is Mack McCollum (#20), running back, who picked up 59

yards on 8 carries, assisting the downfall of the University of Northern Colorado. The frosh gridders have great speed in the form of Willis Toney (#22), split end, from Kansas City, Missouri, and Morgan Lankford (#44), flanker, from Farmingdale, New York, who have both been clocked at 4.5 seconds in the 40-yard dash. Rounding out the offense are Joseph Bunecke (#81), split end, from Aliquippa, Pennsylvania, and Rick Yergler (#49), flanker, from Pebble Beach, California.

The mainstay of the freshman football team is its "never-say-die" defense. The captain and fiercest tackler on the squad is Jack Kueshra (#70). Kueshra averages 8 or 9 unassisted tackles per game. Adding protection to the line are defensive ends Linwood Mason (#84), from Tucson, Arizona, Mike Smith (#90), and Chuck Greenwood (#56), rover.

Names to watch for in next year's varsity ranks are: Robert Vaughan (#12), quarterback; Scott Miller (#35), Terry Ryan (#85), Bob Cummings (#50), Rick Drake (#24), and Mark Bushshell (#21). With this kind of talent in such numbers the Falcon football team faces a bright future.

## SOGGY FALCONS SCORE SUCCESSFUL SEASON

The Academy water polo team just completed its best season, after a torrid beginning. Led by team captain Ben Phillips ('75), Air Force whipped Colorado in its opener 14-6. The team dropped a 12-10 decision to Wyoming, and then proceeded to win twelve straight matches. The Falcons upset New Mexico twice in the Lobo Tournament and won four games to take the Northern California Tournament. Air Force also won two games at its own tournament, beating Colorado State and Wyoming before bowing to highly-rated Santa Barbara, and finishing second overall.

### WATER POLO

	Name	Position	Yr.
Capt.	Phillips, Ben	Field	Sr.
	Heidmous, Walt	Goal	Jr.
	Heidmous, Jeff	Field	So.
	Hogne, Jim	Field	Jr.
	Monroe, Bill	Field	Jr.
	Rechsteiner, Roger	Field	Jr.
Coach***	Major R.E. Pasieczny		

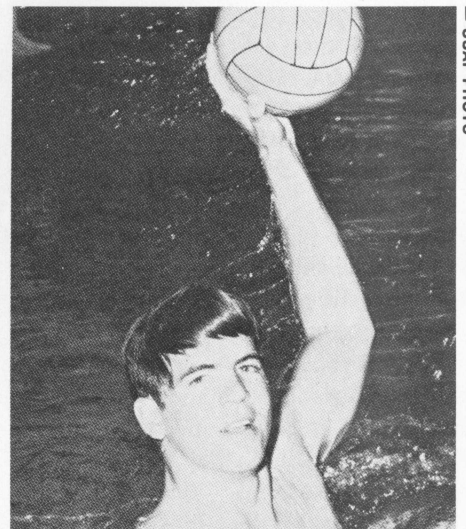
In addition to Phillips, the teams leading scorer last year, the Falcons also have Bill Monroe ('76) who earned 47 points last year.

Another strong area for the water polo team is the goalie-returnees include Tom Calhoun ('75) and Walt Heidmous ('76). Heidmous has been outstanding in the net, holding the records for 'Best Percentage Saves', 'Best Average Saves', and 'Most Saves' in one game and in the season. Other returning fieldmen include Roger Rechsteiner ('76), Dave Merrill ('76), Jim Hogue ('76), and Jeff Heidmous ('77). All four are experienced performers.

Major Reggie Pasieczny is entering his second year as head coach of water polo. His teams have already established the best seasonal winning mark. This year's Falcon squad was the first to win a water polo tournament.

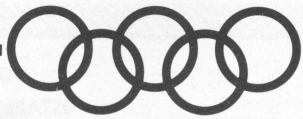
Last year Air Force finished second

at the NCAA districts behind New Mexico, and they beat the Lobos twice this year. The chances for a position in the playoffs are excellent.



—USAF PHOTO

Ben Phillips  
Water Polo Team Captain  
All-America Candidate



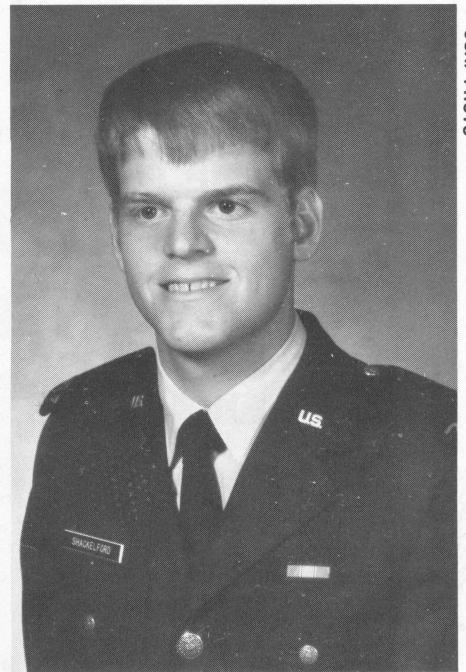
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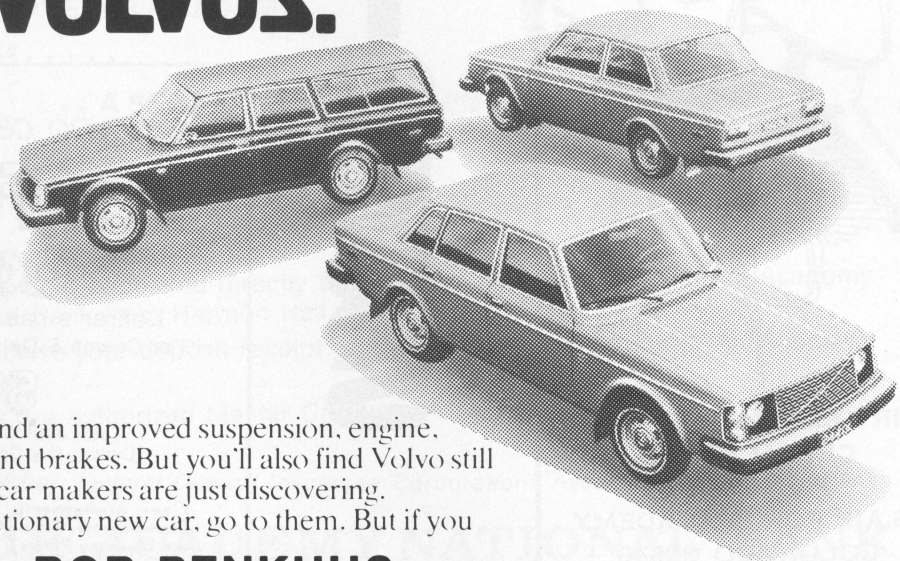


— USAF PHOTO

C/SSgt. Mark D. Shackleford (CS-34) was selected as the outstanding fourth classman (freshman) of the Class of 1977 in ceremonies before the Cadet Wing. Now a sophomore, Cadet Shackleford is rated #1 in his class's military order of merit.

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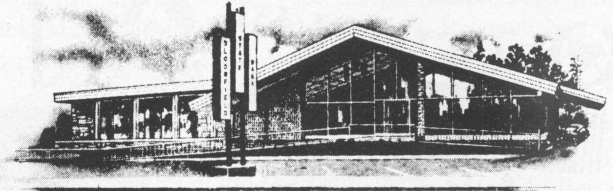
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**for all  
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Top Level Citadel Shopping Center (Next to  
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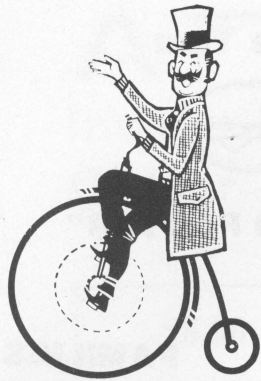
Flower Arrangements,  
Fruit Baskets, Plants  
and Blooming Plants,  
Gifts



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Our Own  
Greenhouses



**we  
try  
harder**



**AG**raphic  
services inc.

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**I will sell one  
tire at half  
price with  
second tire at  
double price.**

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CADET FACILITY NEW DORM

U. S. Air Force Academy, Colorado 80840

# FAMILIES SUBMARINE SANDWICH SHOP

Feed  
The Family  
**#1 THE BIG  
TWO FOOTER**  
**\$2.79**  
★ ★ ★ ★

Now 4 Shops to Serve You



FOR A  
PARTY  
SUBS ARE  
GREAT!

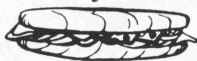
FEATURING THE BIG "TWO FOOTER"

## FAMILIES NO. 1

- ★ 22 DIFFERENT SANDWICHES
- ★ HOT FUDGE SUNDAES
- ★ HOUSE SPECIAL CREAMY TWIST
- ★ OPEN 7 DAYS A WEEK -  
10:00 a.m. - 10:00 p.m.

### FAMILIES SUB SHOPS

NO. 1 *Original* NO. 1



SUBMARINE SANDWICHES  
OUR BREAD IS BAKED DAILY BY SERRANI  
OUR SPECIALITY  
HOME OF THE BIG TWO FOOTER

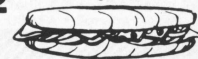
1726 BROOKWOOD DRIVE  
(ACROSS FROM MISSION BELL EAST)  
598-9924  
598 - 8591

## FAMILIES NO. 2

- ★ 22 VARIETIES OF SUBMARINE SANDWICHES
- ★ TRY OUR GREAT HOT FUDGE SUNDAES
- ★ HOUSE SPECIAL CREAMY TWIST
- ★ OPEN 7 DAYS A WEEK  
10:00 a.m. - 10:00 p.m.

### FAMILIES SUB SHOPS

NO. 2 *Original* NO. 2



SUBMARINE SANDWICHES  
OUR BREAD IS BAKED DAILY BY SERRANI  
OUR SPECIALITY  
HOME OF THE BIG TWO FOOTER

624 PETERSON ROAD  
(EXIT PETERSON RD. OFF 1-24)  
597-5412

## FAMILIES NO. 3

- ★ 22 DIFFERENT SANDWICHES
- ★ SOFT SERVE CONES 20c & 30c
- ★ SUNDAES 55c ★ BANANA BOATS 85c
- ★ OPEN 7 DAYS A WEEK  
10:00 a.m. - 10:00 p.m.

### FAMILIES SUB SHOPS

NO. 3 *Original* NO. 3



SUBMARINE SANDWICHES  
OUR BREAD IS BAKED DAILY BY SERRANI  
OUR SPECIALITY  
HOME OF THE BIG TWO FOOTER

RUSTIC HILLS NORTH  
1731 NORTH ACADEMY  
(BEHIND THE SODA STRAW BETWEEN WHISTLE  
STOP AND TOWN & COUNTRY OPTICAL)  
596-9970

## FAMILIES NO. 4

- ★ 22 VARIETIES OF SUBMARINE SANDWICHES
- ★ HOUSE SPECIAL CREAMY TWIST
- ★ OPEN 7 DAYS A WEEK  
10:00 a.m. - 12:00 p.m.

### FAMILIES SUB SHOPS

NO. 4 *Original* NO. 4



SUBMARINE SANDWICHES  
OUR BREAD IS BAKED DAILY BY SERRANI  
OUR SPECIALITY  
HOME OF THE BIG TWO FOOTER

208 UNION BLVD.  
(CORNER OF PLATTE & UNION  
IN THE NEW SHOPPETTE)  
636-9420

Deliveries minimum order 15 to your squadron.

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# ATTENTION!

## Insure Your Class Ring and Other Personal Property

**\$8.50 PER \$1,000 OF COVERAGE  
LOWER AFTER FIRST YEAR  
DEPENDING ON DIVIDENDS**

INSURES YOUR CLASS RING, FIANCEE'S ENGAGEMENT RING, UNIFORMS,  
OTHER CLOTHING, CAMERAS, WATCHES, SPORTING EQUIPMENT, CASH TO  
\$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:

\_\_\_\_\_ 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

**DO NOT SEND CASH—We will bill you when we forward policy.**

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COOPERATIVE INSURING ASSOCIATION

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4. Automatic Savings Plans
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10am - 1pm Sat

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745 Citadel Drive East  
Bookkeeping/Drive-Up  
305 N. Academy Blvd.

Phone: 597-0170

**Citadel Bank**  
The Guardian

# Why buy USAA auto insurance? Because of the USAA Thing.



It's hard to put into words of one syllable. The best we can do to describe the feeling USAA members have about USAA is "thing." This thing is a lot of little things. And it's hard to say which is the most important.

One of these things is claims service. That's what you buy auto insurance for. But sometimes ours is a little different. It's more than just making members happy with a cash settlement. Like the claims adjuster who stayed up all night helping arrange to haul a member's car from Spain back to Germany to get the transmission fixed. That's not in the policy.

Another thing is policy service. At USAA it's more than just shotgunning out new policies and bills. It's a friendly voice on the phone saying it looks like you're underinsured—or stranger still, overinsured—in some area, and wondering if you'd like to get it in line.

Of course price is one of the things. Usually our rates are lower than other companies'. This is because the idea behind USAA is to charge only what is needed to run the business, pay claims, and keep a reserve for emergencies.

Anything left over we pay back in dividends, a thing we can't guarantee but have been doing every year for 50 years. The reason we can do it is because our emergencies have never been all that big. Officers are good insurance risks. Which is still another thing.

And once you have USAA auto insurance, you're a member of USAA. This means you're eligible for USAA insurance and services for life, in the Service or out. You can apply for other kinds of USAA insurance and services as you need them—a whole bunch of things.

So—why buy USAA auto insurance?

Because of the thing we've got. And the things you get.

Stop by—or call—our Regional Service Office. USAA Rocky Mountain Regional Service Office. Three blocks south of I-25 on Academy Blvd. Phone: 598-8661



*This is  
the Life  
for USAF  
Academy Cadets:*



## **A fumble is unthinkable.**

Nice thing about you young guys. As you charge ahead, you just naturally assume you'll retain possession of the ball for a full four downs. It's a proper positive attitude. Otherwise, you end up getting nowhere.

But what if the unthinkable happens — especially on “that great gridiron of life” that banquet speakers refer to? Don't give it a second thought if you are among the vast majority of cadets insured by United American Life.

We had to come up with a special insurance policy for you special men . . . a simple, functional, economical plan meeting the rigid standards established by Air Force Academy officials as essential to cadet security. And we came up with it — *the plan*.

United American Life is proud to provide you with *maximum protection at low cost*, not only for your life, but also for disability and dismemberment. And you have the *guaranteed* privilege of converting your policy into permanent insurance — *without any exclusions or extra*

*cost* — for all those challenging years after graduation.

That takes a load off your mind, doesn't it? You don't have to worry about the unthinkable in your game plan. That's *our* job.



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