

Talon

CADET MAGAZINE OF THE USAF ACADEMY
DECEMBER 1974





AIRPOWER

THE CADET MAGAZINE FOR EVERYONE

TALON

VOLUME 20 - NUMBER 3

DECEMBER 1974

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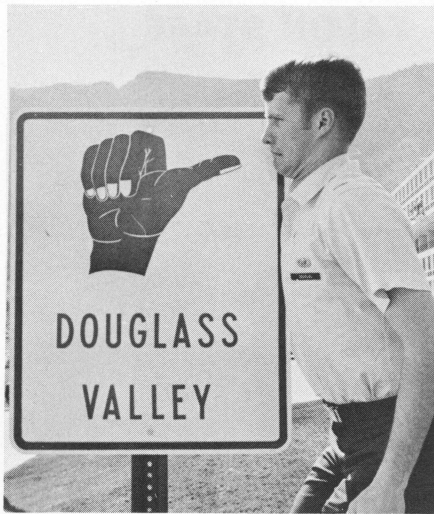
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— JAMES W. SPENCER

W O R L D P R E C R U I T I N G

A Time For Giving

by Richard Kim '75

A warm, magnificent colossus peacefully awakens out of its dreamy and wondrous repose. Silently, with quiet determination it begins to radiate its strength and life to those below, tinging tufts of clouds with an aura of rich, mellow hues of magentas and soft, delicate pink. Soothingly, the sun, still carefully arising from its heavenly bed, bathes the now stirring life with its essence; glimmering trees reflect the celestial orb's energy; a light snowy blanket, sequined with a myriad of dainty diamonds, clothes a naked field; silvery daggers suspended from roofs soften, tiny translucent droplets falling from their moistened tips down to earth; everywhere, life's vigor fills the air with the warmth of the season, now at its height.

As long dazzling arms of light reach through windows and cracks, abodes of humanity begin to stir. Old couples and lazy lovers awaken from their dreamy wonderland, as young little people, suddenly reminded of the day, anxiously pull at their parent's arms, filled with anticipation. The gaily decorated tree, surrounded by a grand splendor of abundance, now becomes the center of affection. Soon cheerful laughter and the unfamiliar sounds of gifts of love disturb the once peaceful silence.

The joyous day passes quickly; the children go out to gambol and frolic in the shining coolness, while adults share their high spirits over home-made eggnog, sitting cozily around a laughing fire with its deep rich scent of oak. No one seems to notice the giant brilliance finally, unwilling, fading over the horizon, perhaps hoping that it, too, could share in the merriment still to come; the rowdy, tipsy parties; the brotherhood of caroling; and, the giving of love, shared only by humanity.

Just as the sun gives us its greatest gift, physical light and warmth everyday on this Christmas 1974, let us also endeavor to give our greatest gift each and everyday for years to come to our brothers and sisters of this earth. Perhaps divine, it is still something only we ourselves can decide to give . . . love.

Merry Christmas! Happy New Year!

ME? A RECRUITER?

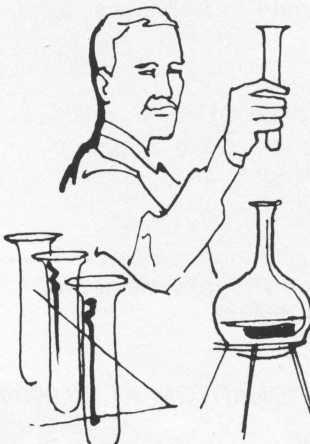
You, a recruiter? That's right . . . you are! So is everyone else who is a member of the Air Force — active, reserved or retired.

The blue suit sets you apart. Your right to wear it distinguishes you in the eyes of others. What you say, what you do, what you appear to be, influences public opinion about the Air Force. Public opinion is the foundation stone of Air Force recruiting.

We all have good reasons for being a part of the Air Force. If each of us will pass them along to just one young person, the overall task of recruiting an all-volunteer force will be a great deal easier.

Encourage the young people you come in contact with to see their local Air Force recruiter. He's listed in the phone book under "U.S. Government." And, if you find a young person who's genuinely interested in learning more about the Air Force as a career, pick up the phone and give his or her name to a recruiter in your vicinity.

Just consider it a kind of favor . . . from one recruiter to another.



**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.

To an order of magnitude, how many angels could dance on the head of a pin? (neglect space taken up by the orchestra) How many quarks?

* * *

Kent's Theorem — If the experiment works, you must be using the wrong equipment.

* * *

Udall's Ultimate Principle — By definition, when you are investigating the unknown, you do not know what you will find.

AIR FORCE CRACKS DOWN ON BOOZE

Major commands have reported some positive actions in the Air Force's fight to control alcohol abuse.

They include: no selling of hard liquor during normal duty hours, no more two-for-one drinks, "happy hours" decreased, no hard liquor in base recreation centers, and no beer in base dining halls or in airman dormitories. Other actions include a change in the hours of operation of places where alcohol is sold to assure their closing at reasonable hours, especially on evenings preceding workdays.

In addition, some commanders and supervisors have been urged to discourage the use of such terms as "attitude adjustment", "social lubricant" or "the right way to start off the weekend" when referring to the consumption of alcohol.

Some commanders have reduced periods in which alcoholic beverages are sold at discounted prices, particularly during hours following work shifts when people drive home.

Regulations have been supplemented as well. Command supplements to AFR 34-57, "Control, Procurement, Sale, and Use of Alcohol and Malt Beverages and 3.2 Beer," were changed to discourage: sale of double shots, solicitation for orders before closing, drinking competitions, free drinks and serving "Zombies."

Practices such as expecting newly promoted personnel, "first solo" pilot trainees, hole-in-one golfers, etc., to buy drinks is being discouraged as well.

RICKFLECTIONS . . .

*In the social order in which
one person is officially
subordinate to another,*

*The superior, if he is
a gentleman,
never thinks of it; and the
subordinate, if he is
a gentleman,
never forgets it.
. . . Pershing*

PASS IN REVIEW

WINGS GOD GAVE MY SOUL (NON-FICTION)

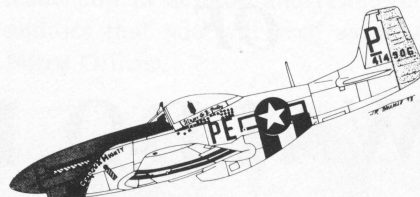
By JOSEPH W. NOAH

209 pages. Charles Baptie Studios, Anandale, Virginia.

If anyone ever looked like he was not a fighter pilot, it was Lieutenant George E. Preddy. He was small and slight, physically unimposing and soft spoken.

Yet, never was there a man with such an intense desire to excel, not for himself but for his country. His achievements confirmed his skill, tenacity and fighting spirit. At the summit of his fighting career, Major George Preddy had 28 confirmed victories in the air over battle-torn Europe, and five more kills on the ground. On August 6, 1944, he bagged six German Me109 fighters in less than five minutes! He might have been the top ace in the European theatre had his P-

51 "Mustang," nicknamed "Cripes A'Mighty," not been struck by friendly ground fire on Christmas Day, 1944.



J. Watson Noah captures Preddy in his 209 pages - the professional with a passion for essential details.

Wing's God Gave My Soul is generously illustrated with more than a dozen photographs, illustrations, and maps depicting the ace's career. The book also includes a foreward by General John C. Meyer, former Commander-in-Chief, USAF Strategic Air Command.

THE MEXICAN WAR: 1846-1848

by K. JACK BAUER

454 pages. Macmillan. \$14.95

Release date: 17 Oct. 1974

Our war with Mexico was, in the author, K. Jack Bauer's words, "the product of the conjunction of American and Mexican national aspirations brought together by the miscalculations of the leaders of both countries." President James K. Polk subscribed to imperialism — and the path for American led inexorably west to the Pacific through Mexican territory.

The military, political, and diplomatic aspects of the conflicts are

skillfully integrated in Bauer's narrative: the colorful military campaigns of Winfield Scott, the maneuvering of American and Mexican secret agents, and the comic-opera conquest of California.

The Mexican War was an unpopular one with the American citizenry. It was confused in its conduct, marked by bloody excesses, atrocities, guerrilla engagements, and was tragic in its aftermath. Mr. Bauer effectively portrays this war in his book, including 40 photographs, 15 maps, and an extensive collection of footnoted sources at the end of each chapter.

THE REICH MARSHAL:

A BIOGRAPHY OF HERMANN GOERING

by LEONARD MOSLEY

Doubleday. \$10.95

The definitive biography of the key figure in Adolph Hitler's Third Reich. Hermann Goering was an extraordinary and highly idiosyncratic man: World War I air ace, head of the Luftwaffe in World War II and Hitler's

closest and most loyal associate, the Reich's main economic planner, diplomat, morphine addict, superb art collector, gourmet and dandy, defeated war criminal and suicide. In this arresting portrait Mosley draws on his own personal relationship with Goering during the war, interviews with Goering's widow, Albert Speer and other surviving Reich members, as well as an incredible cache of personal letters and documents of Goering's.

THE SECRET LIFE OF WALDO F. DUMBSQUAT



by Don Hall '76

The jostling of the ski bus woke C/4C Waldo F. Dumbsquat from his early morning slumber. Snowflakes drifted aimlessly through the cold winter air. Anticipation of his first ski trip would not allow Waldo to return to his sleep. Clutching his box lunch, Waldo glanced around the bus; everyone else was asleep — including the bus driver. Waldo shook his friend, C/4C “Regs” Buch, awake. (Waldo hated to be the only one awake).

“Pssst, Regs!”

The other fourthclassman rolled over in the bus seat onto his stomach. “Yea, are we there already?”

“Gosh, no, we haven’t even made it out the gate yet. I just wanted you to tell me again how much fun I’m going to have learning to ski.”

“Lots of fun, Waldo . . . I’ll show you everything I know,” snored Regs. “It’s easier than breaking a leg.”

The driver awoke long enough to grind the gears into third. The bus rumbled on.

The doolies decided that it was time to check their box lunches. Waldo deftly tore his open first. Inside he discovered a can opener, a cellophane bag full of shepard’s pie, and a piece of Mitch’s Mountain. Waldo also noticed that his milk was on turn-around.

“Well, I’d share mine with you,” sympathized Regs, “but mine says that it should be consumed before 0530 and it’s already 0531.”

Wide-eyed, the two freshmen watched as the lunch began to self-destruct in Regs’ lap. In a few moments, disintegration had claimed everything down to the very last chicken bone.

Mercifully, the bus jerked to a stop. Sleepy cadets stumbled out the door and started toward the slopes with their equipment. Snowy peaks jutted into the blue sky. Skiers of every description roamed the ski runs.

“So this is Breckenribs — where tree tops glisten and children listen for sleighbells in the snow,” an eager Dumbsquat commented. His happy expression changed, however, as he looked into the sky.

“What’s that?” pointed out Waldo.

“Oh,” shrugged Regs, “that’s just a flock of buzzards . . . don’t look so upset, Waldo, skiing has its hazards, too. Besides, those birds save the Ski Patrol a lot of trouble.”

Waldo put on his skis and began to snowplow down the bunny hill. Shaking his head, Regs pushed his friend over to the left. “You’re a natural, so we’re going to get to the ski trail up on the mountain and do some real skiing!”

“What’s a sign with a diamond on it mean?” questioned Waldo as he dropped off the lift.

“I don’t really know,” answered Regs honestly, “I think that it means this is a run used by Group staff. Anyhow, let’s ski!” With that, he zoomed down the slope.

Waldo shuffled over to the edge of the hill and inspected the steepness; the angle appeared to be 90 degrees to his skis.

“If the Commandant can do it, so can I!” Waldo bravely told himself. He launched himself after his buddy.

Almost instantly panic gripped Waldo. A red streak, resembling a cadet obviously skiing out of control madly careened down at Mach 3 toward Waldo. The impending collision was averted as Waldo caught an edge of his ski and tumbled head-first into a snowbank. He struggled vainly to free himself. Luckily, a St. Bernard, carrying a wooden keg of “Boonesfarm Zapple”, saw his predicament and came to his aid. The hound sank his teeth into the seat of Waldo’s pants and yanked him out of the snow. The dog didn’t wait for thanks; he merely loped into a nearby forest. Waldo inspected the back of his pants for tears and noticed that his wallet had been lifted along with a good portion of his trou. He also wished that he didn’t have to ski in uniform; he could hardly wait for civilian clothes privileges.

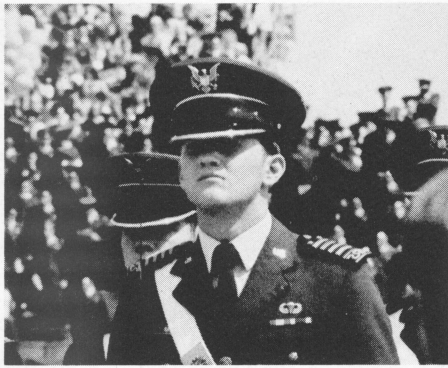
Squatting on the back of his skis, Waldo continued his trek. Mogul after mogul threatened his balance, but miraculously he managed to plunge on. Unfortunately, he didn’t see the ski jump looming in his path. Without warning, his momentum lofted him into space. Two somersaults and a half-gainer later Waldo landed — in the side of a bus. The buzzards began to circle.

As he lay dazed on the ground, the doolie heard an upperclass voice. “I’m sorry, gentlemen, but only upperclassmen can ride the first ski convoy home.”

Indignant and in some pain, Waldo jumped into a nearby igloo and emerged as Colonel Waldo F. Dumbsquat, a man who always marked his coathangers. The Colonel approached the upperclass cadet, looked down at him, and said: “Attention, you man. All fourthclassmen will ride the first convoy. That is all, men. Carry on.” Then Dumbsquat walked on to the bus. As he sat down, his massive Charles Atlas body assumed its normal puny shape. Regs took up the seat next to Waldo.

“Gosh, this is great. If the colonel hadn’t come along, we’d have to be out in the snow for another three hours. Well, how’d you like your first day of skiing?”

“It was okay,” said Waldo while munching on some frozen shepard’s pie, “but next time I think I’ll try it with ski poles.”



-USAF PHOTOS

WING COMMANDER C/COL. BENTLEY RAYBURN, CREVE COEUR, MISSOURI

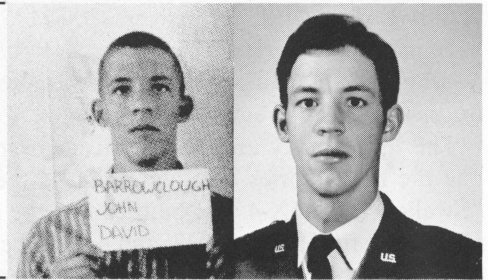
This first semester has seen many accomplishments that reflect the increased responsibility placed upon the Wing. First classmen have full management of their money, as well as Officer's Club privileges. First and second classmen have unlimited late lights.

Our goals for next semester go

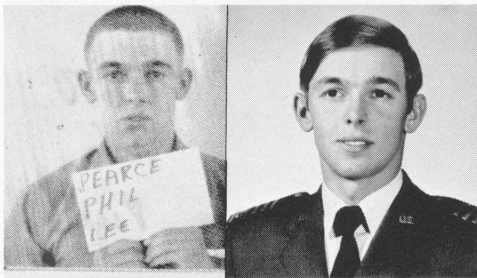
beyond these achievements. I look for a personal commitment on the part of each cadet to uphold high standards of performance, from personal appearance to military bearing to academics. Throughout this semester and the rest of your time at the Academy, take advantage of your opportunities for leadership to develop and refine those abilities that you will need as an Air Force Officer.



**Deputy Wing Commander
C/Colonel John T. Wolter
Maxwell AFB, Alabama**



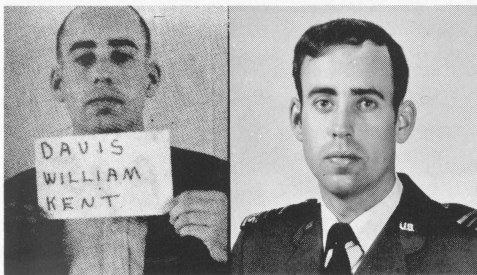
**Wing Operations Officer
C/Lt. Colonel John D. Barrowclough
Moline, Illinois**



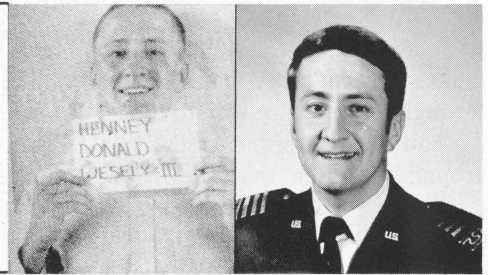
**Wing Training Officer
C/Lt. Colonel Phil D. Pearce
Wilson, North Carolina**



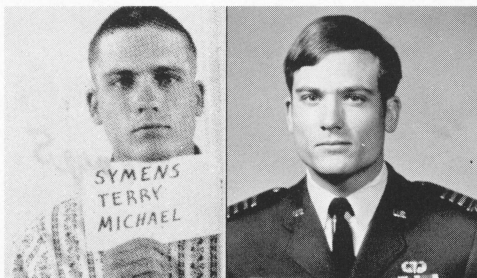
**Wing Academic Officer
C/Major Branford J. McAllister
Hacienda Heights, California**



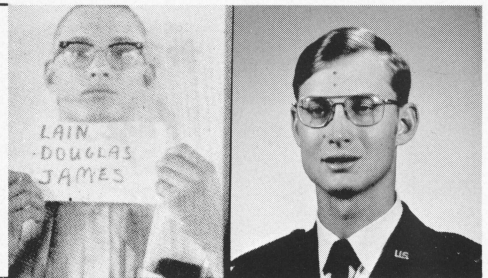
**Wing Information Officer
C/Major William K. Davis
Gardena, California**



**Wing Administration Officer
C/Lt. Colonel Donald W. Henney III
Hacienda Heights, California**



**Wing Logistics Officer
C/Lt. Colonel Terry W. Symens
Fresno, California**



**Wing Safety Officer
C/Major Douglas J. Lain
Crown Point, Indiana**



**Wing Activities Officer
C/Lt. Colonel William B. Osborne
St. Louis, Missouri**

USAFEA'S AIR FORCE

by Walt Hern '77

Almost from the very beginning the Air Force Academy has had its own "Air Force" of display aircraft. Throughout the years there have been eight planes on display both here and at Lowry AFB, in Denver, Colorado. Many of them have unusual histories. There have also been three missiles, a "Bomarc", a "Matador", and a "Minuteman", displayed on the academy grounds.

The first display aircraft the Academy received, and the one the most stories are told about, is the Northrop X-4, "Swallow". The X-4 was built to test the idea of a tailless aircraft. It first flew in 1948, and one of the test pilots in the X-4 program was Captain Charles Yeager. Only two were built, and data gained from the program provided information used in the design of delta winged planes such as the F-102, F-106, and B-58. One "Swallow" is on display at Maxwell AFB, Alabama, and the other was presented to the Cadet Wing at Lowry in November, 1956. When the Academy moved from Lowry to its present site, the X-4 and several other aircraft were moved down and placed in temporary storage behind the bus garage at the Service and Supply Center. The X-4 did not remain there for long. In 1962, members of the Class of '63 "taxied" the plane one night from Service and Supply to the Cadet Area, and placed it in the quadrangle by Arnold Hall. The thing which makes this feat more remarkable is that the plane doesn't fit through the entrance way to the quadrangle. Civil Engineering had to use a crane to get it out! Cadets moved the X-4 around so much that they wore the tires out. In 1968 Goodyear dug into a warehouse and found the original mold (circa 1944) and presented the wing with a new set of tires.



Above: The X-4 in flight over California.

Also in November 1956, the Cadet Wing received the YF-100 North American "Super Sabre", which had first broken the speed of sound. The plane was flown from Tucson, Arizona to Lowry AFB. While on this final flight, FW-574 set the Tucson-to-Denver speed record which still stands today, 808 mph!! The F-100 moved, along with the Wing, and was on display for several years where the F-105 Republic "Thunderchief" is today. In 1962 it was decided to put FW-754 in the Air Force Museum at Wright-Patterson. For the move to Ohio the wings had to be removed. It was decided to use small explosive charges to do the job, but somebody "goofed" and used too much. They blew the plane up!



Cadets clean YF 100 "gift" in November, 1956.

One plane presented to the Cadet Wing has never been on display at the Academy. In the summer of 1958 when the Class of '59 was on a field trip to England, the RAF presented them with a "Spitfire" which had been restored to combat readiness. TE-330 was accepted by members of the Class of '59 by Colonel Benjamin Cassidy, Deputy Commandant. Unfortunately *OUR* Spitfire ended up in the Air Force Museum!



Right: Air Chief Marshal Sir Thomas Pike presents a Spitfire XVI to the Class of 1959.

The plane which took the place of the F-100 was a Convair F-106 "Delta Dart" donated in 1963 by Lt. Gen. Robert M. Lee, then Commander of Air Defense Command. Two weeks before the plane was to be dedicated, the "doolies" of '66 painted it their class color - "red". The next morning C/4C Richard W. Lee had to call dad and tell him what had happened to "his" plane. In 1969 ADC took the plane back for "spare parts"!

The Lockheed F-104 "Starfighter" was received in April 1967. It is one of the first Lockheed F-104A's to roll off the assembly line. The plane participated in the flight test program at Edwards AFB, California. It was retired in 1963 and was used as a ground trainer at Lowry for 4 years before being put on display here.

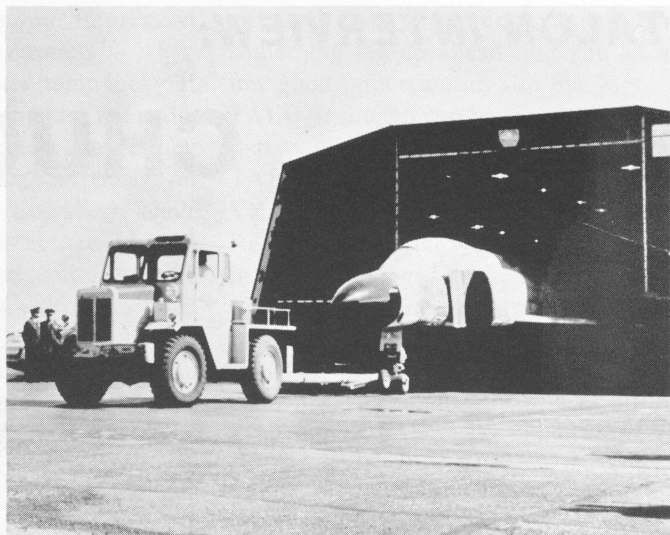


F-104 "Starfighter" arrives at USAFA in April, 1967.

Our Republic F-105D "Thunderchief" is a combat veteran which was rescued from the salvage yard at McLellan AFB in Sacramento. It took parts from at least 10 battle damaged sister ships to put 60-0482 in shape to be put on display. The dedication of our "Thud" on May 31, 1968, was something that will never be forgotten by anyone who was there. During an F-105 fly-by, one of the planes went supersonic and the sonic boom blew out over 300 windows in the cadet dormitory and knocked many distinguished visitors (VIPs) out of their ceremonial seats located near the flagpole.



Left: Republic F-105 "Thunderchief" is rolled into place opposite Mitchell Hall.



Above: McDonnell-Douglas F-4 "Phantom" is readied at Hill AFB, Utah for shipment to the Air Force Academy.

The McDonnell-Douglas F-4 "Phantom II", which was dedicated on May 29, 1970, is also a combat veteran. On May 12, 1968 #799 supported a troop withdrawal where one of the C-123 cargo pilots won the Congressional Medal of Honor. During the operation, the crew of #799 sustained ground fire, and attempted a landing at Chu Lai. The aircraft went off the runway due to a flat left tire and loss of nosewheel steering. Lt Colonel Donald Lynch and his back seater, Lt Charles Choba, were not injured. Each of the crew received the Distinguished Flying Cross for their part in the mission. The aircraft was shipped to Hill AFB, Utah, where members of the Air Force Association decided to rebuild it as a display aircraft for the Air Force Academy.

The latest plane the Academy has received is a Northrop T-38 "Talon" which was presented in August, 1973. The ship is one of the first T-38A's built. "Talon" 59-1602 was used as a test aircraft until January of 1972. It was then displayed at Randolph AFB, Texas, until May, 1973, after which it was shipped here to USAFA.



Above: The most recent addition to USAFA'S Air Force is this T-38 "Talon" located near the Chapel.

CHUCK YEAGER

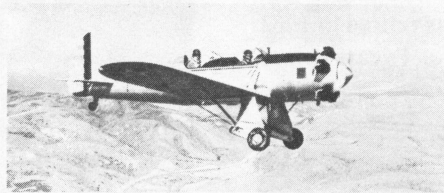
by Rick Douglas '75

Brigadier General Charles E. (Chuck) Yeager, Director of Aerospace Safety for the Air Force Inspection and Safety Center, Norton AFB, California, received his pilot wings in March, 1943 at Luke Field, Arizona. In the following two years he accounted for 13 enemy aircraft in Europe, including one of Germany's deadly new jet fighters, the Me262. He became the first man to fly faster than the speed of sound in October, 1947, and to fly at twice that speed in December, 1953. He is a command pilot with more than 10,000 hours in 155 different types of military aircraft. During his 33 years of active service, he has been awarded the Distinguished Service Medal, the Silver Star with one oak leaf cluster, Legion of Merit with one oak leaf cluster, Distinguished Flying Cross with two oak leaf clusters, Air Medal with 10 oak leaf clusters, the Purple Heart, and many others.



—MICKEY BEDNAR

"In my opinion, the successful people in the Air Force just happened to be in the right place at the right time."



Ryan PT-22, Yeager's first plane.

TALON: Sir, what was the first type of aircraft that you rode in?

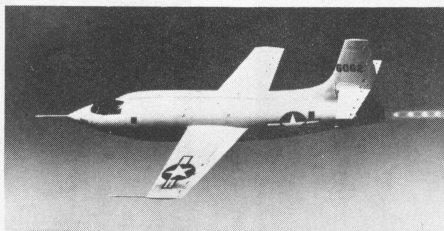
YEAGER: The first plane I ever rode in was the AT-11 (Beech). The first one I flew was the Ryan PT-22 in 1942.

TALON: Sir, can you relate to us some of your more enjoyable experiences?

YEAGER: Well, I've never been in a job that I wasn't flying in. I've never had a job in the Pentagon — I guess that is the reason I am only a one star general, but I save more money than a three star general because I don't pay that rent they do up there! I think the most enjoyable airplane to fly is the F-5 (Northrop). It is so easy and safe to fly, and it's not as complicated as the F-4 (McDonnell-Douglas).

TALON: Sir, could you describe your first supersonic flight?

YEAGER: I got up to supersonic speed on October 14, 1947. The mach needle went up to about .965, sat there, then fluctuated to 1.05. I had a great deal of confidence in the airplane (Bell X-1).



Bell X-1, first supersonic flight.

Since I was flying it, I had faith that it would at least give me some warning before it bit me . . . you've got to have a little optimism in life.

Well, I cut power and came back through the barrier, jettisoned all the

—USAF PHOTO
fuel, and landed. I flew 80 flights in the X-1 during 1948. By then we had gotten all of the data that we could out of it, so we turned it over to the Smithsonian Museum in Washington, D.C.

TALON: Sir, if I am not mistaken, the Bell X-1 was launched from a World War II B-29 bomber in flight. Did you ever launch from the ground?

YEAGER: I made one ground take-off just to prove that it could be done. At this time the U.S. Navy was coming out with the D.558, Phase Two, Douglas "Skyrocket". They were saying that the X-1 was a gimmick — that it had to be launched from the air — that it wasn't a true, supersonic airplane. Their airplane was going to be the first truly supersonic airplane. So the day before they flew the D.558, we put 100 seconds of fuel in the X-1, rolled it to the south end of the (Muroc) lake bed, and I got in and fired off all four rocket chambers. The thing broke ground in about 1600 feet, pulled up into an Immelmann (inverted, 180° climbing turn), rolled out at 23,000 feet at 1.1 mach, ran out of fuel, came down and landed. The Navy and Douglas aircraft had long faces the whole next day during their flight.

TALON: Sir, did you ever fly the X-4 airplane now on display in the cadet Air Gardens?

—BELL CO.
YEAGER: I had about 20 flights in that airplane. It was a research airplane to check out the effects of mach number on a semi-tailless aircraft. And it did fly just like an airplane without a tail! At .92 mach the X-4 became unstable, and I think it would probably have broken apart about .94. So, I stopped at .93.

TALON: Sir, did you ever have any dangerous emergencies while test flying aircraft?

YEAGER: Bell (Aircraft) told me that they anticipated that the X-1A above 2.3 (mach) would deteriorate . . . The



—MICKEY BEDNAR

"As it went inverted, the canopy busted out. The airplane really wound up into some hairy gyrations. What was happening was about a 580 degree per second rate of roll — one gets a little disoriented!"

fourth flight turned out to be a real hairy experience. I got the nose up a little bit steep in the climb out and ended up at 80,000 feet, which was just a bit high. As the airplane went through 2.3 mach, it began to yaw to the left, and I pushed the right rudder like they teach you to do in flight school, and it didn't work! As I went through 2.55 mach, I ran out of fuel. The airplane, at this point, was yawed 40° to the left. The outside wing dihedral effect rolled the aircraft. As it went inverted, the canopy busted out. The airplane really wound up into some hairy gyrations. What was happening was about a 580° per second rate of roll (somersault) — one gets a little disoriented! I couldn't see out of my pressure suit because the face piece was all fogged up. I guess I was breathing a little hard! I ended up in an inverted spin at 31,000 — 32,000 feet and recovered to a normal spin at 25,000 feet. I found the lake bed and glided in to land. That was the last flight I ever made in the X-1A!

TALON: Sir, in your position as a Brigadier General, what qualities do you look for in the young officer who comes under your command?

YEAGER: I want a guy who is good across the board. That's all you can ask for. The guy that is willing to do anything that you ask him to.

TALON: Sir, what is your impression of Air Force Academy cadets?

YEAGER: You're pretty damn lucky, if I say so myself. What amazes me is the numbers involved here . . . I think they put entirely too much emphasis on academic standing — Everybody can't be first . . . I was over at Arnold Hall looking around and, you've got beautiful facilities, but you haven't got any time to use the damn thing!

TALON: Sir, what advice can you give us to help us in our air Force careers?

YEAGER: The one thing that you don't want to do when you walk out of here as an officer is to plan your career too seriously. In my opinion, the successful people in the Air Force just happened to be in the right place at the right time, but they were capable of taking advantage of the opportunities. Don't get so

carried away concentrating on something big up ahead that you let a few good opportunities slip by.

TALON: Sir, do you have anything else that you would care to express to TALON readers?

YEAGER: The Air Force is a business. Regardless of what you do, it's a job — to make a living, to raise a family, and to be happy. Rated or non-rated. Non-rated personnel in the computer business, maintenance business, armament business, administration — all of these things, it takes the whole team to make it work. I think you've got a hell of a future coming up with all of the lightweight fighters coming into the inventory, like the F-15, 16 and 17. I only wish I was young enough to get into the program. I wish you all the luck in the world.



—RICK DOUGLAS

Cadet Mike Mark ('75) proves a willing audience as Chuck Yeager relates past flying adventures.



—RICK DOUGLAS

In a visit last May, General Yeager explained, *"The Air Force is a business. Regardless of what you do, it's a job — to make a living, to raise a family, and to be happy."*

FINDING A PLACE IN THE SUN

A Look At Airmanship Programs

by Tom Laurie '75
Dave Tillotson '75

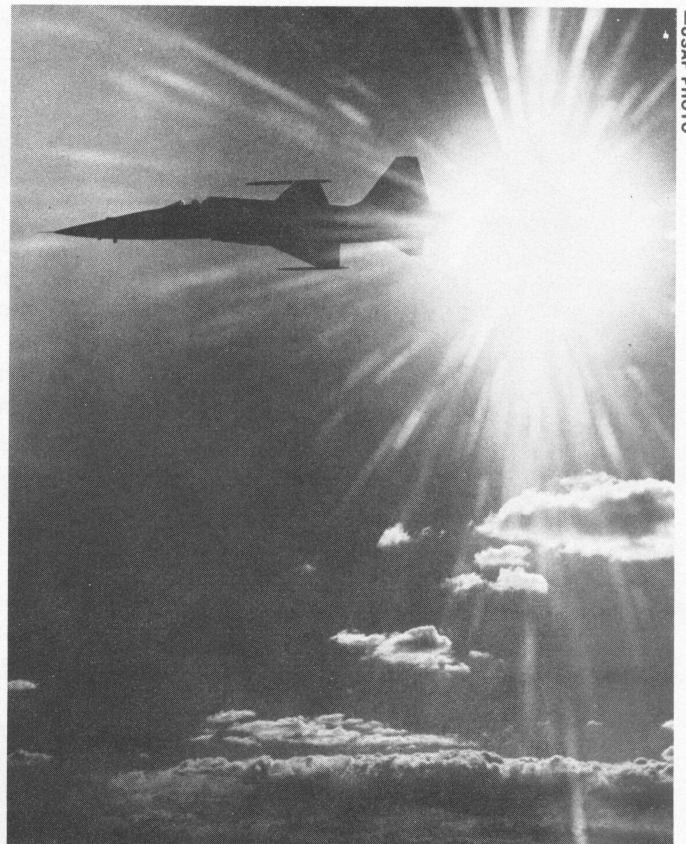
If you came to the academy to fly, you certainly picked the right place. Whether or not you are interested in such programs as T-41 (single-engine, fixed-wing aircraft), AM-370 (cadet jet sorties), soaring or navigation, you can find your place in the sun here at USAFA.

As a requirement for pilot training, the T-41 course is offered three times a year to aspiring 1st classmen. Upon entering this course, a cadet leaves the academy and joins ATC for his brief encounter with the Cessna 172 each week.

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

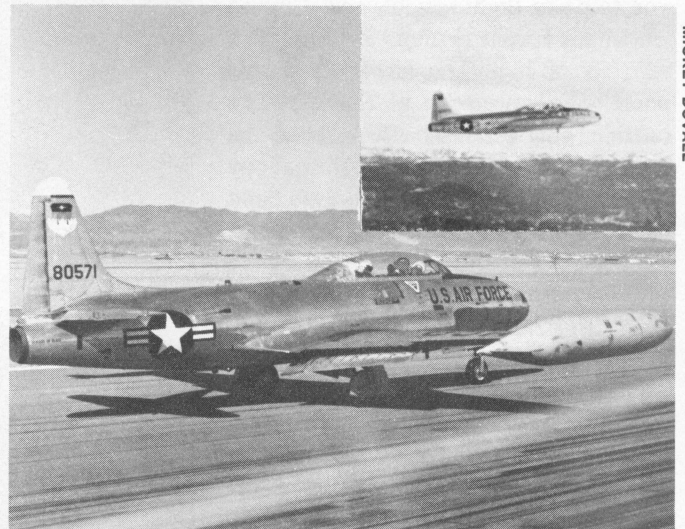


—RICK DOUGLAS



—USAF PHOTO

The AM-370 jet program in the T-33 is aimed at cadet motivation and enjoyment more than any other flying program at USAFA. The main objective of the course is to obtain cadet appreciation for the flying role in the Air Force.



—MICKEY DUVAL

A third classman can receive two short orientation rides aimed at demonstrating the fundamentals, capabilities and control of the T-33. Pilots are always ready and willing to perform aerobatics on request. In his second class year a cadet can fulfill his final requirement for getting his half hour of academic credit by completing a cross country flight within a 500 mile radius. Although the fuel shortage has limited the bases to which cross countries can go to, it has not limited the enjoyment of the program.



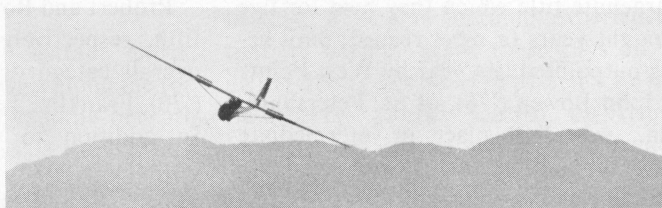
—USAF PHOTO



—MIKE PETERS

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

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



—MIKE PETERS

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

“FLYING” WITHOUT WINGS

by Dave Tillotson '75

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

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



—USAF PHOTO



—JOHN GARRITY

West Point 'Inches Out' Falcon Jumpers

Air Force Academy cadet parachutists finished second to West Point jumpers for the second straight year at the National Collegiate Parachute Championships held at Deland, Fla., Nov. 27 - Dec. 1.

The Army cadets finished first with 110 points and Air Force jumpers were second with 104. The Air Force Academy team had hoped to regain the parachute title which they held for five straight years (a meet record) until being outpointed last year by West Point.

John Bowen ('76), of St. Petersburg, Fla., won first place in intermediate style to help the Air Force Academy nail down second place in the 1974 competition. Andy Probert ('76), Shorewood, Wis., placed third in the same event.

In addition to the two military schools, there were 36 other U.S. colleges and universities with teams entered in the annual meet. A total of 141 jumpers competed throughout the four-day tournament, including sport parachutists from Canada and Japan.

There were three categories in which the jumpers were entered: novice for parachutists with 100 or less jumps; intermediate for those with 101-300 jumps; and advanced for those with more than 300. Events in each category included accuracy and style.

The Air Force team had five juniors entered in the intermediate division and four seniors in the advanced.

Probert and Bowen placed fourth and fifth, respectively, in the intermediate overall category while Parker Wright ('76), Franklin, Tenn., took ninth place. In addition to their finishes in intermediate style, Probert and Bowen were sixth and seventh in intermediate accuracy.

Wright was fifth in intermediate style with Roy Madsen ('76), Killeen, Tex., and Jeff Walters ('76), Clearwater, Fla., tied for 10th.

Air Force Academy's highest finisher in the advance overall judging was Scott Spring ('75), Muncy, Pa., who came in seventh. Don Snellgrove ('75), West Hartford, Conn., was eight and Greg

Black ('75), Fenton, Mich., was tenth.

Spring took eighth place in advance accuracy and was tenth in advance style. Black and Snellgrove were seventh and eighth, respectively, in advanced style.



—USAF PHOTO

NO '76 CARS? TRY A GYRO-CHOPPER!

Gyrocopters fly like airplanes, land like helicopters, drive like motor scooters, and park like cars. The 250-pound contraption takes off in 300 feet (less in wind) at 20mph and cruises up to 12,500 feet and has a road driving speed of 50mph. Its 6 gallon gas tank gives it a 2 hour endurance time (fuel and oil cost \$3 an hour!) at an

economical 20 miles per gallon. With a 72-90 horsepower engine, the gyrocopter can carry up to 250 pounds (pilot and cargo).

The bird with the 20-ft. rotor-blade cannot stall in the air, and if the engine fails, the rotor lets the craft down safely. A small propeller in the rear drives the gyrocopter on the ground or in the

air. It is steered by use of the nose-wheel and rudder, while the only brakes are located at the nose-wheel. Gyrocopter options include: radio, heater, ashtrays, and an enclosed cabin. There are an estimated 40,000 gyrocopters in the world.

To fly the "chopper" legally, no dual instruction is needed, however the "pilot" must demonstrate skill in three landings and take-offs in towed flight. He must also pass a written test on civil aviation regulations. This does not apply to licensed private pilots, who do not have to test or demonstrate proficiency to fly a gyrocopter. A beginner can learn to fly one in 3-5 hours, while a pilot can master the bird in 2-3 hours.

Interested cadets can contact Bensen Aircraft Corp., Raleigh, North Carolina. A basic gyrocopter costs \$2600-\$3200 and comes in land or water-adaptable versions.



—BENSEN AIRCRAFT CORP.

CLASSROOM AT 15,000 FEET FITS IN AT AIR FORCE ACADEMY

The Air Force Academy has its conventional classrooms like other schools, but not many schools have classrooms 15,000 feet in the air.

Such classrooms are in aircraft appropriately nicknamed T-29 Flying Classrooms and are used by the Academy's navigation division to provide instruction and experience in navigation theory to future Air Force officers.

Similar indoctrination has been in existence since the first class arrived at the school's temporary site at Lowry Air Force Base near Denver in 1955.

"Most of the inflight conditions can be simulated in today's sophisticated ground simulators. However, there is no substitute for the experience gained and motivation attained in actual flying," said Captain Jerry Partridge, a navigation instructor.

"Instruction in the airborne environment provides the cadet with invaluable experiences such as observing the complexity of air traffic control. The constantly changing inflight parameters of heading, speed, altitude, weather and aircraft environment further add to the realism and challenge.

"Perhaps the greatest benefit of actually flying is the development of air sense, or horse sense," Partridge said.

Each year more than 600 cadets are taught navigation techniques through the use of eight T-29s based at nearby Peterson Field. Cadets have the opportunity each semester to fly on field trips to bases around the country.

The crew for a navigation instruction mission includes a pilot, co-pilot, flight mechanic, navigation instructors and cadets.

Inside the plane there are four radar stations and 10 other training stations for map readings, dead reckoning and celestial navigation techniques. The Flying Classroom is even equipped with

a community pencil sharpener.

The latest navigation equipment is not aboard — there is a driftmeter instead of the newer doppler radar and the bombing equipment is the same one in the old B-36.

Outside periscopic sextant ports, astrodomes and antennae along the top of the fuselage and a radome beneath identify the plane as a navigation trainer.

In service for more than 20 years, The T-29 is not as impressive as the newer, sleeker and faster jet aircraft. In fact, the Air Force's Air Training Command is converting to the T-43, a military version of the Boeing 737.

But Partridge said the T-29 is still valuable in the Academy's navigation training program

"The basic equipment is particularly useful in demonstrating the fundamental problems of air navigation. The concepts learned are basic and easily transferred to more advanced equipment. In addition, the student learns that aircraft and people have missions to perform, and the mission still goes even if the aircraft isn't sleek," Partridge said.

On the flying missions cadets use a celestial navigation method which consists of a rigorous mathematical reduction of data using the sun as a reference to pinpoint the aircraft's position.

Recently a group of eight cadets flew on a field trip to Williams Air Force Base, Ariz. Mission day began with a briefing at the Academy and a short bus ride to Peterson Field.

Once inside the aircraft, school began as usual. Before takeoff one of the instructors briefed the cadets on the flight plan and a general overview of the mission.

During the flight, cadets participated in what can be called the "open book" portion of the mission. They practiced

the techniques to be used on the return leg when they would be graded on their performances.

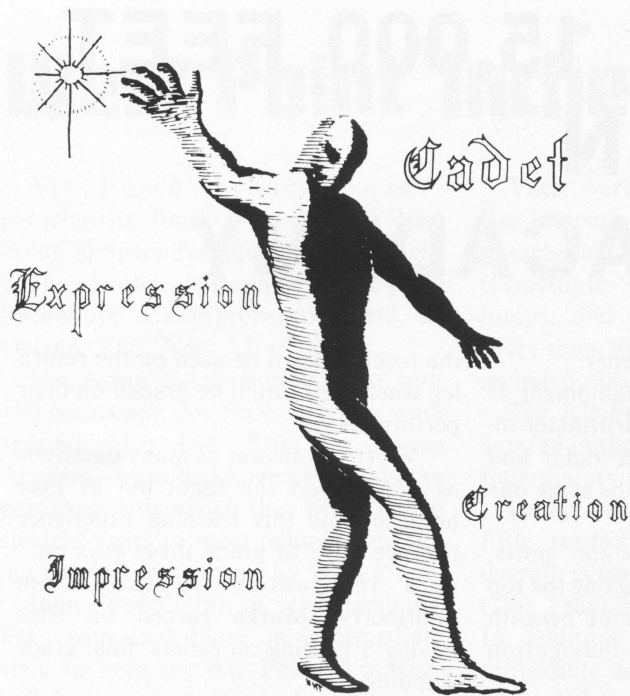
"We try to answer as many questions as possible on the flight out of Pete because it is this learning experience that we have to grade these guys on," said instructor Captain Tom Saulsberry. Marks earned on trips having a bearing on cadets' final grade standing.

According to navigation instructors not all of the cadets become Air Force navigators, but the majority of them will enter flying programs. The experience they gain at the Academy simplifies the training they receive at regular Air Force flight training centers.

The Flying Classrooms at 15,000 feet aren't conventional as classrooms go, but they do provide a far more effective learning experience.



Cadet Al Piotter ('75) and Walter "Dusty" Rhoads ('75) practice celestial navigation techniques in a T-29 simulator at USAFA.



GREEN EYES

Stop
 And give me one last loving smile
 To keep me warm during the long lonely
 nights ahead
 Leave me
 With enough happy times
 To fight off the tears in the darkness
 You have been my world
 Off and on now
 For a quiet part of my lifetime
 Or didn't it show?
 Look back once
 As you walk away
 But leave quickly
 Before my mind creates new hopes
 of seeing you again
 Let me imagine you this way
 Happy to have known you
 On the passing of time
 Not in the arms of strangers
 I suppose I will never know why
 things are this way
 Did you ever lie awake at night and
 think of me?
 Until it almost hurt?
 Touch me once
 Some summer morning I will wake up
 and wonder
 If you were ever real at all

Dates, categories, and entry deadlines have been announced for two military photography contests: the twelfth annual Military Pictures of the Year competition and the sixth Military Newsfilm Motion Picture Photography of the Year contest.

Both competitions are open to all active duty photographers and journalists in the four branches of Service and in the Reserves and National Guard. Eligible pictures and film must have been taken between January 1 and December 31, 1974, must be those exposed by a cameraman behind the lens, and must be submitted for competition no later than February 1, 1975.

Photographic (stills) entries may be in color or black and white, must be mounted on 16 x 20 boards, and must be designated for one of the eight following categories: News, Portrait/Personality, Sports, Picture Story, Feature (military), Feature (non-military), Pictorial and Portfolio.

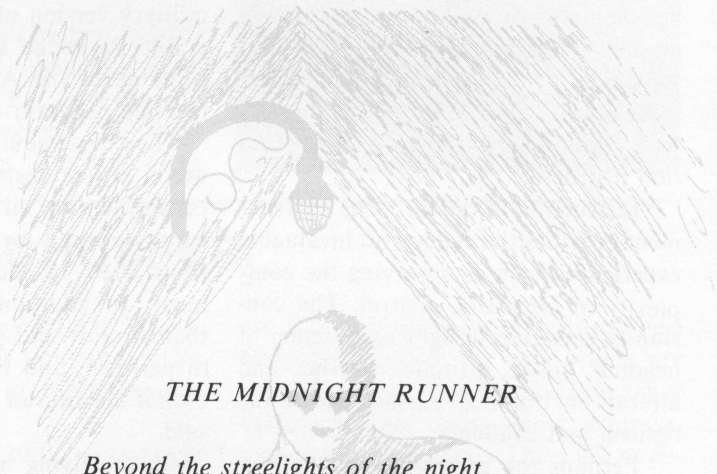
Newsfilm entries must meet specifications for the following three categories: (1) unedited, rough cut, 16 mm color newsfilm footage; (2) featurette—edited 16 mm color newsfilm clip not to exceed three minutes; and (3) individual entry—16 mm color or black and white, edited or unedited film length not more than 300 feet. Film from each category will be judged in sub-categories for controlled and uncontrolled action (by cameraman on subjects, performance, etc.).

Both the photograph and newsfilm competitions are sponsored by the Department of Defense in cooperation with the National Press Photographers Association. The University of Missouri School of Journalism is assisting with the Military Pictures of the Year competition and the University of Oklahoma is participating in the Military Newsfilm Motion Picture contest. Judging in both competitions will be conducted at the respective participating university. Information and entry forms for both competitions are available from local Information Offices.

Further information on the Military Pictures of the Year contest may be obtained from the Photojournalism Division, Defense Information School, Ft. Benjamin Harrison, Indiana 46216.

Additional information on the military newsfilm contest is available from the following office.

*Air Force: Office of Director of Information, Pictorial Broadcast Branch, Department of the Air Force, Washington, D.C. 20330



THE MIDNIGHT RUNNER

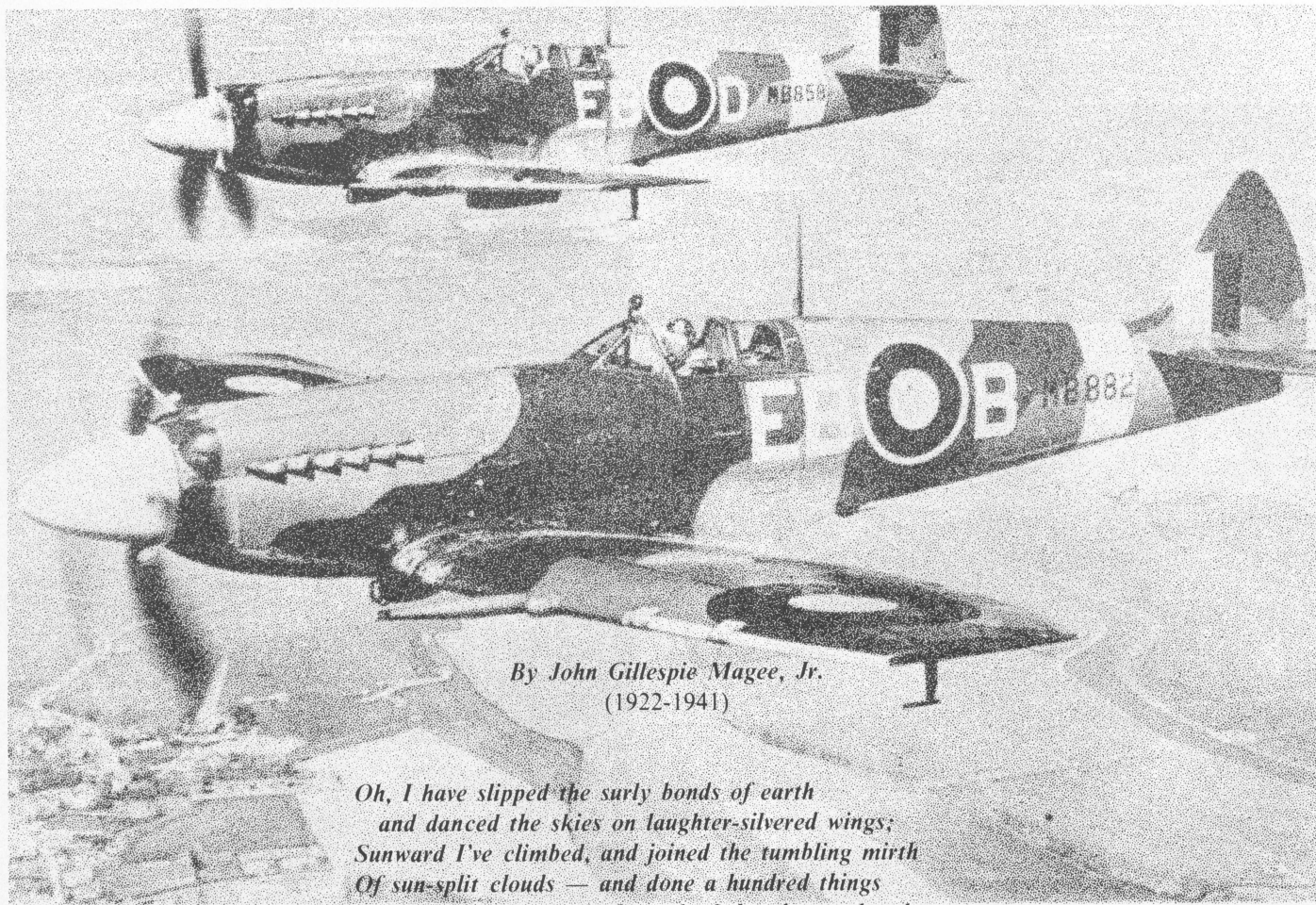
Beyond the streelights of the night,
 Exhaustion seeping from the mind,
 Panting, puffing, keeping stride,
 Weariness chasing from behind,

 Gasping for breath, reaching in pain
 What keeps him faithful to this pace,
 With agony only to gain,
 On and on in the grueling race?

 Distant pleasure spins from distant eyes,
 As he escapes his evils not in religious ways
 But by punishing his shouting body
 The midnight runner rids his sins of the day.

 Why does he wait for midnight to run?
 Perhaps, he can not face the sun.

—Steven J. Kent '75



*By John Gillespie Magee, Jr.
(1922-1941)*

*Oh, I have slipped the surly bonds of earth
and danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds — and done a hundred things
You have not dreamed of — wheeled and soared and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space.
Put out my hand, and touched the face of God.*

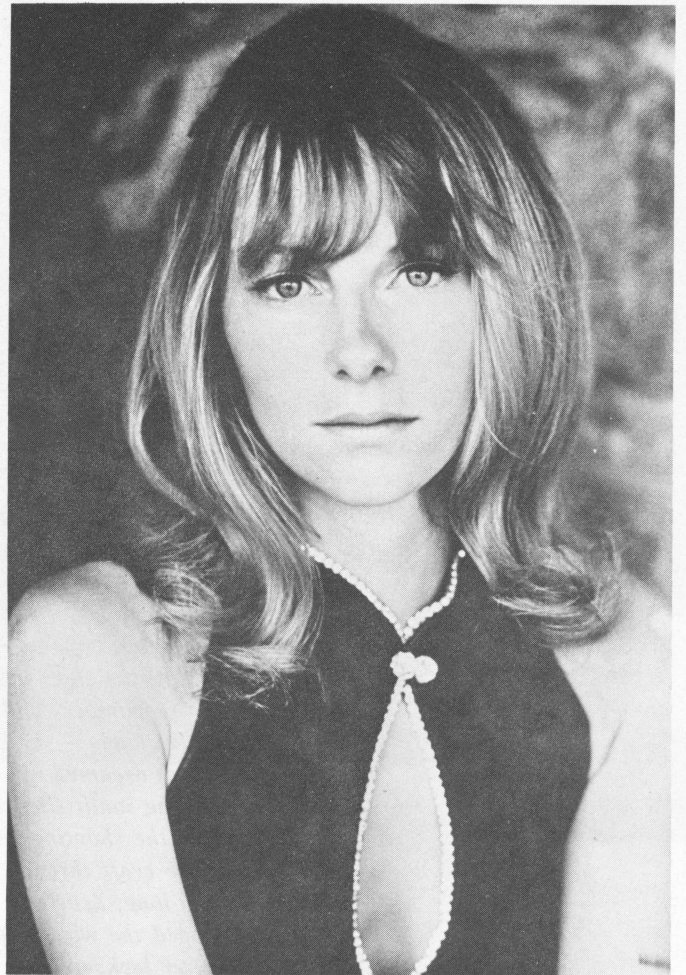
Pilot Officer John Magee was an American boy who flew with the Royal Canadian Air Force. He was killed in action "somewhere in England" just four days after Pearl Harbor. But young as he was, he left the world an unforgettable poem. Now it is the official poem for the British flying forces the world over.

John Magee was born in Shanghai, where his parents were missionaries. When he was nine, the family moved to England, and John was educated in schools there and later in America. He was graduated from the famous old English school of Rugby. When he was

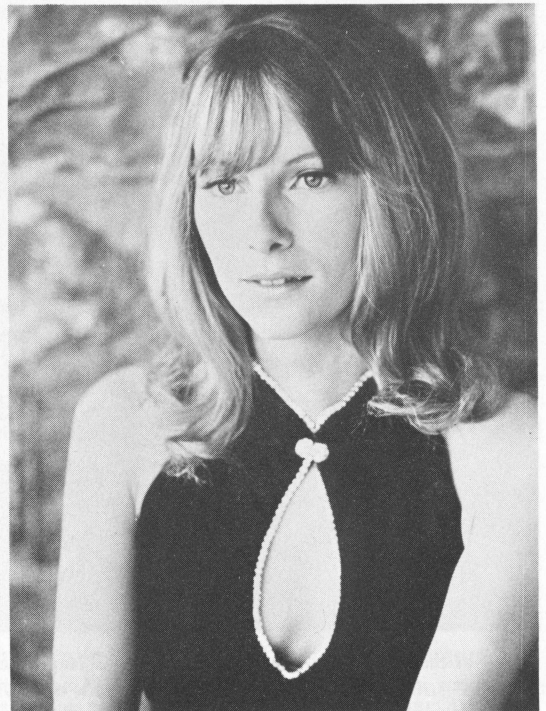
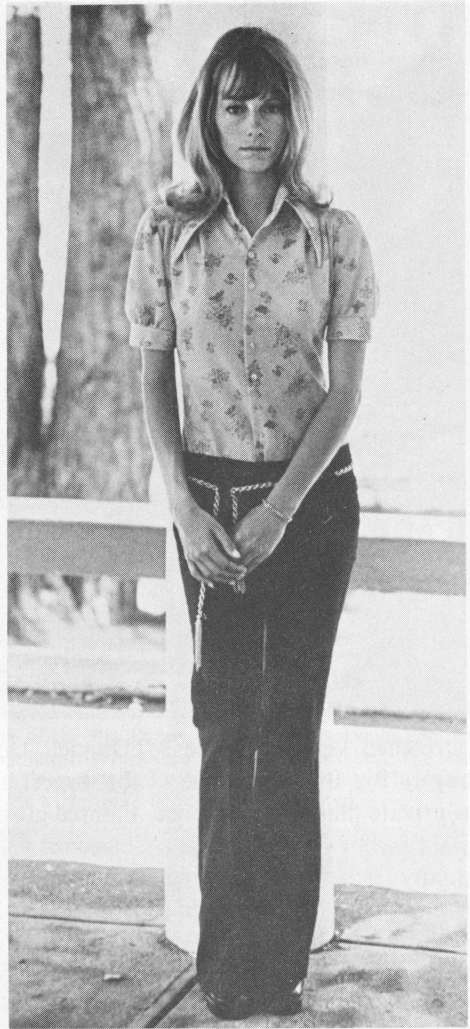
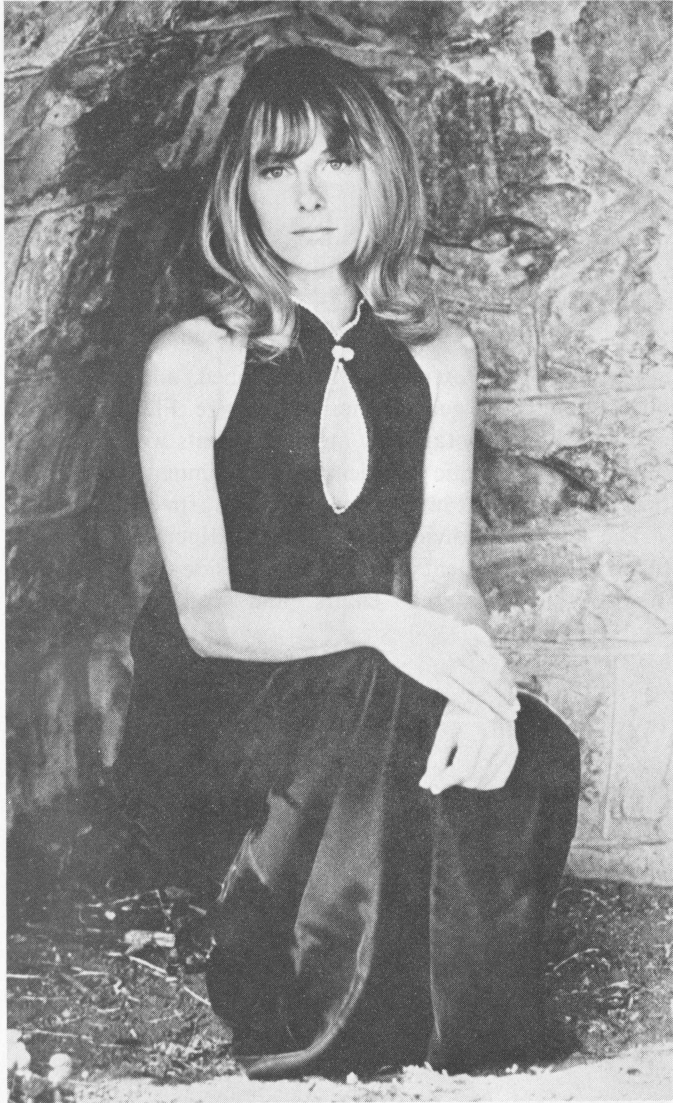
eighteen he won a scholarship to Yale and came home to take the college entrance examinations; he passed at the very top. But instead of entering college in September, 1940, he chose to fight for England. He enlisted in the RCAF and was trained near Ottawa. One of twelve in his graduating class to receive commissions, he was sent to England and served with the RCAF Spitfire Squadron until his death in action on December 11, 1941.

His father, who is now rector of St. John's Episcopal Church, Washington, D.C., says: "Ever since our son sent us the sonnet on the back page of a letter,

we have believed it had a message for the youth of America. The tremendous response to it, not only from America, but from all over the world, and the inspiration it has proved to be for so many people, old and young, from distinguished literary lights to school children, is an immense comfort to us and makes us feel that he did not die in vain. It may interest you to know that "High Flight" was started at 30,000 feet up while our boy was flying a Spitfire on September 3, 1941. He was only nineteen years old."



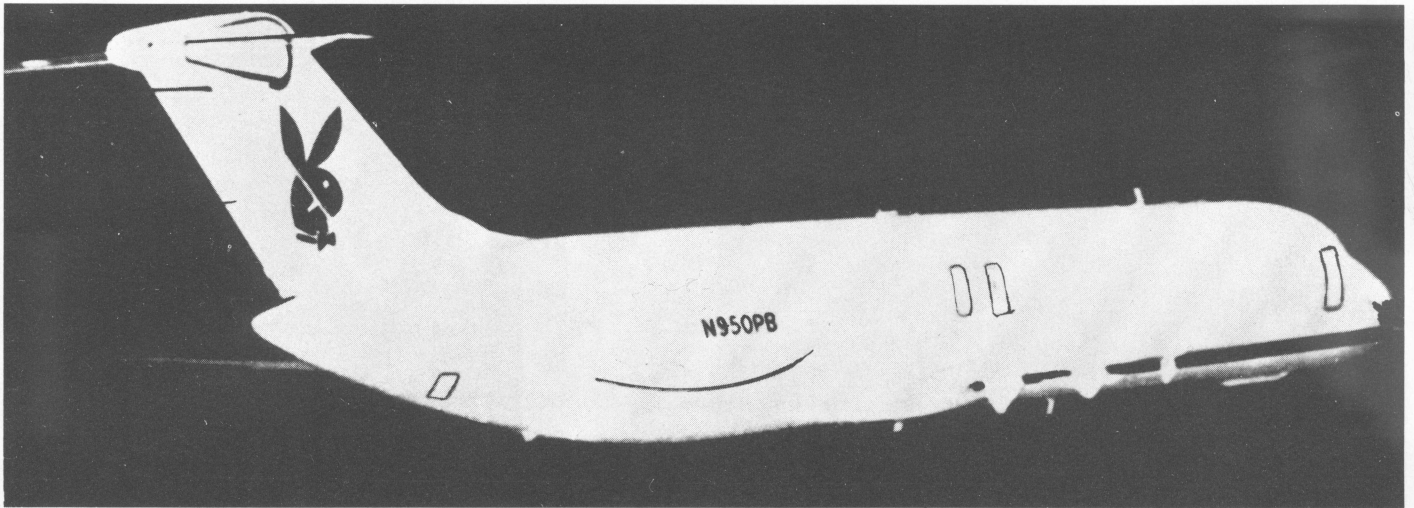
Miss Kathy



CammeL



Photos by Duane Jones '75



HERIPAGE SPECIAL:

THE BIG BUNNY

by Rick Douglas '75

A stretched version of the McDonnell Douglas DC-9, Playboy's "Big Bunny" is one of the largest and most luxurious private planes in existence. Painted glossy black with a white Playboy Rabbit Head emblazoned on the tail, the Big Bunny is the most exciting jet airliner in the skies.

The interior of the \$5.5 million jetliner is unlike anything ever seen in aircraft design. To eliminate the tunnel-like atmosphere of conventional airliners, sculptured curves were added to create a clean, ultramodern interior. The result is a series of eye-pleasing shapes in a soft white that flow together in a gentle curve.

Despite the dramatic interior, utility has not been sacrificed to design. Everything from the carefully placed TV monitors to the shower in the bedroom compartment is functional. Fabrics are in warm tones of orange and olive to

accent the other textures — hand-rubbed, oiled rosewood, black Himalayan goat leather and bronze. Floor coverings and upholstery contain tiny metal filaments woven into the fabric to absorb static electricity and to eliminate shock. The result is an opulent interior that is also warm and intimate.

The jetliner is divided into three distinct sections. The forward compartment is furnished with side-facing couches, luxuriously-upholstered chairs and conference tables.

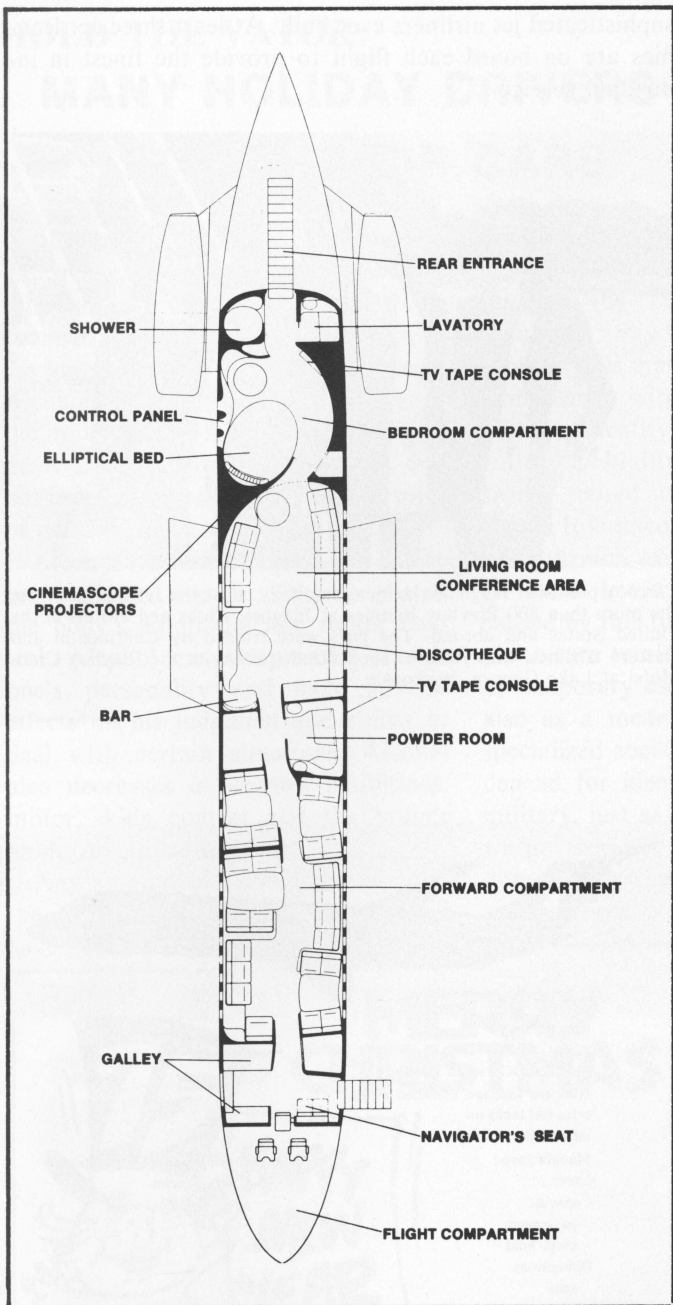


Many of the communications features of the Chicago Playboy Mansion have been incorporated into the Big Bunny. Among the features are motion picture projectors, special eight track stereo tape equipment, seven TV monitors, an Ampex 660 color video tape machine and a 33mm slide projector



Special inflatable air mattresses can transform couches into berths that can be curtained off for the privacy of a dozen passengers. The Big Bunny has a passenger capacity of 38. A DC-9-32 normally seats more than 100 passengers.

An efficient yet compact galley is located at the front of the forward passenger compartment. Special high temperature ovens enable the Jet Bunnies to do everything from grilling a steak to browning a roast. Passengers are treated to elaborate meals, complemented by an extensive selection of foreign and domestic wines. A special serving cart was designed to keep food warm and to assure personalized service.



A spacious combination lavatory-dressing room has been installed in the center of the plane. A full-length mirror, lighted makeup mirrors and hair dryers are provided for women passengers in this luxurious powder room.

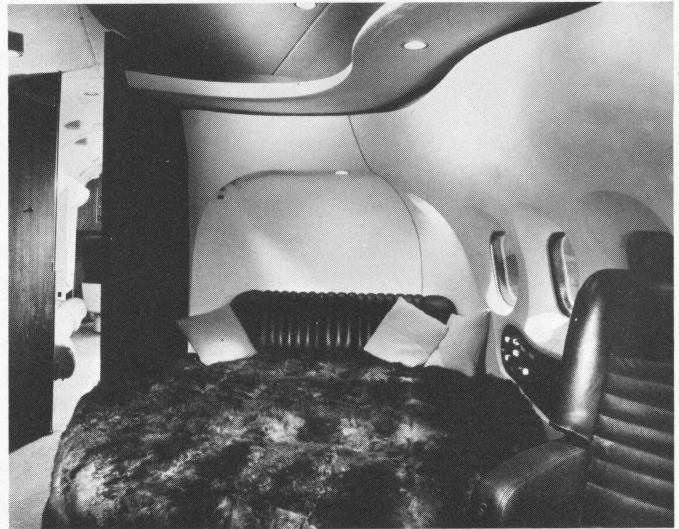
Amidships, the major portion of the interior has been set aside for a living room that can be used as a working-conference room by day, as an entertainment center by night, or as a mix of the two at any time.

An Ampex 660 color video tape machine plays back pre-recorded programs for viewing on seven television monitors that have been placed to give every passenger a clear view of the entertainment.

Two concealed Bell & Howell 16mm movie projectors swing out from behind a wooden panel to show feature films in Cinemascope without interruption. A 35mm slide projector is available for conferences and business presentations. A screen for movies and slides forms a decorative panel in

the ceiling and drops down for viewing.

Special Sony eight-track stereo tape equipment and Koss earphones provide distortion-free stereo music from speakers installed throughout the interior. Aviation buffs are able to follow the plane's flight through duplicate controls, including a digital clock, altimeter, air speed indicator



The rear section of the Big Bunny contains the bedroom compartment, whose lavish appointments include a 6' by 8' elliptical bed. The headboard contains retractable arm-rests for reading and watching television. The swivel chair in the foreground is electrically powered.



Ann Denson prepares cocktails in the Playboy DC-9.

and compass located both in the living room and in the bedroom compartment.

The living room has a completely stocked pull-out bar, where a guest can get a cocktail mixed to his own precise specifications. Couches are recessed into the contoured walls to provide a large open area that may be used as a discotheque. Two swivel chairs — one electrically-powered — are located at opposite ends of the living room.

The rear section of the Big Bunny contains the bedroom, lavishly appointed and equipped with a separate entrance. The compartment has a 6 x 8-foot elliptical bed, covered with silk sheets and a spread of Tasmanian opossum.

Alongside the bed, a unique communications console allows a passenger to operate the compartment's various electronic components — color video tape receiver, short-

wave and FM radio and stereo cartridge player. He also has a special skyphone installation to talk with points on the ground as well as with a cockpit and other compartments.



Jet Bunny Lee Fehlig, at the controls of the entertainment console in the living room of the Big Bunny, adjusts the volume of the Sony eight-track stereo cartridge player. An Ampex 660 video tape machine (below) plays color programs on seven television receivers located throughout the Big Bunny.

The bedroom is equipped with a contour-molded desk and an electrically-powered swivel chair. An illuminated light box on the desk is available for editing transparencies. Daylight for the compartment is regulated through three polarized windows, which can be operated individually or as a unit.

At the rear of the compartment, a unique shower has been installed fitted with two recessed shower heads fed from a 30-gallon tank. Opposite the shower is the compartment's separate lavatory. The entire cabin is soundproofed with a dual layer of lead vinyl on the inside of the fuselage skin.

The cockpit was modeled after the configuration used by Eastern Airlines. The navigation equipment, which includes Doppler and Loran instrumentation and a periscope sextant, was modeled after United Air Lines. Supplemental fuel tanks have been built into the wings and fuselage for overseas flights.

Seventy-five-thousand-candlepower lights are installed in the trailing edge of the wing tips to illuminate the Rabbit Head on the tail of the Big Bunny. Aviation experts report that the system greatly enhances aircraft identification and may be the forerunner of future aircraft lighting requirements.

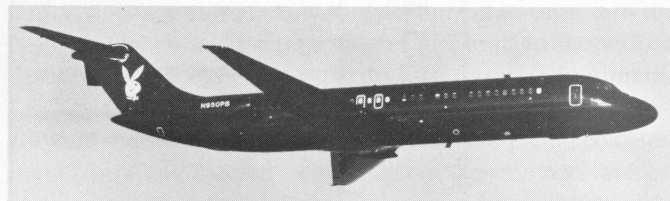
A complement of Playboy Jet Bunnies serve aboard the Big Bunny. The Jet Bunnies were trained by Continental Airlines and Eastern Airlines, then received specialized training aboard the Big Bunny. The girls were given special food service training by a French chef at the Playboy Club-Hotel in Lake Geneva, Wisconsin.

The Jet Bunnies passed the required F.A.A. tests for certified airline hostesses. They have been trained to operate all of the aircraft's emergency equipment, including emergency exits, escape slides, oxygen equipment and fire extinguishers. In addition to their regular training, the Jet Bunnies have been taught to operate all of the specialized equipment aboard the Playboy DC-9, one of the most

sophisticated jet airliners ever built. At least three Jet Bunnies are on board each flight to provide the finest in individual service.



Playboy publisher Hugh M. Hefner personally chose the Jet Bunnies from the more than 800 Playboy Bunnies at Playboy Clubs and Hotels in the United States and abroad. The girls were trained by Continental and Eastern Airlines, then received specialized training at the Playboy Club-Hotel at Lake Geneva, Wisconsin.



BIG BUNNY

	Specifications
Type: Modified DC-9 series 32 with stretched fuselage, extended wings, extra fuel tanks for intercontinental flights.	
Manufacturer:	McDonnell Douglas Corporation
Crew:	3, plus 3 Jet Bunnies
Capacity:	
passengers	38
cargo hold	561 cu. ft.
Dimensions:	
span	93.4 ft.
length overall	119.3 ft.
height overall	27.5 ft.
Wing area:	1000.7 sq. ft.
sweepback	24.5 degrees at 25% chord
Flaps (type):	double slotted
Speed brake (type):	wing mounted spoilers
Engines: Two JT8D-9	
T.O. Thrust (static, sea level) (1):	(Ducted Turbofans) 14,500 lbs. each
Mfr. wt. empty:	63,300 lbs.
Max. ramp wt.:	109,000 lbs.
Max. T.O. wt.:	108,000 lbs.
Max. landing wt.:	95,300 lbs.
Zero fuel wt.:	87,000 lbs.
Fuel tank capacity.:	5459 gals.
Fuel weight:	36,575 lbs.
Performance:	
payload (space limited)	
level flight speed (2)	565 m.p.h.
FAA T.O. field length at max. T.O. wt.	6650 ft.
FAA landing field length at max. landing wt.	4870 ft.
range	intercontinental

HOLD THE VATOR:

MANY HOLIDAY DRIVERS ARE BETTER LUBRICATED THAN THEIR CARS

by Don Langford '75

Alcohol has become a part of everyday living for thousands of Americans ranging in economic level from the corporation president all the way down to the lowest levels of our working classes. Alcoholics in the U.S. today number in the millions. The American Military, a microcosm of American culture, has not failed to reflect the same symptoms of use and abuse of alcohol.

Alcohol acts as a depressant on the brain and its overall ability to control the body's emotional and motor control. Alcohol can temporarily change one's personality and have adverse effects on his judgment and ability to deal with certain situations. Alcohol also decreases a person's inhibitions, motor skills control and the brain's ability to utilize oxygen.

Any amount of alcohol consumed in the form of alcoholic beverages will have some effect on the brain and its

ability to perform.

In *Society, Culture, and Drinking Patterns* (by David J. Pittman and Charles R. Snyder), Seldon D. Bacon explains that men are basically in constant turmoil with themselves in search of their identity and self-gratification within a highly compartmentalized society based on money and social status. It is Bacon's contention that this basic turmoil exists within all people at all social levels, and it is the tension caused by this turmoil that causes people to turn to alcohol, both as a means of temporary escape from tension and also as a means of identity with the specialized social group on which they depend for identity and security. The military, just as any other organization within society, places tensions and demands on each member of its organization.

The military over the years has tended to develop a type of traditional identity centered around alcohol, some examples are: "beer-drinking-fighter-jock" and the tales of the "wild party at the club". The great pace of military social life revolves around a pro-alcohol attitude. In fact, any unofficial military function usually has alcohol as its basic attraction.

The most effective means of fighting alcoholism lies in early recognition and treatment on an individual basis. This can only be accomplished through a flexible program that can respond to each individual's problems and specific counseling needs. Alcohol abuse has infiltrated the very roots of our society, and it is only through flexibility, perception, and proper attitude on the part of each of us that the problem can thoroughly and tactfully be dealt with.



JOHN VISSER

The Avalon Gallery of Art, McLean, Virginia, recently presented the USAF Academy Cadet Wing with two works of art. "Some Returned", a painting (on the right) by Mrs. Salli Abbot (sister-in-law of Brigadier General Hoyt S. Vandenberg, Jr., the Commandant of Cadets), was completed in August, 1970. Pictured on the left is "The Kitty Hawk", one of fifteen silk screen prints made by Miss Caroline Cutrona of Arlington, Virginia. Holding the newly acquired art works are (from the left): C1C John Loucks, Cadet-in-Charge of Heritage Committee; General Vandenberg; and C3C Ron Harris, Heritage Committee Chairman of Displays.



FALCON SPORTLIGHT: SWIMMING

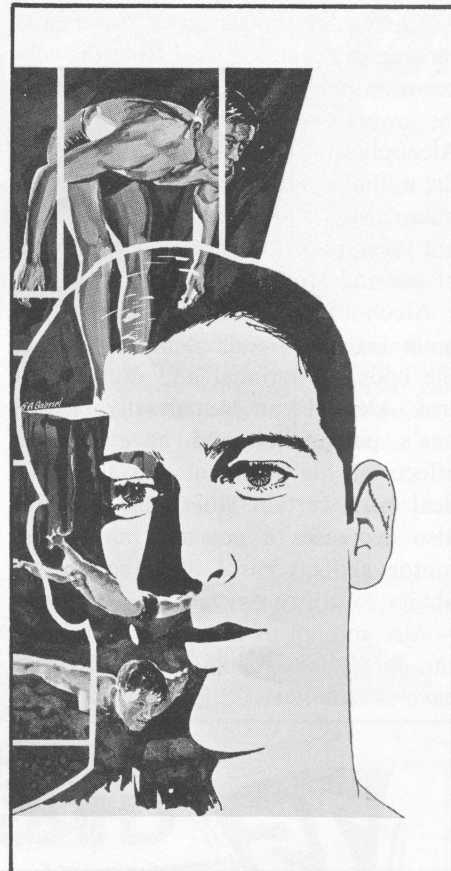
Lieutenant Colonel Paul Arata, head coach of the USAF Academy swimming team has an enviable problem. How do you improve on last year's 11-0 season? With 38 team members returning from an original 40, the squad will be aiming for an improved performance at the National Independent Swimming Championships and at the NCAA Championships.

Captain of the 1974-'75 Falcon swimmers is Fred Offutt ('75) who holds the Academy records in the 500, 1000, 1650 yard freestyle events. He is joined by diver Rick McAlister ('75), 1974 NCAA champion on the 3 meter springboard. McAlister has been selected as an All-American three times (twice on the three meter and once on the one meter board), more than any other Academy athlete. He has also been selected as the "Most Valuable Swimmer" for the last two years.

Also returning are record holders Jim Hogue ('76), 50 and 100 yard freestyle, and Steve Tibbitts ('75) in the 100 yard backstroke.

Overall depth is the key to improved performance at the Nationals this year. Depth will allow the placement of the swimmers in their best events. J. J. Kennon ('75), butterfly, and Terry Symens ('75), diver, are certain to score this year. Dan McCorry ('75), who is only three seconds short of the Academy record in the medley, and Dave Merrill ('76), sprinter, are expected to improve their times significantly. More returning talent includes Dave Hale ('77), medley, Craig Murra ('77) and Bill Marshall ('77), breaststroke, Don Magee ('77) and Derrick ('77), distance, and Dave Vandam ('77) in the butterfly butterfly.

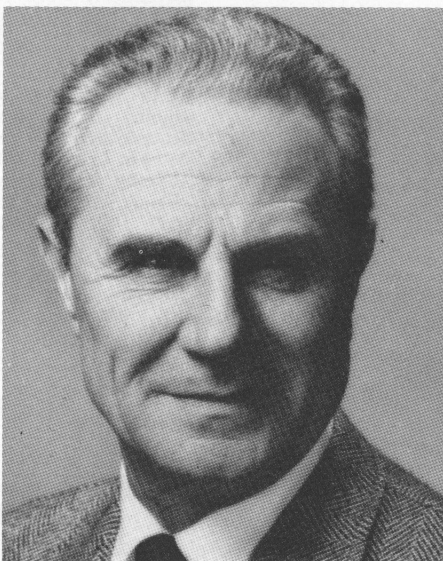
The team opens its season at Georgia Tech — the first meeting of the two squads. The Falcons also face a tough Tulane team, which was narrowly defeated by Air Force last year. The big goal remains to qualify a larger number of swimmers for the Nationals, causing a proportional improvement in final standings.



Fencers Face Nine In Battle To The Berth

by James R. Dart '77

Although fencing is not the most popular spectator sport at the Academy, it is certainly one of the most successful. Coached for 15 seasons by Mr. Nick Toth, the fencers have compiled an outstanding record of 156 wins and only 28 losses (this included 6 undefeated seasons). Equally as impressive as Mr. Toth's coaching record at the Academy is his own background. He graduated from the Central Sports Institute in Budapest, Hungary. An experienced fencer, he won the International Master's Award in saber fencing in 1948. Mr. Toth has coached Modern Pentathlon teams and was the national coach for the United States at the Junior Fencing World Championships in 1971.

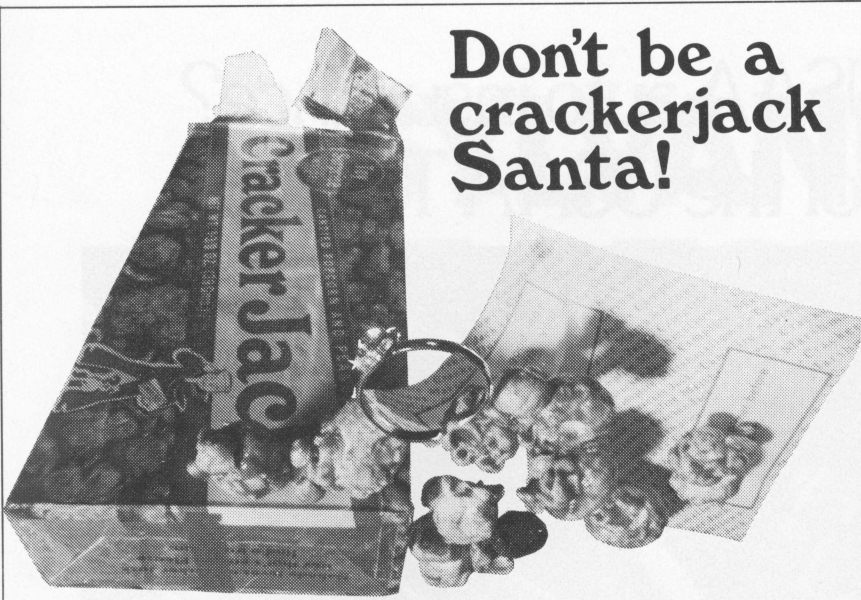


Fencing Coach — Nick Toth

—USAF PHOTO

Mr. Toth has five returning lettermen to anchor his '74-'75 squad. Among them is senior Karl Gabrys from Detroit, Michigan, who is this year's captain. Other seniors include Bill Dalson, from Claymont, Delaware, Dan Hanifen, from Baltimore, Maryland, Russ Newland, from Atlanta, Georgia and Gernot Pomrenke, from Fort Smith, Arkansas. Mr. Toth, adds "the progressing juniors and sophomores will assure again a winning season in 1975."

The fencing season is scheduled to open with a tentative meet against Army on 25 January. The nine meet season will end with the NCAA Championships 6-8 March.



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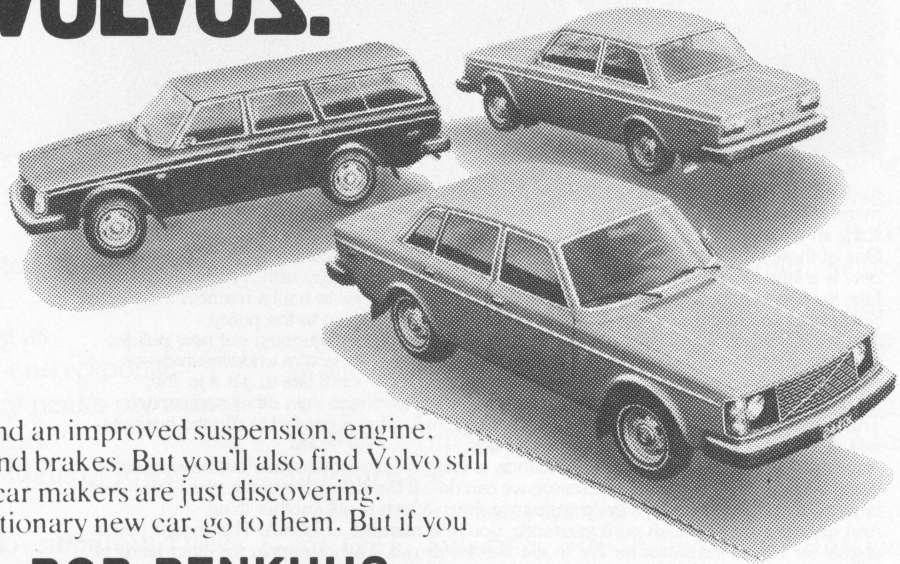
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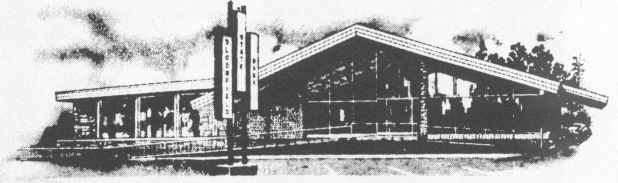
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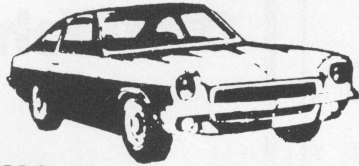


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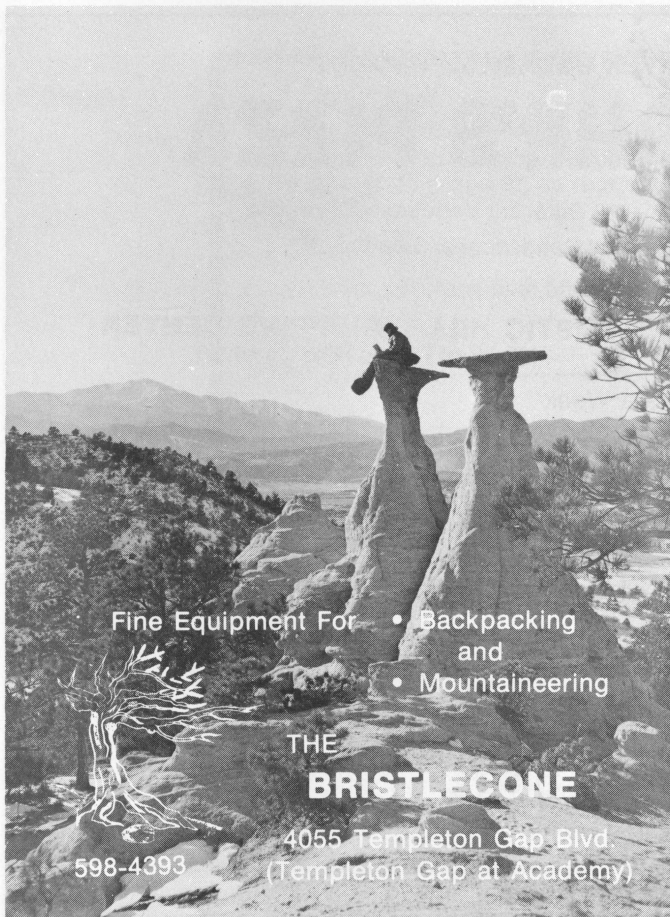
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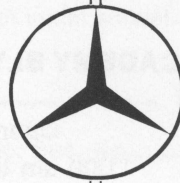
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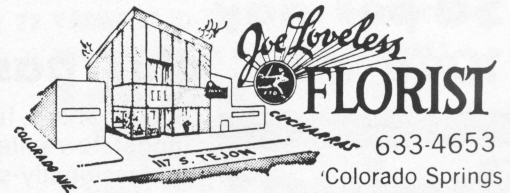
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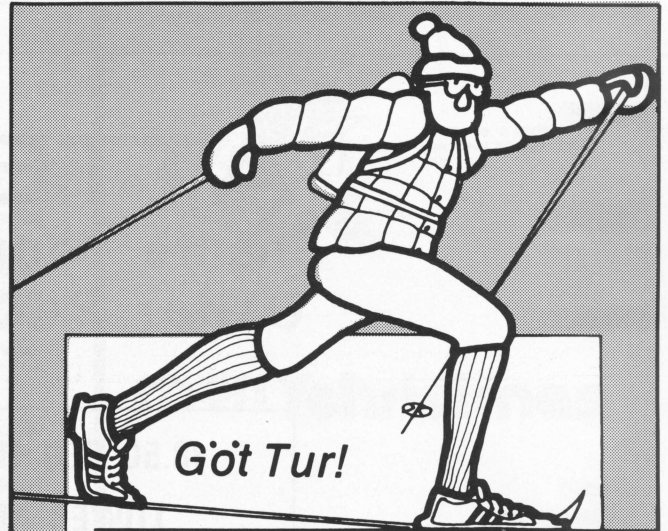


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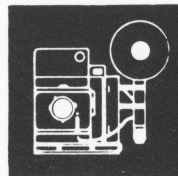
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