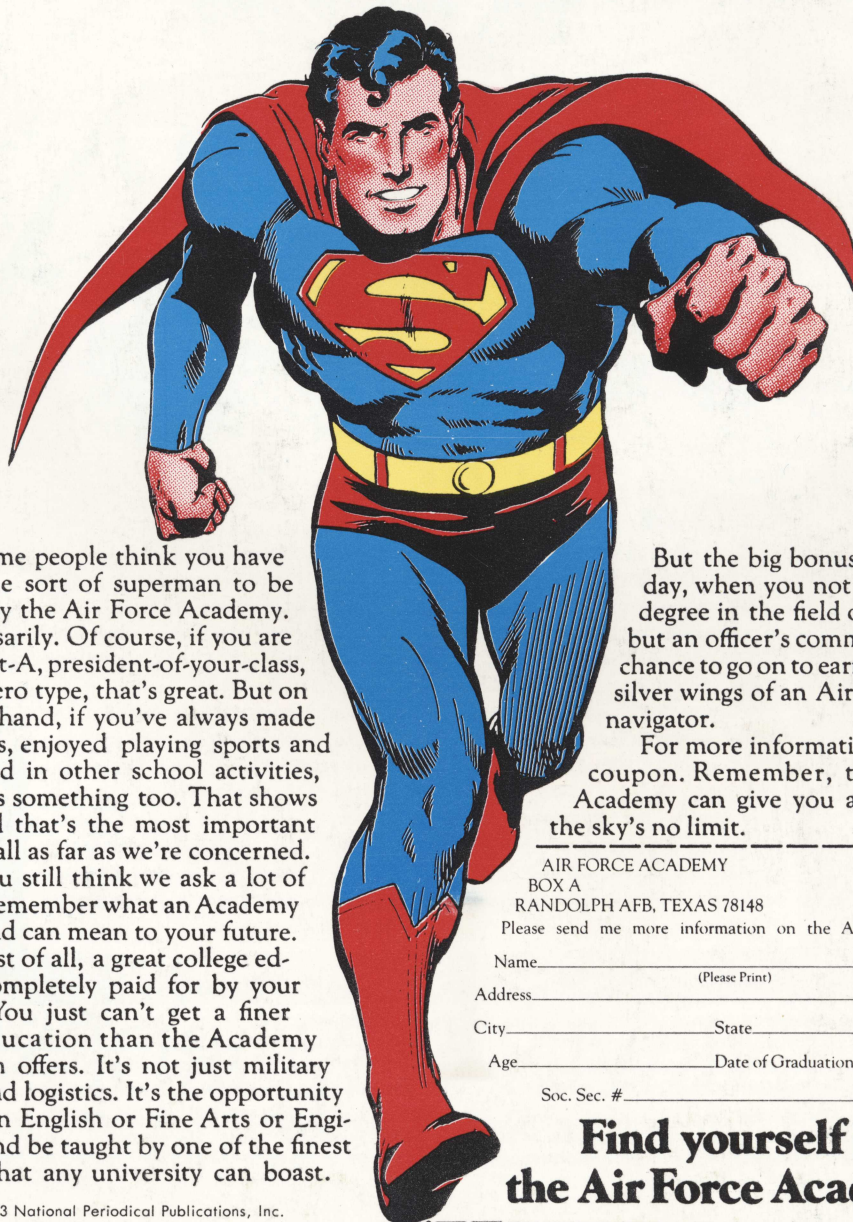


Talon

CADET MAGAZINE OF THE USAF ACADEMY
FEBRUARY 1975

**Air Force Academy
requirements do not demand
that you be able to leap
tall buildings in a single bound.**
(Of course, it wouldn't disqualify you.)



Some people think you have to be some sort of superman to be accepted by the Air Force Academy. Not necessarily. Of course, if you are the straight-A, president-of-your-class, football-hero type, that's great. But on the other hand, if you've always made good grades, enjoyed playing sports and participated in other school activities, that shows something too. That shows desire, and that's the most important quality of all as far as we're concerned. Now if you still think we ask a lot of you, just remember what an Academy background can mean to your future.

First of all, a great college education completely paid for by your country. You just can't get a finer college education than the Academy curriculum offers. It's not just military strategy and logistics. It's the opportunity to major in English or Fine Arts or Engineering, and be taught by one of the finest faculties that any university can boast.

But the big bonus is graduation day, when you not only receive a degree in the field of your choice, but an officer's commission and the chance to go on to earn those famous silver wings of an Air Force pilot or navigator.

For more information, send in the coupon. Remember, the Air Force Academy can give you a future where the sky's no limit.

AIR FORCE ACADEMY 5-EX-43
BOX A
RANDOLPH AFB, TEXAS 78148
Please send me more information on the Air Force Academy.

Name _____
(Please Print)

Address _____

City _____ State _____ Zip _____

Age _____ Date of Graduation _____

Soc. Sec. # _____

**Find yourself in
the Air Force Academy.**

FIND YOURSELF IN THE AIR FORCE.



End Of An Era

For the first time in nearly a quarter of a century the U.S. Armed Forces is an all-volunteer organization. Success in recruiting the All-Volunteer Force (AVF) made it possible for some 2,500 young men to separate from the Service before the Thanksgiving holidays. They had been inducted into the Army in December, 1972, the nation's last draft call.

In noting the completion of the program, Secretary of the Army, Howard Callaway paid tribute to the service of the draftees in recent years.

"This action marks the end of an era," he said. "The American people have a right to be extremely proud of the many draftees who have served their nation so well, often at high price and high personal sacrifice."

Americans can also be proud of the thousands of volunteers in all branches of Service. Today, every man and woman in the Armed Forces is there by choice. The Selective Service System, however, still exists and continues to register 18-year-olds in case Congress should, for some reason, reinstitute the draft on short notice.

SCOTT, IRWIN & WORDEN DID.

Now the Air Force guarantees you a choice of jobs before you enlist. For more information, call 800-631-1972 toll free*. (*In New Jersey call 800-962-2803.)

TALON

VOLUME 20 - NUMBER 5

FEBRUARY 1975

Table of Contents

NOT FOR MECHANICS ONLY	6
<i>Car information for the Class of 1975 on why their cars work or why they don't.</i>	
BUYING THAT USED CAR	6
<i>Ken McFetridge '77 describes what to watch out for when buying used cars.</i>	
BUYING THAT CAR	7
<i>Car information for the Class of 1976 on what to look for in a car, provided by the Ford Motor Company.</i>	
TALON INTERVIEW: LT. GEN. JOHN W. ROBERTS	10
<i>The Deputy Chief of Staff, Personnel, HQ USAF, talks about the new Officer Effectiveness Report (OER/MOM) System.</i>	
CODE OF CONDUCT: ONE MAN'S OPINION	12
<i>Michael J. Weininger '75 looks at the Code and suggests how to improve its effectiveness.</i>	
"ONE HORSE—ONE RABBIT"	18
<i>Mr. Robert B. Holtz, Editor-in-Chief, Aviation Week & Space Technology Magazine, discusses the confusing character of U.S.-Soviet relations.</i>	

COVER: USAF Academy RECRUITING POSTER

Departments

DOUGLAS VALLEY	2	KENT'S KREATIVITY KORNER	14
PASS IN REVIEW		GIRL-OF-THE-MONTH	16
(Entertainment Review)	3	HERIPAGE (Aviation News)	22
WALDO DUMBSQUAT	4	HOLD THE VATOR (News Reseases) ..	26
GENERALLY SPEAKING	5		

TALON STAFF

EDITOR

D. Rick Douglas '75

ASSOCIATE EDITOR

Mark Fowler '77

CREATIVITY EDITOR

Steve Kent '75

HUMOR EDITOR

Don Hall '76

FEATURE CONTRIBUTORS

Steven E. Barach '75

Rick Douglas '75

Don Hall '76

Steve Kent '75

James K. McFetridge '77

Bradley L. Moffett '76

Bentley B. Rayburn '75

Michael J. Weininger '75

ARTISTS

James W. Spencer '75

PHOTOGRAPHERS

Rick Douglas '75

Vernon L. Robinson III '77

COPYREADER

Mark Fowler '77

Sgt. Vern Miller

LAYOUT

Rick Douglas '75

Mark Fowler '77

WING INFO OFFICER

Bill Davis '75

CHIEF, CADET WING

MEDIA

Major Leonard Clark

NCOIC, CADET

WING MEDIA

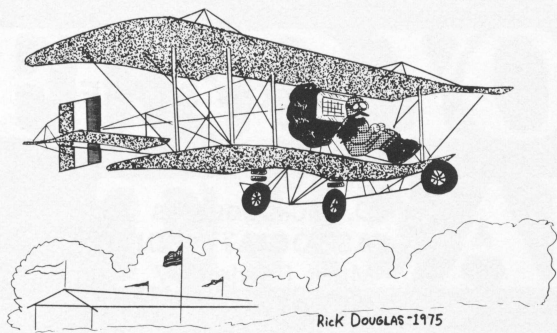
Sgt. Vern Miller

ADMIN. ASSISTANTS

Vicki Bogner

Becky Seykora

THE TALON is published monthly, October through June, by the Cadets at the United States Air Force Academy. Editorial and Advertising Offices, P.O. Box 6066, USAF Academy, Colorado 80840. Second class postage paid at the Post Office, USAF Academy, Colorado 80840. This is a USAF Cadet Publication. The views and opinions expressed in this publication do not purport to represent those of the U.S. Air Force Academy, the U.S. Air Force or the Department of Defense. Opinions expressed in any of the signed articles are those of the author and do not necessarily reflect those of the TALON or the Cadet Wing. Advertising in this publication does not constitute an endorsement of the product(s) by the U.S. Air Force Academy, the U.S. Air Force or the Department of Defense. SUBSCRIPTION RATE: 1 year, \$5.00 or 60 cents per copy. Mail orders and changes of address to THE TALON, Box 6066, USAF Academy, Colorado 80840. Allow four weeks for change of address. Printing services furnished by GRAPHIC SERVICES, 2325 E. Platte Ave., Colorado Springs, Colorado.



DOUGLAS VALLEY EDITOR'S PAGE

WHY THE B-1?

Why does the Nation need the B-1 bomber?

Good question — especially since the B-1 is currently being debated in Congress and elsewhere. Maybe the answer can be found by placing the manned bomber in its proper historical perspective.

It hardly seems possible that just 70 years ago the first heavier-than-air flight occurred when Orville Wright lifted a frail, 12-horsepower, stick-and-wire flyer off the sands of Kill Devil Hills near Kitty Hawk, N.D.

However, America's love affair at that time was with the automobile, not the airplane. Then, along came visionaries like Benjamin D. Foulois, Henry "Hap" Arnold and, later, Billy Mitchell.

They saw an expanded role for the airplane and defined new tactics for airpower. World War I gave us hard-won experience; World War II proved the importance of the manned bomber. But, even in war, some still asked WHY?

After we built the B-17 bomber, some asked: Why build the B-24? Or the B-29? The necessity of winning silenced most of the critics; and history proved us right — we won the war.

Following World War II, a few farsighted individuals fought against overwhelming odds and saw to it that we build the B-36 Peacemaker. This strategic, long-range bomber lived up to its name — it was never used in anger.

Then the jet age replaced the B-36 with the B-47 and some asked WHY? Why build the B-52, the most awesome, reliable, and effective strategic manned bomber ever produced by any Air Force?

The question hasn't changed and the answer hasn't changed. Since World War II, we have built manned bombers, and other strategic weapon systems, in the hope that we wouldn't have to use them — to be so strong militarily that no aggressor would dare attack. None has.

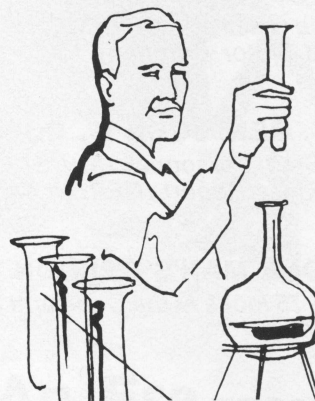
When some ask why build the B-1? — they are really asking: Should the United States be number one, or number two in strategic airpower?

History has shown that the price we pay for modern strategic weapon systems — and the people who operate them — is the price we pay for deterrence. The cost of peace, without compromising our basic way of life, is a cost worth paying. It is certainly cheaper than the alternative of war.

(Note: The first B-1 flew December 23, 1974, for an "extremely successful" maiden flight of 77 minutes.

After 12 years of development, Rockwell test pilot, Charles Bock, sent the 280,000-pound bomber hurtling down the runway, reaching takeoff speed in 23 seconds.

The Air Force contends to B-1 opponents that inflation is to blame for the bomber's high price; the nation needs the flexibility of the manned bomber in the Triad; and, even the newest of our present strategic bombers, the Boeing B-52s, will be more than 20 years old by the time the B-1 could be operational.)



PROFESSOR NINO'S BASIC PRECEPTS OF SCIENCE

DEVELOPING A MATHEMATICAL VOCABULARY

Professor Nino's "Basic Precepts of Science" has received such acclaim from *TALON* readers that the Department of Mathematics, USAFA, has fictitiously demanded that emphasis now be placed on the development of mathematical talent.

The purpose of this article is, therefore, to learn how to spell nifty things on your calculators.

Take your pocket calculator and enter the number "4", press the addition button, then enter 57734. Turn the calculator 180° and read what it says. Press the addition again.

Now find the percent increase (in Saudi Arabian riyals) if the present cost of a barrel of oil is 28,430,-938 riyals to be increased by 2.5%. Turn calculator 180° to see who gets this percentage increase profit.

Now enter the number 36,000 and subtract 929 to find out what will happen to you if you keep playing with your calculator instead of doing your homework!

—D. Rick Douglas '75

Dear Talon Editor:

I am interested in beginning correspondence with a member of the Cadet Wing who attended the Air Force-Army Game on the ninth of November, 1974. The Cadet in question was seen in the Park Restaurant in Highland Falls at approximately midnight. The description is as follows:

HEIGHT: 6' (approx.)

SKIN: Bronze-toned

CLOTHING: Light brown sports jacket

AGE: 21 (approx.)

CHARISMA!

Should you be the cadet in question, please contact me at the address below. Thank you.

Sincerely,

Renee A. Saxton

Ms. Renee Saxton
308 Spellman Hall
Ladycliff College
Highland Falls, N.Y. 10928

"Never give in! Never give in! Never, Never, Never, Never — in nothing great or small, large or petty — never give in except to convictions of honour and good sense."

—Sir Winston Churchill at Harrow School

PASS IN REVIEW

THE RACE FOR ROME

by DAN KURZMAN

488 pages. Doubleday. \$7.95

Release date: 31 Jan. 1975

This is the first full account of the Allied liberation of Nazi-occupied Rome. Drawing from thousands of documents — many heretofore secret — and hundreds of interviews, Dan Kurzman reconstructs the story of the seemingly-doomed Eternal City in the spring of 1944. While Hitler made plans to kidnap the Pope and loot the Vatican, the Roman underground — torn apart by political differences — threatened civil war and Communist takeover. Could Rome possibly last until the Allies arrived? History gives us the answer, but don't miss out finding out how Rome was really saved!

BRITISH AIRBORNE TROOPS

by BARRY GREGORY

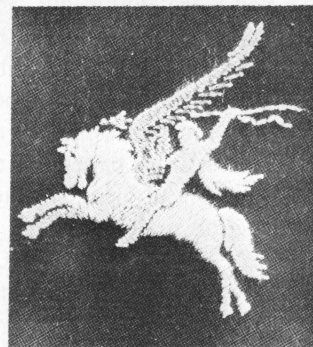
160 pages. Doubleday. \$7.95

Release date: 24 Jan. 1975

Within a week of the repatriation of Britain's army from Dunkirk in May 1940, Winston Churchill raised Commando groups to take the war piecemeal to the enemy-held coastline of Europe. The Commandos formed the nucleus of a parachute and glider battalion whose units the author traces from the ill-fated raid on the Tragino Aqueduct in southern Italy in February 1941, to the closing stages of the recapture of Burma in 1945.

BRITISH AIRBORNE TROOPS deals comprehensively with the training, insignia, organization, weapons,

equipment, air transport and unit histories of the British airborne forces. The narrative and photographs in this book are testimony to the courage, selfless dedication and good humor (humour) of British Airborne Troops 1940-45.



—BARRY GREGORY

BRITISH AIRBORNE TROOPS

GERMAN AIRBORNE TROOPS

by ROGER EDWARDS

160 pages. Doubleday. \$7.95

Release date: 10 Jan. 1975

GERMAN AIRBORNE TROOPS is the first full-length study, and certainly the most comprehensive account in any language, of the parachute (Fallschirmjäger) troops of the Third Reich. The systematically arranged text, with a foreword by Generaloberst Kurt Student a.D., creator of the Fallschirmjäger, studies in detail the same things that Barry Gregory looks at in BRITISH AIRBORNE TROOPS. The author traces the Ger-

man airborne forces through their daring capture of the strongest fortress in Europe — Eban-Emael; the attack on Crete, the first-ever strategic employment of parachute troops; and looks at the unfulfilled Nazi plans for a skyborne invasion of Britain, Malta, Gibraltar, and for the capture of the French fleet in Toulon.

Much of the photographic material in this book is taken from German archives and hitherto unpublished. Cadets who have participated in English or German airborne training (or are planning to) as independent summer programs will find these books especially fascinating.



—ROGER EDWARDS

GERMAN AIRBORNE TROOPS

THE SECRET LIFE OF WALDO F. DUMBSQUAT



by Don Hall '76

"Thank goodness it's Friday," said C/4C Waldo F. Dumbsquat drowsily to a classmate. It was another seventh period in Chemistry. Amazingly, he had survived the class IRI, and now he sleepily observed his instructor deriving the evening meal menu from amino acids. Four all-nighters in a row had worn Waldo out, and despite his struggles, the Z monster was overpowering the doolie's eyelids. Though he was now in cadet sleep position number twelve (eyes shut with mouth open), Waldo's pen continued to take notes. Expertly the fourthclassman awoke as the lecture ended. As he gazed down at his paper, he saw that he had written an essay on the merits of using shepherd's pie and mystery meat as construction materials.

"Well, Mister Dumbsquat, I hope I'm not keeping you up," commented the instructor.

Waldo said, "Oh no sir, you're not."

"Please stand up when you're feeling sleepy," instructed the instructor.

The doolie moved to the back of the room and leaned against a rack of test tubes. But as the officer resumed his work, so did the Z monster. Waldo valiantly tried to resist, but he lost his balance and tumbled to the floor asleep — taking the test tubes with him. (The Z monster got two points for the take-down).

Waldo's classmates worked to revive him. "Hydrochloric acid will bring him around" suggested C/4C Warren Heels.

"I guess you know what this means, Mister Dumbsquat."

Yes, sir," said the doomed Waldo as he began to double-time.

"Sir, cargo aircraft are as follows . . ."

As luck and the author would have it, the class and S.I. ended.

Waldo stepped out into the alcove and found his parka missing. In its place someone had hung a Budweiser sweatshirt and gloves. Happily, the doolie found that a name was stamped on the tag in the collar — "Virgin Wool". Waldo F. Dumbsquat promised himself to call up Cadet Wool's squadron later. As Waldo scurried past the Computer Science Lab, he thought he heard the sound track

from "The Exorcist". The chattering of the card eater, the clanking of the line smudger, and the moaning of the entire thirdclass, all sent a shudder through Waldo. A thirdclassman staggered out into the hallway crying "Syntax!" and crumpled in an empty coat closet.

The terrazzo was strangely still as the doolie double-timed down the marble strip towards his squadron. Out of nowhere (well, maybe it *was* actually somewhere) a voice hailed Waldo.

"Hey, you-man wearing the Budweiser sweatshirt," hailed a firstie.

"Yes, sir," replied the doolie as he snapped into a brace.

"Tuck in your gloves."

"Yes, sir," breathed a relieved Waldo.

Continuing across the terrazzo, the fourthclassman heard the crackling of the loud speaker system as it came to life.

"Attention in the area . . . attention in the area. There's a meeting at the West Doors at the noon meal after take seats for all interested cadets. The trip to the East Doors will be discussed. Bring one dollar. All cadets leaving books in the library may pick them up in Command Post. Bring one dollar. All secondclassmen interested in the Winnebago deal have a meeting across from wing staff. Bring one dollar. All Seventy-six ring reps have a meeting tonight."

Waldo wondered why there were so many ring reps. But there was no time for answers. The announcements continued.

"CQs please post silently. CQs are to personally notify. Forty-first squadron please clear your orderly room phone . . . What do you mean this isn't Forty-first squadron . . . Now wait a minute dude — I heard that comment . . . Oh Yea?!! So's your old man! If the OIC is in the area, will he please report to Forty-first squadron. I say again. Command Post out."

Command Post never ceased to amaze Waldo.

When Waldo finally got to his room, he found his roommate, C/4C "Regs" Buch, reading 35-6.

"Hi, Regs. Doing some recreational reading again, I see."

"Yea. Say, buddy, how about going to the tour formation for me? I've got a meeting at the West Doors," stated Regs.

Waldo had to think a second about the proposal. "Okay," said Waldo, "But don't forget to bring one dollar."

Clad in his best uniform and toting his rifle, "ol' Betsy", the doolie ran to the tour formation. He jumped in line and struck a rigid pose. The inspecting official began looking the cadets over.

"Name, please."

"C/4C Dumbsquat, Waldo F., sir."

"You're not on the tour list, Mister Dumbsquat," intoned the inspector.

"That is affirmative, sir. I am standing in for my good friend, roommate, and foosball partner, C/4C Regs Buch. He couldn't make it because of a meeting at the West Doors."

"You've got to be hosing me, Dumbsquat," said an astonished inspector. "Who are you *really*? Say, aren't you

the guy who was wearing the Budweiser sweatshirt . . . yea, and you had your gloves untucked, too!" There was a pause. "You're written up."

Waldo was so shocked that he fell over the terrazzo railing. Only by assuming the superhuman form of Colonel Waldo F. Dumbsquat, a man who only wore one pair of shoes at a time, was he able to land in the quadrangle unhurt. Jumping back up to the tour pad, the colonel confronted the SOD.

"This is Colonel Dumbsquat talking at you, mister, so listen up. Dismiss this formation and make an announcement to the wing that there's a leadership lecture down at the Field House ASAP. I'll be speaking on the subject

"Shepherd's Pie and Mystery Meat: The Construction Materials of the Future"."

The firstclassman on duty turned to dismiss the tour formation.

"One more thing," said the colonel, "I want you and the Command Post detail to personally check each squadron for laundry carts. That is all. Dumbsquat out."

In a nearby latrine, the colonel again rearranged his molecules and assumed the pathetic form of C/4C Waldo F. Dumbsquat. Adjusting his tie, Waldo headed toward the bank. He wanted to pick up a dollar so he could attend the squadron meeting next week.

★ **GENERALLY SPEAKING**

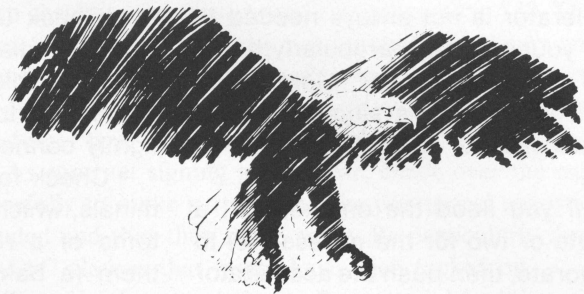
Leadership is not just giving orders. It is the total positive influence of one's personality on his peers, superiors and subordinates.

—BRIGADIER GENERAL VANDENBERG

History will sympathize with Field Marshal Friedrich von Paulus, Commander of Adolph Hitler's doomed Sixth Army at Stalingrad in World War Two, he faced the crucial test of when to disobey. He chose obedience — largely, he later said, because he did not, and could not know the "big picture". But he won disaster, and in part because he lacked the boldness and moral courage which are the fundamental requirements of a great commander. He, who could have saved an army, lives in history as an example of the blind obedience to authoritarianism which has so often been the cause of Germany's downfall.

"Follow the rules or change them — you have no other choice. When we cannot live by the book, we have the obligation to get it changed and to change it is not an easy task. We must document and prove our case and we must be persistent in our approach."

MAJ. GENERAL JAMES R. ALLEN
SUPERINTENDENT
USAF ACADEMY



"Integrity is the most important responsibility of Command. Commanders are dependent on the integrity of those reporting to them and every decision they make. Integrity can be ordered, but it can only be achieved by encouragement and example."

GENERAL JOHN D. RYAN
FORMER CHIEF OF STAFF
USAF

"My first point of advice to you as Commander is to be tough. We repeatedly see weak sisters trying to be Commanders. This is the type guy who doesn't even have the courage to reprimand a subordinate for not cutting his hair."

LT. GEN. LOUIS L. WILSON, JR.
INSPECTOR GENERAL
USAF

NOT FOR MECHANICS ONLY

Here is some basic information about how your car works or why it may not. These are broad generalizations that may vary from make and models. Refer to your owner's manual whenever possible.

STARTING THE CAR

Knowing the proper way to start your car can save you time and gasoline. Just because you've been doing it for years doesn't mean you know the correct way.

- Repeated pumping of the accelerator is not always needed to start your engine, particularly if you have a late model car. Most newer cars require only a single push on the accelerator when the engine is cold.

- If you flood the engine, wait a minute or two for the excess fuel to evaporate, then push the accelerator down to the floor and hold it there while you turn the starter. When the engine starts, let it run a few minutes to clear itself before driving away.

- Warming up your engine at the curb or in the driveway during cold weather is unnecessary. Start the car, let it run for 15 seconds or so and drive off.

- Pushing is not the way to start a car with automatic transmission. Instead, hookup with a booster (working) battery is needed. The car with manual transmission can be pushed to get started, if the battery is not completely dead. When you need a push from another driver, first check for matching bumper heights, then turn on the ignition,

depress the clutch and place the transmission in third gear. With the pedal about half-way down, release the clutch slowly as your car speed reaches 10 miles per hour.

THE BATTERY

Loose battery connections are more likely to cause start-up problems than a battery failure. If your car won't start and a clicking sound is heard when the ignition is turned on, the problem may not be a dead battery.

- Check under the hood for any loose or disconnected wire. Make sure the cables that attach to the terminals on top of your battery are tightly connected.

- Check for corroded battery terminals, which often cause the symptoms of a rundown battery. Clean them (a baking powder solution is good) and try again before investing in a new battery.

Taking proper care of your battery can extend its life well beyond the two years that the average battery lasts.

BRAKES

Your brakes are purposely designed to give you early warning signals when maintenance, adjustments or repairs are needed. If your brake has a short pedal travel or a long pedal travel, service is needed.

- Don't ride the brake pedal. This can cause excessive wear on your brakes, resulting in poor brake performance.

- Apply pressure to the brake pedal before using the parking brake. If you fail to hold down the regular brake pedal when using the parking brake, you reduce parking brake effectiveness.

TIRES

- Your tires should not be kept until they are practically bald. Bald tires increase the danger of skidding.

- Keep tires at their recommended inflation pressure for all normal driving. Tire pressure should be checked once a month.

- Tires larger or smaller than those installed by the manufacturer will affect speedometer accuracy.

CAR TALK

Understanding some of the troublesome noises cars often make will help you take better care of your auto and avoid breakdowns.

- Tire Ticks — A rhythmic ticking sound at low speed may warn that a nail, rock, or piece of glass is embedded in a tire.

- Engine Cackles — If your engine "Cackles" or continues to run for a brief time after the ignition is shut off, your car's idle speed may need adjustment. Another way to avoid post ignition is to turn off the engine while in Drive.

- Speedometer Clicks — A clicking sound from the instrument panel usually indicates the need for speedometer service.

- Engine Knocks — Knocks from under the hood often means you need a higher octane fuel.

BUYING THAT USED CAR

by Ken McFetridge '77

Spring is nearing and you first classmen have just spent a nightmare of a winter with that wreck of a car. And you second classmen are just planning to purchase your "Firstie Wheels." However, one basic fact remains; you don't really have enough money to spend on a new car, whether it is a

European economy car or a plush Detroit model. So, you are considering buying a used car. Before you start looking, there are a few things that you should know about buying used cars.

First, you should have some idea what kind of car you are

looking for before you even start hunting. Be practical. Once you have made a decision, the question of where to buy comes up. There are two potential sources to get a used car; buy through a private party or buy from a used car dealer. Let's assume that you've checked for cars for sale in the newspaper with no luck and have decided to visit your local used car dealer. When you walk up to the door and are greeted by the smiling salesman, remember what you came for. He will more than likely try to convince you to buy the car he wants you to buy. With luck you might hold him off enough to find the car that you are interested in so that you can take a good thorough look at it.

While the car is still sitting on the lot, check out the lights (do they all work?), the horn, the turn signals, gauges, the heater, the air conditioning, the windshield wipers, the windows, all power accessories, and the radio. If any problems appear with these minor items then there is a good chance that a previous owner neglected even more serious ills in this car. However, a good used car dealer has already gone over these items and fixed them, and he might have employed the services of a reconditioner. A reconditioner can hide almost everything about a car's history by spraying the steering wheel, seats, rugs, headliner, rear package shelf, dash padding, pedal arms and the inside of the trunk so that the whole car looks like new. A clue that this was done is to look for any overspray on dial faces, windows, step plates, and roof lights. Also notice if the car appears to have a new paint job. This often signals that there was some damage to the car previously. Body plastic, fiberglass, and a fresh coat of paint hid a multitude of sins and tend to put stars in the unwary buyer's eyes.

Another important item to look for is the odometer mileage, which doesn't always tell the true story. Many states have made it illegal to turn back the odometer, but there are still some states where it is not prohibited. Also be sure to check brake pedal pads (if the look new, something isn't quite right), a sag in the front seat (if there isn't one, the seat was possible replaced), and worn areas in the carpet (there

should be some wear).

While checking over the appearance, take a look under the hood. Most likely, you will find a freshly steam-cleaned and painted engine staring back, again the work of the reconditioner. This good looking engine usually is for no other purpose than to dazzle the prospective buyer. Start the engine and listen closely for any unusual noises. If the car is idling too fast after it has warmed up, be suspicious. It is an often-used trick to set the idle to high to conceal any sounds that the dealer may not want you to hear. Rev the engine a bit and look for smoke of any sort. White smoke indicates that it is burning oil, while black smoke is merely a sign of a poorly adjusted carburetor. This is the limit of what you can do on the lot, however, the most important test is when you take it off the lot. With the dealer's permission, take the car to a diagnostic center and get it tested on the computer. This test determines any major problems that the car has now or that it might develop in the foreseeable future. If there are no test centers nearby, take it to a reputable mechanic and have him check it over. Either way it costs less than \$20. This one step takes most of the risk out of buying used cars and is a good indication of how sound a car is. If the dealer refuses to let you get the car checked over, you would be better off to forget that car and look elsewhere.

As contract signing grows near, check over the contract carefully to make sure that all the pre-agreed terms are included and that they make sense. Be particularly aware of "as is" clauses that might have been tacked on.

To go back some, let's say that you did find the used car that you were looking for sale by a private party. Look for the same items you would look for if you were dealing with a used car dealer. Again the most important thing is to get a diagnostic test run on it or have a mechanic check it over. This is the best indication of the overall condition of the car. Often you will find your best buys through private parties.

With all this in mind, you shouldn't be sorry about the car that you eventually buy.

Happy car hunting and GOOD LUCK!

CLASS OF 1976 CAR INFO:

Buying That Car

edited by Rick Douglas '75

Subcompact — Wheelbase 94"-101" (i.e., TR6, Spitfire, Datsun 240/260Z, VW, Porsche 911/914, Mustang II, Pinto, Capri, Corvette)

Advantages:

- Inexpensive (except for certain specialty/sports car models)
- Excellent fuel mileage
- Extremely easy to handle
- Usually low maintenance costs (differs on specialty sports car models)
- Uncomplicated engines (usually four-cylinder)

Disadvantages:

- Stiffer ride (due to shorter wheelbase and lighter weight)
- Extremely limited space for passengers or cargo
- Many options are not available on subcompacts



A cadet favorite: The mid-engined, fuel-economical Porsche 914.

—USAF PHOTO

Compact — Wheelbase 102"-111" (i.e., Maverick, Duster, Hornet, Comet)

Advantages:

- Somewhat inexpensive
- Good fuel mileage
- Easy to handle
- Low maintenance costs (mass-produced/interchangeable parts)

Disadvantages:

- Somewhat limited space for passengers and cargo
- Some options not available on compacts

* * * * *

Intermediate — Wheelbase 112"-118" (i.e., Charger, Firebird, Cutlass, Torino)

Advantages:

- Average fuel mileage
- Comfortable and roomy for passengers and cargo
- Well-balanced for long trips
- Great choice of options

Disadvantages:

- Needs a powerful engine (complicated to repair) to climb hills

* * * * *

Full Size — Wheelbase 119"-up (i.e., Grand Prix, Eldorado, Cadillac, Rolls Royce, Lincoln Continental)

Advantages:

- Excellent stability and riding comfort, especially on long trips
- Provides maximum space for passengers and cargo
- Safest in collisions
- Any option imaginable

Disadvantages:

- Very expensive to own and maintain
- Extremely poor fuel mileage
- Difficult to handle

* * * * *

Vans (i.e., Volkswagen, General Motors)

Advantages:

- Good visibility
- Low cost operation
- Subject to wind forces
- Extremely roomy and comfortable, especially if interior is "furnished".

Disadvantages:

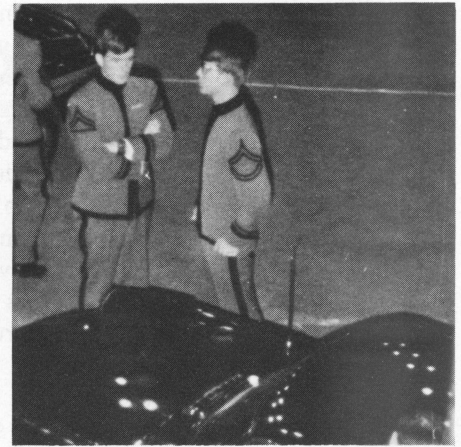
- Noisy unless carpeted
- Hard to park or handle in heavy traffic

* * * * *

What About Options?

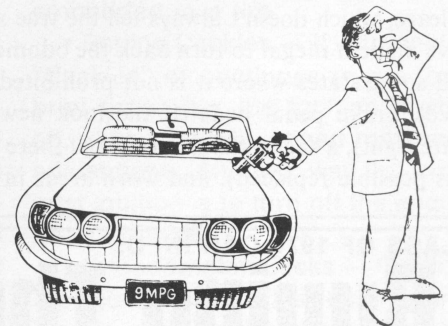
O.K. After selecting the car you desire, make up a list of what options you're looking for, according to how much you can spend and how much you actually want them. Refer to catalogues, advertisements, dealers or proud cadet owners for assistance in constructing this options listing. Some factors to take into account are:

Engines — the greater the displacement, the more powerful the engine, the higher the performance, and the lower the fuel economy (cubic inch displacement is the total volume in cubic inches that the pistons displace in engine cylinders. Each cylinder in a V-8 displaces 50 in³, giving it an 8 times 50 or 400 cubic inch displacement. European engines are measured the same way, except in cubic centimeters, hence, the 1800cc or 1.8 liter engine in a Porsche 914.).



—RICK DOUGLAS

West Point cadets are not allowed to own or maintain cars until May of their senior year.



Automatic Transmissions — ease of operation, but less fuel economy.

Power Steering — ease of operation, except when it fails, then vehicle reverts to worse-than-standard (manual) control.

Automatic Speed (Cruise) Control — great for long-distance drivers on lightly-traveled highways (keeps constant speed at any setting without having to touch the gas pedal).

Optional Brakes — recommended for big car owners, those who drive in hilly or mountainous regions, or cars with front wheel drive. Power brakes reduce driver fatigue, as braking is easier and smoother.

Air Conditioning — recommended in warm climates. Buy your car with a factory-installed unit (operate it in cold weather to keep seals in the system lubricated).

Sun Roof — ventilates interior and provides open-air driving.

Power Windows — allow the driver to control interior ventilation or to put up car windows in poor weather while driving.

Radio — factory models are usually more difficult to vandalize.

Instruments — those required are: speedometer, odometer, oil pressure gauge, engine temperature gauge, ammeter, fuel gauge — anything else (i.e., a clock or tachometer) is an extra (unnecessary) cost.

Vinyl Seats — durable, “breathe”, easy to maintain:

Smooth, grained or pleated vinyl seats are cold in cold temperatures and hot in hot. They stiffen in cold temperatures and sag in hot.

Knitted or woven vinyl seats are more difficult to clean, cost more, but are more comfortable than plain vinyl.

Cloth and vinyl seats are warm in cold temperatures and cool in warm, difficult to clean, but very comfortable.

Leather and vinyl seats are very expensive, very difficult to clean, very comfortable and have a luxurious appearance.

Rear Window Defroster/Defogger and Extra External Mirrors — provide increased safety to driver.

Remote-Control Outside Mirror — eliminates having to roll down window to adjust mirror each time the driver's height changes.

Power Radio Antenna and Internal Hood Release — makes vandalism difficult. Power antenna allows driver to raise or lower it while driving.

Canvas Roof — develop squeaks and rattles with age, subject to vandalism, and they are difficult to clean. Roll bars are recommended, as roof structure is very weak.

Vinyl Roof — insulates against temperature changes, enhances appearance and is noise reducing.

All of these options increase the resale value of your car, but they are also added to your purchase price. Keep in mind that gas mileage is affected by the size, weight, engine, transmission, tire condition, rear axle ratio, optional equipment, operational terrain, and overall condition of the car, as well as the driver's skill and the weather the automobile is used in.

How to Choose a Dealer

—Is he the only dealer in the area of your type of car?

—Is he located nearby for questions and repairs?

—Is his reputation and service guaranteed (what do his customers, your fellow cadets, say)?

—Does he provide a replacement car for transportation while yours is being worked on?

—Are his salesmen pushy for your purchase or helpful?

What to Do Before You Actually Buy Your Dream Car

Before you lay your dollars down, take your dream out for a test drive:

—Test the ease of opening, closing and locking the doors.

—Adjust the seat and mirrors, put on the seat belt, and ask help in understanding the controls.

—Take the car over a test course where you can see how it handles in turns, passing, stop-and-go traffic, hills, unimproved roads, backing up and parking. Watch for ease of control, good visibility and stability on the road.

—Is it comfortable, roomy, well-ventilated, and are the controls easy to get to and operate?

—Does it respond quickly when you apply the gas, the brakes, or turn on the options?

—Does the engine emit strange noises or does it purr up-and-down the gear ranges?

Finally, check insurance rates. Also, certain states require special equipment on the car, check the laws of the state where you will apply for a license. If you have any legal questions, contact the USAF Academy Law Department.

(Special thanks to “Car Buying Made Easier,” the Ford Motor Company)

TALON INTERVIEW:

LT. GENERAL JOHN W. ROBERTS

"Everything you've wanted to know about the new officer evaluation report (OER) system but probably were afraid to ask . . . AFM 36-10, Officer Evaluation Reports (Majors and Below)."

Lt. Gen. John W. Roberts, Air Force Deputy Chief of Staff for Personnel, provided detailed answers about the new OER system:

TALON: Why do we need a new OER system?

ROBERTS: A new OER system was necessary because of increasing problems associated with the past OER. The biggest problem with the old system was inflated ratings. As late as 1961, less than five per cent of all Air Force officers received a top-block rating. Before establishment of the new system, nearly 90 per cent were rated in the highest block. By the end of last year, 75 per cent of all officers received five consecutive "9" ratings.

Understandably, the inflation problem in the old system eroded the effectiveness of the OER as a promotion selection device and as an assignment tool. With nearly everyone rated in the top block, it became increasingly difficult to identify the really top-notch officers.

Even though many of us dislike rating others, and being rated ourselves, we have to recognize that evaluations are necessary in the Air Force to document achievements, assist in assigning the right officers to the right jobs, and to provide a written picture of performance. Because of its importance to the officer and the Air Force, the new system was developed to restore the OER's effectiveness in selecting the best officers for increased rank and responsibility.

TALON: Why did a completely new evaluation system have to be implemented? Why didn't the Air Force simply direct that only 22 per cent of officers get "9s," 28 per cent "8s," and 50 per cent "7s," or lower, something like the cadet military order-of-merit (MOM) system?

ROBERTS: The new officer evaluation system is more than just a "rating control scheme." We should not lose sight of the fact that it also includes several major changes in rating philosophy and administrative format and style.

Philosophically, the new OER system requires an officer's job performance to be measured against job performance standards. These evaluations are not subject to rating controls. The more traditional contemporary evaluation has not been totally abandoned, however. It will still be used to obtain an "evaluation of potential" from the reviewer, which is the only rating subject to rating controls.

These changes in rating concepts allow the rater to focus or concentrate on providing a better performance evaluation. The reviewer, in turn, can use this input and other aids to assist him in determining the final "evaluation of potential" objectively.

This form was also redesigned to accommodate several administrative changes which allow for a more flexible format. These changes allow the Air Force to employ the "exception" principle. Instead of recording several lines of a duty description, for example, the officer's duty title and the unique aspects of his job will be highlighted. Instead of requiring several paragraphs of justification for an evaluation, only the "exceptional" job performance ratings need to be justified, and these

justifications are to be in the form of specific examples placed immediately below the rating. Finally, evaluator comments will generally be optional and subject only to the standards of acceptable English.

Such changes in philosophy, administrative format, and style are not superficial. In my opinion, they will provide the Air Force a better management device.

TALON: Why was the minimum period of supervision changed from 90 to 120 days?

ROBERTS: There are essentially three reasons for the change in the minimum period of supervision. First, under this new job performance evaluation concept, it was felt that an extended period of supervision would be needed to facilitate the reporting of more representative job performance than the current 90-day period allows. Also, the 120-day minimum helps lighten the administrative burden for all concerned by reducing the number of reports prepared in one year. Finally, the 120-day period is an integral part of the triannual review cycle which is also 120 days long.

TALON: What effect will the new OER system have on promotion opportunity?

ROBERTS: The new system will not affect the number of officers who will be promoted. The number of officers who can be promoted in each grade is determined by budget grade authorizations. The new OER simply assists in determining who should be promoted. Each officer will have the same opportunity as his peers to receive a given evaluation, but fewer will get the top rating. That is one of the purposes of the control system. With the new OER, a top block rating will no longer be a "must"

for promotion. In fact, a "3," the third block rating, is a good rating and will be competitive for all promotions through lieutenant colonel. A "3" rating will be the norm for the Air Force (50 per cent of all officers during each cycle will receive "3s").

The new system will not penalize the individual. In fact, it will aid the really outstanding officers by making them more readily identifiable. Concurrently, it will assist in the promotion selection and assignment process.



Lt. Gen. John W. Roberts Deputy Chief of Staff, Personnel, HQ USAF.

TALON: Under the new evaluation system, will each officer now in effect be open to a greater variety of ratings — i.e., could situations develop where an officer received a 1-1-3? Another a 2-1-3? Another a 2-2-3, etc.? Has the Air Force made any projections on how this would impart on future promotion boards?

ROBERTS: Yes, each officer will be open to a greater variety of ratings. That is one of the basic purposes of the new evaluation system.

The really tough job is the one we face now — the prospect of selecting from among officers who all look the same because of inflation. The job of selecting from among officers showing a variety of ratings in various jobs appears relatively easy in comparison.

Mock promotion boards have made simulated selections using test OERs and have found that the new OERs which provide much greater discrimination make the decision process much

easier. The mock promotion board naturally found it easier to differentiate between officers with an OER which discriminates among officer performance and potential. In particular, it helps to clearly identify those relatively few officers who possess exceptional potential and have demonstrated the capabilities for accelerated advancement. The word *helps* must be stressed at this point. The OER or its final evaluation of potential cannot ever be the sole determinant of a promotion selection. Other factors are also important in the whole person evaluation concept. A rating of "2" or even "1" will not be tantamount to promotion. The job officers hold while getting those ratings, coupled with their education and breadth of experience, will continue to be very important.

TALON: Now that all officers are under the same "quota" system, assuming one does a good job — is there any advantage to being assigned to a base? Higher headquarters?

ROBERTS: The assumption behind this question is that all those officers rated in the top 22 per cent will be promoted. So, the argument goes, "I'll get a job where I'm guaranteed a top box rating and a promotion." That generally equates to a recommendation to avoid higher headquarters assignments because they are tougher.

Let's face facts; the OER rating is not the sole determinant of promotion selection. The Air Force needs, and will continue to need, officers with the breadth of experience which can only be gained in a higher headquarters assignment. The only way we can keep those officers is to promote them. To do otherwise, would be ill-advised.

Again, the OER rating is not the sole determinant of promotion selection. Other factors — the job an officer holds, education, and breadth of experience — are now and will continue to be very important.

TALON: Hundreds of officers will be eligible for promotion a year or two after implementation of the new OER system. What assurance do officers have that a mix of "old" and "new" OERs won't be confusing to promotion boards, and render some officers victims of the new evaluation system?

ROBERTS: Every attempt will be made to insure that promotion boards will not be shown records with the new OER until a full year's cycle has been completed under the new system. However, some officers may not receive a new OER during this period.

In the actual scoring process, all board members will be given a random sampling of records to be scored independently, using the whole-person concept. Once the trial runs are completed, each member will explain how he arrived at his particular score and be able to see how scores differ from member to member. This allows a standard to be established which will be consistently applied to each record reviewed.

This insures that each board member will use the same standard for each record, regardless of the panel to which they are assigned or the order of record assessment, whether first or last. Then, records which have been scored with a difference of two or more points between any of the panel members are returned to the panel for a resolution and if necessary to the board president. Finally, scores are recorded into data processing cards and a computerized listing is prepared without regard to actual quotas. Thus, individual board members do not know who is selected or not selected; they only know they have reviewed and scored each record within the standard agreed upon.

Using these procedures, we have every confidence that promotion boards can and will make the required selections. The officer with the "3" on top of a stack of "9/4s" may not be selected for promotion, but it should not be viewed as a fault of mixing the old and new OERs. In fact, a "3" rating performs in precisely the desired manner by reinforcing the whole-person concept. Rather than taking an officer out of contention, the new OER rating underscores the importance of other relevant factors which must be carefully weighed. In a similar vein, an officer with a "1" or "2" rating on top may not be selected because of such relative deficiencies as inadequate education or lack of desired experience.

* * * * *

CODE OF CONDUCT

by Michael J. Weininger '75

The performance of captive American soldiers in the Korean conflict made it painfully obvious to American political and military leaders that a clearly defined code of conduct for prisoners of war was needed. Prior to today's Code, the prisoner of war had only a collection of statutes, civil and military tribunal decisions, the Geneva

had a simple code of rules to follow, but it was not long after its development that the Code of Conduct came under criticism and has continued to do so until the present time.

One inadequacy of the Code is its actual legal effect. It is agreed that the President has the power to make the Code a mandatory order punishable under the Uniform Code of Military Justice, but most agree that this is not what he intended. The President only said that every member of the armed forces is expected to live by the Code. The Code of Conduct provides no means of punishment for violators.

"confession." When the first man was brought forward for execution, Commander Bucher conceded to sign what he thought was a blatantly obvious lie. Bucher later denounced the Code at his board of inquiry, and the board made no effort to counter his charges. This may be attributed to Major General Woodward of the Army signing a false confession for the release of the *Pueblo* crew. This act, construed as a formal act of confession by the US government, showed complete indifference to the Code.

convention, Articles of the Uniform Code of Military Justice, and training publications, to follow as rules in his captive environment.

Immediately after the Korean conflict, Secretary of Defense Wilson organized an All Service Commission to study the prisoner of war problem. This committee could not come to an agreement as to what code of conduct the prisoner should abide by when placed under severe duress. Many on the committee still felt that the prisoner of war should not go beyond name, rank, service number, and date of birth under any conditions. They failed to develop a code and were dissolved.

The Second All Service commission was chaired by Assistant Secretary of Defense for Manpower and Personnel, Mr. Carter Burgess. One of the subcommittees of this commission was given the responsibility of studying prisoner of war conduct in event of future war. This subcommittee chaired by General John E. Hull, U.S. Army Ret., brought forth the American Fighting Man's Code of Conduct which we see today. Shortly after the Committee's report, President Eisenhower issued the executive order which states that every member of the armed forces is expected to measure up to the standards of the Code.

The American fighting man finally


Another inadequacy of the Code is that it is highly idealistic in assuming that the enemy will abide by reciprocal obligations. This simply means that an enemy will treat captured prisoners humanly. Many military leaders feel that the present Code of Conduct would have had little or no effect on the performance of our prisoners in Korea. It is conceded by most social scientists that all men have their breaking point. General Flynn, commander of the Fourth Allied Prisoner of War Wing in Vietnam said, "I realized they could bring me to the point where if they asked me to shoot my mother I would have done it."

Senior officers question the article obliging them to take command in the prisoner of war environment. Subordinates are directed to obey their superiors' commands, but the Code says nothing as to what internal disciplinary measures senior officers may take to enforce their commands.

An effective evaluation of how well the Code of Conduct aids the prisoner can be achieved by probing the *USS Pueblo* incident. Reports from Commander Bucher and his men indicate that their confinement was very much like the type of captivity the prisoners of the Korean conflict were subjected to. At one point, the Koreans told Commander Bucher that all of his crew would be shot in front of him, one at a time, unless he signed a propaganda

The *Pueblo* incident along with the performance of American prisoners of war in Vietnam has led to many recommendations as to revising the Code of Conduct. First, Article V is worded rather ambiguously, but if it is rewritten to give the prisoners more freedom in what they can discuss with the enemy, weaker prisoners might more readily succumb to interrogation (the best resisters are those who are fabulous talkers or great liars.) The armed forces have adopted the policy of speak nothing and no information will be given up. Second, the Code must be made more detailed. The question of its legal effect, and when it is and is not applicable must be defined.

Once a detailed definition of the limits and scope of the Code are set forth, then an extensive program of instruction should be developed. This program should be taught by an all service group to avoid problems of inter-service interpretation. When the members of the Armed Services have finished this instruction, there should be no questions as to their conduct in the prisoner of war environment. Once these requirements are fulfilled, the Code of Conduct can serve as the set of rules which prisoners of war can use to govern their behaviour while in enemy hands.



**THE AMERICAN
FIGHTING MAN'S
CODE OF CONDUCT**

I

I am an American fighting man. I serve in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

II

I will never surrender of my own free will. If in command, I will never surrender my men while they still have the means to resist.

III

If I am captured, I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.

IV

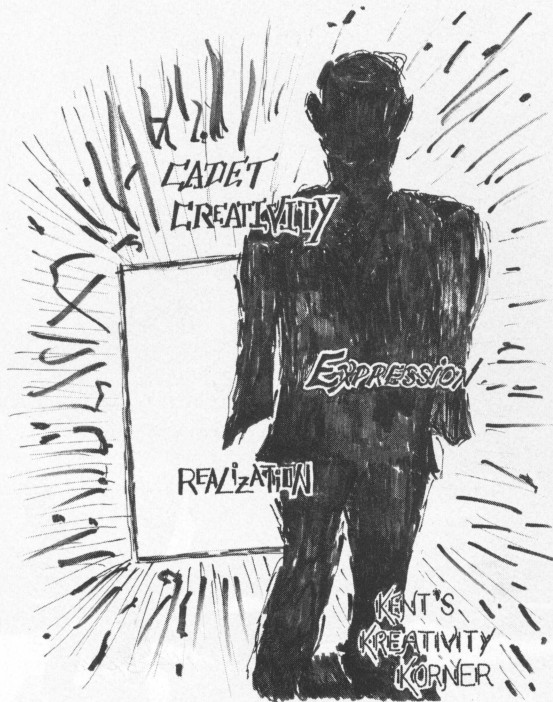
If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information nor take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

V

When questioned, should I become a prisoner of war, I am bound to give only name, rank, service number and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

VI

I will never forget that I am an American fighting man, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.



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.

WAR POETRY

THE SILENT SECOND IN A SOLDIER'S LIFE

*Frozen silhouettes rattled from distant thunder.
Wet crystals met dry bones flung by foolish creatures,
The fleshy machine, this mechanical body,
He saw singularity in double vision,
And felt duality with a single finger,
As he sought escape from metallic men and darkened fields,
His extended hands reached not in the empty holster of death,
But to shield the doleful eyes of life.*

—Steven Kent '75



*The day is quickly ending
With a blood-red setting sun
The legions lay a-dying
Their cries ceasing one by one.*

*I walk among their armor
I've been here before
I'm in the Blue Battalion
And we have tasted war.*

*Now the battlefield is silent
The men no longer cry
Their perfect silence broken
By the wings that sweep the sky.*

*Although the men are mute now
Their feelings are expressed
Their still lips tell a story
The living will have missed.*

*The sun is fully set now
The moon is on the rise
I rejoin the Blue Battalion
I must leave the dead men's eyes.*

*In the Blue Battalion
The warriors never die
Their armored fists and thunder
Never lose the sky*

*Day is slowly dawning
With a blood-red rising sun
Here lies the Blue Battalion
Our cries ceasing one by one
Our cries ceasing one*

by
one.

—Steven E. Barach '75

COLLEGE STUDENT'S POETRY ANTHOLOGY

The National Poetry Press

announces its

SPRING COMPETITION

The closing date for the submission of manuscripts by College Students is
April 10

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

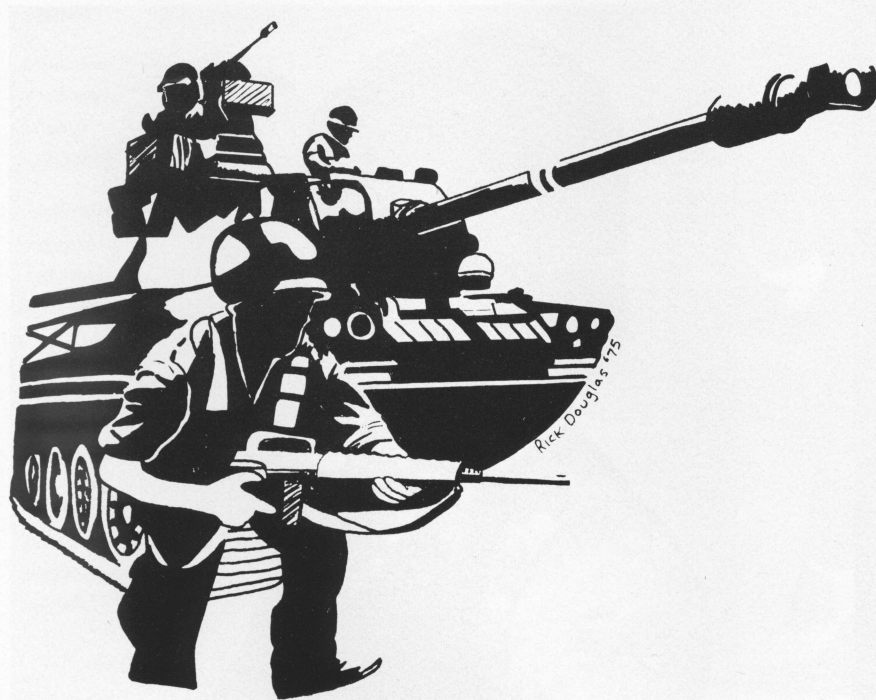
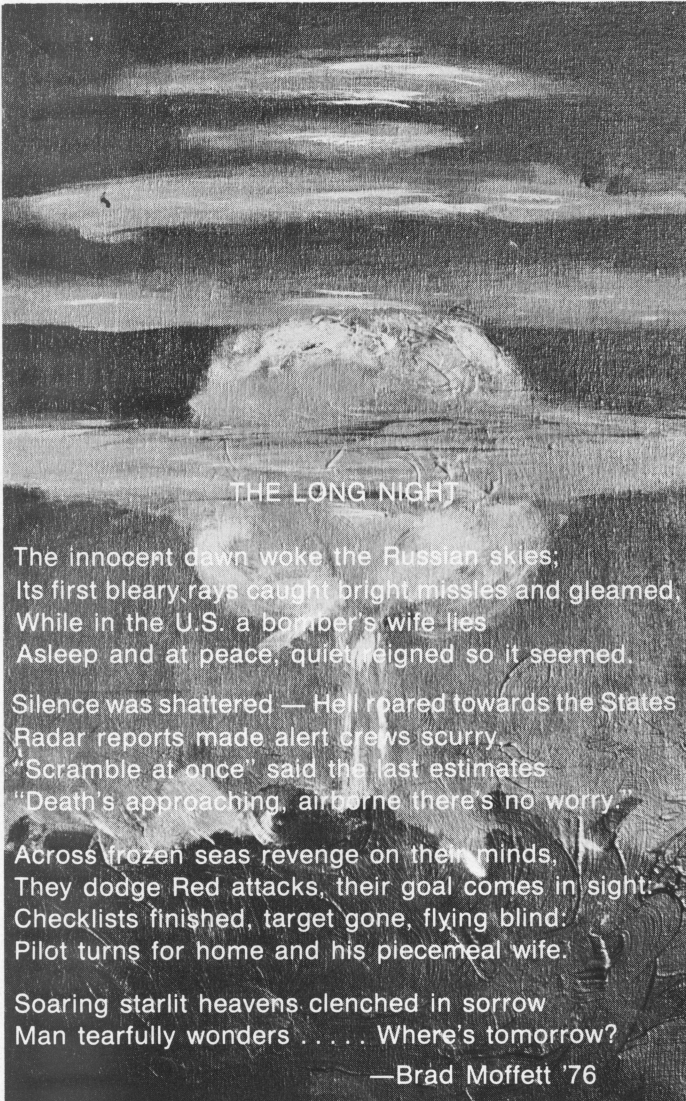
Each poem must be TYPED or PRINTED on a separate sheet, and must bear the NAME and HOME ADDRESS of the student, NAME of English Instructor, and the COLLEGE ADDRESS as well.

MANUSCRIPTS should be sent to the OFFICE OF THE PRESS

NATIONAL POETRY PRESS

3210 Selby Avenue

Los Angeles, Calif. 90034



CORONACH

*"Come back", she whispered
The time had flown by
She had not prepared
For this final goodbye*

*Grabbing my helmet
I walked out the door
Grenades and automatic
I headed for war*

*It had been in the forest
That we first were one
Now here in that forest
Alone with a gun*

*Outpost surrounded
Casualties high
Stores of ammunition
Almost were dry*

*Rushing black bodies
Emerge from the rain
Where are you now
When we need you, John Wayne?*

*I dropped the first dozen
Completing the clip
Before the bayonet
Pierced through my hip*

*The man with the star
Gave it a twist
As he unwillingly accepted
The knife in my fist*

*Their assault team had passed
And I could not see why
For a piece of ground
So many should die*

*New ribbons on my chest
Left my anger unappeased
At least I had lived
She would be pleased*

*It was not till I got there
That I noticed the smoke
I looked for her tent
And started to choke*

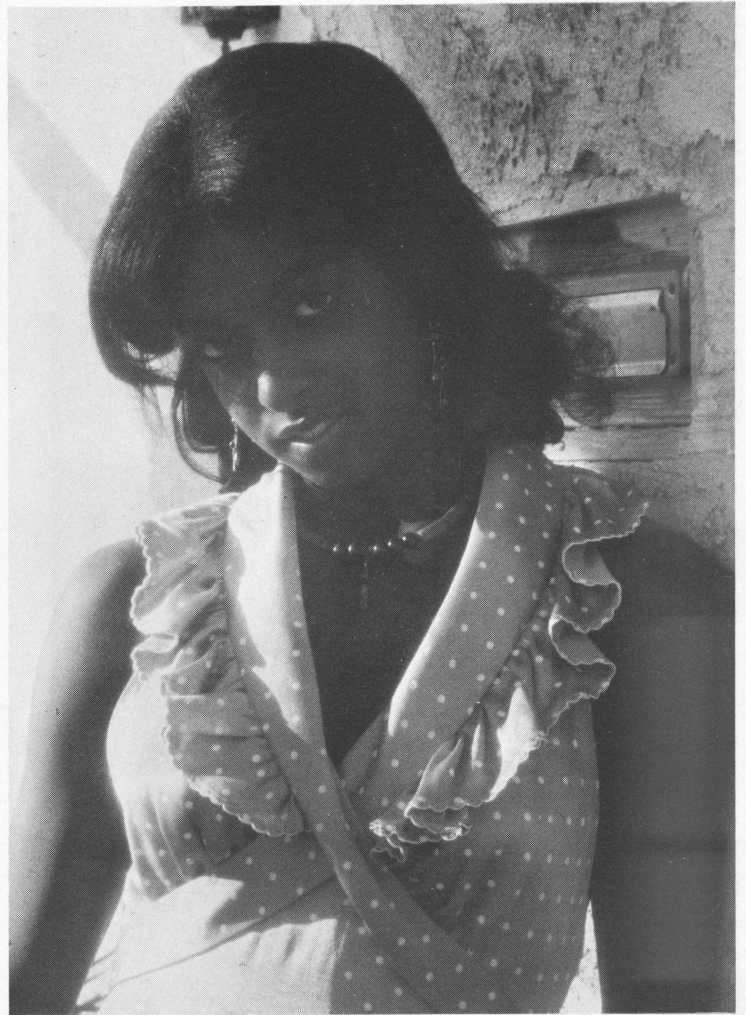
*The dark men had found her
Made her a slave
I arrived just in time
To help dig her grave*

*They were coming again now
One final raid
But again in that forest
Together we laid.*

—Rick Douglas '75

PAMELA VIOLET HERNANDEZ

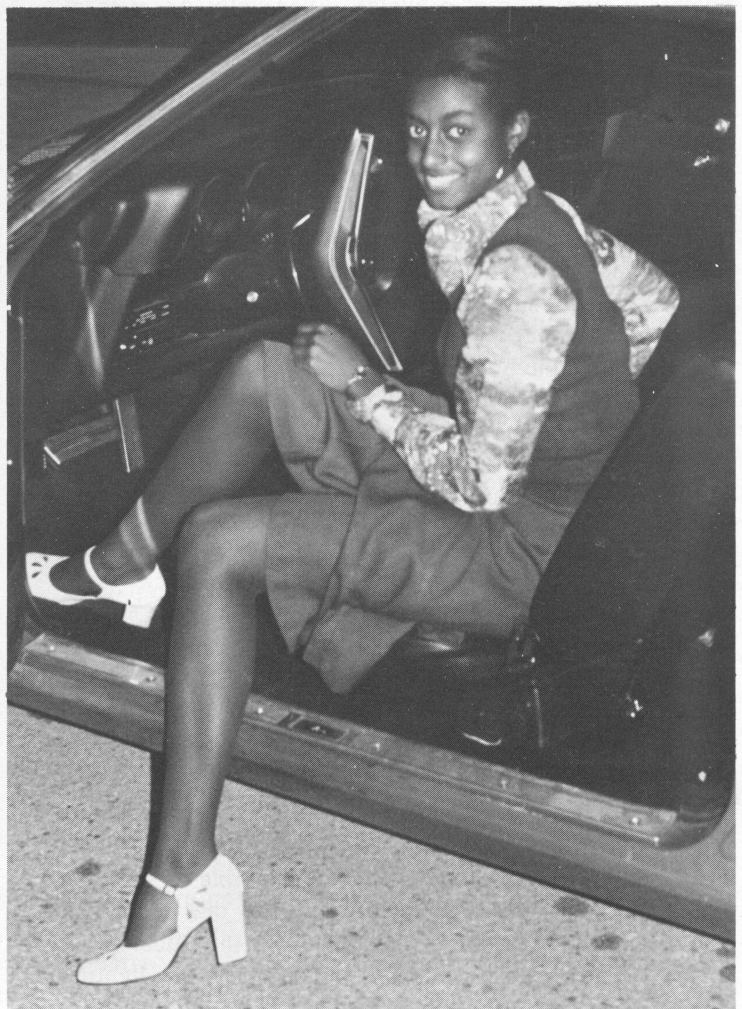
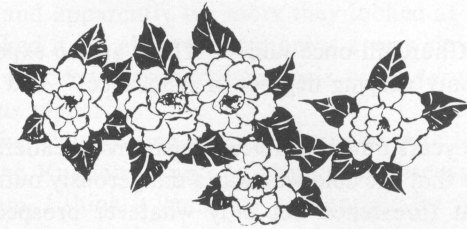
PHOTOS by Vernon L. Robinson III, '77





The daughter of Jamaican parents, Pamela Violet Hernandez, 17, works in a beauty shop in Los Angeles. Her interests include swimming, gymnastics and dancing, especially limbo dancing (essentially a back-bending exercise in getting under a horizontal stick, placed as low as nine inches above the ground, without using your hands and staying on your feet!).

Pam hopes to pursue an acting or a modeling career, or to get a job as an airlines stewardess.



'ONE HORSE ONE RABBIT'

by Mr. Robert B. Hotz

Editor-in-Chief, *Aviation Week & Space Technology*

Winston Churchill once said —“There are no experts on Russia — only varying degrees of ignorance.” And this is very true.

For some years now it has been apparent to leadership in this country that the cold war was a dangerously outmoded concept that threatened not only whatever prospects for peace there might be in the world, but also posed a grave threat to the basic institutions of our government. The harder we fought the cold war, the more the tendency to become a mirror image of our opponents. It may be that the Nixon-Kissinger detente has provided an opportunity to conduct a future relations between the U.S. and the USSR on a different plane. However, if that is correct, then we must pursue these negotiations with far more realism, self-interest and determination than has been evident during the initial phase of detente. The way we have conducted negotiations with the Soviets in the past decade reminds me of an old Milwaukee wurstmacher's recipe for Rabbit sausage.

When the customers complained that his “rabbit sausage” tasted more like horsemeat he defended his product on the ground that the recipe was “50-50 — one horse and one rabbit.”

If you think this is an exaggeration listen to Boris Panushkin, head of the Soviet publishing trust. After pirating U.S. books and magazines including *Aviation Week* for 30 years without any payment or regard for copyright law, the Soviets recently agreed to join the International Copyright Federation, primarily as a means of suppressing publication of their dissident authors abroad. In explaining the new policy to American publishers, Gospodin Panuskin solemnly announced the USSR would no longer reprint U.S. publications without permission or payment, “except when it was necessary for educational purposes.” He then noted that the USSR was now prepared to pay ten per cent of the standard subscription price to get U.S. publications legally. After offering ten cents on the dollar Mr. Panushkin concluded “this shows we are willing to meet you half way.” One rabbit, one horse.

Another example is the great ruble ripoff that is perpetrated on thousands of American tourists every year. Outside Russia the ruble is worth about 40 cents. Inside Russia it is worth whatever the Politburo says. They have been steadily uprating the value of the ruble against the dollar until they now say a ruble is worth one dollar and thirty cents. In the same breath they value the Cuban peso, which outside Cuba is normally only good for lighting cigars, twenty per cent higher than the U.S. dollar. This is

one reason why U.S. correspondents covering that glorious Nixon-Brezhnev summit meeting last summer had to pay \$105. a day for an Intourist hotel room not quite as good as an ordinary \$20. a day motel room in Iowa.

A few months ago there was a great razzle dazzle meeting in Moscow to stimulate an increase in the U.S. tourist trade, which the Soviets need badly to fill their skimpy coffers of hard currency. Nobody in the U.S. delegation even raised the question of the inequitous ruble rip-off. The conference did break up on another Russian rabbit sausage deal though. The Russians are in the stone age of innkeeping. They built the world's largest hotel — the 2,000 room Rossiya, off Red Square. But they built it in five sections, and, among other things, forgot to connect the sections internally. Anyway, they want U.S. hotel chains to build three modern hotels in Kiev, Leningrad and Moscow and run them for Intourist. But the Russians were willing only to sign the construction contracts, and said they would discuss the management contracts only after the hotels were finished. The U.S. hotel men were too smart for that and walked out. The Russians will be back because they need the hotels *desperately*. But you can't blame them for trying such an outrageous proposition after the ruble rip-off, the wheat deal and Salt I.

Another example of Soviet-style reciprocity was the trip of U.S. science writers to the USSR. Conducted under the auspices of the State Department, the agreement called for each U.S. writer not only to forpay all his expenses in the USSR, but also to pay all the expenses for a Soviet writer to visit U.S. science centers.

You all found out about the great grain robbery at the supermarket counters last year, but isn't it incredible that they almost pulled it off again this year? And I have not seen much coverage in the great metropolitan dailies on the fact that the Soviets have refused to provide the crop statistics required by another one of those U.S.-USSR agreements, or that the Soviets refused to allow an official U.S. team to visit the virgin lands of Khazakstan where much of the harvest failures occur, even though the agreement calls for on-site inspection. If the Soviets won't allow on-site inspections of their wheat crop, do you think they will ever hold for on-site inspection of their nuclear or missile sites ???

Now let's look a little closer to home and examine some facets of our relations in the airline business, aerospace and Salt.

When Aeroflot first began to press for a Moscow-New York service in the early 1960s, I wrote an editorial asking “Is This Route Necessary?” Six years later the answer is emphatically “no.” Once again we traded the Russians things they badly wanted for no tangible advantage to us. Pan American has lost a good deal of money flying the

Moscow route with no fiscal help from the U.S. Government. This and a lot of other so called "national interest" routes are one of the reasons for Pan American's fiscal plight.

But the deal was worse than just money. Pan Am can't sell tickets in Moscow, have an office where ordinary Russians can enter or even put up a sign anybody can see. All foreign airlines operating out of Moscow are confined to upper floor rooms in the Metropole Hotel — strictly out of bounds for ordinary Russians. Aeroflot counters that it has only a second floor office in New York. That's true. But it's on Fifth Avenue and in one of their favorite positions — on top of the Czechs who have the first floor.

Aeroflot controls all outgoing traffic from Moscow and routes business to other airlines only when all its flights are full. It even tried to block the U.S. Embassy in Moscow from shipping freight via Pan Am. Even though normal traffic wouldn't sustain the New York service. Aeroflot was so desperate to record good traffic statistics that it smuggled thousands of ticket blanks into U.S. and Canada, in violation of the bi-lateral agreement, and padded the flights with freeloaders. When caught red-handed by the CAB, Aeroflot paid a \$40,000 fine and promised to stop.

A year ago when we were in Moscow, Aeroflot was desperately trying to use the Brezhnev visit to Washington to pry loose even more concessions from the Nixon-Kissinger detente. When we pointed out that Moscow-New York traffic, was so thin it barely supported Aeroflot's bi-weekly frequency, let alone the daily service they wanted, Sergei Pavlov head of Aeroflot's international division said, "That's unimportant. You have a market and we have a country — let's get together." They also wanted to trade traffic rights to Leningrad, where less than 100 people are free to buy an airline ticket of their choice, for traffic rights to San Francisco where millions can exercise that right, plus rights beyond to a trans-Pacific route. That even went beyond the one horse-one rabbit recipe.

For the 12 years that the Soviets thought they were leading in the world in space exploration, they rudely rebuffed all of the many U.S. proposals for co-operative ventures in space. When it finally dawned on them after Apollo how far behind they were falling in manned space flight, they changed their tune and began negotiating what is now the Apollo-Soyuz mission or as some Houston wags say, the great wheat deal in the sky.

There is a legitimate purpose in the ASTP mission in developing a common docking system for space rescue. Some day somebody will have to use that system to rescue a space crew from orbit. And it will be worth every nickel it costs. But the question is "whose nickel?" The U.S. is engineering and paying for the docking system and adapter module. It will do all the docking maneuvering with the Apollo. The Soviets will provide a stable, we hope, and passive Soyuz target. For this the Soviets will try to convince their people and the rest of the world that they had achieved parity with us in manned space flight. Well that's all right. Let them try. But that wasn't their real goal in promoting the mission. They wanted to tap into the

mainstream of U.S. Apollo manned space flight technology and wipe out their ten year deficit. Fortunately, that isn't going to happen. But it was a near miss in the early euphoria of the Nixon-Kissinger detente. Some of the NASA hierarchy have been pretty pusillanimous about resisting Soviet pressure for total secrecy on the program. Some timid NASA souls got very upset when the Soviets objected to a detailed design story we ran on the Soyuz spacecraft. However, after scaring NASA, the Soviets pondered the series, and apparently, the more they looked at it, the better they liked it. In about three months a very similar detailed story on Soyuz appeared in their own *Aeronautics and Cosmos magazine*.

Rather than getting upset and stricken with secrecy every time the Russians object to some open discussion of their program, I think it would be appropriate for NASA to remind the Soviets that we have conducted the most successful space program in the world in a completely open atmosphere, while their super-secret space program has run into a steady series of catastrophes.

The Soviet space program is so compartmentalized by secrecy and bureaucracy that they don't even know yet what their problems really are. This was demonstrated last year when we visited the cosmonaut training center at Star City and asked Vladimir Shatalov, the commandant, some design questions about a reentered Soyuz test vehicle they had on display. Shatalov had a unique record of three successful Soyuz flights, but he didn't answer the questions. "You think I am being evasive, but I am not," he told us, "I know from talking to Slayton and Stafford that your astronauts participate in the design and building of spacecraft. But in the Soviet Union cosmonauts do not. They give us the spacecraft and say 'Fly it.' I just don't know the answers to your questions."

The Soviets have learned a lot from the Apollo-Soyuz program about management, operational procedures, command and control systems and data accumulation and reduction systems, but that's no great harm because they couldn't really apply it to their space program without changing their whole political system.

They recently tried the same technology tap technique to our airplane business. The Soviet policy of super secrecy and isolation has left them trailing the rest of the world by at least ten years in commercial transport technology. Peter Dementiev, Minister of Aircraft Production, frankly admitted it to us when he laid on an unprecedented schedule of visits to design bureaus and production plants last year.

"We have a good aircraft industry," he said. "It has served our country well in its hours of need and we are still making progress. But we have been isolated and now find we are not making progress as fast as the rest of the world and have fallen so far behind we must have help. Boeing and Pratt & Whitney are the best in the world. We should not be too proud to learn from them."

They are now trying to siphon out of the United States the 20 years of knowledge and hardware that has given this country world leadership in the airline transport business for three decades. They started out with a pitch to buy wide

body jets which Aeroflot needs very badly. Not only is their own TU-154 in deep technical trouble, but they simply don't have any capability for the wide-body transport generation. Very quickly the pitch to buy aircraft was turned into phase one, with phase two a pitch to buy all of the technology for basic new aircraft design, get U.S. companies to build and equip production facilities, train Soviet workers to operate them for a few years, and then give the front door key to Peter Dementiev.

They also want software of all descriptions. They offered Boeing ten million dollars for their basic design manuals. They want powered control system technology from Douglas and Lockheed, big fan engine technology from Pratt & Whitney and whole traffic control systems from Raytheon, Sperry and IBM. For nearly a year Soviet aerospace delegations roamed freely throughout the U.S. aerospace industry trying to make deals without any security or policy control by the U.S. government.

Now there are some harder and more realistic looks being

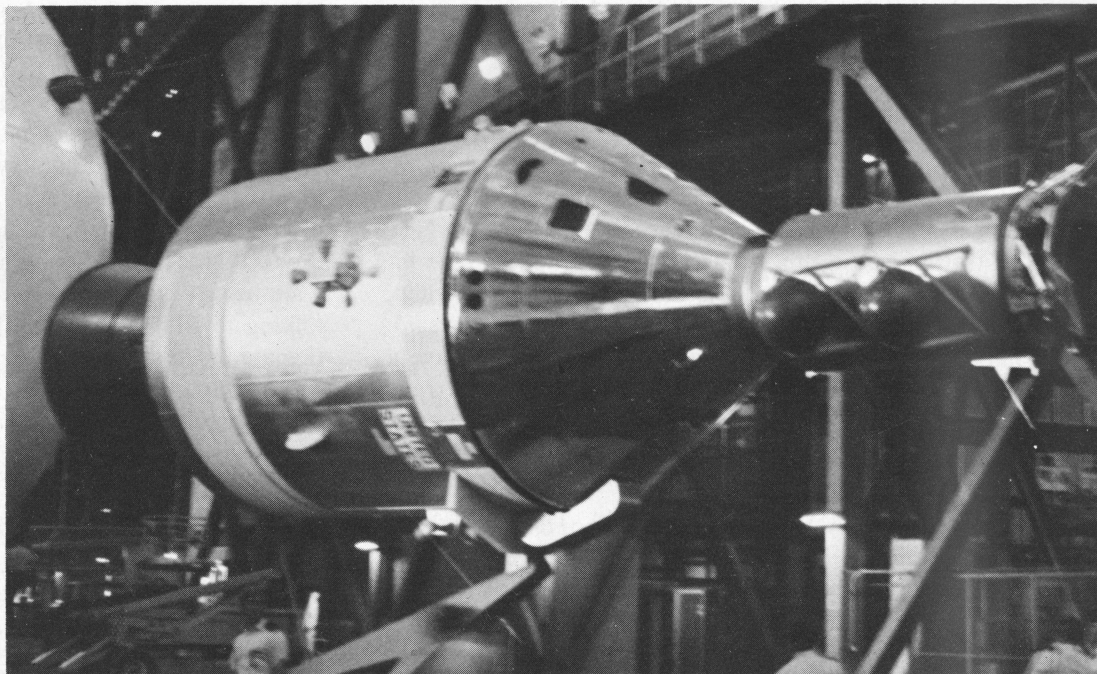
for your goals and have no inhibitions against matching the Russians rudeness in the clinch. If you walk out on the negotiations a few times, it just proves to them you are really serious about your position. All too often Western negotiators offer concessions simply to end the endless arguments and get any kind of an agreement.

You can do it if you have the strength and the will to use it to defend your vital national interests.

In the era of Nixon-Kissinger detente, U.S. Government policy was to give the Soviets almost everything they asked for. Our negotiators were afraid to get tough for fear they might upset detente. Some fatuous agriculture official even justified the great grain robbery on the grounds that it "helped detente."

The first Salt negotiations were typical of that era and its one-sided results. The Soviets were genuinely scared by our advanced ABM technology. They were willing to give up a lot to stop it in its tracks. Instead of pressing for any real concessions from the Soviets, we conceded them not only a

"APOLLO" — UNITED STATES



taken at the national value of these exports and some firm policy guidelines and screening procedures organized. The Soviets got a flat "no" on the aircraft plant deal and, the Poles got a reject on their semi-conductor plant program. But the Soviets are not discouraged. They are still dangling the bait of 747 and 1011 purchases, which would pose no great threat since the Soviets do not have the capability to copy them in our lifetime. But they have not given up on the plant deals and will come back at us again and again in various combinations and packages.

This brings us to the question, "Can we deal with the Russians, and is the game worth the stakes?" I think the answer to both questions is, "Yes, but".

You can do it as long as you understand how the Russians play the game and the stakes they are playing for.

You can do it if you have something they really need.

You can do it if you have the determination to hold out

significant numerical superiority in ICBMs and throw weight, but also were so naive as to write the treaty in language that left the Soviets a number of significant technical loopholes to legally violate its intent. We thought that our technological superiority in multiple warheads would overbalance the Soviets' numerical superiority. And so it did.

But the ink was barely dry on the treaty and the champagne toast bubbles had barely burst, when the Soviets unveiled a massive development program to overcome our advantage and MIRV their new generation of ICBMs. In addition, they used the treaty language loopholes to put larger missiles into their old silos by using a cold launch pop-up technique similar to the submarine launched Polaris. They are developing a fully land mobile ICBM — A point that was left out of the agreement at the Soviets' specific request and they are now actively interfering with our satellite and

electronic means of checking their activity — another specific violation of the Salt treaty.

I think it is time to ring the bell on the Soviet violations of Salt I and develop a far tougher and more realistic stance for the upcoming arms negotiations in Moscow. One problem is that most of our negotiators are technically illiterate and think weapon characteristics are insignificant details. One of the principal Salt I negotiators told his military advisor: "You must understand we are negotiating agreements on broad principles, don't bother me with hardware details."

The Soviets have made it very clear what worries them most now that they have disposed of our ABM technology. It is the B-1 Bomber, the Trident submarine launched missile, and the air launched ICBM being developed by the Air Force. If we scrap any of these programs as a Salt II bargaining chip we deserve the fate that will eventually overtake us.

Fortunately I detect a significant change in the detente at-

be a fatal national tragedy if we frittered it away for the sake of agreements that are valid only as long as they are useful to the Soviets.

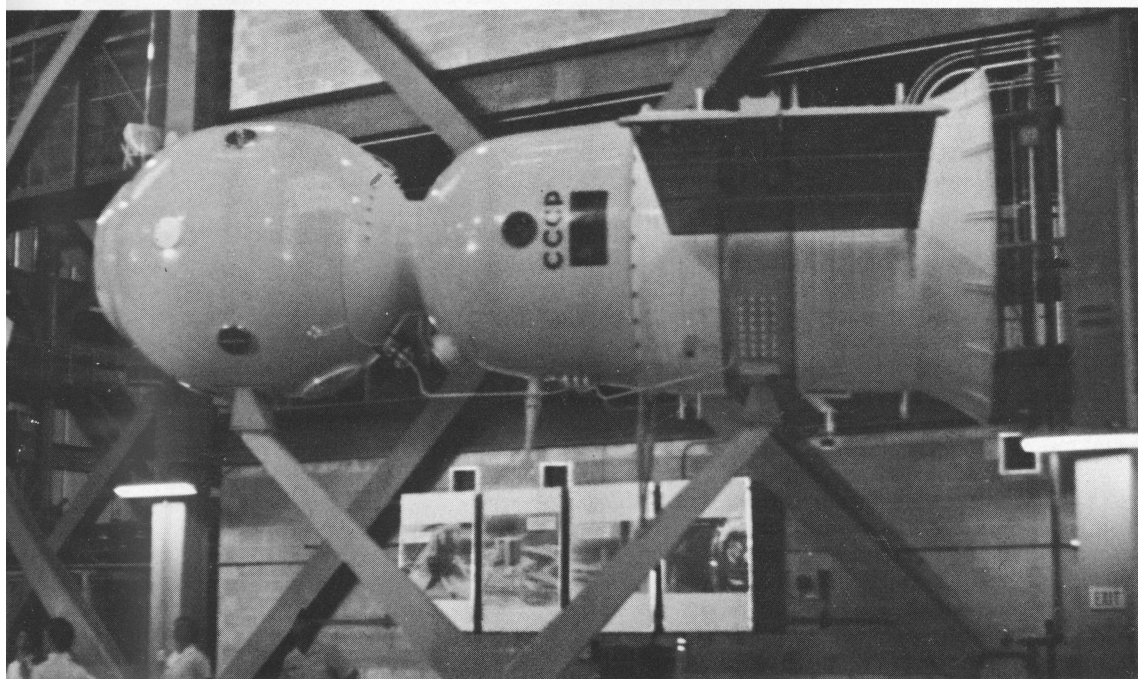
The simple fact of life is that the Soviets desperately need our help, and if we don't give it to them, there is no way in the world they can keep up with us across the board from agriculture to ABMs. Look at the record.

We started five years late in space and now are at least ten years ahead.

We started about even in ICBM development and are now way ahead with MIRV and MARV guidance technology, solid propulsion, command and control systems, warhead efficiency.

We didn't build a new fighter for nearly 20 years, and their Foxbat and Flogger dazzled the world in the early 1970s. But we are now reaching two generations beyond them with the F14, 15, 16 and 17 fighter programs.

In electronic countermeasures and smart weapons, from which a target can't escape, we are a long generation ahead.



—USAF PHOTO

“SOYUZ” — SOVIET UNION

mosphere in the direction of more realism, toughness and assessment of national interest.

Senator Scoop Jackson scored a notable victory in his stubborn demand that the Soviets relax their emigration policies before they would get favorable tariff trade treatment. It shows the Soviets can be moved when they want something badly enough and you are willing to stand firm.

Secretary of Defense Schlesinger has brought a new realism to both the U.S. Salt stance and the standards for export of technology.

NASA is finally beginning to press for a more open Soyuz-Apollo program although not nearly hard enough.

And even the State Department has rebuffed Aeroflot's most outrageous demands.

We are now operating from a position of towering strength relative to Soviets militarily, technically and economically and we have the means to maintain that position. It would

It is time we cut out all the sweet talk and settled down to some tough realistic and firm negotiations that are in our best interests as well as the Soviets. We should ring the bell publicly on their Salt I violations; toss out their ground rules for Salt II negotiations; and offer them equitable trade and a realistic defense posture to defend their own realm without threatening ours. Faced with a blunt choice that offers them the choice of a technological and economic race they cannot win or equitable trade and an adequate defense of their homeland, they would have to give some serious thought to changing their stance.

But to effectively pursue that kind of policy, the people of this country need a far more perceptive understanding and appreciation of our own unique strengths and a far stronger will to push for our own national interests. The lack of this is a Russian ace in the hole that they bank on for the long run. And that may be the fatal flaw in our future as a nation.

AIR FORCE PICKS YF-16

Secretary of the Air Force John L. McLucas announced that the General Dynamics YF-16 has been selected for full-scale engineering development as the F-16 air combat fighter.

General Dynamics initially will produce 650 of these lightweight fighters for the Air Force at an estimated cost of around \$4.3 billion.

Beyond that initial order, however, the Defense Department looks forward to the sale of 350 of the planes to four European allies and a potential global market worth at least \$15-billion for 3,000 of the fighters.

The YF-16 was selected by the Air Force after a "fly off" competition with a YF-17 fighter developed by Northrop.

General Dynamics designed the YF-16 to be a relatively inexpensive, highly maneuverable fighter that can knock down attacking aircraft and maintain air superiority over the battlefield it is a swept-wing craft powered by a Pratt & Whitney engine, and can fly 1,600 miles an hour with a combat range of 500 miles. The 33,000-pound, single seat plane is armed with a 20 millimeter machine gun and four Sidewinder air-to-air missiles, and it can carry a relatively small bomb load for close support of troops.

In performance the YF-16 and the YF-17 proved to be similar, although the Air Force said the YF-16 eventually showed itself to be superior in maneuverability, particularly at higher speeds.

The YF-16 is equipped with one engine — the same that is used in the Air Force's more sophisticated longer-range F-15 fighter — while the YF-17 is powered by two engines. By standardizing on the same engine, therefore, the Air Force could look forward to holding down the cost of the F-15 engine, whose price has gone from \$800,000 to \$1.5 million in the last two years.

Cost Factors Cited

Air Force Secretary John L. McLucas told a Pentagon news conference that the YF-16 had been selected on the basis of cost and engineering considerations as well as the results of the fly-off.

Mr. McLucas said the YF-16 was superior in maneuverability and acceleration, particularly at transonic and supersonic speeds and had better deceleration and pilot visibility. Furthermore, he said, the Air Force determined that the YF-16 would be about 8 percent cheaper to produce and less costly to develop since about \$300-million would be required to develop the engines for the YF-17.

Navy Preference Differs

The Air Force choice of a single-engine fighter could raise inter-service problems in the desire of both Congress and the Defense Department to have the Navy develop a carrier version of the new light-weight fighter. For safety reasons, the Navy prefers a two-engine plane for carrier use.

The YF-16's cost and its single engine will not become important considerations in the Pentagon's efforts to prevail upon four European allies — Belgium, the Netherlands, Denmark and Norway — to buy 350 fighters to replace their aging, American-designed F-104's.

Some of the four European allies — as well as other potential customers, such as West Germany and Iran — were reported to have reservations about the safety of a single-engine plane. Such feelings were particularly pronounced in West Germany, which has seen some 100 of its single-engine F-104 fighters crash.

French Plane in Competition

For the European market, the YF-16 is in competition with the Dassault-Breguet (French) Mirage F-1, which has a fixed ceiling price of \$5.8-million per plane.

As an inducement to the European allies to buy the YF-16, the Defense Department has offered to co-produce the plane in European factories under "offset" arrangements that would permit the allies to recover in business much of their original cost in purchasing the planes.

The European consortium, which has been waiting for the Air Force choice, was expected to decide within 90 days between the American and French planes. The belief among Pentagon officials is that the European allies are leaning toward the American plane but that the "pan-European" pressure from France might split their ranks.

F-15 Specifications

The F-16 is a single-engine, single-placed fighter. It is powered by one 25,000 lb. thrust class F-100 engine manufactured by Pratt and Whitney, East Hartford, Conn. The aircraft has a high "g" cockpit which incorporates a 30 degree seat back angle and side force stick linked to a fly-by-wire control system. Other integrated advanced technologies used in the development of the F-16 include forebody strakes, blended wing by concept of design, relaxed static stability, automatic leading and trailing edge flaps and a one-piece bubble canopy.

Dimension: Length: 47 feet 2 in
Height: 16 feet 4 in
Wingspan: 30 feet

Propulsion: One Pratt & Whitney F-100 turbojet engine.
Thrust: 25,000 lb thrust class

Armament Payload: Two wingtip missiles and one 20mm rapid-firing Vulcan M-61 gun. In addition to the wing stations, the plane is capable of carrying over 13,000 lbs of external stores on six underwing and one center-line station with full internal fuel. External stores can be missiles, munitions, fuel tanks or electronic countermeasures.

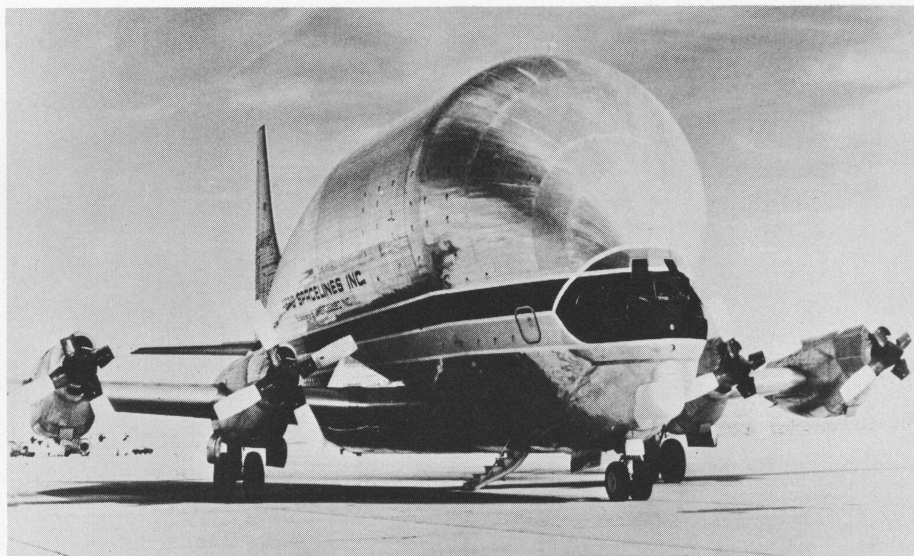
Speed: Mach 2 Class
Radius of Action: More than 500 nautical miles
Ferry Range: 2100 miles
Crew: Single place
Weight: Clean takeoff - 21,000 lbs.
Combat - 17,000 lbs.
Maximum takeoff with full internal fuel: 31,000 and 13,200 lbs external stores
Thrust to Weight: excess of 1:1
Flight Controls: Fly by wire
Ceiling: Over 60,000 feet

GUPPY GROUNDED

The "Pregnant Guppy" — a cargo plane that once held the record for aerial weightlifting — has been permanently grounded.

The plane, a special version of the Boeing "Stratocruiser" built to carry spacecraft, ended its usefulness with the advent of bigger cargo planes like the Lockheed C-5A "Galaxy". Before the "Guppy", it took about three weeks to haul NASA's large rockets by barge from factories in southern California to the launch pads in Florida. At a maximum speed of 225mph, the plane could make the transcontinental crossing in about 12 hours!

On its first operational flight in June, 1963, the "Guppy" carried a 20,379-pound S4 rocket stage (then the



—AERO SPACELINES, INC.

Modified Boeing Stratocruiser, the "Guppy", removed from active service.

heaviest load ever lifted by an airplane) from Los Angeles to Edwards AFB, California.

Various bidders have proposed tur-

ning the over-sized cargo plane into a restaurant in California's San Fernando Valley or into a museum in Miami, Florida.

Af Develops Airlift Enhancement

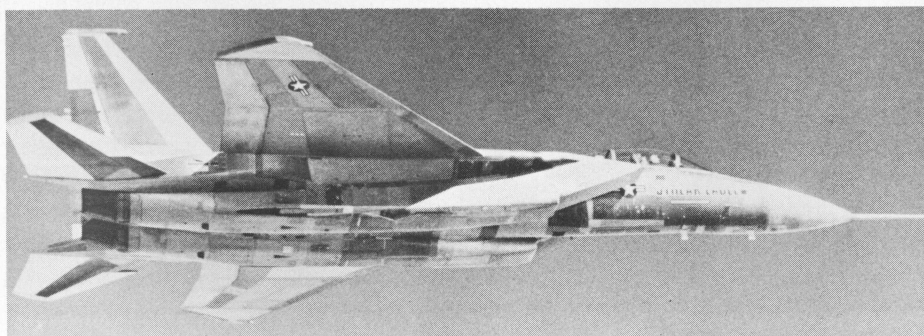
The Secretary of Defense has directed the Air Force to begin a program of improving the national airlift capability. Called the airlift enhancement program, it will provide additional airlift capability and flexibility for the nation's military and civilian fleet of cargo aircraft. As a result, the Air Force would increase aircrew and maintenance manning, spare parts, war reserve material and supplies. Other changes include greater use of existing aircraft and inflight refueling for both C-5 and C-141 aircraft. C-141s could be stretched by 23 feet to increase cargo loads by 30 per cent. Additional aircraft in the civilian



—USAF PHOTO

New "stretched" Lockheed C-141 "Starlifter" demonstrates projected air-to-air refueling capability fleet would be modified for use as cargo carriers during time of need. These changes in the airlift capability will permit increased flexibility to respond to worldwide requirements during national emergencies.

—USAF PHOTO



This F-15, the "Streak Eagle" broke all time-to-climb records earlier this month. Exact data will appear in next *Talon*.

Carbine Inventor Dies

Died: David M. ("Carbine") Williams, 74, inventor of the M-1 carbine used by U.S. troops in World War II, of bronchial pneumonia, in Raleigh, N.C. Williams designed the gun in the tool shop of a North Carolina camp for incorrigibles where he was imprisoned after pleading guilty to killing a deputy sheriff. His inventions eventually made him a millionaire and the subject of a 1952 movie starring James Stewart.



A PILOT-LESS AIR FORCE FUTURE?

by Rick Douglas '75

Where it flies, there is only one law - survival of the fittest. Remotely 'flown' from the ground or from a 'mother' ship 20 or more miles away, RPVs (Remotely Piloted Vehicles) can serve as air-superiority fighters, reconnaissance vehicles, or as decoys, target markers, covert jammers, or as light attack bombers (with an accuracy of 20 feet!). When the weather is impenetrable; the air defenses too thick; the target too hardened; the approach too limited; then you are in RPV country.

Recently, General George S. Brown, Chairman of the Joint Chiefs of Staff, said, "Through the use of drones or Remotely Piloted Vehicles, we avoid exposing aircrews to heavily defended, high threat areas. These RPVs can be designed to be light, relatively inexpensive, and far more maneuverable than human tolerances would permit if a pilot were aboard." They could be designed for 12g force sustained acceleration, nearly double the gravity

pull an experienced pilot can tolerate.

Also, since the vehicle is unmanned, all costly life-support systems can be removed, saving weight and increasing range. Training costs are low as simulation exercises can give RPV "pilots" almost 100 percent training fidelity. These "pilots" may include both rated and non-rated personnel.

The drone also cuts maintenance costs. For example, a typical squadron of twelve manned fighter-bombers requires the support of twenty other aircraft of various types. A similar RPV force requires from 2-5 aircraft, including those needed to air-launch the drone.

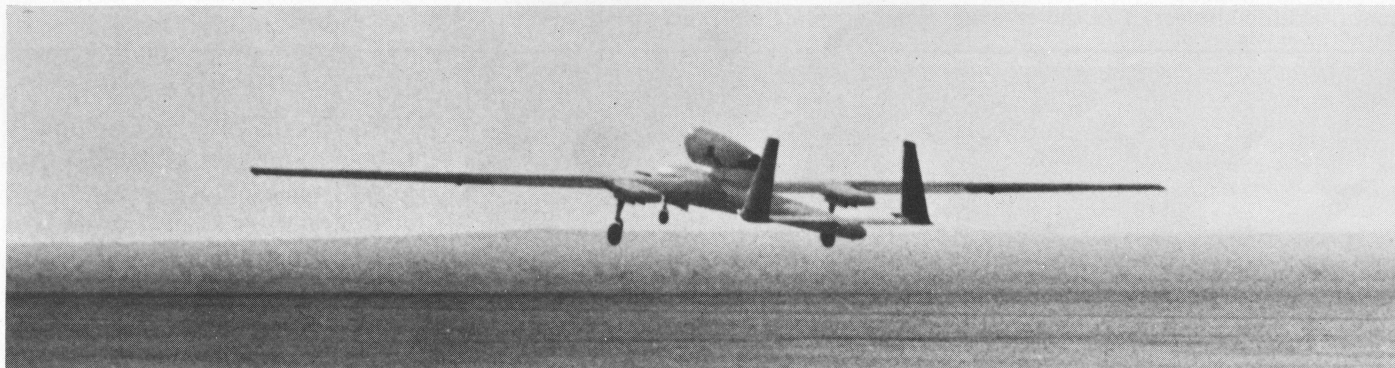
A multi-purpose, low-altitude, strike-recon drone is estimated to cost about \$300,000, or about 1/13 the cost of the Air Force's current operational fighter, the McDonnell-Douglas F-4 "Phantom."

The drone is, however, capable of being jammed electronically, rendering it

useless. It can be incapacitated by bad weather. Recovery without damage or extreme cost, as well as its limited 250-mile range, are also problems. Yet, RPVs reduce manned aircraft attrition in very high threat environments, and they provide an acceptable way to accomplish certain tasks when the mission is politically sensitive and we do not want an aircraft flight crew involved.

Secretary of the Air Force, John L. McLucas, stated, "I would like to emphasize that we certainly do not see a 'remote' Air Force in the future. Drones and satellites will continue to take on new roles and to make airpower more effective in serving the national interests, but to date we cannot see the end of the manned military aircraft, and I doubt that we ever will."

Law enforcement officers have also found a use for Remotely Piloted Vehicles to accomplish their mission. A sheriff in Birmingham, Alabama, designed an inexpensive RPV out of

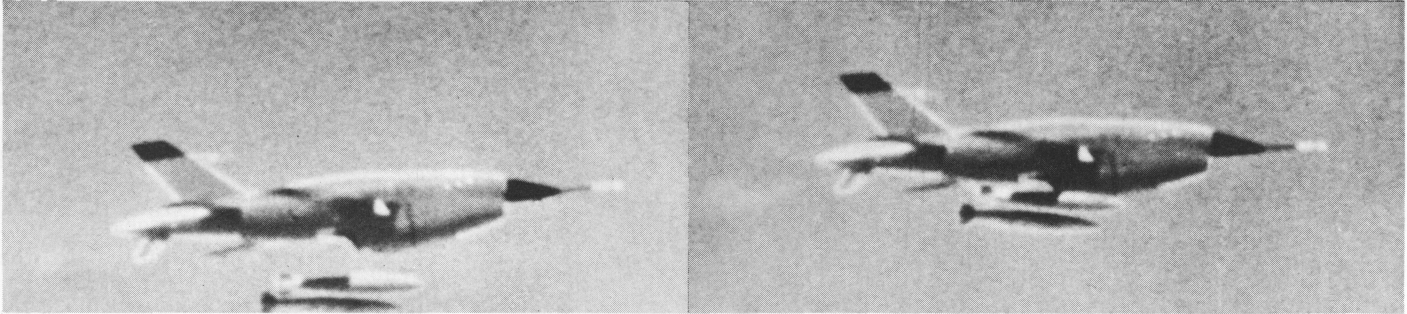


First flight of the Boeing YQM-94A. The YQM-94A flew for 2 hours and 50 minutes and demonstrated flight maneuvers under control of a ground operator. The RPV reached 52,000-foot altitude. The Air Force's high-altitude "Compass Cope" RPV program is evaluating both the Teledyne Ryan and Boeing entries for possible future operational use.

balsa wood and plastic, powered by a small gas engine (gas-model airplane), to venture into hazardous crime environments. With such a drone, officers could effectively combat criminals in high vantage points (snipers) by dropping a couple of pounds of tear gas, smoke cannisters, or grenades on them. This technique could save tax dollars as well as countless lives.



—USAF PHOTO



—TELEDYNE RYAN

Remotely-piloted vehicle releases inert, 500-pound bombs in tests on White Sands Missile Range, N. M., in this sequence from 16mm motion picture film. Unmanned, jet-powered vehicles have been posed in newly-defined missions ranging over a broad spectrum of defensive and offensive capabilities. Pilots would "fly" vehicles remotely into combat environments from ground control stations in rear areas when high-risk missions are involved.

A Lockheed prop-jet GC-130, is seen at Holloman Air Force Base, New Mexico, with four supersonic drones tucked under its wing. In tests in 1960, it launched two Radio-plane drones (seen inboard on the plane) and two XQ-2C Firebees (outboard). After the jet-propelled drones were released at high altitude, the Air Force fired missiles at them in target practice.



THE CAT, DUCK AND TREE METHOD OF FLYING

The cat, duck and tree method of flying is the greatest aviation advance since the Wright Brothers gave up bicycles.

First, the pilot puts a large cat on the cockpit floor. Because a cat always remains upright, the captian merely has to see which way the cat leans to determine if the wings are level.

Second comes the duck, which is used for approaches and landings in soupy weather. Any sensible duck will refuse to fly under instrument conditions; thus it is only necessary to hurl your duck out of the plane and follow her to the ground.

For the most efficient use of the cat, duck and tree method, use the following check list:

Get a wide-awake cat, because most cats do not want to stand at all. It may be necessary to carry a large dog in the cockpit so the cat will be kept at constant attention.

Make sure your cat is clean. Dirty cats will spend their time washing. Trying to follow a washing cat usually



results in a tight snap roll, followed by an inverted spin and structural wing failure. This is very unsanitary.

Old cats are best. Young cats have nine lives. But an old cat with only one life left has just as much to lose as you do and therefore will be more dependable.

Avoid cowardly ducks; if the duck discovers you are using the cat to stay level, she will refuse to leave without the cat.



Be sure the duck has good eyesight. A near sighted duck does not realize she has been thrown out and will descend to the ground in a sitting position. This maneuver is difficult to follow in an airplane.

Use only land loving ducks. It is very discouraging to break out of the overcast and find yourself on final approach toward duck blinds; because duck hunters will shoot at anything that flies.



Since the floating compass in your airplane may sometimes go off the track, you should always have a small tree hanging from the cockpit ceiling. Since moss grows only on the north side of the tree, the pilot merely has to see which side the moss is on to determine in what direction the plane is flying.

HOLD THE VATOR:

Sgt. Major Garrett Retires After 27 Yrs.

The second man ever to have held the job of Cadet Wing Sergeant Major in the Academy's 21-history retired January 31, after 27 years in the military.

For CMSgt. Larry Garrett, the 6½ years he has been the senior enlisted man on the cadet military training staff have been marked by deep personal involvement with the cadets.

"The training of future Air Force leaders has been Chief Garrett's life. He has done it well," said B/G Hoyt S. Vandenberg, Commandant of Cadets.

The Wing Sergeant Major's job is to advise the commandant on matters affecting cadets' training. He also supervises four other sergeant majors assigned to cadet groups in providing military protocol and ceremonial training to the cadets.



—USAF PHOTO

CMSgt. Larry Garrett

CMSgt. Garrett perfected a blend of professionalism and friendship in his approach to the cadets — so well that graduates who are now officers and out-rank him militarily still address him as "sir."

Being Wing Sergeant Major is Garrett's second assignment at the Academy since he entered the Air Force in 1958 after 10 years in the Navy. He was on the original staff of the Academy Preparatory School when it opened in 1961. There he helped young men ready themselves to be Academy cadets.

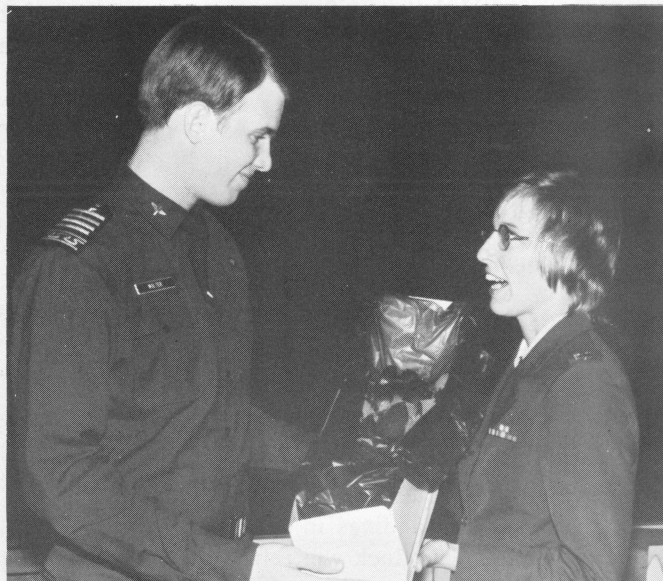
The sergeant began his military training career shortly after entering the Air Force. He was an instructor in the Non-commissioned Officer Academy at Kirtland AFB, N.M., until 1961. In 1965 he was transferred to Hickam AFB, Hawaii, where he supervised training programs until being picked to be that base's Wing Sergeant Major. Then in 1968 he returned to the Academy.

Taking over as Wing Sergeant Major is CMSgt. Ed Bell, a 24½-year Air Force veteran who is also a former NCO Academy instructor. From Fresno, Calif., Bell was the senior airman advisor for Air Forces Iceland at Keflavik before coming to the Academy.



—USAF PHOTO

FORMER POW RECEIVES MEDALS — Former prisoner of war (POW) Lieutenant Colonel Thomas G. Storey, right, received several decorations for his actions while a prisoner of the North Vietnamese for almost seven years. The presentations were made by Major General James R. Allen, Superintendent, U.S. Air Force Academy, February 6. Storey received the Silver Star, the Legion of Merit, the Bronze Star with "V" Device and two oak leaf clusters to the Bronze Star. He is deputy commander of the 557th Flying Training Squadron (T-41), Air Training Command, attached to the Air Force Academy.



—USAF PHOTO

GOOD LUCK WISHES PAY OFF — MICKI TAKES 3rd! Deputy Cadet Wing Commander, John T. Wolter ('75) presents a bouquet of roses to Captain Mickie King before her departure to take part in the "Superstars" competition at Rotonda, Fla., Jan. 27-29. Cadet Wolter made the presentation before the 4,000-man Wing at the Academy where King is a diving coach and athletic instructor. The 1972 Olympic gold medal winner received a standing ovation from the cadets to show her their support in the finals of the "Superstars." She finished third overall in the competition which included Billie Jean King (tennis ace), Cathy Rigby (famous gymnast), and others.

Mystery Still Shadows Lincoln's Death

On April 14, 1865, Abraham Lincoln was assassinated by actor John Wilkes Booth while sitting in a box in Ford's Theater in Washington, D.C. The resulting furor over the assassinated president and the subsequent events surrounding the principals in the infamous deed have left a series of mysteries and unexplainable tragedies that perhaps will never be resolved.

Two weeks after the assassination, Booth was cornered by a Union cavalry unit in a Virginia farm building. After he refused to surrender, the troops set fire to the building, but before the flames

reached him, he was killed by a bullet from a gun wielded by Sergeant Boston Corbett.

For most people the entire story begins with the shooting of Lincoln and ends with the shooting of Booth. But there is far more to the tragic chain of events.

Members of Lincoln's party in Ford's theater included, besides Mrs. Lincoln, the President's aide, Major Rathbone, and the major's fiancée, a Miss Harris.

Mrs. Lincoln lost her mind after the war, a surprise to few persons, as she had long been considered an eccentric.

Major Rathbone married Miss Harris, and several years later shot and killed his wife and himself.

Booth's killer, Sergeant Corbett, back in civilian life several years later as a doorkeeper for the Kansas legislature, one day locked the door of the state house chambers and began shooting at the lawmakers with two revolvers. When his guns were empty, he was captured and sent to an asylum.

Then there was Mrs. Surratt, who was indicted as one of the conspirators who had aided Booth. Tried by a military court and condemned to death, she should have been acquitted, according to the evidence.

Friends of Mrs. Surratt, attempting to see President Johnson on her behalf, were barred by two senators — Preston King of New York and James H. Land

of Kansas — by the use of force. They had not been assigned to do this.

Several months later, Senator King, who had by then been appointed as a customs collector in New York, weighted himself with lead bars, stepped off a New York harbor ferryboat and drowned.

That was on November 12, 1865.

Senator Lane killed himself at Fort Leavenworth, Kansas, on July 11, 1866.

Lincoln's Secretary of War Stanton died in 1869, supposedly by cutting his own throat, although this was generally denied by friends and relatives.

One of the persons who suffered longest and hardest from the tragedy was the physician who set Booth's broken leg, Doctor Benjamin Mudd. Tried as one of the conspirators, he was spared the death sentence, however, and was imprisoned at Fort Jefferson, one of the most isolated of the Florida Keys. There he worked hard to save other prisoners from the trials, rigors and disease of tropical prison life, and eventually was granted a pardon. He died several years later, penniless and in near-obscurity. Finally Congress exonerated him.

The doctor left his mark on American history, however, in the everyday expression, "Your name will be Mudd," used as a warning to persons who are about to enter into a risky venture.



+ 50% OF CADET WING NAMED TO HONOR LISTS

More than half of the Cadet Wing, 2,176 cadets, were named to fall semester honors lists January 20.

Some 1,533 cadets were named to the Dean's List (3.0 GPA) for academic excellence, and 1,353 cadets made the Commandant's List (cadet must finish in the top third of USAFA's military rating system) for their exemplary performance in military leadership.

Of the cadets named to the two lists,

710 made both, automatically being placed on the Superintendent's List.

The senior Class of 1975 has the best representation on two of the lists. A total of 335 seniors, or 44 percent of the 762 enrolled at the end of the semester, were named to the Dean's List. Twenty percent of the class, 150 cadets, were named to the Superintendent's List.

The Classes of 1975, 1976 and 1977 each had 33 percent of their total named

to the Commandant's List, while the freshman Class of 1978 was two percentage points behind at 31 percent.

With an enrollment of 4,194 cadets at the end of the fall semester last Dec. 20, the figures indicate that 37 percent of the Cadet Wing was named to the Dean's List, 32 percent made the Commandant's List and 17 percent made both, thereby being named to the Superintendent's List.



A
Touch
of
Spring

We Honor
Cadet Accounts
We Wire Flowers

*Burghard / Falcon
Floral Shoppes*

324 E. Fontanero 471-4411
•
1722 Brookwood 598-5441
•
Colorado Springs, Colorado



Fine Equipment For • Backpacking
and
• Mountaineering

THE
BRISTLECONE

4055 Templeton Gap Blvd
(Templeton Gap at Academy)
598-4393

1975 car prices are going out of sight. But you can still buy a brand-new 1974 Mazda at the same low 1974 price.

First, the bad news. Most new domestic cars are up a whopping average of \$400 or more.

Now for the good news. There's still time to buy a beautiful, brand-new 1974 rotary-engine Mazda at a beautiful low 1974 price.

This means you may save hundreds of dollars, and get something no other car can give you... rotary-engine performance.



Rotary acceleration and smoothness you have to experience to believe. And

you'll get standard Mazda features like radial-ply tires, front disc brakes, full carpeting, and more.

So if you're looking for good news, you can still find it. At your Mazda dealer's.



Mazda's rotary engine licensed by NSU-WANKEL. HMMMMMM.

**BOB PENKHUS, INC.
VOLVO — MAZDA**

1101 FOUNTAIN CK. BLVD. • 303-473-4595

FOR A
LIFETIME OF
FINANCIAL
SERVICE

OPEN YOUR
ACCOUNT

NOW

BEFORE YOU
GRADUATE



AIR ACADEMY FEDERAL
CREDIT UNION
P.O. BOX 89
US AIR FORCE ACADEMY
COLORADO 80840
472-1463

OUR ADVERTISERS

SAVE ENERGY AT WORK

- Switch off unnecessary lights—reduce wattage
- Plan vehicle use—avoid short trips
- Keep thermostat down—lower when area is not in use
- Let sun in (winter)—keep sun out (summer)
- Keep windows & doors closed when heat/air is on
- Turn off equipment when not in use
- Conserve as you serve



PONDEROSA MOTOR INN
A FRIENDSHIP INN



5700 No. Nevada Ave • Highways 85 & 87
Business Interstate 25

• 100 Garden Level Rooms • Radio • TV • Air Conditioning •
24hr Direct Dial Phones • Heated Swimming Pool •
Playgrounds • Major Credit Cards Honored • Easy
Access to Both Colo. Spgs. & USAFA • Serving Cadets and
Their Guests Since 1959 • 5 Min. to South Gate

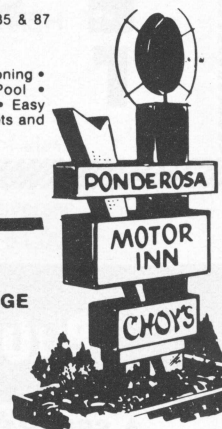
PHONE (303) 598-1111

CHOY'S RESTAURANT
AND LOUNGE

Chinese Food Our Specialty
Prepared by Chef Ma Wai Pang
Luncheon and Dinner Served Daily
(except monday)
Complete American Menu on Mondays

BANQUET FACILITIES

COLORADO SPRINGS, COLO. 809077 (303) 598-1601



One who cares calls.. *Lehrer's*
**for all
occasions**

Lehrer's has the perfect remembrance!
For Charge & Delivery (Local or Out-of-Town) call

596-2834

Top Level Citadel Shopping Center (Next to
Denver Dry Goods Entrance) Colorado Springs

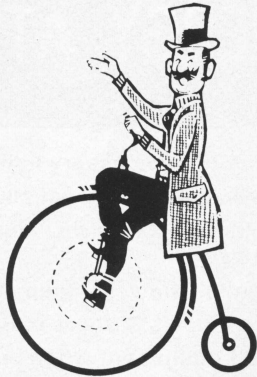
Flower Arrangements,
Fruit Baskets, Plants
and Blooming Plants,
Gifts



Fresh from
Our Own
Greenhouses



**we
try
harder**



**Graphic
services inc.**

PRINTERS OF THE TALON

471-1322

In A Day's Time

A lot goes on during a given period of time in the body of an adult of average size. Here's what you accomplish in just 24-hours:

Your heart beats 103,689 times.

You breathe 23,040 times.

You inhale 438 cubic feet of air.

You eat 3.25 pounds of food.

You drink 2.9 quarts of liquids.

You lose .87 pounds of waste.

You speak 4,800 words.

You move 750 muscles.

Your hair grows .01714 inch.

Your nails grow .00046 inch.

You exercise 7,000,000 brain cells, more or less.

Think about it. All this activity and you do it as easily as falling off a log. But don't. All this activity can be stopped (never to start again) by an accident that can happen in a split second.

Accidents are caused by people. People like you can prevent them.

PROFESSIONAL SERVICE FOR PROFESSIONALS

.. A SEPARATE AIR FORCE

September 1947

.. A SEPARATE AIR ACADEMY

April 1954

.. A SEPARATE AIR ACADEMY NATIONAL BANK

June 1966

EACH TO SERVE A SPECIFIC NEED.

Now! Complete, free checking accounts for cadets with no gimmicks or hidden costs . . .

Now! is the time to open your checking account with Air Academy National Bank.



Cadet pay is deposited directly to individual cadet accounts at Air Academy National Bank from Harmon Hall

Cadets are authorized Master Charge

Member: Federal Deposit Insurance Corporation: Association of Military Banks

AIR ACADEMY NATIONAL BANK

P.O. Box 8

CADET FACILITY NEW DORM

U. S. Air Force Academy, Colorado 80840

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.

ARMED FORCES

COOPERATIVE INSURING ASSOCIATION

FT. LEAVENWORTH, KS. 66027 • SINCE 1887

FAMILIES SUBMARINE SANDWICH SHOP

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

FOR A PARTY
SUBS ARE GREAT!

Now 4 Shops to Serve You



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

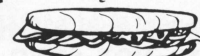
RUSTIC HILLS NORTH
1731 NORTH ACADEMY
(BEHIND THE SODA STRAW BETWEEN WHISTLE
STOP AND TOWN & COUNTRY OPTICAL)
596-9970

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.

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 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:*



Look ahead — the worst is yet to come.

You know the risks, and you accept them, according to your skill. It's comforting to know that even if you get hung up on a wild jet Christy or an avalanche, your United American cadet policy will come through with maximum protection for you — not only *life*, but also *disability* and *dismemberment* benefits.

But it's only temporary insurance, you know. Have you thought about that?

If you're graduating this June, you'll want to give serious attention to your policy's conversion option. In accord with Academy specifications, it *guarantees* your right to *permanent* life insurance — *with no exclusions or extra cost* — during the more hazardous post-graduate years.

You're covered against death from *any* cause, yet your premium rate is as low as if there were no extra risk fac-

tors. Actually, you'll save more money than you pay in during your four years at the Academy.

Our representative, Bill Taylor, will soon be available to talk over with First Classmen the simple conversion to 20-pay life, ordinary life or term insurance. Let him help you face the risks on the course ahead, with a plan that's best for *you*.



UNITED AMERICAN LIFE
Insurance Company

1717 CALIFORNIA STREET □ DENVER, COLORADO 80202
Serving policyholders in all 50 States and Abroad