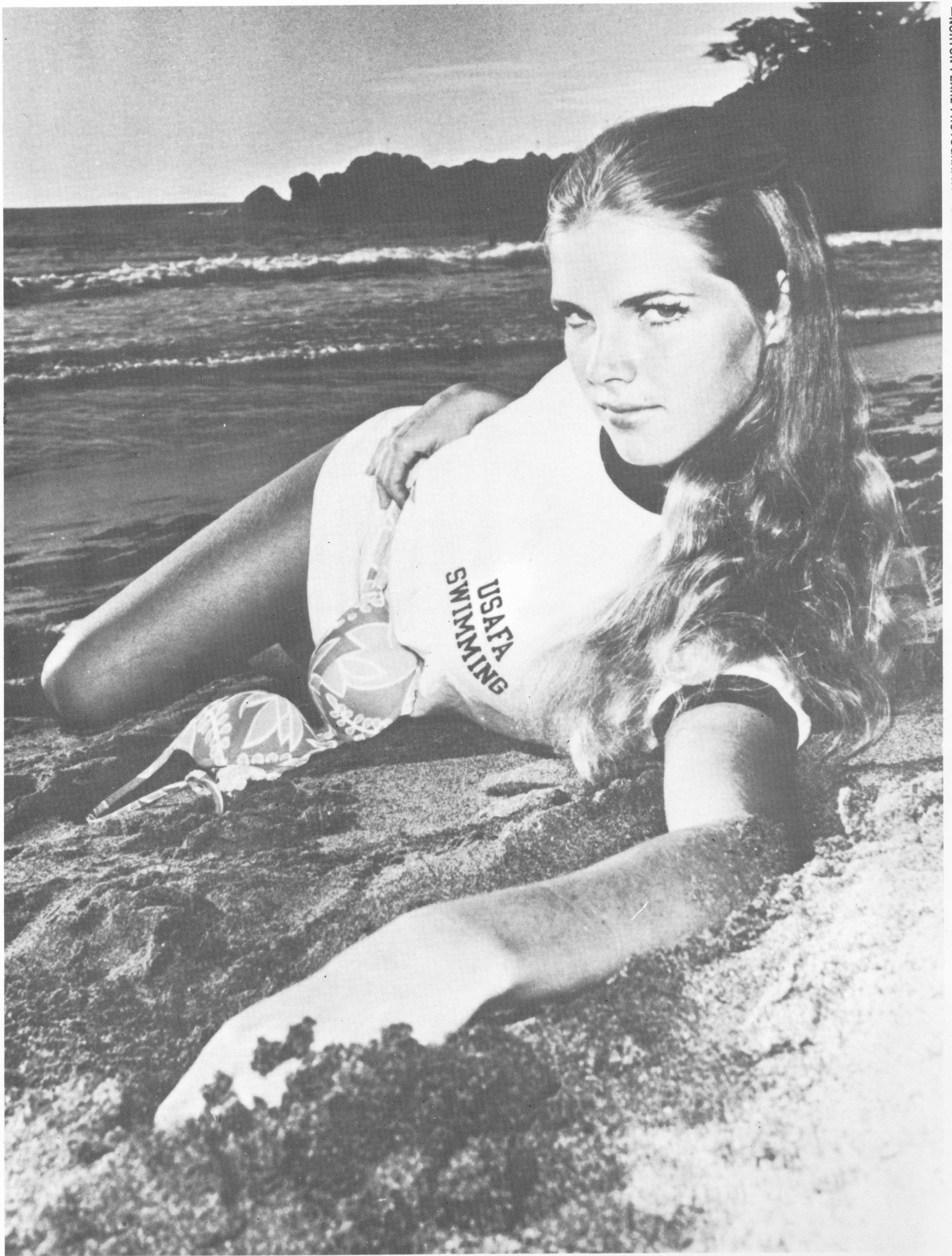


Talon

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—NORTON PEARL PHOTOGRAPHY • CALIFORNIA

TALON

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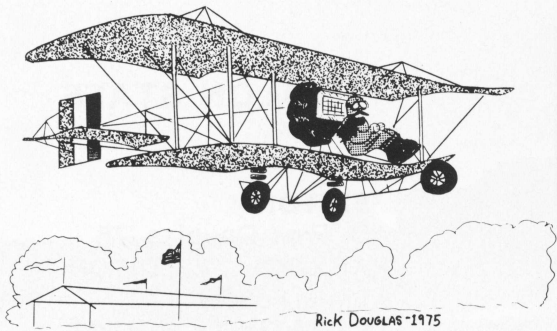
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DOUGLAS VALLEY EDITOR'S PAGE

EVERYBODY DOES IT

by Lt. Col. Vaughn H. Tollett,
Chaplain, Travis AFB, California

When Johnny was six years old, he was with his father when they were caught speeding. His father handed the officer a \$5 bill with his driver's license. "It's okay, son," his father said as they drove off. "Everybody does it."

When he was eight, he was permitted at a family council, presided over by Uncle George, on the surest means to shave points off the income tax returns. "It's okay, kid," his uncle said. "Everybody does it."

When he was nine, his mother took him to his first theater production. The box office man couldn't find any seats until his mother discovered an extra \$2 in her purse. "It's okay, son," she said. "Everybody does it."

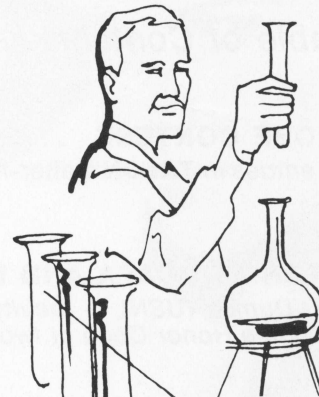
When he was 12, he broke his glasses on the way to school. His Aunt Francine persuaded the insurance company that they had been stolen and they collected \$27. "It's okay, kid," she said. "Everybody does it."

When he was 15, he made right guard on the high school football team. His coach showed him how to block and at the same time grab the opposing end by the shirt so the official couldn't see it. "It's okay, kid," the manager said. "Everybody does it."

When he was 18, Johnny and a neighbor applied for a college scholarship. Johnny was a marginal student. His neighbor was in the upper three per cent of his class, but couldn't play right guard. Johnny got the assignment. "It's okay," they told him. "Everybody does it."

When he was 19 he was approached by an upper classman who offered the test answers for \$3. "It's okay, kid," he said. "Everybody does it."

Johnny was caught and sent home in disgrace. "How could you do this to your mother and me?" his father said. "You never learned anything like this at home." His aunt and uncle were shocked. If there's one thing the adult world can't stand, it's a kid who cheats.



PROFESSOR NINO'S BASIC PRECEPTS OF SCIENCE

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

The Ordering Principle — Those supplies necessary for yesterday's experiment must be ordered no later than tomorrow noon.

Miller's Axiom — When all else fails, read the directions.

Seykora's Solution — In any problem, the amount of information to be determined is inversely proportional to the amount given.

Considering the theories, hypotheses, formulas and prophecies given in our last eight lessons, solve the following:

How many cubits per ark length?

If a 12 volt battery is dropped from a helicopter circling at 2000 feet at 100 mph, what is the terminal voltage, V , of the battery? What is the helicopter's total resistance, R ?

Estimate the tension in a fireman's red suspenders. Then calculate Young's Modulus and the frequency of oscillation.

PASS IN REVIEW

TRAVEL BOOKS

348 pages. Military Travel & Treasurers, Falls Church, Virginia.

JOIN THE JET SET ON MILITARY OR RETIREMENT PAY '75 features travel bargains including the free Space Available Flights offered by the Air Force Military Airlift command, discounts on the commercial airlines, and at hotels and motels. Military charter flights, cruises, trains, transient quarters and military facilities in the US and overseas are included. *JET SET* tells the serviceman HOW to get there, WHERE to stay and WHAT to watch out for, written by military personnel and dependents' first hand travel reports.

JET SET tells how to hitchhike aboard an Air Force Military Airlift command Flight on a Space Available basis to/from the USA, Europe, Pacific, South America, Great Britain, Australia and Hawaii. The book quotes directly from DOD regulations outlining procedures, eligibility, routes and maps showing the world-wide network of opportunity flights.

Copies of *JOIN THE JET SET ON MILITARY OR RETIREMENT PAY* are available from the publisher, Military Travel & Treasurers, Box 1201, Falls Church, Va. 22051 for the mail order price of \$3.50 ppd., paperback; \$5.95, casebound.

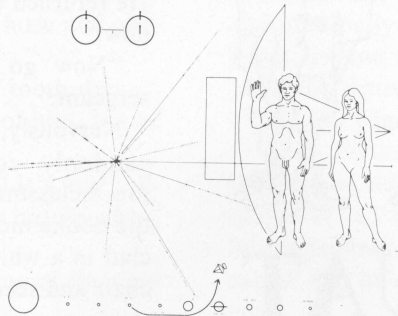
RICKFLECTIONS . . .

*When it comes to giving
some people stop at nothing.*

Words must be weighed not counted

*Walking in another's footsteps
may be the easy way, but they
might not take you where you
want to go.*

*The thing I hate most about the
rat race is that it always seems
that the rats are winning.*



Etching included on the "greetings" plaque placed aboard the Pioneer 10 explorer spacecraft to visually represent our civilization to extraterrestrial beings.

SOLDIERS IN REVOLT: THE AMERICAN MILITARY TODAY

by DAVID CORTRIGHT
317 pages. Anchor Press/Doubleday.
\$7.95

Release date: 11 Apr. 1975

The Vietnam War created an atmosphere of discontent and outright rebellion in the American military that was as frightening in its extent as the relative ignorance of the public about it. While the peace marches, student strikes and other demonstrations were going on, the Defense Establishment was busy contending with rebellion from within its own ranks.

David Cortright has compiled the facts about this deterioration in military morale and discipline both abroad and at home during the Vietnam War. He tells about the incidents of fragging (violence of soldier against his fellow soldier), mutiny, drug abuse, desertions, AWOLS and racial upheavals. He tells about the underground GI newspapers and coffeehouses, the collaborations with civilian anti-Vietnam War protest, and the attempted legal defenses for soldiers on trial.

This is also a positive book, because it discusses reforms that can and must be made in order for the Military Establishment to become a more flexible and socially relevant institution.

THE COSMIC CONNECTION: AN EXTRATERRESTRIAL PERSPECTIVE

by DR. CARL SAGAN
Dell Books. \$1.75

After centuries of uncertain speculation, a myriad of unanswered questions about civilizations beyond our own are being seriously researched.

Dr. Carl Sagan, Professor of Astronomy and Space Sciences at Cornell University, describes efforts to communicate with extraterrestrial civilizations and new astronomical discoveries that are being made in *THE COSMIC CONNECTION*.

Sagan's work makes the most authoritative case ever for the existence of intelligent life outside the Earth. Recommended supplemental reading for NAV 370/SCI 480 stalwarts.

THE 1975 UNIFORMED SERVICES ALMANAC

by LEE E. SHARFF
154 pages. Lee E. Sharff. \$1.75
Release date: 5 Jan. 1975

The 1975 UNIFORMED SERVICES ALMANAC, 17th annual edition, contains unique "take-home" pay tables as well as detailed information on flight and special pay for officers and enlisted members of the military services. This book also contains invaluable Federal and State tax information for the serviceman. Also featured are sections on insurance, survivors benefits, health benefits, social security and veterans entitlements, retirement planning and several other sections dealing with subjects of vital interest and concern to all military personnel and their dependents. The *UNIFORMED SERVICES ALMANAC* may be ordered from the publisher, Post Office Box 400, Washington, D.C. 20044. Single issue price is \$1.75 for regular book mailing or \$2.25 for first class mail. Group rates are available upon request.

THE SECRET LIFE OF WALDO F. DUMBSQUAT



by Don Hall '76

C/4C Waldo F. Dumbsquat stepped cautiously into the Dental Clinic. The doolie dreaded these dental exams; he had lived with a fear of teeth ever since he had been shocked by his electric toothbrush. Waldo marveled at the cleverly deceptive waiting room. The room was a tranquil setting — complete with deep cushion chairs and pleasant background music. But Waldo was not that easily deceived (but you could fool him a lot); he knew that for any cadet who ventured behind the heavy door, there awaited agony, torture, and dental floss. Taking note of the other cadets in the room as he gazed around, Waldo observed many of them glancing at watches and mumbling about missing classes. The fourthclassman decided that a number system like the one used in the barber shop should be instituted.

Marching up to the appointments window, Waldo saluted smartly and reported to the sergeant on duty.

"Sir, Cadet Fourthclass Dumbsquat, Waldo F. reports as ordered."

"Who ordered you to report here, Mister?" asked the startled sergeant.

"Sir, my mother directed me to report for a checkup every six months or 108 demerits, whichever comes first."

The sergeant returned the doolie's salute. "Well, what can I do for you, Dumbsquat?"

Waldo pondered for a moment, but his mother's words came back to him. "Sir, I'd like a checkup."

"Okay, Dumbsquat, I'll get your file. What class are you? Are you a senior?"

Waldo blushed brightly and grinned sheepishly.

"No, sir, I'm a freshman."

"Well, you don't have to grin sheepishly at me. Do you do everything the author tells you?"

"Sir, If I don't do what he says," whispered Waldo to the sergeant, "this article will become The Secret Life of Regs Buch!"

The clerk at the window shrugged. "I can't seem to find your file in here. How do you spell your name?" questioned the clerk, as he rummaged through a cabinet and his shirt pockets.

"Sir, It is spelled with a 'D'."

"Ah, here it is under 'W' for Waldo. Now fill out these forms like the examples on the tables." The sergeant handed Waldo an armful of forms.

Filling out the forms with a pen in each hand, the doolie was done in record time — two hours thirty-seven minutes. He returned the book he had written to the man at the window.

"Now go to room 'C' for some X-rays," said the sergeant.

Nervously, Waldo went through the heavy door. He was suddenly confronted with a maze of rooms. The fourthclassman decided to try the room labeled 'C'. Inside the doolie met a technician who smiled sinisterly. The man, clad in a white suit with a black mask, seated Waldo in a chair and secured the doolie's wrists and ankles with leather straps.

"They're so you don't squirm when I throw the switch!" the technician laughed wickedly.

Waldo began to protest, but the man stuffed film and gauze into the doolie's mouth. With panic-stricken eyes, Waldo watched the man step behind the lead shield. Worriedly, the fourthclassman realized that he didn't get a shield. So he did the next best thing; he closed his eyes.

"Aw, c'mon!" complained the man, "You blinked, Dumbsquat. Now I'll have to take another picture."

The X-ray machine sounded like a snowplow scraping the terrazzo as it took a picture of Waldo's teeth.

"I'll have these developed in a flash," commented the man in the white suit as he released the doolie's bonds. "Now report to room 'D'."

"Sir, I was wondering if I could get some 8x10s made of those pictures to send to my mother and my girlfriend, Purina Dogget."

"Sure, Dumbsquat," snickered the man, "and I'll put them in gold frames for you."

"Thanks," said Waldo as he looked for room 'D'. Strangely enough, it was right next to room 'C'. Peeking around the corner, Waldo discovered another fourthclassman sitting in the dentist chair. Waldo noticed that he was being fitted for a boxing mouthpiece. But something was obviously wrong; the doolie in the chair was struggling to get his mouth open.

"I'll be with you in a moment, Mister Dumbsquat. We have a bit of a problem here," explained the dentist, "I left the plaster for the tooth-mold in his mouth too long; I think it's rock hard now."

After further examination of the problem the dentist said: "Looks like we'll have to blast."

As he turned to get some plastic explosives, the stricken doolie escaped out the window. It was only a short twenty feet to the ground below.

Leaning out the window the dentist called after the fleeing fourthclassman, "Don't forget to eat at the soft-foods table!"

Waldo made a break for the window, but the dentist caught him and dumped him into the chair. Immediately Waldo was blinded by a spotlight being directed into his

eyes. He could feel himself developing a tan. The dentist put a suction hose into Waldo's mouth, and it began to attack his tongue. With both hands and a mirror in the doolie's mouth, the dentist began to examine his teeth.

"How are you Mister Dumbsquat? Where are you from? Do you like it here? Who do you want in the Oakland double-header tomorrow?" The dentist didn't bother to wait for any answers. It didn't matter — Waldo couldn't say anything anyway. He was busy evading the hose and gagging on three fingers and a thumb.

"Just look at that plaque!" exclaimed the tooth doctor.

Waldo looked around on the wall in front of him, but he didn't notice anything.

"I'm talking about your teeth, Dumbsquat! It's like pulling teeth to get you cadets to brush them. Ah ha! Speaking of pulling teeth, here's one that's got to go."

Waldo shuddered and accidentally bit off one of the dentist's fingernails.

"I'm sorry, but we ran out of anaesthetic, Dumbsquat. I'll get you a bullet to bite on."

Again the dentist turned to where he kept the explosives

and bullets. Waldo saw his chance. Leaping into a nearby sink, the doolie transformed nano-seconds later into the infamous Colonel Waldo F. Dumbsquat, a man who always used dental floss.

"Attention in room 'D', attention in room 'D'. This is Colonel Dumbsquat speaking. Listen up and listen hard, because I'm a man who never repeats himself." He pointed at the dentist, "You man — report to the hospital ASAP and personally remove all of your wisdom teeth. Here's a bullet for you to bite on. That is all. Dumbsquat out."

As the dentist rushed from the room, the colonel said, "Take the window, it's faster."

When the tooth doctor dropped out of sight, Colonel Dumbsquat stepped out of the sink and decomposed into the shape of C/4C Waldo F. Dumbsquat. Relieved, the fourthclassman walked into the waiting room. He had escaped! But he suddenly stopped and groaned, clutching his jaw.

"What's the matter, Dumbsquat?" asked the sergeant.

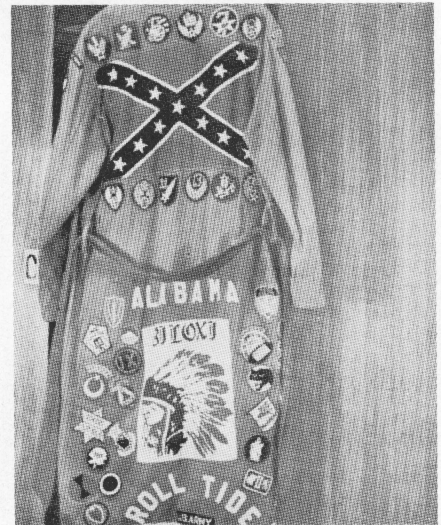
"Sir, I've got a toothache!"

"Here," smiled the sergeant, "fill out these forms."

NIGHTLY WINNERS IN FIRST ANNUAL TALON

Cadet Bathrobe CONTEST

The results of *TALON's* first annual bathrobe contest, announced in the January issue, appear below and at right. As the distinctive cadet uniform of after-hour activities, these individuals deserve recognition for their tasteful nightly garments. *TALON* expresses regret at the disqualification of the negligee that was entered, but we weren't sure whether or not it was actually a cadet bathrobe?



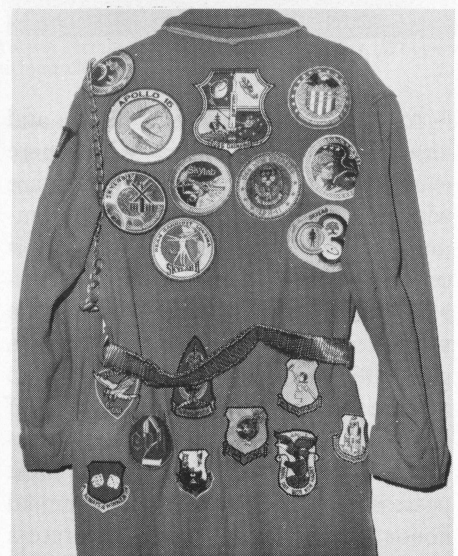
NO. 1861-1865 — Name withheld



"Coors Mini"
Howard J. Milstead '76



"Captain Annapolis"
—Name withheld



"Space Program"
Mark A. Nielsen '76

The Concept of Honor at USAFA and USNA

Definition, Re-affirmation, and Defense

by Lieutenant Jeffrey M. Dumas, USNA '68

edited by Robert D. Heath ('75), CS-34 Squadron Honor Representative

After graduation from the U.S. Naval Academy in 1968, Lieutenant Jeffrey M. Dumas, USN, went to post-graduate school in Monterey, California, where he earned his master's degree in electrical engineering. He then attended flight training, graduating as a naval flight officer and serving in patrol squadrons. He is presently assigned to the USAF Academy as an electrical engineering instructor, and he is a department liaison honor representative. In 1974 he won a Freedom Foundations Award and the George Washington Honor Medal, and he spent the summer working under Senator Barry Goldwater for the Senate Armed Services Committee.

Lieutenant Dumas writes from the unique position of being intimately acquainted with both the U.S. Naval Academy Honor Concept and the U.S. Air Force Academy Honor Code.



—RICK DOUGLAS

Lt. Jeffrey M. Dumas, USN

Among the numerous colleges and universities in the United States there exist three institutions whose roles are without parallel in our academic community. These three institutions — our country's major service academies — have been charged by Congress with the unique task of insuring that each graduate is uniformly competent to assume the highest responsibilities of this nuclear age. To meet these responsibilities properly, each graduate must possess an insuperable sense of personal honor and integrity and demonstrate a loyalty to country that is second to none. Such singular traits of character can

hardly be learned from textbook or lecture, nor are such qualities commonly innate. These characteristics — honor, integrity, and loyalty — can only be acquired through an uncommon learning process, and the catalyst so essential to that process is an academy's honor system. It is these honor systems that render the academies unique among institutions of higher learning.

The primary purpose of this article is to reaffirm the justification of the academy honor systems. An attempt will be made to contrast and compare the Honor Code of the Cadet Wing and the Honor Concept of the Naval Academy Brigade, paying special attention to those areas in which the Code and Concept differ greatly. It must be remembered, though, that both honor systems are exclusive wards of the Cadets and Midshipmen now at the academies. Any comments about these honor systems must necessarily be made from the outside looking in.

The Basic Code and Its Legality

A discussion of any honor system should begin with the basic precepts of that system. At the Air Force Academy, the Cadet Honor Code is embodied in the verbally concise commandment: *We will not lie, steal, or cheat, nor tolerate among us anyone who does.* At West Point the Code is very similarly stated: *A Cadet will not lie, cheat or steal nor tolerate those who do.* The Honor Concept of the Midshipman is just as trenchantly stated yet is uniquely different in that it contains no "toleration clause": *Midshipmen will not lie, cheat or steal nor will they mislead or deceive anyone as to known facts. A Midshipman will be truthful, trustworthy, honest and forthright at all times and under all circumstances.*

As clearly stated as the commandments appear to be on the surface, there has still been much controversy surrounding their purported vagueness. Recent critics have asserted that these precepts are so unconstitutionally vague as to be legally void. Fortunately a very recent court case has refuted the void for vagueness doctrine as it might have applied to the service academies. In the case of interest, six Cadets at West Point had sought to be reinstated after having been dismissed for cheating on a physics exam. A part of their defense rested on the supposition that the Honor Code was unconstitutionally vague. U.S. District Court Judge Whitman Knapp dismissed this allegation stating, "The meaning of that word [cheating] and the nature of the conduct described by it are so perfectly plain to anyone and so obviously matters of emphasis at the Academy that I find this allegation to be frivolous." Here Judge Knapp has judiciously noted what the critics failed to see . . . the relative difference between the vagueness of something like "Conduct unbecoming of a Carolina Gentleman" which was voided in court and the concise precepts of the academy honor systems.

Numerous colleges and universities, especially private schools, have effective, although limited, on-campus honor codes. The academy honor systems are unique though in that they apply equally as strongly on and off campus. A Cadet or Midshipman who violates the Honor Code while at home on leave could be subsequently dismissed from the Academy. Such "Draconian penalties" applied in "contexts unrelated to the Academies" once again raise the question of legality. However, the legality of such procedures has been clearly upheld in the so called General Order (pp. 145) which states: "conduct

standards may apply to student behavior on and off campus when such behavior is relevant to any lawful mission, process or function of the institution." Here is where many critics miss a very important point of the Honor Codes and Concept. If the honor systems can be thought of as training aids in the graduation of officers of honor and integrity, then their application should be no less stringent than the test to be faced by the graduate once in the service. In the service, it is highly improper for any officer to renounce his honor and integrity once away from his actual station of duty, be that station a ship of the fleet or an air base!

At all three academies the Code represents only a minimum of acceptable conduct. In all cases, the Honor Code and Concept are expressed in a single terse statement. There has been no attempt to "codify" these honor systems because they are meant to act only as guidelines for matters of conscience. Without the rigorous and exacting guidelines inherent in codification, there can exist no loopholes to tempt or confuse. *The ultimate test of honor can only come when the Cadet or Midshipman asks himself "Is what I am doing just and honorable?"*

As similar as the Honor Codes and Concepts are in their underlying philosophies, they differ greatly in their administrative mechanics. At all academies a Cadet or Midshipman is assumed to be honorable until he is proved to be otherwise. Further, in order that a Cadet or Midshipman may be found guilty of violating the Code he must be proved guilty both of committing the *act* and having the *intent* to do so. However, it is here that the administrative similarities end. The actual processes followed in adjudicating possible violations vary markedly.

Honor at the Air Force Academy

At the Air Force Academy, a Cadet suspected of having violated the Honor Code is first investigated by a team of three Wing Honor Representatives, all first classmen so elected. If this team feels that the evidence warrants, the Wing Honor Committee Chairman is notified and, should he deem it necessary, a Cadet Honor Board is

formed to deliberate the case. The Cadet Board, formed by eight first class Honor Representatives, will then hear the evidence, examine pertinent statements, question the accused and any witnesses, and deliberate the case. Throughout the investigation and hearing the accused's constitutional rights are guarded and procedural due process is closely observed. The accused Cadet has the right to remain silent, he may seek third-party counsel, he may hear and cross examine all witnesses, and he has been confronted with the charges.

If the suspected Cadet is deemed innocent, he is then returned to the Cadet

reported or there were mitigating pressures. However, the most important criteria for applying Discretion is that the Cadet has learned a personal lesson and that once returned to the Wing he will maintain his integrity.

A Cadet found guilty by the Cadet Honor Board may, if he desires, request a hearing by a Board of Officers. This Board is comprised of five officers selected from the Academy contingent. They will re-hear the case and deliberate. A majority vote is sufficient for a finding of guilty. If a Cadet is found guilty by the Officer Board he is faced with the possibility of receiving a



—ROBERT CASTIGLIONE

The Executive Members of the Cadet Honor Committee are (from left to right): John B. Saxman ('75) - Deputy Chairman for Administration, D. Foster Bitton ('75) - 3rd Group Representative, Gary A. Turnipseed ('76) - Vice Chairman elect, Frank J. Dubuisson ('75) - Deputy Chairman for Instruction, Charles J. Beam ('75) - Vice Chairman, Timothy G. Murphy ('75) - Chairman, William A. Young ('75) - 2nd Group Representative, John W. Jenson ('75) - 4th Group Representative, Daniel D. Woock - Deputy Chairman, and Peter E. Kluck ('76) - Chairman elect.

Wing in good standing. The Cadet Honor Board can only produce a finding of guilty if the vote is unanimous. A Cadet found guilty by the Board is usually asked to resign. If, however, the guilty Cadet is judged worthy of retention in the Wing, he may be granted *Discretion*, which is unique to the Air Force Academy (although it does have a parallel at Annapolis). Discretion is used as an instrument to temper the Code. It is generally applied only in cases where the accused is an underclassman who has not lived with the Code very long. It may also be applied where the violation is self-

less than honorable discharge, although to date no such discharges have been awarded.

Challenges to the credibility of the Officer Board states, "These boards, with rare exceptions, are composed entirely of Military or Air Force Academy graduates." However, Major Tom Hill, the Commandant's Executive for Honor and Ethics, has researched this accusation and found that at no time was the Officer Board composed of more than two Academy graduates.

Honor at the Naval Academy

At the Naval Academy, a suspected

honor violation is originally investigated by a single Brigade Honor Representative. If he determines the evidence sufficiently to warrant, the case is then referred to a Class Investigating Committee. All members of this committee are elected Honor Representatives from the same class as the accused Midshipman. If the suspected violator is a fourth classman, a first class Honor Representative will monitor the actions of the committee. Should this committee find sufficient evidence, the case is then referred to the Brigade Honor Committee, via the Chairman, where the case will be deliberated in a manner similar to the Cadet Honor Board. If the committee finds the Midshipman innocent he is

be yet another level of appeal for both the Midshipman and the Cadet . . . the U.S. Congress.

The "Toleration Clause"

It would be impossible properly to compare the Honor Code of the Air Force Academy with the Honor Concept at Annapolis without devoting particular attention to the Code's *toleration clause*, which has caused more heated debates among the Cadets than perhaps any other precept of their Honor Code. It appears clear, however, that a large majority of the Wing subscribes to the toleration clause, which one Cadet has called "the backbone of the Honor Code."

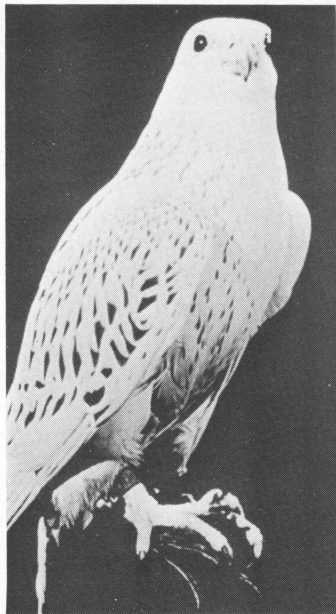
By definition, the toleration clause requires that any Cadet observing a

dent for investigation, or he may even decide to do nothing.

The reasons the Cadets feel that the reporting of honor violations should be made mandatory, under the stiffest of penalties, are many and varied. Many Cadets echo the thoughts of Brigadier General Seith, a former Commandant of Cadets, who one lived under the clause himself. He contends that any one who tolerates violations of the code will, under pressure, eventually violate the Code themselves. "Anyone who lives closely with cheaters will find it hard not to become discouraged and disillusioned — more so if they are his respected friends. His friends all do it; they don't work hard, while he studies; they get better grades than he. The probability is that if the honest man cannot bring himself to stop the cheater sooner or later he will throw up his hands and start cheating himself. Widespread toleration could then spawn widespread cheating."

In spite of the reasoning behind the clause, a few Cadets of each entering class find the clause difficult to accept. CIC Christensen, past Chairman of the Wing Honor Committee, says "the clause often conflicts with a Cadet's background training, where 'squealing and informing' are frowned upon." CIC Estes, former Wing Commander, states, however, that "squealer and informer are the terms, the argot, of the child and criminal — those with an underdeveloped sense of responsibility." CIC Lux, Class of 1974, one of four Group Honor Representatives, puts this problem rather bluntly. He describes the toleration clause, as seen by some cadets, as "anti-society." But CIC Lux asks which is really more "anti-society," an honor system that tolerates violations or one that polices itself?

Another difficulty that each Cadet must face in accepting the toleration clause is that it may some day subject him to a very severe test of conscience and loyalties. To quote CIC Lux: "Some Cadets find it difficult to concede that they must turn in a Cadet who will be thrown out for a minor breach of the Code." Yet CIC Hayden ('74), a Group Honor Representative, over-



CADET HONOR CODE

WE WILL NOT LIE, STEAL
OR CHEAT NOR TOLERATE
AMONG US ANYONE
WHO DOES.

—USAF PHOTO

returned to the Brigade in good standing. At Annapolis, a two less than unanimous vote suffice for a finding of guilty. If the Midshipman is found guilty but is worthy of retention, he may be recommended for *Probate*. However all findings by the Honor Committee must be submitted to the Commandant in recommendation form. As a general rule, the Commandant complies with the wishes of the Honor Committee but the final disposition for all cases rests with the Superintendent. A Midshipman found guilty by the Honor Committee may direct his appeals to the Commandant and the Superintendent. Recent events indicate that there may

possible violation of the Honor Code either confront the suspected Cadet and assure himself that the situation was a misunderstanding or, if he feels strongly that a violation was in fact committed, he must insure that a Wing Honor Representative is notified of the possible infraction. If the suspected honor violation is ignored, the Cadet having observed the infraction is guilty of "toleration" and has himself violated the Honor Code. At Annapolis, a Midshipman observing a possible honor violation has a broad spectrum of available options. He may confront the suspected Midshipman and caution him, he may, of course, report the inci-

rules that conflict of interest. "The difficulty of turning in a long time friend is a test of conscience, a test of loyalties. A true and respected friend should never put you in a situation from which the only solution is to turn him in — he also would uphold the Code. I believe that a truly honorable person would not want to live and work with one who is not."

CIC Hayden's mention of loyalty brings to the surface one of the more salient purposes for including the toleration clause in the Honor Code. Generally, any well defined and well enforced honor system can ensure that an institution's graduates are honorable men, but it is only with a toleration clause that an honor system can also guarantee that each graduate has a proper sense of loyalty. The toleration clause insures that a Cadet's loyalties are to the Wing and not to a friend or small clique. This same loyalty will be transferred to service and country upon graduation, for the Cadet who has lived under this system will instinctively know that there exists a much higher loyalty than personal friendship. A Cadet who has lived under the toleration clause will be very unlikely to risk both men and mission to cover for the shortcomings of a "friend."

Without the toleration clause, Cadets also feel that there exists a strong possibility that a double standard might be applied in reporting violators of the Honor Code. Without the clause, it is conceivable that a popular Cadet, for example an outstanding athlete, could be observed violating the code; yet the observing Cadet might not report the offense because of the pressures that could be brought to bear against him. On the other hand, an unpopular Cadet would be turned in without hesitation. Mid. 1/C Thornton, Chairman of the Brigade Honor Committee, assures us that such is not the case at Annapolis and cites dramatic examples to support his belief. However, if the Honor Concept of today can be discussed with such confidence, are there any guarantees that the same to me can be used ten or fifteen years from now? The Cadet feels that only the toleration clause can provide such a guarantee. CIC Lux states that the "toleration

clause tends to standardize the Code from year to year. The same critical test is given to each member of each class. Thus the Honor Code is not left to the whims and vagaries of a changing American morality."

It cannot be denied that the Honor Concept at Annapolis, without the toleration clause, demands the exercise of a greater maturity on the part of any Midshipman observing a possible honor violation. The burden of personal responsibility both to the Brigade and to the suspected Midshipman rests solely on the shoulders of the suspecting Midshipman. At the Air Force Academy, the Cadet is spared this burden because his actions have already been dictated by the Code. However, in a training environment such as that provided by the honor systems at the two Academies, is it necessarily prudent to assume that the student of honor already possesses those qualities necessary to evaluate that honor? Further, it should be realized that at the Air Force Academy a board of eight elected first class honor representatives will debate the aspects of a possible honor violation, where at Annapolis such deliberation rests solely with a single Midshipman. And that Midshipman's decision will be a product of his personality — and possibly his admirations and his animosities.

The toleration clause is demanding. If the Brigade were to incorporate it into the Honor Concept, initially it would be very difficult to accept. Yet, in the long run, it may be found that it is easier to live with the toleration clause than without it.

Duty and Honor

Many Cadets, Honor Representatives and others alike, feel that the greatest danger to the effectiveness of an honor system exists when Cadets try to differentiate between duty and honor. Such attempts to dichotomize duty and honor can only lead to trouble in the service. "When duty slips, honor slips," and many Cadets have found this saying to hold true even at the Academy. CIC Christensen points out dramatically, "Violations of regulations, as in a persistent attempt to beat the system, often lead to larger and larger offenses until

the Cadet finds himself violating the Honor Code. Recent cases heard by the Cadet Honor Board show this to be strikingly true." Most Cadets have a healthy realization that duty and honor are synonymous. CIC Christensen states that, "there will always be rules and regulations which must be complied with in honor — this is especially true in the service." With this sort of attitude, the conflict between duty and honor becomes non-existent.

Duty, Honor and American Morality

Brigadier General Hoyt S. Vandenberg, Jr., the Commandant of Cadets, states emphatically that the public demands the highest sort of personal honor and integrity of every officer. "The American public has demanded and will continue to demand the highest commitment of personal honor and integrity from its military officers. For it is the professional military officer that is responsible for the protection of this country and the lives of the sons of the great nation."

It can never be assumed that the service academies have a patent on the graduation of honorable men. Many of the men in the service today most admired for their personal honor and integrity are non-academy graduates. But it is none the less the inviolable duty of each of the academies to ensure that every graduate embodies the highest ideals of honor, integrity and loyalty.

The Cadet must realize that the Honor Code is not put on at some point in the Academy career like a class ring. Nor is the Code left behind upon graduation like the Cadet shoulder boards. The Cadet must further realize that the honor system is not a part of the definition of an academy. It is much more, in fact it is the very essence of the Academy. And upon graduation that same Honor Code will serve as the keystone to a long and honorable career in service to country.

In concluding, if there is one bit of advice that could be given it would be: Keep the Honor Code strong! Your country demands it!

* * * * *

TALON GUIDE TO JUNE WEEK

COLORADO SPRINGS

In the attempt to help cadets wine and dine their parents, relatives and girlfriends throughout the June Week festivities, *TALON* presents a listing of great places to eat and get it on!

RESTAURANTS

BOB YOUNG'S Cabaret (4 miles west of Manitou Springs on Expressway 24 in Cascade, 684-9917, Tues-Sun open 1730, except Sat. 1630). Offers nightly buffet with special melodrama and musical reviews beginning at 2030 (\$7.95, incl. show). Drinks 90c-\$1.25.

THE BROADMOOR (Broadmoor, 634-7711, Mon-Sun 1830-2200) Features fine dining in The Tavern, Golden Bee, Winter House, Main Dining Room, and in the Penrose Room, where the specialty is Beef Wellington and Lobster (\$6.50-\$11.00).

BROCK'S (1765 North Academy Blvd., 597-3675, Mon-Fri 1130-1430, Mon-Thurs 1700-2200, Fri-Sat 1700-2300, Sun 1630-2200 and Lounge Mon-Sat till 0130, Sun till 2300) Offers steak, crab, and a huge 26 oz. T-Bone (\$3.50-\$6.00). Drinks \$1.10.

CORK 'N CLEAVER (925 South 8th Street, 471-4341, Mon-Thurs 1800-2300, Fri-Sat 1800-2400, Sun 1800-2200 and Lounge Mon-Sat till 0200, Sun till 2400). Treat guests to teriyaki chicken, Alaskan king crab, and steaks (\$3.95-\$7.95). Drinks 50c-\$1.10.

DUBLIN DINNER PLAYHOUSE (6385 North Academy Blvd., 598-2698, Wed-Sat. Cocktail Hour 1700, Dinner 1845, Show 2040, Closes 0130; Sun Matinee, Mon-Tues closed). The same Dublin House quality and service in a new atmosphere - a dinner playhouse. Currently featuring the French musical comedy "Irma La Douce" (thru June Week). Plays include professional, young actors, while guests enjoy litres of wine and a gourmet buffet with such things as prime rib and cheese blintzes (\$8.95-\$9.95, depending on night). Seating capacity is 150 and drinks 90c-\$1.50.

GRAIN & GRAPE (524 North Murray Blvd., 596-7660, Mon-Sun 0700-2200 and Lounge Mon-Sat 0200, Sun 2400) Serves jumbo fried shrimp, lobster and steaks. Drinks 35c-\$1.50 depending on time and day.

GIUSEPPE'S DEPOT (10 South Sierra Madre, one block west of Antler's Plaza, 635-3111, Mon-Sat 1100-2345, Sun 1200-2400 and Lounge until 0200 every night but Sunday/2400) The charm of an early Colorado railroad station has been captured in this authentic depot where patrons sit within enjoying lasagna, pepper steak, prime rib and Italian cuisine (\$1.45-\$7.50). Drinks \$1.25.

HUNGRY FARMER (575 Garden of the Gods Road, 598-7622, Mon-Fri 1730-2200, Sat 1700-2230, Sun 1200-2100) Offers ribs, steak and seafood (\$4.95-\$8.50) along with live entertainment in the lounge, Thurs-Sat, and old movies, Sun-Wed. Lounge is open Sun-Thurs till 2300 and Fri-Sat till 0030 (Drinks 75c-\$5.00).

JOSE MULDOON'S (222 North Tejon, 636-2311, Mon-Sat 1130, Sun 1700-2400 and Lounge same hours) Although J. Muldoon's does not accept reservations or serve food between 1600-1700, they do have steaks, seafood and exquisite Mexican dinners (\$3.50-\$7.25). Drinks 60c-\$1.50.

MICHELLE'S (122 North Tejon, 633-5089, Mon-Sat 0900-2400, Sun 1100-2300) One of the finest ice cream parlors in the Pikes Peak region (85c-\$25.00 for 22 people!). Michelle's also has a sandwich line and other favorites, like octopus (\$2.55-\$5.75), and pastry, candies, and a gift shop.

OLD MISSION INN (6799 North Academy Blvd., 598-3107, Tues-Fri 1130-1400 and 1700-2230, Sat-Sun 1130-2230, Mon closed and Lounge till 0200 except Sundays 2400) Serves delicious flautas and other Mexican dinners (\$3.50-\$5.25). Drinks 80c-\$1.50.

RED CLOUD INN (8020 Highway 24, 684-9915, Mon-Sat 1830-2130, Sun closed and Lounge same hours). Offers Del Monaco steaks and Lobster Thermidore (\$4.95-\$10.25). Drinks (75c-\$3.50).

SIR SID'S (1506 North Academy Blvd., 597-4091, Mon-Sat 1700-2300, Sun 1700-2100 and Lounge Mon-Sat till 0200 with band from 2100-0130) Serving prime rib and lobster (\$3.10-\$8.90) with drinks (60c-\$1.25).

SMUGGLER'S INN (2703 East Fountain Blvd., 475-8021, Tues-Sat 1700-0200, Sun 1700-2400, Mon closed and Lounge same hours with dancing Tues-Sat 2030-0130, Sun 1930-2330.) Smuggler's provides free parking, aged steaks, prime rib and seafood (\$5.75-\$7.95). Drinks \$1.10-\$1.40.

THREE THIEVES STEAKHOUSE (1020 East Fillmore, 634-7908, and 3346 East Fountain Blvd., 596-3086, Mon-Thurs 1730-2230, Fri-Sat 1700-2330, Sun 1700-2100 and Lounge same hours) Available in two locations, Three Thieves specializes in nothing but steaks (\$3.50-\$6.50) with drinks (95c-\$1.50).

THE VILLAGE INN (217 East Pikes Peak Ave., 633-8619, Mon-Sat 1100-2030, Sun 1130-2000.) Features Cornish squab, frog legs, trout, besides excellent steak and lobster (\$2.75-\$10.75) and drinks (75c-\$1.50).

DINING and ENTERTAINMENT

DENVER

Founded by gold-seekers in 1858 at the confluence of the South Platte River and Cherry Creek, the mile-high-in-the-sky city of Denver, Colorado, now boasts a metropolitan population nearing 1½ million. Sprawling across 100 square miles, Denver is one of the nation's highest, youngest and fastest growing major cities — truly the capital city of Rocky Mountain USA!

And, this glittering fortress of promise is located some 50 miles north of the United States Air Force Academy (about an hour's ride on CMTS buses!), providing cadets with an unlimited source of interesting and recreational activities — if they know where to look: (See Denver map on page 13):

RESTAURANTS

94th AERO SQUADRON (10081 East 25th Ave., 344-4614, Mon-Sat 1100-1430, Sun 1030-1430, Mon-Thurs 1700-2300, Fri-Sat 1700-2400, Sun 1530-2300) Located near Stapleton International Airport in a reconstructed French farmhouse is the headquarters of the famed 94th Aero Squadron from the First World War. The atmosphere of this restaurant speaks for itself with memorabilia from the days of the Lafayette Escadrille combined with Beef en Brouchette, Escalopes of Veal, steak and prime rib (\$5.95 - \$8.9).

Map H-12

BENIHANA OF TOKYO (Prudential Plaza Building, 16th at Curtis, 892-5625, Mon-Sat 1130-1500 and 1700-2300, Sun 1130-2300) This Japanese steak house features seven Japanese chefs who cook in front of guests on a large, steel hibachi table. The interior is constructed from the wood of a 300-year-old Japanese farmhouse. A huge, hand-carved Japanese teahouse is the central feature of the outer bar. Menu includes filet mignon, shrimp, and assorted oriental delicacies (\$5.50-\$10.00). **Map B-18.**

BROCK'S EATING AND DRINKING HOUSE (7155 East Hampden Ave. and 89 West Littleton Blvd., 757-4544, Mon-Fri 1100-1430, Fri-Sat 1700-2300, Sun-Thurs 1700-2200) Maps of Ireland and photographs of the Irish countryside create the atmosphere in this restaurant where the color scheme is Kelly green. Irish stew is a popular dinner choice from the menu which also includes sirloin roast, steak, lobster and crab (\$3.50-\$6.95). **Map M-13.**

THE BROKER (17th and Champa, 893-5065, Mon-Sat 1100-1500, Sun-Thurs 1600-2300, Fri-Sat 2100-2400) Gas lamps and intimate booths set inside a huge vault (where investors used to sit and count their money) creates the atmosphere in this turn-of-the-century brokerage house. Specialties include filet Wellington and beef fondue with prices from \$7-\$12 for complete dinners. **Map I-10.**

CASA BONITA (6715 West Colfax Ave., 232-5115, Mon-Sat 1100-1430 and 1630-2200, Sun 1100-2300) Inside this 3-story pink adobe structure a Mexican village has been created on several levels, each with intriguing nooks and crannies, palm trees, and stucco walls. Strolling minstrels and mariachi bands play throughout the dining area and at regular hourly intervals, young men dive from a 36-foot waterfall into a pool below. Menu includes enchiladas, tacos, tamales, as well as American food at inexpensive prices (\$3.45-\$3.95). **Map I-6.**

FISHERMAN'S COVE (1512 Curtis St., 893-1512, Mon-Fri 1130-2230, Sat- 1730-2330) Noted for its fresh live lobster and trout, patrons may see (and even select) their dinner live from special tanks in the unique fishnet-draped entry hall. Other seafood and steaks are also available (\$5.25-\$13.95). **Map I-9.**

FLAME ROOM (Radisson Hotel, 18th and Grant, 292-1500, Wed-Sat 2100-0130) Music for listening and dancing (Mon-Sat 2100-0200 with no cover charge) is provided by a combo (Drinks \$1.50-\$2). **Map I-9.**

FUJI EN (930 Lincoln St., 266-2178, Mon-Sat 1700-2330, Sun 1700-2130) Classic Japanese cuisine in an oriental, but intimate, atmosphere, featuring shrimp tempura and beef teriyaki with warm saki (\$4.95-\$12.50). **Map I-9.**

GRAIN EXCHANGE (2025 South Holly St., 758-7242, Mon-Fri 1130-1400, Mon-Sat 1730-2200, Sun 1700-2100) Old flour mill transformed into atmospheric restaurant-show room features prime rib, prawns stuffed with crab meat, steak and lobster. Road show entertainment nightly with 2 dance floors. (\$3.95-\$7.95). **Map L-12.**

HAMPDEN WEST (3517 South Elati St., 789-9649, Mon-Fri 1100-0200, Sat 1700-0200/ Stop serving dinner at 2300) Butcher block tables and authentic pewterware plates give atmosphere to this softly-lit, old English pub. Steaks, prime rib and lobster are all delicious (\$3.00-\$9.75). **Map N-9.**

HOLIDAY INN AIRPORT (4040 Quebec St., 321-6666, Mon-Sun 0600-2700) Featuring prime rib for two at under \$10, served with complimentary wine, the Kilt Room features only Colorado grown beef (\$3.25-\$7.95). The Tilt Lounge provides nightly entertainment (2300-0200). **Map G-12.**

HUNGRY DUTCHMAN (South Valley Highway off Arapahoe Road, 771-0285, Mon-Fri 1730-2200, Sat 1700-2700, Sun 1600-2100) Authentic Dutch decor imported from the Netherlands and American meals of immense proportions. This is the "windmill restaurant" you see on the way into Denver from USAFA (\$5-\$9.50). **Map Q-13.**

JEFFERSON 440 (440 Wadsworth Blvd., 238-7889, Mon-Fri 1130-0200) A European style discotheque featuring live disc jockeys. Steak, lobster, seafood, and prime rib in an interior of dark woods, deep carpets and fireplaces (\$4.95-\$12.70). **Map J-5.**

PLAYBOY CLUB (18th and Grant in the Radisson penthouse, 292-1300, Mon-Fri 1130-0200, Sat 1700-0200) One of Hugh Hefner's many clubs in an international chain, the Denver Playboy Club features many various dishes (\$4.50-\$8), a greater assortment of drinks, and the ever-present cottontailed waitresses in a dinner/entertainment/dancing (2100-0130) setting. For cardholders (\$25 membership) and their guests only. **Map I-9.**

RATHSKELLER (4040 East Evans Ave., 756-6289, Mon-Sat 1130-0200, Sun 1800-2400. Serve until 2300) Live rock bands (Cover charge \$1) Wed-Sat (2100-0130) and a lively young crowd set the mood for this pizza parlor (75c-\$5). **Map L-11.**

ROBIN'S NEST (Lookout Mountain, I-70 to Exit 58 west of Golden, 277-0977, Tues-Thur 1800-2200, Fri-Sat 1800-2300, Sun 1600-2200) With a spectacular view from atop Lookout Mountain, Robin's Nest offers 2-for-1 dinners from \$4.95-\$11.95. Lobster, steak, chicken cordon bleu, and spaghetti are enhanced by a giant salad bowl. **Map I-1.**

TOP OF THE ROCKIES (16th and Glenarm, 825-3321, Mon-Fri 1100-1430, Sun-Thur 1700-2200, Fri-Sat 1700-2300, Sun 1130-1430) Top of the Rockies is an experience which begins with a ride in the glass-enclosed outside elevator and ends in a panoramic setting on the top overlooking Denver and the Rocky Mountains. Menu includes entrees flamed at tableside, roast duckling a l'orange, brochette of beef tenderloin and a well-stocked bar (\$5.95-\$10.50). **Map D-19.**

TRADER VIC'S (18th and Broadway, 623-2181, Mon-Sat 1100-0130, Sun 1600-2230) Offering instant enchantment and escape to the romantic islands of the South Seas, the Denver Trader Vic's, like its namesakes throughout the world, sets the scene with bamboo, outrigger canoes and authentic artifacts. nearly a hundred drink specialties (\$2.00-\$5.00) are listed, and the equally comprehensive dining (\$7.00-\$11.00) menu is 10 pages long! **Map D-20.**

VICTORIA STATION (4330 East Alameda, 321-4242, Mon-Fri 1130-1430, Sat 1200-1500, Mon-Thurs 1730-2300, Fri-Sat 1730-2330, Sun 1730-2200) The charm of a British railroad station has been captured in the arrangement of four boxcars and a caboose where patrons sit within enjoying outstanding prime rib, steak and shrimp (\$4.95-\$6.95). **May J-11.**

YUM YUM TREE (Cherry Creek North Drive at 400 South Colorado Blvd., 399-2725, Mon-Fri 1130-1400 and 1630-2030, Sat-Sun 1130-2030) Eight (McDonald's style) restaurants under one roof make up a truly universal food bazaar. Each has its own type cuisine: Chinese, Italian, German, Mexican, barbecue, delicatessen, sandwiches and pastries (Under \$1-\$5). **May J-10.**

NIGHTLIFE

DENVER MINT (Holiday Inn Downtown, 15th and Glenarm, 573-1450, Mon-Sat 1100-0200, Sun 1100-2400) Features entertainment, dancing (Mon-Sat 2030-0130 with no cover charge) and drinks (85c-\$1.50). Free parking after 2000. **Map H-9.**

MATTIE SILKS (Jefferson 440, 440 Wadsworth, 238-7789), just off 6th Ave. Freeway, Mon-Sat 2100-0200) Music of the 50's and 60's and the best of today, the original sounds by the original artists, for dancing or just relaxing (no cover charge). **Map J-5.**

PIKE'S PEAK PUB (Security Life Building-top floor at Top of the Rockies, 16th and Glenarm, 825-3321, Mon-Sat 2030-0130) No cover charge and drinks 90c-\$1.40. **Map D-19.**

RED FOX (Stouffer's Inn, 32nd and Quebec, near airport, 321-3333, Mon-Thurs 1130-0100, Fri-/sat 1130-0200, Sun 1130-2400) Dancing (Mon-Sat 2100-0130 with no cover charge) and entertainment nightly and drinks \$1.35-\$1.50. **Map H-12.**

STOUT STREET ELECTRIC COMPANY (See THE YELLOW PAGES, below)

TIGER'S LAIR (Rodeway Inn, South I-25, Exit 93 at 4760 East Evans, 757-7601, Mon-Sat 1100-0200, Sun 1100-2400). Dancing 2300-0130 with \$1.50 cover charge. All drinks \$1.50-1.75. **Map L-12.**

THE YELLOW PAGES (1346 Stout Street, 892-1346, Mon-Sun 1930-2400 with cover charge (usually \$2) and beer (\$2.75 per pitcher). Stout Street Electric Company, the Denver cadet discotheque, has been remodeled and renamed. Features a 16-sided plexiglass dance floor (internal lighting), complimented by red shag interior and mixed music. **Map D-18.**

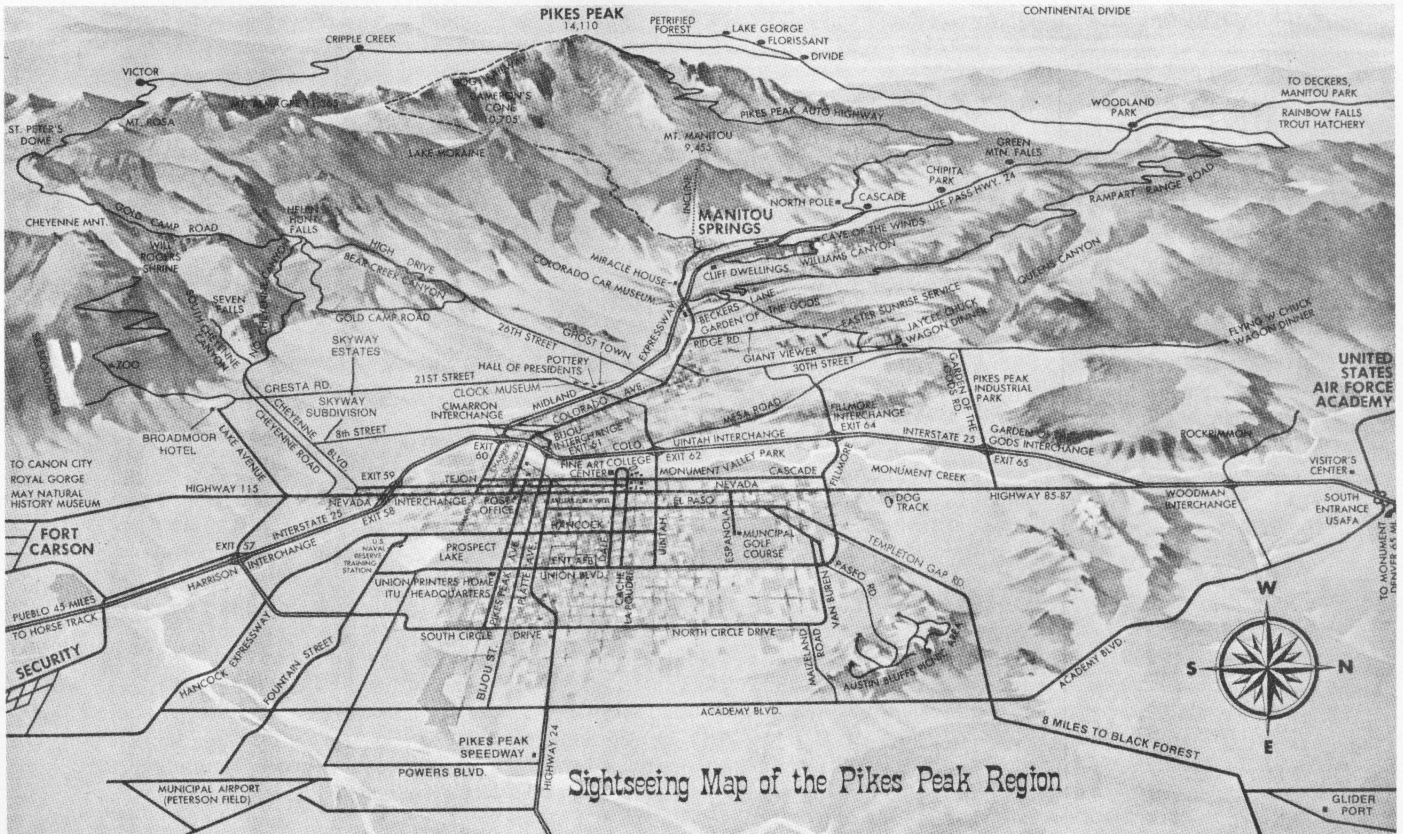
OTHER PLACES

LARIMER SQUARE (Larimer St. and 14th St., 534-2367, Mon-Sat 1100-2200, Sun 1200-1800) The spirit of Denver's earliest history comes alive in Larimer Square where gaslights, courtyards, quaint shops and imaginative restaurants retell the story of the city's beginnings. **Map I-8.**

DENVER ART MUSEUM (100 West 14th Ave. Parkway, 297-2793, Tues-Sat 0900-1700, Wed 0900-2100, Sun 1300-1700, closed Mon, free admission) Contains collections of world art valued at \$10,000,000-works of Degas, Picasso, Rembrandt, Ruben, Renoir and VanDyke. **Map I-9.**

DENVER MUSEUM OF NATURAL HISTORY (City Park, 399-0870, Mon-Sat 0900-1630, Sun 1200-1630) Exhibits in natural settings of animals, birds, plants, dinosaurs, mammal fossils and artifacts of prehistoric times and early Indian life. Contains Gates Planetarium with shows Mon-Fri 1300, Sat-Sun 1400 and 1600, Wed and Sun 2000. **Map H-10.**

FORNEY CAR MUSEUM (I-70 and Speer, Exit 107, 433-3643, Mon-Sat 1000-1900, Sun 1200-1900) One of the world's largest transportation exhibits from carriages to cycles, with authentically costumed mannequins. **Map H-8**





DENVER AND VICINITY

SCALE OF MILES
0 1 2 3 4
ONE INCH EQUALS APPROXIMATELY 2.5 MILES

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CENTRAL DENVER

AURORA

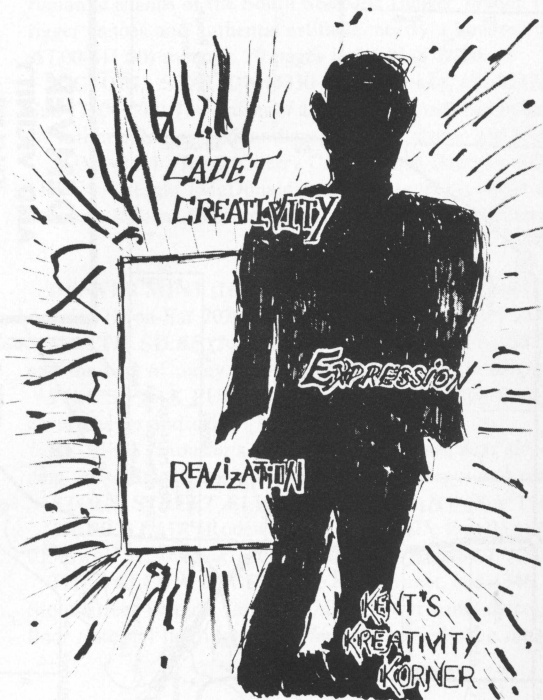
DENVER

ENGLEWOOD

LITTLETON



SYNTAX RELAPSE



The Master is quiet as the crowds begin to fidget,
The Master has gone down bowed to a greater digit.
The shouting of staccato taps that curse at lost arrays,
The distant cries, are smothered by, the universal hurrahs,
From terminated terminals and carriages miscarried,
As Basic talks and Cobal shocks, lost languages in mirage,
Together, in Fortran, in Algo! all prey,
The more you feed 'em, the less your freedom, from digital decay.

From asterisks and multiple slashes, from user codes and unwanted dashes,
from programs abort and computer crashes,
in memory blanks are empty flashes:

Have my files been stored, are they saved for thirty days?
— or memory bankruptcy, has the Master passed away.
A man peers through the window, bows his head to say,
"I'm really sorry, I did my best but — it's only a slight delay,"

And once again I've lost to him as the sad eyes turned my way,
and turn and hurl my mind like a dradle
tripped and spun by an undeclared label

"The Master will rise again, in minutes it'll be corrected
but I'm sorry 671, your program has been rejected"
— — As the course has come to an end.

* without a semi-colon expected!

by Steven J. Kent '75

As castles emerge in virgin sand,
Built in hopes of a better land,
Juvenile dreams are forced to stand
To the wash of Wisdom's brutal hand.
The hollow halls are surely damned
To crumble, as if Nature's plan.
As castles fall, Men will stand
And dream of empires in melted sand.

by Steven J. Kent '75



—USAF PHOTO

ANN MARIAH

She left me by the waters edge
Where once we used to play;
Where once she said she loved me
Though now she's far away.

And though she said she loved me,
One day I'll understand:
The sea licked at her footprints
And left nothing there but sand.

—Walter R. Washburn '76

Reflections
In a mirror,
Or in the mind,
Reveal a beauty,
Outlasting time

—Richard D. Kirkham '76

I'M COMING, WAIT FOR ME

*Your're gone
And there I remain
With a wilting flower
A fading smile
And not a single regret.*

*It takes life
To love life
You are riding a limited express
Away from me
But you remain
A soft impression of times past.*

*The soft, every-varying lights
From a secluded city overlook
Or the physical action in rhythm
With the screech of screaming guitars
In our own little world
Enjoying all of it
And each other.*

*The time has come
And your footsteps fade in the grass
You are gone.
The nights are cold
And ever-so lonely
A distant lamentation
Plays with my mind
I kiss you goodbye
Again and Again
In memory*

*The Saints whisper softly
She's gone
You're all alone now
The light dims slowly
You whisper
"I love you".*

*I rush to the window
Thrashing it open
Praying to the spirits
That the wind is not
Playing tricks on my ears.*

*I step out onto the terrace
Overlooking a sleeping city miles below
Soft music tampers with my mind
I see you
The wind caressing your hair
Perfume sweet saturday in the warm sun
You whisper
"I love you"
"Come"*

*Oh God
Oh dear God
I love you
Rushing forward
Reaching out
I'm coming
Wait for me*

* * * *

*The sun peeks out
Over the frosty morning
Warm rays strike the lifeless flesh
The cold smell of death
Flourishing.*

*Peacefully I lay
A smile on my face
A wilted flower in my hand
A thousand memories not forgotten
And not a single regret.*

*I'm coming
Wait for me.*

* * * *

*I'm coming
Wait for me
Death you are lingering
I'm coming
But with a moment of life I am tinkering
And you oh too soon I shall see
I'm coming
Wait for me*

—Rick Douglas '75

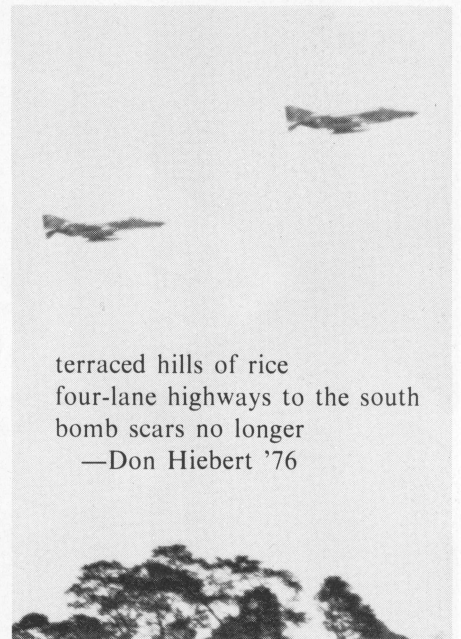
If I could see you now,
See your happy smile
And gaze into your eyes.

If I could touch you now,
Hold your hand in mine
And share your many trials.

If I could kiss you now,
Feel your loving warmth
Beneath the silent skies.

Yet, I can love you now,
Let our feelings touch
Across a million miles.

by Mark Fowler '77

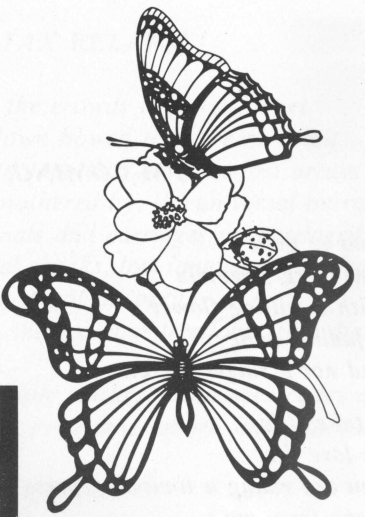


—RICK DOUGLAS

terraced hills of rice
four-lane highways to the south
bomb scars no longer
—Don Hiebert '76



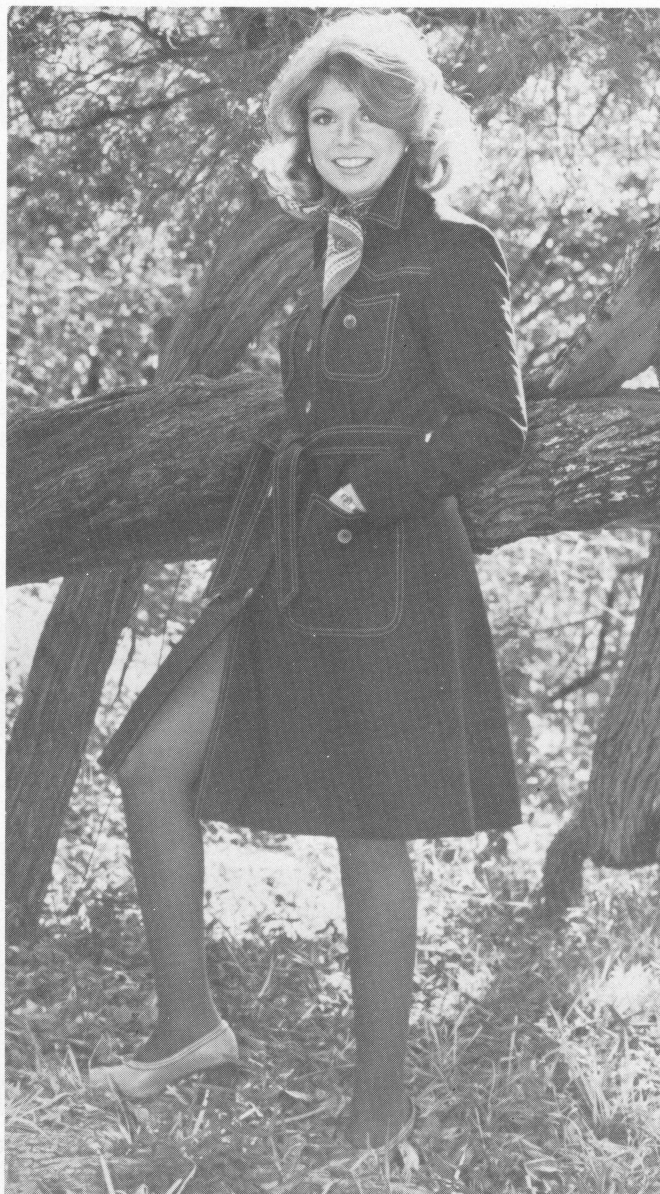
DENNISE



Denise Smith, 20, is the daughter of a Chief Master Sergeant (retired) from San Antonio, Texas. Among her many interests are photography, gardening, and sewing. She works as a corporate tax clerk for Tesoro Petroleum and is a part-time model.

Denise hopes to continue her schooling in either accounting or fashion merchandising after her '76'er in CS-33 graduates.

—Photos By Tony Hajek



The Ramifications of Social Change For Military Leadership During The Vietnam War

by Steven D. Heinz '76

"For it's Tommy this, an' Tommy that, an' 'Chuck him out, the brute!' But it's 'Saviour of 'is country' when the guns begin to shoot . . ." Rudyard Kipling's famous quote describes a phenomenon he observed — peacetime and interwar antimilitarism contrasted with enthusiastic and confident support of Great Britain's fighting forces in time of war. A similar phenomenon is characteristic of United States military history. The pinnacle of public approval came during World War Two when over 90% of the population approved of a committal to victory. Unknown to most, that record was nearly equalled in April, 1965, when a Quayle Poll reported 83% of those polled to be in favor of increased military action in order to win the Vietnam dispute. However, with the sharp escalation of May, 1965, public opinion contradicted Kipling as civilian support



plummeted and antimilitarism skyrocketed. This anti-war movement can be attributed to attitude and value changes in the American culture.

Vietnam War Dissent

The U.S. public was largely unaware of and unconcerned by the domestic turmoil in Vietnam before and during 1963. Although the Gulf of Tonkin Resolution of August 7, 1964, focused interest and apprehension on the powderkeg situation, the public remained largely in support of U.S. foreign policy. As the war escalated with the first B-52 raids on June 18, 1965 and with the initial U.S. ground action on June 28, 1965, the first signs of antimilitarism appeared. This was due largely to the involvement of the American people in a war for the first time through television. As early as

1965, Dr. Martin Luther King, Jr., spoke out against the war. The nation gradually changed its outlook to a "get it over with" mood in mid-1966 as U.S. peace efforts failed. College campuses began to turn increasingly to radicalism with the advent of the SDS, Yippie and Hippie movements. Student unrest and anti-ROTC demonstrations reached a climax during the U.S. — ARVN invasion of Cambodia on April 30, 1970. Five days later four students were killed by National Guardsmen at Kent State. By 1971 the problem of conscientious objectors had become so great that the Supreme Court ruled in an 8-1 decision that opposition to only the Vietnamese war was not sufficient grounds for legal CO status. At the Air Force Academy, a 1970 graduate was charged \$53,500 by the government for declaring CO status at graduation and not accepting his commitment. In mid-1971 a Democratic vote in the Senate approved 31-8 a resolution requiring all U.S. troops to be out of Vietnam by the end of 1972. Finally, in December, 1972, during "Linebacker II," the final bombing campaign against Hanoi, several Air Force pilots refused to fly, including Capt. Michael Heck, an experienced B-52 pilot with over 250 missions. This brief sketch of Vietnam opposition illustrates the magnitude of the resistance, scanning the political and military spectrum from Dr. Martin Luther King to Huey Newton, from USAFA grads to experienced Air Force pilots, from university campuses to the Senate chambers. It is important that military officers listen to the voices of dissent to better understand the society which they defend.

Attitude and Value Changes

The segment of American society which most profoundly influenced the military during the Vietnam War was the youth. This generation was crucial because from it the military drew its draftees, enlistees, and junior officers. Also, because of a trend towards an all-volunteer force, these young men had to be able to not only follow orders in a military environment, but also to become sufficiently motivated in a civilian environment to enlist of their own volition. Accordingly, military leaders were very interested in studying social change in this generation.

Brigadier General John Hoefling, USA, cited four areas of change in *Army Magazine* (August, 1971). First, he found that the determining factors of a successful life were changing. The generation of the 60's introduced "doing your own thing" and being happy as opposed to personal advancement and service to country. Next, no longer was a blocking of personal

desires to be tolerated without just cause, and often military training was not considered just cause. This included such freedoms as beer in the barracks. Also, General Hoefling noted that many youth considered some social norms as being oppressive, such as standards of manners, dress, appearance and decency. Finally, he recognized an increased rejection of elders and their apparent hypocrisy.

Col. Doyle Larson, USAF, while studying the demands of Air Force leadership, noted several other sociological changes in *Air University Review* (December, 1971). The age of "instantism", which included fast-food, fast-communications, fast-everything, had brought with it a "lack of patience and perseverance" and an "intolerance of failure or slow progress." The overemphasis on science and technology in the Space Age brought a reaction from the younger generation. The on-off influence of television gave youth a reluctance to delve into problems and work at length on solutions. They came to reject the American technocracy in favor of a "practical approach to life in favor of intuitive, humanistic attitudes."

Military Response to Social Change

The United States military responded to attitude and value changes in the American culture during the Vietnam conflict. In an attempt to give racial self-consciousness to the Blacks, the military allowed Afro haircuts, instituted race relations training, and intensified its search for qualified Black officers. To lessen problems of morale, a rotational system was instituted limiting battlefield tours to eleven months in duration. According to Janowitz in *The Professional Soldier* (p. XXIV), from the President down it was encouraged to limit casualties and avoid combat. Emphasis was placed on voluntarism and personal leadership (this system is similar to the extremely successful Israeli Army.) Maj.



Joseph Kastl, USAF, pointed out several special emphasis areas in the Air Force in *Air University Review* (November, 1971). Training was enriched to fulfill humanistic needs of younger airmen by implementing civic action and race-relations programs. Also, an effort was made to provide job satisfaction and encourage creativity.

A Look To The Future

The military faces a formidable challenge to draw a professional, all-volunteer force from society. Increased pay and benefits are not the sole answer. It must modify its policies and styles of leadership in order to draw young people so influenced by a decade of antimilitarism and social change.

BETTER AIR FORCE THROUGH BETTER SUPERVISION

Be tough — Have the courage to correct, reprimand, or relieve a subordinate if he fails to follow a strict policy of high standards.

Get out from behind your desk and see what's going on — Know your organization and people and leave your footprints throughout the organization. Let your people know you're interested in them and their problems, their working conditions and their welfare.

Search out your problems — Don't inhibit your people by making them think that you don't like problems, don't expect problems, and anyone who brings them to you is in trouble.

Determine your organization's make-or-break activities — Find out what the critical path is, then let your weight be felt in these areas.

Develop sensitivity — Improve your ability to perceive the real problems and sort them out according to realistic

priorities.

Don't take things for granted — Don't assume that something has been fixed; take a look for yourself and get the facts. **Be from Missouri** — make 'em show you once in a while.

Don't tolerate incompetence — When someone demonstrates that he's either too lazy or too disinterested, unwilling, or unable because of aptitude to get the job done, then you owe it to the Air Force to call his hand.

Don't alibi — Just fix it. Not everything can be perfect and everybody, including yourself, will make mistakes. The point is to recognize them and get them fixed.

Don't procrastinate — Don't put off those tough decisions just because you are not willing to make them today.

Be honest — Don't quibble, but tell it like it is and insist that your people level with you in everything they say and do.

HERIPAGE:

5,500 AIRCRAFT FOUND IN



ARIZONA GRAVE

When the U.S. Air Force announced last November it would retire more than 400 support aircraft from its inventory, the news might have raised visions of these airplanes being pushed over to the side and left to deteriorate — no longer of use to anyone.

But, such is not the case.

A little known, highly specialized Air Force organization nestled in the desert outside Tucson, Ariz., will see to that. The Military Aircraft Storage and Disposition Center (MASDC), at Davis-Monthan AFB, Arizona, will become custodian of these 400 aircraft, and they'll join more than 5,500 already there in what is regarded as the perfect climate for outdoor storage and preservation of this high fleet of no-longer-used planes.

The Air Force Logistics Command unit preserves and stores military aircraft from all of the services. Its inventory is now valued at more than \$6 billion. And, not only does the Arizona unit store them, it also reclaims those for which there is no longer any use. As a result, last year, the center returned more than \$206 million worth of parts to military item managers to support operational commitments.

The Air Force decision to retire the 400 aircraft adds these to the originally programmed aircraft input to MASDC for fiscal year 1975, and increases the center's preservation and storage workload by about 40 per cent. (Nor-

mally, the unit places about 1,000 aircraft into extended storage each year and it disposes of about the same number through reclamation.)

Even though the 400 aircraft make up a massive unprogrammed workload, the center accepts it as a matter of course. Aircraft storage and preservation is more than just another function there, it is an art and the ultimate in preservation methodology.

In fact, prior to the input of the first aircraft, the center had programmed, planned and developed a schedule for the entire operation.

The aircraft will be processed through a systematic set of procedures that were developed by a joint Air Force, Army, and Navy task group comprised of materials and preservation engineers.

As a result of this group's efforts, MASDC now has a procedure that is the highest level of the state of the art. This process is the most economical method of preservation possible and yet it is the best method of maintaining the internal and external integrity of the aircraft.

There are six major operations in the preservation process.

First, all guns are removed, and the egress systems are made safe and disarmed. Then, all classified materials are removed to a classified storage area. Next, a complete inventory is made of the aircraft to ensure that all of the documentation in the optional equipment and weight and balance logs is accurate.

The aircraft is then inspected for general physical condition and to determine if maintenance on various systems is required prior to continuation of the preservation process.

Finally, the aircraft fuel systems and engines are preserved. Then, at last, the aircraft are towed to the desert, parked, secured and "spraylatted."

"Spraylating" is application of a protective barrier material that is applied to keep dust, dirt, water, and sunlight off electronic equipment and instruments.

The end product of this operation is an aircraft that has been preserved for future use should the need arise.

— RICK DOUGLAS

F-15 PULLS NINE Gs

An F-15 Eagle sustained nine Gs during flight testing at Edwards AFB, California. The F-15 pilot reported excellent handling characteristics and no problems were encountered.

The aircraft was in a middle-range power setting at 20,000 feet with about half of its internal fuel remaining when the maneuver was accomplished. Measured wing loads reached 85 per cent of design limits.

AIR FORCE GETS FIRST C-130H

The Air Force has received the first of an improved version of the C-130 Hercules. The new C-130H has many improvements over older versions of the Hercules. The C-130H contains more powerful Allison propjet engines, a new air-conditioning system, and an auxiliary power unit that may be used in flight. Officials say the new model will be more efficient than previous model C-130s.

The new Hercules is the 1,310th Hercules to be delivered from Lockheed-Georgia's production line.

In production for two decades, the C-130 Hercules is now being operated, or on order, by 37 countries. In addition to the Air Force, the U.S. Navy, Marines,

Coast Guard, National Aeronautics and Space Administration, the National Oceanic and Atmospheric Administration, and the National Science Foundation, all operate one or more of the 47 versions of the basic Hercules.

Since delivery of the first "A" model C-130 to the U.S. Air Force Dec. 9, 1956, Lockheed's C-130 versions have included the C-130B; the C-130E; the KC-130 tanker; the ski-equipped C-130D; LC-130F and LC-130R for polar operations; the HC-130P, a search and rescue version with capability of refueling helicopters and fighter aircraft; and the L-100 commercial models.

— LOCKHEED

HOLD THE VATOR:

DIVERSIFIED AIR FORCE EMPLOYS + 600,000

With more than 1,000 jobs in 111 career fields required to perform its varied missions, the U.S. Air Force is one of the world's most diversified organizations.

As of Dec. 31, 1974, there were 625,307 uniformed people in the active Air Force, including 108,846 officers, 512,267 airmen and 4,194 Air Force Academy cadets.

Of all officers, 63.2 per cent were company grade, 36.4 per cent were field grade, 0.05 per cent were warrant officers and 0.4 per cent were general officers.

One per cent of the enlisted people in the Air Force are chief master sergeants and two per cent are senior master sergeants, the maximum set by Federal law. On Dec. 31, 1974, the rest

of the active enlisted force included 7.1 per cent master sergeants; 13 per cent technical sergeants; 21.7 per cent staff sergeants; 24.3 per cent sergeants; 18.9 per cent airmen first class; 7 per cent airmen; and 5 per cent airmen basic.

There were 27,357 females in the Air Force Dec. 31, 1974. Of these, 22,367 were enlisted, 1,788 were officers, and 3,202 were female officers in the medical area (doctors, nurses, biomedical scientists and dentists). Females comprised 4.4 per cent of the enlisted force and 4.6 per cent of the officer force.

Racially diversified, 2.3 per cent of the Air Force officers were Black, 96.9 per cent Caucasian, and 0.6 per cent of other races; 14.6 per cent of the Air Force's enlisted personnel were Black,

84.3 per cent Caucasian, and 1.0 per cent other races.

On Dec. 31, 1974, Air Force's total force was comprised of 53.8 per cent active duty personnel, with the Reserve forces (Air National Guard and Air Force Reserve) accounting for the remainder. There were nearly 94,000 guardsmen and more than 425,000 reservists.

In 1968, the United States Air Force had 905,000 military personnel, more than 12,600 aircraft, and a total budget (in fiscal year 1976 dollars) of \$48.3 billion. In fiscal year 1976, the comparable figures will be 590,000 people, fewer than 7,300 aircraft, and a requested budget of \$30.2 billion, which is just starting through the Congressional review process.

SAFEGUARD NOW OPERATIONAL

The Army's Safeguard ballistic missile defense system, located in northeast North Dakota, now has operational capability and is a part of the Nation's defenses. Safeguard is under the operational control of the Continental Air Defense Command (CONAD).

Safeguard is the free world's only ballistic missile defense system. It has the mission of protecting part of our Nation's strategic forces.

When fully operational later this year, Safeguard will have 70 short-range Sprint, and 30 long-range Spartan missiles installed.

CONAD CEASES OPERATIONS

The Secretary of Defense announced that Continental Air Defense Command (CONAD) will be closed. CONAD responsibilities will be picked up by the Alaskan Air Command and the North American Air Defense Command (NORAD). The changes are part of the Department of Defense effort to streamline and consolidate air defense activities.

SYSTEMS COMMAND DEVELOPS QUICK CAMERA

The Air Force has successfully flight-demonstrated a reconnaissance camera that reduces the time lapse between photography and photo interpretation to about 10 seconds.

The new electronic camera system is unlike any camera currently used in Air Force reconnaissance. It was developed by the Air Force Systems Command's Air Force Avionics Laboratory at Wright-Patterson AFB. It uses television-like technology to take high-quality pictures at medium and high altitudes, instantly transmitting them to the ground.

The pictures are displayed as still photos on a high-quality TV screen. For photo interpretation of unknown targets, these "stills" are more useful than a constantly changing picture, say project officers. Moreover, part of any picture can be enlarged up to 10 times its original size in the photography.

In addition to displaying the photographs on the TV-like screen, the new system records them simultaneously on film. Officials say that a photo interpreter could adequately "read" most

pictures in three to 20 seconds because of their extreme clarity and detail. Air Force flight tests of the system should be completed in August.

WOMEN IN THE AIR FORCE TO BE ELIMINATED?

Women in the Air Force (WAF) squadron sections will be eliminated during 1975, according to Air Force officials.

Traditionally, enlisted women have been assigned to an installation unit commander for duty and attached to a WAF squadron section commander for housing, counseling, off-duty supervision, morale and welfare.

The new system requires that commanders and supervisors accept responsibility for all their people — men and women — and will insure that military women are an effective and fully integrated element of the total force.

FALCON SPORTLIGHT - SPRING SPORTS

LACROSSE ATTEMPTS NINTH WINNING SEASON

Captain Bill Markham is entering his first season as varsity lacrosse coach.

This year's Falcon lacrosse team is coming off an excellent 14-2 1974 season and the 1975 season outlook is very bright. Seventeen lettermen are returning and only four starters were lost through graduation, leaving a strong nucleus at attack, midfield and defense.

The attack will be led by Gary Janelli ('75), who scored 46 points last year, and Bill Woolford ('76), who scored 69 points. Completing the attack will be Dave Anewalt ('75), Luckey Dunn ('76), Paul Sowada ('76), and Randy Reynolds ('76).

The middies will be paced by Henry Esposito ('75), Dave Sun ('76), and George Mandis ('77). Backing the strong first unit are Bruce Huertas ('76), Tom Appolloni ('76), Tom Dankenbring ('76), Pete Ohler ('76), Tom Lane ('77), Dave Vanorsow ('77), Mason Goodhand ('75) and Mike McDonald ('78).

The defense will be led by team captain and goalie Kip Peterson ('75). Backing up Peterson in the cage are Ed Agis ('76) and Tom Talbot ('76). Other leading defensemen will be Rich Long ('76) and Frank Casserino ('77). Rounding out the defense are Bill Murray ('75), Steve Hamed ('76), Stan Peterson ('77), Bob Marshall ('77) and Mark Richards ('78).

The Air Force stickmen are looking forward to their ninth consecutive winning season in 1975. The team has a well-balanced attack, a strong defense and the strongest mid-field in several years.



Kip Peterson '75
Lacrosse Captain



Jeff Sogard '76
Golf Captain



Ric Sharp '75
Tennis Captain

Golfers Drive On For Par Excellence

Coached by Major Gene Miranda, the golf team will have three lettermen returning from a team that posted a 9-1 dual meet record last year.

Although the team was hard hit by graduation, they did perform well in their first tournament competition, finishing second to Weber State in the Rocky Mountain Invitational last September. A second-place showing by team captain Jeff Sogard ('76) and a sixth place showing by Rusty Clark ('78) in this tournament support an optimistic outlook for the 1975 season.

The 1975 schedule includes 11 dual

meets and seven tournaments including the Sun Devil, Western Intercollegiate and Cougar Classic, which are among the finest intercollegiate tournaments in the nation. In addition to the spring competition, the Falcons hosted a 17-team tournament and competed in one other local event during the fall season.

There are definitely some players on the team capable of breaking par, but depth is a big question mark. A successful season can only materialize with marked improvement in consistency by the bottom four players.

25 Face Falcon Tennis Racket

Tennis coach Captain Rich Gugat faces a difficult rebuilding job in the '75 season. Gone from last years' squad are three of the top singles players including Alex Parsons, considered the top player in Air Force Academy history.

This year's team has only one senior in the top six players, team captain, Ric Sharp ('75). Sharp, along with Steve Skidmore ('76) and Scott Benson ('77) were in close contention for the top singles position as fall practice concluded. Last year Sharp was 15-6 at number 5, Skidmore 13-10 at number 2, and Benson 14-8 at number 4.

The number four through six positions are manned by Ed McCall ('78), Larry Dowell ('76) and Kurt Kamrad ('76). Although these players

have little or no collegiate experience, Coach Gugat must depend heavily on them if the Falcons hope to preserve their winning ways.

In doubles, Sharp and Benson are expected to play at one, Skidmore and Kamrad at two, and McCall and Dowell at three. Mark Risi ('75) an excellent doubles player, is given a chance to break in at the third doubles position. Sharp and Benson are an outstanding doubles team, having posted a 11-2 record at number 2 doubles last season.

The 25 match schedule features 11 home matches plus road trips to Northern California, Seattle, Washington and Lincoln, Nebraska.

CHECK YOUR EQUIPMENT — THEN Get it on !!

You may be a novice rider or an experienced motorcyclist . . . or just a passenger; but you know already that motorcycle riders are not as well protected as automobile drivers who are wrapped in a strong steel compartment.

You probably also know that motorcyclists are exposed to the elements — weather, dirt, road debris. For this reason, the wise motorcyclist gets into gear — protective gear for safety and comfort — by wearing clothing appropriate for motorcycle riding.

Wearing a helmet when riding a motorcycle is common sense. As the old punch-line goes, "If you have a \$10 head, wear a \$10 helmet." Select a helmet with as much care as buying a motorcycle. The helmet is the most important piece of personal equipment for safe riding. You should wear one even if the law does not require it. Helmets that offer the most protection will meet U.S. Department of Transportation or Safety Helmet Council of America standards.

For both comfort and protection, your helmet should fit snugly but not tightly. Avoid the helmet that fits too loosely or that interferes with your visibility. Remember to fasten the chin strap securely — a loose helmet is no protection.

The helmet can also serve to make you more visible to other highway users when you affix reflectorized tape to the sides and back of the helmet.

A special word about custom painting: some helmets are made of materials which will lose their protective strength when painted. Gasoline may also break down the protective qualities of a helmet's construction when coming into contact with the inner shell.

A final word: most helmets are good for one impact only. Replace your helmet after an impact such as an accidental fall. It has done its job. Second-hand helmets are questionable bargains. Both face shield and goggles will protect your eyes against dirt, insects, water, or

small stones which might interfere with your visibility. These devices will also reduce eye fatigue due to squinting.

Be sure that the protective device for your eyes is made of shatter-proof material and is free from scratches which may distort your vision. Good ventilation is necessary to prevent fogging.

Whether you wear face shield or goggles, the lenses should be clear. Tinted lenses substantially reduce vision at night. Sun glasses can be worn under a face shield to avoid eye fatigue during daylight.

Sturdy leather boots which rise over the ankle are the best footwear for riding. Boots which have rubber soles for better grip of the pavement and heels which help keep your feet on the pegs are recommended. Lace-up boots offer substantially more ankle support than do boots with zippers or slip-ons.

When you wear leather gloves for riding, you are not only protecting your hands, but also improving your grip on the handlebars. Gloves will prevent your hands from growing cold, tired, and sore. Gloves should fit snugly, but not too tightly. Gloves that have too much bulk will reduce your ability to operate hand controls.

The style of the gloves you choose to wear will have a significant effect on your ability to operate your motorcycle. Seamless palms will help prevent blisters; gauntlets will keep cold air from going up the sleeves. By adding strips of reflectorized tape to your gloves, you will also make it easier for motorists to spot you in traffic.

Long sleeved jackets and long pants are minimal clothing requirements for good riding protection. For fair weather, riding apparel made of strong, durable materials such as denim or corduroy should be selected. In cold weather, experienced riders prefer the qualities of leather clothes. You will also find clothing lines now appearing with nylon as the basic material backed up by light padding.

Avoid loose, floppy clothing such as wide flared pants and long scarves which might become entangled in the motorcycle's machinery.

Your clothing should fit comfortably without binding. A jacket with a zippered front will be more wind resistant than a jacket with buttons or snaps. Be careful about the collar style also — a large, loose collar will flap strongly when riding and may irritate your skin or be a distraction. Jackets with snug cuffs and waist are recommended to keep wind from blowing into the garment.

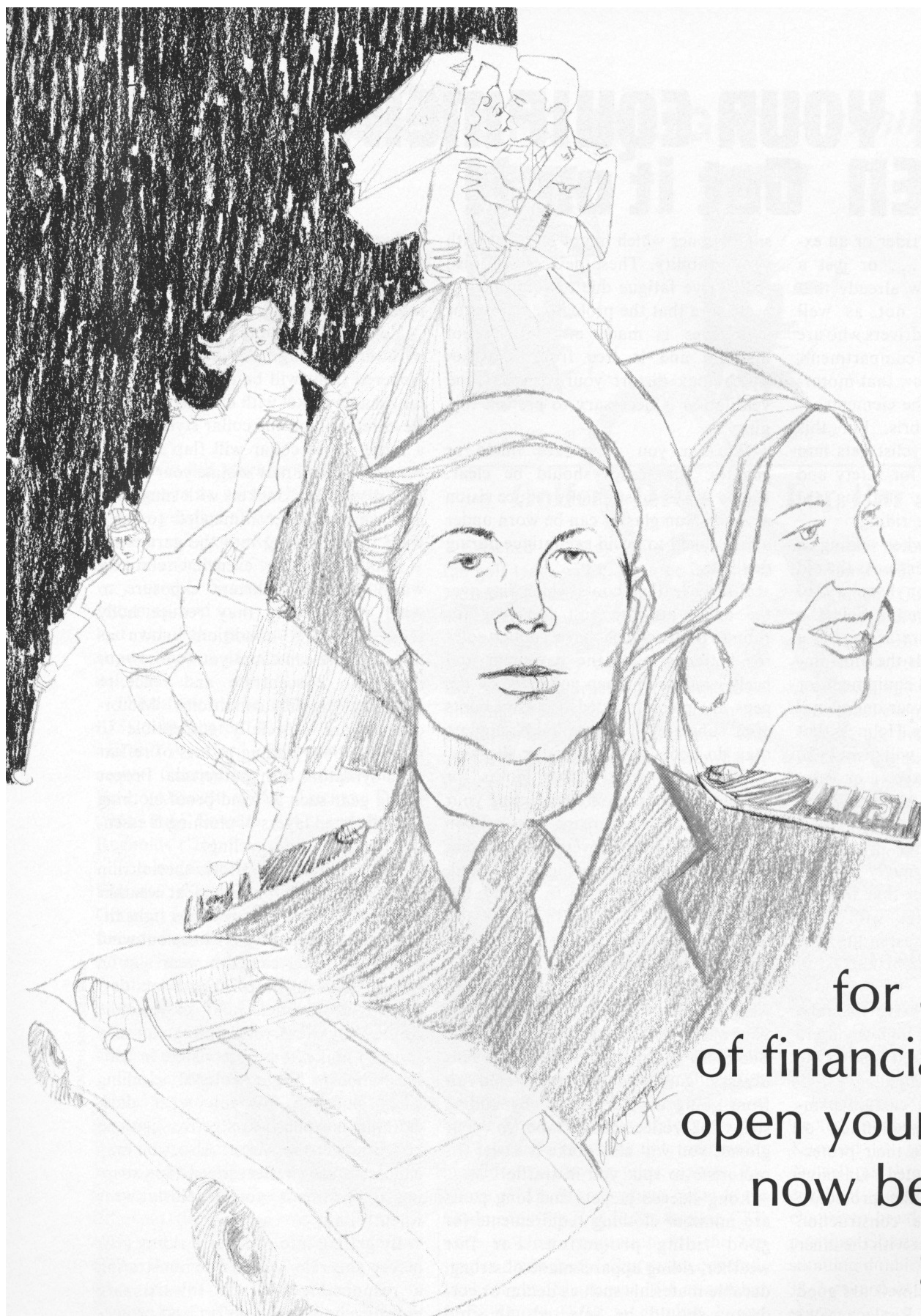
Remember that even in relatively warm weather, constant exposure to wind when riding may reduce body temperature. A condition known as hypothermia can cause you to lose your ability to concentrate and react to changing traffic conditions. Motorcyclists are especially susceptible to rapid chilling, leading to loss of reflexes, a symptom of hypothermia. Proper riding gear such as wind-proof clothing and insulated layers of clothing is essential for safe motorcycling.

As a matter of comfort, special rain gear is available for inclement weather conditions. Such rain gear has tight fitting cuffs and pant legs to keep out wind and water. You can also wear slip-on rubber boots to keep riding boots dry.

As with helmets and gloves, the clothes you wear when riding can also serve to make you more visible in traffic. Choose bright colored clothing when possible. If you wear dark clothing, inexpensive reflective vests can be worn over the jacket. Also, you may choose to affix reflectorized tape striping to garments you regularly wear when riding.

By getting into protective riding gear before you ride, you are demonstrating a responsible attitude toward safe motorcycling. For comfort and protection, be sure your helmet and other gear meet the characteristics of good, protective, personal equipment.

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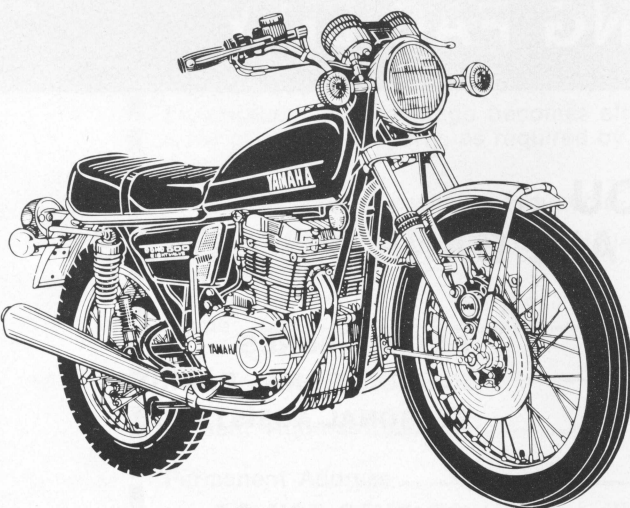
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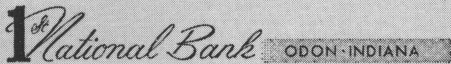

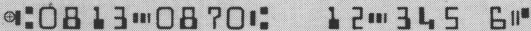


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As America works for world peace through negotiations, the Air Force's role is to deter aggression and help insure our Nation's security.

Today's Air Force is working hard to achieve more efficient use and conservation of resources both in current operations and within the modernization program. It is committed to aggressive resource management, the continued success of the all volunteer force, maintaining adequate forces in being, and providing necessary options for future deterrence. The challenge is to maintain a modern and ready Air Force, prepared to go when called upon, with people qualified and trained to do their jobs effectively. The Air Force will continue to meet this challenge as a vigilant, vital, and volunteer force.



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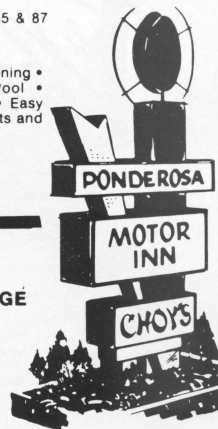
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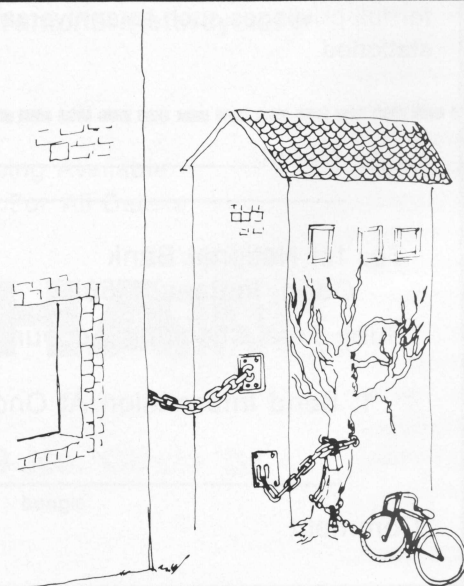
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