

# Talon

CADET MAGAZINE OF THE USAF ACADEMY  
JUNE 1975



RICHARD R. BROOME



*To the Class of '76, '77 and '78 . . .  
May the road rise to meet you  
May the sun shine warm upon your face  
May the rains fall soft upon your fields  
and, until we meet again,  
May the Lord hold you  
in the palm of His hand.  
—Class of 1975*



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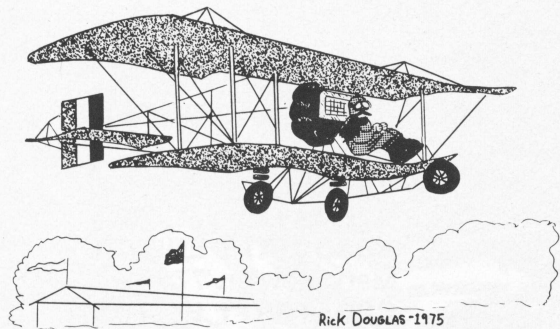
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# DOUGLAS VALLEY EDITOR'S PAGE

"Gentlemen (and I use that term loosely) you are dismissed!"

As a member of the Class of 1975 ('Best Alive'), I cannot wait until the Commandant of Cadets speaks those immortal words on June 4th, scrambling us from our home (for the last four years) to the four corners of the "Real" Air Force (the RAF).

We survived! We were not overpowered by the demands of the academy's challenge, corrupted by its faults — We are different people than those immature high school "hot dogs" and airmen-types that gave up their hair, their stylish clothes and, in many cases, their girls, four long years ago. Now they call us "America's promising young leaders of tomorrow" (they must not realize that we are, on the contrary, becoming second lieutenants!). Many 75'ers will enter operational fields immediately following graduation. Others will finally achieve their pre-USAFA goal by entering pilot or navigator (that's a goal!?) training. On 4 June members of the Class of 1975 will begin their final climb to altitude.

"Man's flight through life is sustained by the power of his knowledge" may be true, but remember, man is also sustained by the power - the depth of his relationships with others and by his willingness to work for and with them to achieve that "better world", so that when his flight terminates, he has placed a bright star in the heavens for tomorrow's fledglings to set their courses by.

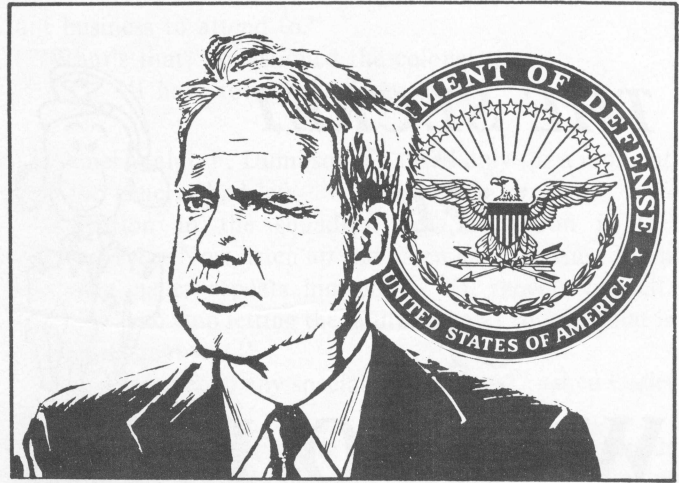
—Good Luck and Godspeed '75!

"The discipline that we need in our Armed Forces (and which nearly everyone recognizes to be essential in combat), does not simply spring to life when the going gets rough. It is a commodity patiently built and carefully nurtured in peacetime. It can't be based on fear, or threats, or force, but rather must be founded on mutual respect and confidence (and I would underline the word mutual in this context).

"This discipline admittedly must involve some subordination of self to the mission organization goals and includes observing higher standards of conduct, behavior and appearance than are expected of a civilian. In short, the military man is different. He is paid to be different: his country expects him to be different because the demands placed on him, if he is called upon to fight, are different than on the civilian. The discipline that I am talking about equals reliability in crises — and no amount of humanization can be permitted to subvert this goal. Nor does it need to.

"If the nature of today's discipline is not clearly understood by many, the meaning of good human relations in the military context is even more widely misunderstood (or at least it used to be. I have the feeling that we have turned the corner in understanding on this issue). Nevertheless, there are still a few commanders and supervisors who cling to the illusion that good human relations necessarily breeds permissiveness, committee decisions, and erosion of their authority, and they feel threatened by what they regard as an 'unhealthy drift' in the system. Human relations, as we describe it today, simply includes the recognition that people as individuals and the management of groups of people in no way obviates the responsibility to recognize this individuality.

"If we ever forget this, if we ever ignore peoples' individual needs and dignity, we not only cheapen the quality of our management, but we run a grave risk of duplicating the ideological mistakes of those for whom the individual is merely a tool of the State. We would likewise fail to realize the full intellectual capability of our people, most of whom are more aware, mature, and better educated than at any time in our history, and, therefore, have more to offer in accomplishing our mission."



## SCHLESINGER TO BE GRADUATION SPEAKER

Secretary of Defense James R. Schlesinger will give the commencement address when the Academy's Class of 1975 graduates in ceremonies at Falcon Stadium on June 4.

The graduation exercises are scheduled to begin at 9 a.m. The Class of 1975, the Academy's 17th graduating class, is some 757 members strong. With their graduation, the ranks of Academy graduates will total 9,359.

Schlesinger was serving as Director of the Central Intelligence Agency when former President Richard M. Nixon nominated him as Secretary of Defense on May 10, 1973. He was confirmed by the U.S. Senate on June 28 and sworn into office July 2, 1973.

He had served as CIA Director from Feb. 2, 1973. He has also served as Assistant Director of the Office of Management and Budget, Chairman of the U.S. Atomic Energy Commission, Assistant Director of the Bureau of the Budget and Acting Director of the Bureau of the Budget.

Between 1963 and 1969 Schlesinger was Director of Strategic Studies at the Rand Corporation in Santa Monica, Calif. Prior to that, he was an associate professor of economics at the University of Virginia.

A native of New York City, Schlesinger was graduated from Harvard University with a bachelor's degree in 1950. He earned a master's degree in economics at Harvard in 1952 and a Ph.D., also in economics, in 1956.

# PASS IN REVIEW

## HERO NEXT DOOR

by FRANK A. BURNHAM

208 pages. Aero publishers, Inc. \$8.95

*HERO NEXT DOOR* is the action-packed story of civilian volunteers of the Civil Air Patrol, who, since the dark days after Pearl Harbor, have taken their little planes to the brink and beyond, in war and in peace, whenever

and wherever they are called.

Frank Burnham, award-winning aerospace editor, chronicles CAP's more than three decades of daring exploits, taking the cadet reader from those days when CAP, Wacos and Fairchilds, struggled under the weight of German U-boats, to today's nationwide emergency service missions which find their volunteers conducting 80 percent of all air search in the United States.

*HERO NEXT DOOR* is available from the publisher: 329 Aviation Road, Fallbrook, California 92028.

## RICKFLECTIONS . . .

### COLONEL'S CORNER



*"I won't be the first Deputy Commandant to order the Cadet Wing to sleep in their beds . . . (but, it's going to ruin your married life!)"*

—Colonel Carl G. Baily

# THE SECRET LIFE OF WALDO F. DUMBSQUAT

by Don Hall '76



“Squadron atten-hut!”

“Aw C'mon, Dumbsquat, it's just me, the janitor.”

“Yes, sir, Mr. Clean,” replied an embarrassed C/4C Waldo F. Dumbsquat.

The custodian paused for a moment and leaned on his broom. “Why don't you report around to your element sergeant and tell him that you didn't know Janitorial Staff. Carry on.”

“Yes, sir,” said the doolie as he secretly hoped that Mr. Clean didn't have any input on his military order of merit. The janitor continued down the hallway and began inspecting rooms.

Waldo heard him say in a firstie's room: “Look at this grossed out trash can! I won't empty this thing until it's spotless!”

Reflecting upon his performance so far, Waldo noted that being OJT Cadet-in Charge of Quarters was not as easy as it appeared to be. He had already read the CQ regulation — it rivaled the Gutenberg Bible in length and size. The doolie didn't really mind the 50-page checklist he was supposed to follow, but he wished it hadn't been written in Latin. The busiest part of his day so far had been rousing all of the upperclassmen on the Wake Up Roster; it took poor Waldo a full half hour to rouse the 60 cadets who wanted to wake up at 0700.

Cadet Staff Sergeant Shriver arrived from his distribution run to Group.

“They had Shepherd's Pie for breakfast at the doughnut line again,” complained the thirdclassman.

Waldo gulped.

“Sir, should I make an appointment at the Dispensary for you?”

“No, Mister Dumbsquat, I want to get well. Has the janitor turned in his inspection discrepancy list, yet?”

“No, sir,” reported the fourthclassman, “but I understand that he doesn't think our parade trou are white enough.”

“Speaking of trou, Dumbsquat, it's time, according to the checklist, for me to inspect your appearance.” (Shriver was a Latin major — D.H.)

Waldo snapped into a brace and only popped two buttons off of his Alpha blouse. He rolled his shoulders back and down so that they touched at his waist. Ramming his chin in, the doolie was able to scratch the back of his neck with his whiskers. Satisfied with his pose, Waldo waited to be inspected.

“One of these days you're going to 'put out' and surprise everyone, Mister. Can't you pop off more than two buttons?”

“Sir, if I pop off any more I'll have to report to my honor representative.”

The three smoke appraised Waldo. “Why aren't you wearing your National Defense?”

“Sir, may I make a statement?”

“I suppose so, but remember that any statement can and will be used against you in a CDB.”

“Sir, I thought you should know that I am wearing my ribbon.”

“Well, where is it?” asked Shriver.

“Sir, it is next to my heart which is where I was instructed to put it.”

“Dumbsquat,” droned the thirdclassman, “you're supposed to wear it next to your heart on your blouse, not your undershirt”

“Sir, may I make a uniform correction?”

“Go ahead.”

It took Waldo 45 minutes to sew the buttons back on his blouse.

“Well, it's time to inspect the squadron for fires,” informed Cadet Sergeant Shriver. “Here are the keys.”

Waldo was tired when he returned from checking all of the wastebaskets in the squadron for fires. He started to hand the keys back to the CQ. Shriver threw up his hands into the air.

“No, you keep them. It's now time for laundry cart inspection.”

“But sir, how do you inspect a laundry cart?” questioned Waldo.

“Dumbsquat, you have to run around the squadron looking for laundry carts.”

“Yes, sir,” moaned the doolie.

It took Waldo F. Dumbsquat a long time to open every room again. He only turned up one cart; a secondclassman was making it into a Datsun stationwagon.

As Waldo arrived back at the CQ desk, the Cadet-in-Charge smiled.

“Good, you're just in time to make a security inspection. Be sure to pull real hard on the trunkroom door. Sometimes it's not locked well.”

Trudging around the squadron once again, the doolie wished that the newspaper man was around to give him a lift. Waldo was getting to know the squadron area so well now that he could probably walk around it with one eye closed. Carefully stepping through the barbed wire and mine field in front of the trunkroom, Waldo tested the door. It

seemed secure, but the fourthclassman remembered that he should pull harder. As he jerked violently upon the door, it suddenly unlatched and slammed Waldo into the wall. The pain didn't bother the doolie until he regained consciousness. He hobbled back to the CQ.

Cadet Shriver looked up from his comic book. "Now to perform the most important duty a CQ has . . ."

"Sir, are we going to look for a sit-in?"

"No, Dumbsquat, we're going to do something even more important than that — we have to call the Coke Man."

Out of the corner of his ear, Waldo heard someone lurking at the far end of the squadron. The shadowy figure had entered one of the alcoves. C/4C Dumbsquat seized the phone from the startled thirdclassman and dialed Command Post.

"Hello, is this who I am speaking to? . . . It is I, C/4C Dumbsquat, Waldo F. We have an intruder here in the squadron. Please sound the Security Alert!"

Hanging up, Waldo ran down the hall and grabbed the mysterious man. To his surprise, he found that he was detaining the Commandant.

"I'm sorry, sir, but I didn't recognize you without your aide!" apologized Waldo.

"Good show of security, Mr. Dumbsquat," commended the general, "but would you please call off these doolies. Their rifles are making me nervous."

"Cancel Security Alert, Mr. Dumbsquat," ordered Cadet Sergeant Shriver as he joined Waldo.

"Yes, sir."

"Can we help you, General?"

"You sure can, Mister Shriver. I got a call from your janitor concerning parade trou and I thought that I should follow up. Please prepare your squadron for inspection. If you have any questions, call Comm-line."

As the CQ began to unlock doors, Waldo leaped into a nearby latrine. Nano-seconds later the doolie entered the hallway as Colonel Waldo F. Dumbsquat, a man who never took food out of Mitchell Hall — no matter how well packaged it was. This would be a delicate situation for the colonel; he had never confronted someone who outranked him before.

"Good morning, General," greeted Colonel Waldo F. Dumbsquat.

"Ah, Colonel Dumbsquat. So we finally meet at last. I've read so much about you; I was afraid that the author wasn't going to let us meet this year," the Commandant said.

"We should get together and talk over old times at the Point, sir," offered the colonel.

"When were you at the Military Academy, Colonel?"

"I think it was last year, sir," commented the junior officer, "I was on my way to Allentown, Pennsylvania and I stopped in at the Point to take the tour."

"Oh," replied the senior officer.

"Let me assure you, sir, that I am on top of the problem here in the squadron and I will have the cadets leaping and pinging off of the walls in no time at all."

"Very good, Colonel," said the satisfied general. "In that case, I'll be going back to the shop. I have some very impor-

tant business to attend to."

"What's that?" questioned the colonel.

"I have to call the Coke Man."

\* \* \* \* \*

Colonel Waldo F. Dumbsquat paused only for a moment after the general had left.

"Attention in the squadron area, attention in the squadron area. Now listen up and listen hard, because I'm a man who never repeats himself — ah, repeats himself. Everyone is to stop letting the janitor inspect rooms. That is all. Dumbsquat out."

"Sir, do you have any special instructions?" asked Cadet Sergeant Shriver.

"I want you to stop using abbreviations ASAP, Mister Shriver," the colonel told him, "especially when you're training an OJT CCQ."

"Yes, Colonel."

"Now I must inspect the latrine," announced Dumbsquat as he flung the nearby door against the wall. The simply amazing transformation took place once again and the puny form of C/4C Waldo F. Dumbsquat appeared in the squadron. Five telephones began to ring at various places around the area.

"Answer those phones, Dumbsquat," directed the CQ. "Remember: if it's for a cadet, check the foosball room, the weight room, the SAR, the ping pong room, the Field House, and the South Gate. If you still can't find him, look in his room."

"Yes, sir."

"Oh, Dumbsquat, when you get back, I want you to call the Coke Man."

"Sir, may I make a statement?"

"What is it?" asked Shriver.

"The Commandant is going to make that call, sir."



—COLONEL DUMBSQUAT

"Look. Maybe you can get away with doing *that* to cadets, but if I don't get a Coke, or my quarter back, I'm gonna blow your coin return lever off!"

# Marriage and Divorce in the Air Force

by Col. John W. Williams, Jr., Professor and Acting Head, Department of Life and Behavioral Sciences

Are you one of the more than 66 cadets who are planning a wedding during June Week? If so, this article may be of more than passing interest to you. Even if you are planning to wait a few years before getting married you will probably find some useful information. Most of the advice and suggestions are the result of a major research effort to compare divorce and family dissolution rates of Air Force officers with rates in the overall society. There were many surprising findings; chief among these is the fact that divorce rates among Air Force officers are lower. While writing the literature review for this research effort we discovered several interesting facts about engagement and marriage in American society. Hopefully, you will find them as interesting and useful as we did.

## Interreligious Dating and Marriage

Inter-faith dating and marriage have increased sharply over the past 20 years. This can probably best be explained by the increasingly liberal attitude of society; i.e., the belief in the right of youth to choose their own mates without interference by family and community. This is reinforced by the fact that the various religions are finding their members to be increasingly unwilling to accept church control over the selection of spouses. One thing that has not changed however is the fact that the failure rate in interreligious marriages is higher than in marriages in which both parties are members of the same faith. The following chart shows the percent of marriages ending in divorce for different religious categories:

Marriages Ending in Divorce for Various Religions

Religious Categories	Percent Ending in Divorce
Both Jewish	5 percent
Both Catholic	6 percent
Both Protestant	9 percent
Mixed Catholic-Protestant	15 percent
Both None	20 percent

From this chart you can see that in cases where both parties have no religious affiliation the chance of divorce is greater. A situation in which the wife is Catholic and the husband Protestant has a *much* greater chance of success than one in which the husband is Catholic and the wife Protestant. In seeking to solve the problems of inter-faith marriage the couple might consider a "new" faith for each partner. Many Catholic/Protestant couples find a good compromise to be the Episcopalian faith.

## Interracial Dating and Marriage

Again, over the past 20 years we have seen an increase in interracial dating and marriage. More tolerant and liberal attitudes toward minorities is probably the chief factor in this increase. Additionally, the fact that in 1967 the courts struck down the Virginia law prohibiting interracial marriage has resulted in other states quietly removing such laws from the books; however the interracial couple still

faces much resistance and stigma because prejudice dies hard. Such couples might consider that there are certain areas where the pressures are lessened and people are more tolerant. These areas include California, Hawaii, large metropolitan areas, college campuses and military communities. These couples should also note that divorce rates are *higher* for interracial marriages.

## Age as a Variable

In general, the younger you are when you marry, the more likely you are to become divorced. Those males who marry between the ages of 25-29 have by far the lowest divorce rates while those who marry prior to age 21 have the highest. The optimum age for marriage appears to be about 26 for males and 21 for females. Although there is little empirical data on the ideal age spread we do know that in American society males average being about four years older than their mates. It is my personal recommendation that cadets consider this point very carefully when considering a June Week wedding. All available evidence suggests they should wait at least a couple of years.

## Education as a Variable

Empirical studies conclusively point out that as education goes up divorce rates go down. Marital adjustment studies indicate that those with a high level of education have a higher level of marriage adjustment than those with a low educational level. The divorce rate for those males with a college degree is about half what it is for those with less than a high school diploma. When both partners have a college degree the chances for success are even greater.

## Income as a Variable

There is a very strong relationship between successful marriage and income. All available evidence points out that as income goes up, divorce rates go down. Most sociologists point out that those who are most divorce prone are those in the lower income brackets. 1975 graduates of the Academy can expect to compare quite favorably to graduates of all other institutions of higher learning. In fact, they will do better than most. The beginning salary for a second lieutenant going to flying training, married and living off base will be over \$10,000.00. Compare this to the average American income of \$11,600.00 and you can see that this is one heck of a good starting salary. This is in addition to the many fringe benefits; e.g., BX, commissary, free medical care, etc.

All of these indicators of divorce proneness are obstacles which must be overcome if the marriage is to survive. It may be that opposites attract but those who have similar backgrounds and outlook on life have a better chance at success. If you perceive your future wife's role as wife and mother and she sees herself as a fully liberated woman who (The following chart summarizes the characteristics which seem to be associated with divorce proneness:)



## DIVORCE

### Greater Proneness

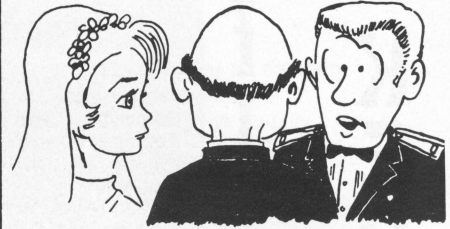
Urban residence  
Married young (15-19)  
Married after short acquaintanceship  
Short engagement or none  
Parents unhappily married  
Non-attenders at church  
Mixed marriage  
Kin and friends disapproved of marriage  
Dissimilarity of background  
Different conception of husband and wife roles

### Lesser Proneness

Rural residence  
Male age 22-28; female age 20-26  
Know each other at least two years  
Engaged at least six months  
Parents happily married  
Regular attenders at church  
Same faith  
Kin and friends approved of marriage  
Similarity of background  
Similar conception of husband and wife roles

\*William Goode, *Contemporary Social Problems*

## JUNE WEEK:



"Would you run that by again, slowly?"

wants to make her mark in the world, you are headed for trouble. This is very definitely a subject for discussion and negotiation *before* marriage. I would go so far as to say that those cadets who marry "the girl back home" have a much greater chance for a happy, successful marriage than those who marry girls who come from a background dissimilar from their own.

You may be interested in knowing that the divorce rate in American society has been increasing at a rapid rate since about 1955. About one in every three marriages ends in divorce and in some areas of the country, for example, San Mateo County, California, the divorce rate is close to 45%. Almost 5000 Americans break up their marriages *every day of the year*. In 1972 there were close to 900,000 divorces and predictions are for a million this year.

### Divorce and the Air Force Officer

Divorce rates among Air Force officers are lower than rates among the overall population. From 1960 through 1972 the percentage of officers in divorced status was only about one percent. This compares to about 5 percent of males of similar socio-economic status. About 500 officers divorce each year and approximately 90% of them eventually remarry. The following facts about Air Force officers and divorce are presented without elaboration. Space does not permit detailed discussion; however, a copy of the book, with detailed information, is available in the library or in the office of the author:

The divorce rate for Air Force officers is lower than in the overall population.

Those officers who were graduates of the Air Force Academy had lower divorce rates than officers commissioned through any other source.

Jewish and Catholic officers had lower dissolution rates than officers who were Protestants. Those officers expressing no religious affiliation had the highest rates.

Officers with at least a college degree had much lower rates than those without a degree.

Rated officers had a slightly higher rate than non-rated officers but the differences were not significant.

Of all the flight specialties, flight nurses had the highest rate. Many of these officers were divorced before entering service.

There is very little difference in divorce rates between regular and reserve officers.

In the face of a dramatic increase in divorce rates among

civilians, rates among Air Force officers have remained low and shown no significant increase.

Low divorce rates among Air Force officers can be partly explained by reference to several sociological concepts. Primary among these is that of integration; i.e., the societal integration that takes place through shared norms, values, and beliefs. The Air Force officer corps is a homogeneous, stable group in which a common set of standards and goals is shared by practically all members. These norms, values, standards and goals are generally shared by wives. Although the officer force, to some degree, cuts across all social classes, there is a strong feeling of commonality of kind. In fact, young officers are socialized by both their peers and their superiors to direct their loyalty toward the group and toward the mission. Selfless devotion to country and to the Air Force is encouraged. They are also encouraged to put away feelings of superiority and desire for individual recognition and work toward success of the squadron, group, or wing. This is integrative and leads to solidarity. This loyalty to the country, to the Air Force, to the unit, more than likely carries over into loyalty to the wife. The Air Force husband and wife are made to feel as a "team" and that the accomplishment of the mission is dependent on both of them, not just on the husband. The wife is made to feel her role is valued and most wives are proud their husbands are Air Force officers and feel they are contributing in their own way to their husbands' success as well as to the mission of the Air Force. The relatively high income and the fringe benefits received by the Air Force officer and his family as well as the outstanding retirement system promote strong feelings of security — a concept that is highly correlated with low divorce rates. Previous research has suggested that when the couple is separated from both kin groups, the marriage has a better chance of success. Air Force couples fit this criterion very well. The very nature of military service is such that the partners usually live great distances from the kin groups. In-laws have very little opportunity to interfere, and wives find it difficult to go home to mother. There is some truth to the old saying "the further you live away from your mother-in-law, the better."

Relatively high education, high income and strong sense of security are important factors for consideration when attempting to explain low divorce rates among Air Force officers. When you add to this the fact that family dissolution rates are lower among those who hold professional status and lead exciting, useful lives it is not surprising to find lower divorce rates among Air Force officers.

# Kenneth Ytivist Korner

## POETRY CONTEST

One thousand dollars will be awarded as grand prize in the First Annual Poetry Competition sponsored by World of Poetry. Poems of all subjects and styles are eligible to win the grand prize or any of fifty other cash or merchandise awards.

According to contest director, Joseph Mellon, "We are looking for talent of every kind, and expect 1975 to be a year of exciting discoveries."

In addition to a prize, each winning poem will be included in the prestigious *World of Poetry Anthology*. The contest will be judged by an independent panel of the Chaparral Poetry Society. Rules and official entry forms are available by writing to World of Poetry, 801 Portola Drive, Suite 211, San Francisco, California 94127. The contest closes June 30, 1975.

*Just a Job*

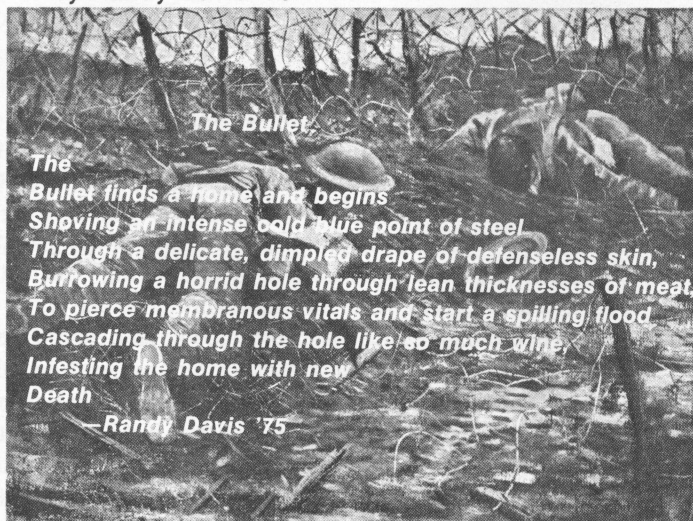
*Long lines of swine glide hanging upside down  
Towards a dreadful destiny: waiting blades,  
The butcher holds a shiny knife to gouge  
Pink throats that look like peachfuzzed baby faces.*

*They squirm their firm yet fatty bodies so,  
Conveyor belts transport pork cargo fast  
As mass production slaughter fills the room,  
Like sloppy surgeons men now pierce for blood.*

*The brilliant deluge crimson spills a glop  
Of fluid spattering thickening basins full.  
Like heartless desperadoes slitting throats  
They start the ripping wide, for dripping speeds hog death.*

*They bleed and bleed but don't quit squealing yet,  
The hogs kick heels and flail fat bodies loose,  
I watch, for now it's time to start my shift,  
I start hog surgery and think it's just a job.*

—by Randy Davis '75



*The Bullet*

*The  
Bullet finds a home and begins  
Shoving an intense cold blue point of steel  
Through a delicate, dimpled drape of defenseless skin,  
Burrowing a horrid hole through lean thicknesses of meat,  
To pierce membranous vitals and start a spilling flood  
Cascading through the hole like so much wine,  
Infesting the home with new  
Death*

—Randy Davis '75

## THE HATCHING

Slow movement within a hard white shell;  
an awakening into darkness,  
hidden gold matching outside gold  
yet separate, unjoined, incomplete;  
alive yet dead:  
Instinct guides the struggle,  
the attack on the shell and restraints,  
longing for freedom, for unity with life;  
a small hole appears, an eyepiece to the future,  
giving both air and light;  
strengthened, the chick renews the attack  
enlarging the hole then collapsing,  
encouraged by glimpses of the world to be;  
rested, the chick destroys the shell  
and lies exhausted yet free  
and ready to live.

—Rick McAlister '75

## On Seeing a Dead Soldier

Poor misguided fool  
someone lied to him  
told him he was doing right  
and now he's dead.  
Was it his parents  
or his friends  
or his schools  
that sent him here  
to die  
far from home  
or friends  
or even the leaders  
who started the war?  
And will his parents weep  
or commend him for his bravery?  
And who will get his medals  
bought with such a price?  
Did he have a wife  
and are his brothers warriors too?  
How many of them are still alive?  
Did he like to fish  
or to lie in an orchard  
on a summer's day  
listening to the bees  
or visit with friends  
at a bar?

Why did he have to come here  
so I would have to kill him?

—Rick McAlister '75

—IMPERIAL WAR MUSEUM • LONDON

A poking knife robs  
Virgin peanut butter of  
Waxy-brown smoothness  
—by Randy Davis '75

## WATER

Rain-soaked sky hiding mountains and towns  
equalizer of the earth —  
leveling hills and filling valleys,  
smoothing stones and cleansing all creation,  
lending life and dispensing death,  
washing whites, blacks, everyone equally,  
free for the taking,  
servant of man and yet master.

—Rick McAlister '75

## Squadron Officer School and the Class of 1975: A CHALLENGE

by Colonel Thomas H. Normile, Commandant, Squadron Officer School, Maxwell Air Force Base, Alabama

In a few days you will finish your professional military education! Not really. Actually, you are just beginning. Sure, you are going to be where the action is at last, and you are going to get your hands on some real hardware. You will become experts in all the career fields that are needed to run today's complex Air Force. These early years are an exciting time of learning for all young officers. It is a time to become proficient as technical experts in your assigned career fields, and it is a time for rich practical experiences. But, to be a truly professional officer, you will need much more than technical skills and practical experiences in leadership. Professional education is a continuing process. For most of you Squadron Officer School (SOS) will be the next major step.

SOS will give you a chance to hone those skills that you gained at the Academy, plus the opportunity to develop new skills. You will improve your communication skills through a comprehensive speaking and writing program. You will have the opportunity to learn about and practice effective leadership in all SOS activities. In a highly competitive field leadership program you will develop new insights about leadership under conditions of stress. Our Project X will place you in time-pressure situations so that you can participate in and observe various leadership problems. Our lecturers, guest speakers, and small seminar groups will allow you to update your knowledge about current leadership problems. You will listen to and discuss the newest ideas for managing men, money, and materiel. Exercises and simulated problems will give you a chance to actually apply what you have studied about management. And, finally, you will update your knowledge on the United States Air Force in terms of national power, doctrine, forces, and capabilities. In this study of the Air Force and force employment you will hear lectures by experts in current weapon systems, discuss concepts of doctrine and strategy, and have practical experiences in conflict resolution. This is only a broad overview of our course content. You can get a more detailed description from school catalogs, our curriculum catalog, or by

discussing SOS with former students and faculty. What I really want to share with you involves something that is not formalized in our curriculum catalog. This is where my challenge comes in.

My challenge is that you prepare to come to SOS as a teacher as well as a student. One of the greatest learning experiences here involves the formal and informal interchange of ideas and experiences. In this respect, everyone at SOS both teaches and learns. Prior to arriving at SOS, you will all have experiences in a wide variety of situations. Most of you will serve as technicians, while a few of you will be put in positions of managing. You

the curriculum. Your classmates will be able to draw on this knowledge to build and enrich their own backgrounds. You will become a teacher.

To be effective in this role at SOS, you should be more than a passive actor in the events that you are about to take part in. You will be busy learning new jobs and technical skills. I challenge you to make the most out of each new experience and to view these experiences as a foundation for future professional development: not just your own professional development, but the professional development of your fellow classmates when you get to SOS. You can do this by treating each new experience as a learning experience — a building block upon which you can improve with each successive experience. This is no easy task. We all tend to become bound up with the problems of the present without keeping an eye to the future. This is a special danger for you who are embarking on an exciting new career. It becomes a challenge to analyze each experience in terms of "what can I learn from this?" and "what can my fellow officers learn from this?"

So this is my challenge and my reasons for issuing the challenge. When you arrive at SOS you will have contact with officers from every command, every career field, and a myriad of backgrounds. You will take part in a rigorous program of formal studies and field leadership. This combination of formal study, field leadership, and informal contacts with your fellow officers will result in rich learning experience. All of you will contribute to this experience. My question is, "how valuable will your contribution to this learning be?" We will provide a curriculum that will serve as a basis for your professional development. Only you can provide that extra element, that wealth of experience you will be exposed to during the next few years.

Those of you who are graduating have completed a difficult program and deserve a hearty "well-done." To those of you who are staying behind to complete your studies I wish good luck. All of you have your work cut out for you. SOS will be your next contact with formal Professional Military Education. Your informal Professional Military Education starts tomorrow.



Squadron Officer Shield

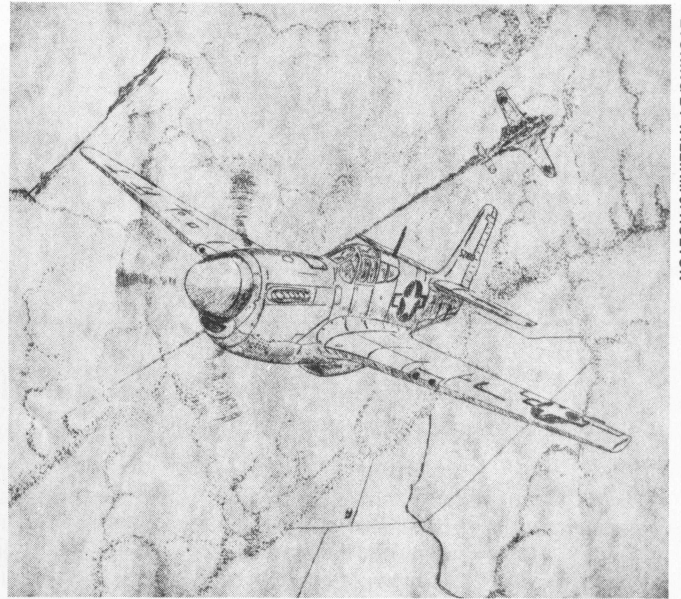
will all have some experiences with leadership. You will have both successes and failures. Taken individually, these experiences may seem insignificant. When you come together at SOS these experiences become cumulative and explode into a rich pool of knowledge. As you come together as students your collective knowledge amounts to thousands of years of experience. It is in this arena of collective knowledge that you all become teachers. You will all have experiences you can apply to various parts of

# Why Flight?

(With apologies to John Gillespie Magee, Jr.)

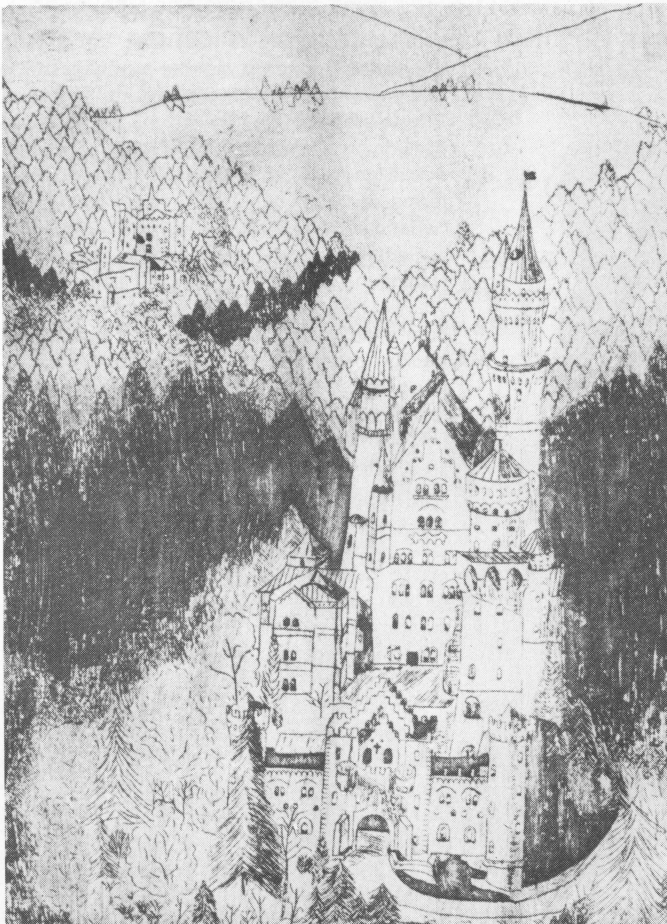
Oh, I have slipped my sense, lost my mind.  
If God meant man to fly, He'd give me wings,  
But no, I've gone to see what I could find  
In sun-split clouds — and done a hundred things  
I could not dream of — heaved and gagged and clung  
High in the stifling silence. Hanging there  
I tried to hold my stomach down, the mung  
I'd had for lunch was more than I could bear.  
Up, up my long delirious, burning throat  
It surged from out my mouth, a ghastly taste.  
Before my eyes it seemed to float,  
And when at last my plastic bag I found,  
I returned just then to base.  
Put out my foot and touched the Go- -am ground.

—Dale C. Waters '75

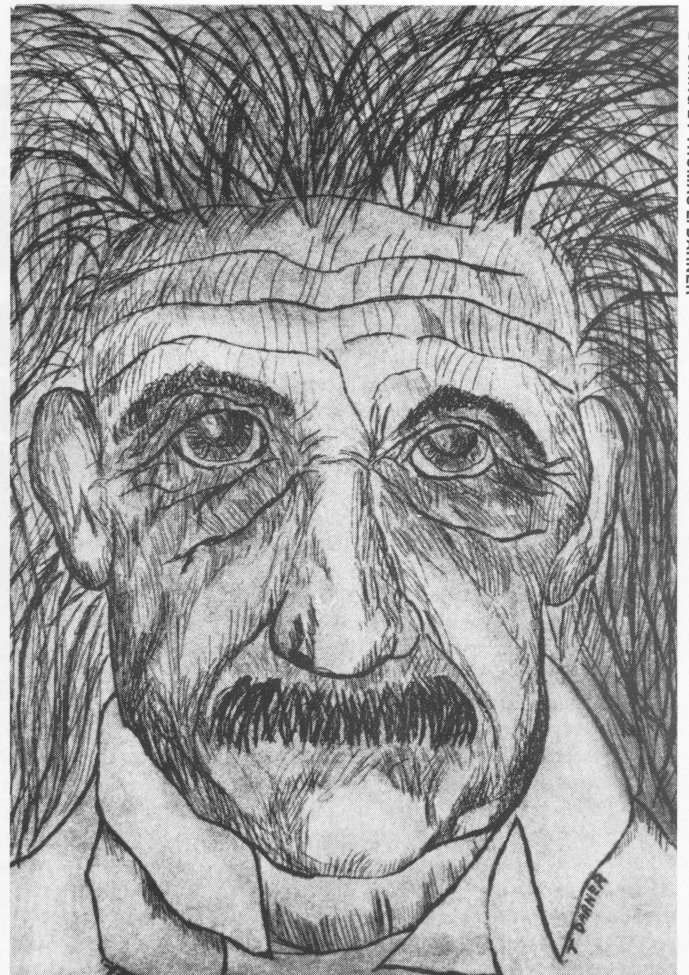


—ETCHING BY WILLIAM J. HOLTON

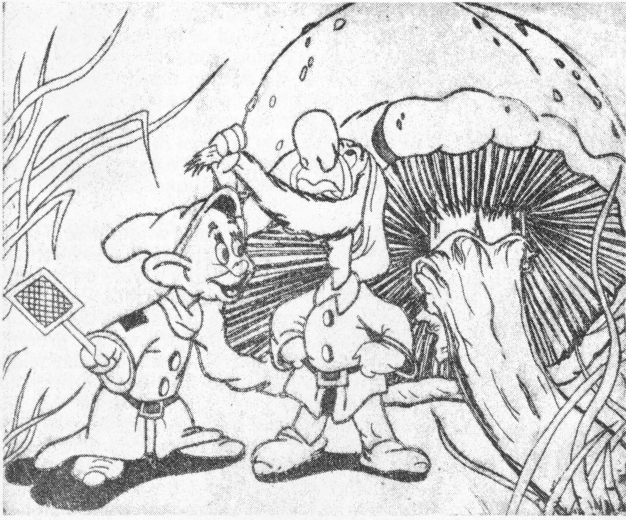
## FINE ARTS



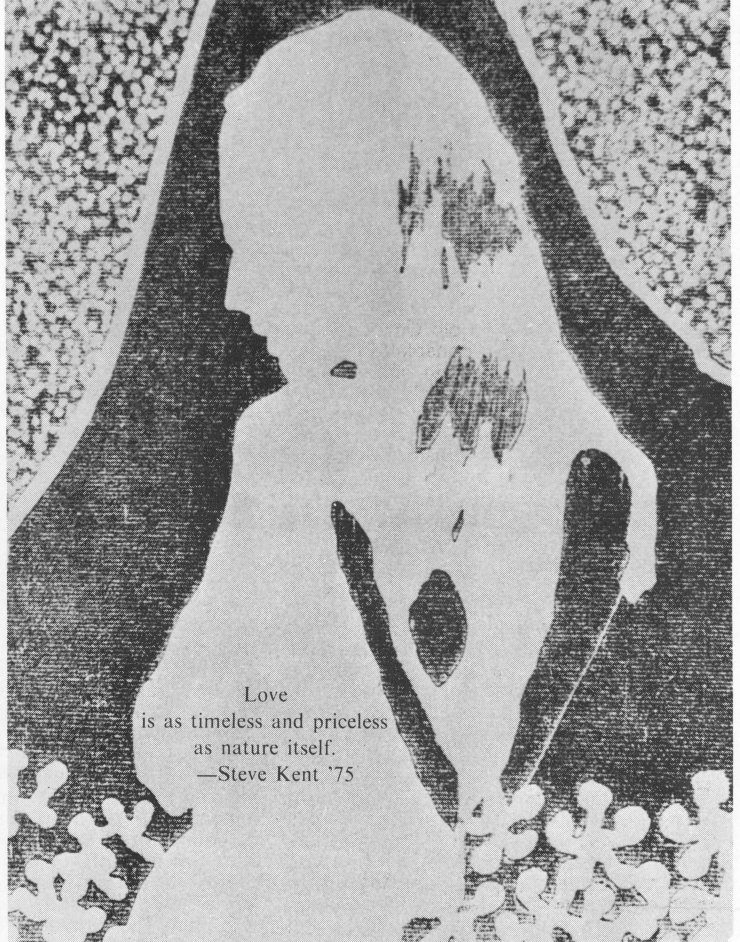
—ETCHING BY ROBERT D. DORSEY



—ETCHING BY THOMAS L. DARNER



—ETCHING BY TODD N. ZEDLIK



—WOODCUT BY RICK DOUGLAS

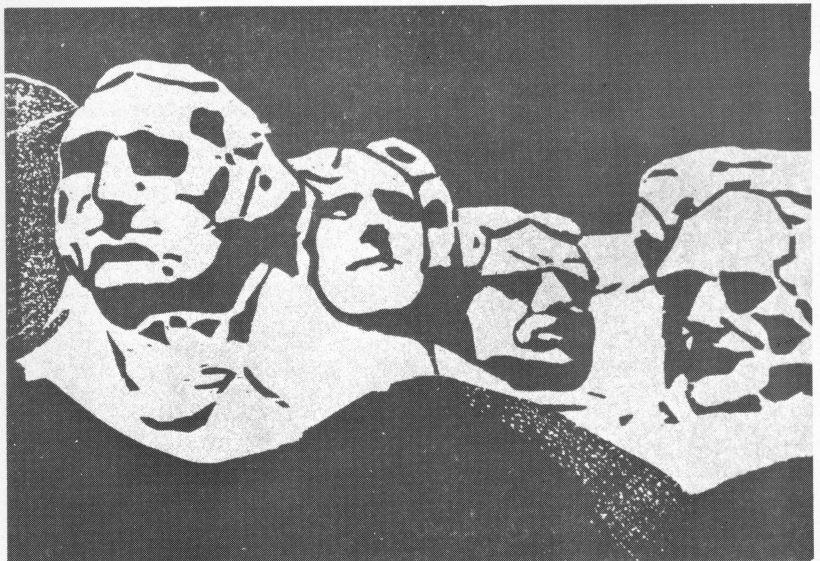
# SPRING

Love  
is as timeless and priceless  
as nature itself.  
—Steve Kent '75

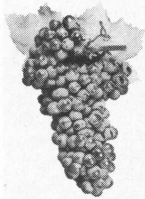


—FREE FORM COLLAGE BY KIRK SALGUOD

# 1975



—WOODCUT BY MICHAEL G. McVAY



# The Cadet Guide to Wine

edited by Rick Douglas '75



"who loves not wine, women, and song, He is a fool his whole life long!" — J. Milton, SAMSON AGONISTES

Wine came first. It was nectar to the divinities who frolicked on old Olympus, and today it provides sweet consolation to the young mods who also frolick on high. Alcohol, in the form of wine, has stood the test and weight of more than 30 centuries — glorified as the greatest gift of the gods by the most celebrated writers, poets, philosophers, and scientists.

To prepare a complete study on such a subject would be a heroic task of no small measure. Therefore, we will only touch lightly on the topic of wine.

## Background

Historically, man has enjoyed wine since the dawn of time. Paleontologists have found evidence of masses of grape skins, pits, and stems which had apparently been crushed by prehistoric man. The Egyptians credit Osiris and the Greeks credit Dionysus with the gift of wine, while the Hebrews claim that Noah first introduced it.

The most fitting of antique cups — that for the wines of ancient Greece — was modeled from the divine breast of the Trojan Helen. Phoenician traders introduced the vine into Europe at the Mediterranean coastal trading posts they established; and later, the Roman legions carried it into Gaul, Germany, and across the Channel to England.

The greatest single influence on the spread and development of wine has been the Church — indeed, the development of wine accompanied the spread of Christianity. Wine was required for sacramental functions; and since the good monks made wine for their own use and not for commercial purposes, they were more interested in quality than in quantity. As a result of their improvements, vineyards outside the church also began striving for quality, and the standard level of wine making was raised to a new level of excellence.

Although the vin-cultural history of America begins officially with the efforts of Fray Junipero, a Dominican missionary who planted the vines that he had brought with him from Spain around his missions in Southern California; we still recall the year 1000 when a small band of intrepid Vikings discovered America and dubbed it "Vineland the Good" after the wild profusion of grape vines that they found growing on our shores.

## What Is Wine?

Technically wine is the naturally fermented juice of freshly-gathered, ripe grapes which have been pressed at or near the place they were gathered. Wine usually consists of 80% water, 15% grape sugars, 5% acids, and carbon dioxide. If carbon dioxide, the product of fermentation, is allowed to escape slowly into the air, the wine is classified as "still." If the wine is bottled during fermentation, the carbon dioxide will escape when the bottle is opened and will bubble. This is sparkling wine, which is less intoxicating than still wine.

Still wines are usually classified into Red or White wines. There exists, however, a "half caste," the famous vin rose, neither a white or a red.

In 1969 we consumed over two hundred million gallons of American produced table,

dessert, and sparkling wines, over three fourths of which came from California vineyards. These wines carry either the name of a European district — Chablis, Sauterne, Rhine, Moselle, Burgundy, Claret — or that of a grape variety. The latter are usually more expensive and, with a few exceptions, better wines.

## How To Judge Wine

First, hold the glass of wine to the light and note its appearance and color. Experience will tell you what color is appropriate for each variety of wine. Notice if the wine is clear. Before modern technology focused on wine making, some of the primitive filtration techniques did not remove all the suspended particles, often leaving a cloudy, not very esthetically pleasing wine. Most of today's wines (with the exception of a few older reds) should be brilliantly clear.

Second, gently swirl the wine in the glass. This helps to bring out various odors. Sniff the wine to detect the aroma(s) of the grape(s) from which the wine was made, and to see if there is any bouquet.

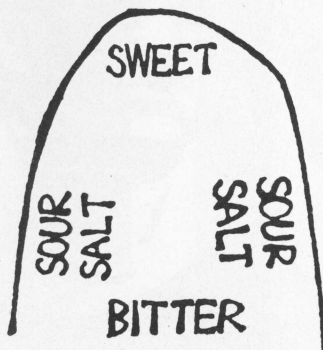
The aroma of a wine is that part of the sensory impression that comes from the type of grape used in producing the wine, while the bouquet is the subtle complex of odors introduced through aging. A way to differentiate the two would be to obtain two bottles of the same type of wine, one young, one well-aged, and sniff. The difference is the bouquet. Obtaining two bottles of different types of wine of the same age would illustrate aroma.

Experience is not necessary to determine whether you like the aroma of a particular wine, and should the fragrance turn out to be a pleasant one, this simple procedure will greatly enhance your enjoyment of the wine. Swirling and sniffing will also aid in the detection of any bad odors. Wine should have no sharp, vinegary type of aroma. Neither should there be any hint of hotness or harshness in the aroma, for this is a sign of undesirable chemical constituents (aldehydes).

The most common odors are sulfur dioxide, earthy, woody, green, raisiny (overripe grapes), and yeasty.

## Winetasting: The Final Step

One can learn a great deal about a wine before it is tasted, but the real proof lies in tasting. Take a sip and roll it over your tongue so that all areas of taste will be reached. As you can see from the accompanying diagram,



each of the four basic tastes is sensed on a particular area of the tongue. Notice whether

the wine is sweet or dry and whether acid content is high or low. Acidity is classified as either low, medium, or high; a wine particularly lacking in acid is termed "flat," and one whose high acidity ("sharpness") is due to un-ripe grapes is usually designated as "green." The important thing to remember is that acidity contributes fruitiness and helps bring out an eye-appealing color in wine as well as complementing the body. A degree of acidity is essential for a correctly balanced wine; wines of low acidity often seem thin and watery and cannot stand up well with food. There are also many wines that are too high in acidity. These should not be excused by a claim that they can only be appreciated by a connoisseur.

In testing the wine, pay attention to its feel on the tongue: light or heavy? This is "body" (Water has lighter body than milk).

Finally, the moment you've been waiting for. Swallow. Is there a lingering aftertaste? If so, it should always be pleasant, never sharp (acidic), hot, or biting.

## The Right Wine For The Right Food

There are numerous rules governing the selection of wine for particular foods, including "white wine with white meat, red wine with red meat, and rose with anything." You should be concerned with fitting your own tastes, no matter what the rules say. A person is more apt to enjoy a wine if he chooses what he likes and not what tradition dictates.

The wine which precedes or accompanies the meal should be as dry as your taste preferences allow. A dry wine tends to perk up your appetite and bring out the flavors of food. A wine with noticeable sweetness has the opposite effect on appetite and often does not harmonize well with the main course. A sweet wine is really at home with dessert, for here it can be best appreciated.

One motive for serving white wine with white meat and red with red is the esthetic value of the complimentary colors. More importantly, fish and fowl tend to be light meals, mixing favorably with light-bodied white wines, while steaks and roasts are more robust meals and deserve the company of rich, full-bodied red wines.

Tradition also calls for a red wine to be served with game. Here it is felt that the tannin and body of red wine are required to best compliment the wild flavor of the meat. Even wild fowl, such as duck or pheasant, may often be enhanced with a red wine.

Fish, however, is more sharp than heavy. A more acidic wine helps soften excessive "fishiness" that may be present in the meal. A dry, crisp white wine is usually the best selection.

The French often serve cheese for dessert, and many believe that the best red wine of the evening (if you're doing it up big and have several different wines with your meal) should be reserved for the end and served with the cheese. They feel that cheese brings out the best in a red wine and visa-versa. Try it, and see if you agree.

**"I'd like a bottle of your finest champ-pag-knee (Champagne)"**

## —How To Order Wine In A Restaurant

Choosing the right wine in a restaurant is the man's job, and he is expected to do it with an air of knowledge, dignity and aplomb. Only

in a few other areas has the American male succeeded so well in failing. All too often he will point to or mispronounce a name on the wine list and then glance up to see whether the wine steward smiles or grimaces. In better restaurants, one can rely on the advice of the wine steward, but trusting your selection to an ordinary waiter will usually buy you only a name, not necessarily a good or appropriate wine.

The only way to succeed and to look stylish at the same time is to expend a little effort. Read books or articles (like this one) about wine and become familiar with names and how to pronounce them. Experiment at home with various wines. Remember the appealing varieties, and try to match variety with entree when in a restaurant. If in doubt, red or white?, or if two people are ordering very different dishes, choosing a rose is an easy out.

In most restaurants the waiter will pour a sample of wine for the person who ordered it before he fills every glass. This is where you apply the look, swirl, sniff and sip test, searching for any defect. Simply not liking a wine is not sufficient reason to refuse it.

More elegant restaurants may present the cork for inspection. The proper thing to do is to smell it for impure odors and to look at the bottom to see that it is moist. The latter is offered as proof that the bottle has been correctly stored on its side.

One should order wine at the same time as the meal so that the restaurant will have enough time to chill a white or rose or to decant an old red that may have thrown some sediment.

#### **Guide For Below-The-Zone-Promotions: How To Select A Pleasing Wine For Your Dinner Guest - The Base Commander**

Ordering wine in a restaurant is a man's responsibility, but it is the woman who must often buy a bottle from the local liquor or grocery store for dinner. If hubby's boss is coming to dinner, this simple task could inherit awesome responsibility. Since the rows and rows of well-stocked shelves may well offer more confusion than comfort, a few guidelines for new grads' new wives (post 4 June 1975) follow.

First, you must decide what general type of wine - red, white, or rose - is in order, depending on personal tastes and the evening's menu.

Second, you must tackle the subject of dry or sweet? Remember that people unaccustomed to drinking wine usually prefer something with a little sweetness. In no case should you serve a sweet dessert-type wine (California "Chateau" wines or French Sauternes, for example) with dinner.

A great deal of shelf space in most liquor stores is devoted to bottles or jugs of wine with screw-top caps. Another sizeable area is reserved for fifth-size bottles with corks. You should choose from the former when you plan on adding 7-Up to the wine for a summer cooler, or when you plan on serving it at a backyard barbecue where you're sure your guests will consume gallons. The finest wines, however, are always sealed with a cork. It is from among these that you will probably select most of your dinner wines.

Like anything else in life, selecting wine becomes easier as one becomes more experienced. By all means try different varieties to increase your knowledge. Wine-tasting parties, where different types of wine can be compared, are especially educational as well as enjoyable. Allow one third to one half bottle of wine (total, not of each variety!) per person, and vary the wines to be tasted according to the expertise of your guests. Half bottles are ideal and economical for this purpose. Most importantly, jot down the name and vintage of a wine that you like or despise for future

reference.

#### **Read The Label**

There is a wealth of information to be gathered from any wine label. All it takes is an understanding of a few terms and a little expertise in determining the shadows of difference between what may at first glance appear to be two very similar labels:

**Name of the Winery** - It does not have to be well known to be good.

**Wine Type** - Of equal prominence on every bottle is the name of the variety of wine contained within. A generic wine may be made from virtually any type of wine grape, a non-vintaged varietal must be made from at least 51% of the named grape, and a varietal carrying a vintage must contain a minimum of 75% of the named grape.

**Origin** - Where the wine was produced.

**Vintage** - Only a wine produced entirely from grapes grown and fermented in one particular year is allowed to display that year on its label. In addition, all of the wine must have been fermented within the area of geographical origin mentioned on the label.

**Alcohol Content** - By law the alcohol content of California white table wine must be between 10-14%, while that of a red table wine must fall between 10.5-14%. Somewhere on the label the alcohol content, with a tolerance of 1.5% in either direction, must be found. As an acceptable alternative to an actual figure the phrases "light wine," "light red wine," or "light white wine" may be used.

**Estate Bottled** - Officially this means that the wine has been made exclusively from grapes grown on a winery's own vineyards, which must also be located within a specific geographical area.

Near the bottom of the front label may be found a short phrase that tells a great deal about the wine. This usually includes one of the following statements and the name of the winery:

**Produced and Bottled by** - When you see this on a label it means that at least 75% of the wine was crushed and fermented by the named winery.

**Made and Bottled by** - Means that 10-75% of the wine was produced by the listed winery, with the rest having been purchased from other sources and then finished (aged, blended, bottled) by the winery that places it on the market.

Terms like **Cellared and Bottle by**, **Perfected and Bottled by**, or simply **Bottled by** are used to indicate wines that have been brought in from other producers, and then finished and bottled by the winery whose label they carry.

While at first it may seem that the winery that plays a role in its wine from grape to bottle will do a better job than the one who buys wine in bulk and then ages, blends, and bottles it, in practice this is not always the case.

A number of terms that do not have any legal requirements for their use also find their way onto American wine labels:

**Private Stock** - Any winery that wishes may call all of its wines "private stock." It is used to impress the potential buyer.

**Limited Bottlings and Private Reserve** - As a general rule these appear to be two of the more respectable notations to appear on an American (Californian) wine label. The reputation of the individual winery is most important in determining if these represent higher quality wines.

Some wineries will assign a **Numbered Label** to each bottle of a particular lot, with the implication that this is a quality control measure and manifests special care and attention delivered to the wine. While this may well be the case, remember that anyone can

buy a consecutive number stamper! Refer to the reputation of the winery.

**Cask and Cuvee Numbers** are also found on some labels, and what they mean varies from winery to winery.

While careful inspection of front labels can be quite informative, back labels usually say little. Many wineries use them only to give a short history of the winery or to heap undeserved praise upon themselves. Some skip back labels entirely. Only a few (Beaulieu and Beringer) use this space for the commendable practice of telling exactly which grapes went into the particular wine.

#### **Tips On Serving Wine**

Now that you've brought a bottle home, a few words on serving wine are appropriate. White wines are usually served chilled. A good temperature is 50-55 degrees, low enough to refresh, but not so cold as to suppress aroma. Medium-dry and sweet wines usually benefit from a little extra chilling. Red wine is traditionally served at cellar temperature, about 10-15 degrees warmer than the whites. Keep the wine in as cool a storage place as possible, especially during hot summer months.

When sediment appears in an ancient bottle of red wine, it does not detract from the quality of the wine, but for esthetic reasons a clear wine is preferable. Stand such a bottle upright for about 24 hours prior to serving; this allows the sediment time to settle. The bottle may then be opened, and the clear wine carefully poured into a table decanter. If some sediment makes its way into the glass, the wine may taste somewhat dusty.

Finally, some remarks on equipment. While wine can be drunk in anything from paper cups to crystal, it is usually at its best when served as elegantly, but simply, as possible. Favored is the traditional tulip-shaped, stemmed wineglass, whose slight inward slope at the top concentrates the aroma. Use a glass that is as clear as possible - never tinted or etched! While the latter may appear beautiful on the shelf, it makes it difficult to evaluate good wine.

Corkscrews are available in infinite forms, but remember, as long as the screw is long enough to penetrate completely through the cork, all of the various types are equally adept at removing the last obstacle between you and Bacchus' nectar.

#### **Aging: Secret Of The Best Wines**

Almost all premium wine benefits from aging in the bottle. A very young wine that is rough and harsh will often improve with time, reach a plateau, and then slowly decline. White wines generally mature quickly, reaching their peak a year or two after they are bottled. While they may last for five years or more in a bottle, they should be consumed while still relatively young.

Red wines, particularly those that are full-bodied and high in tannin, age much more slowly than whites. Cabernet Sauvignon and Pinot Noir are two reds that, when they are at their best, benefit from many years of bottle aging. When they are young these wines tend to be hard and astringent. The aging process smooths them out, softens the wine, and takes away its bite. Gamay is often an exception among red wines and may be drunk while it is still young. The interested wine consumer can do himself a great service each year by putting some young red wines away in a cool, dark place. After a few years, he will be able to serve a much finer wine worth many times its original price.

#### **Wine Cellar For The Novice**

Being able to observe your wines, through periodic tastings, slowly mature and attain their highest quality, can be both enjoyable

and informative. You have played a part in your wine's coming of age!

When storing wine it is important to observe several rules. Light, heat, and wide variations in temperature are harmful to wine. Try to select a dark storage area with a fairly constant temperature of 55-60 degrees. Always store bottles of wine on their sides so that the cork remains moist; otherwise it will dry out, shrink, and allow air into the bottle. The result may be an expensive bottle of wine vinegar.

Almost all supermarkets and many liquor stores violate one or more of these rules. One takes a chance when buying an improperly-treated bottle of wine, especially from those stores that have a fairly slow turnover. Try to shop where these rules are followed. Perhaps this will urge the other stores to change their habits and improve the quality of the wine available to the American public.

**Editor's Note:** Special thanks to *The Fine Wines of California* by Robert S. Blumberg and Hurst Hannum (New York: Doubleday & Co., Inc., 1971); "Wines" by Michael S. Ridenour in *Leisure in Apartment Living* (Spring, 1974); and, John P. Lenihan, Jr. ('70) in *TALON Magazine*, February, 1970.

### WINE CELLAR for the NOVICE

- 2 White Burgundy - Chablis or Pouilly-Fuisse (1966 or 1967).
- 2 Beaujolais of a good house like Mommessin, preferably Fleurie, Moulin-a-Vent or Julienas, not older than 1967.
- 2 Regional Red Bourdeaux - St. Julien, St. Emilion, Margaux.
- 2 Estate bottled fine Burgundy (e.g. Clos de Tart, Pommard les Plateres, Corton Renardes, Nuits St. Georges, preferably of 1964).
- 1 Chateau bottled Claret (Red Bourdeaux) of distinction (preferably 1961 or 1962, in the case of St. Emilion it can be 1964 Chateau Figeac).
- 1 Chianti Classico (avoid the Chiantis in straw covered bottles).
- 2 Rhine or Moselles - estate-bottled of recent vintage (1966 or 1967) - not Liebfraumlch or Moselblumchen.
- 1 Tokaji Aszu or Sauternes (Chateau La Tour Blanche or Chateau Suduiraut).

This selection represents an investment of about \$35.00, and for the novice a wide range of taste experience.

For those who entertain more and need to have on hand a wider selection of fine wines to accompany some elegant dinners, I would add:

## Forensic Falcons: Formidable Fanatics

by Bernard F. Goldbach '76

Four firstclassmen will conclude their intercollegiate speech careers with the Cadet Forensics Association when they graduate this June Week. They have sustained the winning tradition of the Academy's competitive speech program by helping the squad to earn over 55 trophies and 108 honors this season.

In the past three years of national forensics competition, the Academy has ranked high among the better universities. The American Forensics Association posted USAFA in first place during the 1972-73 school year, fifth in the 1972-73 season, and in third place for 1973-74. Results of the current season will be tabulated this summer.

Alex Limanni ('75) leads the squad in total number of trophies, winning 34 during his cadet career, primarily in Impromptu, Extemporaneous, and After Dinner Speaking. Additionally, Alex has represented the Academy at major contests throughout the country, and has consistently placed among the top 15 teams at debate tournaments in the Western United States.

- 3 White Burgundy - Meursault, Puligny Montachet (from a specific vineyard), Batard-Montrachet or Corton Charlemagne.
- 3 Red Burgundy - estate bottled of 1964 (any of those listed above or an Echezeaux, Richebourg or Clos Vougeot).
- 3 Clarets (red Bourdeaux) of 1961 or 1962, chateau-bottled crus classes.
- 2 Champagne for festive occasions
- 1 Vintage Port or fine old Madeira.

This total selection will cost about \$100.00. By the time you get through your cellar, provided you concentrate on what you are drinking, you will acquire a considerable knowledge of wine; the pleasure derived will be your free dividend.

Known for his ability in Oral Interpretation of Literature, Dave Wallace ('75) also serves as the cadet-in-charge of the squad. During his four years at the Academy, he has won 14 trophies and 22 honors. Dave qualified to represent Colorado in the Interstate Oratorical Association's competition at Bradley University in early May, and he was selected to attend Nationals in Oratory at Niagra University.

One of the stronger debaters on the squad, Ron Kirschling ('75), won eight trophies and 20 honors. Ron was named first speaker at the Texas Tech tournament, defeating contenders from 29 schools. When not debating, Ron competes in Extemporaneous and Impromptu Speaking.

Bob Herring's ('75) strong debating style helped carry the Academy to its present fifth place national ranking in the Cross-Examination Debate Association. Bob competes in Oratory and Oral Interpretation of Literature, events which have gained him six trophies and 11 honors.

Members of the professional staff accompanying cadets in competition include: Major David Whitlock (DFEFA), Officer-in-Charge of the squad and presently Secretary of the American Forensics Association, Captain Michael Anselmi (DFEFA), Captain High Burns (DFEFA) and Captain Leo Finkelstein (DFEGMo).

Academy debaters participate in major tournaments throughout the United States, including extremely tough competition sponsored by the University of Utah, Brigham Young University, California State University, Fullerton, Niagara University and the University of Wyoming. A typical tournament hosts 40 schools from 11 states. The Academy's successful sweepstakes record against such difficult schools as USC, UCLA and the University of Texas, will hopefully keep it among the top universities in forensics excellence again this year.



# "BEYOND THE CALL OF DUTY"

by Tom Laurie '75

—AIR FORCE ART



First Lieutenant Edward Vernon Rickenbacker was a pilot of the 94th Aero Squadron. While on patrol in his SPAD over the lines near Billy, France, 25 September 1918, he attacked five Fokkers which were protecting two Halberstadts. He dived on them and shot down one of the Fokkers, then attacked one of the Halberstadts shooting it down also. In his dedication to United States victory in the air, Lieutenant Rickenbacker totally disregarded the odds of seven to one against him. Born Columbus, Ohio, 8 October 1890.



Brigadier General William Mitchell. Act of Congress, 8 August 1946. Authorized the President of the United States to award posthumously in the name of Congress a Medal of Honor to the late William Mitchell, formerly a colonel, United States Army, in recognition of his outstanding pioneer service and foresight in the field of American military aviation. Twice during his military career he held the rank of temporary brigadier general and on 18 July 1947 a special bill of Congress promoted him to major general, retroactive to the date of his death. General Mitchell died 19 February 1936. Born Nice, France, 29 December 1879.

*"Sometimes a very thin line exists between an award of the Medal of Honor and a trial by court martial . . ."*

—2Lt. Samuel I. Parker  
Medal of Honor Winner  
Soissons, France 1918

It is not the famous names such as Roosevelt, York, MacArthur, Doolittle and Rickenbacker that mean so much when you mention the Medal of Honor. It is the lesser known names, like Sickles, Wood, Nininger, Red Cloud and Oliver that give the medal its prestige. The Congressional description of the Medal of Honor which includes such words as "gallantry" and "Soldier-like-qualities" could never envision the acts of men in war. Could the Congress really put into words the qualifications for an act such as this: in the Civil War a soldier distinguished himself so much that he received recommendation from both sides of the battle.

After the first bills were passed for the medal in 1861, it was awarded without cause in many cases. After Little Big Horn when "every man that behaved ordinarily well during action" was recommended for the medal, some changes were made. The standard required for winning the award was raised to those acts that "far exceeded any just demand of duty."

In 1896 it became mandatory for an eyewitness to accompany the recommendation for the award. No longer could a man apply for the award himself. Recommendations were required to be made within one year of that act. From this time on it became harder and harder to receive the Medal of Honor.

In 1916 a board was convened to review all previous winners of the award. After deliberation 911 names were struck from the rosters of the gallant. Among those were the 29 men who accompanied President Lincoln's body to its final resting place, the 864 men from the 27th Maine Regiment in the Civil War who were given the medal as a lure to reenlist to defend the capital and Dr. Mary Edward Walker (the only woman ever to receive the honor) who was given the award only to appease her pointed pen.

Many winners when asked why they did their heroic act answer usually as "Well, someone had to do it." or, "It was our job." No matter why he did it the records show him a hero.

In Valley Forge, Pennsylvania, 52 acres have been set aside to honor and remember the most heroic men in our nation's history. To bastardize David Lloyd George, our task is to make America a fit country for heroes to live in.



Captain Charles Augustus Lindbergh. Act of Congress, 14 December 1927. For displaying heroic courage and skill as pilot and navigator, at the risk of his life, by his non-stop flight in his airplane, the Spirit of St. Louis, from New York City to Paris, France. Captain Lindbergh not only achieved a personal triumph of the highest magnitude, but he also demonstrated the feasibility of travel across the oceans by aircraft. Captain Lindbergh flew a Ryan aircraft, model M-2 modified. Born Detroit, Michigan 4 February 1902.



Captain James Phillip Fleming, then a first lieutenant, was aircraft commander of a UH-1F transport helicopter near Dak-To, Republic of Vietnam, 26 November 1968. He unhesitatingly flew to the aid of a six-man Special Forces long range reconnaissance patrol in danger of being overrun by a large, heavily armed, hostile force. Lieutenant Fleming descended twice in his lightly armed helicopter through a barrage of enemy fire to rescue the beleaguered patrol. Each time, he had to balance his helicopter on the bank of a river with its tail boom hanging over the open water. With complete disregard for his safety and life, he remained in this exposed position, with bullets smashing through his windscreen, until the entire patrol could board his helicopter. Born Sedalia, Missouri, 12 March 1943.

Superintendent  
 United States Air Force Academy  
 Colorado 80840

Dear Sir:

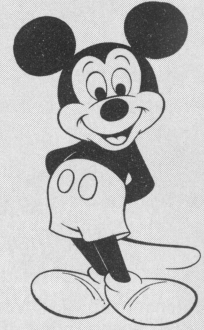
This is to inform you that I do not desire to accept the offer of appointment to the United States Air Force Academy as a cadet in the Class of 1975. My reason for declining is indicated below.

I understand that this declination is final and may not be recalled because another candidate will be selected immediately in my place.



—ETCHING BY JOHN J. SHINE III

Reason for declining:



—WALT DISNEY



—USAF PHOTOS

The Class of 1972 introduces itself to '75!

**PROFILE: CLASS OF 1975**

Total Candidates .....	6906
Qualified Candidates .....	2082
Candidates Entered .....	1404

**Rank in Class**

Top Tenth .....	56.9%
Top Fifth .....	80.1%
Top Quarter .....	86.6%
Second Quarter .....	11.2%
Third Quarter .....	1.8%
Bottom Quarter .....	0.4%

**MISSION:**

To provide instruction and experience to each cadet so that he graduates with the knowledge and character essential to leadership and with the motivation to become a career officer in the United States Air Force.

**Extracurricular Activities**

Class President or Vice President .....	19%
Student Government President .....	12%
Boys State or Boys Nation Delegate .....	20%
Citizenship Award .....	19%
Outstanding Student Award .....	35%
National Merit Scholarship Recognition .....	17%
Publications Staff .....	30%
Dramatics Productions .....	29%
Debate Team .....	9%
Band or Orchestra .....	22%
Chorus or Glee Club .....	15%
Athletic Letter Awards	
Football .....	32%
Basketball .....	17%
Baseball .....	12%
Track .....	29%
Scouts .....	51%
ROTC .....	9%
CAP .....	5%

# BASIC TRAINING BEGINS FOR CLASS OF 1975

AFA Doolies Get Down To Business

AIR FORCE ACADEMY, Colo. — The Class of 1975 at the Air Force Academy has completed its processing and started six weeks of basic military training.

The 1,404 "doolies" (freshmen) entered the academy Monday and are taking three weeks of Air Force orientation studies to be followed by three weeks of rigorous combat training over obstacle courses in Jack's Valley at the north end of the Academy reservation.

If the 35 per cent dropout figure prevails, the class will lose 492 cadets before graduation in June 1975. About 280 members of the new class can be expected to leave by 1973, an academy official said.

Academy records reveal that most of

the cadets who leave before graduation do so because of a change in career goals. Others leave for their failure to adjust to military life and for academic failure, physical disqualification, personal reasons and for honor violations.

This year's class — third largest in the Academy's history, was selected from a record-breaking 6,902 applicants, 2,145 of whom were rated fully qualified.

Lt. Col. Dennis E. Courtaney, the academy's associate director of admissions said the declination rate among applicants was lower this year than in previous years.

Courtaney said 1,641 appointments were offered to candidates this year and 237 were refused. The main reason for

the refusals, he said, was due to a change in career goals by the applicants.

He cited the declination rate this year as being 14.4 per cent compared to 15.5 in 1970 and 15.6 in 1969.

The 1,404 new cadets brought the size of the Cadet Wing this past week to 4,190, however Courtaney pointed out that only about 550 seniors and juniors are now at the Academy to supervise the training of the freshman class.

The other 2,236 cadets are presently undergoing training at Army, Navy and Air Force bases around the world.

Academic classes for the entire Cadet Wing start Aug. 23.

(Credit: *Denver Post*, July 12, 1971)

## Academy Survey Turns Up Average 'Doolie'

by TSgt. Jim Caldwell

—FALCON NEWS, 3 SEPT. 71

He is 18 years, 4 months old; 5 feet 10½ inches tall; and weights 155.2 pounds.

That is the physical picture of the "average doolie" in the Academy's freshman class drawn by statisticians here. The figures are based on data received from the 1,404 young men who were accepted into the Academy July 5.

Other characteristics of the average freshman, or "doolie," show that he finished in the top 10 per cent of his high school class, which had from 100-500 students.

He is a former Boy Scout and posted a 618 average score on his College Board scholastic aptitude tests, which places him in the top six per cent nationally among high school senior boys. He is also medically qualified for pilot training following graduation.

But the age-old theory that there is no typical human being was also proven in the study. The doolie who comes closest to fitting the description is Gary D. Vosburgh of Bergenfield, N.J.

Vosburgh is 18 years, 3 months old; 5 feet, 10½ inches tall; and weighs 158 pounds. He did graduate in the top 10 percent of his high school class, and

served as the senior class president.

His College Board tests average is 618½ and he is medically qualified to become an Air Force pilot.

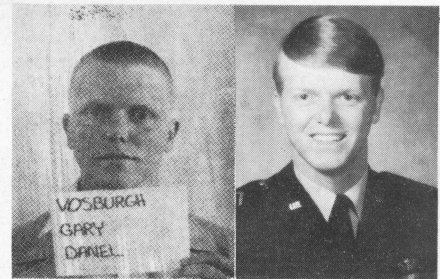
Vosburgh is not a former Boy Scout, although he was a Boys State delegate, a member of the National Honor Society and worked as a newspaper delivery boy. He also lettered in football and baseball at Bergenfield High.

Other information included in the study on the Class of '75 reveals that 84 basic cadets were graduated number one in their high school classes; six per cent had attended college before admission to the Academy; 11 per cent a military preparatory school; and two per cent both college and prep school.

One or more scholarship offers were made by civilian universities to 47 per cent of the class and 17 per cent received honorary recognition in the National Merit Scholarship Program.

Eighteen per cent of the group were high school class presidents or vice presidents, while 35 per cent of them won outstanding student awards. A total of 463 young men held a major class office while in high school.

There are 32 per cent who lettered in



Cadet Vosburgh then and now.

football; 29 per cent in track; 17 per cent in basketball; and 12 per cent in baseball. Some of them lettered in more than one sport.

Of the 710 former Boy Scouts in the class, 180 attained the Eagle Scout rank.

There are 45 young men who were enlisted members of the regular Air Force; 93 Air Force Reservists; and one Naval Reservist.

It will be following in their fathers' footsteps for 140 of the doolies with 109 fathers Air Force careermen; 21 Army; 5 Navy; and two each in the Marines and Coast Guard. Of the military fathers, 20 are graduates of one of the nation's military academies and five are general officers — three Air Force and two Army.

The statistical profile on the freshman class was compiled by the Academy Office of Admissions and Registrar's Evaluation staff.

—USAF PHOTOS

# UNITED STATES AIR FORCE ACADEMY ADMISSION REQUIREMENTS

## Pre-Academy Year

- Have a father who is a Colonel or above (preferably a grad).
- Be a middle-of-the-road/conservative student council president.
- Be captain of at least 3 sports in your high school and MVP of two.
- Go steady with captain of the cheerleaders (she's got to be extremely well rounded).
- Be the first person in your school to be unanimously selected by the faculty for the National Honor Society.
- At least three of the below:
  - (a) Be an Eagle Scout (Wear your uniform during Scout Week).
  - (b) Attend Boy's State (Sit through the USAF Academy presentation four times).
  - (c) Be on a first name basis with your Congressman.

## Fourth Class Year

- Report in your Civil Air Patrol uniform
- Be the first one in your squadron to memorize the phonetical alphabet.
- Be squadron reference for obscene cadences for morning runs.
- Buy the last ten copies of *Jane's All the World's Aircraft*.
- Get dumped by your cheerleader girlfriend and put the "Dear John" letter on the squadron bulletin board.
- At least two of the following:
  - (a) Take your element sergeant's sister to the June Week formal.
  - (b) Serve as a chapel usher.
  - (c) Always carry a dollar's worth of change.

## Third Class Year

- Play stereo full blast during any noon meal formation. Optional: Point speakers out the windows.
- Go airborne.
- "Inconspicuously" scatter a random sample of various college catalogues around your room.
- Challenge a Doolie to a minute-calling race for speed and accuracy.
- Serve six consecutive hours of CCQ wearing Levis with holes in them.
- Date your roommate's sister during June Week.

## Second Class Year

- Serve on "Manpower Unlimited" during the summer and constantly complain that you never got a chance to take RANGER TRAINING, even though RECONDO still had a dozen openings.
- Don't unpack your bags until 1st day of academic year (use the bags as door stops).
- Complain about core courses and declare yourself a math/mech/astro triple-major.
- Become Training Sgt. while swearing that you have no aspirations for First Sergeant.
- Order one or more of the following:
  - (a) A yellow or blue Vette with black leather interior.
  - (b) An orange or silver Porsche 914 with custom interior.
  - (c) Econoline van or VW bus for "roughing it".
- Serve as AHNCOD or SNCOD.
- Do at least four of the following:
  - (a) Get engaged at the Ring Dance.
  - (b) Spend your weekends at CWC.
  - (c) Purchase an apartment.
  - (d) Take your AOC to lunch once a week.
  - (e) Take a 15 year old to June Week formal.

## First Class Year

- Claim that the reason you accepted Wing Training Officer had nothing to do with the fact that you had aspirations to be a C/Lt Colonel and your girl just moved downtown, so you can use the privileges.
- Get your first regulation haircut in two years, and fry any 2<sup>o</sup> or 3<sup>o</sup> whose hair exceeds the regs.
- Get a letter from your old cheerleader girlfriend who says that she is now divorced, and she always thought her son looked more like you.
- Buy a Sansui 4000 Triple X Quad amp with Multiplex Dolby Reverberation System capable of being main amplifier welcoming ladies and gentlemen to June Week parades.
- Take your astro professor's 4 year-old daughter to June Week formal and introduce her to Mrs. McComas.
- Don't throw your hat in the air at graduation because your mother wants it for her scrapbook.

## How To Interpret Your Score

- 39-29 checked - Definitely a career officer
- 28-22 checked - Potential's there, work on it
- 21-16 checked - You must have known someone to get in
- 15-10 checked - Your father is a senator, serves on the Academy Advisory Board as Chairman, and holds the Congressional Medal of Honor
- 9-5 checked - You're probably a dorm janitor
- 4-0 checked - You're probably lying

Edited by D. RICK DOUGLAS '75

With special thanks to LOG, the cadet magazine of the U.S. Naval Academy, October 26, 1973.

# TALON STAFF 1974 ~ 75

## Editor D. Rick Douglas '75

Rick has never been known to say an unkind thing about anyone - that's because he only talks about himself. He tries to make himself believe that he came to USAF Academy to hide from all the girls that wanted to marry him. Rick is looking for a woman who will look up to him as smart and handsome. What he needs is a near-sighted, midget moron.

## Associate Editor Mark Fowler '77

Mark is known as the "miracle worker" - it's a miracle when he works. His intellect is surpassed only by his sharp and witty jokes, which are almost always met with a spontaneous burst of silence. If his Kentucky girlfriend turns out the lights when they are sitting on the couch, he gets up and goes home - says he can take a hint.

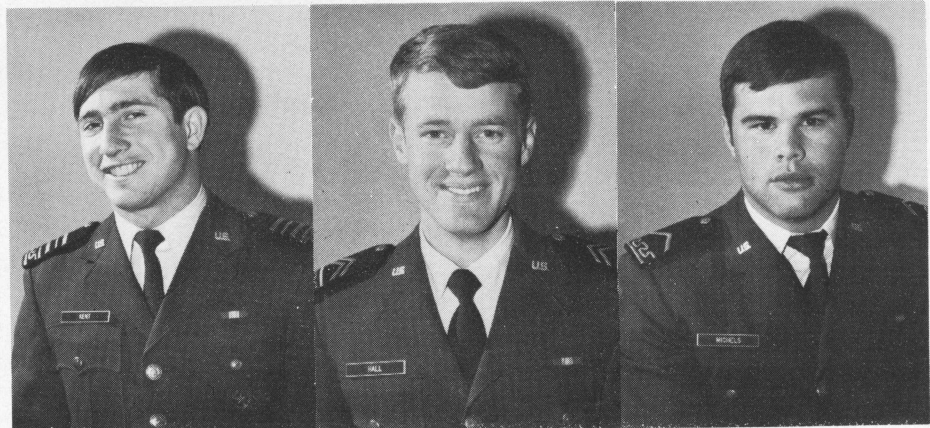
## Creativity Editor Steven J. Kent '75

Steve's idea of preparing for a formal room inspection is to wax his skis, re-tie his football, and dust his autographed picture of Rod McKuen. He plans to have his 2,000-word theme for Freshman English finished by graduation. Girls go out with Steve by the dozens. They say it's safer than going out with him alone.



—BILL MADSEN

(Left to Right): Next year's *POLARIS* Yearbook editor, Robert B. Haanio ('76), appears with current editor, Richard L. Pyatt ('75), who also served as editor of the 1975 *CONTRAILS CALENDAR*. D. Rick Douglas ('75), *TALON* Magazine editor, is shown with next year's editor, Mark J. Fowler ('77), who also served as editor of the 1975-76 *CONTRAILS HANDBOOK*. *TALON* and *POLARIS* received numerous awards in the Rocky Mountain Collegiate Press Association (Western Regionals) Journalism Conference in April, including a first place in overall general excellence for *TALON* and a third place overall for *POLARIS*.



—RICK DOUGLAS PHOTOS

Steven J. Kent '75

Donald D. Hall '76

John J. Michels, Jr. '77

## Humor Editor Don Hall '76

Don's friends call him "Sir." Though he lived on Group Staff, success hasn't changed him one bit. In high school he graduated highest in his class. We're still wondering when he's going to come down. Don's a real Waldo.

## Feature Contributor Walt Hern '77

Walt should be studying pre-med as a bone specialist - he has the head for it. You can't trip up old Walt, though. Asked to spell Mississippi, he'll come right back and ask whether you mean the river or the state.

## Sports Contributor John Michels, Jr. '77

John's good for people's health. When they see him coming, they go for long walks. The only time he has been in trouble was when he jammed a banana in a first classman's ear for saying that the Minnesota Vikings couldn't lick the Polish cavalry. At Homecomings he has been heard to shout, "GO AIR FORCE, TIE NOTRE DAME!"

# HIGHWAY ONE

by Steve Lerum '75

Along the northern California coast, Highway One winds snake-like through the high steep hills overlooking the Pacific. In the Spring when the grassy slopes are green, tourists often pull off onto the narrow shoulder of the highway and, edging timidly towards the drop-off with their cameras, gasp when they see the thundering waves crashing against jagged rocks four hundred feet below. The tourists seldom stay out of their cars long, for even on a sunny afternoon the salty sea breeze is brisk and penetrating. After taking a picture or two, they scurry back to their cars, turn their heaters to high, and drive on, slowing to a crawl at the sharper turns and always shying from the precipitous edge.

This time of year the ocean fog appears on the horizon about an hour before sunset. By dusk it has reached the coastline and continues inland, leaving a blanket of cold, thick silence over the dark hills.

\* \* \* \* \*

I was walking south along the highway, scanning the ocean and enjoying the cool breeze when I heard the car rattling up behind me. I spun about on one heel and walked backwards, instinctively sticking out my thumb. The morning sky was clear and the sun felt good on my bare arm. The car slowed and finally stopped twenty feet past me. It was old and I could tell by its rusted skin that it belonged to a native of the coast. I jogged a few steps and opened the door.

"Morning, Going by Bodega?" I asked, stooping to see the driver.

"Sure, hop in. You can toss your pack in the back seat if you want to."

"Thanks."

The driver was an old man, small and weathered, probably from long years on a fishing boat. I was a little surprised that he stopped for me, since natives viewed long-hairs with suspicion along this part of the coast.

"You from Bodega?" I asked.

"No . . . no," he answered politely, "just passing through on my way down to Point Reyes . . . to visit with my daughter for awhile. She lives there with her husband and they're expecting a baby in July."

I was amazed by this sudden outpouring. He must have been lonely, I thought, a widower living by himself somewhere.

"Where are you from?" he asked.

"I'm from . . . up north" I replied.

"Oregon?"

". . . Yeah, Oregon." I said, looking at the road ahead. Noticing my hesitance, he changed the subject.

"Say, have you heard about all the accidents up here

the last couple weeks?" he asked.

"Accidents?" I replied, looking into his inquisitive eyes.

"Yeah. Don't s'pose you've heard, but it's been in the papers around here. Yeah, car accidents. Five people killed in four different accidents."

"No!" I replied incredulously, "around here?"

"Yep." he said, nodding, pleased that he had found something which caught my interest.

"Back up the road aways, matter of fact, all of them. All within a couple miles of each other."

"What happened?"

"Nobody really knows. They all happened at night and it looks like they just drove off the highway and tumbled down the hill."

"That's weird."

"Yeah, 'course it's happened before. Some people commit suicide by driving off the edge so it'll look like an accident — insurance money and all, you know. Then some people probably just get lost in the fog. You know, sometimes it gets so thick, the only thing that keeps you on the road is them white lines," he said, gesturing at the strips flashing in front of us.

"Funny thing about this," he continued, "is that we've had four of 'em in two weeks, and they all went off the downhill side."

"Really?"

"Yep, that's the funny thing about it. The Sheriff thinks maybe somebody is standing in the road and scaring them off the side. But what I can't figure is why didn't they turn into the bank instead of out over the edge?"

His forehead was furrowed with puzzlement and, it seemed to me, concern.

"Seems like something just led them right off the edge, into the ocean. I'll tell you, people are starting to get a little jumpy. And it was only a month ago that a boy on a bike got killed along that same stretch — a hit-and-run driver. Something's fishy, I'll tell you that."

"It sure sounds that way." I agreed. "Hit-and-run, huh? That's awful." I looked away from the old man and asked, "Any evidence?"

"Nope, and I don't s'pose they'll ever find out who did it."

"That's disgusting." I said, the image flashing through my mind of a pitiful crumpled form lying beside the highway near a crippled bicycle.

After a few minutes of silence, the old man began to ramble on about his daughter. I lapsed into my long-practiced hitchhiker's posture; appearing to listen with interest but actually ignoring his words for my own thoughts. I spent some time that way.

"Almost there." His words jerked me out of my reverie and I looked ahead to see the little fishing town of Bodega, nestled cozily on the bank overlooking the bay.

\*\*\*\*\*

After he dropped me off and rattled on down the highway, I crossed the road to the town's small grocery store. It must have been a quiet morning; no one was entering or leaving through the clean glass door. Above the entrance, a big yellow sign, somewhat faded, read "BAY STORE". I set my backpack down on a wooden bench leaning against the sunny wall of the store, went in, bought a Coke, and returned to the bench to eat my lunch. From a side pouch in my pack I pulled out a tunafish sandwich, a little stale by now, but still good, I thought hungrily. The store was perched almost over

the water and I could look out on the bay to see dozens of small worn fishing boats bobbing serenely in the swells. Through the sound of the wind and the waves I heard seagulls chirping and I looked up to see them swooping and hovering effortlessly in the stiff breeze.

"Seems like something just led them right off the edge, into the ocean." The old man's words floated through my mind, and I smiled. On impulse, I untied the flap over the main compartment of my backpack and looked inside. There they were, the rolled up strips of white canvas, the same width as the white dashes on Highway One. And the same length. I was pleased. I closed my eyes, tilted my head back and laughed silently, feeling the sun's warmth on my face and knowing that, sooner or later, I would get the bastard who killed my little brother.

## ARE YOU A CARD-CARRYING CREDIT ABUSER?

There seems to be no end to the buying power of credit cards. Food, clothing, gasoline, airline tickets, costly items such as furniture and even luxuries like theater tickets and after-theater cocktails can all be yours, for only a signature.

But handy and useful as they are, credit cards have drawbacks. Impulse buying can wreck a budget as quickly as you can say "charge it". Last-minute charges are easily forgotten by Air Force personnel swept up in the frenzy of a transfer. Creditors, however, never forget, and an innocent oversight may ripen into embarrassment in the new assignment.

To make matters a little worse, interest charges are added if payment is late. It's no surprise that money problems lie at the root of most marriage problems handled by Air Force legal officers.

Should someone run up bills on your lost or stolen cards, you may be liable for amounts up to \$50.00 on each card. One card, \$50; 10 cards \$500. Report the loss to the issuing company right away, and you may have no liability. In any case, liability shall not exceed \$50 per card. It's a good idea to have a list of credit card numbers at your fingertips for reporting lost or stolen cards. Guard your credit cards like money.

Unscrupulous clerks may run off impressions of your card on blank sales

forms and use them to secure illegal rebates from the issuing company. Watch carefully when anyone places your card in a plate imprinter.

note of the interest rates on department store bills and oil company statements — you're probably paying anywhere from 12 to 20 percent interest. Have



— RICK DOUGLAS

A bad credit rating resulting from credit card abuse can come back to haunt you when you need credit most — when buying a car, for instance. Or the blameless victim of a merchant's error might suffer from damaging reports to a credit bureau. Recent legislation aids the consumer in his efforts to set the record straight, but until he does, no credit — no deal.

Credit card companies make mistakes. Computers have been known to bill one customer for the purchases of another. Never ignore a bill, even if you know it's wrong. Write letters. Get help from the legal assistance office, if necessary, but straighten it out!

High interest rates are charged on many credit card accounts when full payment is not received within a specified time, usually a month. Take

you checked the rates at your credit union, or somewhere else? Chances are you can borrow for less.

After weighing the facts and risks, you may think twice about credit card buying. Before you pull out your credit card the next time, ask yourself, "Can I really afford this now or should I wait until I have the cash: Can I pay for it a month from now when I receive the bill?"

Credit cards are here to stay. The convenience and benefits they offer are undeniable. But they are also a constant temptation to overspend for some people who can't use them without running into bad problems.

If you are a card-carrying credit abuser, maybe you'd better cut them in half and return them to the issuer.

# BRITISH AIRBORNE

by Kevin Henabray '76



Cadet Kevin Henabray ('76) stands in front of balloon used for static-line parachute jumps high above England.

Imagine waking up to a cheery "Good morning," finding your boots shined, your fatigues pressed, and a cup of hot tea awaiting you; all of this being done for you by your personal "batman" (valet). Fourteen USAFA cadets gave up their leave to participate in the British Airborne (paratrooper) program at RAF (Royal Air Force) Abingdon, England, and the above example is typical of how each day began.

A short orientation program was necessary to instruct the cadets on the English method of parachute jumping. Training conducted in an airplane hanger, included everything from the "Suspended agony" harness to aircraft procedure in an exact fiberglass mock-up of a C-130 transport aircraft. After breakfast and a few hours of training, it was "tea time." The morning break provided C1C Bill Thompson (CS-08) and C1C Gary Barrentine (CS-18) an excellent chance to try their newly developed skills by challenging the instructors to a game of "arrows" (darts).

All the cadets were eager to complete the eight static line jumps (including three from a balloon and two 70-pound equipment jumps required to earn the coveted English Airborne Wing). On the first C-130 "lift" (flight), which was also the first jump for the British soldiers in the program, the more-experienced cadets amazed the "Brits" by sleeping during take off! Parachuting from a balloon tethered at 800 feet was a new experience for the cadets used to jumping from a moving aircraft at 1250 feet. The jumpmasters were impressed by the group's enthusiasm to try anything new.

— MAJOR CHARLES W. MATHEWS

C2C Jim Rose (CS-14) distinguished himself with an outstanding swan dive as he leaped from the balloon-cage.

The British HALO (high altitude, low opening) parachute training is also conducted at Abingdon. The program begins with free-fall instruction from 12,000 feet and progresses to jumps from 25,000 feet at night with full oxygen and equipment. Having previous free-fall training at the Academy, C2C Peter Hook (CS-38), C2C Mike Mantz (CS-29), C2C Randy Johnson (CS-14), and the author, were allowed to join the program and jump with the British Army demonstration team, known internationally as the "Falcons". All free-falls were made from 12,000 feet, allowing for 60 seconds of uninterrupted flying time! C2C Johnson provided some excitement for the observers on the ground when he accidentally pulled his reserve and descended on two chutes. Those who participated agreed that the HALO course was the most exciting part of the program.

When not training or jumping, the cadets engaged in various recreational activities: C2C Mantz enjoyed reading the *SUN*, a British newspaper with enticing photographs on the third page; C2C Randy "Crash-and-Burn" Spetman (CS-30) spent his free time recuperating from his "stylish" parachute landings at Weston-on-the-Green. Everyone visited London, and some of the luckier cadets got a close look at the Queen during her official birthday parade. The "Air Squadron" at Oxford University (similar to our Reserve Officer Training Corps) hosted a "smashing" party for the USAFA cadets. C2C Dennis Rea (CS-26) received a cash prize for meeting the most "unusual" girl at the party. On the return trip, the cadets demonstrated their vocal abilities to the slumbering local residents by singing all four verses of the Air Force Song. While visiting Westminster Abbey, a suspected bomb report was turned in on an unattended Air Force Academy AWOL bag. The cadets involved quickly remedied the situation; ironically, however, just two days later the houses of Parliament across the street were bombed by the Irish Republican Army!

Everyone who participated in the program gained a better understanding and respect for our "island allies". The flight home was a contest of "one-upmanship" with the returning participants from German Airborne, but few cadets can claim experience in minute free-falls, balloon jumping, or in gallons of tea consumed!

Major Charles W. Mathews (CWIT) served as Officer-in-Charge, aided by C1C David McDaniel (CS-19), Cadet-in-Charge. Squadron Leader Hugh G. Cracroft., a British exchange officer at the academy (CWIT), provided valuable assistance in making the program possible.



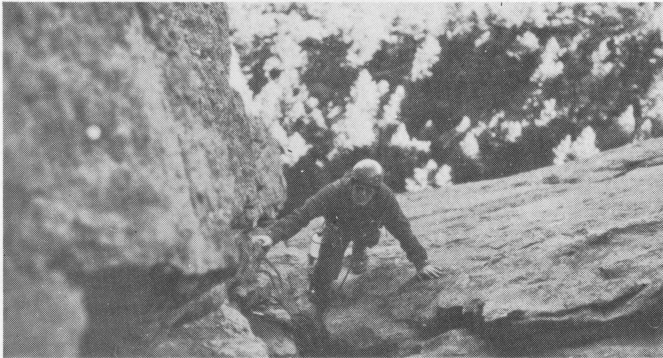
— PETER S. HOOK



# "Bring Me Men To Match My Mountains . . ."

by Michael L. Abbott '75

One of man's basic instincts has always been climbing to the heights, whether in an airplane, or on his own two feet in the mountains. The Mountaineering Club of the USAF Academy incorporates the instincts of Cadets desiring to tour the mountains first hand and builds them into well



—USAF PHOTO

trained, safety-conscious climbers and backpackers. This has been one of the most exciting years of the club's existence with numerous trips and basic, advanced, and winter climbing instruction.

The club has been guided and trained by Mr. Lester J. Guidry since October of 1973 and has climbed accident-free since then. Mr. Guidry, owner and director of the Forward School of Mountaineering in Colorado Springs, has given the members of the club the desire and awareness necessary for enjoying the Colorado mountains. Also very instrumental in the club's success have been OIC Major Michael Schwitters and NCOIC Sgt. Paul Fling.

Before adventuring out in the mountains on club trips, experience and training must be given. The club has held 3 basic rock climbing schools, 2 advanced schools and a winter mountaineering school on Pikes Peak. The basic school consists of a 25-hour course in knot tying, mountain walking on different terrains and learning how to climb on rock comfortably and safely. The course introduces cadets to the proper use of the climbing rope, which is a type of nylon capable of withstanding a 5,000 lb. load. The advanced school consists of a 30-hour block of instruction which prepares the basic climber to "lead" with the rope by using technical equipment to properly protect himself in case of a fall. By hammering in a metal spike, called a "piton," or jamming aluminum wedges, called "chocks and nuts," into cracks in the rock, the climber can protect himself from a fall by clipping his rope into these points of protection with metal snap links called "carrabiners." Below, his "belayer," or climbing partner, holds the rope with the proper technique to hold the leader in case he falls.

What is it like to find yourself 100 feet in the air in places where mountain goats are afraid to go? Initially, the feeling is a deep thrill abruptly lined with the fear and the knowledge that you're in a dangerous place. With ex-

perience, the climber becomes confident on climbs that previously terrified him. At this point, the climber knows what he sees when he looks up at rock walls and appreciates the challenge and the deep awareness that go hand-in-hand with working with the mountain instead of just conquering it.

Unlike a lot of outdoor sports, mountaineering is just as exciting and challenging in the winter as in the summer. The club begins its winter activities with a 25 hour school at 12,000 ft. on the snows of Pikes Peak. There, excited climbers learn to safely walk on steep snow slopes with ice axes and ropes. The next weekend finds the students at Hoosier Pass learning cross-country skiing and snowshoeing. Winter climbing in Colorado on its many 14,000 ft. peaks can really instill a strong mountain spirit in one as he builds his body in the thin, cold mountain air. The most ambitious trip this year was tackled by Lt. Robert Lutz, C1C Michael Abbott, C1C Bill Percival and C3C Doug Atkins in the dead of winter on Mount Rainier, a 14,410 ft. glacier-covered peak in Washington. Months were spent in preparation for the attempt which rates as a major climbing expedition in the winter months. After being pinned down by storms for 30 hours half way up the mountain, the climbers returned unsuccessful after a three day effort.

The attainment of a summit is not the only reward in climbing. Strong discipline and judgment gained underlie the whole experience. Along with its beautiful rewards, winter climbing is extremely laborous and many times filled with only work and defeat. The scene may be a clear, cool day on highly consolidated snow, or it may be a day ripped by 60 mph winds with no visibility and the climber up to his waist in powder snow. It is an experience which can be felt only in strong muscles and lightened spirit.

USAFA climbers found themselves all over Colorado on organized trips. Earlier this year, a trip to Mount Elbert, Colorado's highest peak, and Mount Massive, resulted in members attaining the summits of both mountains. Overall, the Rockies are friendly and can be climbed with mixed hiking and easy scrambling. One need not be a technical expert to enjoy climbing in Colorado. Other trips have been to the Crestones in the Sangre De Cristo Range, during which a technical climb of 1,000 ft. of the East Face was made successfully, and to Eldorado Canyon near Boulder, which features some of the most exciting rock climbs in the state.

The Mountaineering Club does just about everything that can be done in the mountains. From strolling down a trail above the timber line on alpine tundra to technically climbing vertical frozen ice, the club offers the opportunity to get out in nature and really find oneself. The rewards of a mountaineer are deep and fulfilling and cannot be gained by the armchair mountain climber. The mountains and blue sky are there, and best of all, they're free.

HERIPAGE:

# AWACS: Rotodome Reconnaissance

AWACS. The name sounds like a new kitchen floor cleaner but it stands for the Air Force's airborne warning and control system. AWACS is an advanced air and sea surveillance, tactical warning, and control system.

On top of the fuselage is a 30-foot diameter disc-shaped "rotodome." It houses radar equipment that can "look down" at moving targets and distinguish them from ground clutter (the interference caused by radar pulses reflected from the ground and objects on it). Such interference confuses less refined radar when "looking down" at moving targets.

The rotodome is mounted on a modified Boeing 707-320B commercial airframe, redesignated E-3A AWACS. Four Pratt & Whitney TF-33 turbofan engines power AWACS at high subsonic speeds. The commercial airframe has been reconfigured to accommodate more computers, radar, communications, and navigational equipment than ever before in a single aircraft.

Cruising at 30,000 feet, AWACS' advanced radar will look down deep into enemy territory and identify enemy aircraft, alert friendly forces, and direct aircraft or SAMs into battle. Radar "look-down" capability, an Air Force first, is a strong selling point for AWACS. Building around this added capability, the AWACS becomes a dramatic extension of command and control.

Consider, for example, a typical tactical situation. A forward air controller, situated on a hill looking down into a valley, is trying to call an airstrike against an advancing enemy. Under today's setup, his request would have to be relayed up through many levels of command before actually reaching the aircraft that delivers the ordnance. However, when operational, friendly troops who need airborne firepower can go straight to AWACS. One AWACS aircraft, with as many as one hundred aircraft under its control, can direct



—BOEING AIRCRAFT CO.

AWACS is being developed by the Air Force as an airborne system to provide surveillance information for command and control of military forces. Key feature of AWACS is the ability of its radar to detect and track airborne targets at any altitude at long ranges over any terrain. The aircraft's avionics equipment, data processing, radar, communications, identification and displays, is not planned to be installed until late 1976.

combat aircraft to enemy positions.

In an air defense role, AWACS provides airborne surveillance to detect, identify, and track low- and high-flying aircraft. Longer reaching radar can identify airborne targets far from United States or allied boundaries. If necessary, fighter-interceptor aircraft can be directed against hostile targets.

While AWACS' two main duties will be in tactical and air defense roles, it has additional versatility. It could direct rescue and relief operations at sea, or be used as an emergency air route traffic control center. AWACS could also provide orderly control of aerial operations following floods, earthquakes, and other disasters.

AWACS has been closely watched by technical experts in and out of Government. There was concern that its effectiveness could be reduced by enemy electronic countermeasures (ECM).

While concluding that no system can be completely immune, the impartial civilian review panel found that

AWACS is "an impressive technical accomplishment that has met its design goals. In doing its job, it is less susceptible to ECM than ground surveillance radars now employed in Europe."

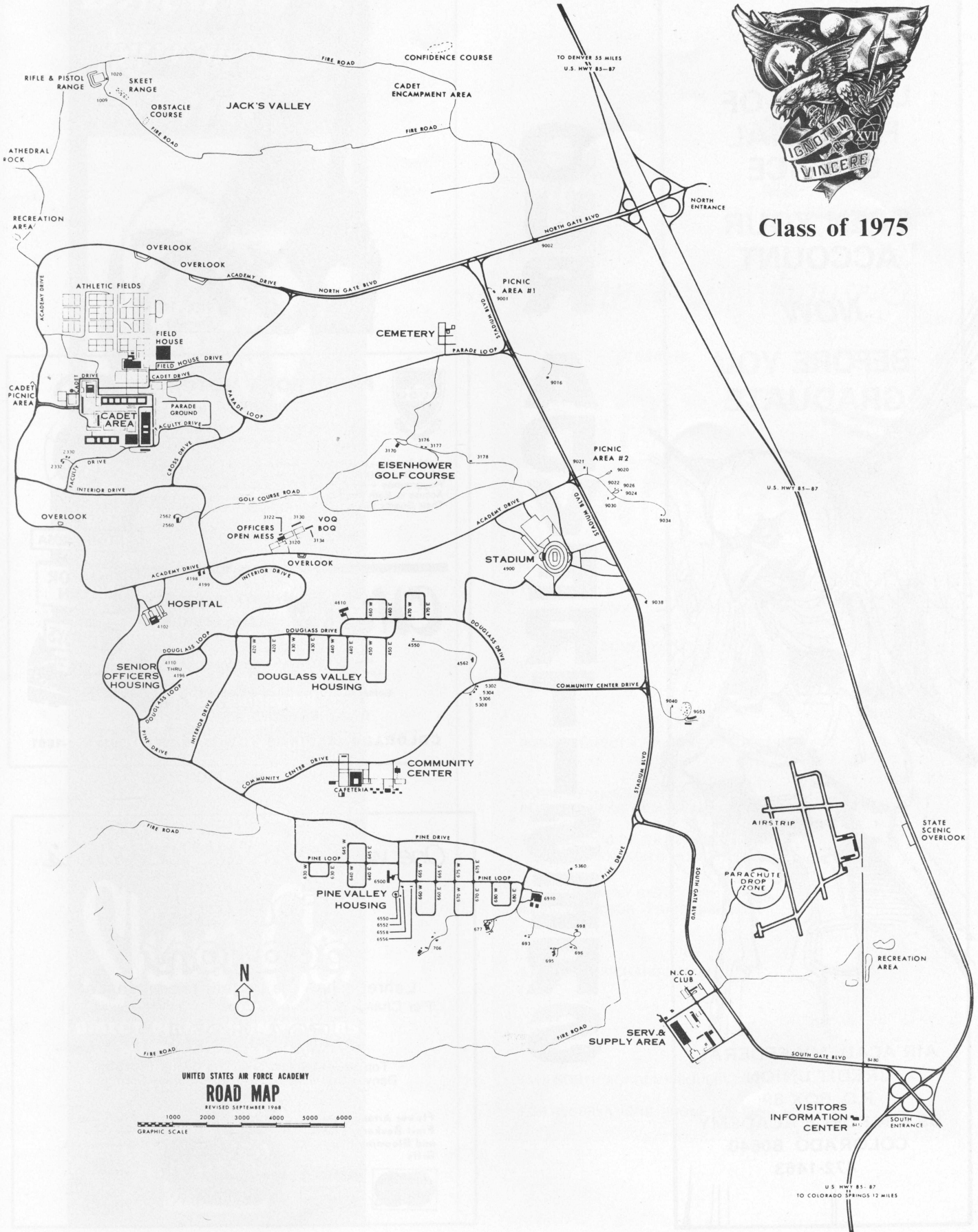
Emphasis is placed on suitability of AWACS for European operations because an obvious need exists there. Detection of high-speed enemy aircraft at high and low altitudes is a valued asset for offsetting Soviet combat capabilities.

The AWACS that streaked across Washington State Feb. 24 on its initial flight is the first of three preproduction models. The second and third preproduction aircraft are scheduled to make their first flights in late 1975 and early 1976. The Air Force is looking toward a total of 34 (including the three preproduction models). However, no one can say exactly how many will eventually be produced. That depends on many things, not the least of which are the economic pressures presently facing the Nation.

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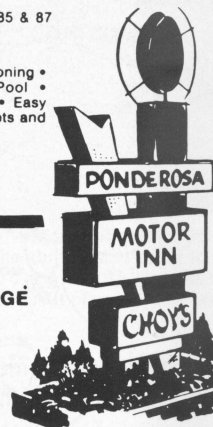
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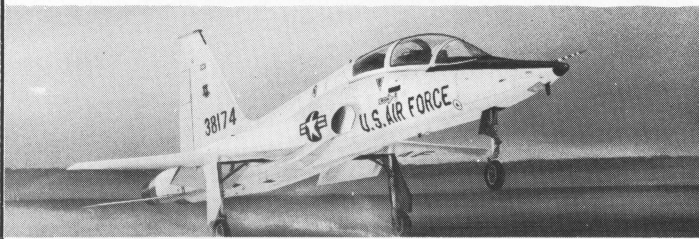
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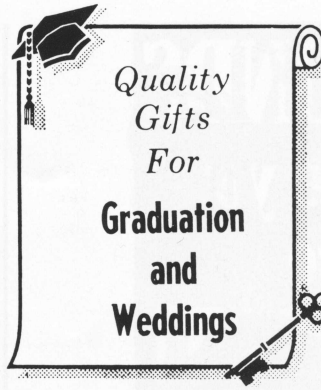
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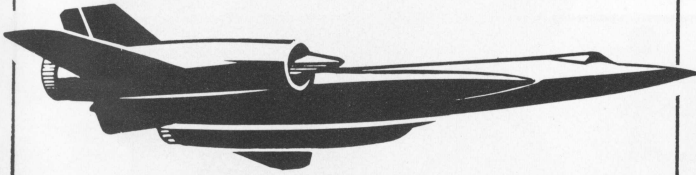
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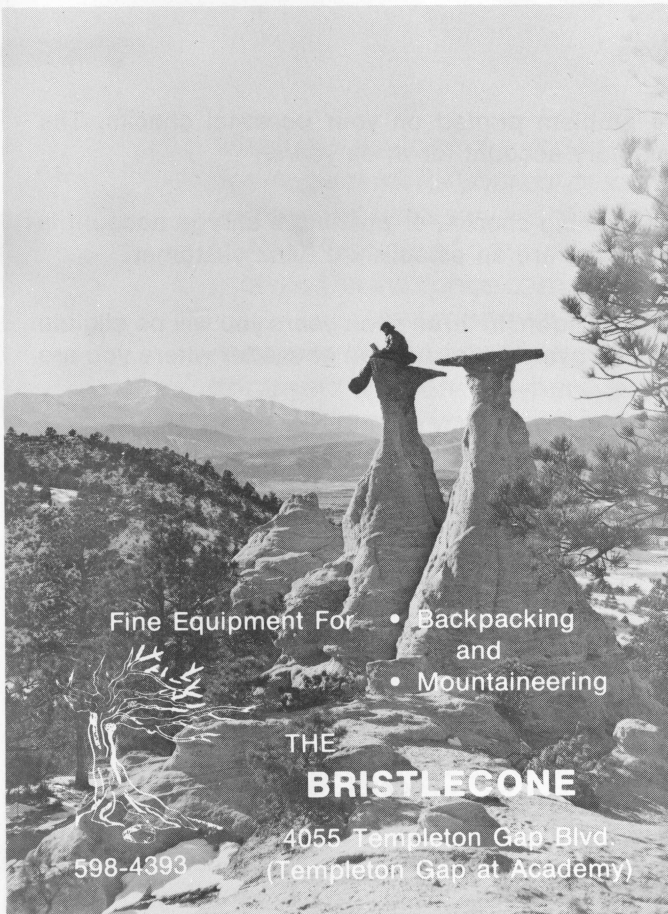
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