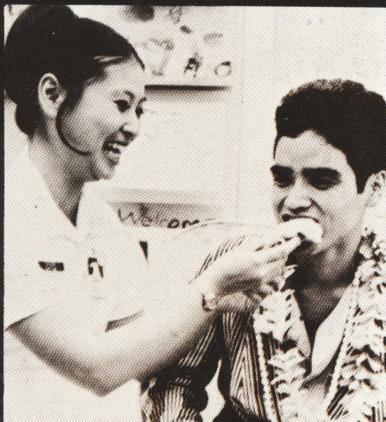
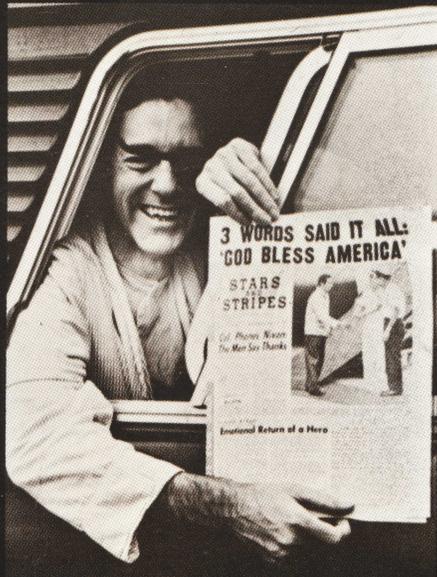
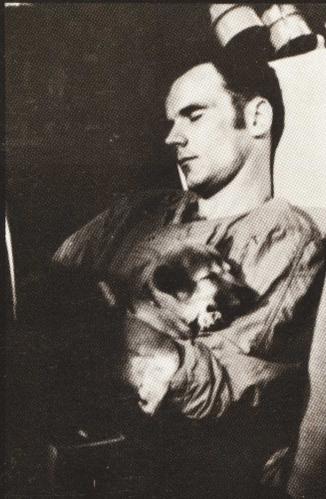
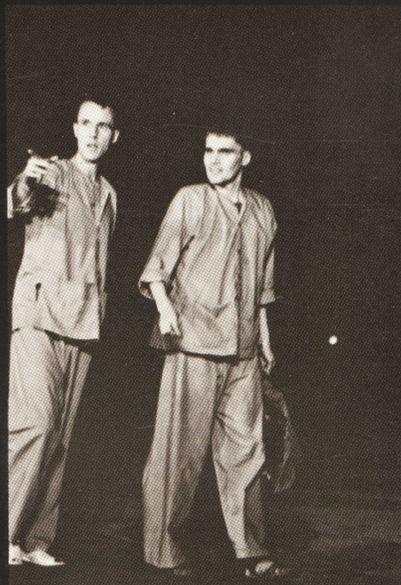


# Talon

CADET MAGAZINE OF THE USAF ACADEMY  
MARCH 1974





BANK OF AMERICA

## How to change bases without changing banks.

Bank of America is one bank you can take with you wherever you go! We have more than 1,000 offices in California and 37 facilities on military bases here and overseas. And we offer over 100 banking services including loans, checking, savings, Travelers Cheques and BankAmericard.<sup>®</sup>

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BANK OF AMERICA 

# FIRST CALL

This month the TALON commemorates the anniversary of the POW's homecoming. TALON wishes to pay tribute to a group of professionals who are an inspiration to the entire Air Force family. We are privileged to have five such men on duty here at the Academy.

In addition, a long look is taken at the continuing efforts of the CAFPOW organization in the cause of our colleagues who did not make it back. The plight of the MIA's deserves the attention of the nation. The task is not finished until every possible effort is made on the behalf of those missing in action and their families.

This issue is dedicated to these men and serves as a reminder that we as a nation should not forget.

# Talon



Vol. 19 No. 6  
**MARCH**  
**1974**

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THE TALON is published monthly, October through June, by the Cadets at the United States Air Force Academy. Editorial and Advertising Offices, P.O. Box 6066, USAF Academy, Colorado 80840. Second class postage paid at the Post Office, USAF Academy, Colorado 80840. This is a USAF Cadet Publication. The views and opinions expressed in this publication do not purport to represent those of the U.S. Air Force Academy, the U.S. Air Force or the Department of Defense. Opinions expressed in any of the signed articles are those of the author and do not necessarily reflect those of the TALON or the Cadet Wing. Advertising in this publication does not constitute an endorsement of the product(s) by the U.S. Air Force Academy, the U.S. Air Force or the Department of Defense. SUBSCRIPTION RATE: 1 year, \$4.50 or 60 cents per copy. Mail orders and changes of address to THE TALON, Box 6066, USAF Academy, Colorado 80840. Allow four weeks for change of address. Printing services furnished by GRAPHIC SERVICES, 2325 E. Platte Ave., Colorado Springs, Colorado.

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LOWER AFTER FIRST YEAR  
DEPENDING ON DIVIDENDS**

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OTHER CLOTHING, CAMERAS, WATCHES, SPORTING EQUIPMENT, CASH TO  
\$100 AND OTHER PERSONAL PROPERTY

Many cadets now carry this coverage and some have already collected on loss or breakage of class rings and other indemnities. Above rate is for coverage which carries a deductible of \$50 for certain losses, although deductible DOES NOT apply to class ring or cash to \$100. Coverage which carries NO DEDUCTIBLE also is available, with initial annual rate of \$10 per \$1,000 coverage.

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\_\_\_\_\_ I wish coverage with \$50 deductible with initial annual rate of \$8.50 per \$1,000 coverage.

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Rank \_\_\_\_\_ Soc. Sec. No. \_\_\_\_\_

Present Address \_\_\_\_\_

Permanent Address \_\_\_\_\_ TALON

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## HAVE A GOOD TRIP, WALDO!

As day was breaking, Waldo F. Dumbsquat rubbed the sleep from his eyes and crawled from out of his overhead. He jumped down and inadvertently landed on his roommate, who was snoozing in the sink. Waldo shuffled over to his unused AMI bed and tested its tightness . . . yes, he could still bounce his CRC off it. Then it struck Waldo (a thought, not the CRC) that today was T.H.E. day — the day he was going to buy his airline ticket for spring break. Soon he would meet the girl-back-home who was sending him cotton candy in the mail. In his excitement, Waldo neglected to put on his shoulderboards, tie, and belt buckle.

Breakfast was agony. Waldo knew he had to hurry if he wanted to be first in line.

Waldo found himself at the end of the waiting line. It was cold outside by the double-E lab. Realizing that it would be a long wait, he decided to do something constructive — he began to sew buttons back onto his deteriorating class shirt. Two hours and three buttons later Waldo was only thirty cadets away from the entrance to the ticket office. He was amused by the game of musical chairs played in front of the office. As a cadet stepped to the ticket counter, everyone shifted up one chair along the line. A shudder ran through Waldo as he watched one cadet lose his footing and become trampled by the movement of the line. Without warning, the period ended and masses of cadets poured out of classes and down the stairwell towards the ticket office. To Waldo's demise, he found himself standing at the end of a line which stretched to the gym.

There existed only one thing for Waldo to do. He ducked into a nearby latrine and emerged as dynamic, vibrant Colonel Waldo F. Dumbsquat. His body frame was so broad that he wore real birds on his shoulders. He stood out

against the landscape like a blue Washington Monument. With swift strides he made his way to the ticket office.

"Good morning, sir," chorused the cadets.

"Good morning, cadets," thundered Colonel Dumbsquat, "and you men with low-water trou get them fixed."

As the cadets glanced at their pants, the colonel stepped to the front of the line.

"May I help you?" asked the girl at the counter.

"Yes, I've come to pick up my ticket," Colonel Dumbsquat announced cleverly.

The girl rifled through all the papers in front of her. "I'm sorry, Colonel, but your ticket doesn't seem to be here."

"Poppycock!" bellowed Colonel Dumbsquat.

"What was your destination, sir?"

"Home, of course."

"Ah, here it is. One ticket for home."

Colonel Dumbsquat calmly wrote out a check for three months pay and two travel allowances.

"That should cover it, my good woman," he said as he prepared to leave, "and have these travel posters taken down and replace them with copies of AFRCR 35-6. Remember to take the staples out."

With that Colonel Dumbsquat strode out of the office and into a nearby latrine. There he degenerated into Waldo F. Dumbsquat, fourthclassman. But in his hands he held his precious ticket. Waldo laughed.

A button jumped off his shirt.

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## FROM SURFIN' TO TRANSCENDENTAL MEDITATION

by Richard Kim '75

Dressed in the simple duds that are characteristically California, the Beach Boys rocked and rolled the Air Force Academy Fieldhouse recently and brought back the nostalgia of high school days. Comic Jim Stafford set the stage with some original ballads and songs. Stafford's one-man-band act and guitar picking brought the cadet wing to a standing ovation.

Then came the Beach Boys. Their music reflected maturity. In addition to "teeny-bopper" sounds of the sixties, their new songs on their "Surftown" and "Holland" albums showed much technique.

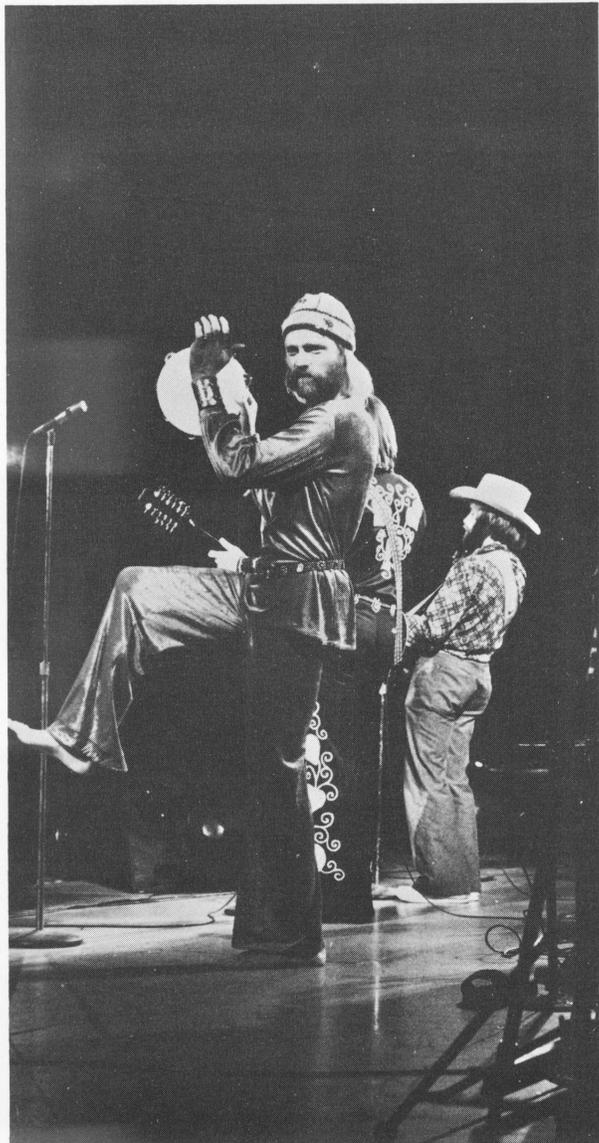
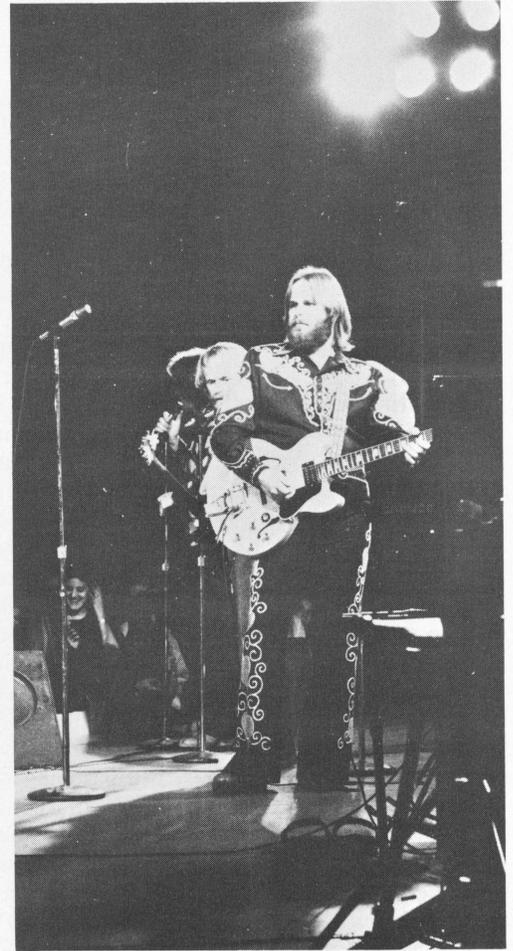
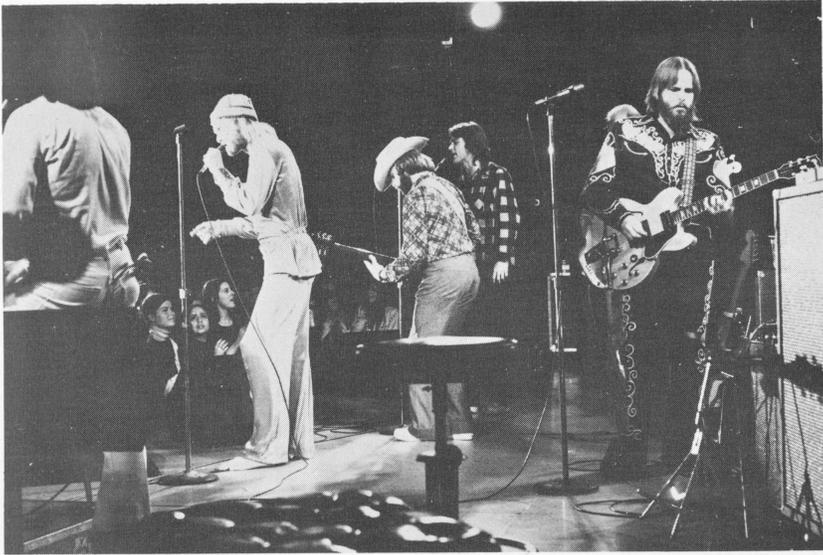
Al Jardine, bearded, personable spokesman for the Beach Boys, had this to say about their comeback: "We were silent for about two or three years, but really, we were quite busy. We were deciding on the direction of the group. Now we're working quite heavily putting out quite a few records for Warner Brothers. Presently, we're on a northwest tour of six days, playing mainly on weekends for the rest of the year."

Starting back in 1961 at Hawthorne, California, where "three brothers, Brian, Carl and Denis Wilson were born, raised and schooled," and later joined by cousin Mike Love and friend Allen Jardine, with the first family good hit, "Surfin'," the Beach Boys have come a long way in their music. "We like to do a little of everything, like Mike is doing this timely essay on the energy crisis, which is the kind of trend setting thing a Beach Boy would do, you know. I'm going to work on the music. Carl is working on something, but I'm not sure of any titles, Dennis just wrote the 'River Song' and I will be doing something based on those eternal flowing waters myself. I don't know what yet, but probably something based on what the Maharishi has conveyed to me. Both Mike and I are into it, and we have acquired a lot of knowledge from him on transcendental meditation.

"We have one new member, Ricky Pitard, drummer, from South Africa who can also play the steel guitar, and I'm sure he'll contribute to our new album. Essentially, before we had one approach, but now we have a lot of range and several approaches."

People in the audience took their music in a different way too, from those who preferred the music from out of the past, to those who thought their latest music reflects the maturity, and the broad range of the group. Whatever the tastes, the Beach Boys had something to offer to everybody, and have set the trend for America and music of the world.





# CAFPOW

by Charles Butler '77

On any day during the recent Vietnam war, during one of the countless sorties into hostile territory, an aircraft takes a hit from the enemy's anti-aircraft net. As the disabled craft plummets to earth, the pilot abandons his ship. Alone and far from friendly lines, this is all we know.

Did he die from wounds or was he killed by the local citizenry? If he escaped capture, could he still be alive in the jungles of Southeast Asia?

Today the families of 1300 servicemen missing in action (MIA) are suspended in this uncertainty. For them, the conflict continues. Perhaps one more day and he'll be found. Thirteen months after the peace agreement in Vietnam, the Communist government has barred American parties from entering their country to check crash sites for possible clues to the fate of our missing fliers. In the 25 MIA families in the Colorado Springs area there are 57 children between five and thirteen. For them the situation is simple. They haven't seen daddy in a long time, and for some, never.

Five years ago a group of cadets became concerned with the plight of the POW/MIA families in Colorado Springs. Forming a club, the CAFPOW (Cadets in Aid of Families of Prisoners of War) cadets visited "their" families each week, providing male companionship to the children and assisting with the chores usually assigned to adult males: painting, moving furniture, and minor repairs.

Last year the POW's returned from Vietnam and the CAFPOW were forced to make a decision whether to continue helping MIA families. Did these families want to start a new life without assistance from CAFPOW?

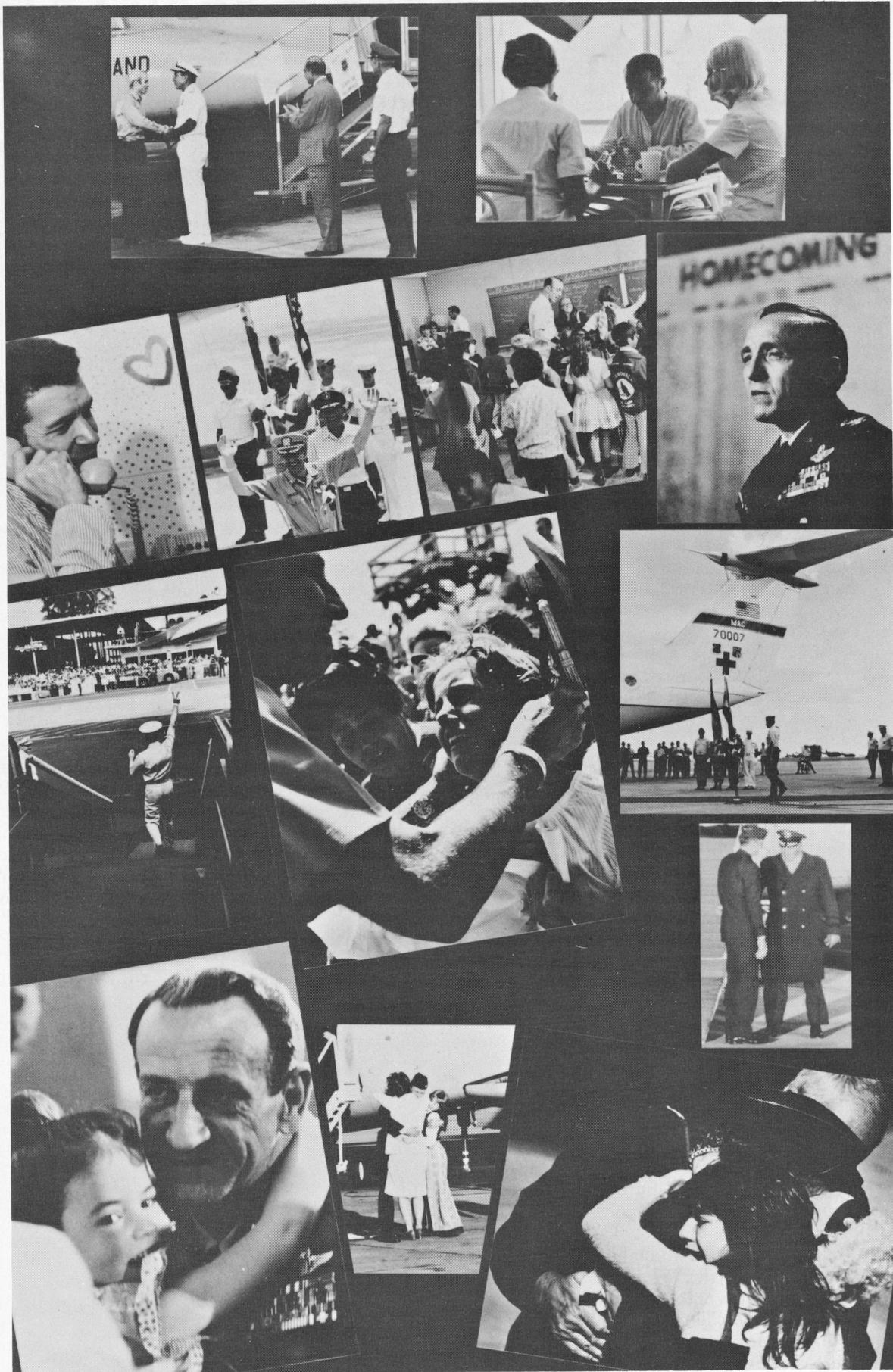
The MIA families said they wanted CAFPOW to help. But the relationship of CAFPOW cadets with their families is more than just "help." As its president C1C Peter Garcia (27) explains, "Over the years, cadets have built a close relationship with their families. Even if the club disbanded, the cadets would still be there because they're almost a part of the family. Last year, two firsties graduated and their families thought they were losing a son."

The CAFPOW families' primary admiration for cadets is their consistency and dependability. Says Garcia, "Local groups come, stay for a few weeks and they're gone; but the cadets are there week after week. CAFPOW is the whole wing; if one cadet can't make it downtown one weekend, he usually has from five to ten other cadets to fill in for him."

USAFA personnel and the Athletic Department have been cooperative with CAFPOW in donating Allied Arts and football game tickets for the MIA families in Colorado Springs who might otherwise not be able to afford attendance. MIA families get the husband's regular pay until the wife declares KIA and then receives a subsistence pension.

CAFPOW usually plans a project each month for all the families. All are designed to give the children of these families a chance to experience things that they might miss without a father. CAFPOW meets about every two weeks to discuss plans for the month. One, two or even a whole squadron are assigned to new families. Cadets interested in joining CAFPOW should contact C1C Peter Garcia (27) or C3C David Berger (18).

## Cadets in Aid of Families of Prisoners of War



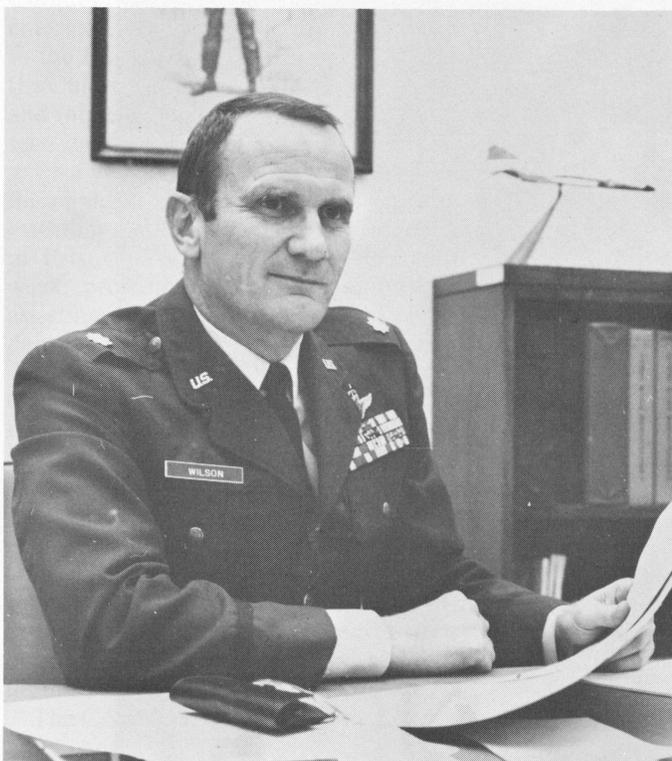
# THE POWs — AT USAFA A YEAR LATER

by Jim Keaton '74

On this, the first anniversary of the release of the POWs, the TALON interviewed the five officers on station here who were prisoners of war in Vietnam.

In exploring the ideas and reflections of these men after a year back, they all stated that adjustment was made easier by the pumping of recently captured pilots for information. This information included changes in style of clothes, automobiles, and the American way of life. In fact, a complete resume of the movie "Play Misty for Me" was briefed to give an idea of what an "R" rated movie was.

These are the comments of Lt. Col. G. H. Wilson, Lt. Col. Ben Pollard, Major Paul Kari, Maj. Thomas Storey, and Capt. Leroy Stutz.

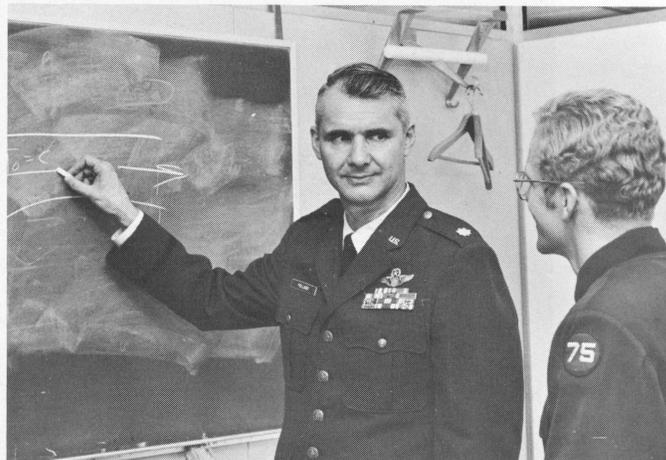


## Lt. Colonel G. H. Wilson

Lt. Col. Wilson was born in upstate New York and lived on Long Island. He attended Dartmouth University, majoring in history, where he played varsity basketball. He graduated in 1955 with a ROTC commission in the Air Force and attended UPT at Laredo AFB, Texas. Lt. Col. Wilson flew F-84's and F-100's in Europe in such distinguished company as Brig. General Robin Olds and Lt. General "Chappie" James in the 81st Tactical Fighter Wing. Lt. Col. Wilson was shot down on his 167th mission over North Vietnam on August 7, 1967. He was released on March 14, 1973. He now works in the Comm Shop. Lt. Col. Wilson is married with three children and enjoys golf.

Commenting on his return, Lt. Col. Wilson remarked on the changes in America: "Everything is bigger and better except hairstyles. I haven't adjusted to long hair on guys yet."

## Lt. Col. Ben M. Pollard



Lt. Col. Pollard has gained notoriety as the man who taught Thermodynamics in the Hanoi Hilton without textbooks, blackboards, or HP-35's. He hails from Shelbyville, Kentucky and is a Purdue graduate. He was commissioned in 1954 through ROTC. From 1956 through 1959, Lt. Col. Pollard was an instructor and test pilot in T-33's and F-86's as Perrin AFB, Texas. Lt. Col. Pollard received his Master of Science from Purdue in 1961 in propulsion and served as an assistant professor of Aeronautics here at the Academy until 1966. While flying an F-105 he was shot down on May 15, 1967 five miles south of the Chinese border in North Vietnam. Repatriated March 4, 1973, Lt. Col. Pollard is an avid skier and enjoys Colorado ski country with his wife and two children. He is now an associate professor of Aeronautics and will soon become a full Colonel.

Reflecting upon his return, Lt. Col. Pollard had this to say concerning the real heroes of the war. "I feel some of the best soldiers were back in the States in the form of wives. They had the toughest job and made it easier to adjust."

## Major Paul A. Kari



Major Kari is assigned to the Academy as SERE instructor. Originally from Akron, Ohio, Maj. Kari is a 1958 graduate of Ohio State University. In 1962 Maj. Kari was high man in the first NATO Aircraft Gunnery Meet held at St. Dizier, France. In 1965 he accompanied the 45th Tactical Fighter Squadron to Ubon Air Base, Thailand. After 64 missions in 70 days Maj. Kari was shot down 100 miles west of Hanoi on June 20, 1965. He was the twelfth U.S. pilot shot down over the North. He was released on February 12, 1973, and was on the first C-141 out of Hanoi. Major Kari won the Distinguished Flying Cross in Southeast Asia.

Major Kari summed up contemporary American life: "After a year, I think that America, if channeled in the next couple of years with the right leadership, could come out of this conflict a much better nation . . . I think any nation this great will have great problems."



#### Major Tom Storey

"If I ever get out of this damn place I want to go to the Air Force Academy." Major Tom Storey could have had his choice of any fighter unit in the Air Force, but chose to come here in order to relate his experiences to cadets. And his favorite method is the "rap session."

Major Storey has been both civilian and military since he graduated from Western Illinois in 1953. During his first hitch he flew F-84's and then joined the Air National Guard in Illinois. He was recalled for active duty during the Berlin crisis and decided to stay in the Air Force, accepting a regular commission in 1962.

On January 16, 1967, Major Storey was shot down in an RF-4C while assigned to Udorn, Thailand.

"When I got back in the states the one thing that hit me between the eyes was the drug problem." The many miles he travelled around the states following his return gave him a chance to study the problem and talk with young people about it. Major Storey says he understands the problem now and believes it is on the wane in this country.

"Our motto in the prison camp was 'unity before self.'" Major Storey believes that motto is applicable to cadets.

Major Storey, who describes himself as a super-patriot, has another motto too: "Let's put the United back in the United States."



#### Capt. Leroy W. Stutz

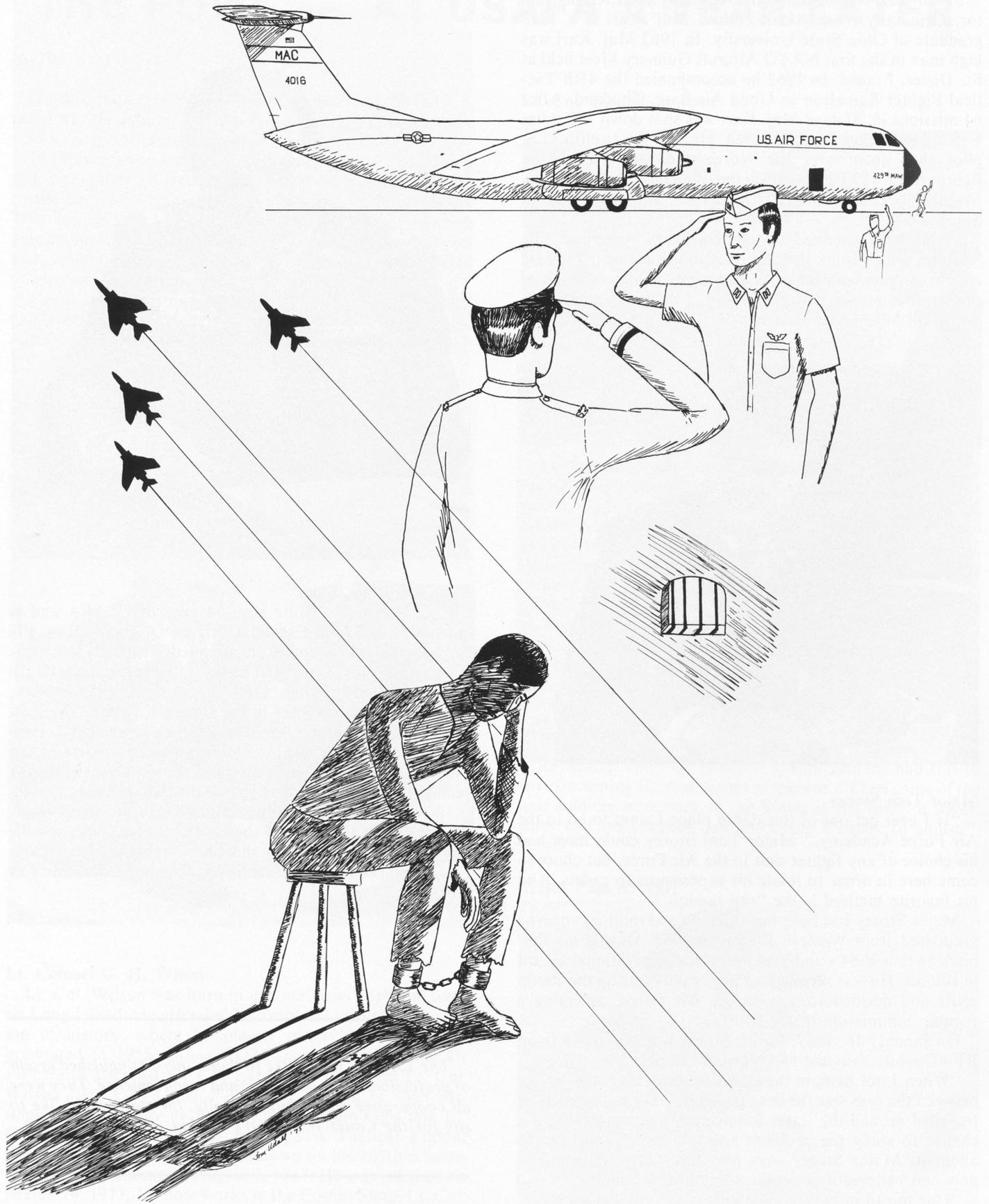
Capt. Leroy W. Stutz is a '64 grad of USAFA and is currently 1st Group Executive officer. Originally from Effingham, Kansas, Capt. Stutz attended Washburn University in Topeka for a year and served three years in the Army National Guard. After UPT at Craig AFB, Alabama, Capt. Stutz was assigned to the Udorn Air Base, Thailand in 1966. He was shot down in an RF-4 on December 2, 1966 twenty miles north of Hanoi and remained a guest of the "Hanoi Hilton" for six years and three months. He was reunited with his wife and son on March 7, 1973.

In response to the changes in American life styles Capt. Stutz said: "The people of the United States aren't as willing to work as hard as they should." On the Academy Capt. Stutz remarked, "Things really haven't changed as much as I expected."

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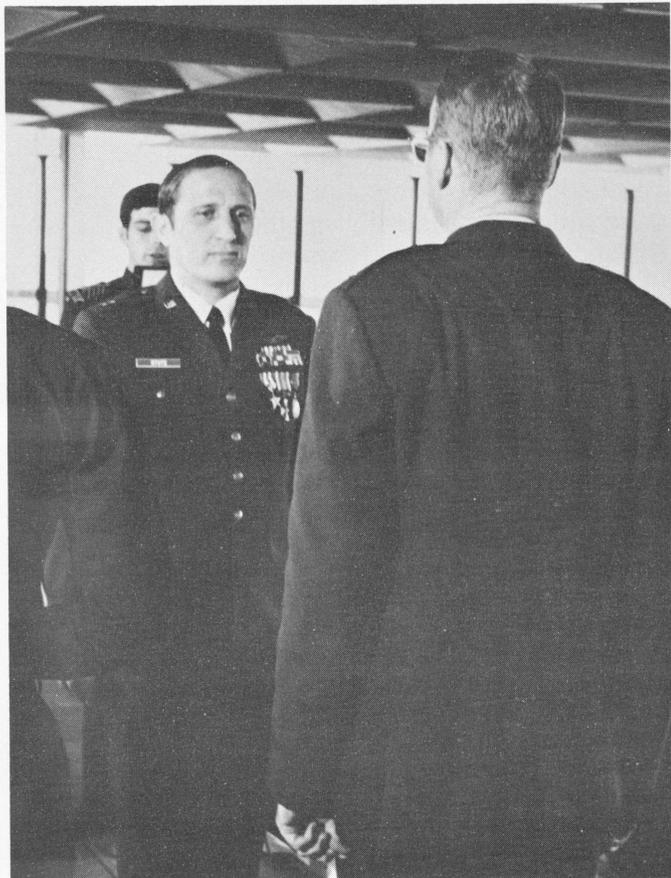
*The TALON would like to thank this distinguished group of professionals for their time and inconvenience. They were all cooperative and helpful. Finally, the staff would like to say for the Cadet Wing: "We're glad you're here."*

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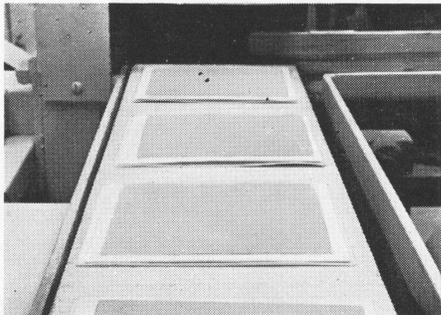


Drawing by Tom Udall '75

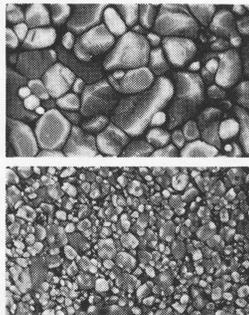
# "We're glad you're here..."



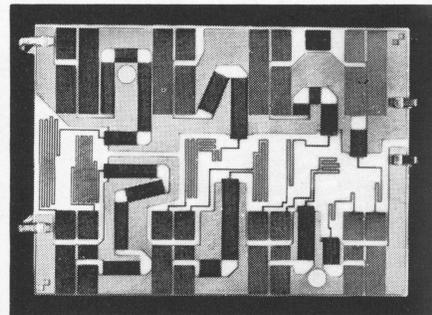
# WESTERN ELECTRIC REPORTS



1500° C furnace was specially designed to fire these new substrates. The relatively low temperature results in smooth substrate surfaces for practically fault-free thin film bonding.



Electron micrographs show the great difference in grain size between new ceramic material (lower) and the previous material (upper).



Thin film integrated circuit shown here is part of a resistor network. It is one of many that benefit from the improved substrate. Metal leads on sides are bonded by thermocompression to tantalum nitride resistor film.

## Smoothing the way for perfect thin film bonding.

Aluminum oxide, or alumina, is considered to have the best combination of properties for thin film circuit substrates. Until recently, however, the bonding of metal elements to gold-coated tantalum nitride resistor film on alumina was somewhat unpredictable.

Now, an advance at Western Electric has made it possible to get practically fault-free bonding of these materials.

This new perfection in bonding came through the development of finer grained alumina substrates.

The process has four basic steps: milling, casting, punching and firing.

During milling, alumina is combined with magnesium oxide, trichlorethylene, ethanol and a unique deflocculant. For 24 hours, this mixture is rotated in a ball mill. In a second 24-hour period, plasticizers and a binder are included.

The deflocculant plays a major role by dissipating the attraction forces that exist between the highly active alumina particles. This prevents thickening, which would ordinarily make an active alumina mixture unworkable.

The 48 hours of milling is followed by casting. When the material comes off the casting line, it is in the form of a flexible polymer/alumina tape, dry enough to be cut into easily handled sections.

After casting, a punch press cuts the material into the desired rectangles or

other shapes. Holes can be punched at the same time.

Finally, because of the use of active alumina, the material is fired at an unusually low temperature which results in smooth substrate surfaces for reliable thin film bonding. The finished substrate is then ready for the various processes of thin film circuit production.

In developing this new process, engineers at Western Electric's Engineering Research Center worked together with engineers at the Allentown plant.

**Conclusion:** This new way to produce substrates is a truly significant contribution for thin film circuit production.

The ultimate gain from this smoother substrate is for communications itself. For through the achievement of nearly perfect bonding of metal leads to tantalum nitride, thin films can be produced with even greater reliability and economy.



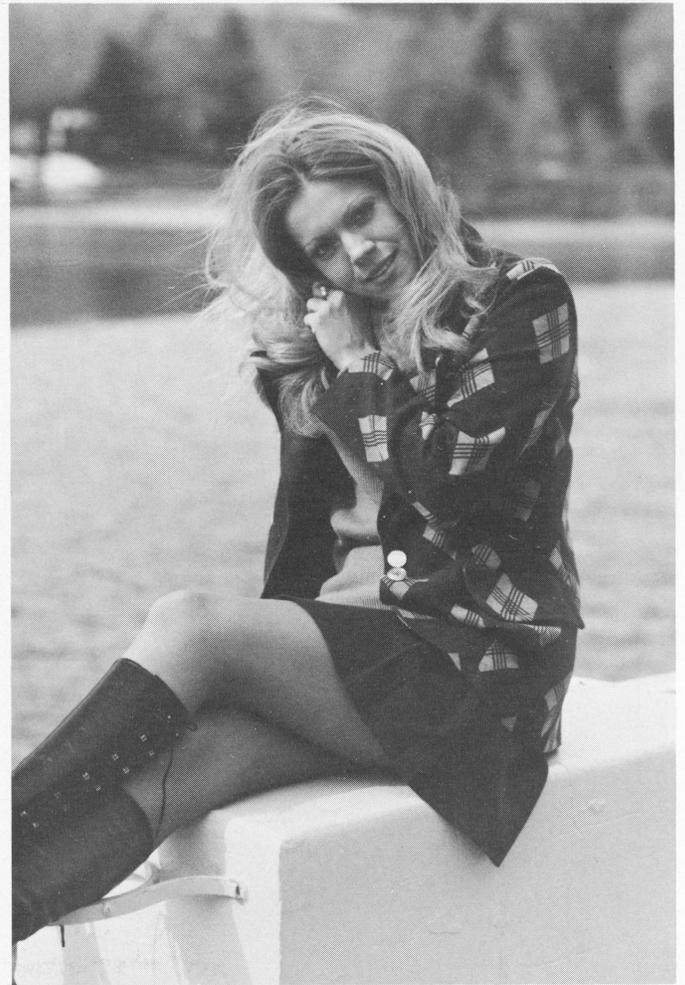
## Western Electric

We make things that bring people closer.



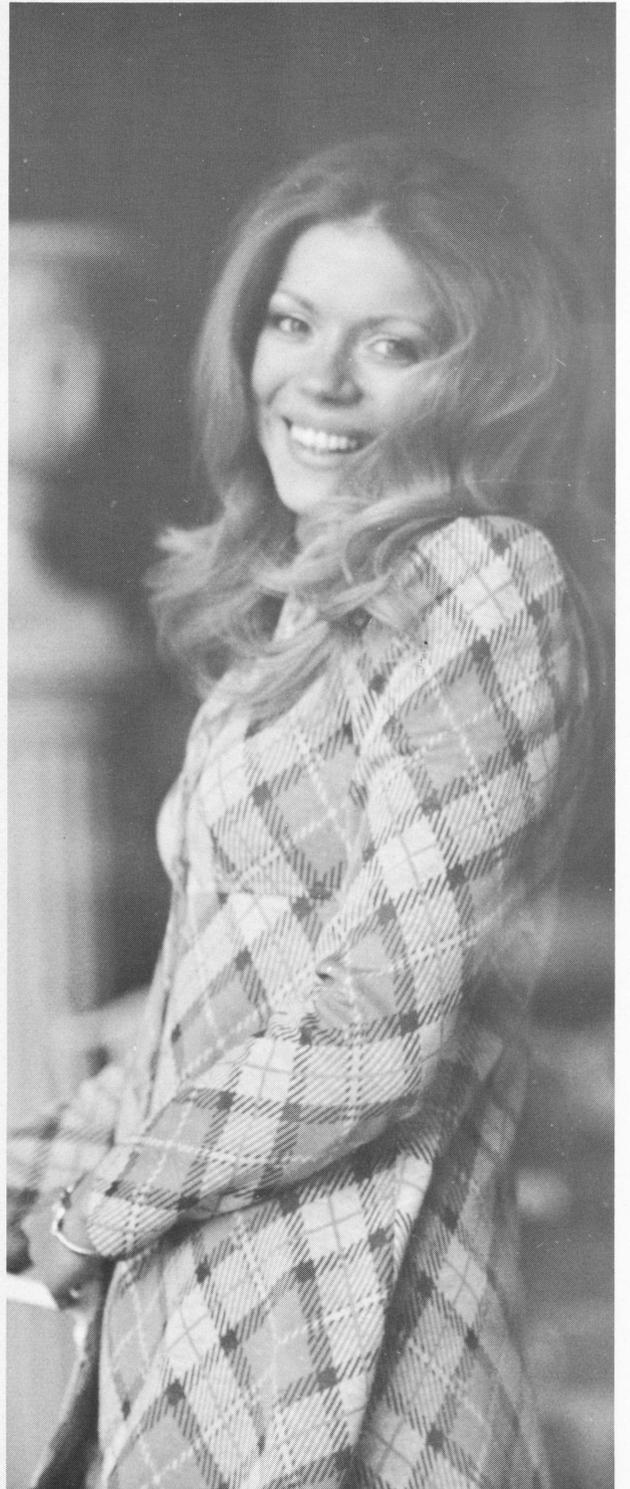
RITA

GIRL OF THE MONTH



A native of California, blue-eyed, 5'2" Nita loves Colorado's people and scenery. Opening in summer theater in Manitou Springs, TALON's Girl of The Month loves outdoor recreation and writes poetry. How 'bout "Things are neater with Nita!"





# ALERT

## DID YOU KNOW THAT:

—A Harris poll shows that the public has increased its confidence in the military over the past year, but is still much less confident than it was in 1966.

—the USAFA Pistol team, using its five returning All-Americans to its best advantage, boasts an undefeated record and a first-place national ranking.

—In the last five years, Air Force officer strength has dropped by more than 24,000.



Flowers are a lovely way to say "Spring is here."

## Burghard / Falcon Floral Shoppes

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1722 Brookwood 598-5441

Colorado Springs, Colorado

# ASSEMBLY

—The Navy's new F-14 Tomcat fighter recently made the first test of its advanced Phoenix missile system. Six missiles were launched from a single aircraft in 37 seconds. They were individually guided at six separate target drones 50 miles away by the Hughes AWG-9 weapons control system. Four scored direct hits.

—The Air Force Rugby club is looking forward to repeating both A and B teams as champions of the Eastern Rocky Mountain Football Union. Some other planned events include (subject to the fuel shortage) playing in the Monterey (Calif.) Tourney, one of the three toughest in the country; hosting an inter-service academy tournament; and playing Cranwell, Britain's military academy.

## A BANKING PROGRAM YOU CAN REALLY SINK YOUR TALONS INTO.

Our Military Department has a banking program that's custom tailored to fit your needs. Present and future. We'll help you get off the ground now with services like **Free Checking** (no service charges for your entire military career). And special Air Force Academy checks.

And, as your financial needs soar to higher climbs, we'll provide all the services you need to get there. This program is tailored to each classes' needs. Sink your talons into our Cadet Banking Program today. You'll be happy you took us under your wing.



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FDIC

# FOUR ACADEMY CADETS TO CLIMB MOUNT RAINIER

by Sgt. Larry Hawk

U.S. AIR FORCE ACADEMY, Colo. — While many cadets at the U.S. Air Force Academy will be relaxing during their spring break, four members of the Academy Mountaineering Club will spend their time climbing 14,410-foot Mount Rainier in Washington State.

The four club members making the ascent of Mount Rainier are Cadets Second Class William Percival, 20, Olympia, Wash.; Michael Abbott, 20, Little Rock, Ark.; Bruce Dods, 20, Vacaville, Calif.; and Cadet First Class, Robert Lutz, 21, St. Louis.

The cadet climbing team plans to leave the Academy March 23 and travel to Olympia, Wash., Percival's home town. According to their present plans, they will begin the ascent of the mountain March 25 with hopes of reaching the high level camp (Camp Muir) at the 10,000-foot level and spend the night.

Weather permitting, the team will climb from the high camp to the summit on the following day and then make their way back down to the high camp for the night.

On March 27 the team will start their descent from Camp Muir to the mountain's base.

According to Captain Charles Cole, 31, Murfreesboro, Tenn., officer-in-charge of the Academy Mountaineering Club, the ascent of Mount Rainier is the most ambitious undertaking by any members of the club in its seven-year history.

Mount Rainier is located in the west-central part of Washington State. It is the fifth highest mountain in the United States, excluding Alaska.

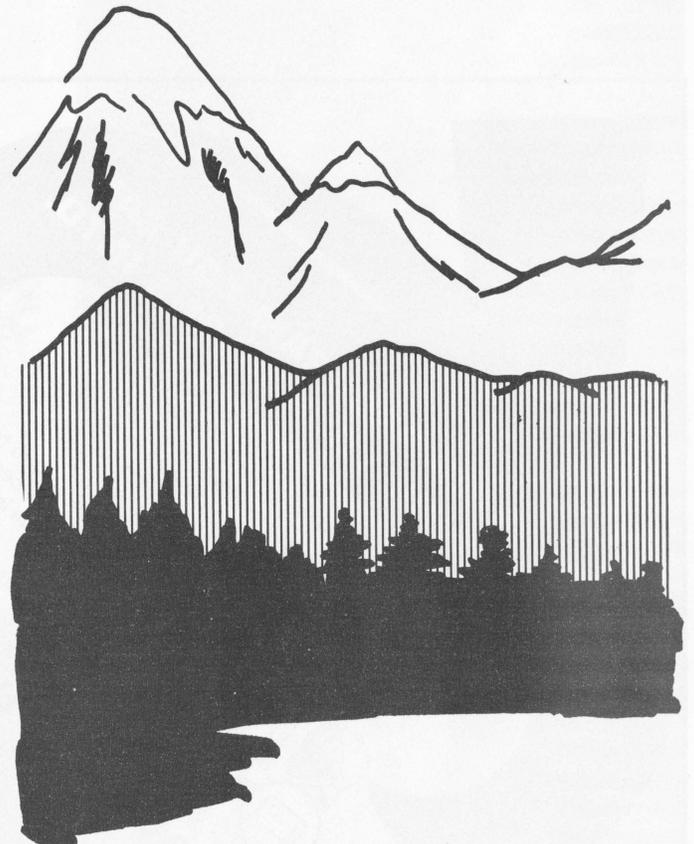
The cadets have been given permission by the Mount Rainier National Park to make the climb and use the Camp Muir cabin. The cabin will not only serve as a shelter from the cold, but will allow the cadet climbing team a place to get accustomed to the high altitude.

All four climbers are graduates of the Forward School of Mountaineering, Colorado Springs, Colo. They received instruction in winter mountain climbing, rock climbing and individual instruction from Lester J. Guidy, the club's civilian advisor.

The winter mountain climbing course included instruction and training in cross-country skiing, land navigation, snow shoeing, self arrests on steep snow and ice slopes, and ice climbing.

The fact that the cadet team is attempting their ascent in the winter increases the dangers but also increases the challenge for the four men involved. The normal climbing season on Mount Rainier is between late June and early September.

Cadet Percival, the club president, said, "The other members of the team and I are confident we can make the climb because of the experience and training we have received through the Mountaineering Club at the Academy. The only possible problem I can foresee would be the weather conditions on Mount Rainier during the three days of our ascent."



# THE HOMECOMING

by Tom Topolski '75

The trip hadn't been too bad, he thought. Still, he did always feel a little uneasy as a passenger — he'd spent too many hours in a cockpit to feel right sitting by the window watching the clouds go by.

They'd be landing soon, he thought. Once he'd met his daughter Joan and the grandchildren at the gate the worst part of the trip would be over. And it would be good to see his daughter and her children once again; God only knew that he was old enough, that each time might be his last.

There they were at the gate now, hunting for Joan and her husband, but as usual the kids found them first. Eight-year-old Patty came running up, followed by Johnnie, bigger than his fourteen years.

It was later that evening after they'd all eaten and were sitting around the fireplace. The conversation was just drifting, following no particular channel, when Johnnie spoke up.

"Grandpa, would you tell us about when you were a prisoner-of-war?"

"Huh? Why do you want to know about that? It's not the kind of thing you normally sit around and talk about."

"Well, we were studying about the Vietnam War in history today, and they mentioned POW's, so I just thought I'd ask you what it was like."

He looked into the fire and began quietly talking, more to himself than to the company present.

"Those days are long ago and far away. You know, it'll be twenty-eight years next month since I was released. After that long a time most of the individual events merge, and only a general feeling of what happened remains."

"As far as what POW camp life was like, you'd do better to go over to the library and dig up a book on the subject — there were enough written. About all that I remember is the feeling of helplessness, of being pulled irresistibly in two directions. There was the constant, almost unbearable mental and physical pressure to give in, to do whatever they wanted me to. And then there was my own mental resolve not to sell out everything that I'd believed in for a drink of water, or for a chance to sleep. It was a dilemma each of us

had to resolve in his own way."

"The other facet of camp life I remember is the feeling of togetherness, the unity we had. My F-4 was shot down late in '69, so by the time I arrived the other guys had already gotten organized. 'The First Allied Prisoner of War Wing' we called ourselves. Back in the training we'd all received we'd been told that we had to organize, that the only way to survive was to pull together, and that turned out to be true. We left with a feeling of solidarity that I doubt will ever be equaled."

"But it's my return that I remember most. There were some differences which I had expected. For instance, your mother was five years old when I left, and nine when I returned. But I'd prepared myself mentally for that kind of difference. What I wasn't ready for was the changes in the country. I left just as the radical movement began, and returned at its end. The mood of the country had changed. We were looked upon as if we had suddenly been transported through time from the mid-sixties to the early seventies, and that we would be unchanged by what the country had experienced — a kind of foundation to build upon again."

"That was wrong. We'd tried to do our duty, and we'd tried to do it well, but that was all. As far as I'm concerned, we weren't a bunch of heroes. We were a group of professional pilots who had been unlucky enough to get shot down, but lucky enough to survive. We had had a job to do, and we did it. Did that make us heroes? I don't think so. We appreciated the concern and attention we received when we returned, but more than anything else we wanted to start living again, to forget and start over."

He stopped, and looked down at his leg brace.

"You see, here's a reminder to me of what I did. I did my best, and ended up with a knee that won't support my weight. I got it thirty-one years ago, and I'll wear it until I die. But to me it represents struggling to preserve everything I believed in — and as far as I'm concerned, fighting for what I believed in didn't make me a hero. It was something I had to do."



# TALON SPORTS SPOTLIGHT

by Russ Trinter '75

In the December issue of the Talon magazine, the sports article "Winter Warm-up" mentioned five freshmen hockey players whose "names could very easily become commonplace to Air Force hockey fans." One of the names was Chuck Delich. Now after three months of hockey and 25 games, Chuck holds the Air Force Academy single season scoring record and has acquired five hat tricks including one of six goals in one game.

Hockey has definitely been a part of Chuck's life for some time.

I began skating when I was seven, but everybody did because I come from a small town about 60 miles west of Duluth and skating is a part of life. I started playing hockey the next year. My father played basketball in high school and college so I was torn between two sports until I was a freshman in high school when I chose hockey and I've been playing ever since. As a sophomore, I led the team in scoring and as a senior I was the leading scorer in our conference of twelve teams.

With talents like that, many people are curious why Chuck chose the Academy over one of the big name hockey schools.

I was a little disappointed that I only had one or two college offers after I led our conference in scoring. I was a little small and I think some of the bigger schools were influenced by that fact. I've gained ten or twelve pounds since coming to the Academy. I never thought of the Academy in high school until Coach Matchefts contacted me. He was interested in guys who could play hockey and were interested in a good school. Mike Hanahan, a second lieutenant now, also influenced me a lot. I saw the Academy's schedule

and was impressed that such a small college was playing teams on the level of the WCHA. I could have played semi-pro in Minnesota, but I wanted to go to school right away, so I came to USAFA.

Chuck's interest in the Academy does not end when he leaves the fieldhouse. Although his initial contact of the Academy was through hockey, he has since expanded his ideas and would like to hold leadership positions during his first and second class years. "I think I could hold a leadership position, especially during the Spring." He is a firm person and has strong beliefs on many subjects. One area is the future of the AFA hockey.

Right now we have seven juniors and seven freshmen. We are only losing two seniors so our depth for next year is excellent. Coach Matchefts has also talked to ten or fifteen recruits who have good hockey experience. I think more guys are looking for a place like the Academy to play hockey. What I mean is that a lot of guys are going to come to be officers and still do their best in a varsity sport.

Another area that Chuck has strong beliefs is playing American universities, but Canadian hockey players.

A lot of coaches still think that Canadians are the best players. I definitely disagree. When we play a team that has a lot of Canadians, it makes you want to beat them bad because you are proving something to yourself and to those schools because we're coming in with 20 Americans and they have the so-called superior Canadian hockey players and yet we play them even or beat them.

Chuck as a person is easy going and enjoys having a good time and yet he

has adjusted to the discipline of the Academy and seems to understand its basic purpose.

If you want a career that is going to be stable and still be an important job, then the Academy is a real good place. I think anybody can make it through here if they are willing to work for something. If you want to goof off and have a good time then you are probably at the wrong place. Fact: you are at the wrong place.

Chuck is respected by his classmates, both for his ability and his personality. Cadet Jim Isle, a hockey manager who knew Chuck in high school, describes him as "intense." "He's a real good team player with an excellent breakaway." Another classmate who knows Chuck from class, Don Davis, believes "Chuck has a real good personality. He hasn't taken advantage of what has been given him. He knows he has been successful and he knows he is a doolie. He's pretty modest about it. He seldom talks hockey in class unless someone bugs him and he'll say a few words.

Charles Delich, a promising athlete for the Academy and officer for the Air Force knows the meaning of teamwork. "Everybody likes to score and everybody likes to get their name in the paper, but I think hockey is the kind of sport where when you look back there are five guys who are responsible for what you are doing."

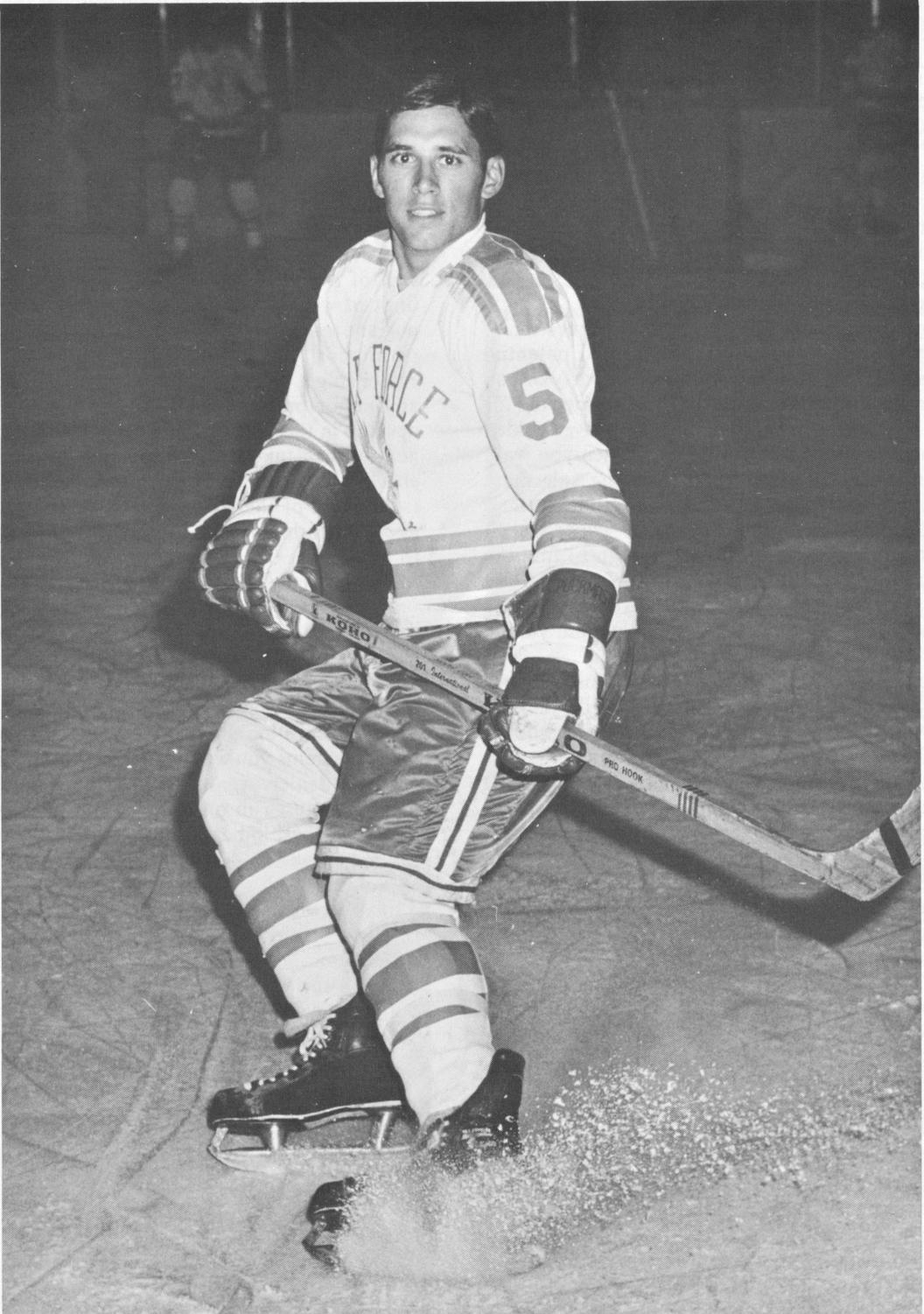
Chuck has set his personal goals high and he is set on accomplishing them. "I would like to play in the 76 Olympics. To be selected to try out, I'll need another good year next year. I don't think the Academy has ever had a player invited to tryout and I would like to represent it." It would be hard for the Academy to find anyone any better qualified to have as its representative.

# BUYING A USED CAR?

BY KEVIN McFARLANE '71

some want

Spring is the best time to buy a used car. The weather is just what you need for a test drive.



# BUYING A USED CAR?

by Ken McFetridge '77

Spring is drawing close at hand and you have just spent a nightmare of a winter with that wreck of a car that you have now. Or possibly you are just planning to purchase your "Firstie Wheels." However one basic fact remains; you don't have enough money to spend on a new car, whether it is a European economy car or a plush Detroit model. And rather than keep the car that you have now, you most likely will consider buying a used car. But before you start looking for a used car, there are a few basics that you should know about buying used cars.

First of all you should know approximately what kind of car that you are looking for before you even start hunting. Be practical in your choice. If all that you need is an economy car then don't dream about a super sports car. Once you have made a decision, stick to it.

Now that you have decided what you want the question of where to buy comes up. Basically there are two potential sources to get a used car; buy through a private party or buy from a used car dealer. Let's assume that you've checked for cars for sale in the newspaper with no luck and have decided to visit your local friendly used car dealer. When you walk up to the door and are greeted by the smiling salesman, remember what you came for. The salesman will more than likely try to convince you to buy the car he wants you to buy. With luck you might hold him off enough to find the car that you are interested in so that you can take a good thorough look at it. Now that you think that you have found the car that you have been looking for, what should you be looking for in it?

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

Another important item to look for is the odometer mileage. Often it is better in the long run to buy a car with a lower mileage and a little less better condition than the high mileage. Unfortunately odometer mileage does not always tell the true story. Many states have made it illegal to turn back the odometer however there are still some states where it is not prohibited. A few other things to look for are brake pedal pads (if they look new something isn't quite right), a sag in the front seat (if there isn't one, the seat was possibly replaced), and worn areas in the carpet (there should be

some wear).

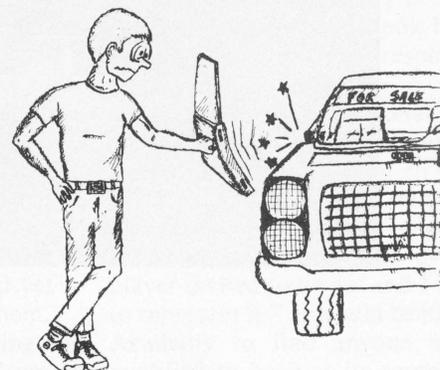
Now that you have looked over the physical appearance, you should take a look at what is under the hood. Most likely you will find a freshly steam cleaned and painted engine staring back but that again is the work of the reconitioner. This good looking engine usually is for no other purpose than to dazzle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

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

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

Now as you go out to conquer the used car market remember the most important item in buying a car is to get the car's mechanical condition checked out by a professional, whether it is a mechanic or a diagnostic center. With all this in mind, you shouldn't be sorry about the car that you eventually buy.

Happy car hunting and GOOD LUCK!



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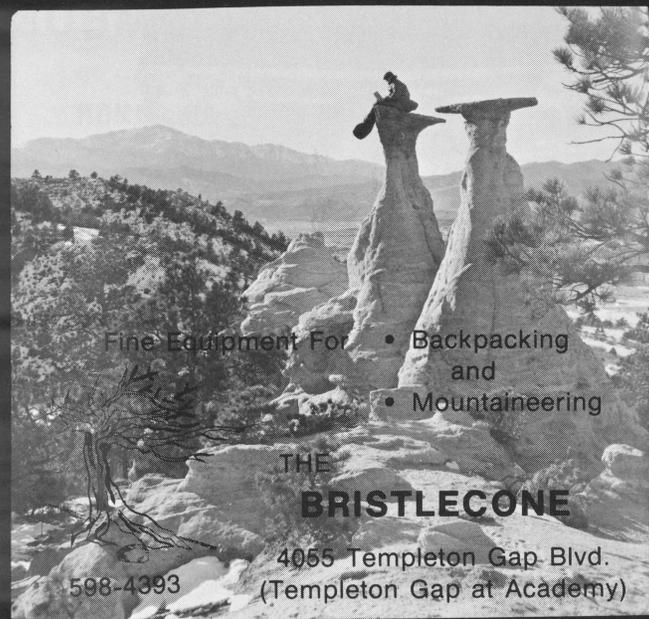
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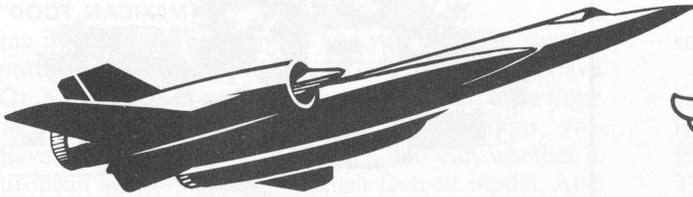
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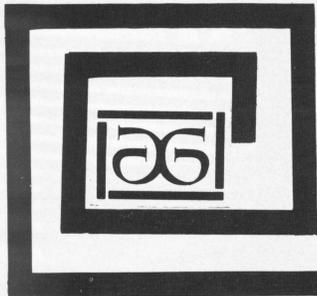
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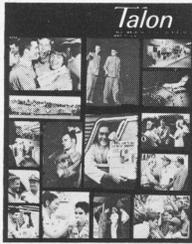
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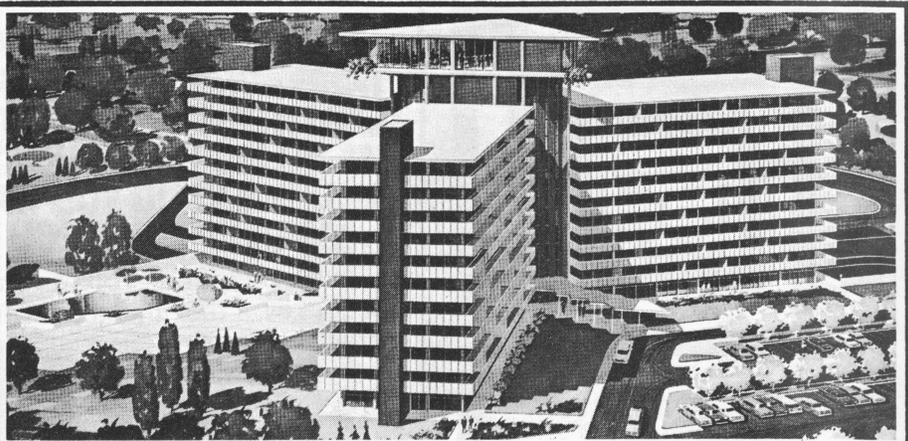
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