

AN EXAMINATION OF AMERICAN WOMEN MILITARY PILOTS IN COMBAT:
A SURVEY OF ATTITUDES AND VALUES OF SELECTED DAEDALIANS IN
STINSONS FLIGHT NUMBER TWO, SAN ANTONIO, TEXAS

BY

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CHAPTER I

INTRODDCTION

The integration of women pilots into the United States Air Force is an ongoing process. It is difficult to change the operation of this male dominated institution to include women. The Air Force is continuing to search for a balance between military readiness, social acceptance, and equal opportunity for its women aviators.

The U.S. has more women in the military than any other nation, but they do not enjoy equal status with their male counterparts. Equality for female Air Force pilots is hampered because Title 10: U.S.C.A. Section 8549 states "Female members of the Air Force...may not be assigned to duty in aircraft engaged in combat missions." This exclusion seriously restricts career progression, force readiness and assignment opportunities. In addition, this regulation limits the total number of women pilots in the Air Force. America's dependence on the all volunteer force and the **military's** emphasis on equal opportunity have brought this issue to the forefront.

STATEMENT OF THE PROBLEM

Women pilots are denied equal opportunity for advancement because combat-unit duty is the official route to top leadership. In addition, the Air Force is facing a critical shortage of pilots. Permitting women to fly combat aircraft would open the doors for more command positions and allow the Air Force to assign qualified pilots, regardless of sex, where they are needed most. There may be some opposition to the use of women pilots in combat aircraft. The majority of the opposition may in fact, come from male pilots.

The objective of this research is to determine:

1) the perceptions of male pilots toward female pilots flying combat aircraft, and 2) compare the male pilots' perceptions toward women flying combat aircraft with the female pilots' perceptions of women flying combat aircraft.

PLAN OF STUDY

This paper will discuss the attitudes of male pilots toward women pilots flying combat aircraft and missions. The next chapter provides a conceptual framework where the objectives of the research are studied. The framework was developed by reviewing past research pertaining to this

topic. Chapter III discusses the methodology of the study. The results are presented in Chapter IV. The final chapter presents the research findings and conclusions **drawn** from them.

CHAPTER II

CONCEPTUAL FRAMEWORK

Introduction

This chapter presents the conceptual framework. It takes a historical look at U.S. women military pilots and Soviet women pilots. The current U.S. Air Force female pilot force structure and Air Force combat exclusion regulations are presented. Finally, an overview of recent men's attitudes toward women in the military are discussed.

Women's Airforce Service Pilots

In 1941 Jacqueline Cochran proposed the Army Air Corps form a division of women pilots. General Arnold, commander of the Army Air **Corps (AAC)** turned her down because there was an adequate number of men available to serve as pilots (Holm, 1982:140). General Arnold suggested that Cochran take a detachment of American women pilots over to Great Britain to join the British Air Transport **Auxiliary (ATA)** She took 25 women with her to Great Britain.

While Jacqueline Cochran was in Great Britain Nancy Love was successful in forming the Women's Auxiliary Ferrying **Squadron (WAFS)**. The **WAFS** were integrated into the Air Transport Command in September 1942 (Scharr, 1986: 1).

Only those women who could meet the requirement of having 500 hours of flying time were accepted. Fewer than 100 women could meet this tough requirement (Moolman, 1981:144). The WAFS were hired as civil servants because there was no provision to grant them military flight pay. Legislation to grant them military status was said to be pending.

When Jacqueline Cochran returned from Great Britain she was quite upset because Nancy Love had organized the American women flyers. After protesting in Washington, Cochran was eventually granted permission to launch her own program. Jackie Cochran was allowed to form the Women's Flying Training Detachment. Her job was to train women pilots with little experience to eventually become WAFs. The first candidates were between 21 and 35 years old. The age was later lowered to 18. Each applicant was required to have at least 200 hours of flying time. This number was later lowered to 35 hours. These spirited women had to travel to their training at their own expense. They were not issued uniforms, and had to make their own living arrangements (Moolman, 1981: 147).

During the summer of 1943 Jackie Cochran convinced the Army that the WAFs and her trainees should be combined under one command. On 5 August 1943 the WAFs and the pilot trainees were combined to form the Women's Airforce Service Pilots (WASPs). Jackie Cochran was named the director of the new women's flying organization. Nancy Love became the

WASPs representative at the Air Transport Command's ferrying division(Moolman,1981: 151).

The WASPs were often challenged with the most difficult and dangerous domestic flying assignments. They ferried aircraft, towed targets and served as instructor pilots. They often tested aircraft that male test pilots refused to fly(Willenz,1983: 62). The Army was pleased with their performance in the nonferrying missions. It decided to expand their role to include smoke laying during exercises, simulated gas attacks, and day and night missions training radar and searchlight trackers(Moolman,1981: 152). A total of 38 WASPs died in aircraft accidents. During their short existence the WASPs flew 60 million miles and ferried 12,650 aircraft. The aircraft they flew included the heaviest bombers and the fastest fighters(Holm,1982: 314-315). These women pilots' physical and mental capabilities were no different than their male counterparts.

The WASPs were terminated on 20 December 1944. Since the combat pilot losses were lower than expected the male pilots were returning from overseas. There were now enough men available to fill the WASPs duties. General Arnold could not justify keeping the women pilots because they were civilians and not military members. The WASPs were never granted complete military status. The bill to militarize the women pilots finally came to a vote on 21 June 1944(Moolman,1981: 151). It was defeated. Most of the

women felt it was the strong lobby of the Army's civilian flight instructors that led to its defeat. It was not until 23 November 1977 that The United States Congress granted military veteran status to women who served as WASPs during World War II (Holm, 1982: 67).

The WASP experience proved that sex is not a determining factor when men and women are working together in difficult conditions toward a common goal (Willenz, 1983: 63). Patricia Hughes, a former WASP, had some thoughts on the WASPs' success. She felt women were able to explore more alternatives than men during emergency situations. Women tend to direct their attention to the job at hand. A woman's ego rarely gets in the way of her performance. Finally, women are more inventive. They will keep trying solutions until they find one that works (Willenz, 1983: 63-64).

Soviet Women Pilots in Combat

There has been limited use of women pilots in combat (Kalisch, 1983: 216). The best examples of women flying combat missions are from the U.S.S.R. during World War II (Goldman, 1982: 70). The Russians formed three all female flying regiments. There was a fighter regiment, a short range dive-bomber regiment, and a night bombing regiment. The fighter regiment flew 4419 combat missions, engaged in 125 air battles, and shot down 38 enemy aircraft. The night

bombers flew 25,000 combat sorties. Two Russian women became aces logging 11 and 12 kills respectively (Holm,1982: 315-316).

Russia suffered huge casualties during World War II. It is estimated that 50 percent of all Soviet males born before 1939 were killed before 1941(Rustad,1982: 36). Manpower losses were so great that by the end of 1942 all childless women were eligible for mobilization. Marina Raskova was a famous Soviet aviatrix. Her role in organizing and training Soviet women pilots was quite similar to Nancy Love's and Jacqueline Cochran's efforts in the United States. Soviet women pilots contacted her because they wanted to enlist and fly. Raskova used her position in the Supreme Soviet to get the Ministry of Defense to approve female combat pilots. They granted her permission to organize three all women combat aviation regiments. She quickly organized the 122 Air Group to train her recruits. The 122 Air Group graduated approximately 600 women pilots by the war's end(Griesse,1982: 69).

The three regiments consisted of a fighter unit, a short range bombing unit, and a night bombing unit. The 586th Interceptor Regiment flew Yaks(fighters). They flew against German Stuka bombers and Messerschmidt fighter convoys. The 587th Short-Range Bomber Regiment strafed and bombed enemy positions. Maria Smirnova flew 3260 sorties(missions) and dropped 100,000 kilograms of bombs on

enemy motorized units (Rustad, 1982: 36). The 588th Night Bombing Regiment was the most impressive of the three. They flew as many as 300 sorties per night when bombing Poland (Griesse, 1982: 70). Major E. Niklunia flew 600 night combat flights against enemy stores, trains, and bridges (Rustad, 1982: 36)

Author Robert Jackson felt that the 586th Fighter Air Regiment played a pivotal role in the defeat of the Sixth German Army at Stalingrad:

It was during the battle for Stalingrad that another women's air unit made its operational debut. This was the 586th Fighter Air Regiment; equipped with Yak-7 fighters it began to distinguish itself almost immediately. One of the 586th's pilots, Olga Yamschikova, became the first woman fighter pilot to destroy an enemy aircraft at night, shooting down a Junkers-88 over Stalingrad on 24 September 1942. During the remainder of the war the 586th remained a first-line unit, supporting the Soviet armies in their subsequent advance across Europe (Rustad, 1982: 36).

Some of the women pilots served in all male units. They occasionally served as the "wingmen" of male aces. One Soviet woman pilot commanded an all male regiment (Holm, 1982: 316). There was little or no mention of integration problems during this Soviet experience.

When reminiscing, these former women combat aviators provide tough, descriptive, depictions of hair-raising experiences. They have one near unanimous belief; "All women and all Soviet people would fight if there were

another major war on Soviet territory (Griesse,1982: 71).” They make this claim in spite of the fact that Soviet women are presently forbidden from serving on combat ships and aircraft. These Soviet women demonstrated that women can be as brave and coldly homicidal as men in the name of patriotism(Quester,1982: 229).

Combat Exclusion Regulations

The Woman’s Armed Services Integration Act of 1948, Public Lan 625 was the first law to prohibit women from being assigned to combat aircraft. This lan became the current Title 10 U.S.C. 8549(Caldwell, 1983:161). The law states, "Female members of the Air Force,..., may not be assigned to duty in aircraft engaged in combat missions." The Secretary of the Air Force is charged with implementing this policy in the Air Force.

Air Force Regulation 35-60, 20 January 1986, details Combat Exclusions For Women. AFR 35-60 prohibits assigning women to aircraft whose principal mission includes aerial combat, bombing, and/or flight over hostile territory where the risk of enemy fire and capture is substantial. The threat of attack alone does not prohibit the assignment of women. The proximity to enemy territory and the enemy's ability to take prisoners are the key elements. Both criteria must be met to preclude assigning women.

The following is a list of aircraft with primary combat missions and are not suitable for women (AFR 35-60, 1986: 1):

F-4	EC-130E	UH/HH-60
F-5	U/TU-2	HH-1H CA
F-15	TR-1	UH-1N CA
F-16	RF-4	HC-130
F-106	O-2	AT-38
F-111	OV-10	T-33
B-1	OA-37	EF-111
B-52	T-39 FLT CHK	C-130
FB-111	C-140 FLT CHK	C-141 AIRDROP
SR-71	CH/HH-3	MC/HC-130
A-7	CH/HH-53	A-10

The Air Force states AFR 35-60 is designed to comply with Title 10 U.S.C. 8549. AFR 35-60 is not designed to deny equal opportunities to women (Cropsey, 1980: 72).

The problem with these regulations is that the services have a difficult time defining combat (Tuten, 1982: 237). There is no universally accepted definition of combat. Modern technology has expanded the complexity of weapons and the populations exposed to enemy attack. The distinctions between combat and noncombat aircraft are artificial and arbitrary. If all women were discharged today, the distinctions would be gone tomorrow. What is the difference between a C-130 pilot and an AWACS (Airborne Warning and Control System) pilot? Is there a difference between a woman launching a nuclear missile from a silo or a cruise missile from an airplane (Holm, 1982: 395)? Women may occupy jobs that might require them to take a defensive

position in combat. **They** are, however, excluded from offensive warfare. It should be noted that U.S. women naval pilots routinely fly support missions in the Mediterranean. Women also served on board the air refueling aircraft which supported the Libyan **raid**(WMPA, 1988). Women may be killed by enemy fire, but they are prohibited from initiating the **attack**(Segal,1982: 269). Major General (Retired) Jeanne Holm, United States Air Force expressed her concern by stating:

Whether or not the services expect to assign women permanently aboard combat ships or combat aircraft in peacetime is not the crucial consideration here. That they may have to someday in the event of a national emergency is the point. The service secretaries should not be hamstrung in peacetime by laws they may not be able to live with in **wartime**(Holm,1982: 339).

While women in Canada, Denmark and the Netherlands are allowed to occupy combat positions, American women are not allowed to become **warriors**(WMPA, 1988). It was not long ago that blacks were not allowed to fight. Some women may feel compelled to go into combat in order to prove they are qualified to do so. Our nation was founded on the premise of equal participation for all citizens. Lack of combat positions is a major career barrier to Air Force women and keeps them from achieving full status as citizens (Segal,1982: 269).

Current USAF Female Pilot Force Structure

The subject of women military aviators had been dormant for years. The subject resurfaced in the early 1970's as an equal opportunity issue. During the Pike subcommittee hearings in March 1972, Congress asked the Air Force why **it** did not use women pilots. The large number of noncombat flying duties made **it** difficult to justify the total exclusion of **women**(Holm,1982: 317). It was a pointed equal opportunity issue as well. Only 46 percent of Air Force officers are rated (pilots and navigators). This 46 percent, however, makes up 70 percent of the colonels and 83 percent of the generals(Holm,1982: 320). Denying women wings was denying them equal opportunity for advancement.

The Navy became the first service to train women aviators. During 1973 the first six Navy women earned their wings. The Army followed suit and graduated its first female helicopter pilot in June 1974(Holm,1982: 320). Ironically, the Air Force lagged behind her sister services. The Air Force did not even announce its test program for female aviators until 1975.

When the Air Force announced the beginning of a test program for women pilots and navigators **it** was unclear as to what exactly was being tested. After all, the **WASP** record displayed the ability and desire of American women to fly military aircraft. In addition, the Army and Navy had just

graduated their first women pilots.

The first ten Air Force women officers entered pilot training at Williams, Air Force Base in August 1976 (Holm, 1982: 321). Only one of the original ten women was eliminated from training. A second group entered training before the Air Force decided whether or not the program was successful. Senior women officers felt the test was designed to mark time until the service was forced to use women pilots. A senior male officer, however, felt that the test was irrelevant because the women would benefit from special treatment (Steihm, 1981: 271).

The Air Force eventually concluded the "Test" was a success and decided to train 150 women pilots annually. This number was later lowered to 125 per year. The Air Force lowered the number of women pilots it would train to 75 per year by 1981. This left the overall impression that the Air Force was not seriously committed to train women pilots (Holm, 1982: 323).

Female Pilots on Active Duty as of 31 Aug 87 (WMPA, 1987)

COMMAND	PILOTS
Air Force Academy	10
Air Training Command	81
Headquarters Air Force	1
Military Airlift Command	104
Pentagon	1
Strategic Air Command	85
Systems Command	4
Tactical Air Command	6
U.S. Air Forces Europe	<u>1</u>
	293

There is every reason to believe women pilots' performance will be the same as their male counterparts, assuming they are given equal opportunities to use their skills. They will, however, be something of a novelty as long as their numbers remain small (Holm, 1982: 322). As in other predominantly male occupations, military women pilots often face prejudice from male superiors, peers, and subordinates (Segal, 1982: 279). Their performance will continue to be subject to scrutiny from all sides.

Mens Attitudes Toward Women in the Military

The attitudes of military men toward military women were far from favorable when American women were first widely used during World War II. In 1942 some commanders stated, "Over my dead body will I take a military woman." There was a collective feeling that women had invaded an all male domain. The attitude of the individual unit commander played an important role in how the women were received. A positive outlook from the commander often helped to smooth the path for the women soldiers. According to the women, however, "Reception by the men ranged from enthusiasm through amused condescension to open hostility (Holm, 1982: 50)."

The women had to prove their capabilities and show they did not expect special favors every time they changed jobs. Many of the men had serious doubts about military women. They viewed a capable woman as the exception. "I don't approve of women in the service but she's O.K....She's an exception (Holm,1982: 51). The identical problems are encountered by women military pilots today. A common complaint of women Air Force pilots is that they must continually "prove" something to someone. The number of women who fly military aircraft is really quite small. Men may recognize a capable woman pilot, but they are not able to generalize from her. They tend to **view** a competent woman

pilot as the exception rather than the rule. This may indicate that there must be regular activity of a sizable group of women pilots before a generalization can emerge as an assessment of performance (Steihm, 1981: 271).

The first true test of Air Force women entering an environment totally dominated by maleness and tradition occurred in June 1976 at the U.S. Air Force Academy. The Class of 1980 consisted of 1600 cadets, 157 of which were women. These were the first women cadets to march up the ramp labeled "BRING ME MEN". There was considerable resistance to the women. Most of the upperclass cadets felt the academy's high standards were lowered to accommodate the women cadets (DeFleur, 1978: 608).

The first class of Air Force women officers in pilot training were also not well received by their male peers. Class 77-08 was made up of ten women officers who outranked their male Air Force Academy graduate classmates. The male student pilots had little or no experience working with women in the Air Force and did not accept them as classmates (Caldwell, 1983: 159). This lack of esprit de corps caused friction and hard feelings. A similar experience could probably be expected if women are integrated into combat aircraft.

Statement of the Purpose

This research will examine the attitudes of male military pilots toward women pilots flying combat aircraft. In addition, the research will compare the male pilots' attitudes with female Air Force pilot's attitudes on this subject.

CHAPTER III

METHODOLOGY

Introduction

The methodology used in this study consists of survey research. Two survey instruments were used. A survey including items regarding the ability of women pilots to fly combat aircraft and male pilots perceptions of women pilots was sent to 200 members of the Order of Daedalians, **Stinsons** Flight Number Two in San Antonio, Texas.

The second survey instrument was an existing survey sent to all U.S. Air Force women pilots on active duty on 16 November 1987 as part of an Air Command and Staff College research project. Its purpose was to determine the women pilots' thoughts and concerns about their potential integration into flying combat aircraft and missions. A total of 322 surveys were mailed. Of the 322, 224 were returned for a response rate of 70 percent (Peterson, 1988: 7).

Survey Research

Survey Population

For the purpose of this research, the questionnaire was sent to 200 randomly generated male members of the Order of

Daedalians, **Stinsons** Flight Number Two in San Antonio, Texas. The Order of Daedalians is the fraternal order of military pilots. It was organized on 26 March 1934 by a representative group of American World War I pilots. The organization was founded on the ideals of patriotism and sacrifice which place service to the nation above personal safety of position. The order is dedicated to encouraging flight safety, ensuring America's preeminence in the air, and fostering an esprit de corps in the military air forces. Active membership in the Order of Daedalians is limited to founder members; those members of the U.S. Armed Forces who held a commission and a pilot rating prior to 12 November 1918, active duty or retired rated pilot (person who has graduated from a U.S. military pilot training course) commissioned officers in a component of the U.S. Armed Forces, and the descendants of founder members.

The order is divided into chapters called Flights. There are 96 Flights located at U.S. military bases throughout the world. **Stinson** Flight, Number Two is located in San Antonio, Texas. With 700 members, it is the largest of all the individual flights.

This local chapter of the Order of Daedalians was chosen as the survey population because the Air Force Military Personnel Center (**AFMPC**), Randolph AFB, Texas denied this researcher permission to survey active duty male pilots. The Daedalians provided a more diverse group of

pilots than strictly active duty Air Force male pilots. Daedalians are predominantly male and have a wealth of combat experience in all combat arenas the U.S. has been involved in from World War II to the Libyan raid. Their combat experience is much broader than that of the active duty Air Force pilots whose combat experience is dwindling and presently limited primarily to officers in the rank of Lieutenant Colonel and above.

Questionnaire

The questionnaire was designed to determine male military pilots' attitudes toward female pilots flying combat aircraft. It parallels the survey sampling women pilots to which it will be compared. The items were developed based on the issues and concepts discussed in the conceptual framework.

The first seven questions describe the individual who completed the questionnaire. These items include duty status, branch of service, rank, combat experience, aircraft flown, and marital status.

A set of four questions were designed to determine if the pilot had ever flown with a woman military pilot, and their perceptions of women pilot's ability to fly combat aircraft. These items included flying ability, physical ability, and emotional stability.

The remaining questions were designed to determine the pilots' perspectives on women flying combat aircraft and missions. The men were asked to comment on their attitudes toward drafting women, women's careers, and women pilots in combat. Different types of combat aircraft were listed separately to determine if they felt some may be more suitable for women pilots than others.

Response Rate

A total of 200 questionnaires were mailed to the Daedalians. Of the 200, 162 were completed and returned for a response rate of 81.0 percent. This represents a very good response rate according to a statistical expert (Babbie, 1986:221). The high response indicates there is a good deal of interest in this subject. It may also indicate a high degree of professionalism and the willingness to aid a fellow aviator.

CHAPTER IV

RESULTS

Introduction

The purpose of this research was to determine the male military pilots' attitudes compared with U.S. Air Force women pilots' attitudes toward women pilots flying combat aircraft and missions. The results of the male military pilots' (Daedalian) survey were very enlightening. The attitudes of this conservative group of male military aviators was much more open minded toward the idea of women flying combat aircraft than anticipated. The women pilots' attitudes were very positive.

Survey Results

The first portion of this chapter will provide the demographics of the respondents. The second section will present their experience with women pilots and their perceptions of women pilots' abilities to fly combat aircraft. The third section will present the results of the respondents' attitudes toward drafting women, women pilots' careers, and women in combat. The final section will address women flying specific types of combat aircraft.

The questions in the second and third sections were identical or very similar to the survey the women Air Force pilots answered. Many of the charts in the sections titled Attitudes of Womens' Flying Abilities and Attitudes Toward Womens' Careers, the Draft, and Combat contain entries labeled "female pilots." The results labeled "female pilots" were obtained from the existing survey instrument discussed in the preceding chapter. All results pertaining to the female pilots were reprinted with the permission of that survey's author, Air Force Major Teresa M. Peterson.

Responding Daedalians' Demographics

Host of the respondents were retired. The retired pilots made up 83.3 percent of the sample, while only 16.7 percent were on active duty (See TABLE 4-1).

TABLE 4-1
MILITARY STATUS

Status	Rate
Active Duty	16.7%
Retired	83.3%
TOTAL (N=162)	100.0%

The most common branch of service of the respondents was the Air Force (95.0%). Eighteen of the pilots serving in the Air Force also served in the Army Air Corps. While all the services were represented, the Army, Marines, and Navy combined for only five percent (See TABLE 4-2).

TABLE 4-2
BRANCH OF SERVICE OF THE RESPONDENTS

<u>Branch of Service</u>	<u>Rate</u>
Army	2.5%
Army Air Corps/Air Force	95.0%
Marines	0.6%
Navy	1.9%
TOTAL (N= 162)	100.0%

The respondents had a wealth of combat experience. Over 90 percent were combat veterans. Several of the respondents (28) fought in more than one war. Only 6.2 percent had no combat experience. Although it was not specifically asked, three of the respondents identified themselves as former prisoners of war (See TABLE 4-3).

TABLE 4-3
 FLOWN COMBAT MISSIONS

	Yes	No	TOTAL
World War I	0.0%	100.0%	100.0%
World War II	43.2%	56.8%	100.0%
Korean War	23.5%	76.5%	100.0%
Vietnam	54.3%	45.7%	100.0%
Other	2.5%	97.5%	100.0%
No Combat	6.2%	93.8%	100.0%
			N=162

Each Daedalian who responded flew at least two types of the aircraft. Bombers, fighters, and trainers were each flown by approximately 60 percent of the respondents. This information indicates the pilots had a wide range of experience in all types of aircraft (See TABLE 4-4).

TABLE 4-4
TYPES OF AIRCRAFT FLOWN

<u>Type Aircraft Flown</u>	<u>Yes</u>	<u>No</u>	<u>TOTAL</u>
Bomber	57.4%	46.2%	100.0%
Fighter	66.0%	34.0%	100.0%
Tanker	15.4%	84.6%	100.0%
Trainer	79.6%	20.4%	100.0%
Transport	66.7%	33.3%	100.0%
			N=162

The respondents represented a broad range of the rank structure. They ranged from the rank of captain to the rank of general as shown in Table 4-5. Just over 50 percent were colonels. The rank structure combined with the large number (83.3%) of retired pilots and the number who fought in World War II (43.2%) indicate at least one half of the respondents were age 60 or older.

TABLE 4-5
PRESENT/RETIRED RANK OF RESPONDENTS

<u>Rank</u>	<u>R a t e</u>
General Officer	9.9%
Colonel	50.6%
Lieutenant Colonel	25.9%
Major	9.9%
Captain	3.7%
TOTAL (N= 162)	100.0%

Table 4-6 shows over one half of the responding officers received their commissions from the Aviation Cadets program. Approximately one quarter were commissioned through the Reserve Officer Training Corps (ROTC). The remaining officers graduated from service academies, Officer Training School (OTS), or other commissioning sources.

TABLE 4-6
COMMISSIONING SOURCE OF RESPONDENTS

<u>Commissioning Source</u>	<u>Rate</u>
Aviation Cadets	51.2%
OTS	6.8%
ROTC	27.2%
Service Academy	8.0%
Other	6.8%
TOTAL (N=162)	100.0%

Approximately three fourths of pilots surveyed (72.2%) had never flown with a U.S. Air Force woman pilot or a WASP. Table 4-7 shows approximately one quarter of the respondents have flown with a U.S. Air Force woman pilot or a WASP.

TABLE 4-7

FLYING EXPERIENCE WITH WOMEN MILITARY PILOTS

<u>Question</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>
Have you ever flown with a U.S. Air Force woman pilot or a WASP?	27.8%	72.2%	100.0%
			(N=162)

Attitudes of **Womens** ' Flying Abilities

This section contains the attitude portion of the questionnaire. Here the Daedalians' responses will be compared to the women pilots' responses to similar questions.

Suprisingly, over 75 percent of the male respondents agreed women pilots have the flying ability (hand/eye coordination) to fly any combat aircraft. This is peculiarly interesting in light of their ages. The literature suggests that male pilots would have difficulty accepting women as combat pilots. As one might expect, all of the female pilots agreed with this statement (See TABLE 4-8).

TABLE 4-8

WOMEN PILOTS HAVE THE FLYING ABILITY TO FLY ANY COMBAT AIRCRAFT

	<u>Male Respondents</u>	<u>Female Pilots</u>
Strongly Agree	37.2%	96.0%
Agree	41.8%	4.0%
Undecided	8.3%	0.0%
Disagree	4.5%	0.0%
Strongly Disagree	3.2%	0.0%
TOTAL	100.0%	100.0%
	<u>N=156</u>	<u>N=224</u>

Although over three fourths of the male respondents felt women pilots **were** able, they were less likely to support ability in specific areas such as physical stamina and emotional stability. Over 50 percent of the male pilots felt women pilots have the physical ability (stamina and strength) to fly any combat aircraft. Ninety-eight of the female pilots agreed with this statement (See Table 4-9).

TABLE 4-9
WOMEN PILOTS HAVE THE PHYSICAL ABILITY TO FLY ANY COMBAT
AIRCRAFT

	<u>Male Respondents</u>	<u>Female Pilots</u>
Strongly Agree	19.5%	86.5%
Agree	37.7%	12.0%
Undecided	17.6%	0.5%
Disagree	18.2%	1.0%
Strongly Disagree	7.0%	0.0%
TOTAL	100.0%	100.0%
	N=159	N=224

A majority of the respondents agreed women pilots have the emotional stability to fly any combat aircraft. The female pilots agreed almost unanimously (See Table 4-10).

TABLE 4-10

WOMEN PILOTS HAVE THE EMOTIONAL STABILITY TO FLY ANY COMBAT
AIRCRAFT

	Male Respondents	Female Pilots
Strongly Agree	20.0%	79.5%
Agree	36.3%	19.0%
Undecided	23.1%	1.0%
Disagree	13.1%	0.5%
Strongly Disagree	7.5%	0.0%
TOTAL	100.0%	100.0%
	N=160	N=224

The general trends between the male and female answers were similar. Each felt women were physically and emotionally able to fly combat aircraft. There was, however, a considerable difference in the intensity of this belief. The women pilots were more likely to strongly agree women were able. This rate was at times 4 to 1 (86.5% for women versus 19.5% for men).

Attitudes Toward Women's Careers, the Draft, and Combat

This portion of the survey deals with attitudes toward drafting women, women pilots' careers, and general attitudes toward women in combat aircraft and missions. The purpose was to determine a general view of how men felt women might be integrated into combat forces. The survey results in this section are also compared to the results of the women's survey.

Respondents were asked whether women should be allowed to fly combat in a training role, yet not be required to fly in actual combat (Table 4-11). Over 50 percent of the men disagreed with this statement. Several of the men felt that if women are trained in combat tactics they should fly in combat. The female pilots responded in a similar manner.

TABLE 4-11

WOMEN PILOTS SHOULD FLY COMBAT IN A TRAINING ROLE, BUT NOT
IN ACTUAL COMBAT

	<u>Male Respondents</u>	<u>Female Pilots</u>
Strongly Agree	8.8%	23.0%
Agree	31.4%	17.0%
Undecided	6.9%	9.0%
Disagree	31.4%	22.0X
Strongly Disagree	21.5%	29.0%
TOTAL	100.0%	100.0%
	=	-

Over 70 percent of the male respondents felt women pilots should be allowed to perform all missions in the aircraft they are presently allowed to fly if the Air Force's policy on Title 10 is not lifted. An example of the limitations is the C-141 transport aircraft. While women pilots are permitted to fly this aircraft, they may not fly or train in missions that involve dropping paratroopers. Over 90 percent of the women agreed with full utilization in their present aircraft (See Table 4-12).

TABLE 4-12
WOMEN PILOTS SHOULD FLY ALL MISSIONS IN THEIR PRESENT
AIRCRAFT

	<u>Male Respondents</u>	<u>Female Pilots</u>
Strongly Agree	29.4%	78.0%
Agree	41.9%	12.5%
Undecided	5.6%	4.0%
Disagree	16.3%	4.0%
Strongly Disagree	6.8%	0.5%
TOTAL	100.0%	100.0%
	N=160	N=224

The male respondents were nearly evenly divided on whether or not being able to fly combat aircraft hinders women pilot's military careers and stops their upward progression (Table 4-13). Approximately 40 percent of the male pilots agreed the womens' careers would be hampered, and approximately 40 percent disagreed. The remainder were undecided. Almost 70 percent of the women agreed their careers were limited. Many of the women will separate from the Air Force because command and senior leadership positions are extremely limited (Peterson, 1988: 14).

TABLE 4-13

NOT BEING ABLE TO FLY COMBAT AIRCRAFT HAMPERS WOMEN PILOTS'
MILITARY CAREERS AND STOPS UPWARD PROGRESSION

	<u>Male Respondents</u>	<u>Female Pilots</u>
Strongly Agree	11.4%	42.0%
Agree	27.8%	27.0%
Undecided	16.5%	9.0%
Disagree	29.7%	18.0%
Strongly Disagree	14.6%	4.0%
TOTAL	100.0%	100.0%
	N=158	N=224

Approximately 47 percent of the male respondents were receptive toward women flying combat aircraft. This is a much greater number than anticipated. The identical number were not receptive toward the idea. Only 19 percent of the women felt male pilots were receptive to women pilots flying combat aircraft (See Table 4-14). The women pilots appear to be much more negative about how male pilots might accept them in combat roles than is actually the case. The men are more openminded than the women anticipated.

TABLE 4-14

I AM RECEPTIVE TOWARD WOMEN FLYING COMBAT AIRCRAFT
 * MALE PILOTS ARE RECEPTIVE TO WOMEN PILOTS FLYING
 COMBAT AIRCRAFT

	<u>Male Respondents</u>	<u>*Female Pilots</u>
Strongly Agree	17.0%	2.0%
Agree	30.2%	17.0%
Undecided	7.5%	13.0%
Disagree	23.3%	47.0%
Strongly Disagree	22.0%	21.0%
TOTAL	100.0%	100.0%
	N=159	N=224

Approximately 70 percent of both men and women pilots surveyed were in favor of drafting women if a future war required U.S. involvement in large numbers and the draft was re-instated for men. Several of the male and female respondents qualified their statements by adding the women should not be drafted for combat assignments (See Table 4-15).

TABLE 4-15
I WOULD FAVOR DRAFTING WOMEN

	<u>Male Respondents</u>	<u>Female Pilots</u>
Strongly Agree	23.3%	40.0%
Agree	36.5%	32.0%
Undecided	6.9%	14.0%
Disagree	18.2%	10.0%
Strongly Disagree	15.1%	4.0%
TOTAL	100.0%	100.0%
	N=159	N=224

More than half of the male pilots (54.4%) disagreed that all aircraft and missions should be open to women pilots. Many commented they are not ready to accept women as POWs and casualties. On the opposite end of the spectrum, 93 percent of the women pilots agreed all missions and aircraft should be available to them (Table 4-16).

TABLE 4-16

ALL AIR FORCE MISSIONS AND AIRCRAFT SHOULD BE OPEN TO WOMEN
PILOTS

	Male Respondents	Female Pilots
Strongly Agree	17.7%	71.0%
Agree	18.4%	22.0%
Undecided	9.5%	2.0%
Disagree	25.3%	4.0%
Strongly Disagree	29.1%	1.0%
TOTAL	100.0%	100.0%
	N=158	N=224

While 51 percent of the Daedalians felt women pilots wanted the opportunity to fly combat aircraft, 41 percent were undecided. Over 80 percent of the women pilots responded they wanted the opportunity to fly combat aircraft (Table 4-17).

TABLE 4-17

WOMEN WANT THE OPPORTUNITY TO FLY COMBAT AIRCRAFT

* I WANT THE OPPORTUNITY TO FLY COMBAT AIRCRAFT

	<u>Male Respondents</u>	<u>*Female Pilots</u>
Strongly Agree	13.9%	60.0%
Agree	37.1%	21.0%
Undecided	40.4%	8.0%
Disagree	4.0%	7.0%
Strongly Disagree	4.6%	4.0%
TOTAL	100.0%	100.0%
	N=151	N=224

Attitudes Toward Women Pilots in **Specific** Combat Roles

This portion of the research appeared only on the Daedalian questionnaire. It was designed to determine if male pilots were more receptive toward women pilots flying certain combat aircraft and missions than others.

Over 50 percent of the Daedalians favored women pilots flying Strategic Reconnaissance aircraft including the U-2 and the **SR-71**. Several of the respondents who disagreed did so because these missions are often flown close to hostile borders where the threat of capture is high (Table 4-18).

TABLE 4-18

STRATEGIC RECONNAISSANCE AIRCRAFT SHOULD BE OPEN TO WOMEN

	Rate
Strongly Agree	17.8%
Agree	35.0%
Undecided	11.5%
Disagree	19.7%
Strongly Disagree	15.9%
TOTAL	100.0%
	N=157

Nearly 50 percent of the male pilots agreed Tactical Reconnaissance aircraft like the RP-4 should be open to women. The exact same number of men were in favor of women flying this high threat mission were receptive to women flying combat aircraft (Table 4-19).

TABLE 4-19

TACTICAL RECONNAISSANCE AIRCRAFT SHOULD BE OPEN TO WOMEN

	<u>Rate</u>
Strongly Agree	17.0%
Agree	30.2%
Undecided	8.2%
Disagree	25.8%
Strongly Disagree	18.8%
TOTAL	100.0%
	N=159

A total of 54.8 percent of the respondents agreed Air Defense aircraft such as the F-15 should be open to women. This is the highest approval rating of the combat aircraft mentioned in this survey. Many of those in favor of allowing women to fly this aircraft stated its main mission is to guard the borders of the continental U.S. and the threat of capture is minimal (Table 4-20).

TABLE 4-20

AIR DEFENSE AIRCRAFT SHOULD BE OPEN TO WOMEN

	Rate
Strongly Agree	18.5%
Agree	36.3%
Undecided	7.6%
Disagree	17.8%
Strongly Disagree	19.7%
TOTAL	100.0%
	N=157

The results indicate a majority of the men have confidence in women military pilots' abilities to fly combat aircraft. These results are very surprising given the age

group and combat experience of the respondents. In addition, nearly three fourths of the men surveyed have never flown with a female military pilot, and have no first hand experiences to base their feelings on.

The subject of women pilots flying combat aircraft is a very emotional issue. While approximately 50 percent of the respondents agreed women pilots are capable of flying combat aircraft and missions, there were many reservations. Some of the men commented that although women may be capable of performing the mission, they did not want them to unless it was a national emergency. Most were not ready to send their wives, mothers, or daughters into combat. This researcher received many oral and written comments from the Daedalians stating the possibility of women as prisoners of war weighed heavily on their minds.

When trying to generalize these results to the active duty pilot population one must remember most of the respondents were retired. The majority have not flown the highly technical front line aircraft currently in the inventory. Many of their experiences with aircraft are based on planes that are no longer flying today. The combat arena is much more complicated today than in the past. Basic combat maneuvers and emotions, however, do not change with time or machinery.

CHAPTER V

CONCLUSIONS AND RECOMMENDATIONS

Introduction

This project is a study of male military pilots' perceptions of women military pilots flying combat aircraft and missions. It uses data from two survey instruments to determine the male pilots* (Daedalians) attitudes compared with female pilots' attitudes on the same subject. This chapter discusses the major findings and directions for future research.

Conclusions

Approximately 50 percent of the Daedalians agreed women military pilots have the flying skill, stamina, and emotional stability to fly combat aircraft and missions. Nearly the same number agreed women should be allowed to fly strategic reconnaissance, tactical reconnaissance, and air defense aircraft and missions. This approval rate is startling given the age group and conservative nature of the respondents.

The results suggest that there is not as much opposition to women piloting combat aircraft as might be anticipated. Military pilots are well educated and self confident. These well adjusted men do not have to prove their manhood through their profession. In addition, they

have confidence in the same training system that taught them to fly. These may be the reasons why they are not threatened by women entering their domain. Most are prepared to accept a well qualified pilot on their wing in combat, regardless of the sex of the pilot.

It appears the integration of women into U.S. Air Force combat roles would be easier than expected. Many male pilots believe women have the ability and should be allowed to fly combat aircraft. While some women might experience difficulties similar to the first women Air Force pilots if they were granted permission to enter combat roles, such experiences would be in the minority.

Suggestions For Further Research

The findings of this paper should be used for further research. This research only determined the Daedalians' perceptions of women pilots flying combat aircraft. It raised many questions in their eyes. One major issue was the Prisoner of War problem. A study of former women prisoners of war may be able to answer many questions. Finally, a study of how Canadian women pilots are performing in combat roles would be helpful.

APPENDIX A

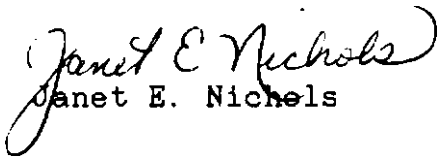
DAEDALIAN QUESTIONNAIRE

21 FEB 1988

Dear Fellow Daedalian,

1. I am a member of **Stinsons** Flight Number 2 and I need your help. I am pursuing my Masters Degree in Public Administration from Southwest Texas State University. This questionnaire will serve as a basis for my applied research project. I am sending it to 200 randomly selected members of **Stinsons** Flight.
2. Your opinions are important! The Daedalians have never been asked how they feel about women flying in combat. Congress is debating the issue this term. Please take the time to complete this questionnaire and return it in the envelope provided. I welcome your additional comments and concerns.
3. I will publish the results of this project in the Windsock. If you have any questions please feel free to write or call me at the following:

Home Phone Number: (512) 659-7010 after 1800 hours
Duty Phone Number: (512) 652-2214
Address: 117 Spyglass
Universal City, TX 78148
4. My project completion date is 20 Apr 1988, so I would appreciate your input not later than 20 Mar 1988. Your timely completion of the enclosed questionnaire is paramount to project success. Thank you for your help and cooperation.


Janet E. Nichols

QUESTIONNAIRE INSTRUCTIONS

1. Please circle your answer. Feel free to write comments on the final page. After you complete the survey please place **it** in the envelope provided and mail **it** back to me.
2. Do not write your name on the survey.
3. Background information:

Title 10, United States Code, Section 8549, states "female members of the Air Force..may not be assigned to duty in aircraft engaged in combat missions." Air Force policy precludes the assignment of women to "Aircraft whose principal mission involves aerial combat, defined as 1) delivery of munitions or other destructive materials against an enemy, and 2) aerial activity over hostile territory where enemy fire is expected and where risk of capture is substantial."
4. Please complete and return as soon as possible. Thank you for your time.

DEMOGRAPHICS

1. I am
 - A. On active duty. 27
 - B. Retired. 135

2. Branch of service.
 - A. Army 4
 - B. Army Air Corps 21
 - C. Air Force 151
 - D. Marines 1
 - E. Navy 3

3. I have flown combat missions in
 - A. World War I 0
 - B. World War II 70
 - C. Korean War 38
 - D. Vietnam 88
 - E. Other 4

Please turn page over

4. Types of aircraft you have flown.

A. Bomber	93
B. Fighter	107
C. Tanker	25
D. Trainer	129
E. Transport	108

5. What is your **present/retired** grade?

A. General Officer	16
B. Colonel	82
C. Lieutenant Colonel	42
D. Major	16
E. Captain	6

6. What is your source of commission?

A. Aviation Cadets	83
B. OTS	11
C. ROTC	44
D. Service Academy	13
E. Other	11

7. What is your marital status?

A. Single	13
B. Married to a civilian	140
C. Married to military pilot	3
D. Married to other military	6

8. Have you ever flown with a U.S. Air Force woman pilot or a WASP?

A. Yes	45
B. No	117

Use the following scale to answer the remaining questions.

Scale: SA - Strongly agree D - Disagree
A - Agree SD - Strongly disagree
U - Undecided

9. Women pilots have the flying ability (**hand/eye** coordination) to fly any combat aircraft.

SA	A	U	D	SD
58	73	13	7	5

Please go to the next page

10. Women pilots have the physical ability (stamina and strength) to fly any combat aircraft.

SA	A	U	D	SD
31	60	28	29	11

11. Women pilots have the emotional stability to fly combat aircraft.

SA	A	U	D	SD
32	58	37	21	12

12. Women should be allowed to fly combat aircraft in a training role, yet not be required to fly in actual combat. (Example: a female F-15 instructor pilot, who would remain stateside as an instructor if war broke out overseas).

SA	A	U	D	SD
14	50	11	50	34

13. If the Air Force policy on Title 10 is not lifted altogether, women should be allowed to perform all missions in those aircraft they are presently allowed to fly (Example: C-141 Airdrop, C-130 TAC Airlift).

SA	A	U	D	SD
47	67	9	26	11

14. Not being able to fly combat aircraft hinders women pilots' military careers and stops their upward progression.

SA	A	U	D	SD
18	44	26	47	23

15. I am receptive toward woman flying combat aircraft

SA	A	U	D	SD
27	48	12	37	35

16. I would favor drafting women if a future war required U.S. involvement in large numbers and the draft was re-instated for men.

SA	A	U	D	SD
37	58	11	29	24

Please turn page over

17. Strategic Reconnaissance aircraft (SR-71, TR-1, U-2) should be open to women.

SA	A	U	D	SD
28	55	18	31	25

18. Tactical Reconnaissance aircraft (RF-4) should be open to women.

SA	A	U	D	SD
27	48	13	41	30

19. Air Defense aircraft (F-15, F-4) should be open to women.

SA	A	U	D	SD
29	57	12	28	31

20. All Air Force aircraft and missions should be open to women pilots.

SA	A	U	D	SD
28	29	15	40	46

21. Women want the opportunity to fly combat aircraft.

SA	A	U	D	SD
21	56	61	6	7

APPENDIX B

USAF WOMEN PILOT QUESTIONNAIRE



DEPARTMENT OF THE AIR FORCE
AIR UNIVERSITY
AIR COMMAND AND STAFF COLLEGE
MAXWELL AIR FORCE BASE, AL 36112-5542

REPLY TO
ATTN OF 3822 STUS/Sem 19 (Maj Peterson)

16 Nov 1987

SUBJECT: Air Command and Staff College Research Project

TO: All USAF Women Pilots

1. I am a student at Air Command and Staff College, Maxwell AFB, Alabama. This questionnaire will serve as a basis for my required research project. I am sending it to all USAF women pilots on active duty under USAF SCN 87-123.

2. Your opinions are important! No one has ever asked the women pilots, en mass, how they feel about flying in combat. Congress is even debating this subject this term. Please take the time to complete this questionnaire and return it in the envelope provided. I welcome your additional comments and concerns.

3. If you would like the results of this project, please provide your name and a self-addressed, stamped envelope. Should you have any questions, please feel free to call or write me at the following:

ACSC Duty Number: (205) 293-6794 (AUTOVON 875)
Please leave a message and I will return your call.

Home Phone Number: (205) 277-1695 after 1800 hours.

Address: Maj Marne' Peterson
5705 Worchester Dr.
Montgomery, AL 36116

4. My project completion date is 1 Feb 1988, so I would appreciate your input NLT 15 Dec 1987. Your timely completion of the enclosed is paramount to project success. Thank you for your help and cooperation.


Teresa M. Peterson, Maj, USAF

1 Atch
Questionnaire

UNITED STATES AIR FORCE



SEPTEMBER 18.1947

QUESTIONNAIRE INSTRUCTIONS

1. Please use the enclosed Standard Answer Sheet and a number #2 pencil. Feel free to write comments on the final **page**, separate it from the survey (if you want to keep the survey) and mail both the answer sheet and comments back to me.

2. DO NOT WRITE YOUR NAME OR SSAN ON THE STANDARD ANSWER SHEET OR SURVEY.

3. Background information:

Title 10, United States Code, Section 8549, states "female members of the Air Force...may not be assigned to duty in aircraft engaged in combat missions." Air Force policy precludes the assignment of women to "Aircraft whose principal mission involves aerial combat, defined as 1) delivery of munitions or other destructive materials against an enemy, and 2) aerial activity over hostile territory where enemy fire is expected and where risk of capture is substantial."

4. Please complete and return as soon as possible. Thank you for your time.

DEMOGRAPHICS

1. What is your present grade?
 - A. Lieutenant Colonel
 - B. Major
 - C. Captain
 - D. First Lieutenant
 - E. Second Lieutenant

2. How much total active federal commissioned service (TAFCS) have you completed?
 - A. Less than 2 years
 - B. 2 years but less than 6 years
 - C. 6 years but less than 11 years
 - D. 11 years but less than 16 years
 - E. Over 16 years

3. To which Major Command are you currently assigned? (answer in questions 3, 4 or 5)
 - A. Air Force Communications Command
 - B. Air Force Logistics Command
 - C. Air Force Space Command
 - D. Air Force Systems Command
 - E. Air Training Command

4.
 - A. Air University
 - B. Alaskan Air Command
 - C. Electronic Security Command
 - D. Military Airlift Command
 - E. Pacific Air Forces

5.
 - A. Strategic Air Command
 - B. Tactical Air Command
 - C. United States Air Force Academy
 - D. United States Air Force in Europe
 - E. Other (Headquarters. SOA, DRU)

6. If you are currently assigned to ATC, which of the following is your parent command? (If not currently assigned to ATC, skip to question #7).
 - A. Air Training Command
 - B. Military Airlift Command
 - C. Strategic Air Command
 - D. Tactical Air Command
 - E. Other

Please go to next page

7. What is your source of commission?

- A. OTS
- B. ROTC
- C. USAFA
- b. Other

8. What is your marital status?

- A. Single
- B. Married to civilian
- C. Harried to military pilot
- D. Married to other military

9, What is your **children(s)** gender?

- A. **Boy**
- B. Girl
- C. Both
- D. No children

Use the following scale to answer the remaining questions.

Scale: A - Strongly agree D - Disagree
 B - Agree E - Strongly disagree
 C - Undecided

10. Women pilots have the flying ability (**hand/eye** coordination) to fly any combat aircraft.

A B C D E

11. Women pilots have the physical ability (stamina and strength) to fly any combat aircraft.

A B C D E

12. Women pilots have the emotional stability to fly any combat aircraft.

A B C D E

13. Women should be allowed to fly combat aircraft in a training role, yet not be **required** to fly in actual combat. (Ex: a female F-15 instructor pilot, who would remain stateside as an instructor if a war broke out overseas).

A B C D E

Please go to next page

Scale: A - Strongly agree D - Disagree
 B - Agree E - Strongly Disagree
 C - Undecided

14. If the Air Force policy on Title 10 is not lifted altogether, women should be allowed to perform all missions in those aircraft they are presently allowed to fly (ex. C-141 Airdrop, C-130 TAC Airlift).

A B C D E

15. Not being able to fly combat aircraft hinders my military career and stops upward progression.

A B C D E

16. The threat of capture and confinement would be a deterrent in my **volunteering** for combat aircraft.

A B C D E

17. The threat of torture, if captured, would be a deterrent in my volunteering for combat aircraft.

A B C D E

18. Male pilots are receptive to women flying any combat aircraft.

A B C D E

19. The American people will now accept women flying any combat aircraft.

A B C D E

20. I would favor drafting women if a future war required US involvement in large numbers and the draft was re-instated for men.

A B C D E

21. All Air Force aircraft and missions should be open to women pilots.

A B C D E

22. I want the opportunity to fly any combat aircraft.

A B C D E

If you have other comments about this issue, please write them on the next **page** under Comments Sheet.

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