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THEY'RE BACK!
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GENERATION
 THE RISE
 OF THE
AIR FORCE!
 (WHICH IS?)

A CADET PUBLICATION FOR CADETS

the DODO

A CADET PUBLICATION FOR CADETS

SPECIAL
POLARIS ISSUE
 DAWN-PATROL • MUCH, MUCH MORE.

Dodo

THE Dodo
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THE Dodo
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 SUPER STAR

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THE Dodo
 NOTHING
 IS AS STRAIGHT AS THE GALLEY

Welcome To
GALLIGAN'S ISLAND

A CADET PUBLICATION FOR CADETS

THE Dodo
 SALUTES
 Those Magnificent Men
 And Their DO-NUT Machine...

A CADET PUBLICATION FOR CADETS

SEA-PIEW

THE



STAFF

PRICE:
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(FREE!)

FOR 1970-71

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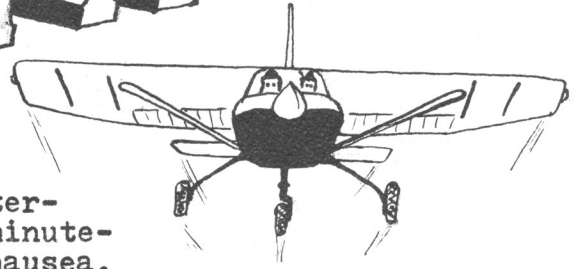
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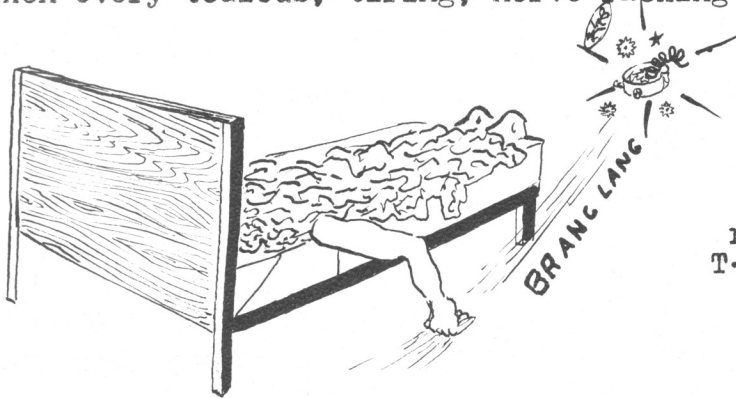
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THE Doob: is printed sorta monthly in the interest
of CADET WING MORALE. IT PROVIDES SOME
FEED BACK UP THE CHAIN TO LET THE
"MAN" KNOW THE "REAL" STORY.

DAWN PATROL



Come with us now to the thrilling days of yester-semester. The days when you rose before the minute-callers to greet the setting moon and rising nausea. Come with us to that unforgettable era of T-41 Dawn patrol, when every tedious, tiring, nerve-racking mission was a flight into oblivion.

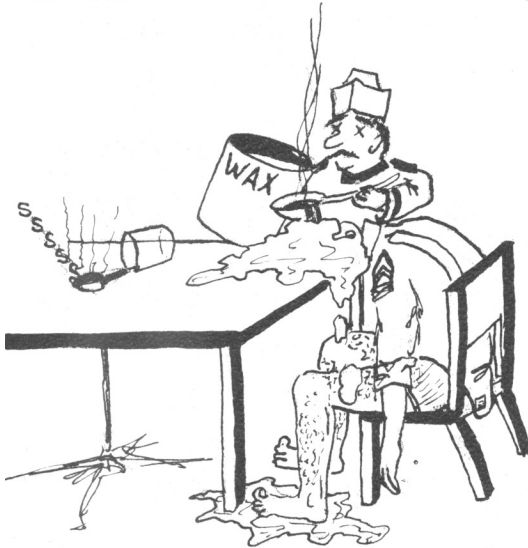


At 0430 the soft stillness of the USAFA night is shattered by the alarming (alarming?) sound of a certain timepiece fondly referred to as the @#*&ing %¢\$# by most T-41 enthusiasts (enthusiasts?).

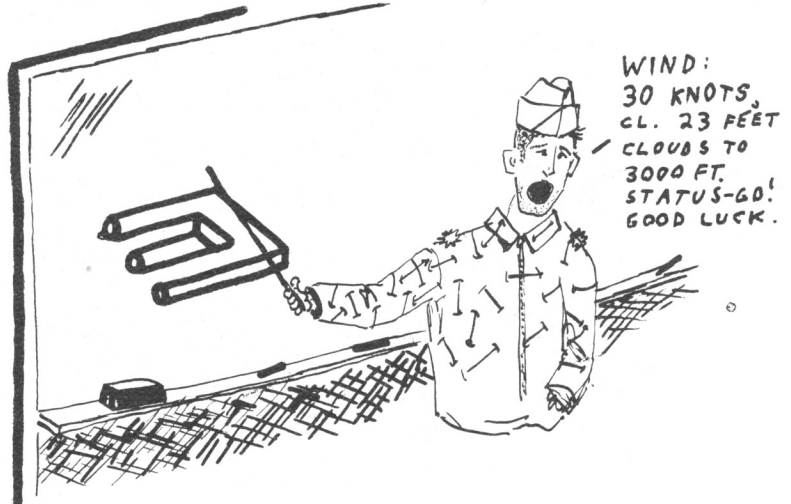
Our hero then leaps to his demanding task which he knows will involve 4 hours of unremitting effort and courage--waking up! He then proceeds to the dining hall where he will receive his mourning sustenance.

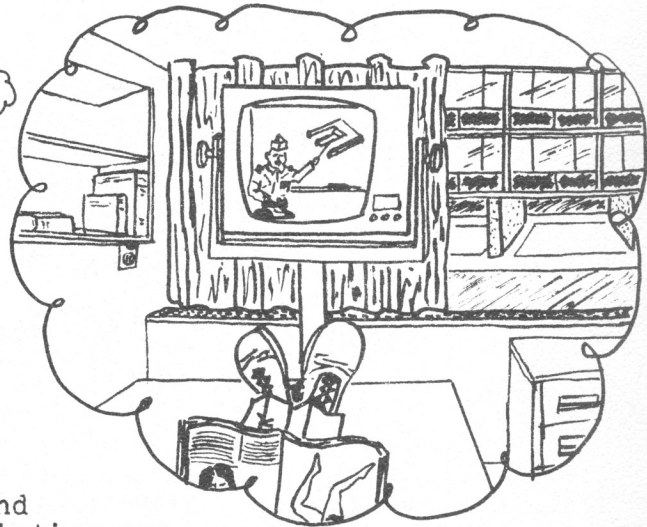
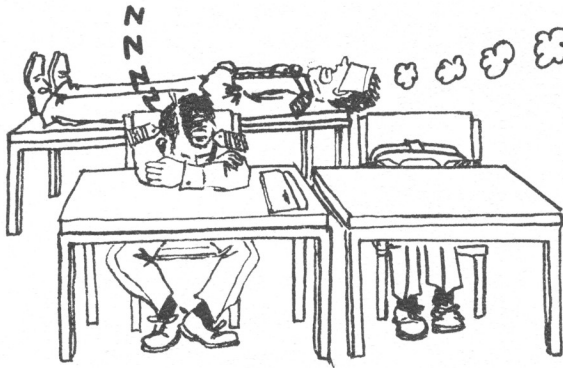


The food here is specially planned by nutrition experts to give him the energy he will need to carry out his mission. During the preparation the flavor is cleverly disguised to hide the taste of the medicinal additives!

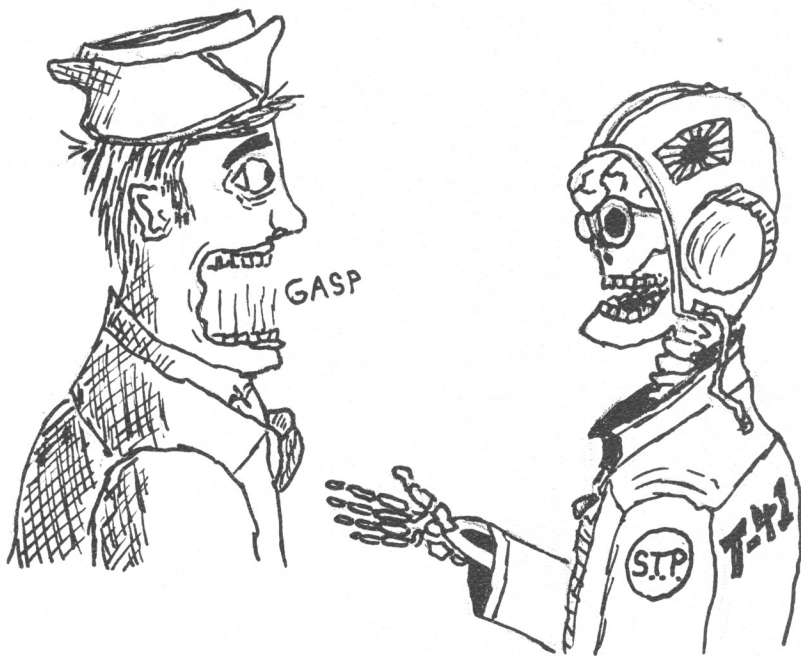


Following the long bus ride to the airfield he is briefed on the latest info which will prove to be of much irrelevance during the long day ahead. As of now, the status is "GO!"





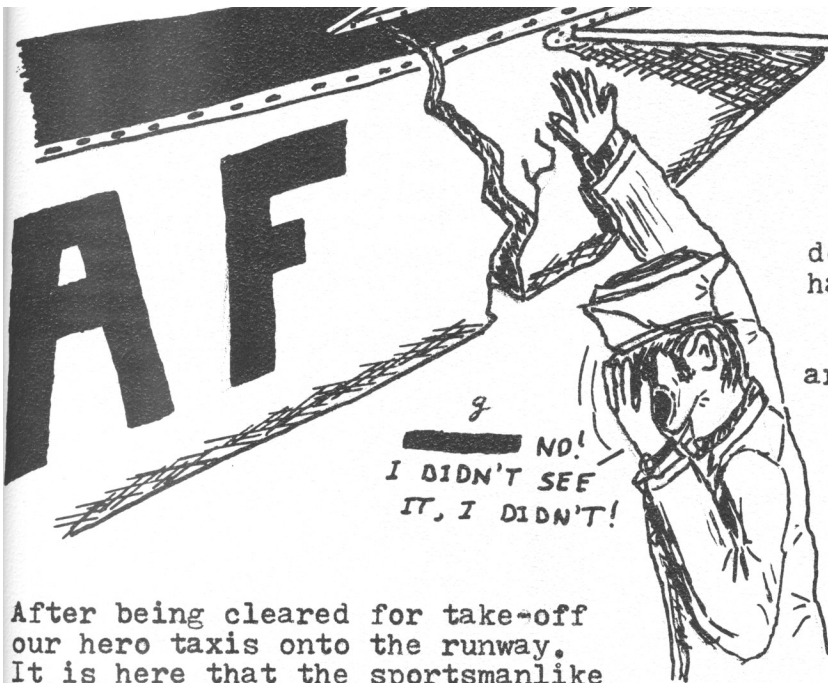
The class is unheralded in its eager response to such deep and absorbing mind provoking discourse. These vital statistics are carefully analyzed and memorized by all cadets present.



After the briefing he heads out to his Machine and is greeted by his I.P. (instructor pilot). Complete trust and confidence in this man is essential, since in the event of a malfunction his very life may depend on the I.P.'s years of training and experience as a command pilot.

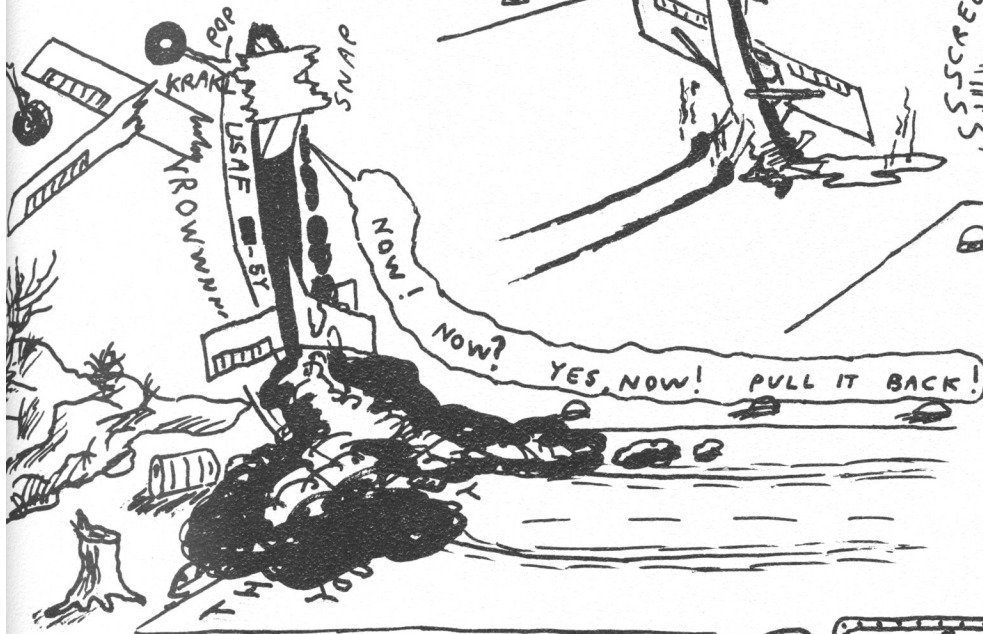
The integration of man and machine reaches its pinnacle as our hero greets his eager craft. A certain closeness is felt as he flips his bird a fond hello. His trust is indeed justified, since many hours of preparation are spent before the plane is qualified for flight. Not even the most minute defect can escape the trained eyes of these expert mechanics.





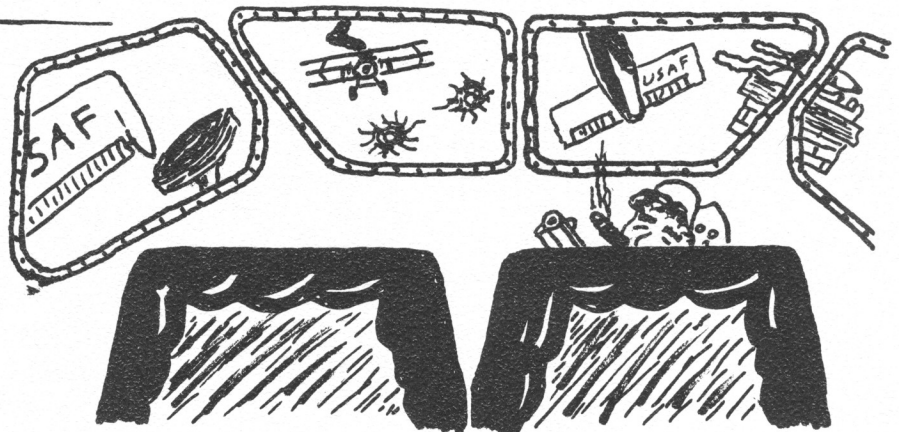
During the preflight inspection our hero looks the bird over one last time before take-off. This is done to detect any defects which may have slipped past the trained eyes of our expert mechanics. Of course, the occurrence of such oversights are highly unlikely.

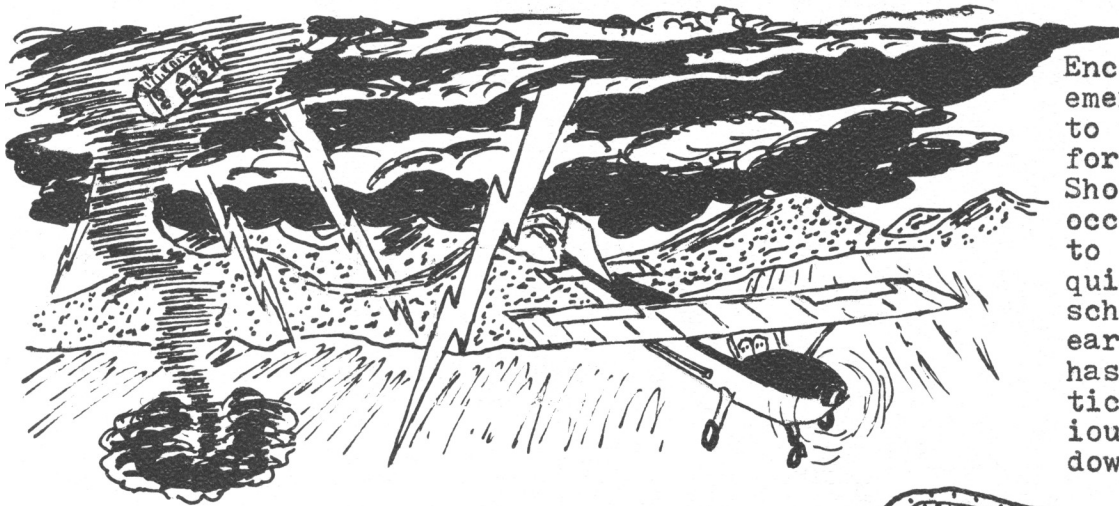
After being cleared for take-off our hero taxis onto the runway. It is here that the sportsmanlike qualities instilled in each cadet exonerate themselves. Right of way for the lead plane is meticulously observed so that no sudden stops or turns are made necessary.



Finally, his turn comes. He eases the throttle forward, steadily gaining speed. And suddenly, as though with a flurry of wings, the great bird takes to the air in one smooth, effortless motion.

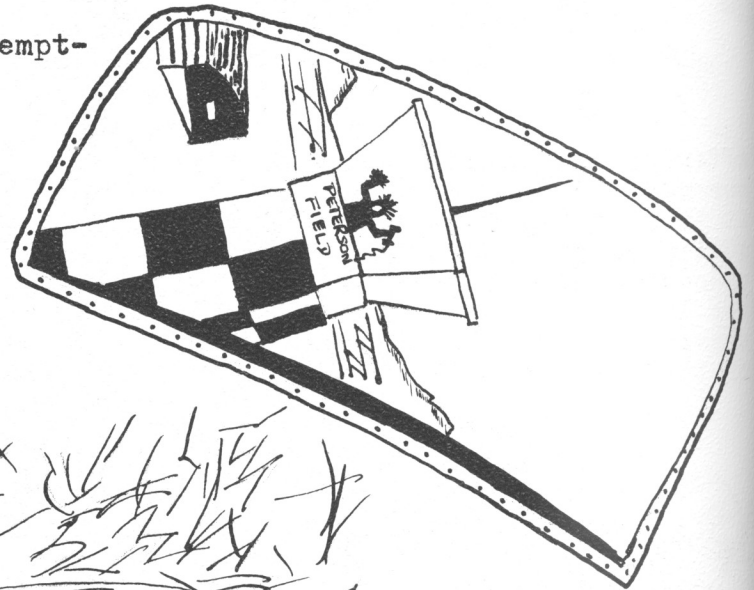
Once in the air, a procedure known as "clearing" may be employed. This involves only an occasional glance over the shoulder and assures the cadet of clear air space. This procedure is usually necessary only at overcrowded airfields.





Encounters with the elements are rare, thanks to the advanced weather forecasting techniques. Should such a situation occur, our hero may elect to "race" the storm in, quickly advancing his schedule to effect an early landing. He now has the time for practicing a few of the various "emergency" touch-downs."

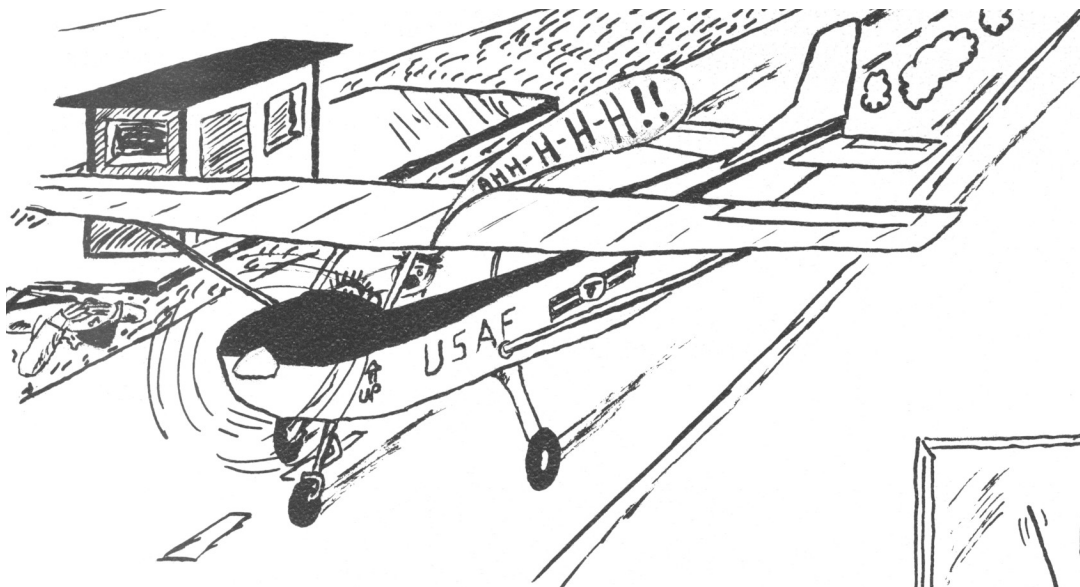
Before any type of landing may be attempted the cadet must take his craft into the final approach. Proper alignment with the landing surface will insure the cadet of a flight path which is completely free of hazardous obstructions. Contact with the tower is often advised.



One type of landing which may be tried is the simulated "forced landing." Farmers are often amused by the cadets' attempts to land in deserted fields.

Another type of landing is the "aborted" landing, in which the cadet must imagine an emergency situation that would prevent him from making a safe, normal, landing. The more daring pilots amuse themselves by creating real emergencies which often result in an actual aborted landing.



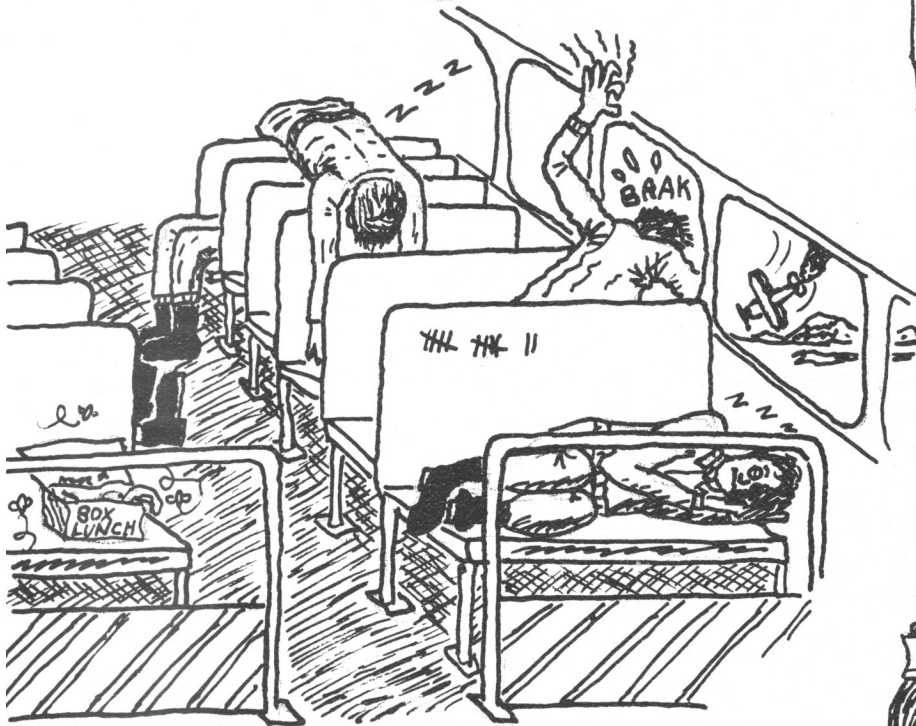


After the landing, our hero signs the log and checks in his gear w/o Bag, Regurgitation, plastic /1 each per cadet. He then attends the debriefing which is almost the exact opposite of the morning's lecture.

landings our hero is ready to "take it on in." A perfect landing involves setting the craft down on the proverbial "white line." Every attempt is made to do so, for this is his last chance to demonstrate the skills he has learned during the preceding flights.



His day of flying finally comes to an end as our hero boards the bus which will take him back to the cadet area. The ride is spent enjoying the succulent box lunches prepared especially for them by the dining hall. Highlights of each individual's flight are recalled and presented to others for appraisal as their minds retrace the exciting day of flying. The lively atmosphere on the bus prepares them well for the following hours of studies.



And that, friends, is the story of T-41 Dawn Patrol. Who can question the motivation that must spring from such a pressinsmokin program? However, it is obvious that the greatest benefit is yet to be realized. We see that our hero can relate to his non-flying peers the many exciting details of his flying experiences thereby gaining their due respect and admiration.

