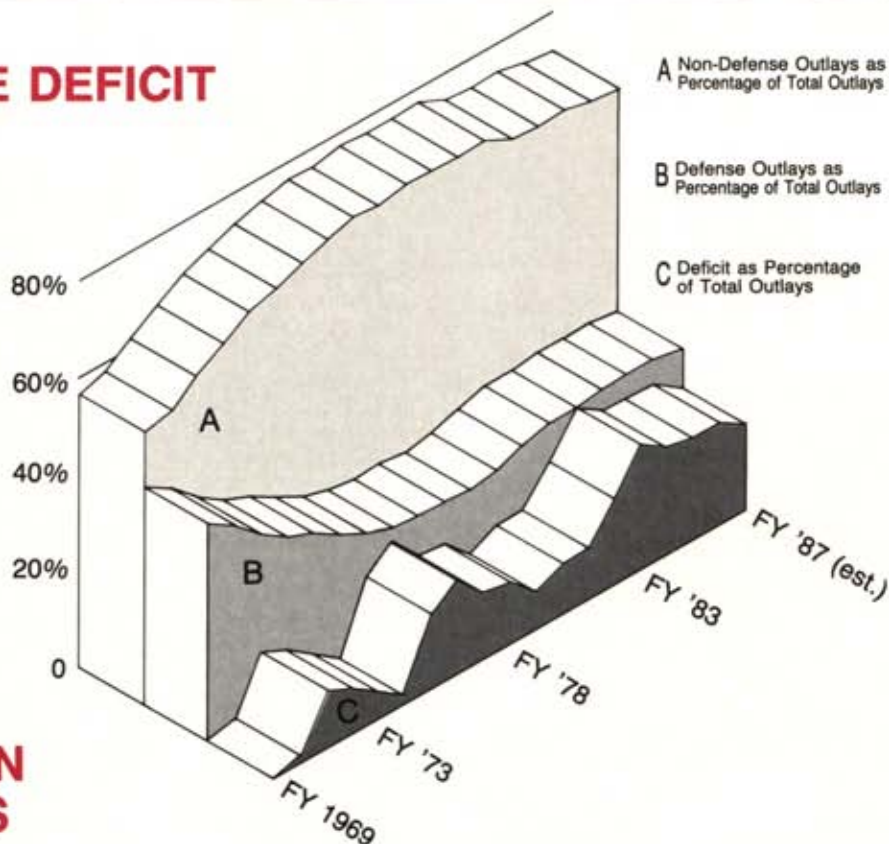


The Chart Page

THE RISE OF THE DEFICIT

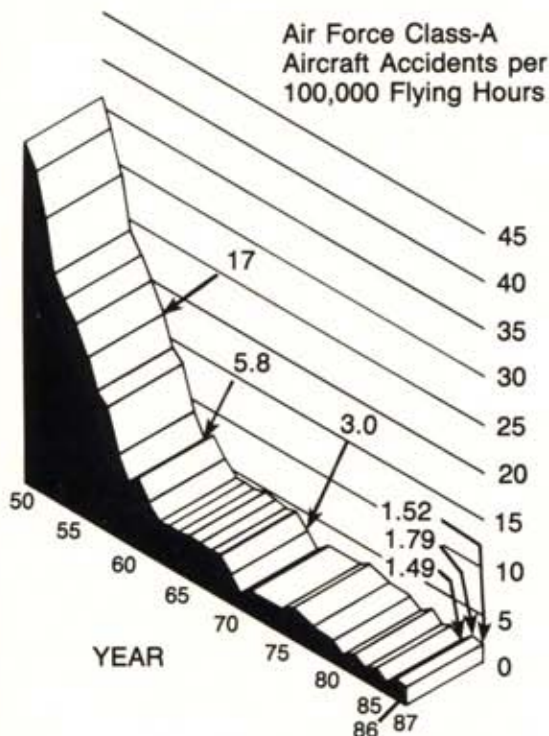
Can the deficit be blamed on defense spending? The deficit is the gap between federal revenues and outlays. This chart begins in 1969—the last year when the budget was balanced and when no deficit existed—and traces what has happened since. As the deficit grew from zero to alarming levels (expressed here, for purposes of comparison, by its equivalent as a percentage of all federal outlays), defense spending generally declined rather than increased. The evidence of two decades says that defense did not cause the deficit.

SOURCE: Office of Management and Budget



FALLING RATE ON FLYING MISHAPS

Air Force Class-A Aircraft Accidents per 100,000 Flying Hours



Class-A mishaps are accidents involving the loss of an aircraft, a fatality, or more than \$500,000 worth of damage. Although the Air Force is flying more technologically advanced aircraft for more hours under more demanding and realistic training conditions, the flying safety record has dramatically improved.

SOURCE: USAF Report to Congress and the Air Force Inspection and Safety Center

THE SLIDE IN PILOT RETENTION

Retention Percentages by Command and System

	FY '83	FY '84	FY '85	FY '86	FY '87
By Major Command					
ATC	70	61	47	40	37
MAC	79	66	49	46	39
PACAF	91	86	86	89	80
SAC	76	77	60	55	48
TAC	80	73	59	54	43
USAFE	88	87	87	72	74
Air Force Total	78	72	59	56	48
By Weapon System					
Fighter	80	79	68	63	55
Trainer	65	46	36	66	31
Bomber	76	79	72	51	58
Tanker	76	74	56	50	36
Strategic Airlift	73	63	41	41	32
Tactical Airlift	82	71	53	52	46
Helicopter	82	68	81	82	69
Pilot Total	76	72	59	56	48

These are cumulative continuation rates (CCR) for USAF pilots with between six and eleven years of service. The CCR percentage is regarded as the best index of retention. To maintain the pilot force, USAF needs a CCR of about sixty percent—and the overall rate is running lower than that.

SOURCE: Air Force Military Personnel Center