

REPORT ON C.A.A.-NATIONAL TESTING SERVICE

Phase II: Aug. 3 - Sept. 15, 1942
Phase III: Sept. 16 - Nov. 15, 1942
Phase IV: Nov. 16, 1942 - Jan. 31, 1943

Prepared

by

National Research Council
Committee on Selection and
Training of Aircraft Pilots

August 1943

CIVIL AERONAUTICS ADMINISTRATION

Division of Research

Report No. 19

Washington, D. C.

National Research Council
Committee on Selection and Training of Aircraft Pilots
Executive Subcommittee

M. S. Viteles, Chairman

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Division of Anthropology and Psychology

Committee on Selection and Training of Aircraft Pilots

August 17, 1943

Dr. Dean R. Brimhall
Director of Research
Civil Aeronautics Administration
Washington, D.C.

Dear Dr. Brimhall:

Attached is a report on the activities of the C.A.A. National Testing Service in screening candidates for Civilian Pilot Training (War Training Service) during the period August 3, 1942 to January 31, 1943, inclusive.

The report presents for Phases II, III and IV of the test program data similar to those provided for Phase I in Report No. 9 of the Division of Research. It is anticipated that a technical analysis of the results obtained during all four phases will be available in the near future. It is the recommendation of the Committee on Selection and Training of Aircraft Pilots that the attached be published in the Civil Aeronautics Administration Division of Research series as an ad interim report.

Very truly yours,



Morris S. Viteles, Chairman
Committee on Selection and
Training of Aircraft Pilots

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FOREWORD

Under contract with the Civil Aeronautics Administration, the Committee on Selection and Training of Aircraft Pilots has conducted examinations of applicants for the Army phase of the Civilian Pilot Training (now War Training Service) program. A report on Phase I of this activity, covering the period June 20, 1942 to August 2, 1942, has been submitted and published as Report No. 9, Division of Research, Civil Aeronautics Administration. The present report includes a summary of activities and results for the period August 3, 1942 to January 31, 1943, representing Phases II to IV, inclusive.

The details of the testing program, designated as the C.A.A.-National Testing Service, were planned by the staff of the Committee on Selection and Training of Aircraft Pilots in cooperation with Dr. Dean R. Brimhall, Director of Research, Civil Aeronautics Administration. The responsibility for the direct supervision of this service was first assigned to Dr. Jack W. Dunlap, Director of Research, and was later transferred to Mr. Morey J. Wantman, Director of Testing, Committee on Selection and Training of Aircraft Pilots, operating through the office of the C.A.A.-National Testing Service located at the University of Rochester. Members of the Rochester staff who contributed to the success of the program, as well as to the preparation of data embodied in this report, include: Morey J. Wantman, Robert C. Rogers, David V. Tiedeman, Leonard S. Kogan, and Glenn E. Taylor, Jr.

The Editorial Staff of the Committee on Selection and Training of Aircraft Pilots was largely responsible for the preparation of this non-technical report, with the assistance of Mr. M. J. Wantman, Director of Testing. The latter is now preparing a technical report covering all four phases of the C.A.A.-National Testing Service.

Morris S. Viteles, Chairman
Committee on Selection and
Training of Aircraft Pilots
National Research Council
Washington, D. C.

REPORT ON C.A.A.-NATIONAL TESTING SERVICE
(Phases II to IV, August 3, 1942 to January 31, 1943)

INTRODUCTION

In June, 1942, the Committee on Selection and Training of Aircraft Pilots, at the request of the Civil Aeronautics Administration, undertook the responsibility for administering a nation-wide testing program for screening applicants for the Army phase of the Civilian Pilot Training Program (now known as the War Training Service). The organization of this testing project, known as the C.A.A.-National Testing Service, has been described in detail in Report No. 9 of the Division of Research, Civil Aeronautics Administration, which also presents a summary of the activities and findings of the first phase of the C.A.A.-National Testing Service covering the period June 20 to August 2, 1942.¹

The present report presents a non-technical summary of the work and findings of the C.A.A.-National Testing Service for the period August 3, 1942 to January 31, 1943. At this latter date, a change in regulations concerning the service status of pilots trained by the War Training Service (formerly the Civilian Pilot Training Program) resulted in discontinuation of the C.A.A.-National Testing Service. Activities during these five months were divided into three phases (II, III, and IV) each involving the screening of applicants in successive periods of the flight training program conducted by the Civil Aeronautics Administration. The period covered by each phase and the number examined are as follows:

	<u>Period Covered</u>	<u>No. of Applicants</u>
Phase II	August 3 to September 15, 1942	16,935
Phase III	September 16 to November 15, 1942	19,816
Phase IV	November 16, 1942 to January 31, 1943	<u>9,193</u>
	Total	45,944

The procedures followed in the examination of candidates for pilot training during Phases II to IV, inclusive, of the C.A.A.-National Testing Service were generally identical² to those followed in Phase I. These may be briefly summarized as follows:

¹ Report on C.A.A.-National Testing Service (First Phase: June 20, 1942 - August 2, 1942). Prepared by National Research Council Committee on Selection and Training of Aircraft Pilots. Washington, D. C.: C.A.A. Division of Research, Report No. 9, January 1943.

² See Footnote 3.

1. Three tests were used as basic material in selecting candidates for training at all levels of flight instruction:

- A. Inventory of Personal Data for Prospective Pilots, Form P, (Biographical Inventory),
- B. Mental Alertness Test,
- C. Mechanical Comprehension Test.

2. In addition to these, a Test of Aviation Information was used as an additional aid in screening candidates for secondary training.³

3. a. The passing score on each of the three basic tests was selected on the basis of an analysis of results obtained by the Committee on Selection and Training of Aircraft Pilots in earlier research, and on the basis of data furnished by the Bureau of Aeronautics of the United States Navy.

b. Candidates were required to obtain a passing score on all three basic tests in order to be accepted for flight instruction at any level, with the exception that applicants for secondary training with considerable hours of flight instruction could be accepted by a local coordinator if the latter felt that the candidate represented promising material for advanced flight instruction.³

c. Applicants for secondary training were required to obtain a passing score on the Test of Aviation Information as well as to meet the standards on the three basic tests applying to all candidates for flight instruction.³

4. The C.A.A.-National Testing Service was centered at the University of Rochester, and operated under the direction of the Committee on Selection and Training of Aircraft Pilots of the National Research Council. Responsibility for the direct supervision of this Service was first assigned to Dr. Jack W. Dunlap, Director of Research, and was later transferred to Mr. Morey J. Wantman, Director of Testing for the Committee on Selection and Training of Aircraft Pilots.

5. The screening program was designed to provide uniform administration and scoring of the tests on a nation-wide basis without the sacrifice of speed in making results known to coordinators. The organization of this program is schematically represented in Chart 1. All test materials were shipped by the C.A.A.-National Testing Service to the various test centers, presented in Chart 2, where the screening tests were administered by competent examiners designated by the C.A.A.-National

³ During the latter phases of the C.A.A.-National Testing Service, applicants for secondary training were not required to take the screening tests. The data presented in this report do not distinguish between applicants for primary and secondary training.

ARMY AIR FORCES

CIVIL AERONAUTICS ADMINISTRATION
War Training Service (formerly C.P.T.)

NATIONAL RESEARCH COUNCIL
Committee on Selection and Training of Aircraft Pilots.

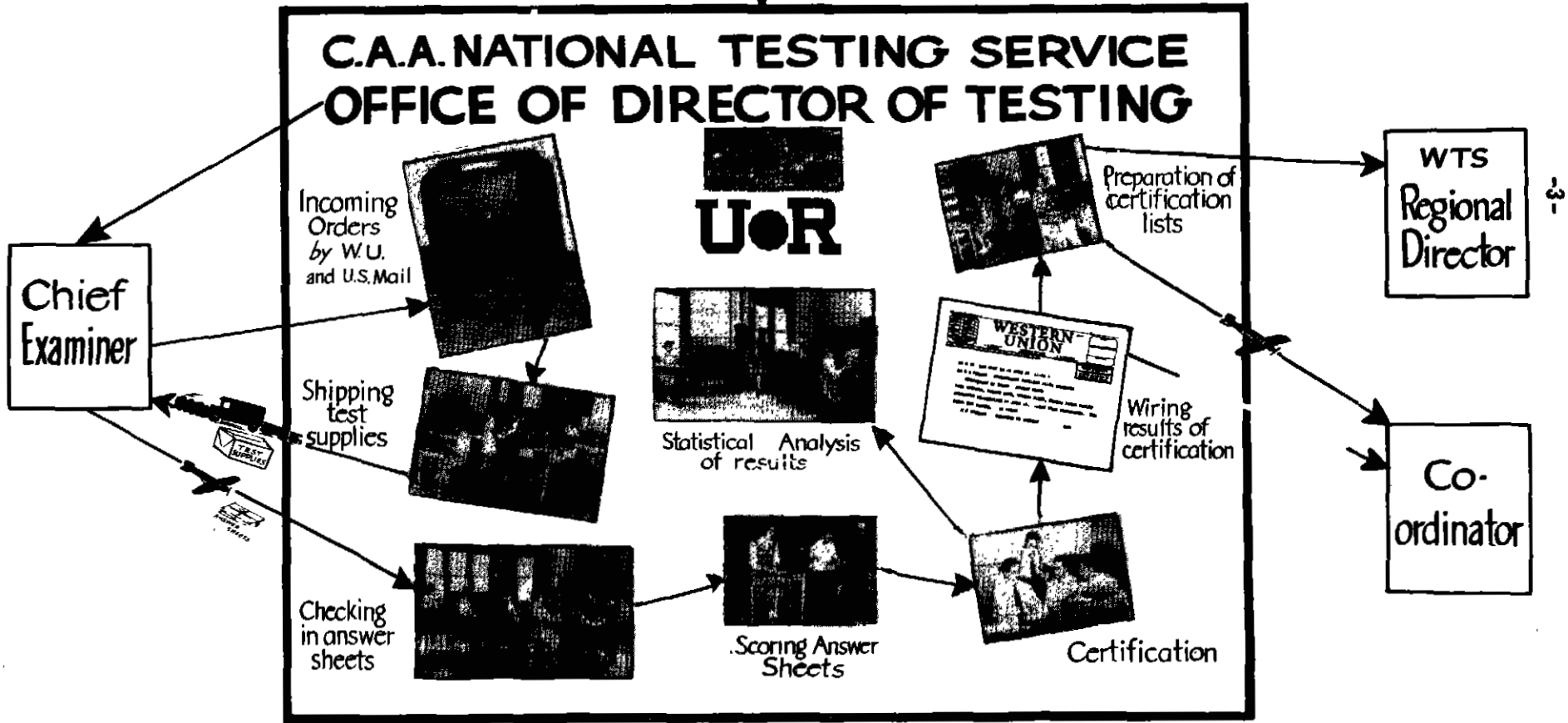


Chart 1

TEST CENTERS

CAA National Testing Service

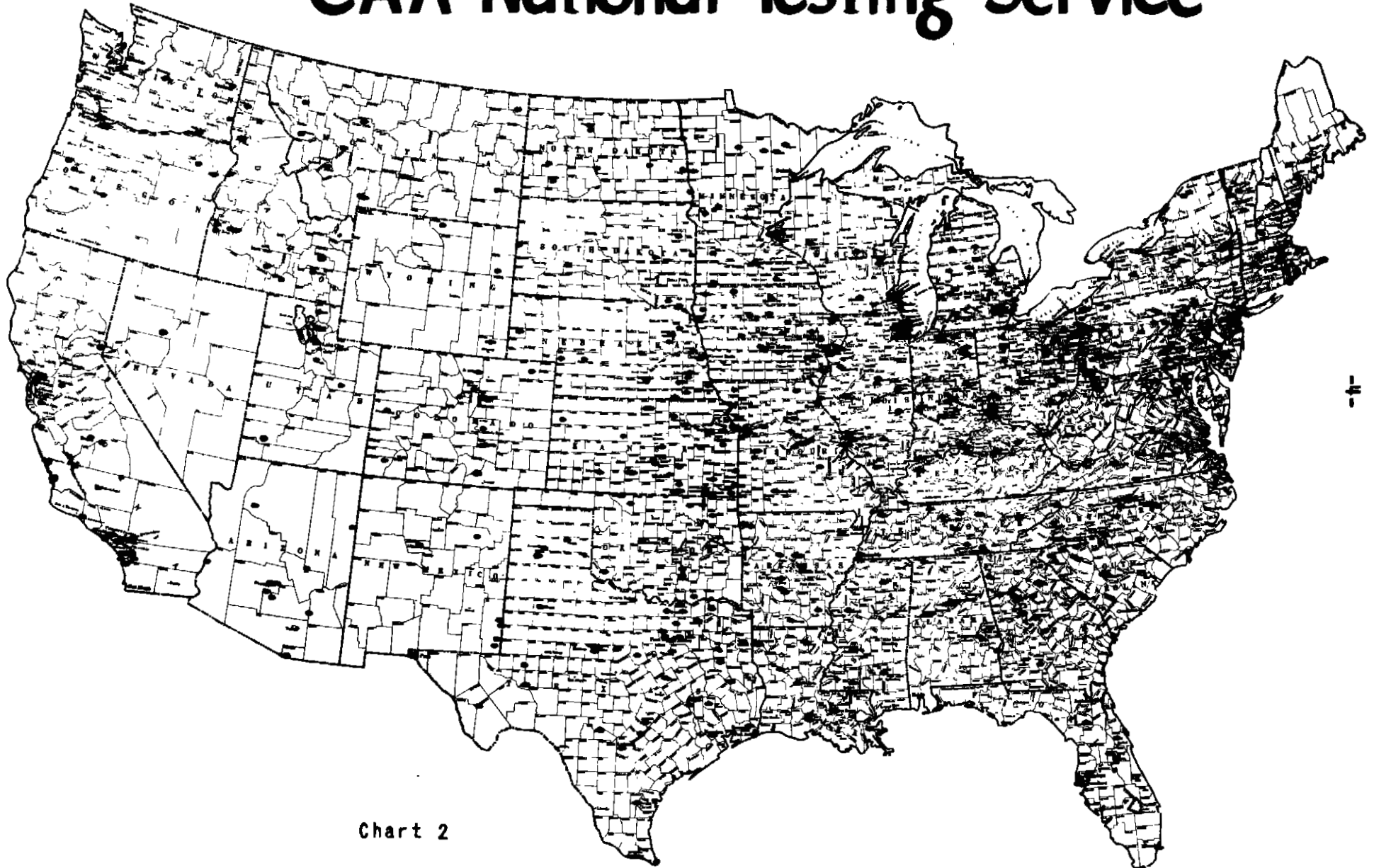


Chart 2

... a ... address ... were returned by air mail or air express ... the C.I.A. National Testing Service at the University of ... for machine scoring. Results were generally reported to the coordinators ... in the form of telegrams giving the names of candidates who had failed the screening tests. Typed lists of their names and failures were forwarded by air mail to each coordinator and to the regional director.

SUMMARY OF PHASE I OF THE NATIONAL TESTING SERVICE

On the pages which follow is presented a brief analysis of the major outcomes of Phases II to IV of the screening program conducted by the Committee on Selection and Training of Aircraft Pilots for the Civil Aeronautics Administration. Below is a brief summary of the results of Phase I of this program as background in interpreting the outcome of the succeeding phases of the C.A.A.-National Testing Service:

1. During Phase I, covering the period June 20 to August 2, 1942, screening tests were administered to 16,379 applicants for flight instruction. Of these, 73% passed the screening tests and 27% failed.
2. Of the applicants examined, 80% applied for primary training; 20% for secondary training.
3. The ages of applicants ranged from 17 to 37, inclusive. Forty per cent were between the ages of 18 and 22, and 46% between the ages of 27 and 36. In general there was a larger percentage of failures among older than among younger candidates.
4. The percentage of failures was markedly greater for men with less than high-school education than for men with high-school education or better. The per cent of failure decreased with increasing education, up to the college level.⁴
5. The percentage of failures was highest in the Southeastern area of the United States, and lowest in the Northwestern and Western areas.
6. Eleven per cent of the total group failed the Inventory of Personal Data; 22 per cent failed the test of Mental Alertness and 8 per cent failed the test of Mechanical Comprehension.⁵ On all tests, there was a greater proportion of failures among men with less than high-school education than among men with high-school education or better.
7. Sixty-eight per cent of the applicants had fewer than 5 hours of previous flight training.
8. A fair degree of uniformity was found among geographical regions in respect to percentage of candidates with college, high-school, and grade-school education.

⁴ In general, this cannot be interpreted to mean that the tests put a premium upon education. Failures in the case of men with little education occurred largely because of low scores on the Mental Alertness test. This test was intended to screen out men who would have difficulty completing the ground-school courses, presumably for the same reasons which caused them to find it difficult to continue their formal education.

⁵ The sum of these frequencies does not equal 27% (the percentage of the total population who failed the battery of screening tests) since certain applicants failed more than one test.

SCOPE OF
THE
C.A.A.-NATIONAL TESTING SERVICE
(PHASES II, III, AND IV)

As indicated in the Introduction, screening tests were given to 45,944 candidates for flight instruction during the period August 3, 1942 to January 31, 1943, covering Phases II to IV, inclusive, of this testing program. Applicants for training can be roughly divided into two groups:

- (1) a group designated as standard including those who indicated on their registration cards that they were about to enter either primary or secondary training;
- (2) an assorted group, including
 - (a) applicants for glider and "other" forms of training,
 - (b) those who did not respond completely to questions on the registration card, and
 - (c) repeat cases who were taking the test for a second, third, or even fourth time. The number in each of the two major sub-groups is as follows:

	<u>Standard Group</u>	<u>Not included in Standard Group</u>
Phase II	15,298	1,637
Phase III	15,780	4,036
Phase IV	<u>8,507</u>	<u>686</u>
TOTAL	39,585	6,359

With few exceptions, the present analysis is based on the 39,585 cases in the "standard" groups. This provides a constant N for the analysis of education, geographical location, previous flight training, etc.

TABLE I

PERCENTAGE OF MEN IN STANDARD GROUPS AND TOTAL GROUPS
PASSING AND FAILING TESTS

<u>Standard Group</u>	<u>Phase II</u>	<u>Phase III</u>	<u>Phase IV</u>
Pass	69.60	70.29	71.54
Fail	30.40	29.71	28.46
<u>Total Population</u>			
Pass	68.12	66.48	69.79
Fail	31.88	33.52	30.21

Table I shows the percentages of the standard groups and the percentages of the total population which passed and failed on the battery of screening tests.

During Phases II, III, and IV, between 69 and 72 per cent of the standard group passed the tests, while between 66 and 70 per cent of the total population passed. The fact that the percentages of passers are consistently higher in the standard groups than in the total populations may be accounted for by the fact that the "repeat cases" were excluded from the standard groups.

During Phase I of the program, 73 per cent passed, and 27 per cent failed the screening tests.

TABLE II

DISTRIBUTION OF APPLICANTS ACCORDING TO AGE

Age	<u>Phase II</u>	<u>Phase III</u>	<u>Phase IV</u>
	Number	Number	Number
16	2	-	1
17	18	31	41
18	408	792	1059
19	797	1350	1416
20	1781	2030	758
21	1644	968	314
22	762	721	285
23	465	485	209
24	515	559	214
25	511	498	209
26	577	585	239
27	1140	1254	627
28	1224	1307	589
29	1058	1073	549
30	888	916	446
31	807	794	357
32	717	656	376
33	575	568	290
34	540	433	248
35	407	377	151
36	381	312	121
37	18	12	6
38	4	5	-
39	3	1	1
40	2	1	-
41	2	2	-
42	2	2	-
43	-	1	-
44	-	-	-
45	1	-	-
46	-	1	-
47	-	1	-
48	-	-	-
49	-	-	1
No age indicated	49	45	-
Number	15298	15780	8507
Mean	26.06	25.61	24.67

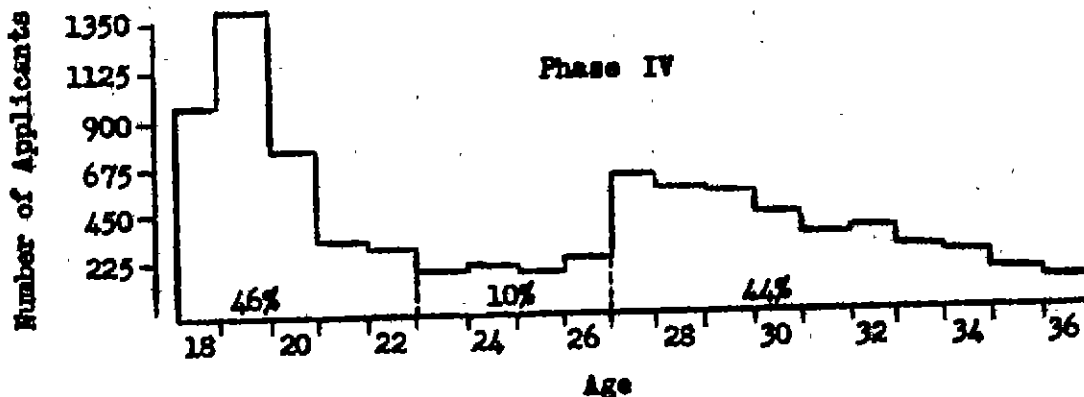
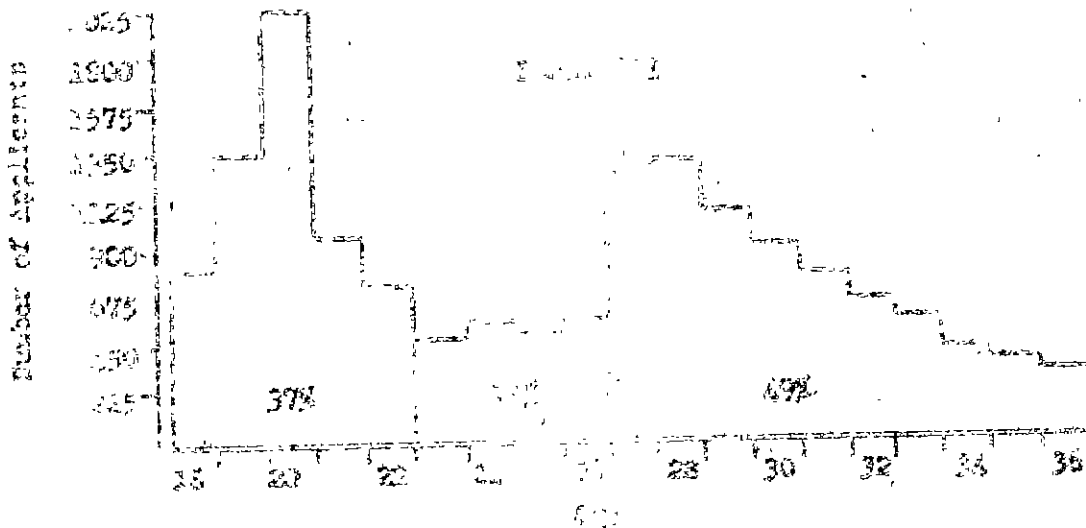
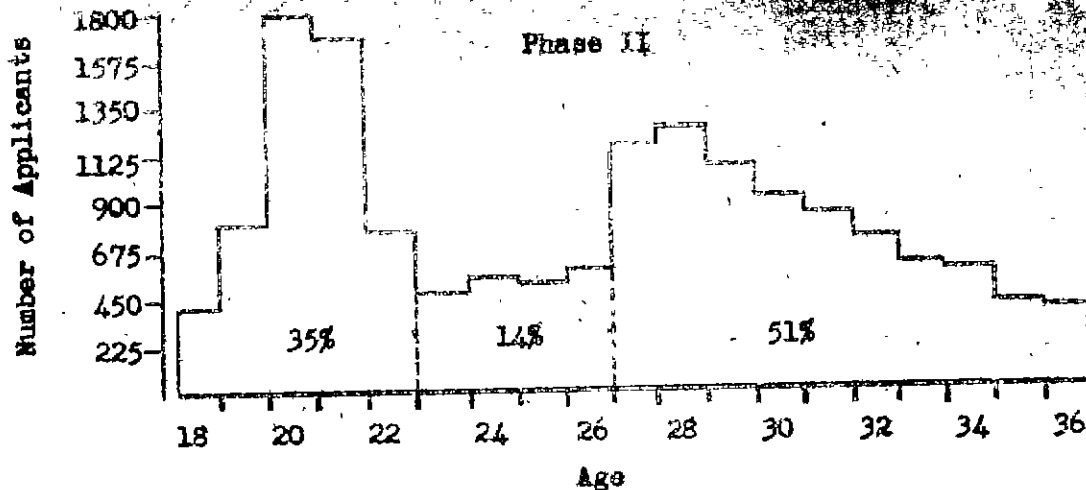


FIGURE 1

Distribution of applicants according to age

Figure 1 and Table II show the distribution of applicants according to age. In Phases II, III, and IV, 10-14 per cent of the men were between 23 and 26. (These figures are similar to those obtained in Phase I.) It is to be noted that men over 26 were automatically ineligible for aviation cadet training. The modal age is less than 21 for all three phases, and it decreases from Phase II to Phase IV. This decrease can perhaps be attributed to the lowering of the induction age by the Selective Service System.

TABLE III

PERCENTAGE OF MEN AT EACH AGE LEVEL PASSING SCREENING TESTS
(STANDARD GROUP)

<u>Age</u>	<u>Phase II</u>	<u>Phase III</u>	<u>Phase IV</u>	<u>Phases II, III, & IV</u>
16	(50)*	--	(0)	(33)
17	(89)	(74)	(88)	(83)
18	78	76	77	77
19	73	76	76	75
20	74	74	72	74
21	73	74	75	73
22	74	73	77	74
23	73	76	68	73
24	76	75	78	76
25	75	70	74	73
26	74	72	69	72
27	71	70	71	71
28	70	71	70	71
29	67	68	70	68
30	64	66	68	66
31	59	66	68	63
32	62	60	64	61
33	63	65	66	65
34	64	61	63	63
35	62	61	56	61
36	61	55	55	58
37	(67)	(50)	(67)	(61)

*Percentages enclosed in parentheses are based on fewer than 100 cases.

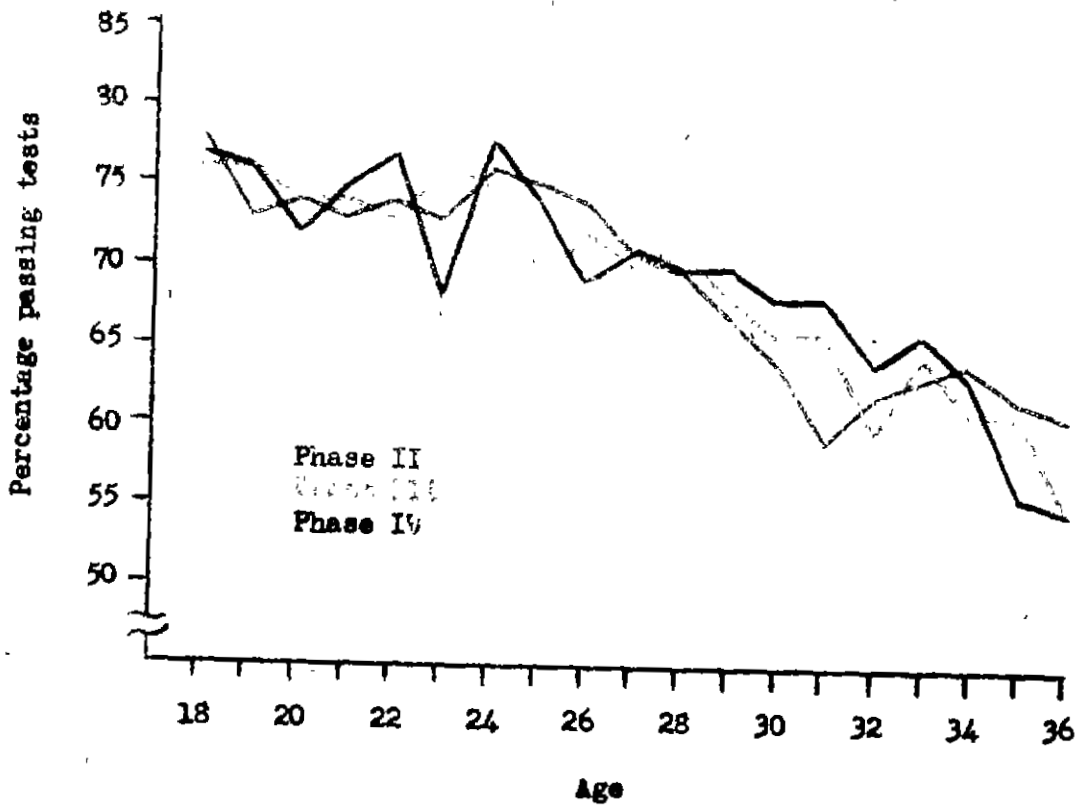


FIGURE 2

Percentage of man at each age level
passing the screening tests

Figure 2 and Table III show the percentages of men at each age level who passed the screening tests. It is evident that the percentage of men passing the tests tends to be greater among the younger than among the older candidates for flight training. A similar trend was evident during Phase I.

TABLE IV

PERCENTAGE OF MEN PASSING THE TESTS,
ACCORDING TO THE LAST YEAR OF SCHOOL COMPLETED

COLLEGE

LAST SCHOOL YEAR COMPLETED	<u>PHASE II</u>		<u>PHASE III</u>		<u>PHASE IV</u>	
	No. of Appli- cants	% Pass- ing	No. of Appli- cants	% Pass- ing	No. of Appli- cants	% Pass- ing
9	8	(88)*	1	(100)	1	(100)
8	4	(100)	10	(100)	1	(0)
7	36	(89)	30	(77)	13	(85)
6	153	84	170	74	86	(84)
5	235	80	241	79	116	80
4	1075	78	1051	79	476	77
3	711	73	655	72	311	76
2	1837	74	1702	76	828	77
1	2060	74	2293	75	1367	77
Total	6119	75	6153	76	3199	77

HIGH SCHOOL

6	-	-	1	(100)	-	-
5	8	(83)	2	(100)	1	(100)
4	6754	72	7262	73	4035	73
3	943	56	1015	58	608	62
2	680	50	641	51	340	45
1	337	47	319	41	159	44
Total	8722	68	9240	68	5143	69

GRADE SCHOOL

8	390	34	337	28	156	31
7	66	(17)	50	(18)	9	(22)
6	1	(100)	-	-	-	-
Total	457	32	387	27	165	30

*Percentages enclosed in parentheses are based on fewer than 100 cases.

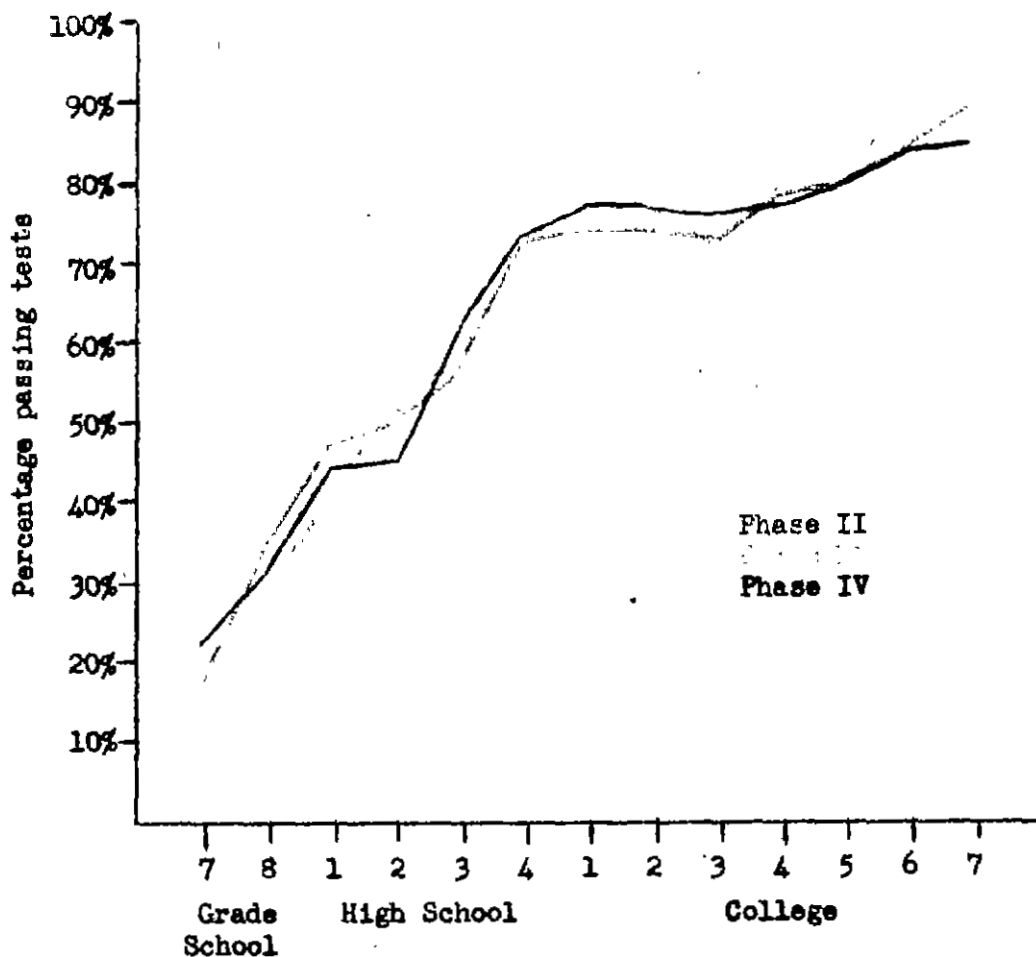


FIGURE 3

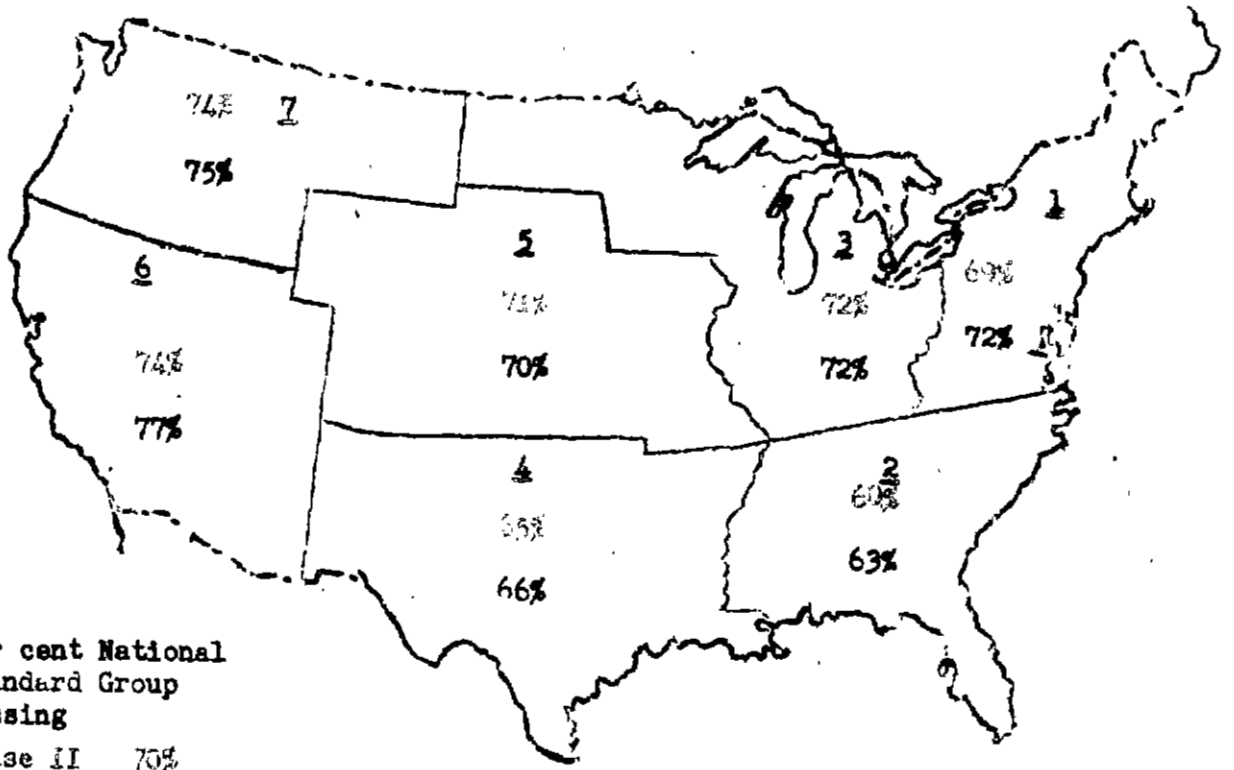
Relationship between amount of education and success in the tests

On the card filled out before taking the tests, each applicant indicated the last school year he had completed. Table IV and Figure 3 show the relationship between amount of education and success in the tests. It is evident that in Phases II, III, and IV there was a markedly higher failure rate among men who had completed less than the fourth year of high school. A similar situation existed in Phase I. This does not mean that the screening tests put a premium on education. Failures in the case of men with little education occurred largely because of low scores on the Mental Alertness test. This test was intended to screen out men who would have difficulty completing the ground-school courses, presumably for the same reasons which caused them to find it difficult to continue their formal education.

The United States is divided into seven C.A.A. regions, as indicated in Figures 4 and 5 and in Table V. These regions are as follows:

1	2	3	4
Delaware	Alabama	Illinois	Arkansas
Washington, D. C.	Florida	Minnesota	Louisiana*
Maine	Georgia	Michigan	New Mexico
Maryland	Mississippi	Kentucky	Oklahoma
Massachusetts	North Carolina	Indiana	Texas
New Hampshire	South Carolina	North Dakota	
New Jersey	Tennessee	Ohio	
New York		Wisconsin	
Pennsylvania			
Rhode Island			
Vermont			
Virginia			
West Virginia			
Connecticut			
5	6	7	
Colorado	Arizona	Idaho	
Iowa	California	Montana	
Kansas	Nevada	Oregon	
Nebraska	Utah	Washington	
South Dakota			
Wyoming			
Missouri			

*Baton Rouge and New Orleans are included in Region 2.



Per cent National
Standard Group
Passing

Phase II 70%

Phase IV - 72%

FIGURE 4

Percentage of men passing the screening tests in
each C.A.A. region

In Figure 4 are shown the percentages of men passing the screening tests in the various C.A.A. regions. In Phases II, III, and IV, as in Phase I, the highest percentage of passers was found in the western and Northwestern areas, and the lowest percentage of passers in the Southeastern area of the United States. Among the more interesting trends apparent in the diagram is that revealing a constant decrease in the percentages passing as a line is drawn from the Northwestern area of the United States through the Central to the Southeastern area.

TABLE V

PERCENTAGE OF APPLICANTS PASSING SCREENING TESTS BY C.A.A. REGIONS
ACCORDING TO EDUCATION*

C.A.A. REGION	<u>COLLEGE GROUP</u>		<u>PHASE III</u>		<u>PHASE IV</u>	
	<u>PHASE II</u> No. of Appli- cants	% Passing Tests	No. of Appli- cants	% Passing Tests	No. of Appli- cants	% Passing Tests
1	787	72	878	76	854	77
2	660	67	536	69	196	72
3	1046	76	1143	77	543	80
4	1173	72	976	71	369	70
5	921	78	895	77	454	75
6	1047	81	1191	80	556	82
7	485	81	534	78	227	81
Total	6119	75	6153	76	3199	77
			<u>HIGH SCHOOL GROUP</u>			
1	1591	69	1820	69	1488	70
2	880	57	867	60	330	59
3	1642	72	1710	71	835	69
4	1262	60	1142	64	494	65
5	1420	69	1378	68	765	68
6	1276	71	1545	70	741	73
7	651	71	778	74	490	74
Total	8722	68	9240	68	5143	69
			<u>GRADE SCHOOL GROUP</u>			
1	78	(37)**	72	(24)	46	(28)
2	32	(25)	23	(17)	8	(13)
3	104	36	73	(26)	32	(25)
4	49	(12)	38	(26)	9	(33)
5	95	(28)	89	(30)	35	(29)
6	50	(32)	46	(30)	13	(46)
7	49	(43)	46	(28)	22	(41)
Total	457	32	387	27	165	30
			<u>TOTAL GROUP</u>			
1	2456	69	2770	70	2388	72
2	1572	60	1426	62	534	63
3	2792	72	2926	72	1410	72
4	2484	65	2156	67	872	66
5	2436	71	2362	70	1254	70
6	2373	74	2782	74	1310	77
7	1185	74	1358	74	739	75
Total	15298	70	15780	70	8507	72

*COLLEGE -- at least one year of college. HIGH SCHOOL -- at least one year of high school (but no college). GRADE SCHOOL -- no education beyond grade school.

**Percentages enclosed in parentheses are based on fewer than 100 cases.

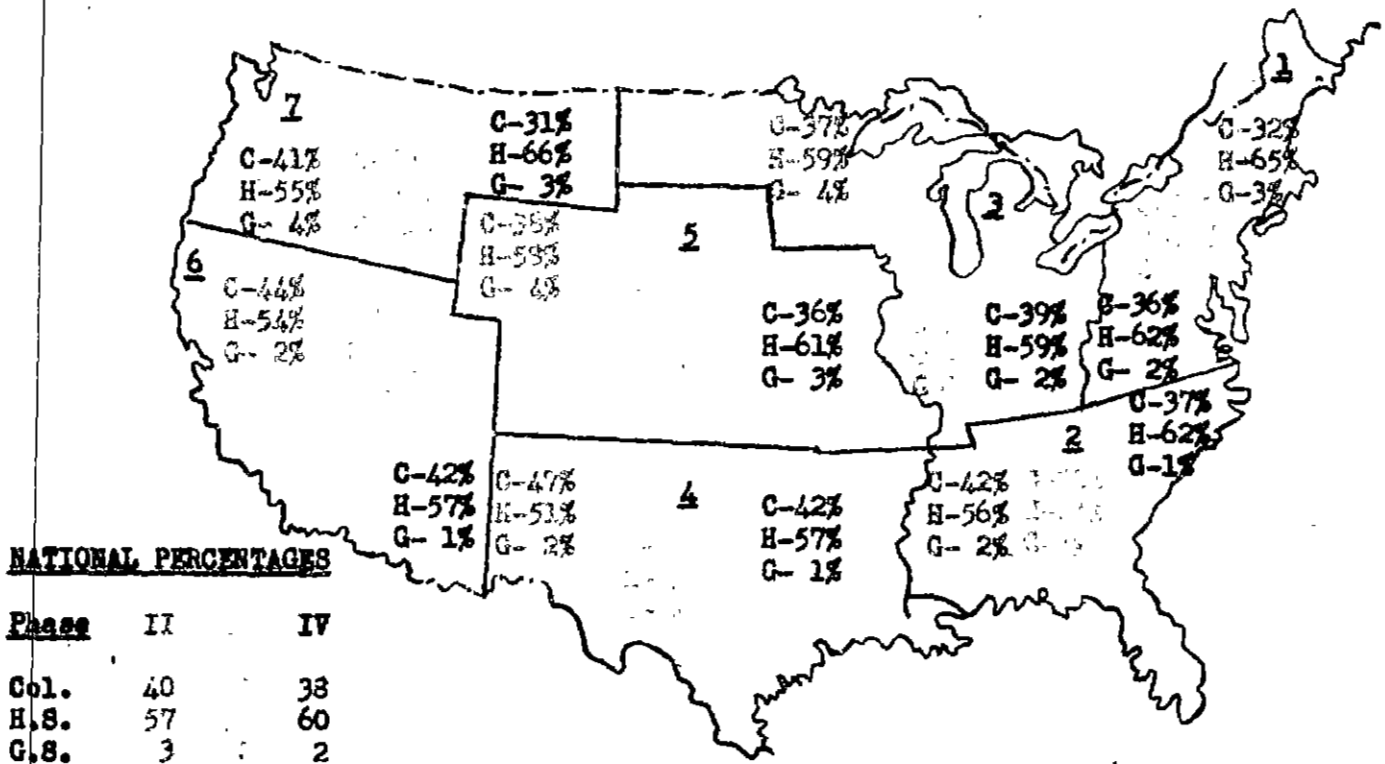


FIGURE 5

The C.A.A. regions of the United States, showing the percentage of applicants within each region who have had at least one year of college, those who have had at least one year of high school (but no college) and those who have had no formal education beyond grade school.

It is evident from Figure 5, that the percentage of men with college education is not greater in those geographical areas where a higher percentage of men passed the screening tests, e.g., the Northwest area, than in areas in which a relatively smaller percentage of the men passed, e.g., the Southeastern area. In fact a fair degree of uniformity is shown with respect to percentage of candidates with college, high school, and grade school education.* Table V indicates that the percentage of men passing the screening tests is consistently lowest in the Southeastern area of the United States, regardless of the amount of education. A similar situation was apparent in Phase I.

*With the exception of Region 1 in which the proportion of candidates with college education is particularly low.

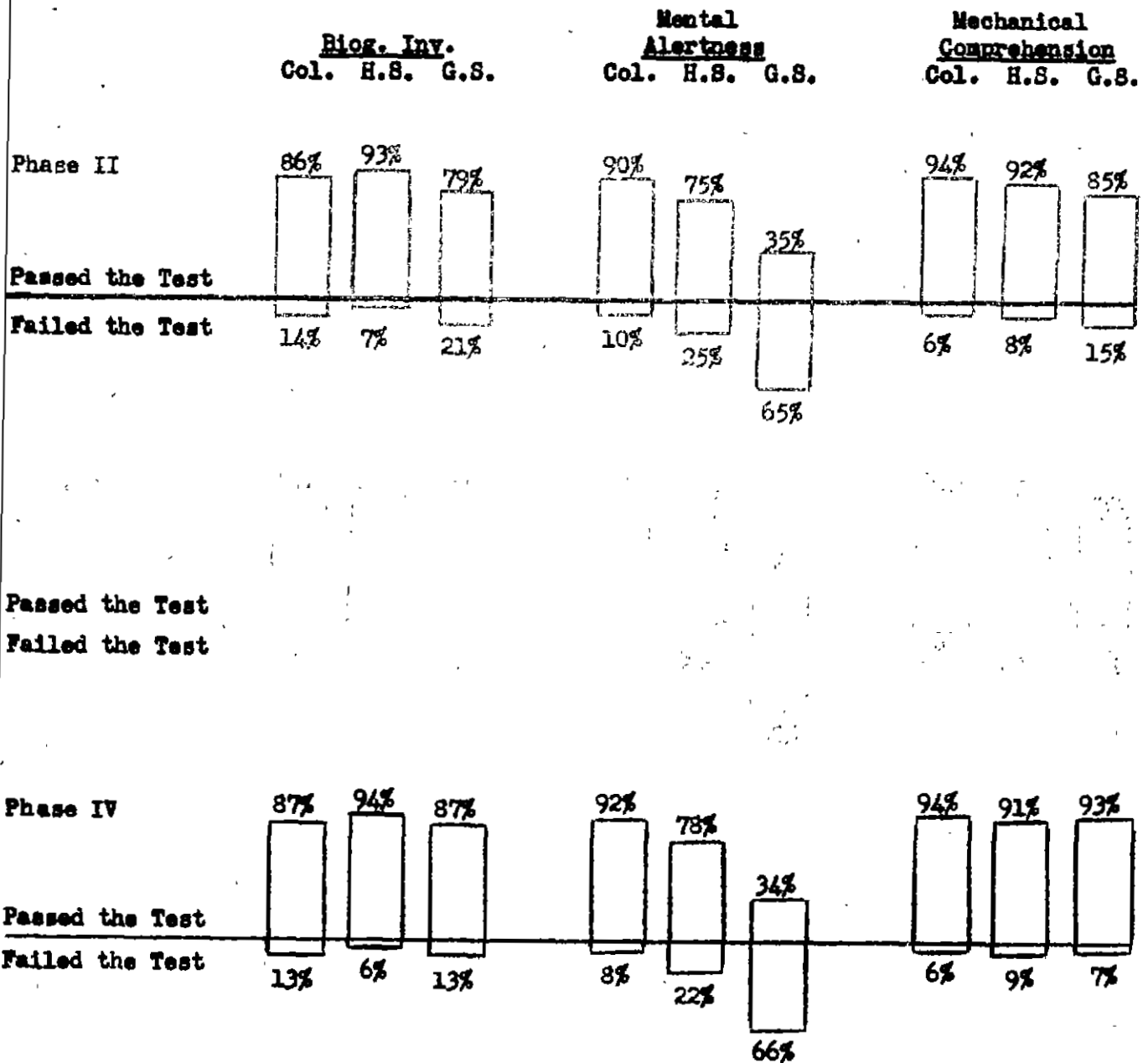


FIGURE 6

The percentage of applicants in each educational group who passed and failed each of the tests named.

TABLE VI

PERCENTAGE OF APPLICANTS FAILING THE
THREE SCREENING TESTS

	<u>Phase II</u> % Failing Tests	<u>Phase III</u> % Failing Tests	<u>Phase IV</u> % Failing Tests
Biographical Inventory	10	9	8
Mental Alertness	20	19	17
Mechanical Comprehension	7	7	8
Total % Failing*	30	30	28

In Table VI are shown the percentages of applicants failing each of the tests. A candidate who failed to obtain the passing score on any one of the three tests was rejected for flight training. It is evident that a greater percentage of applicants failed the Mental Alertness test than the Biographical Inventory or the Mechanical Comprehension.

Figure 6 shows graphically the percentages of applicants having college, high-school, and grade-school training, respectively, who passed and who failed each of the tests. In Phases II, III, and IV, between 65 and 68 per cent of the applicants having no more than grade-school education failed the test of Mental Alertness. The college men failed the Biographical Inventory more frequently than any other test. These findings are similar to those of Phase I.

* The sum of the percentages failing each test does not equal the percentage of men rejected for flight training, since a number of applicants failed more than one test.

TABLE VII

DISTRIBUTION OF HOURS OF FLIGHT TRAINING AND PERCENTAGE PASSING AT VARIOUS LEVELS OF FLIGHT EXPERIENCE

Hrs of Flight Training	PHASE II		PHASE III		PHASE IV		PHASES II III & IV	
	No. of Applicants	% Passing Tests	No. of Applicants	% Passing Tests	No. of Applicants	% Passing Tests	No. of Applicants	% Passing Tests
95 & over	420	68	137	61	73	(64)	630	66
90-94	43	(63)*	20	(65)	3	(67)	71	(63)
85-89	36	(75)	21	(62)	10	(70)	67	(70)
80-84	56	(77)	29	(66)	13	(78)	103	74
75-79	61	(75)	48	(69)	12	(83)	121	74
70-74	50	(70)	40	(63)	16	(81)	106	71
65-69	58	(76)	34	(65)	10	(100)	102	75
60-64	101	73	68	(71)	33	(67)	202	71
55-59	95	(76)	51	(73)	20	(75)	166	75
50-54	180	76	119	66	46	(65)	345	71
45-49	135	75	102	75	27	(81)	264	76
40-44	247	74	133	76	63	(76)	443	75
35-39	236	76	175	70	55	(84)	466	75
30-34	155	72	132	71	64	(63)	351	70
25-29	166	73	137	73	60	(67)	363	74
20-24	229	76	194	76	93	(67)	516	74
15-19	246	68	246	65	127	76	619	68
10-14	390	73	407	73	172	64	969	72
5-9	624	70	635	72	297	72	1606	71
0-4	11765	69	12952	70	7308	72	32025	70
Total number of Applicants	15298		15780		8507		39585	
Per cent having fewer than 5 hrs. of flight training		77		82		86		81

Table VII shows the hours of previous flight training reported by candidates for primary and secondary training. It is significant that in Phases II, III, and IV more than 75 per cent of the applicants had fewer than 5 hours of flight training. In Phase I, 63 per cent of the applicants had fewer than 5 hours of flight training.

* Percentages enclosed in parentheses are based on fewer than 100 cases.

TABLE VIII

PERCENTAGE OF GLIDER APPLICANTS AT VARIOUS
EDUCATIONAL LEVELS PASSING TESTS

	<u>PHASE II</u>		<u>PHASE III</u>		<u>PHASE IV*</u>	
	<u>No. of Appli- cants</u>	<u>% Pass- ing Tests</u>	<u>No. of Appli- cants</u>	<u>% Pass- ing Tests</u>	<u>No. of Appli- cants</u>	<u>% Pass- ing Tests</u>
College	380	72	675	73		
H. S.	834	62	1542	65		
Gr. S.	50	(32)**	96	(32)		
Total Group	1264	66	2313	66	96	(70)

During a part of the program of the National Testing Service, applicants were able to indicate a preference for glider training. Early in Phase IV it was directed that this preference should no longer be indicated.

In Table VIII are presented the numbers of applicants for glider training, and the percentage of applicants passing the tests at different educational levels. The glider applicants were not included in the "standard groups" treated in previous sections of this report.

* Due to the small number of glider applicants in Phase IV, a breakdown by educational level was not made.

** Percentages enclosed in parentheses are based on fewer than 100 cases.

Table IX shows the distribution of applicants, in each state, and at different educational levels, who passed, and who failed the screening tests. The states are arranged by C.A.A. regions. Data from Phases II, III, and IV have been combined.

TABLE IX

DISTRIBUTION OF PASS-FAIL BY SCHOOLING AND STATE
(STANDARD GROUP) PHASES II, III, AND IV COMBINED.
ARRANGED ACCORDING TO C.S.A. REGION

STATE	COLLEGE			HIGH-SCHOOL			GRADE-SCHOOL		
	N _p	N _f	N _t	N _p	N _f	N _t	N _p	N _f	N _t
1									
Connecticut	-	-	-	-	-	-	-	-	-
Delaware	-	-	-	-	-	-	-	-	-
Washington, D.C.	134	52	186	133	52	185	3	1	4
Maine	27	12	39	69	25	94	1	4	5
Maryland	35	10	45	72	24	96	4	5	9
Massachusetts	259	84	343	442	227	669	8	10	18
New Hampshire	42	8	50	103	49	152	2	6	8
New Jersey	236	78	314	375	158	533	5	14	19
New York	611	176	807	1038	422	1460	17	40	57
Pennsylvania	401	122	523	949	386	1335	14	46	60
Rhode Island	21	5	26	42	15	58	-	4	4
Vermont	21	7	28	44	22	66	1	1	2
Virginia	54	22	76	67	53	120	3	4	7
West Virginia	53	29	82	75	56	131	1	2	3
2									
Alabama	108	55	163	101	31	132	1	2	3
Florida	156	54	210	221	123	344	2	7	9
Georgia	160	69	229	184	132	316	2	4	6
Mississippi	75	44	119	72	39	111	-	4	4
North Carolina	152	65	217	176	168	344	3	11	14
South Carolina	64	26	90	73	40	113	2	5	7
Tennessee	237	127	364	388	249	637	3	17	20
3									
Illinois	476	186	662	714	254	968	17	23	40
Indiana	293	88	381	397	117	514	3	13	16
Kentucky	70	29	99	72	41	113	-	1	1
Michigan	332	86	418	511	246	757	16	15	31
Minnesota	204	60	264	263	87	350	9	29	38
North Dakota	70	18	88	94	57	151	8	26	34
Ohio	426	117	543	597	215	812	6	24	30
Wisconsin	228	39	267	312	100	412	5	14	19
4									
Arkansas	258	107	365	309	175	484	4	21	25
Louisiana	177	75	252	178	136	314	2	3	5
New Mexico	15	12	27	23	6	29	1	2	3
Oklahoma	439	171	610	481	274	755	4	25	29
Texas	907	357	1264	623	499	1122	8	26	34
5									
Colorado	235	56	291	318	116	434	5	19	24
Iowa	350	87	437	552	250	802	16	30	46
Kansas	334	113	447	327	207	534	7	24	31
Missouri	532	177	709	605	321	926	15	24	39
Nebraska	200	61	261	402	120	522	12	42	54
South Dakota	70	27	97	111	67	178	6	11	17
Wyoming	17	6	23	30	11	41	1	5	6

TABLE IX (Cont.)

STATE	COLLEGE			HIGH-SCHOOL			GRADE-SCHOOL		
	N _p	N _f	N _t	N _p	N _f	N _t	N _p	N _f	N _t
6									
Arizona	102	19	121	108	36	144	4	3	7
California	1843	425	2268	2099	829	2928	26	59	85
Nevada	53	10	63	54	28	82	4	5	9
Utah	255	87	342	276	132	408	2	6	8
7									
Idaho	138	35	173	179	77	256	5	12	17
Montana	134	43	177	178	86	264	6	20	26
Oregon	364	76	440	568	208	776	14	19	33
Washington	356	100	456	474	149	623	18	23	41