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Relationship of Air Corps Technical School Aptitude Tests to the Army

General Classification Test 1-b

(A.G. T.)

I. Intercorrelations (Pearson product-moment r's)

A. Airplane Mechanics (Two groups of 61 each)

Radio and Link Trainer Aptitude Test, Part 1, vs. 1-b:

\[ r = 0.74 \] (for both groups)

B. Flight Personnel (Bombardiers and Pilots; groups range in size from 60 to 200 men)

a. Radio and Link Trainer Aptitude Test, Part 1, vs. 1-b:

\[ r \text{ ranges from } 0.70 \text{ to } 0.72 \]

b. Weather Aptitude Test, Part 1, vs. 1-b:

\[ r \text{ ranges from } 0.70 \text{ to } 0.72 \]

c. Radio and Link Trainer Aptitude Test, Part 1, vs. Weather Aptitude Test, Part 1:

\[ r \text{ ranges from } 0.80 \text{ to } 0.81 \]

II. Means and Standard Deviations

<table>
<thead>
<tr>
<th></th>
<th>Radio and Link Trainer Aptitude, Part 1</th>
<th>Weather Aptitude, Part 1</th>
<th>G.C.T. 1-b</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Mean</td>
<td>S. D.</td>
<td>Mean</td>
</tr>
<tr>
<td>Airplane Mechanics, Group I</td>
<td>61</td>
<td>90</td>
<td>14</td>
</tr>
<tr>
<td>Airplane Mechanics, Group II</td>
<td>61</td>
<td>89</td>
<td>11</td>
</tr>
<tr>
<td>Randolph Field Pilots</td>
<td>200*</td>
<td>107</td>
<td>17</td>
</tr>
<tr>
<td>Hicks Field Pilots</td>
<td>100*</td>
<td>96</td>
<td>16</td>
</tr>
<tr>
<td>Corsicana Pilots</td>
<td>100*</td>
<td>97</td>
<td>18</td>
</tr>
<tr>
<td>Maxwell Bombardiers</td>
<td>60*</td>
<td>98</td>
<td>19</td>
</tr>
</tbody>
</table>

*These values are approximate since the number of cases varied slightly for different tests.