

CONFIDENTIAL

ADDRESS REPLY TO
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D. C.

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HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

1 June 1945

SUBJECT: WASP Report

TO: Commanding General, Army Air Forces



1. You may think it advisable to release the attached report for publication. There was widespread interest in the WASP program and this report shows an excellent result, both in the experimental and use features - the record of the women closely paralleled that of the men in rate of elimination, rate of accidents, rate of fatal accidents, hours flown per month, diversity of work, etc., and the report deals with many previously unknown things about women concerning stamina, endurance, resistance to fatigue, etc. Also, the report tells the factual mistakes in the Ramspeck Committee report and the reasons why militarization failed.

2. If you decide not to release for general publication, I think the report in any event should be removed from the confidential list so that it can be sent, among others, to the following:

a. The CAA, who will have use for the data in carrying out its jurisdiction over civilian women pilots in the future;

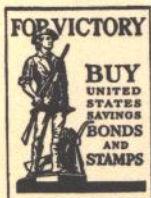
b. Each WASP, who should have the results of the organization in which she participated;

c. Schools that are giving courses in aeronautics open to women, some of which have already stated credits will be given for the course at Sweetwater;

d. The American Medical Association, because of the medical features of the report as bearing on women generally;

e. People who are writing books, either specifically concerning WASP or generally concerning women in the war effort, and have written in for background and factual material concerning the WASP.


JACQUELINE COCHRAN



Incl
report

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Authority EO 12065, sec. 3-402
DOD Directive 5200.30

By DJH/TB NLE DATE 6/22/82

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

JUN 1 1945

SUBJECT: Final Report on Women Pilot Program
TO: Commanding General, Army Air Forces



The requested report on the women pilot program is transmitted herewith. Of necessity, it omits comparative study of experience abroad in various countries with women pilots, due to unavailability of most of the material to date; that information, including therein the experience of American women pilots who served in England, will be included in a supplemental report in due course. The report transmitted herewith eliminates detailed supporting data, all of which is being assembled as a part of the historical report being prepared by the Historical Division of the AAF. Statistical data in the accompanying report has been either furnished or verified by the Statistical Control Division.

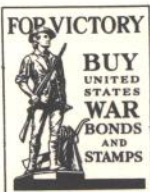
The outstanding facts and the conclusions and recommendations of the Director of Women Pilots are briefly summarized as follows:

FACTS

More than 25,000 women applied for women pilot training. Eighteen hundred and thirty (1,830) were inducted. 30.7% of inductees were eliminated during training for flying deficiency and another 2.2% for other reasons, with consequent lower elimination rate than among male cadet pilots. 8% of inductees resigned and 1,074 graduated, or 58.7% of the ones inducted. Of the 1,074 who graduated, 900 remained at time of inactivation, or 83.6% of the graduates, to which should be added 16 of the original WAFS employed who were still with the program at time of inactivation.

The women pilots, subsequent to graduation from the training program, flew approximately 60 million miles for the Army Air Forces; the fatalities were 38, or one to about 16,000 hours of flying. Both the accident rate and the fatality rate compared favorably with the rates for male pilots in similar work.

The WASP, according to the overwhelming opinion of station



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commanders where they were on duty, were as efficient and effective as the male pilots in most classes of duties; and were better than the men in some duties, as for example towing of targets for gunnery practice. Almost uniformly the WASP were reported eager to learn, willing to work, and well behaved. The WASPs did ferrying, target towing, tracking and searchlight missions, simulated strafing, smoke laying and other chemical missions, radio control flying, basic and instrument instruction, engineering test flying, administrative and utility flying. The WASPs flew during operational duties nearly every type of airplane used by the AAF, from the small primary trainer to the Superfortress (B-29), including the Mustang, Thunderbolt, B-17, B-26, and C-54.

The WASPs, according to the medical surveys, had as much endurance and were no more subject to fatigue and flew as regularly and for as long hours as the male pilots in similar work. Aptitude and psychological tests, including the Stanine test, were found to be equally determinative and selective in the case of WASPs as in the case of males. The conclusion of the medical studies is, "It is no longer a matter of speculation that graduate WASPs were adapted physically, mentally, and psychologically to the type of flying assigned."

CONCLUSIONS

1. Women can meet the standard WD-AGO Form 64 physical examination for flying; and those meeting the proper height and weight requirements can be trained, approximately as quickly and as economically as men in the same age group, to fly all types of planes safely, efficiently, and regularly.
2. The best women pilot material is in the lower age brackets, down to 18 years.
3. It follows from conclusion 1 above that women can effectively release male pilots for other duties; and they have done so with the WASP program.
4. Physiology peculiar to women is not a handicap to flying or dependable performance of duty in a properly selected group.
5. The psychological, aptitude, and other tests used in the case of male pilots have approximately the same usefulness in the case of women pilots.
6. The flying safety record of women pilots approximates that of male pilots in the same type of work, whether training or operational. The elimination rate for women in training as pilots is approximately the same as for the flying cadets in the same age groups.

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7. Women pilots have as much stamina and endurance and are no more subject to operational or flying fatigue than male pilots doing similar work. Women pilots can safely fly as many hours per month as male pilots.

8. Even limiting the selection of women pilots to the age and height groups named below, and also discounting for all factors incident to the fact that the WASP program was comparatively small and therefore somewhat more selective than even the aviation cadet program, an effective women's airforce of many scores of thousands of good dependable pilots could be built up in the case of need from the nearly 13 million young women of our country between the ages of 18 and 28, about 6 million of whom are single.

RECOMMENDATIONS

1. Any future women pilot program should be militarized from the beginning.

2. For general economy and efficiency, the upper age limit should be 27 or 28 years for women to be trained as pilots for subsequent operational flying duties.

3. All pilots in any future program should pass through a standard training course before being assigned to operational flying duty.

4. The minimum height for women accepted for service as pilots with the Army Air Forces, with the present types of planes in use, should be 64 inches, with a minimum weight of 110 pounds. Above these limits the weight allowance in relationship to height should be the same as for men, less about 7 pounds.

5. The next of kin of WASPs who died in the service should receive compensation comparable to what would have been received if the WASP had been on military status with insurance privileges and benefits. This requires Congressional action. Second to this, the WASP who finished the program in good standing should receive veterans' rights when veterans' rights are granted to any non-military group, and this also would require legislation.



JACQUELINE COCHRAN
Director of Women Pilots

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