by The Adjutant General, were located at practically all Regular Army Air Corps stations where there were flight surgeons and the special medical equipment required for the physical examination. The boards consisted of three experienced officers of the Regular Army, including at least one Air Corps officer and as many others as practicable, and one medical officer, the flight surgeon. In 1939 there were thirty-seven such boards scattered throughout the country.[20]

Unless the applicant had presented documentary evidence of having fulfilled the educational requirements, he was required to take an examination. Written essay-type educational examinations were scheduled for the second Tuesday in August, November, February, and May.[21]

The Physical Examination, 1939

While only a small percentage of flying cadet applicants met the educational qualifications by taking a written examination, all applicants were required to take the physical examination which was given by the flying cadet examining boards at such times as were practicable. This examination was designed to select physically normal applicants and eliminate those with defects or disease which might become aggravated by flying training or which might increase the hazard of such training.

The physical standard for flying, which was prescribed by AR 40-110, was higher than that for enlistment in the Regular Army, and the examination itself was somewhat different, particular attention being given to those factors and functions of greatest importance in flying.[22] The routine examination included a thorough general inspection of the entire body, noting the proportions and symmetry of the various parts of the body, the chest development, the condition and tone of the muscles, the general nutrition, the character of the skin, and the presence of any deformities or of signs of immaturity.[23] Candidates were required to meet prescribed standards of height, weight, and chest measurements as shown in Table IV.[24]

The mouth, nose, fauces, pharynx, larynx, trachea, oesophagus, neck, spine, abdomen, pelvis, and the genito-urinary system were examined by inspection and palpitation. The minimum dental requirement consisted of a total of six masticating teeth and of six incisor teeth, all of which were so opposed as to serve the purpose of incision and mastication. In general, physical defects which would disqualify for enlistment in the Regular Army also disqualified for flying training.[25]

In addition to the routine physical examination, candidates for appointment as flying cadets in 1939 had to meet the following physical and mental requirements: vision 20/20 bilateral without glasses; unimpaired ocular muscle balance; and unimpaired optical organism, anatomically and mechanically; good respiratory ventilation and vital capacity; hearing 20/20 bilateral; a stable equilibrium; a sound cardio-vascular system, nervous and organic; a well-formed, well-adjusted, and coordinated physique; and an integrated and stable central nervous system combined with a temperamental constitution suitable for military flying.[26]

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20. Ibid.; AR 615-160, July 20, 1938.
21. AR 615-160, July 20, 1938; Flying Cadets of the Army Air Corps (1939).
22. AR 40-110, Feb. 21, 1939; AR 40-105, May 29, 1923; AR 40-105, c. 4, Feb. 12, 1936.
23. AR 40-105, May 29, 1923; AR 40-105, c. 4, Feb. 12, 1936.
24. AR 40-105, c.3, Nov. 15, 1932; AR 40-110, Feb. 21, 1939.
25. AR 40-105, May 29, 1923; AR 40-105, c. 4, Feb. 12, 1936
26. AR 40-110, Feb. 21, 19