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Smithsonian National Air and Space Museum Archives

Joseph D. Mountain - Diaries, 1942-1944, 1945

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Mr. L. G. Fritz
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March 6, 1942

A. Plan of training

I recommend that squadrons be trained in two phases: the first, a school phase in which the above mentioned individual training will be given; the second phase, simulated practical operation. During this second phase, the entire squadron will be put together and will do actual transport operations. If this is not possible, the squadron will simulate ferrying or transport operations.

1. First phase

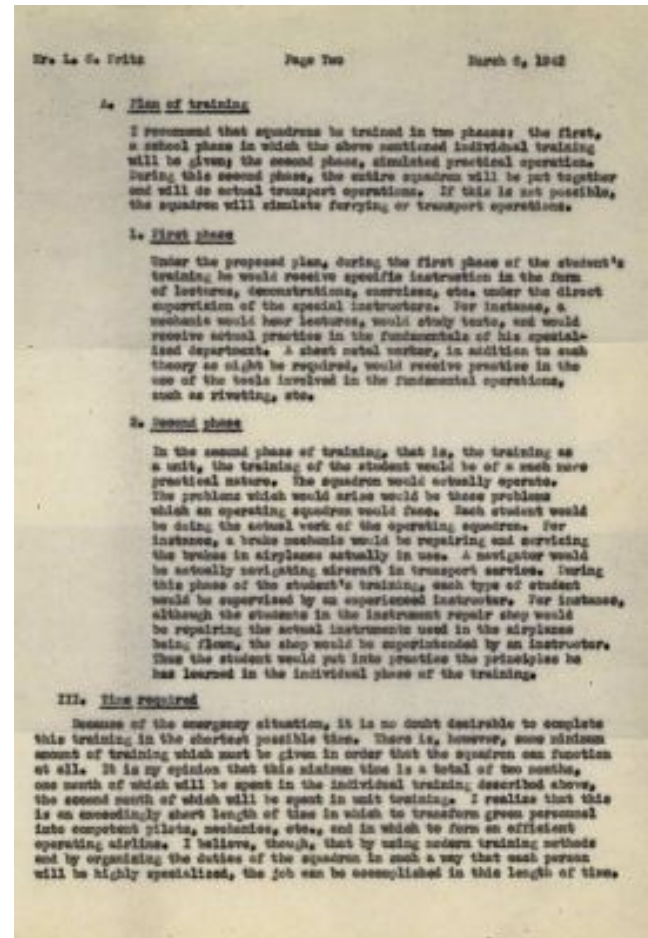
Under the proposed plan, during the first phase of the student's training he would receive specific instruction in the form of lectures, demonstrations, exercises, etc. under the direct supervision of the special instructors. For instance, a mechanic would hear lectures, would study texts, and would receive actual practice in the fundamentals of his specialized department. A sheet metal worker, in addition to such theory as might be required, would receive practice in the use of the tools involved in the fundamental operations, such as riveting, etc.

2. Second phase

In the second phase of training, that is, the training as a unit, the training of the student would be of a much more practical nature. The squadron would actually operate. The problems which would arise would be those problems which an operating squadron would face. Each student would be doing the actual work of the operating squadron. For instance, a brake mechanic would be repairing and servicing the brakes in airplanes actually in use. A navigator would be actually navigating aircraft in transport service. During this phase of the student's training, each type of student would be supervised by an experienced instructor. For instance, although the students in the instrument repair shop would be repairing the actual instruments used in the airplanes being flown, the shop would be superintended by an instructor. Thus the student would put into practice the principles he has learned in the individual phase of the training.

III. Time required

Because of the emergency situation, it is no doubt desirable to complete this training in the shortest possible time. There is, however, some minimum amount of training which must be given in order that the squadron can function at all. It is my opinion that this minimum time is a total of two months, one month of which will be spent in the individual training described above, the second month of which will be spent in unit training. I realize that this is an exceedingly short length of time in which to transform green personnel into competent pilots, mechanics, etc., and in which to form an efficient operating airline. I believe, though, that by using modern training methods and by organizing the duties of the squadron in such a way that each person will be highly specialized, the job can be accomplished in this length of time.



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