

# COWG 1st Quarter FY21 Flying Training, Evaluation, and Proficiency

COWG Pilots, Staff, and Commanders,

28 October 2020

Congratulations on concluding a safe and successful year of flying during FY20! Despite COVID-19 restrictions being in place for most of the year, Colorado Wing flew 2,902.9 hours, an increase of 14% over FY19 and our best year since 2010. Of particular note, we flew 577 cadet orientation flights—our leading mission activity for the first time. As we start FY21, we continue our flight operations with several training, evaluation, and proficiency missions open for the 1st Quarter (1 Oct-31 Dec), including the new Pilot Onboarding and Return to Flight mission. Please see the information below for available flying opportunities.

Please continue to include thorough risk assessments into all operations and follow the proper protective measures outlined for COVID remobilization so we may continue to minimize risk to yourselves, your families, and your fellow volunteers.

If you have questions, please feel free to contact me directly.

Blue skies,

Lt Col Chad Grondahl, CAP  
COWG/DO  
chad.grondahl@cowg.cap.gov  
Cell: 303-242-4961

The following Air Force Assigned Missions (AFAMs) are fully funded from our training budgets for 1st Quarter FY21.

## **Quarterly ES Training (A5) Mission Number 21-T-3445**

**Open 1 Oct – 31 Dec 2020, 1st Qtr Budget \$5,000 (approx. 100 flight hours)**

**What:** Quarterly ES Training mission for ES-qualified members to train, evaluate, and maintain proficiency in individual ES specialties (aircrew, ground team, and ICP staff)

**Who:** ES-Qualified Individuals and Trainees

**How:** The quarterly training mission will consist of individual or groups of air/ground sorties planned and executed by the individual aircrews/ground teams, or as part of an integrated and coordinated ICS staff training event

### **Specific Goals and Objectives:**

1. Qualifying trainees in aircrew and ground specialties
2. Qualifying trainees in ICP and support specialties
3. Provide opportunities to exercise coordination between aircrew and ground teams
4. Provide opportunities to increase proficiency in radio communications
5. Renewal of ES specialties
6. Proficiency in airborne photography
7. Preparation for CAPF 70-91 flight evaluations

**Guidance and Intent:** The primary purpose of the quarterly training mission is to train and evaluate CAP members for new ES specialties and renew existing specialties. This mission is NOT intended to be used by fully qualified crew proficiency, except for renewals of ES specialties, airborne photography, or mission pilot preparation for a CAPF 70-91. Squadrons will exercise discretion to maximize participation in this mission. No limits exist on the number of sorties individual pilots can make as long as the purpose of the flights are aligned with objectives 1-7. Exceptions may be approved by DO.

**Annual F5/91 Eval (A7) Mission Number 21-A-3255**

**Open 1 Oct 2020 – 27 Sep 2021, Initial Budget \$2,800 (approx. 56 flight hours)**

**What:** Annual CAPF 70-5 and CAPF 70-91 flight evaluations

**Who:** Must be a current CAP Pilot qualified to perform AFAMs (MP, TMP, O-Pilot) or a qualified Pilot Onboarding Candidate (A0-mission eligible)

**How:** Schedule with a COWG or RMR check pilot/mission check pilot

**Guidance and Intent:** The primary purpose of this mission is to provide flight evaluation renewals for qualified pilots. Relocation sorties and upgrade evaluations may be authorized with DO coordination. No eligible pilots should need to self-fund their recurring evaluations.

**Annual Pilot Proficiency (A12) Mission Number 21-A-3257**

**Open 1 Oct 2020 – 27 Sep 2021, Initial Budget \$5,000 (approx. 100 flight hours)**

**What:** Annual pilot proficiency mission to maintain ES and general pilot proficiency/currency

**Who:** Must be a current CAP Pilot qualified to perform AFAMs (MP, TMP, O-Pilot)

**How:** Individual pilots schedule flights using the guidelines below

**Guidance and Intent:** The primary purpose of this mission for qualified AFAM pilots to maintain proficiency IAW the CAPS 71-4, *AFAM-approved Proficiency Flight Profiles*. This mission is NOT resourced to allow every pilot in the Wing to fly every month. Therefore, to ensure maximum opportunity for participation, please schedule your flights according to the following guidance:

1. The first 10 days of the month are reserved for pilots who did not fly the previous month
2. Please do not schedule flights more than 14 days in advance to prevent funding blocks
3. Qualified pilots are authorized no more than one A12 profile per month. This flight may include multiple sorties (i.e., a Profile 4 stopping at a midpoint for refueling).
4. Please make every effort to fly efficiently and reduce fuel costs when possible

**Annual Cadet Orientation Flight (A15) Mission Number 21-A-3258**

**Open 1 Oct 2020 – 27 Sep 2021, Initial Budget \$5,600 (approx. 112 flight hours)**

**What:** Cadet Orientation Flights flown IAW CAPP 60-40, *Cadet Orientation Flight Program Guide*

**Who:** Cadet Orientation Pilots (Powered and Glider)

**How:** Coordinate with cadet and composite squadron POCs to support their cadet orientation flight objectives.

**Guidance and Intent:** The goal of the Cadet Orientation Flight Program is to help America continue its aerospace supremacy by using cadet flight experiences to increase cadet's comprehension of and enthusiasm for STEM topics. Orientation flights are a capstone event in the cadet's overall aerospace experience. In COWG, orientation flights are a command priority and our #1 flying activity in terms of flight hours and impact across the membership. The DO intent is for cadet and composite squadron commanders to manage the program within their units, and for flying squadrons and orientation pilots to provide support and assistance to achieve the unit's goals.

**Glass Cockpit TAA Transition Training (A23) Mission Number 21-T-3827**

**Open 1 Nov 2020 – 31 Mar 2021, Initial Budget \$1,800 (approx. 36 flight hours)**

**What:** Initial G1000/TAA transition and upgrade training for IPs, MPs, and Cadet Orientation Pilots

**Who:** Must be a current CAP Pilot qualified to perform AFAMs (IP, MP, O-Pilot)

**How:** Coordinate with DO for approval and schedule training with a G1000 IP

**Guidance and Intent:** This mission may be used by current COWG Instructor Pilots (IPs), Mission Pilots, and Cadet Orientation Pilots for up to 4 hours (2 sorties) of flight training with a CAP IP for each of the following G1000 qualifications using the CAP G1000 training syllabus:

1. Initial G1000 VFR transition training (must be a current COWG VFR Pilot)
2. Initial G1000 Instrument endorsement upgrades (must be a current COWG G1000 VFR Pilot)
3. Initial G1000 IP upgrades (must be current COWG G1000 IFR IP or Cadet Orientation Pilot)

Requests to use this mission will include a training and evaluation plan and must be approved by DO via email confirmation prior to the start of training.

**Onboarding (A0) and Return to Flight (A24) Mission Number 21-T-3447**

**Open 1 Oct 2020 – 27 Sep 2021, Initial Budget \$6,600 (approx. 132 flight hours)**

**What:** Onboarding sorties flown IAW CAPP 70-12, *Pilot Onboarding*, and applicable CAP Standards; and Return to Flight sorties flown IAW NHQ Guidance

**Who:** Qualified CAP Pilot candidates or current CAP pilots who have not flown a CAPF 70-5 in CY20

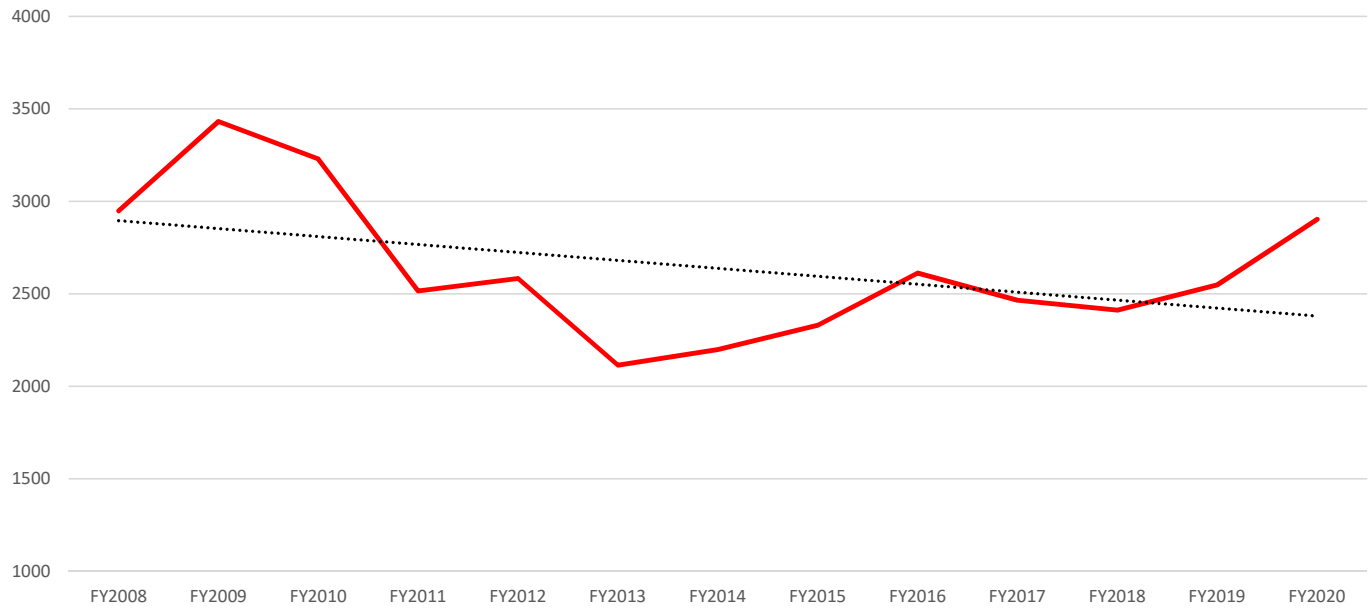
**How:** Eligible pilots schedule training with a CAP IP

**Guidance and Intent:** CAP/CC Memo “Extensions Onboarding and Retraining” dated 29 Sep 20 posted on the COVID-19 Information Center (<https://www.gocivilairpatrol.com/covid-19-information-cena>).

1. Pilot Onboarding (A0): It is also critical for CAP to not only take care of our existing pilot force, but also to onboard and qualify new pilots. In the past, onboarding training and flight evaluations for new pilots has largely been funded by these new pilots themselves or their Wings if funds were available. I am pleased to announce that, beginning in FY21, CAP-USAF has authorized CAP to also provide for funded onboarding training and flight evaluations for new pilots. Pilot candidates may fly two training sorties of 1.5 hours duration prior to their Form 5 without needing approval. Additional training sorties may be authorized upon recommendation of the IP with DO/DOV approval.

2. Return to Flight (A24): CAP-USAF is authorizing CAP to use appropriated funds to pay for refresher training and flight evaluations for certain expired or expiring pilots. COVID-19 restrictions have caused many CAP pilots form 5's to exceed 12 months. CAP-USAF has approved an extension to qualifications through 31 Dec 2020. The extensions are only to qualifications and not FAA required items, i.e. medicals, certifications, and flight reviews. To assist CAP pilots whose last form 5 was more than 12-months old, the A24 mission symbol may be used for pilots to fly two (2) training sorties of 1.5 hours duration prior to their form 5. Although two sorties are permitted, pilots may take their form 5 without flying the sorties prior to their form 5. There will be no further extensions after 31 Dec 2020. Note: A24 sorties will not be authorized after 31 Dec 20.

COWG Flight Hours, FY08 - FY20



FY2008	2947.8
FY2009	3432.2
FY2010	3229.1
FY2011	2515.7
FY2012	2582.9
FY2013	2115.0
FY2014	2199.8
FY2015	2331.0
FY2016	2613.1
FY2017	2466.5
FY2018	2411.5
FY2019	2549.7
FY2020	2902.9



OFFICE OF THE NATIONAL COMMANDER  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
MAXWELL AIR FORCE BASE, ALABAMA 36112-5937

29 September 2020

MEMORANDUM FOR ALL CAP REGION AND WING COMMANDERS

FROM: CAP/CC

SUBJECT: Operations Qualifications Extensions, Training and Flight Evaluations for Expired Pilots and New Pilots being Onboarded

1. COVID-19 continues to have an impact on our ability to train and re-qualify personnel. With the approval of CAP-USAF, CAP will implement the following:

a. All Operations Qualifications set to expire between now and the end of November will be extended through 31 December 2020 in the same manner as the previous extension. Even Wings in Phase 0 of the remobilization can conduct critical training and flight evaluations, and we need every Wing to work this aggressively in the first quarter of FY21. There will be no further extensions.

b. There are over 1,400 pilots that require flight evaluations over the next 3 months, many of whom need both CAPF 70-5 and 70-91 flight evaluations. The CAP-USAF/CC and I agree that we can't just keep extending our Pilot Qualifications, especially for MPs. In order to minimize risk, we want to bring personnel back with planned refresher training, similar to the developing onboarding process. To that end, CAP-USAF is now authorizing CAP to use appropriated funds to pay for refresher training and flight evaluations for certain expired or expiring pilots. CAP/DO is establishing annual missions to support this training and will be allocating funds for the first quarter to cover approximately 3 hours of refresher training for all pilots expiring between now and 31 December 2020. CAP/DO will also work to fund flight evaluations (CAPFs 70-5 and 70-91) for the same period. Wings will need to prioritize training and evaluations in order to continue to be able to meet mission requirements. We recommend the following priority be placed on accomplishing flight evaluations:

- 1) Active Instructor Pilots (IPs), Check Pilots (CPs), Check Pilot Examiners (CPEs), Mission Check Pilots (MCPs) and Mission Check Pilot Examiners (MCPEs)
- 2) Active Mission Pilots (MPs), Transport Mission Pilots (TMPs) and Cadet Orientation Pilots
- 3) Active VFR Pilots
- 4) Inactive pilots including new pilots being onboarded

Active pilots are those that have flown at least 12 hours for CAP in FY20, the average flight time of our VFR Pilots in FY20. We suggest priority be placed in this order to get the personnel qualified that need to serve as evaluators first and those that are still flying for us, but discretion will be left with Wing Commanders and their staff to address critical shortfalls so that they can continue to meet mission requirements. For example, some MPs or TMPs in remote areas may

need to receive refresher training or flight evaluations sooner in order to continue supporting missions in those areas that don't have a local CP, CPE, MCP or MCPE.

Wings are not expected to complete each priority group in order but to manage activities locally focusing on safely and efficiently getting as many of our pilots back in the air as soon as possible. We purposefully didn't specify completing certain categories by specific dates as that could have unintended consequences with the great variation in needs across the country. CAP/DO will track qualification numbers throughout the first quarter of FY21 to monitor progress and will brief CAP leadership on the results.

Please note that our commitment to aircrew professionalism is not intended to be degraded by these initiatives. To that end, I am also mandating that personnel must complete their aircrew professionalism commitment (found in the AXIS system) prior to being eligible for funded refresher training or flight evaluations. IPs and CPs will be expected to verify completion prior to flying with personnel for refresher training or flight evaluations, and aircrew personnel that have not completed this by the 31 December 2020 will automatically expire.

c. It is also critical for CAP to not only take care of our existing pilot force, but also to onboard and qualify new pilots. In the past, onboarding training and flight evaluations for new pilots has largely been funded by these new pilots themselves or their Wings if funds were available. I am pleased to announce that, beginning in FY21, CAP-USAF has authorized CAP to also provide for funded onboarding training and flight evaluations for new pilots.

2. In order to mitigate the risk of extending CAP qualifications for personnel with expiring CAPF 70-5 and 70-91s out to 31 December 2020, as well as focus attention on the impact that the pandemic has had on pilot currency, CAP/DO will make targeted changes to the preflight Risk Assessment Worksheet (RAW). CAP PIC Mission Recency and PIC Currency will be rescored and a new category for Special Interest Missions will be added to the Mission Complexity factor. The intent of these RAW scoring changes is to ensure that a single risk at the Elevated/Special Conditions level is elevated to a Senior Flight Release Officer (SFRO) at a minimum, while multiple risks at that level are elevated through SFROs to the Wing for release.

3. An ICL to CAPR 70-1, several associated CAP Standards, updated CAPFs 70-5 and 70-5G and updates to WMIRS are expected to be released on 1 October to codify much of the above in greater detail, but I wanted to make you aware of this first.

4. For comments or questions regarding the above or the pending ICL and CAP Standards, contact John Desmarais, CAP/DO, at (334) 953-9107, or email [jdesmarais@capnhq.gov](mailto:jdesmarais@capnhq.gov).



MARK E. SMITH  
Major General, CAP

cc:

CAP/CV/XO/CCC/COO/DO/GC/GVR/IT/LG/PA/SE

CAP-USAF/CC/CV/DO/DT/JA/LG/SE

All CAP Region and Wing CV/CS/DC/DO/DOC/DOH/DOS/DOU/DOV/GRO/LG/SE