

CAP/CV/CS
HQ AFROTC/DO/DOT/DOT
HQ AFJROTC/JR/JRO
HQ CAP/EX/MD/DO/DP/FM/GC
HQ CAP-USAF/CC/CV/XO/JA/FM/SE/XOV
All CAP-USAF Liaison Region Commanders
All AFROTC Region Commanders
All CAP-USAF State Directors
All CAP Region Commanders
All CAP Wing Commanders

AFROTC/AFJROTC Flight Orientation Program - Memorandum of Agreement
(FY 2011 Program)

REFERENCES:

AFROTCI 36-2012

10 USC 2110

10 USC 9442, 9444

AFI 10-2701

AFI 11-401

Air Force-CAP Cooperative Agreement, dated Oct 00/Statement of Work, Oct 01

DoDGARS (Dept of Defense Grants and Agreements Regulation DoD 3210.6-R)

CAP Regulations (as applicable)

1. **INTENT.** Air Force Reserve Officer Training Corps (AFROTC) and Air Force Junior Reserve Officer Training Corps (AFJROTC) provide orientation flights/flight training to cadets in order to expose them to flying and flight activities as part of its Air Force mission in accordance with 10 USC 2110. AFROTC/AFJROTC has determined that the use of Civil Air Patrol (CAP) services under the Air Force - CAP Cooperative Agreement to provide orientation flights to its cadets would be in the best interest of the United States and an economical and efficient way to conduct its mission. The Secretary of the Air Force is authorized to use CAP for non-combat missions of the Air Force pursuant to 10 USC 9442. Pursuant to AFI 10-2701, para. 2.2.6, CAP may provide orientation flights to AFROTC/AFJROTC cadets. CAP-USAF/CC has authority, under AFI 10-2701, para. 2.2.6, to approve individual orientation flight missions. CAP has accepted the assignment of this mission in its capacity as the United States Air Force Auxiliary under 10 USC 9442 to support the AFROTC/AFJROTC orientation flight program in FY11.

2. **PURPOSE.** This Memorandum of Agreement (MOA) provides the general administrative and operational guidelines for AFROTC and AFJROTC orientation flights assigned by the Air Force to CAP during FY11. Support will be provided to AFROTC/AFJROTC on a reimbursable basis pursuant to 10 USC 9444 under the Air Force - CAP Cooperative Agreement, subject to funding availability. AFROTC and AFJROTC funding will be provided to CAP separately and will be accounted for separately. While this MOA provides general guidance on the administration and operation of the orientation flight activities for AFROTC/AFJROTC, the mission is at all times subject to and governed by applicable federal laws, Air Force/DoD regulations and CAP regulations.

3. **MISSION.** The mission is for CAP to conduct orientation flights for AFROTC and AFJROTC cadets who are approved by AFROTC or AFJROTC, respectively, to participate in the flight activity. The program is voluntary and primarily motivational and should stimulate the cadet's interest in and knowledge of aviation and aerospace activities.

4. EXECUTION.

a. **Concept of Operations.** The primary objective of the AFROTC/AFJROTC Flight Orientation Program is to provide exposure to Air Force missions and capabilities. This is accomplished by exposing AFROTC/AFJROTC cadets to flight operations by CAP pilots serving in their role as the USAF Auxiliary. Orientation flights are conducted by the Air Force to reward and motivate individuals as well as provide a better understanding of aviation-related responsibilities with Air Force aircraft and mission.

b. **Points of Contact for the AFROTC/AFJROTC Flight Orientation Program:**

(1) Flight Activities: HQ AFROTC/DO, HQ AFJROTC/JRO and CAP-USAF/State Director.

(2) Flight Program Administrator: HQ AFROTC/DOT and HQ AFJROTC/JRO.

(3) AFROTC and AFJROTC Detachment/Unit Flight Program Manager: AFROTC detachment commander; **the senior AFJROTC instructor at the unit.**

(4) AFROTC/AFJROTC Unit Flight Program Administrator: **Officer appointed by detachment commander; the senior AFJROTC instructor at the unit.**

(5) CAP-USAF Flight Coordination for CAP Wing: CAP-USAF State Director

(6) CAP Wing Program Manager: CAP Wing Commander.

(7) USAF Wing Program Advisor: CAP-USAF Liaison Region Commander.

(8) USAF Program Advisor: HQ CAP-USAF/XO

(9) USAF Flight Program Advisor: HQ CAP-USAF/XOV

c. Mission Priority: Higher priority mission taskings may preempt the AFROTC/AFJROTC Flight Orientation Program (FOP) missions.

d. AFROTC/AFJROTC - CAP Wing Flight Coordination: The AFROTC detachment commanders, senior AFJROTC instructors, and the CAP wing commander must establish a working relationship to ensure successful implementation and execution of this program.

5. ADMINISTRATION AND LOGISTICS. The AFROTC/AFJROTC Flight Orientation Program (FOP) is open to all AFROTC and AFJROTC cadets. There will be a controlled number of positions in the FOP for each participating school. Cadets with a Federal Aviation Administration (FAA) Private, Commercial pilot, or Airline Transport Pilot (ATP) certificate are ineligible for the Flight Orientation Program (cadets bearing student certificates are eligible for the Flight Orientation Program). Administration of the AFROTC/AFJROTC Flight Orientation Program will be accomplished in accordance with (IAW) Annex A and Annex B to this MOA. Various program costs are contained in Annexes A and B to this MOA. Reimbursement rates for CAP orientation flights will be IAW CAPR 173-3. Provisions in this MOA and attachments regarding Air Force operational/administrative oversight requirements for the program are subject to interim policy guidance issued by HQ CAP-USAF.

6. COMMAND. There is no official command relationship between the AFROTC/AFJROTC detachment/unit cadre and CAP.

ANNEXES:

Annex A CAP Organization/Membership
Annex B Flight Orientation Program

Annex A to AFROTC/AFJROTC Flight Orientation Program - Memorandum of Agreement

Organization and Membership

1. Organization. AFROTC detachments and AFJROTC units are not CAP units, but may participate in the Air Force assigned AFROTC or AFJROTC Flight Orientation Program supported by CAP. CAP AFROTC/AFJROTC cadet orientation pilots must satisfy CAPR 60-1 requirements to operate as cadet orientation pilot in the FOP. AFROTC/AFJROTC cadet orientation flying hours are the only type of flight activities authorized for AFROTC/AFJROTC cadets by this MOA and no other CAP mission or activity shall be conducted in conjunction with these orientation flying hours.

a. Unit Flight Program Administrator. The AFROTC detachment and AFJROTC unit will appoint a cadre member (officer) to execute and administer the program for the Detachment Flight Program Manager. Cadre members are not allowed to participate in the AFROTC/AFJROTC-funded FOP.

b. Detachment/Unit Flight Program Manager. The AFROTC Detachment Commander and AFJROTC SASI will be responsible for the overall management of the AFROTC/AFJROTC Flight Orientation Program for their respective units. The reporting required by this MOA MUST be accomplished by an active duty person, SASI/Senior Instructor, and not a cadet.

2. Membership Administration. CAP membership is not required to participate in the AFROTC/AFJROTC Flight Orientation Program. If an AFROTC or AFJROTC cadet voluntarily elects to become a member of the CAP, he/she should be referred to their nearest CAP unit for membership information.

a. Training. These are strictly orientation flights. No training will be conducted.

b. Uniforms. AFROTC and AFJROTC cadets will wear their AFROTC or AFJROTC uniforms or AFROTC flight suits, for flight orientations (Note: New cadets that have not been issued uniforms due to non-availability of uniforms may fly in civilian attire).

Annex B to AFROTC/AFJROTC Flight Orientation Program - Memorandum of Agreement

Flight Orientation Program

1. **Flight Orientation Program.** The AFROTC detachment commander and the senior AFJROTC instructor at the unit will select which cadets may participate in the FOP from their respective units. Detachment commanders and SASIs will emphasize this program is intended for AFROTC cadets entering all Air Force career fields. Being categorized as a pilot or navigator does not automatically mean an individual will be entered into the FOP. HQ AFROTC and AFJROTC will determine the number of flying hours each detachment or unit will receive based on detachment or unit flying hour requests, available funds and the CAP Wing's ability to support the initiative. **It is imperative that AFROTC detachment commanders, senior AFJROTC instructors, and CAP wing commanders communicate personally and each commit their support to the program.** History has shown that the program has the greatest success with this mutual communication.

2. **Program Execution.** NLT 30 Oct 10, each AFROTC detachment will submit their flying hours request for both semesters from October through December and from January through June respectively.

2a. HQ AFROTC/DOT will make an initial flying hour allocation to their respective units based upon this initial request. Additional flying hours will be allocated each semester, to individual units after those units fly their initial allocation—contact HQ AFROTC/DOT or AFJROTC/JRO to request additional flying hours. **Flying hours allocated for each semester expire at the end of that semester. They do not “roll over” to the next semester.** HQ AFROTC/DOT will allocate additional flying hours based on a detachment’s demonstrated execution of its current allocation and the availability of AFROTC/AFJROTC funds. A detachment will not receive additional flying hours until the detachment has flown all previously issued flying hours. **Do not fly more flying hours than your unit has been allocated**—contact HQ AFROTC/DOT to have more flying hours allocated to prevent this situation. The key to successful program execution is to construct a realistic plan factoring in school breaks; bad weather months, availability of cadets and CAP resources, etc., to ensure all flights are completed. Subject to availability of funds, flying may begin on 1 Oct 10 and will end on 15 September 11.

2b. AFJROTC - NLT 30 Oct 10, AFJROTC units will request funds be added to their WMIRS account in CAP for FY 10-11. HQ AFJROTC/JRO will allocate funds based on availability of funds. **Do not fly more flying hours than your unit has been allocated.** The key to successful program execution is to construct a realistic plan factoring in school breaks; bad weather months, availability of cadets and CAP resources, etc., to ensure all flights are completed. Subject to availability of funds, flying may begin on 1 Oct 10 and will end on 15 September 11.

3. **Safety.** Procedures for reporting ground or flying safety accident, incident, or mishap information involving AFROTC/AFJROTC cadets while they are participating in the AFROTC/AFJROTC FOP are as follows:

3a. Report all FOP flight incidents involving serious injury or death (see CAPR 62-2, Attachment 1) immediately to the CAP National Operations Center (NOC) at 888-211-1812, Ext 300. The NOC will notify CAP-USAF/SE.

3b. Any flight incidents not requiring immediate chain of command notification should be reported not later than the next duty day.

3c. If any AFROTC cadets are injured during their participation in flight activities under this training/flight orientation program, claims for medical care and/or injury should be processed IAW the Federal Employees Compensation Act (FECA) 5 USC 8140. *See Also* 10 USC 2110. Cadets should contact their AFROTC chain of command and detachment for guidance on how to submit a claim.

3d. CAP and its members are deemed to be instrumentalities of the United States while performing an AFAM. Therefore, Federal Tort Claims Act (FTCA) (10U.S.C 9442(B) (2); 28 U.S.C. 2671 et seq.) and Federal Employees Compensation Act (FECA) (5 U.S.C. 8151) are applicable and provide Federal Protection to CAP and its members.

3e. AFJROTC cadets are required to fill out an AFJROTC hold harmless agreement (in lieu of the CAP Form 9) prior to participating in the Cadet Orientation Flight Program provided by their unit. Since participation in the Cadet Orientation Flight program is considered a school activity, the senior AFJROTC instructor will comply with school guidance on reporting student injuries. The Air Force does not provide medical care or insurance coverage for any accident or injury that may result from the voluntary participation in this program.

4. **Flights.** The AFROTC and AFJROTC unit program administrator will schedule their respective cadets for flights.

4a. All AFROTC cadets in the FOP are authorized to receive a maximum of four front seat flights and four or more rear seat (observer) flights during the cadet's academic career. The flight time should average approximately one hour. The target amount of rear seat flying hours is four, however, cadets are not restricted from flying on additional AFROTC orientation flights as long as there is no charge to AFROTC for the rear seat flight time and an "open" rear seat is available. AFROTC pays for front seat flying hours only. If HQ AFROTC allocated flying hours do not allow for four front seat flights for each cadet, the detachment commander determines the flying hours ratio per cadet (example: 20 flying hours and 10 cadets could be handled with two flying hours per cadet or four flying hours for five cadets or some other combination). Cadets are normally limited to a maximum of two flights per week unless the AFROTC detachment commander approves additional flying hours. If possible, flights should be scheduled with both positions filled to maximize the aircraft's use. A third cadet may be accommodated in a rear seat at the CAP pilot's discretion. The CAP pilot will determine the number of cadets that can be safely flown per sortie taking into account aircraft design, weight limits, performance limitations, and center of gravity restrictions. Flights will not be canceled if only one cadet is present. (Note: Ferry time will be paid if applicable in the event that no AFROTC cadets show for their scheduled orientation flights.) The front seat flying hours must be flown in consecutive order according to the Orientation Flight Syllabus at Attachment 2 to Annex B. Observer position flights do not have to be accomplished in any order or in accordance with a specific syllabus. Cadets are not restricted from flying on any other AFROTC orientation flights as long as there is no charge to AFROTC for the flight time and an "open" seat is available. Therefore, no flying hours should be flown without an AFROTC cadet in the front seat. If a cadet leaves the flight orientation program prior to completion of the allotted flight orientation hours, the unit program administrator may use those unused hours to fly additional cadets or turn them over to HQ AFROTC/ DOT for reallocation. The unit program administrator will notify the CAP Wing of drops as soon as possible and the name(s) of any other cadet(s) added.

4b. AFJROTC cadets are authorized to receive one orientation flight per year regardless of where the cadet sits -- front or rear seat. Cadets are not restricted from flying on additional AFJROTC orientation flights as long as there is no charge to AFJROTC for the rear seat flight time and an "open" rear seat is available. A third cadet may be accommodated in a rear seat at the CAP pilot's discretion. The CAP pilot will determine the number of cadets that can be safely flown per sortie taking into account aircraft design, weight limits, performance limitations, and center of gravity restrictions. The CAP provider and the AFJROTC unit program administrator will agree upon flying hours duration prior to flight taking into account the number of flight hours available to the unit and the number of cadets to be flown. In addition, the CAP pilot and the AFJROTC unit program administrator will determine the number of cadets that can be safely flown per sortie taking into account aircraft design, performance limitations, and center of gravity restrictions. If a unit is unable to spend the allotted flight orientation funds allotted to them, the SASI will notify AFJROTC/JRO and make the funds available for reallocation

4c. Glider Orientation Flights. AFROTC Detachments, AFJROTC Units, and CAP Wing unit(s) may participate in a program to use gliders for the FOP. Not all CAP wings have a glider program. The Glider Program will be administered in the same fashion as the Flight Orientation Program. Flight reporting and reimbursement procedures will also follow the procedures already in place for the FOP. The reimbursement rate will be per sortie vice per flying hour. Tow aircraft and glider maintenance rates will be reimbursed as one cost per flight. Actual fuel and oil costs for the tow aircraft will be reimbursed in the same manner as the FOP. The mission symbol is A6. Cadets may be flown in CAP member provided sailplanes.

5. Flight Administration. AFROTC/AFJROTC will reimburse CAP for the front seat flight hours and ferry time required to support the FOP. AFROTC and AFJROTC agree to reimburse CAP based on dry hourly rates and type of aircraft that have been pre-approved by CAP-USAF. Additionally, AFROTC and AFJROTC will reimburse CAP for actual expenses for fuel, oil, and lubricants (receipts required). To maximize orientation flying hours, CAP wings should fly in the least expensive category aircraft feasible. Two-seat aircraft do not fit the program profile and will not be used. The following restrictions apply:

5a. Flights should average as close to one hour as possible. Individual sortie times may vary and **FLIGHT TIMES ARE LOGGED AS FLOWN**, but every effort must be made to make a cadet's sorties AVERAGE to one (1) hour each. Flight time includes taxi and run-up time.

5b. AFROTC will reimburse costs for the reasonable and required ferry time to and from the orientation flight locations. The CAP Wing Commander must approve the ferry time in advance and determine, with the AFROTC Unit Flight Program Coordinator that it is required and reasonable. Every effort must be made to keep ferry time to a minimum. Ferry time will be paid in the event that no ROTC cadets show for their scheduled orientation flights. Ferry time is charged against AFROTC detachment flying hour allocations. (Note: AFJROTC may reimburse ferry time in unique circumstances. Approval to reimburse ferry time must be approved in writing in advance by HQ AFJROTC. A copy of this approval will be sent to the CAP Wing Commander and the CAP National Operations Center).

5c. The flight orientation program will be accomplished IAW Attachment 1 to Annex B.

5d. This mission will be flown in support of AFROTC/AFJROTC as an AFAM and CAP will use the symbol "A6" for AFROTC/ "A8" for AFJROTC indicating the mission is an Air Force-assigned reimbursable mission (plus the WMIRS designated mission number).

5e. Payment(s) for the cadet flights will be processed as follows:

(5.e.1.) AFROTC units will provide AFROTC cadets with AFROTC Flight Information Sheets (Attachment 4), one for each of their flights. The Flight Information Sheet will be completed after each flight. One half will be retained by the cadet and returned to the unit program administrator. The second half will be retained by the CAP pilot and submitted to the CAP Wing with the pilot's reimbursement request to facilitate flying hours/flight hour reconciliation. The AFROTC unit program administrator will log the flight on an AFROTC/ Orientation Flight Log (see Attachment 5) to help document cadet flying hours. For AFROTC/AFJROTC cadets who are minors, a parental consent will be required to be signed prior to each orientation flight (in lieu of CAPF 9) and is the responsibility of the AFROTC detachment and AFJROTC unit.

(5.e.2.) Orientation pilots will complete a reimbursement request to obtain aircraft flight hour reimbursement. The reimbursement request and the pilot's half of the Flight Information Sheets will be

forwarded to the CAP Wing through the established CAP chain of command. If orientation pilots use a CAPF 108 to submit their reimbursement request to their wing, the following instructions apply:

(5.e.2.a.) Block 1: For AFROTC write “A6,” the Det Number, plus the assigned mission number. For AFJROTC write “A8,” the Det Number, plus the assigned mission number.

(5.e.2.b.) Block 2: Mark “Other” and enter “AFROTC” or “AFJROTC” as appropriate

(5.e.2.c.) Block 5, Column F: Under “Hours Flown,” report flight time based on the number of front seat AFROTC/AFJROTC cadet flying hours flown. “Ferry Flt” time to pre- and post-position the aircraft should be reported as a separate line item on the CAPF 108.

(5.e.2.d.) Block 5, Column K: Type “Ferry Flt” and report the ferry flight time expended to pre- and post- position the aircraft in support of the mission separately.

(5.e.2.e.) Block 5, Column L: Submit claims based on the number of front seat cadet flying hours flown and the ferry time calculated at the currently approved hourly reimbursement rate shown for the CAPR 173-3 Aircraft Flying Hour Payment Rates (CAPR 173-3, Attachment 1) plus fuel and oil cost claimed.

(5.e.3.)The CAP Wing will use the data supplied by the CAP orientation pilots' reimbursement request to verify a wing's monthly flight hour reimbursement. Discrepancies will be quickly resolved by the CAP Wing. The AFROTC and AFJROTC unit flight program administrators and the CAP Wing are encouraged to frequently compare their progressive monthly recording of flying hours. The CAP Wing will submit a WMIRS e108 for reimbursement. The CAP Wing can submit the WMIRS e108 to CAP NHQ as soon as the flying hours(s) are flown and flight time/expenses have been verified by the CAP Wing just like is done for any other reimbursed mission.

(5.e.4.) NHQ CAP/FM will submit an SF 270, Request for Reimbursement, to the Grants Administration Office, DCMA Birmingham, IAW specific instructions in the Cooperative Agreement. AFROTC funds may only be used in support of the AFROTC flight orientation program. AFJROTC funds may only be used in support of the AFJROTC flight orientation program. All unused funds on the CA will be returned to AFROTC or AFJROTC via a formal bilateral decrease modification to CA.

(5.e.5.) General Financial Matters: Monies for this program will be obligated through the Cooperative Agreement (CA) F41689-00-2-0001 between the Air Force and the CAP. In order to accomplish this, AFROTC and AFJROTC will both send a certified AF Form 9 to HQ CAP-USAF/FM at the beginning of the fiscal year. AFROTC and AFJROTC will increase or decrease funds as necessary to meet mission objectives. CAP will return any excess funds in a timely manner. All terms and conditions of the CA apply to the financial administration of the program.

Attachments:

1. AFROTC/AFJROTC Orientation Flight Guidance
2. AFROTC/AFJROTC Orientation Flight Syllabus
3. AFROTC/AFJROTC Orientation Flight Briefing Guide
4. AFROTC/AFJROTC Flight Information Sheet Instructions with Sample Form
5. AFROTC/AFJROTC Orientation Flight Log with Sample Form

Attachment 1 to Annex B - AFROTC/AFJROTC Orientation Flight Guidance

Orientation flights for the AFROTC/AFJROTC will be accomplished in accordance with the following guidance and the flight orientation syllabus in Attachment 2 of this annex: (Note: AFJROTC cadet's flying hours profile may include a combination of Flight No. 1 and Flight No. 2 as described in the Orientation Flight Syllabus as the one hour+- flying hours allows. AFJROTC cadets are limited to one orientation sortie per year)

1. General. AFROTC/AFJROTC cadets participate in actual flights in a powered aircraft or glider and observe the associated planning and ground operations. The program is voluntary and primarily motivational and should stimulate the cadet's interest in and knowledge of aviation and aerospace activities. All participants must be primarily concerned with providing the safest possible environment for cadet orientation flights. Federal Aviation Regulations requirements apply to AFROTC/AFJROTC cadet orientation flights. The provisions of all CAP regulations apply unless this MOA provides more specific and restrictive guidelines from the Air Force for the AFROTC/AFJROTC FOP. CAP should not conduct any other business in conjunction with these flights.

2. Definition. A flight is classified as an orientation flight and credit can be gained for each flight only if the following criteria are met:

2a. Each flight should conform to profiles described in this guidance and be consistent with safety, aircraft capability, and available resources. The requirements of the AFROTC/AFJROTC cadet in the right front seat determine which mission/flying hours profile will be used on each flight. AFROTC/AFJROTC cadets must fly the profiles in the chronological order listed in the syllabus. The AFROTC/AFJROTC cadet in the observer position (rear seat) may fly on any mission profile as required for the cadet in the right seat. A rear seat AFJROTC flight counts for the one authorized AFJROTC orientation flight for an AFJROTC cadet. On AFJROTC flights the one hour sortie may be split between the front and back seat cadets if circumstances allow.

2b. Except for take-off, landing, radar and traffic patterns, low level flying (below 1,000 ft Above Ground Level (AGL) for purposes of this MOA) and other critical phases of flight, cadets may be permitted to actually manipulate the controls on each flight. However, credit for an orientation flight is not dependent upon the actual manipulation of flight controls. Orientation pilots, regardless of the aeronautical rating of the pilot or the cadet, will occupy the left front seat during the orientation flight.

2c. AFROTC/AFJROTC orientation flights may fly four people (three cadets) on one sortie, providing an individual weight and balance is performed for each flight. To the maximum extent possible, each individual should be on aircraft interphone with headphones to facilitate communications.

2d. A scheduled flight will not be canceled due to "no-shows" or non-availability of a cadet to fill the observer (rear seat) position. In those cases, the orientation pilot and the right front seat cadet will complete the scheduled flying hours. The orientation pilot will notify the CAP Wing of the no-show(s) as soon as possible after return. The CAP Wing will then notify the unit program administrator. The AFROTC/AFJROTC unit flight program administrators will investigate the circumstances and take corrective action as necessary. Ferry time will be paid in the event of an unscheduled flying hours cancellation.

2e. Orientation flights for the purpose of the AFROTC/AFJROTC FOP will not be conducted on opportune airlift missions, military orientation flights, **rental aircraft, or two-seat powered aircraft (two-seat gliders are approved)**. Only CAP corporate aircraft or aircraft owned by the CAP AFROTC/AFJROTC cadet orientation pilot flying the flying hours are permitted to be used for the FOP. Member owned aircraft may be used only when authorized in advance by the CAP region or CAP wing commander or CAP-USAF, and when corporate aircraft are not suitable, not available for the mission, or are less economical.

3. Preflight Briefing and Ground Operations. All cadets will obtain a ground briefing prior to flight IAW the briefing guide found at the end of the Orientation Flight Syllabus. The engine must be shut down anytime a cadet enters or exits an aircraft.

4. AFROTC/AFJROTC Cadet Orientation Pilots. Pilots will be qualified and selected in accordance with the same criteria outlined in Chapter 3 of CAPR 60-1 (300 hours Pilot-in-Command time). CAP wing commanders must ensure that all pilots supporting the AFROTC/AFJROTC Flight Orientation Program realize that **SAFETY IS THE NUMBER ONE PRIORITY**.

5. Required Flight Conditions and Prohibited Maneuvers. Flight orientations may only be performed during daylight hours (official sunrise to official sunset) and when Visual Meteorological Conditions (VMC) exists. The following maneuvers are prohibited on all orientation flights: turns exceeding 30 degrees of bank, (with the exception of the soaring program) approach to stall maneuvers, stalls, spins, all aerobatic maneuvers, unusual attitudes, and simulated emergency procedures. Orientation pilots, regardless of the aeronautical rating of the pilot or the cadet, will occupy the left front seat during the orientation flight.

Attachment 2 to Annex B - AFROTC/AFJROTC Orientation Flight Syllabus.

I. Flight No. 1 -- Preflight Inspection, Takeoff, and Landing. The pilot will perform the following duties:

a. Preflight: Brief IAW the checklist at Attachment 3 to Annex B. Discuss the basics of light aircraft aerodynamics. Using the appropriate aircraft checklist, demonstrate routing of preflight inspections, showing the cadet what is inspected, what to look for, and why.

b. Before Takeoff:

(1) Using the checklist, show cadets how routine cockpit checks are made prior to takeoff.

(2) Point out procedures in starting the engine and the safety precautions to be observed.

(3) Describe the use of controls while taxiing and point out safety precautions to be observed.

(4) Explain selection of runway and engine run-up.

c. In Flight:

(1) Point out familiar position and attitude of the aircraft in normal flight with various throttle and control positions.

(2) Point out familiar landmarks, prominent ground features, and position of airport with respect to surrounding community.

(3) Describe approach to traffic pattern, explain reasons for contact with control tower or transmissions on common air traffic frequency at uncontrolled fields. Call attention to correct procedure for entering traffic pattern, glide angle, normal landing, taxiing aircraft to parking area, and engine shutdown.

d. Post Flight: Answer questions pertaining to the flight and stress safety.

II. Flight No. 2 -- Normal Flight Maneuvers:

a. Preflight: Brief IAW the checklist at Attachment 3 to Annex B. Discuss Flight No. 1 as appropriate.

b. In Flight: The pilot will perform the following flight maneuvers at a minimum altitude of 2,500 feet AGL:

(1) Point out how aircraft will regain normal attitude "hands-off" from a shallow (not to exceed 5 degrees of pitch) climb or dive. Demonstrate use of trim controls.

(2) Point out how aircraft will maintain turn, with controls neutral.

(3) Demonstrate effects of drift and methods of corrections.

(4) Demonstrate coordinated and uncoordinated shallow turns.

(5) Demonstrate straight and level flight, flying with visual reference to checkpoint and horizon.

- c. Post Flight: Answer questions pertaining to the flight and stress safety.

III. Flight No. 3 -- Use of Instruments In Flight:

- a. Preflight: Brief IAW the checklist at Attachment 3 to Annex B. Discuss previous flight as appropriate.

- b. In Flight:

- (1) Explain use and relationship between altimeter and the vertical velocity indicator.

- (2) Demonstrate effect of shallow (not to exceed 5 degrees of pitch) dives and climbs on RPM (fixed pitch prop).

- (3) Point out how altitude and airspeed are related.

- (4) Demonstrate effect of turns on compass.

- (5) Demonstrate uses of other instruments installed on aircraft.

- c. Post Flight: Answer questions pertaining to flights and stress safety.

IV. Flight No. 4 -- Navigation:

- a. Preflight: Brief IAW the checklist at Attachment 3 to Annex B. Discuss previous flights as appropriate.

- (1) Explain use of basic navigation instruments (e.g.: altimeter, airspeed indicator, compass).

- (2) Explain use of pilotage and dead reckoning.

- (3) Assist the cadet in planning a 30-minute flight using pilotage or dead reckoning.

- (4) Demonstrate preflight weather briefing and its importance.

- (5) Assist the cadet in making and filing a flight plan.

- (6) Chart course, using pilotage or dead reckoning navigational procedures; plan estimated time of arrival (ETA).

- b. In Flight:

- (1) Assist cadet in navigating.

- (2) Show cadet desirable checkpoints along routes.

- c. Post Flight: Answer questions pertaining to flight and stress safety.

Attachment 3 to Annex B - AFROTC/AFJROTC Orientation Flight Briefing Guide.

AFROTC/AFJROTC FLIGHT ORIENTATION BRIEFING GUIDE

GROUND OPERATIONS

- Mission. (Objectives, flight overview, and call sign)
- Safety. (FOD considerations, ramp safety to include avoiding propellers of running engines, etc.)
- Seatbelt and communication hookups, portable electronic devices, switches and levers.
- Weather, airfield status, runway, and alternate airfield (if applicable).

FLIGHT OVERVIEW

- Preflight responsibilities.
- Takeoff and Departure. (No hands on until >1000 AGL)
- Enroute and specific maneuvering area.
- Clearing – visually and over the radios (possible conflict with other aircraft).
- Planned mission profile maneuvers.
- Recovery (routing, altitudes, and airspeeds), pattern, and landing
- Physically and mentally ready to fly

CREW COORDINATION

- Transfer of aircraft control (with and without intercom).
- Clearing.
- In-flight checks and checklist usage
- Radio procedures.

EMERGENCY PROCEDURES

General responsibilities during emergencies

- Emergency ground egress.
- Takeoff and landing emergencies to include aborts, bird strike, physiological, and fires
- Intercom failure.

QUESTIONS?

Attachment 4 to Annex B - AFROTC/AFJROTC Flight Information Sheet Instructions (with sample form).

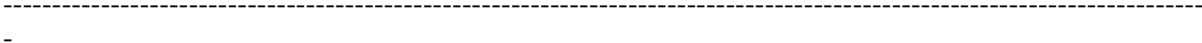
Form Instructions. The AFROTC/AFJROTC Flight Information Sheet is designed as a duplicate form (top half = bottom half). The AFROTC and AFJROTC unit program administrators will complete lines 1, 2 (except date), and 3 and provide the sheet(s) to the cadet prior to the flight(s). The CAP mission pilot flying the orientation flight will fill in the date and complete lines 4 and 5 after each flying hours. The pilot is certifying hours flown, type flying hours, type aircraft, and tail number. The pilot is not certifying flight orientation program progression of the AFROTC/AFJROTC cadet. This form should be completed for each mission for both front and observer position flights. As a minimum, the AFROTC/AFJROTC cadet must return one half of the Flight Information Sheet to the unit program administrator for each sortie flown. The orientation pilot will retain the second half of the Flight Information Sheet and submit it with his/her reimbursement request. The unit program administrator and CAP Wing may utilize the Flight Information Sheet as best suits their needs. The purpose of this form is to allow AFROTC/AFJROTC to track the number and duration of flights each cadet in the Flight Orientation Program receives under the AFROTC/AFJROTC Flight Orientation Program.

- a. Line 1 is the cadet's institution and detachment or unit number.
- b. Line 2 is the cadet's name and date of the flight.
- c. Line 3 is the sortie number of the front position or observer position flying hours flown (circle appropriate number).
- d. Line 4 is the duration of the flight.
- e. Line 5 is the ownership of the aircraft (CAP corporate or member-owned), aircraft type (C172, C182 NAV III, PA-28-235; include engine HP whenever possible) and aircraft tail number. Check those items that apply.
- f. Line 6 is used for local (optional) assignment of a mission number to assist mission tracking.
- g. Line 7 is the pilot's signature.

AFROTC/AFJROTC Flight Information Sheet

AFROTC/AFJROTC/ Flight Orientation Information	
Institution:_____	Det/Unit:_____
Cadet:_____	Date:_____
Front seat sortie#: 1 2 3 4	Observer seat sortie #: 1 2 3 4
Front Seat Hours Flown:_____	Back Seat Hours Flown:_____
Aircraft: CAP__ Member__	A/C Type _____ Tail Number _____
Mission Number (optional/local use)_____	
Pilot's Signature: _____	
AFROTC/AFJROTC cadet returns this form to the AFROTC/AFJROTC Unit Flight Program Administrator	

Note: Pilot must verify accuracy and sign both forms



Note: Pilot must verify accuracy and sign both forms

AFROTC/AFJROTC/ Flight Orientation Information	
Institution:_____	Det/Unit:_____
Cadet:_____	Date:_____
Front Seat sortie #: 1 2 3 4	Observer Seat sortie #: 1 2 3 4
Front Seat Hours Flown:_____	Back Seat Hours Flown:_____
Aircraft: CAP__ Member__	A/C Type _____ Tail Number _____
Mission Number (optional/local use)_____	
Pilot's Signature: _____	
CAP orientation pilot submits this form to CAP Wing	

AFROTC/AFJROTC ORIENTATION FLIGHT LOG

Attachment 5 to Annex B – AFROTC/AFJROTC Orientation Flight Log (with sample form).

Form Instructions. The purpose of the AFROTC/AFJROTC Orientation Flight Log is to validate the flying hours allocated to the AFROTC or AFJROTC program and to cross check the CAP flying hour invoices. It will be used by the AFROTC/AFJROTC unit flight program administrator on a monthly basis to track AFROTC/AFJROTC cadet flying hours accomplishment. Alternate reporting formats of the same information are authorized to forward the information to the CAP Wing. The AFROTC/AFJROTC unit flight program administrator and the CAP Wing are encouraged to frequently compare their progressive monthly recording of flying hours and hours. The AFROTC/AFJROTC unit flight program administrator will forward a copy of the Orientation Flight Log to the CAP Wing not later than the 10th calendar day of the following month.

AFROTC/AFJROTC ORIENTATION FLIGHT LOG						
TO: ① CAP Wing		FROM (AFROTC/AFJROTC Det/Unit and Institution): ②			DATE: <u>Month</u> <u>Year</u> ③	
	Front Position Flying hours			Observer Position Flying hours		
NAME	#1	#2	#3	#1	#2	#3
④ Aviator, Ace	⑤	1.0/172M			0.9/182C	
	⑥	14 Jan			20 Jan	
	⑦	Jones			Smith	
Aileron, Alice			0.9/182C		1.0/172M	
			20 Jan		14 Jan	
			Smith		Jones	
Date Reviewed: ⑧	I certify that orientation flights were provided by Civil Air Patrol as indicated above.					
	⑨ Signature of AFROTC/AFJROTC unit program administrator:					

AFROTC/AFJROTC Orientation Flight Log (Sep 10)

- a. Block 1 is the appropriate CAP Wing.
- b. Block 2 is the appropriate AFROTC/AFJROTC detachment or unit (detachment and institution name)
- c. Block 3 is the date of the reporting period (e.g. 1-31 January 11).
- d. Block 4 is the name of the cadet who received the orientation flight.
- e. Block 5 is the duration of the flight in hours/type aircraft (e.g.: 1.0/172M - M=member owned, C=corporate owned).
- f. Block 6 is the date of the flight.
- g. Block 7 is name of the pilot who flew the flying hours.
- h. Block 8 the date the form is reviewed.
- i. Block 9 is the signature block and signature of the AFROTC/AFJROTC unit flight program administrator certifying the flights flown by the CAP Wing.

