

Clarification of the intent and spirit of CAPR 60-1, 1-3. Definition of Terms. - FLIGHT

Flight – A flight begins with one engine start, (or the first engine on a multi-engine aircraft) through take-offs and landings, and ends with the final engine stop (except as required on CAPF 5 evaluations and orientation rides). A single flight may include multiple take-offs and landings. A flight is also known as a sortie (or air sortie).

In talking with CAP-USAF and 1AF personnel, NHQ's understanding is simply this; except for check rides for check pilots and o-rides that require seat changes, a sortie starts with engine start and ends with engine shut-down, regardless of how many engines may be on the aircraft.

Therefore, a fuel or make a comfort stop ends the sortie and a new sortie is required to continue the mission. For longer missions, that will require additional sorties in WMIRS, as part of the pre-flight planning. Sorties in WMIRS can be cancelled if not used, and there are also tools available to copy sorties or entire missions so that redundant data entry can be avoided.

On the sortie entry page, near the bottom; "Enter number of identical sorties to create" and "Days Apart." You can create up to 60 sorties in one shot. If you enter "10" in both blocks, it will create 10 sorties with 10 days between each sortie. If you enter 5 sorties in the first block and 1 for the "Days Apart", it will enter 5 sorties with 1 day between each sortie. If you enter 3 sorties in the first block and 0 for the "Days Apart", it will enter 3 sorties on the same date.

Seat changes during Cadet O Rides must be separate sorties. Cadet Front Seat Rides are tracked by WMIRS. The old cadet O Ride sheet is no longer used. If you don't break the sortie when you change seats, the WMIRS sortie will show only one front seat ride, probably of 1.5 to 2.0 hours. The cadet in the front seat after the swap won't be shown as receiving a front seat ride, and the Air Force will be unhappy because it will appear a single O Ride lasted 1.5 - 2.0 hours. For ROTC/JROTC, there will be no such thing as a front seat/back seat ride.

The reporting up the line is based on sorties, not hours so it is also to our benefit to do it this way. If there are emergencies for sick passengers, etc. the NOC can work with the mission staff to add a sortie or make corrections as necessary if beyond local capabilities.

Examples:

A training flight which includes full-stop taxi backs would not be considered multiple sorties, and require only one WMIRS entry. If a lunch/fuel/rest stop is made, it would require a new WMIRS sortie.

An aircraft is repositioned from PMS to PAM, then a transport mission was flown from PAM to HRT and then from HRT to PAM. Finally the aircraft is repositioned PAM to PNS. In this example, 4 WMIRS sorties are required.

A CD mission is flown from GWB to GWB for Eradication flying and a refuel stop. Then again from GWB to GWB. In this example 2 WMIRS sorties are required.

A relocation flight is flown from LUK to LOZ to relocate aircraft/crew. A highbird mission is flown in the morning LOZ to LOZ, followed by another flight in the afternoon, LOZ to LOZ. At the end of the day the aircraft is relocated LOZ to LUK. In this example 4 WMIRS sorties are required.

Best Regards,

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