Each MAJCOM was notified earlier this year that Air Force Flight Surgeons may now log flight time on CAP aircraft. This has been done in the past flying with CAP-USAF, but until recently hadn't occurred with CAP pilots at the controls. This has great potential to be a win-win for both sides. If you are approached with a request to fly, it will be handled as a non-CAP passenger request coordinated through CAP-USAF. Flight Surgeon's will provide an AF Form 1288 (Aeronautical Order) to the CAP wing after they get it from their servicing HARM, for inclusion into the request package. To eliminate confusion, the wing will include the Flight Surgeon's AF Form 1288 in the non-CAP Pax request package when it gets sent to the LR's, so that all know that he/she is good to fly.

These flights must be conducted on a noninterference basis on previously scheduled AFAM sorties. CAP cannot schedule a sortie specifically to fly a flight surgeon. CAP-USAF has not identified a way for the Air Force Medical Groups to pay for flight hours for their Flight Surgeons at this time, so until Air Force funds are made available solely for this purpose, the flights must be in conjunction with another authorized AFAM flight. Though they can fly on actual missions, flight surgeons should not be replacing other critical crew members needed for missions like mission observers or airborne photographers, nor can they replace cadets on cadet orientation flights. Essentially, if you anticipate having an open seat within your weight and balance limits for the scheduled flight, it is ok for them to fly though with CAP-USAF non-CAP passenger approval. We'd suggest including them on scheduled AFAM training and proficiency sorties where possible.

Please let me know if you have any questions or ideas on how to best assist in this new opportunity for CAP.

Best regards,

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