

CIVIL AIR PATROL  
HEADQUARTERS TEXAS WING  
P.O. BOX 154997 WACO TX 76715-4997

TX WING SUPPLEMENT  
CAPP 52-7  
01 JUN 03

Personnel- General

CADET ORIENTATION FLIGHT SYLLABUS

CAPP 52-7, 1 October 2001 is supplemented as follows:

Pg. 1. Flight Requirements, Para. 2. The Wing Stan/Eval Officer will review any O pilot with more than 20% of flights annotated Code 50.

Pg. 2. Para. 2. Back seat rides are strongly encouraged for all flights; except for Syllabus #8, weight and balance considerations, odd number of cadets, or other valid reasons.

Pg. 2. Pilot Requirements. All cadet orientation pilots must have a copy of CAPP 52-7, and this supplement. After 1 October, 2001 O pilots must attend training conducted by a trained check pilot or other experienced and trained O pilot, and take an open book test (TXWGF52-7-1), corrected to 100% or take the Cadet Orientation Pilot exam (with or without ROTC) on the National Headquarters web page. The test will be forwarded to Wg DO for documentation of training, and be annotated on the approved cadet orientation pilot list found on the Texas Wing Download website. With the implementation of MIMS, the pilot list will be phased out and the MIMS database will be the source of the cadet orientation list. Check pilots will observe and judge the teaching ability of the O pilot, in addition to his/her safe flying ability, before indicating O pilot qualified on the pilot's annual Form 5 check ride.

Note: Each O pilot who provides 50 cadet orientation flights (each cadet) is eligible to receive the Cadet Orientation Pilot ribbon. See CAPR 39-3, Para 21. h.

Pg. 4. Reporting Requirements, Para. 5. Wg Hq, not the squadron commander, will enter information on the FMS from the CAPF 7. The squadron commander is responsible for forwarding the CAPF 7 to Wg Hq.

Para. 7. In lieu of the suggested matrix, Texas Wing will allow 0.3 hrs. of ferry time for each front seat flight conducted at the orientation site. Additional ferry time must be approved by the Wg CC or DO. This rule includes both time to and from the orientation flight site. Units that cannot meet this ferry time rule are encouraged to use member owned/furnished (MOF) aircraft. Telephone approval from the Wg CC or DO is required for MOF use. However, this approval will not be unreasonably withheld, due to the importance of cadet orientation flights. Squadrons are encouraged to use MOF aircraft when corporate aircraft are not readily available.

Para. 9. Gas and/or MOF expenses will not be reimbursed if the CAPF 7 is not received by Wg Hq within 30 days of the flight date.

Pg. 28. CAPF 7 Instructions. A properly filled out and signed CAPF 108 is required for reimbursement of O flights. Send the CAPF 7, with CAPF 108 and fuel receipts attached, to Texas Wing HQ.

Flight Release Number. If the flight release is not received by NHQ Flight Management System (FMS) write in the Flight Release Officer's last name.

173-3 type. A Cessna 172 is a CAPR 173-3 Type 2 aircraft. A 182 is a Type 3 aircraft.

Total Ferry Time. Ferry flights to the O flight location with a cadet on board, and counted as a syllabus lesson, is strongly encouraged. In this case, do not list any ferry time, unless the ferry flight exceeds 1.2 hrs.

Pg. 30. Section 3. Optional – Wing Reimbursement Criteria. Use only the Charter (Wing-Unit) field in this section.

SUPERSEDES ALL PREVIOUS TXWG SUPPLEMENTS TO CAPP 52-7  
OPR: DO  
DISTRIBUTION: 2 ea Unit, 1 ea O Pilot, 2 ea SWR HQ, 2 ea NHQ/CPC

Section 4. Person Completing this Form. The member or unit who is requesting reimbursement will complete Section IV, and sign the form. This will usually be the O pilot.

//SIGNED//  
BOBBY R. THOMAS, Maj., CAP  
Administrative Officer

//SIGNED//  
G. H. PARKER, Col, CAP  
Commander

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