



Do I have to pay to fly?

Reimbursed flying is not available when first becoming qualified to fly in CAP. As a new member, you will be responsible for aircraft fuel and a flat maintenance rate per hour fee. This applies to the instructional flights one should have prior to taking the flight evaluation to become a CAP Pilot, the flight evaluation itself, and all flying after that until becoming mission qualified. Once qualified as a Transport Mission Pilot, you will be eligible for reimbursed flying during scheduled training and actual missions. This may not be enough flying to maintain FAA currency or personal proficiency so additional out of pocket expenses could be incurred to maintain proficiency. Other opportunities to participate in reimbursed flying occur when you qualify as a Search and Rescue/Disaster Relief (SAR/DR) Pilot or Cadet Orientation Pilot.

I'm not current on my instrument rating, is that a concern?

To join, your instrument currency is not an issue, however, once you qualify as a mission pilot it will be important to have your instrument rating current as some missions require an instrument rating.



Will I be required to perform other volunteer duties besides flying?

In addition to your responsibilities as an aircrew member, most members train and serve the local squadron in one of the 27 specialties that it takes for each squadron to function. The main areas are divided into operations, logistics, communications, administration, and marketing/public relation specialties. These are referred to as our Professional Development tracks. Also included in professional development are a series of courses in leadership and organizational management that prepare you for grade/rank promotions.



To learn more, contact us as shown below or visit GoCivilAirPatrol.com

Recruiters: Fill-in the blanks below or affix a standard-size mailing label listing your contact info

CONTACT PERSON	PHONE NUMBER
SQUADRON MEETING LOCATION	MEETING DAY & TIME
SQUADRON WEBSITE	

NHQ • June 2011

CIVIL AIR PATROL



Flying as part of the CAP team:

- Large fleet of single-engine aircraft
- Search and Rescue Missions
- Disaster Relief
- Counter Drug
- Homeland security
- And so much more



GoCivilAirPatrol.com



CAP owns the largest fleet of single-engine piston aircraft in the nation, primarily Cessna 172s and 182s, and CAP pilots are able to fly those planes to perform CAP missions in service to their local communities.

CAP pilots fly reconnaissance missions for homeland security, search and rescue, disaster relief, as well as counter-drug operations at the request of local, state or federal agencies. When not flying traditional emergency missions, qualified pilots fly orientation rides for Civil Air Patrol cadets, Reserve Officer Training Corp cadets, teachers and to maintain their own flying proficiency.

CAP aircraft are located at strategic locations throughout the nation to be readily available when missions arise. Not all CAP locations have an assigned aircraft; be sure to ask your local squadron about their flying opportunities.



How do I become a CAP Pilot?

If you do not meet the minimum qualifications to be a CAP Mission Pilot, you may be eligible to qualify as a CAP Transport Mission Pilot (TMP; see qualifications below). If you require more experience to become a CAP TMP, you are limited to checking out in the local aircraft and maintaining your personal and FAA currency at your own expense.

The general qualifications to become a CAP pilot are:

1. Be an active CAP member at least 17 years of age (16 years of age for CAP glider pilots)
2. Possess a valid FAA private, commercial, or airline transport pilot certificate.
3. Possess a class III or higher medical certificate (not required for gliders)
4. Possess a current flight review IAW FAR 61.56
5. Satisfactorily complete a CAP flight check

CAP Transport Mission Pilot (TMP)

During authorized Emergency Services missions, CAP Transport Pilots may transport CAP members, ferry aircraft, fly "high bird" communication sorties, and transport parts or equipment needed for missions.

Requirements to qualify as a TMP:

1. Be at least 18 years of age
2. Be a current and qualified CAP pilot in accordance with CAP Regulation 60-1
3. Have at least 100 hours of PIC including at least 50 hours of cross-country flying
4. Complete CAP's General Emergency Services training requirements.

CAP Search and Rescue/Disaster Relief Mission Pilot (SAR/DR)

Upon qualifying as a CAP Pilot and attaining at least 175 hours of PIC, with 50 hours of cross-country, one can start training to become a SAR/DR Mission Pilot.

Requirements to qualify as a SAR/DR MP:

1. Qualified Transport Mission Pilot,
2. At least 200 hours pilot in command time and 50 hours of cross-country flying
3. Qualified Mission Scanner.
4. Complete all requirements listed in the most current version of the Aircrew and Flight Line Task Guide for Mission Pilot.

What kind of time commitment will this require?

The time commitment required is dependent upon your individual situation and motivation. Most CAP squadrons meet an average of two hours each week, with a special/training activity one to two weekends a month.

Can I use my own plane?

In general, the vast majority of reimbursed mission flying is accomplished in CAP aircraft. There are a few opportunities for members to fly their own aircraft in support of CAP. If members fly missions authorized by the Air Force, they must sign a "Hold Harmless" agreement.

What kind of costs are there?

CAP members pay annual membership dues that vary by state. You can find the dues for your state by contacting a local CAP squadron or by going to www.cap-members.com/dues. You will also need to purchase any required uniform items.

