

S. L. Shearer

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TRAINING DIRECTIVE)
NO. 40)

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
FORT WORTH 2, TEX. 1 AUG 45

CAP FLIGHT PROFICIENCY PROGRAM

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CAP FLIGHT PROFICIENCY PROGRAM

1. Purpose

The purpose of this program is to develop and maintain a high level of proficiency among CAP flight personnel and insure an adequate pool of qualified pilots and observers available to meet demands upon local units for CAP flight services and special emergency missions.

2. General Plan

The program is comprised of two separate phases:- (a) a course of 50 hours study of specified textbooks designed to promote safe flying and operational efficiency, and (b) a series of volunteer practice flight missions progressing from very simple missions to missions of the more complicated types. All flight missions will be performed in privately owned aircraft at no expense to the Government and at no risk or responsibility on the part of the Government or any agency or representative thereof. Both phases of the program will be carried on concurrently. CAP flight officer and observer officer appointments will be issued by this Headquarters to participants qualifying in accordance with this directive.

3. Prerequisites for Participation

Participation in this program is open to all CAP pilots and observers who, upon investigation by the Flight Proficiency Boards of their respective units (see paragraph 9), are found to have successfully completed the Basic and Secondary Training Courses of the CAP Ground and Preflight Training Program presented in Training Directive No. 35 and to meet the following requirements:

a. Each pilot is required to hold a currently effective Civil Aeronautics Administration Airman Certificate of the grade of Private Pilot, or higher.

b. Each observer is required to have officially logged a minimum of 15 hours in the air on Observer Training Missions and/or in the performance of assignments as observer on official CAP active-duty missions, or a minimum of 15 hours in the air as a pilot or student pilot.

c. Each pilot and observer is required to hold a currently effective Federal Communications Commission Restricted Radio-Telephone Operator Permit.

4. Textbook Study

This phase of the program is devoted to a thorough course of study of the material presented in (a) "Students' Manual - Basic Flying - Army Air Forces Training Command" and (b) "AAF Pilots' Information File". These two publications will be used as the master texts for this course. Copies of these texts will be issued to each CAP Unit Library for general reference purposes. In addition, and within the limits of available supplies, copies of the Pilots' Information File will be issued to the pilot member of each pilot-observer crew on a loan basis for the use of himself and his observer throughout the course, with the understanding that those pilots successfully completing all prescribed work of the Flight Proficiency Program will be permitted to retain their texts for reference purposes. At the conclusion of the program, each pilot and observer will be required to sign a statement certifying that he has accomplished the prescribed 50 hours of study of the above texts.

5. Program of Flight Missions

a. All missions comprising this program are volunteer missions and will be performed in privately owned aircraft at the sole risk and expense of the participants and owners of aircraft used. The program consists of a series of 26 controlled flight missions totalling 50 flight hours which will be accomplished in the sequence given in paragraph 11 hereof and will be completed within a period of 12 consecutive calendar months.

b. All program flights will be made under operations orders issued by the Unit Operations Officer and will be personally supervised by him or by other qualified CAP pilots appointed by the Unit Commander as Flight Proficiency Supervisors. Reports and comments of officers supervising each flight mission

will be submitted to the Flight Proficiency Board having jurisdiction, within 48 hours after completion of the flight. During all flight missions, crew members will wear the official CAP uniform and carry CAP identification cards, and pilots will carry their CAA Airman's Certificate. Operations orders covering any program flight mission will be issued only when (1) personnel involved are qualified in accordance with provisions of this directive and are, in the opinion of the Operations Officer, in such physical condition as to permit the satisfactory completion of the mission, and (2) airplane to be used is currently certificated by CAA, properly equipped, and in the opinion of the Operations Officer is airworthy and in proper condition to complete the mission.

c. All program flights will be performed in accordance with Civil Air Regulations or under appropriate waivers thereto issued by CAA.

6. Method of Rating Participants

Each program flight mission has a designated point value and each participant in the program will be graded according to the number of points earned out of a possible 1000 points for pilots, and 550 points for observers. Points will be awarded to participants only for flights completed within the time limit specified for each. Specified time limits apply only to actual flight time for the mission and not to prescribed ground activities pertaining thereto.

a. The Flight Proficiency Board is empowered to waive performance of, and credit the designated points for simpler missions to an experienced pilot or pilot-observer crew, permitting them to enter the program at a point warranted by their experience and skill, demonstrated individually. All flights subsequent to the point at which a pilot or pilot-observer crew enter the program must be completed satisfactorily.

b. Deductions will be made from the point value designated for each flight mission at the discretion of the Flight Proficiency Board for infraction of regulations, non-observance of orders, poor flying practices, etc., as reported by the supervising officers. A suggested schedule of point deductions is presented below for the guidance of the Flight Proficiency Board:

- | | |
|---|-------------|
| (1) Reporting for flight out of uniform or without identification card. | 5-10 points |
| (2) Reporting late for program flights. | 5-25 points |
| (3) Laxity in preflight inspection of airplane | 5-25 points |
| (4) Incorrect evaluation of weather in preparing flight plan. | 5-25 points |
| (5) Faulty navigation. | 5-25 points |
| (6) Exercise of poor judgment in flight. | 5-25 points |

- | | |
|--|--------------|
| (7) Incomplete flight report. | 5-25 points |
| (8) Violations of CAR or Field Rules. | 5-100 points |
| (9) Departure from approved flight plan. | 5-25 points |
| (10) Dangerous flying practices. | 100 points |

7. Requirements for Flight Proficiency Appointments

a. CAP Flight Officer (a grade corresponding to Warrant Officer, Junior Grade). To receive the appointment of CAP Flight Officer, a pilot participant is required to complete the course of study prescribed in paragraph 4 hereof, to earn at least 600 points, and to have completed satisfactorily Flight Mission No. 23, which is prerequisite for this rating.

b. CAP Senior Flight Officer (a grade corresponding to Chief Warrant Officer). To receive the appointment of CAP Senior Flight Officer, a pilot participant is required to complete the course of study prescribed in paragraph 4 hereof, to earn at least 800 points, and to have completed satisfactorily Flight Missions Nos. 23, 24, 25 and 26 which are prerequisite for this rating.

c. CAP Observer Officer (a grade corresponding to Warrant Officer, Junior Grade). To receive the appointment of CAP Observer Officer, an observer participant is required to complete the course of study prescribed in paragraph 4 hereof and to earn at least 440 points out of a possible total of 550 in 34 hours of program flight missions. Points earned as a pilot from satisfactory completion of program flight missions may be credited to him in applying for an Observer Officer rating, if for any reason he is disqualified for continued participation in the program as a pilot and re-enters the program as the observer member of a crew.

8. Flight Mission Procedure

The performance of each of the 26 program missions will be judged on, and points will be awarded for the satisfactory completion of all prescribed items pertaining to (a) preparation for flight, (b) performance of flight, and (c) conclusion of mission.

a. Operations orders activating each mission will be issued by the Operations Officer not more than two hours prior to specified time of take-off, upon receipt of which participants will individually complete the following items:

- (1) Preparation of cockpit check-lists for take-off and landing including such of the following items as pertain to the airplane used:
 - (a) For Take-Off: Obtain taxiing instructions, check radio, gas gauge, safety belts, ignition, flaps, navigation lights, landing gear, controllable propeller, brakes, gas shut-off, carburetor heat, correct altimeter setting.

- (b) For Landing: Check mixture control, carburetor heat, lower landing gear, land in first third of runway, come to full stop before taxiing, follow taxi instructions, stop engine properly.
- (2) For all cross-country flights, preparation will include in addition to the above:
- (a) Preparation of flight plan, using computer for all navigation calculations. Flight plans will be simulated except when the nature of the mission makes it necessary for actual flight plans to be filed with Civil Airways.
 - (b) Obtaining and evaluation of weather report for the area covered by the flight.
- (3) Make thorough preflight inspection of aircraft.

b. Each flight plan and evaluation of weather report will be submitted to and checked by the Operations Officer prior to issuance of flight clearance. Clearance for the flight will not be given when in the opinion of the Operations Officer weather conditions along the route of the proposed flight indicate that the mission cannot be successfully completed, or if for any other reason, he deems it inadvisable to clear the flight.

c. Performance of Flight. Each take-off will be made in accordance with local field rules. Each flight will be performed as directed for the specific mission described herein. Landing will be made in accordance with local field rules.

d. Conclusion of Mission. Operations orders, complete flight reports and other prescribed data pertaining to the particular mission performed, and in case of cross-country flights, notice of arrival, will be filed with the Operations Officer, thus closing the flight plan. When actual flight plans are required due to the nature of the mission, flight plans will be closed in accordance with CAR.

9. Flight Proficiency Board

The Flight Proficiency Board will consist of 3 members appointed by the Unit Commander and will include (a) Training Officer, (b) Operations Officer or an assistant Operations Officer appointed for the purpose, and (c) a pilot holding a currently valid CAA Airman's Certificate in the grade of commercial pilot who has logged a minimum of 1000 solo flight hours. One member of the Board will hold a CAA flight instructor's rating. The Unit Commander will designate one member of the Board as Chairman.

a. Duties. The Board will study the qualifications of all applicants for participation in the program and will approve or disapprove applications in accordance with their findings.

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b. For each approved pilot or observer applicant, the Board will initiate a "Flight Proficiency Chart" in triplicate (Attachment No. 1) on which will be entered all required data pertaining to the applicant including ground training and flight qualifications.

c. This Flight Proficiency Chart will be retained by the Board during the period in which the pilot or observer is participating in the program and the result of each flight mission as to the points awarded and pertinent comment thereon, will be entered in the numbered space provided.

d. The Board will consider only the written reports submitted by the Operations Officer and the officers appointed to supervise program flights in making their decisions. However, the Board may request verbal clarification of such reports when such action is considered necessary.

10. Flight Proficiency Appointments

When a pilot or observer has completed the program, the Board will make appropriate entries on his Flight Proficiency Chart and will witness his signed statement that he has accomplished the prescribed 50 hours of study of the specified texts, in the space provided in the chart. The original and one copy of the chart, signed by all members of the Board and indorsed by the Unit Commander will then be forwarded to the Wing Commander who will add his comment by indorsement, and forward the original to National Headquarters, retaining the copy for Wing Headquarters' files. Flight Officer, Senior Flight Officer, and Observer Officer appointments will be made by the National Commander on the basis of evidence of proficiency presented in the Flight Proficiency Chart and indorsements thereto. CAP pilots and observers receiving such appointments will be authorized to wear the corresponding insignia of rank and flight rating badges which will be announced in regulations prescribing the CAP uniform.

11. Flight Proficiency Missions

Descriptions of each of the missions comprising the series of 26 Flight Proficiency Missions, the prescribed sequence of missions, and the flight-time limit and maximum point value for each mission are presented in the following:

Time Points Mission No. 1 - Two-way ETA Problem - Pilot and Observer

2:00	25	Flight will be made from home base to a designated landing area a minimum distance of 50 miles and return to base. Landing will be made at the designated landing area and time of arrival will be noted and initialled on the operations order by an airport representative or CAP officer. Before leaving on return flight to home base time of arrival will be estimated and entered on the operations order and initialled with time of departure by airport representative or CAP officer. At conclusion of the flight, time of arrival will be checked with estimated time of arrival by the Operations Officer or his assistant.
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<u>Time</u>	<u>Points</u>	<u>Mission No. 2 - Practice Reconnaissance Mission - Pilot and Observer</u>
1:15	25	Mission will consist of flying a triangular course as follows: 20 minute flight on each of two designated true courses. For the third leg of the flight the true course together with the true heading will be determined by the crew in flight. The crew will spot their position on a sectional aeronautical chart at a point 10 minutes along the third leg of the flight.
1:15	25	<u>Mission No. 3 - Emergency Landing Field Reconnaissance Mission - Pilot and Observer</u> Mission will consist of flight above 500 ft. altitude over terrain following a rectangular course, during which flight courses will be as follows: 20 minutes from base on a designated true course, 10 minutes on a course 90 degrees right or left, then 20 minutes on a course 90 degrees right or left, and 10 minutes on a course 90 degrees right or left, then return to base. Location at termination of each time interval and all available emergency landing areas observed will be spotted on a sectional aeronautical chart by the observer. All headings for this mission will be calculated prior to flight in order that the last leg of the flight will terminate at the home base. A sketch will be attached to the flight plan submitted to the Operations Officer prior to flight.
:30	25	<u>Mission No. 4 - Familiarization Flight - Solo (Parachute required)</u> Normal take-off in conformance with traffic pattern, climb to 2000 ft., then proceed to execute right and left climbing turns of 360 degrees with a minimum of 30 degrees bank, power off, and power on, stalls without spinning, three minutes straight level flight at a reduced airspeed of 10 percent from cruising, right and left 720 degree turns with a minimum of 60 degrees bank, reduce power to 50% of cruising RPM, let down, enter traffic pattern and land without at any time turning more than 90 degrees from the airport. Landing will be made in the first third of the airport runway. This flight will be under the visual supervision of the Operations Officer or his assistant, at all times.
1:00	25	<u>Mission No. 5 - Traffic Reconnaissance - Pilot and Observer</u> Mission will be performed at a minimum altitude of 1000 ft. and a maximum of 1500 ft. above terrain. This mission consists of observing and spotting on a map all surface traffic moving in a certain designated area. The exact time said traffic was observed together with the location will be entered on the map. This mission will be flown with a minimum of two pilot observer crews operating simulatenously, with watches synchronized.

Time Points Mission No. 6 - Terrain Familiarization - Pilot and Observer

1:30 25 Mission will consist of flight over a territory 10 miles square with the airport at its center, paying particular attention to all possible land marks within this area which would serve as a visual fix in case of flying under adverse weather conditions. No aeronautical charts will be carried in the airplane.

A comprehensive written report of location and description of these land marks accompanied by a sketch prepared during the flight showing location with reference to the airport will be signed by both members of the crew and submitted upon completion of the mission to the Operations Officer or his assistant.

3:00 25 Mission No. 7 - Cross-Country Trip CFR - Pilot and Observer

A triangular course originating at a designated base, a minimum of 50 miles to each leg with a landing at the conclusion of flight for each leg. Crew will submit written report covering ETA and ground speed, compass headings and true courses flown for each leg and all rivers, bridges and railroads observed and spot same on an aeronautical chart.

2:00 25 Mission No. 8 - Radius of Action with Alternate Airport - Pilot and Observer

Mission consists of flight from base to a designated airport at least 60 miles out. (Simulated closed airport.) No landing will be made. Flight will continue on same course as far as possible to a point at which a change of course of at least 120 degrees must be made in order to arrive at an alternate (clear) airport with 25% reserve of fuel available.

From alternate airport, flight will return directly to the base. The observer will spot on a sectional aeronautical chart the exact radius of action point and will note on the chart the exact time of changing course to the alternate airport. On return to the base, the crew will submit a comprehensive flight report to the Operations Officer giving the true course, compass heading, wind correction angle and the ground speeds on each of the three headings flown during the flight together with average ground speed for the entire trip.

1:30 25 Mission No. 9 - Message Dropping - Pilot and Observer

Each member will participate in actual dropping of messages. (Small stout cloth bags approximately 3 inches wide by 6 inches deep filled with $\frac{1}{2}$ lb. of sand for ballast with a colored streamer 5 ft. long attached.) Message bag will be dropped to land within 50 ft. of a mark from an altitude of 500 ft. at cruising speed. This mission will include 3 separate flights of 30 minutes each with a minimum of 4 messages being dropped on each flight.

- | <u>Time</u> | <u>Points</u> | <u>Mission No.</u> | <u>Simulated Search Missions</u> - Pilot and Observer |
|-------------|---------------|-----------------------|---|
| 2:00 | 25 | | <p>Locate cross-shaped panel simulating grounded aircraft located within an area 5 miles square designated by the Operations Officer and on an aeronautical chart.</p> <p>Submit report spotting "grounded aircraft" on sectional chart giving true bearing and exact designation from center of airport. Also identify nearest travelled road, nearest emergency landing area and nearest habitations. State whether present location of "aircraft" is suitable for emergency take-off of the aircraft after repairs are effected.</p> |
| 2:00 | 25 | <u>Mission No. 11</u> | <p><u>Panel Reading and Message Dropping</u> (Open terrain) -</p> <p>Two panels of cloth approximately 7 ft. by 7 ft. contrasting in color with the ground will be arranged as shown in PIF 8-7-1 "Panel Signals". Crew will decipher panel code and acknowledge by dropping message bag. Crew will take such action as requested in panel code, bring simulated requirements to the supposed grounded crew, to be dropped by cargo parachute. Crew will report at base the nearest habitation, road, and most direct route.</p> <p>2 panel arrangements set consecutively and 2 acknowledgments will constitute the mission.</p> <p>This mission will be flown from an altitude of not less than 500 ft.</p> |
| 2:30 | 25 | <u>Mission No. 12</u> | <p><u>Rendezvous Mission</u> - Pilot and Observer</p> <p>A minimum of 2 pilot-observer crews will participate, leaving the same or different bases to meet at a designated landing area at a time set by the Operations Officer. The rendezvous point to be at least 50 miles from the nearest take-off point. Different courses will be designated by the Operations Officer for each crew leaving from the same base.</p> <p>A landing will be made at the rendezvous point. The specified time of arrival will be stated on each operations order covering the mission. The actual time of arrival will be certified by an official of the airport or a CAP officer who is not a member of any crew participating.</p> |
| :45 | 25 | <u>Mission No. 13</u> | <p><u>Simulated Emergency Short Field Landings without Brakes</u> - Solo</p> <p>This mission will be performed on a marked portion of a designated landing area, 500 ft. long by 75 ft. wide. A minimum of 6 landings will be made. This mission will not be performed with a surface wind in excess of 10 miles per hour. Visual supervision will be made by the Operations Officer or his assistant.</p> |

Time Points Mission No. 14 - Simulated Emergency Short Field Landings Without Brakes - Solo

:45 25 Same as above with a cross wind of not over 10 miles per hour between 25 to 35 degrees to the landing runway.

3:00 25 Mission No. 15 - Wind Correction Flight - Pilot and Observer

Mission will be performed when a wind velocity of not less than 10 miles per hour is prevalent throughout the area covered by the mission. The mission will consist of a flight of not less than 100 miles on designated true courses during which landings will be made at four intermediate landing areas, and return to base. The courses designated will be, insofar as possible, at angles to the prevailing wind. When necessary, due to the lack of available landing areas, courses may be designated in such a manner as to use the same landing areas for more than one of the intermediate landings.

At conclusion of the flight, each participant will submit the following:

1. A plot of the dead reckoning course for each leg of the flight.
2. Report of all corrections for wind made during each leg of the flight.
3. A written report on weather conditions encountered during the flight.
4. A report of any unusual conditions noticed in the area covered.
5. Pilot will make a report in writing of any difficulty encountered in the operation of the aircraft or engine and any unsatisfactory items noted during preflight inspections which will be made at each stop.

2:00 25 Mission No. 16 - Air Orientation - 2 Pilot Crew

One pilot will be blindfolded prior to take-off, then flown for a period of 20 minutes from home base where the blindfold will be removed. This pilot will then be furnished with an aeronautical sectional chart on which he will establish a visual fix and a notation will be made of the time required to establish same after removal of blindfold. From this fix, he will lay off the true course back to base. On return to base, pilots will change assignments and repeat this mission in a different area.

- | <u>Time</u> | <u>Points</u> | <u>Mission No. 17 - Radio Practice Mission</u> (Securing weather sequence reports by radio) - To be flown CFR - Pilot and Observer |
|-------------|---------------|---|
| 1:00 | 50 | Pilot will fly out from base 20 minutes on a radio range and will then request weather report by radio which report will be put in writing by the observer for delivery to the Operations Officer immediately upon landing. The observer will spot point on chart where weather report was received with identifying call letters of the radio range. Immediately after receipt of weather report pilot will alter course 90 degrees to the right and fly for 10 minutes on that course, then he will alter course 135 degrees to the right and the observer will spot on the chart the point at which they intersected the proper sector of the range to return to base. |
| 1:00 | 50 | <u>Mission No. 18 - Night Take-Offs and Landings</u> - Pilot with Check-Pilot

5 take-offs and landings will be accomplished preferably on sod or black-surfaced runways. Pilot will be accompanied by check-pilot of Private grade or higher who has accomplished 5 such take-offs and landings within the preceding 3 months. |
| 1:00 | 50 | <u>Mission No. 19 - Night Take-Offs and Landings</u> - Solo

Same as above without check-pilot. |
| 1:30 | 50 | <u>Mission No. 20 - Message Pick-ups</u> (With 15 ft. pole) - Pilot and Observer

All pick-ups will be made directly into the wind. All pick-ups will be made at " <u>normal cruising speed</u> ". Message will be retrieved by the observer while the aircraft is in <u>normal</u> climbing attitude. The message will be deciphered and answer dropped in a message bag at the exact point of pick-up. This mission includes a minimum of 5 pick-ups and answers successfully completed. |
| 2:30 | 50 | <u>Mission No. 21 - Finding Wind Direction and Velocity While in the Air</u> - Pilot and Observer

Flight will be made from base for 30 minutes at designated altitude and on designated true course during which time crew will have determined wind direction and velocity. At the expiration of 30 minutes they will open sealed orders which will inform them of their destination. After reaching destination, they will return to base. On completion of this mission a report will be submitted to the Operations Officer, giving the following:

1. Wind velocity and direction. |

Time Points Mission No. 21 (contd)

2. Point on chart at which they opened sealed orders.
3. True heading for both legs of flight.
4. Ground speed on both legs.
5. Average ground speed for both legs.

3:00 50 Mission No. 22 - Simulated Emergency Search Mission - Pilot and Observer (Object of search to be designated by the Operations Officer, such as a simulated missing aircraft, surface vessel in distress, forrest fire, etc.)

Mission will be conducted in an area 10 miles square, designated by the Operations Officer, which is not more than 20 and not less than 5 miles from the base at its nearest border point and will be performed at an altitude of not less than 1000 ft. above the terrain.

Prior to flight, the crew will plot the area to be searched on a recent sectional aeronautical chart in such a manner as to avoid overlapping flights. A grid pattern of the flights will be prepared (as shown in diagram). The flights in the area will be parallel, one mile apart, until the entire area is covered. If the object is not found, a second series of parallel flights at right angles to the first series will be completed. The grid pattern showing the location at which the object was found will be submitted to the Operations Officer at the conclusion of the flight.

3:00 50 Mission No. 23 - CFR Day and Night Cross-Country - (Pilot to be accompanied by a Flight Proficiency Supervisor, who will observe and report upon all phases of performance.)

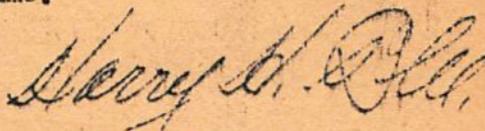
A flight will leave home base 2 hours before sunset for an airport designated by the Operations Officer which will be not less than 100 miles from the home base. On arrival at destination, operations orders covering the flight will be signed by a representative airport official or CAP officer and the pilot will complete and send the following telegram to Wing Headquarters:

"AIRPLANE NC _____ PILOT (name) _____ ARRIVED AT (destination) _____ TIME _____ ETA HOME BASE _____ SIGNED (name of pilot) _____."

Return flight will leave not earlier than 30 minutes after sunset and time of arrival will be certified by Operations Officer or his assistant at the home base.

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<u>Time</u>	<u>Points</u>	<u>Mission No. 24 - Radio Procedure - Night Let-Down and Landing - Pilot and Observer</u>
3:00	50	Mission will consist of two flights, each proceeding to a point 30 miles from landing area on different courses at a minimum altitude of 3000 ft. The course will then be altered to intercept and follow the radio range to the cone of silence where he will contact the tower giving altitude and location and requesting landing instructions, upon receipt of which he will complete the landing. (All let-down procedures will be practiced only after prior arrangements have been made with the tower concerned,
4:00	100	<u>Mission No. 25 - Airway Cross-Country Daylight Mission - (Pilot to be accompanied by a Flight Proficiency Supervisor, who will observe and report upon all phases of performance.)</u> This mission will consist of a flight of 150 miles to a designated control airport and return to home base complying with all airway radio navigation procedure during the mission. All data pertinent to the flight will be submitted to the Operations Officer upon completion of same.
3:00	100	<u>Mission No. 26 - Airway Cross-Country Night Mission - Pilot to be accompanied by a Flight Proficiency Supervisor, who will observe and report upon all phases of performance.)</u> This mission will consist of a flight of a minimum of 75 miles to a designated control airport and return to home base complying with all airway radio navigation procedure during the mission. All data pertinent to the flight will be submitted to the Operations Officer upon completion of same.



HARRY H. BLEE
Colonel, Air Corps
Acting National Commander

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CIVIL AIR PATROL
FLIGHT PROFICIENCY CHART

1. Record of CAP member on entering CAP Flight Proficiency Program as _____ (Pilot or Observer), approved for participation _____ (Date)

Name _____ CAP Serial No. _____ Grade _____
 Address _____
 CAP Unit _____ Completed Basic Tng _____ Secondary Tng _____
 CAA Airman's Certificate No. _____ Grade _____
 CAA Ratings: Instructor _____ Instrument _____ Other _____
 Date First Solo Flight _____ Total Dual Flt Hrs _____ Total Solo _____
 Total Cross-Country Flt Hrs _____ Total Night Flt Hrs _____
 Total Flt Hrs in last year _____ Total Fltr Hrs last 90 Days _____
 Total Hrs Flt as CAP Observer _____
 Types of Aircraft Flown _____
 Type of Aircraft to be used in Program Missions _____
 Radio-Telephone Operator's Permit No. _____

2. During the period of my participation in the Program Missions, I have accomplished the 50 hours of study of the two textbooks specified as forming a part of the CAP Flight Proficiency Program:-

(Signature of Participant)

3. The above CAP member, having completed the Program Flight Missions in accordance with TD 40, and earned the number of points indicated on the reverse, is hereby recommended for the permanent grade of CAP _____ Officer,

(Date)

FLIGHT PROFICIENCY BOARD

Chairman _____ CAP Serial No. _____ CAA Cert. No. _____
 (Signature)
 Member _____ CAP Serial No. _____ CAA Cert. No. _____
 (Signature)
 Member _____ CAP Serial No. _____ CAA Cert. No. _____
 (Signature)

Approved: _____
(Unit Commander's Signature)

Approved: _____
(Wing Commander's Signature)

(CAP Unit)

(CAP Wing)

(Date)

(Date)

4. Program Flights completed or waived:-

Flt. No.	Point Value	Points Awarded	Date Completed	Waived	Comment
1	25		Carr	-	Drill Sgt Sgt
2	25		Trair	-	Line Chief Sgt
3	25		Quinn	-	Supply Sgt
4	25		Cinich	-	Chap Cpl
5	25		Hunter	-	Supply Officer Lt
6	25		Richins	-	Flight Sgt Lt
7	25		Ward	-	Drill Master Sgt
8	25		Basel		Librarian Lt
9	25		Patten		Finance W/O
10	25				
11	25				
12	25				
13	25				
14	25				
15	25				
16	25				
17	50				
18	50				
19	50				
20	50				
21	50				
22	50				
23	50				
24	50				
25	100				
26	100				TOTAL POINTS _____ DATE _____