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22 June 2024

MEMORANDUM FOR RECORD

FROM: CAWG/CC

SUBJECT: Nondirective Publication Disclaimer – CAWGP 60-3(I)-2

1. Attached to this memorandum is California Wing Pamphlet 60-3(I)-2. This pamphlet is a nondirective publication, as that term is defined on page 18 of CAPR 1-2.
2. Compliance with this pamphlet is not mandatory. Any requirements or procedures explained in this pamphlet are either directed by other, directive publications or are provided as suggested methods, techniques, and/or best practices.
3. To the extent that the requirements or procedures explained in this pamphlet exceed the requirements and procedures directed by Civil Air Patrol, Pacific Region, or California Wing directive publications or by applicable law, a failure to comply with the requirements or procedures explained in this pamphlet shall not constitute a discrepancy for purposes of a Compliance Inspection or Subordinate Unit Inspection, nor shall they be grounds for termination of membership under CAPR 35-3.
4. Any directive language used in this pamphlet to describe a requirement or procedure which exceeds the requirements and procedures directed by Civil Air Patrol, Pacific Region, or California Wing directive publications or by applicable law, shall be interpreted as nondirective.

A handwritten signature in blue ink, appearing to read "C E Newton".

CRAIG E. NEWTON, Col, CAP
Commander

Attachment:
CAWGP 60-3(I)-2, 22 Jun 24

California Wing Pamphlet 60-3(I)-2
Use of Onboarding Mission Funds Decision Guide
22 June 2024
OPR: DO



1. Introduction. CAWG has limited funds and instructor resources to use for pilot onboarding. While all CAP member pilots are authorized for onboarding mission funding every attempt should be made to allocate these limited resources to increasing mission capable CAWG pilots. Only Orientation ride pilots, transport mission pilots (TMPs), instructor pilots (IPs) and mission pilots (MPs) can contribute to our mission related flying.

2. Minimum Times Required for CAP Pilots. Each of CAP's three programs have a need for pilots, be it Aerospace Education's TOP flights, Cadet Orientation Rides or Emergency Services. In each case the minimum pilot times vary. The minimum pilot times required to support these missions are:

2.1. Transport Mission Pilot (TMP) – 50 hours Cross Country and 100 hours PIC (ref. TMP-Transport Mission Pilot Skills Qualification Training Record)

2.2. Cadet Orientation Pilot – 200 hours PIC (ref. CAPR 70-1 p. 4.4.3.1.5)

2.3. AFROTC Orientation Ride Pilot – 300 hours PIC (ref. CAPR 70-1 p. 4.4.3.1.5)

2.4. Mission Pilot – 175 hours PIC (ref. MP – SAR/DR Skills Qualification Training Record)

2.5. Note: The inclusion of these times is for reference only. Should the referenced document change, the updated minimum will take precedence.

3. Squadron Contribution/Standing. Members selected for pilot on-boarding should be contributing members of their squadron having achieved at least Level 2 of the CAP Professional Development Program and be active a member of their squadron.

4. Instructor Pilots (IPs). CAWG is always looking for more IPs to increase our ability to train cadet and senior members. Use of onboarding funds to bring on additional IPs is encouraged.

5. Discussion. Pilots not meeting the minimum pilot times cannot help with any flying aspect of CAP's missions. Until achieving the minimum pilot times noted above their only option is flying on corporate missions and the approved mission symbols. They will not be eligible to fly on any Air Force Assigned Mission (AFAM) A or B mission. Thus, they would be limited to CA_MISC self-funded use of CAWG aircraft. Prior to beginning onboarding training with an instructor pilot, the steps presented in [California Wing Pamphlet 70-1-7: A Guide for CAP Pilot Transition Training](#)

should be completed. Completing these steps will make the transition considerably more efficient.

6. Recommendation. It is recommended commanders approve pilots to use onboarding training funds if they meet (or are within 10% of meeting) the minimum pilot times for the specialty in which they intend to contribute to the program (refer to paragraph 2, above). By adhering to this recommendation CAWG will use onboarding funds productively and efficiently enabling the pilot community to continue supporting the flying needs of our three main programs.