



HEADQUARTERS
CIVIL AIR PATROL, TEXAS WING
UNITED STATES AIR FORCE AUXILIARY
P.O. BOX 154997
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20 July 2009

MEMORANDUM FOR TEXAS WING DOV

FROM: TXWG/CC

SUBJECT: Texas Wing Policy Letter on Check Pilots

1. A number of questions have come up recently regarding prerequisite qualifications for attending the National Check Pilot Standardization Course (NCPSC) and the appointment of check pilots. This policy letter will address some of those issues.
 - a. The pilot must be a CAP Instructor Pilot for a long enough period to obtain significant CAP instructor experience. There must be documented evidence that instruction on 25 sorties in CAP aircraft has taken place after appointment as a CAP Instructor Pilot. Cadet orientation rides could count as up to 50 percent of these sorties. Waivers to this experience requirement will be considered based on the specific facts of each individual situation.
 - b. Be recommended for attendance by the pilot's unit and group commanders.
 - c. The pilot must have already received an initial CAP Form 5 in the aircraft to be flown at NCPSC.
 - d. A check pilot candidate must normally be a Mission Pilot and a CFII. Exceptions:
 - i. There must be extenuating circumstances that prevented the pilot from achieving Mission Pilot status or having an Instrument Instructor rating, and;
 - ii. There must be an extreme shortage of available Check Pilots in the area where the check pilot candidate is assigned.
 - iii. A waiver may be requested through the Texas Wing DOV and DO to the wing commander with specific facts and reasons why this waiver is in the best interest of Texas Wing and CAP as a whole.
 - iv. If a waiver is granted due, in part, to geographic need, check pilot status will be revoked if the rationale for the waiver changes. Such a revocation could be avoided if the candidate completes a Mission Pilot CAP Form 91 check ride and/or obtains the CFII rating.
2. Points of emphasis
 - a. CAP Check Pilots are appointed by the Wing Commander at his/her discretion. I will appoint no one who does not know our rules and will not enforce our standards, as well as those of the FAA.
 - b. CAP Check Pilot status is not a right of passage granted to every FAA CFI/CFII/MEI who becomes a CAP Instructor Pilot. You must be recommended, selected, and approved based on a need for an additional check pilot and a demonstration of commitment to and knowledge of the CAP flying program.
 - c. CAP instructors who are not committed to flying missions and teaching other CAP pilots about flying missions, are not the best choice to fill this critical position. CAP Check Pilots who cannot evaluate instrument proficiency are not the best choice to fill this critical position.
3. I have no problem with any CAP pilot monitoring the NCPSC. I encourage our pilots to do so, space permitting, to obtain FAA Wings credit for the course. However, credit toward check pilot status will not be granted prior to the establishment of a requirement for a new check pilot and completion of any prerequisite qualifications.


JOE R. SMITH, Col, CAP
Texas Wing Commander