CIVIL AIR PATROL

SOUTHWEST REGION

AIRCREW COMPETITION

ARDMORE, OKLAHOMA

17-19 May 2002

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BASIC PLAN

1. **SITUATION**. This year's aircrew competition (AIRCOMP) is the Southwest Region's fifteenth annual aircrew competition and will be held at Ardmore, Oklahoma from 17-19 May 2002. The competition is authorized by Headquarters, CAP-USAF and will be executed under the authority of the Commander, CAP-USAF SWLR.

2. **MISSION**. The primary purpose of the AIRCOMP is to improve airmanship skills by fostering cooperation, standardizing training, and recognizing outstanding team performance. Selected Civil Air Patrol aircrew members representing the six states in the Southwest Region will compete in the following events:

COMPETITION EVENTS
Friday
Aircraft Appearance
Aircrew Testing
Saturday
Aircrew Appearance
Aircraft Pre-flight
SAR Target Search
SAR ELT Search
DR Aerial Photo
DR Aerial Video
Timed/Spot Landing

3. **OPERATIONS ORDER**. The long title of this operations order (OpOrd) is Southwest Region Aircrew Competition 2002. The short title is SWR AIRCOMP 02. The offices of primary responsibility (OPR) for maintaining this OpOrd are CAP SWR/DO and CAP-USAF SWLR/DO. This OpOrd is available on each of the CAP wing websites as well as the SWR web site at www.spindle.net/swrcap.

4. **FORCES**.

   a. CAP SWR Staff

   b. CAP-USAF SWLR Staff

   c. Wing Liaison Staffs

   d. Host Wing Support Personnel

   e. AZ Team

   f. AR Team

   g. LA Team

   h. NM Team

   i. OK Team

   j. TX Team

5. **ORGANIZATION**.

   a. The SWR Project Officer is CAP SWR/DOS, Lt Col (CAP) James R. Gates, 817-294-0237, 817-294-9558 (fax), jgates@flash.net.

   b. The SWLR Project Officer is CAP-USAF SWLR/DO, Lt Col Joe Macklin, 817-782-6400 ext 11, 817-782-6406 (fax), capswlrdo@msn.com.

   c. The Cleveland County Composite Squadron and Lake Country Composite Flight will serve as host units. Host wing project officer is Capt (CAP) Bryce Herkert, 918-596-4899 (work), 918-744-0202 (home), 918-671-0141 (cell), ChiefBryce@aol.com.

   d. CAP SWR/CC, Col (CAP) Colin F. Fake, and CAP-USAF SWLR/CC, Lt Col Richard K. Dockery, are responsible for the overall operation of the aircrew competition. CAP-USAF personnel will perform evaluation functions while staff functions will be the responsibility of the CAP.

6. **AIRCRAFT**. Only CAP corporate aircraft may participate in this AIRCOMP. Each state will provide two competition aircraft and one spare. Host wing, SWR, SWLR, and wing liaison staffs may bring additional aircraft provided Mission Base can support the extra aircraft numbers. A high bird will be provided by the host wing. All installed aircraft equipment and handheld GPS may be used.

7. **BILLETING**. Host wing will provide a list of hotels for participants to select from. Hotel arrangements will be the responsibility of the individual.
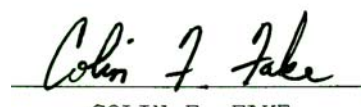
8. **UNIFORMS AND ATTIRE**.

   a. SWR and CAP staff members may wear the Air Force style nomex flight suit or the long or short sleeve aviator white shirt with epaulets, nameplate, and CAP aviation badge with gray slacks or skirts.

   b. Aircrews will wear the red polo shirt (old or new style) with gray slacks. The purpose of this distinct AIRCOMP uniform is to build team unity (not require members to purchase entire new wardrobes).

   c. SWLR and wing liaison staffs will wear flight suits or battle dress uniforms (BDUs).

   d. CAP cadets will wear BDUs.

   e. All flight line personnel will don orange vests.

   f. Dress for the awards banquet is casual civilian attire.

9. **INCLEMENT WEATHER**. In the event of inclement weather, the IC in coordination with SWR/CC and SWLR/CC will adjust the AIRCOMP activities as necessary to ensure safety of personnel and aircraft.

10. **SAFETY**. Safety will be the paramount consideration in all operations. All FAA, CAP, and SWR regulations and directives will be adhered to. Violations may result in the loss of points or team disqualification, as determined by the judges.

RICHARD K. DOCKERY
Lieutenant Colonel, USAF
SWLR Commander

COLIN F. FAKE
Colonel, CAP
SWR Commander

ANNEX A — TASK ORGANIZATIONS

1. <u>**Southwest Region**</u>. It is imperative that SWR staff members coordinate with their functional counterparts in the host wing to ensure the Aircrew Competition runs smoothly.

   a. SWR/CC (along with SWLR/CC) will serve as judge and arbitrator for grievances or disqualifications.

   b. SWR/CS will procure awards for individual events and provide the "traveling" trophy for the overall winner.

   c. SWR/DO (along with SWLR/DO/DT) will maintain this OpOrd.

   d. SWR/FM will track expenditures to ensure overall budget is not exceeded and ensure all fuel bills are paid.

   e. SWR/DOK will monitor communications and equipment.

   f. SWR/LG will monitor logistics including use of vans and buses.

2. <u>**CAP-USAF Southwest Liaison Region**</u>. The SWLR staff is responsible for monitoring, scoring, and evaluating the safe conduct of the AIRCOMP.

   a. SWLR/CC (along with SWR/CC) will serve as the arbitrator for grievances or disqualifications.

   b. SWLR/DO/DT (along with SWR/DO) will maintain this OpOrd.

3. <u>**Host Wing**</u>. The host wing is responsible for overall coordination and support of the AIRCOMP. As the Southwest Region's trusted agent, the AIRCOMP staff is charged with fulfilling its duties and responsibilities without favoritism or bias. The host wing will identify the following staff positions **at least 3 months prior** to the AIRCOMP.

   a. Incident Commander (host wing). The host wing, in coordination with SWR/DOS, will designate an Incident Commander (IC) who will direct all staff assignments and oversee all CAP activities.

   b. Air Branch Director (host wing). The Air Branch Director is responsible for ensuring the safe and efficient conduct of all flying operations. He/she will ensure the following are provided for:

      (1) In coordination with wing LO and unit project officer, prepare:

         (a) A master grid chart depicting departure/recovery routes, entry/exit points, and four non-adjoining, quarter-grid areas.

         (b) Mission folders (one for each crew) that include:

           <u>(1)</u> A flying schedule depicting briefing times, controlled takeoff times, grid entry/exit times, and estimated landing times

           <u>(2)</u> Departure and recovery procedures (altitudes, courses, grid entry & exit points, holding fixes, etc.)

           <u>(3)</u> A detailed airfield diagram of the mission base

           <u>(4)</u> A target location sheet (aircrews fill out in flight)

           <u>(5)</u> A communications plan

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        <u>(6)</u> Ground transportation schedule (if available)

        <u>(7)</u> Safety concerns (airfield parking, flying areas, etc.)

    (2) Track airborne aircraft.

    (3) Post weather conditions, NOTAMS, and local area procedures

c. Safety Officer (host wing). The Safety Officer is responsible for enforcing flight and ground safety procedures. He/she will:

    (1) Inspect airport facilities

    (2) Brief aircrews on ground and flying safety topics as appropriate

    (3) Continually monitor air and ground operations

    (4) Report safety hazards/violations to SWR/CC and SWLR/CC

d. Communications Unit Leader (host wing). The Communications Officer will:

    (1) Provide a command post room or communications vehicle with appropriate equipment

    (2) Prepare a communications plan to be included in the mission folders

    (3) Provide reliable computer and VHS systems to receive and display slow scan images and operate VHS tapes at Mission Base

    (4) Provide eight (8) land mobile radios for target/ELT/landing zone control officers (See Annex F).

e. Logistics Section Chief (host wing). The Logistics Officer is responsible for billeting, messing, and transportation requirements. He/she will ensure the following are provided for:

    (1) Sufficient number of vehicles (buses and/or vans) with drivers

    (2) A transportation schedule to be included in the mission folders

    (3) Operations Center

    (4) Testing room

    (5) Flight planning room

    (6) Briefing/debriefing room

    (7) Evaluator staff room

    (8) Aircrew lounge

    (9) Two (2) sets of binoculars for ELT/target control officers.

f. Information Officer (host wing). The Information Officer (formerly PAO) is responsible for local news releases and TV/radio coverage.

g. Administration Section Chief (host wing). The Administration Section Chief is responsible for CAP-directed administrative procedures including:

    (1) Coordinate for administrative area

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(2) Check credentials at sign-in on Friday

(3) Collect the following CAP forms:

(a) CAPF 103, Mission Authorization/Personnel Register

(b) CAPF 104, Mission Flight Plan/Briefing Form

(c) CAPF 107, Flight Operations Log, from SWR/DOS

(d) CAPF 110, Air/Ground or Point to Point Logs

(e) CAPF 121, Aircraft/Vehicle Register

h. Project Officer (host wing). The project officer is integral to coordinating support activities including a team mixer and an awards banquet. The project officer will make arrangements for a team mixer to immediately follow completion of testing on Friday. The mixer will allow aircrews and staffs to reacquaint themselves, discuss CAP techniques, and to meet new people. The project officer will also arrange for a suitable location to host the awards banquet. He/she will coordinate for menu options and cost.

4. **CAP Wings**. Participating CAP wings will:

a. Designate two aircrew teams consisting of one pilot, observer, and scanner each. CAP wing commanders will ensure that all participants are fully qualified and that aircraft and ground vehicles have required documentation and equipment.

b. Submit a consolidated team list with aircraft tail numbers, call signs, and names/ranks/CAP ID numbers to SWR Project Officer by fax or e-mail **at least two weeks prior** to the AIRCOMP.

5. **CAP Wing Liaison Offices/Air Force Reservists**. CAP wing liaison officers/NCOs and USAF Reservists will augment the SWLR staff as event evaluators to include Landing Zone Control Officer (LZCO), ELT Control Officer, and Target Control Officer.

a. The LZCO will mark the landing zone and monitor all competition landings. Two evaluators will be used with one stationed in the tower and the other near the landing zone.

b. The ELT Control Officer will place the ELT in the designated location, and monitor it throughout the competition. He/she will monitor aircraft flow using binoculars and a land mobile radio set to mission base or a pre-designated frequency. All aerial activity in the vicinity of the ELT will be documented accordingly.

c. The Target Control Officer will set-up and take down the target, and monitor it throughout the competition. He/she will monitor aircraft flow using binoculars and a land mobile radio set to mission base or a pre-designated frequency. All aerial activity in the vicinity of the target will be documented accordingly.

ANNEX C – OPERATIONS

1. **General**.

    a. All operations for the aircrew competition will begin and end at Ardmore Municipal Airport (ADM) located 10 miles NE of Ardmore, Oklahoma. Lakeland Aviation will provide all aircraft servicing. The host wing will provide transportation between mission base and hotel(s).

    b. Competition will be limited to corporate aircraft only. Competition aircraft will park in the designated ramp area. Minimum equipment, documents, and placards will be provided IAW FAR 91, General Operating and Flight Rules, and CAPR 66-1, CAP Aircraft Maintenance Management. Each aircrew will supply its own tie-down ropes and chocks.

    c. Participating aircrews will:

    (1) Be qualified in their respective positions IAW CAP regulations

    (2) Provide their own Dallas Ft Worth sectional aeronautical charts, plotters, and flight computers

    (3) Provide their own digital cameras and slow scan equipment for DR crews (including video camera, VHS tape, modem, and audio hookups)

2. **Arrival**.

    a. All aircrews will file FAA flight plans for arrival. Wing Flight Release Officers will release their aircraft for flights to this AIRCOMP. Flight release during the competition will be managed by the Air Branch Director.

    b. Competition aircrews should plan to arrive at Ardmore Municipal Airport on 17 May 2002 between 1300 and 1600 Central Standard Time (CST). This arrival window should be strictly adhered to unless precluded by outside factors. Non-competition aircraft, including wing and region staff, may arrive at any time prior to 1700 CST on Friday.

    c. Upon arrival, competitors will have a maximum of 60 minutes after engine shutdown to conduct the postflight and prepare their aircraft for inspection. To facilitate inspection flow, aircrews will hold onto their aircraft keys and leave the crew entrance and baggage doors unlocked. Following aircraft inspection, aircrews will be instructed to secure their aircraft.

    d. All personnel will sign-in and present credentials at the earliest opportunity after arrival. Having credentials available will expedite the sign-in process. The awards banquet fee will be collected upon registration. It is preferred that individual CAP wings collect funds ahead of time and pay the host wing with one check. Non-wing personnel may pay as a group or individually.

    e. An arrival briefing will be conducted at 1800 hours on Friday evening and will cover as a minimum the following:

    (1) SWR/CC, Host Wing/CC, and SWLR/CC: Welcome comments

    (2) Incident Commander: Roll call, introductions, and comments

    (3) Safety Officer: Ground and flying safety instructions

      (4) Logistics Section Chief: Transportation, billeting, messing, and administrative concerns

      (5) SWLR/DO: Competition overview

      (6) SWR/CC: Final comments

  f. Aircrew written testing will be administered immediately following the arrival briefing.

  g. An informal team mixer will follow completion of testing to allow aircrews and staffs to reacquaint themselves and meet new people.

  h. Aircrew competition will continue through Saturday with the aircrew briefing beginning at 0800. The aircrew briefing will include a time hack, NOTAMS, weather, departure, recovery, and competition procedures.

3. **Controlled Takeoff Times**.

  a. Controlled takeoff times for competition events will be assigned randomly and will be announced at the aircrew briefing Saturday morning.

  b. The success of the AIRCOMP is largely dependent upon smooth flow of airborne events. All aircraft must takeoff within **± 5 minutes** of their controlled takeoff time. Crews will be penalized for takeoffs outside the controlled takeoff window. Aircrews experiencing maintenance delays may switch to their spare aircraft provided they make their controlled takeoff time. Aircraft delayed due to maintenance problems may move to the end of the competition window with permission from SWR/CC.

  c. All aircraft must enter and exit assigned grids at precisely their controlled entry and exit times.

4. **Flight Operations**.

  a. Landing lights, strobes, and pulse lights are required during all ground and flight operations to enhance recognition and collision avoidance.

  b. Four non-adjoining quarter-grids (7½' latitude x 7½' longitude) will be identified in the local area to conceal targets and ELTs. Each team will conduct two separate airborne events. SAR teams will conduct a target search in one grid and an ELT search in another while DR teams will conduct digital photography in one grid and video/slow scan in another.

  c. Two hours prior to scheduled takeoff, aircrews will be assigned specific quarter-grids with detailed information to plan their missions including a brief description and/or approximate location of each target/ELT.

  d. All aircrews must adhere to fixed takeoff times, departure routes/altitudes, grid entry/exit control points, and recovery routes/altitudes. A maximum of 45 minutes will be allowed within the assigned quarter-grid for each SAR/DR event. Only one aircraft is authorized in each quarter-grid at a time.

  e. Following their final airborne event, aircrews will perform a precise, 3-minute timed approach to a spot landing on a designated runway. Detailed flight procedures are located at Annex I, Evaluation of Events and will be thoroughly briefed at the AIRCOMP.

5. **Vehicle Operations**.

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a. All CAP drivers shall carry a state driver's license and CAPF 75, CAP Motor Vehicle Operator ID Card.

b. Minimum equipment, documents, and placards will be provided IAW CAPR 77-1, Operation and Maintenance of CAP Owned Vehicles.

c. No private vehicles are allowed on the airfield ramp. Stay well clear of non-CAP operations on the airfield.

6. **Cadet Operations**.

a. Host unit cadets may participate in this AIRCOMP to support the Mission Coordinator staff. Cadets are prohibited from participating as aircrew members unless 18 years of age or older and properly qualified.

b. The cadets may support the following:

(1) Administration

(2) Radio operations

(3) Flight line crew

(4) In various tasks as assigned by AIRCOMP staff.

7. **Awards Banquet**.

a. The awards banquet will begin at approximately 1900 hours on Saturday. Dress is casual civilian attire. The host wing will determine cost and location of the banquet in coordination with the SWR project officer.

b. One of the objectives of the AIRCOMP is to recognize specific skills and accomplishments by the teams and make the awards ceremony fun and interesting. Certificates will be presented at the banquet dinner to the top aircrew team in each event and to the overall runner up. A traveling trophy will be presented to the top CAP wing of the AIRCOMP.

8. **Departure**. Personnel may depart anytime on Sunday. All aircrews will file FAA and CAP flight plans for departure. Flight release for return to home base will be by the SWR/DO following verification of paid fuel bills and submission of an outbound CAPF 104, Mission Flight Plan.

9. **Mission Base**.

Airfield coordinates: N34°18.19', W97°01.17' (Magnetic variation: 6°E)

NAVAIDS: VORTAC ADM 116.7/114, Localizer I-AIW 108.9, NDB AI 400

Hours (Central Time Zone): Airfield is open 24 hours. Tower & Class D Airspace 0800-2400 (M-F), 0800-1800 (Weekend)

Elevation: 762 MSL

Pattern altitude: 1800 MSL

Runways: 13/31 7,220 X 150, asphalt, trees each end; 17/35 5,006 X 100, asphalt, powerlines Rwy 17; building Rwy 35

PCL lighting: HIRL Rwy 13/31, MALSR Rwy 31, 118.5 (5 clicks in 5 sec)

Approaches: GPS, ILS, NDB, VOR

Airport Manager Roy Givens, 580-389-5238 (Fax 5280), aairpark@brightok.net

Lakeland Aviation: Bill Holbrook, 580-389-5000 (Fax 5151), 800-687-9588

Fuel: Phillips 100LL, JET A, MOGAS

Credit Cards: Visa, Master Card, Am Express, AvCard & major oil cards.

Ramp looking North from tower

Ramp looking South from tower

Designated Parking Ramp

Ardmore Air Traffic Control Tower

ANNEX D - LOGISTICS

1. **Billeting**. Host wing will provide a list of hotels for participants to select from. Hotel arrangements will be the sole responsibility of the individual.

2. **Fuel**. All aircraft will be topped off with fuel (commensurate with aircraft performance and weight and balance restrictions) prior to departing both home base and mission base, and immediately after return to home base. Purchase of fuel for corporate aircraft should be made in accordance with wing policy.

3. **Reimbursement**. To receive reimbursement, all personnel and equipment must be entered on CAP Forms 103 and 121. Individuals will submit requests for reimbursement to their wing headquarters within ten (10) days using CAPF 108 IAW CAPR 173-3 (see Annex H). Southwest Region staff members will submit their reimbursement requests to the Texas Wing Liaison Office.

ANNEX E - PUBLIC AFFAIRS

1. **Specific Responsibilities**.

    a. The SWR Public Affairs Officer (PAO) is responsible for planning and executing overall PAO activities. The SWR PAO will photograph individual flight crews, teams, wing commanders, and award recipients.

    b. Unit PAOs are responsible for publicizing participation of their team in the AIRCOMP. They will provide the names, hometowns, and occupations of participants from their wings to the SWR PAO.

    c. The host wing PAO is responsible for generating local coverage.

2. **Media Releases**.

    a. All PAOs will submit media releases one to two weeks prior to the AIRCOMP. The objective is to get the names of the participants out to the news media in and around the participants' hometowns. A brief background on CAP should accompany each release. Reproduce enough copies for each media station, one for your wing PAO, one for SWR, and one for your files. Ensure names and addresses of participants are correct.

    b. Ensure you have an accurate media list. Include large and small newspapers, and radio and TV stations near the participants' hometowns. Remember, crews participating in the AIRCOMP are the best in your state, and CAP searches are a vital service to the public and the Air Force.

    c. Consider addressing news releases to "City Editor" for newspapers and "Assignment Editor" for radio and television. Be sure your name and telephone numbers (work and home) are at the top of the release.

    d. Don't leave your release to the last minute. It is a time consuming, labor-intensive job. Enlist assistance for typing, proofreading, reproducing, and mailing releases, and arrange for someone to watch out for clips and broadcast stories.

3. **Hometown News Release Sample**. This format is provided as a guide. Use a heading containing your unit's address and/or hometown. Date release is the date you mail the release. If several crewmembers are from the same town or area, combine them into a single release.

    a. Title: Fort Worth (Man/Woman) to Fly in Search and Rescue Competition

    b. Dateline (use subject's hometown) -- Civil Air Patrol (CAP) member(s) from (hometown) will take part in a search and rescue competition on (dates) at (location), along with CAP members from six Southwestern states.

    c. (Names, ranks, and hometowns) will test their navigation, flying, and observation skills against pilot, observer, and scanner teams from (name all Southwest Region states but yours). (Names, ranks) are members of the (squadron name and city where based).

    d. Competitors will be judged on their speed and efficiency in locating simulated downed aircraft in an organized search operation. They will also compete against the clock in finding emergency locator transmitters using radio direction finding equipment. (Rank, name for each person in the release) is a (occupation, employer, or company).

ANNEX F - COMMUNICATIONS

1. **Radio Procedures**.

   a. Mission Base communications will activate NLT 1200 CST on Friday and deactivate when directed by the IC. Traffic handling is in accordance with CAPM 100-1, Communications.

   b. All competition aircrews will contact CAP Mission Base prior to taxi and at the appropriate control points (entering and exiting assigned grids, holding fixes, etc.).

   c. DR aircrews will perform an operational slow scan check with Mission Base prior to taxi.

   d. SAR aircrews will contact CAP Mission Base upon target and ELT identification. SAR aircrews will monitor 121.775 MHz during ELT search **ONLY** after entering the assigned quarter grid at the entry control time. Do not transmit on this frequency.

   e. All competition aircrews will contact the LZCO for the timed/spot landing.

   f. High bird's role will be as an airborne repeater between competition aircraft/evaluators in the field and mission base. If aircrews need to use the high bird as a repeater, aircrews will transmit on 143.9 MHz with a CTCSS of 203.5 Hz.

2. **Land Mobile Radio (LMR)**. Eight LMRs will be issued by host unit for the following CAP-USAF functions:

   a. LZCO – 4 (2 for tower, 2 for runway)

   b. ELT Control Officer – 2

   c. Target Control Officer – 2

3. **CAP Frequencies**.

	Primary	Alternate
Mission Base	148.150 MHz	148.125 MHz
LZCO	148.1375 MHz	149.5375 MHz
Slow Scan	149.895 MHz	155.125 MHz
ELT Test	121.775 MHz	------

4. **Local Air Traffic Control Frequencies**.

   a. ATIS 125.6, TWR 118.5, GND 121.8, WX 122.95, UNICOM 122.95, CTAF 118.5

   b. APP/DEP Control - 128.1 (Ft Worth ARTCC)

   c. FSS - 122.55 (McAlester Radio)

ANNEX H - ADMINISTRATION

1. **In-processing**. All personnel will in-process at mission base as soon as practical. The host wing will distribute welcome packets at the arrival briefing on Friday. Host wing will provide six (6) individuals to in-process aircrews. The host wing will accomplish the following:

   a. Check CAP Membership Card (all)

   b. Check CAPF 101, CAP Specialty Qualification Card (all)

   c. Check CAPF 76, CAP Radio Operator Authorization (all)

   d. Check FAA Pilot Certificate (pilots)

   e. Check FAA Medical Certificate (pilots)

   f. Check CAPF 75, CAP Motor Vehicle Operator ID Card (vehicle drivers)

   g. Check State Driver's License (vehicle drivers)

   h. Accept in-bound CAPF 104, Mission Flight Plan/Briefing Form (pilots)

   i. Collect fees for Awards Banquet (all)

   j. Hand out information packages (all)

2. **CAP Form 108**. The unit or member requesting reimbursement will complete the CAPF 108. Print the mission number and aircraft tail number or CAP vehicle ID number on the fuel ticket and sign it. The individual, aircraft, and/or vehicle must be registered on the CAPF 103 and CAPF 121 to qualify.

   a. A separate entry shall be made for each aircraft or vehicle, but one form can be used for both aircraft and vehicles.

   b. A separate line entry is required for each date on which fuel/oil was purchased. Multiple purchases for the same aircraft/vehicle on the same date can be added together on one line. Processing of CAPF 108 will be in accordance with individual wing procedures. SWR staff members will submit 108s to the Texas Wing LO.

ANNEX I – EVALUATION OF EVENTS

1. **Evaluation Team**. The evaluation team is comprised of region and wing liaison staffs and is headed by CAP-USAF SWLR/CC. The team chief may designate additional evaluators and trusted agents as required.

2. **Confidentiality**. Aircrews will not be given feedback during competition. All scores and score sheets will be kept confidential until after the awards banquet.

3. **Grievances**. Grievances and appeals may be submitted at any time and will be resolved by SWR/CC and SWLR/CC. Their decision is final.

4. **Scoring**.

   a. Competition is between aircrew teams and CAP wings. A total of 500 points per aircrew team and 1,000 points per CAP wing are possible. All performance aspects may be graded at the discretion of the evaluator.

   b. Scoring is the exclusive responsibility of the evaluation team. Scoring will be objective using individual score sheets for each team in each event. All evaluators will ensure grading criteria is standardized, consistent, and fair. Grading criteria and point distributions may be refined within individual events at the discretion of the evaluator.

   c. Safety is of paramount importance. Points may be deducted for failure to adhere to AIRCOMP procedures or for any unsafe or unprofessional activity.

Aircrew Competition Score Sheet

Competition Event	Type Crew	Points	AZ	AR	LA	NM	OK	TX	Average
Timed/Spot Landing	SAR	35							0
	DR	35							0
Aircraft Appearance	SAR	35							0
	DR	35							0
Pilot Exam	SAR	60							0
	DR	60							0
Observer Exam	SAR	60							0
	DR	60							0
Scanner Exam	SAR	60							0
	DR	60							0
Aircrew Appearance	SAR	25							0
	DR	25							0
Aircraft Preflight	SAR	25							0
	DR	25							0
Target Search	SAR	100							0
ELT Search	SAR	100							0
Aerial Photo	DR	100							0
Aerial Video	DR	100							0
Total		Possible	AZ	AR	LA	NM	OK	TX	Average
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**

5. **Individual Events**. (1,000 Total Points)

a. **Aircraft Appearance. (70 Possible Points)**

   (1) Upon arrival, competitors will have a maximum of 60 minutes after engine shutdown to conduct the postflight and prepare their aircraft for inspection. To facilitate inspection flow, aircrews will hold onto their aircraft keys and leave the crew entrance and baggage doors unlocked. Following aircraft inspection, aircrews will be instructed to secure their aircraft.

   (2) Aircraft inspections will be conducted using the current CAPF 71, CAP Aircraft Inspection Checklist.

b. **Aircrew Testing. (360 Possible Points)**

   (1) Aircrew written examinations will be administered immediately following the arrival briefing.

   (2) All participants will take a 50 question multiple-choice examination broken into pilot, scanner, and observer tests. 45 questions will be extracted from the Master Question File (MQF) and 5 questions will come directly from CAPR 60-3, CAP Emergency Services Training and Operational Missions, and CAPR 60-1, CAP Flight Management. The MQF is available on each wing web page as well as the SWR web page.

c. **Aircrew Appearance. (50 Possible Points)**

   (1) Competition aircrews will be evaluated for dress and appearance on Saturday morning following the aircrew briefing.

   (2) The purpose of the distinct AIRCOMP uniform is to build team unity (not require members to purchase entire new wardrobes). Aircrews will wear the red polo shirt (old or new style) with gray slacks. Team-specific ball caps are authorized.

   (3) Members within each aircrew team should have similar attire (not necessarily identical). Emphasis is on similar color, shades, materials, and styles for clothes, belts, and shoes.

d. **Aircrew Preflight. (50 Possible Points)** Competition aircrews will be evaluated on the preflight inspection. Emphasis will be on good checklist discipline and compliance with the sequence and actions contained in the POH. Aircrews will verbalize the checks for the benefit of the evaluator. Discrepancies will be brought to the attention of the evaluator. *As a guide*, evaluators will be looking for the following:

   (1) Proper use of checklists

   (2) External manual check of flight controls

   (3) Visual/manual check of fuel quantity & fuel cap security

   (4) Inside engine cowling inspection (includes oil quantity)

   (5) Exterior lights

   (6) Baggage door secure

   (7) Landing gear & brakes

   (8) Tires

   (9) Oil/Hydraulic leaks

(10) Drain fuel to inspect for water or sediments

(11) Propeller & spinner

(12) Pitot tube/static vents

(13) Interior Inspection (before starting engine)

(14) Voice warning for engine start

(15) Post-flight actions may also be observed; i.e., aircraft chocked, tied down, debriefing, etc.

e. **SAR Target Search. (100 Possible Points)**

(1) One target will be placed within a single quarter-grid. Aircrews will be provided a brief description of the target two hours prior to scheduled takeoff. Each aircrew team will be allowed a maximum of 45 minutes within the grid to locate the target.

(2) SAR aircrews may decide which search pattern(s) to use (parallel track, creeping line, expanding square, sector pattern, etc.) and may vary their altitude, track spacing, and airspeed to best suit the search pattern.

(3) SAR aircrews will report when locating the target by transmitting to CAP Mission Base the exact local time the target is positively identified (ex. "Target located at 0916:38"). Once the target is identified, the aircrew must depart the grid and enter holding at a designated point.

(4) Aircrews will **not** transmit target coordinates over the radio. Instead, aircrews will write down target coordinates and pass to an evaluator upon landing.

(5) Grading criteria will be based upon target accuracy and timing.

f. **SAR ELT Search. (100 Possible Points)**

(1) One ELT will be placed within a single quarter-grid. Each aircrew team will be allowed a maximum of 45 minutes within the grid to locate the ELT.

(2) SAR aircrews will monitor the ELT frequency, 121.775, **only** after entering the assigned quarter grid at the entry control time. Do not transmit on this frequency.

(3) SAR aircrews will report when locating the ELT by transmitting to CAP Mission Base the exact local time the ELT is positively identified (ex. "ELT located at 0916:38"). Once the target is identified, the aircrew must depart the grid and enter holding at a designated point.

(4) Aircrews will **not** transmit ELT coordinates over the radio. Instead, aircrews will write down ELT coordinates and pass to an evaluator upon landing.

(5) Grading criteria will be based upon ELT accuracy and timing.

g. **DR Aerial Photo. (100 Possible Points)**

  (1) One target will be assigned within a single quarter-grid. Aircrews will be provided a brief description and location of the target two hours prior to scheduled takeoff. Each aircrew team will be allowed a maximum of 45 minutes within the grid to locate and film the target.

  (2) Aerial photography requires use of a digital camera and a felt tip pen (furnished). All photos will be marked to properly identify and describe the targets as follows:

    (a) Arrow pointing North in the upper left-hand corner

    (b) Latitude/longitude in the upper right-hand corner

    (c) A one-inch line with arrow pointing to the target

    (d) Any other noticeable landmarks (names of rivers, highways, railroads, lakes, etc.)

  (3) The first photo will be a wide angle intermediate shot one mile south of target at 1000 ft AGL looking north, with the target centered in the lower one-half of the frame.

  (4) The second photo will be a zoomed-in close-up for identification of target. Suggested pattern is 1/4 to 1/2 nm from target circling at 500 ft AGL.

  (5) Aircrews will pass their photos to an evaluator upon landing.

  (6) Grading criteria will be based upon quality, detail, and accuracy of photos and target information.

h. **DR Aerial Video. (100 Possible Points)**

  (1) One target will be assigned within a single quarter-grid. Aircrews will be provided a brief description and location of the target two hours prior to scheduled takeoff. Each aircrew team will be allowed a maximum of 45 minutes within the grid to locate and film the target.

  (2) Aerial video requires use of a video camcorder, audio recording on videotape, and slow scan equipment.

  (3) Audio descriptions should include local time, aircraft altitude/airspeed, and detailed target information (type of structure, size, color, location, and any other noticeable landmarks).

  (4) The first video will be a series of wide-angle shots zooming in and out slowly, while audibly describing the target and the footprint. Fly one mile south of the target at 1000 ft AGL filming to the north.

  (5) The second video will be a circling pattern 1/4 to 1/2 mile from the target at 500 ft AGL to describe on film a close-up of the target and any noticeable information of value about the target.

  (6) One slow scan picture of each of the above will be sent to mission base in flight.

  (7) Aircrews will pass their videotapes to an evaluator upon landing.

(8) Grading criteria will be based upon quality, detail, and accuracy of videos and slow scan pictures.

i. **Timed/Spot Landing. (70 Possible Points)**

(1) Competition aircrews will perform a precise, 3-minute timed straight-in to a spot landing following their final airborne event on Saturday. A 200-foot landing zone will be marked approximately 1000 feet down the runway. The objective is to fly a timed straight-in approach and land safely within the landing zone.

(2) Aircrews will contact the Landing Zone Control Officer (LZCO) approximately 10 miles from mission base. This call serves as a "heads-up" to the LZCO who will confirm the aircrew's arrival and prepare to time the aircrew.

(3) Ten seconds prior to the pre-designated point (approximately 5 miles from touchdown) the aircrew will broadcast to the LZCO "CAP Flight XX, Standby for Hack". Three seconds prior, the aircrew will broadcast, "Ready, Ready, Hack". At the aircrew's hack, the LZCO begins timing. The LZCO stops timing when the first main gear touches pavement.

(4) If the aircrew is unable to broadcast a hack or the LZCO fails to begin the hack, the aircrew will need to circle back for another attempt.

(5) Touchdown **must** occur within the marked landing zone. Landings outside of the zone will result in an automatic loss of 25 points (35 points possible). Points will be added or deducted for +/- landing time from the 3-minute cycle.

ANNEX Z — DISTRIBUTION

ORGANIZATION	NO. OF COPIES
SWR	5
SWLR	5
AZ Wing CAP	2
AR Wing CAP	2
LA Wing CAP	2
NM Wing CAP	2
OK Wing CAP	2
TX Wing CAP	2
AZ LO	1
AR LO	1
LA LO	1
NM LO	1
OK LO	1
TX LO	1
HQ CAP/DO	1
CAP-USAF/XO	1
Total	30

CAP-USAF SWLR
1525 Desert Storm
NAS JRB Ft Worth TX 76127-1525

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OPR: CAP SWL/DO and CAP-USAF SWLR/DO
Approved by: CAP SWR/CC and CAP-USAF SWLR/CC
12 January 2002