

# GLIDER PROGRAM: WMIRS PROOF-OF-CONCEPT

## Sortie Inputs, Risk Management, Flight Release and Sortie Close Process

### Pre-sortie

Input sortie into WMIRS prior to the sortie, as you normally do.

If multiple flights, like orientation flights, you can use the [Copy Sortie](#) feature.

Tow planes can use one sortie for the day, unless there is a change of pilot, then another sortie must be added along with another flight release. If changing pilots, both a new RAW and FRO release must be completed.

Academies may use the WMIRS Academy Management System sortie planning feature for both glider and tow plane sorties; all other glider activities must use the Standard Air Sortie planning screen.

Complete the Pre-flight Risk Assessment Worksheet (RAW) {formerly known as an ORM}.

Use the [Glider RAW for Gliders](#), [Powered for Tow planes](#).

Only one required per pilot per day.

Use the highest risk period of the day for the RAW; however, if risk numbers exceed SFRO limits, more than one RAW can be used; for example, morning and afternoon.

Determine FRO, SFRO or higher, based on RAW scoring.

### Secure a Flight Release

Flight Release officer completes the FRO Checklist.

For gliders, use the current version of CAPF 99G; for tow planes use the [Powered checklist](#).

FRO releases Glider flight on paper, not an e-Release in WMIRS. Tow planes can be released on paper, then e-released in WMIRS or directly in WMIRS, if able.

FRO uploads the FRO Questionnaire into Sortie File/AIF ORM Matrix for the first sortie of the day only.

### Post Sortie (Individual or multiple sorties)

Sorties may be tracked using the AIF Glider Flight Log or another tracking document of your choosing, as long as it meets the requirements of CAPR 70-1 9.10.2.1.2.

Input sortie information in WMIRS.

Upload copies of the RAW to the first sortie of the day. Close Sortie.

### Alerts – This flight was flown without an e-Release

Notices that a flight was flown without an e-Release have been suppressed for all glider sorties. Tow sorties released on paper and closed prior to submission of an eFR or those where the eFR is submitted late will still generate alerts. These are valid concerns.

**Forms and updates can be found in [www.gocivilairpatrol.com](http://www.gocivilairpatrol.com) -> MEMBERS -> PROGRAMS -> EMERGENCY SERVICES -> AIRCRAFT OPERATIONS -> RISK MANAGEMENT or under AIRCRAFT OPERATIONS -> GLIDER PROGRAM -> GLIDER OPERATIONS**