CADET WINGS
STUDENT GUIDE

CAPP 60-43
January 2021

A Program in CAP's
YOUTH AVIATION INITIATIVE

The goal of Cadet Wings is to assist cadets in obtaining their Private Pilot Certificate, recognized by industry as the first milestone for those who have a serious desire to pursue a flying career.

On the Cover: Cadet Tabitha Plasschaert from Minnesota Wing is the fifth cadet to earn her Private Pilot Certificate in the Cadet Wings Program.

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SUMMARY OF CHANGES

This publication replaces CAPP 60-43, Cadet Wings – Student Guide, November 2019. Substantive changes made since previous edition include clarifying eligibly and clarifying the commercial in-residence flight path method.

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Part 1 INTRODUCTION

Cadet Wings provides funded training to selected Civil Air Patrol cadets to earn their Private Pilot Certificate (PPC) in the Airplane (Single Engine Land-ASEL or otherwise known as powered), Glider, or Lighter-than-air (Balloon) categories and classes. The Air Force has allocated Civil Air Patrol (CAP) funds for CAP cadet flight training with the goal of fulfilling its mission of developing tomorrow's aerospace leaders.

As part of the Youth Aviation Initiative (YAI), Cadet Wings is a merit-based program, providing formal flight training for CAP cadets pursuing a PPC. The PPC is recognized by industry as the first milestone for those who have a serious desire to pursue a flying career. Cadet Wings also includes needs-based elements to remove financial barriers for economically disadvantaged cadets. For additional and most current information and guidance visit our YAI website.

This student guide outlines the goals and benefits, describes procedures, and explains the application and selection process from initial stages to full enrollment. Because of the significant time and money required to achieve a PPC, the selection process is very competitive.

Research published by the Aircraft Owners and Pilot Association shows that 80% of student pilots drop out of training. Achieving a dream should not be fraught with disappointing starts and stops, but it can be hard work!

Financial burdens, poor flight instruction, the solo plateau, unrealistic expectations on time involved, not setting clear goals, lack of structure, lack of a mentor, check-ride failure, and losing joy in flying are the top nine barriers to success. Cadet Wings is designed to address these reasons people quit. By providing financial support, constructing and adhering to a personalized flight plan, assigning a mentor, conducting periodic assessments to determine progress in the program, and evaluating quality of the instruction, this program will put you on and help keep you on a path to success.

Cadet Wings goals are for

- participants to earn their PPC at greater rate compared to the GA community
- participants to earn their PPC in fewer hours than the GA community average
- the mean cost per PPC to be less than the GA community average
- the percentage of program funds devoted to overhead, remains below 12%
- the program critiques from all stakeholders, cadets, instructors, mentors, and vendors, indicate a positive experience
- a diverse population equal to or above demographic benchmark

Eddie Rickenbacker, World War I Ace and Medal of Honor recipient, said, "Aviation is proof that given the will, we have the capacity to achieve the impossible." Use this guide to achieve the impossible.

1.1 YOUNG EAGLES MEMBERSHIP

Prior to applying for the Cadet Wings, every cadet should become an Experimental Aircraft Association (EAA) "Young Eagle." As a CAP cadet, once you complete your first CAP orientation flight, you are eligible to become a Young Eagle with a student membership in EAA. This membership provides resources which will help you become an ***ideal applicant*** for Cadet Wings. Your cadet status as a Young Eagle comes with no obligations but offers great benefits, including:

- FREE access to Sporty's Learn to Fly Course ($248.00 value)*
- FREE first flight lesson ($130 value)**
- FREE Soaring Society of America Cadet Membership
- FREE admission to 400+ science and technology museums
- FREE Academy of Model Aeronautics Student Membership
- FREE electronic copy of EAA Sport Aviation magazine
- FREE access to EEA Virtual Flight Academy - Stage One: Fundamentals of Flight ($29.95 value)
- Access to valuable flight training awards, education scholarships, and Air Academy camperships

** This interactive online course uses real-world video and incredible 3D animations to help you learn the basics of flight. Plus, EAA will reimburse you when you pass your FAA Airman Knowledge Test also known as the "Written Exam" ($165 value).*

***Upon completion of the first three volumes of the Sporty's Learn to Fly Course*

Monthly, an email is sent from NHQ to each cadet whose first orientation flight is posted in eServices the month. The email explains how to get the Young Eagles benefits. For more information see the Young Eagles link on the CAP website. If you did not receive this email, contact cadets@capnhq.gov and ask for instructions on joining.

1.2 KEY CONTACTS

The following individuals are your key contacts to help you plan, coordinate and execute the major facets of the program, as you begin your journey towards earning your PPC. In addition, they serve as your first line of communication as it relates to the operation and oversight of Cadet Wings.

- Mrs. Margarita Mesones-Mori
  Cadet Aviation Career Activities Manager
  cadetwings@capnhq.gov
  (HQ) 877-227-9142
  (O) 334-953-9563

- Mrs. Wendy Hamilton
  Cadet Career Exploration Activities Manager
  cadetwings@capnhq.gov
  (HQ) 877-227-9142
  (O) 334-953-9210

Additionally, aviation experts are assigned as panel members to focus on day-to-day processing, coordination, and mentoring. Your Wing also provides a primary point of contact to serve as local liaison.

1.3 IDEAL APPLICANT PREREQUISITES

Any cadet can apply for Cadet Wings. Some aviation related prerequisites would make one cadet a more competitive applicant than another. These include:

Currency of Aircraft Ground Handling (within past 2 years)

Current Student Pilot Certificate

Current FAA Medical Certificate (class III as a minimum, if applicable)

Solo Endorsement

FAA Airman Knowledge Test Report (containing passing score)

Exhibiting the potential for continued CAP service as a cadet leader

Part 2 APPLICATION PROCESS

2.1 TIMELINE

1 Oct	Application window opens, cadets begin applying online in eServices CadetInvest module for scholarships and programs
31 Dec 12:00PM CST	Application deadline to be considered for scholarships or programs
1 Jan - 14 Jan	Units and Wings approve CadetInvest applications in eServices
15-19 Jan	Objective scoring program runs, Cadet Wings Team verifies all business rules are applied and adjusted
20 Jan-28 Feb	YAI Review Panel finalizes recommendations on candidate categories
1 Mar	Announcements go out to cadets via email notifying them of their category, status, and next steps
15 Mar	Deadline for cadet candidates to accept their status and commit to the next steps
1 Sep	Post-National Flight Academy invitations sent to top graduates to enroll in Cadet Wings

2.2 ELIGIBILITY

You must be a current cadet member in good standing at time of application AND throughout the duration of enrollment. By FAA standards, you must be at least 16-years old for solo operation of anything other than a glider or balloon, and at least 14-years old for solo operation of a glider or balloon. To take the FAA Private Pilot Practical Test the FAA requires that you be at least 17 years of age for anything other than a glider or balloon, and at least 16 years old for a glider or a balloon. Cadets can be enrolled if they are within 6 months of the required age at enrollment. Additionally, you must be a U.S. citizen and must pass your FAA Private Pilot Practical Test prior to your 21st birthday. Any cadet who already possesses a Private Pilot Certificate is ineligible for enrollment in Cadet Wings.

Distinguished graduates from National Flight Academies (NFA) are automatically given a provisional application. They do not apply using CadetInvest. These Cadets must meet all the prerequisites and are reviewed and evaluated with the CadetInvest applicants.

2.3 ACRONYMS & DEFINITIONS

Below are definitions of acronyms and terminology used in the Cadet Wings program:

a. **FBO:** Fixed Base Operator – This is usually a commercial company which provides aviation services at an airport such as fueling and flight instruction.

b. **CFI:** Certificated Flight Instructor – A person who holds a flight instructor certificate who is authorized to give training and endorsements.

c. **Flight Plan:** A statement describing how you will spend your program funds, to include your flight training plan (Flight track, Flight path, where you will fly, the name of the FBO/CFI, how often you will fly, when you will begin and end your training, etc.).

d. **Cadet Wings Commitment Statement:** Form pledging ongoing commitment to overall goals and standards of Cadet Wings as outlined in this Student Guide (See Attachment 1)

e. **Cadet Wings Support Document:** Required document if you are missing any of the items on the ideal applicant prerequisites list (para 1-3). It is a statement addressing the two questions below:

   i. (1) What motivated you to apply for Cadet Wings?

   ii. (2) Which documents are you lacking, and what has kept you from completing or accomplishing the item? Identify the barrier and what steps need to be applied to overcome it.

f. **Objective Scoring Process:** An automated scoring process by which application elements are scored.

g. **Subjective Scoring Process:** An aviation expert panel reviews submitted flight plan for an actionable, feasible plan and verifies receipt of valid certification documents, etc. (See Attachment 3)

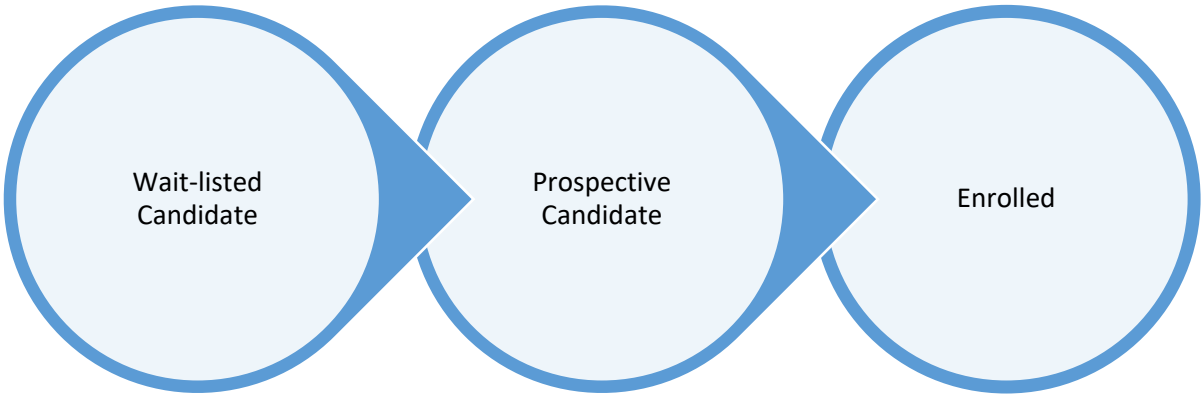
h. **Candidate Categories:**

   i. **Not Selected:** Applicants do not meet eligibility criteria. They are encouraged to re-apply next year once they have accomplished tasks on the ideal candidate list, if they meet minimum age, citizenship and membership requirements.

   ii. **Wait-Listed Candidates:** Applicants have not attained majority of the ideal applicant prerequisites as outlined in their "Cadet Wings Support Document" or are in the bottom 30th percentile objective score. If funds are available and cadet completes items on ideal candidate list and updates Cadet Wings Team, they may be moved to "Prospective Candidate" category.

   iii. **Prospective Candidates:** Applicants have attained all the ideal applicant prerequisites. Applicants who have self-identified as "first-priority" cadets in the financial profile of their CadetInvest application may also fall in this category and will receive priority for selection.

   iv. **Enrolled:** A candidate accepted into Cadet Wings and executing customized private pilot timeline. Enrollees will have several progress assessments to ensure they are on track for success.



- Has not attained majority of ideal candidate prerequisites or is in the bottom 30th percentile objective score. May become a prospective candidate.
- Has attained all of ideal applicant prerequisites.
- A candidate accepted into Cadet Wings, executing customized private pilot timeline. Enrollees have several progress assessments to ensure they are on track for success.

2.4 FLIGHT PATH METHODS

To achieve the goal of developing tomorrow's aerospace leaders, Cadet Wings is organized around four training methods. Cadets indicate their preference at the time of application:

Flight Path Methods

CAP Aircraft/CAP Instructor

CAP Aircraft and CAP CFI are used for training. This option is the preferred method.

National Headquarters, Cadet Programs will provide each cadet with an assigned CAP mission number, unique to them, at the time of program enrollment.

All flying must be done in sorties under that specific mission number, if any other mission number is used it will not be reimbursed or paid by Cadet Wings. Funds may not be applied retroactively to hours flown before cadet is "enrolled."

Commercial FBO/Flight School

A Commercial FBO/Flight School provides the aircraft and CFIs for training.

National Headquarters, Cadet Programs will contract with the FBO, stipulating detail, payment schedule, invoicing, and detailed reporting on cadet's progress. Only CAP NHQ may sign any contracts. Funds may not be applied retroactively to hours flown before cadet is "enrolled."

Commercial Residential Flight School

The Commercial Residential Flight School method will provide the aircraft, CFI, lodging and meals. This environment is anticipated to deliver the highest-quality experience.

National Headquarters, Cadet Programs will contract with the flight school stipulating detail, payment schedule, length of enrollment, and cadet's progress reports. Only CAP NHQ may sign any contracts. Funds may not be applied retroactively to hours flown before cadet is "enrolled."

Travel to and from the location is provided.

CAP In-residence Flight Academy

The CAP in-residence flight academy method will provide CAP CFI, in-residence staff, lodging, meals, and CAP aircraft training at a central location. This environment is anticipated to deliver the highest-quality experience.

National Headquarters, Cadet Programs will provide a CAP mission number for the academy. All sorties are flown under the assigned mission number on site. Funds may not be applied retroactively to hours flown before cadet is "enrolled."

Travel to and from the location is provided.

Cadets selected for the Commercial Residential Flight School are top performing cadets who also have a high GPA. They may have little to no aviation or flight experience and may not meet any prerequisites to qualify for this flight path method. There are a limited number of slots available in this path.

2.5 FLIGHT PATH TRACKS

At time of application, you choose one of three flight path track options below. *Note: cadets must have their solo endorsement to be considered an ideal applicant.*

1) Airplane Single Engine Land (ASEL)/powered
2) Glider
3) Balloon

Part 3 CATEGORIES & PROGRESS

3.1 CADET PROTECTION AWARENESS

The uniqueness of flying with an instructor does not mean that Cadet Protection does not apply. All training should be done in a professional, open, public atmosphere. CAPR 60-2, *Cadet Protection Policy*, section 2.9 addresses standards of practices which includes flight instruction.

3.2 CANDIDATE CATEGORIES

Cadet applicants are placed in categories based on scoring criteria. Much of the criteria is based on progression and performance in the Cadet Program. We expect cadets to be active participants in all aspects of the program. With that participation, objective point scoring will increase. In addition, below is an aviation task list for each candidate category to work on and thus advance closer to "Enrolled" category. (Definition of candidate categories is in 2.3.h)

1. Prospective Candidate Task List (tasks already are completed)
   a) Update currency of Aircraft Ground Handling course in AXIS (verify recorded in eServices).
   b) Obtain your Student Pilot Certificate. Scan copy of Student Pilot Certificate and upload to Ops Quals in eServices.
   c) Obtain FAA Medical Certificate (class III as a minimum if applicable). Scan copy of current FAA Medical Certificate (class III as a minimum if applicable) and upload to Ops Quals in eServices.
   d) Scan copy of passing score on FAA Knowledge Test to upload as instructed. A satisfactorily completed knowledge test expires 2 years from the day it was taken.
   e) Scan copy of most recent 2 pages of flights from logbook, including logbook entry of first solo/PIC to upload when requested.
   f) Read, understand and sign Cadet Wings Commitment Statement, including Parent/Guardian Acknowledgment (Acknowledgement not needed for cadets who are over age of majority for their state.) Scan copy to upload when requested.
   g) Scan copy of most recent solo endorsement and upload to Ops Quals in eServices.

2. Wait-Listed Candidate Task List (some of the tasks are not completed or in progress)
   a) Obtain your Student Pilot Certificate.
   b) Obtain FAA Medical Certificate (class III as a minimum if applicable).
   c) Complete ground instruction prior to attempting the FAA Airman Knowledge Test.
   d) Achieve a passing score on your FAA Airman Knowledge Test. A satisfactorily completed knowledge test expires two years from the day it was taken.
   e) Fly with intent to obtain your solo endorsement.

3. Not Selected Task List (did not meet eligibility requirements) If you will meet minimum age, citizenship and membership requirements in future, then work on the following aviation tasks to improve your chances of selection.
   a) Obtain your Student Pilot Certificate.
   b) Obtain FAA Medical Certificate (class III as a minimum if applicable).
   c) Complete ground instruction prior to attempting the FAA Airman Knowledge Test.
   d) Passing score on your FAA Airman Knowledge Test. A satisfactorily completed knowledge test expires two years from the day it was taken.

e) Fly with intent to obtain your solo endorsement.

3.3 EXPECTED PROGRESSION

To achieve any goal, you need a detailed plan and timeline. Cadets applying for Cadet Wings are required to upload a flight plan as part of their eServices application package. Since hours in the program is limited, establishing a timeline/schedule to obtain your goal of garnering your PPC is a crucial key to your success. The more thorough your flight plan, the better it is scored by the selection panel. When creating the flight plan, consider the following guidance.

a) 14 CFR Part 61 outlines the minimum total hours required for ASEL, gliders, and balloon ratings. Review those to structure your plan.
b) Cadet Wings will fund flight fuel, aircraft rental, maintenance costs, FAA Private Pilot Practical Test cost, and instructor expenses up to your PPC or 60 flight hours from enrollment, whichever comes first. The 60-hour time limit allows for breaks in training due to weather or maintenance and varying rates of skill acquisition.
c) From the time you are enrolled in Cadet Wings, you will have a **maximum of 6 months** to achieve your PPC.
d) You should set aside a minimum of 20 hours a week to complete the program. This allows you to progress at a reasonable pace. This 20 hours includes flying, pre-flight, post-flight, ground instruction, and study/chair-flying time. A good rule of thumb is, for each hour you will fly, set aside 3 hours on your schedule. Add in study/chair-flying time.
e) You should plan to fly a minimum of 2.5 - 5 hours per week which can translate to 2 to 3 times a week.
f) You should place priority on consistency of flying, sometimes referred to as keeping your hands warm. Flying every other day or at least 2 to 3 times per week is better than flying all day Saturday.

Think of learning to fly as if you were learning a new sport or learning to drive a car. Consistent practice reduces the number of hours needed to master a new skill. Frequent flying helps you get used to the aerospace environment and equipment and builds muscle memory, which improves your hand/eye coordination and cross-check. (Cross-checking is the process of taking in information from instrumentation and visual cues outside the aircraft to determine your orientation in space and time.) In addition, there is a large volume of information you need to master which is easier to commit to memory when learning in smaller segments, reviewing and practicing frequently. Advancement stagnates the longer the time gap is between flights, resulting in wasted time refreshing old skills instead of focusing on new skills.

Build a workable, realistic flight plan, which sets aside the time needed to be successful. If you fly 5 hours per week and need to use the 60-hours maximum allotted per cadet, then in perfect conditions, you can complete the program in 3 months!

3.4 PROGRESS TRACKING AND DISENROLLMENT

The YAI panel will track your progress and provide assistance or mentorship to you and your CFI as needed. Tracking is done via periodic reports submitted by CFIs, check-ins with Cadet Wings enrollees, and flight following in WMIRS, if applicable. Progress tracking includes identifying and removing barriers to success and evaluating whether you are following your personalized flight plan.

Remaining enrolled in the program is conditional upon progress evaluation. You may be disenrolled before the 60-hour maximum, if the YAI Panel determines failure to progress is because of aptitude or

attitude. Cadets who have been disenrolled for failure to progress are not eligible for enrollment in the future. In rare cases, you may need more flight time past the 60 hours allotted. In these cases, contact cadetwings@capnhq.gov to request the waiver in advance of the need to extend.

30-Day Enrollment Progress Assessment

- Measure progress against approved customized flight plan accepted at the time of enrollment
- Verify you have a good working relationship with instructor
- Provide mentorship or opportunity for you to change flight instructor if any issues arise necessitating change
- Verify receipt of resources needed to fly, you have a rhythm for studying and are meeting weekly, minimum-flying hour requirements

Continuing Evaluations & Final Phase Preparation

- Continue to measure progress against approved customized flight plan
- Receive status updates on progress, written or via telephone, to be sure you are on track to complete flight requirements for FAA Private Pilot Practical Test as compared to your flight plan or modify plan as needed with concurrence of CFI and YAI panel
- Final Phase: YAI panel ensures that both cadet and CFI have made the proper arrangements (IACRA paperwork, scheduled examiner, coordinated with National Headquarters Cadet Programs for payment of FAA Private Pilot Practical Test, etc.) prior to exam date

ATTACHMENT 1

COMMITMENT STATEMENT

I, Cadet _____, am enrolling in Cadet Wings. I acknowledge Cadet Wings is designed for cadets who are seriously exploring careers in aviation and have a strong desire to obtain an FAA Private Pilot Certificate. The Air Force and Civil Air Patrol are making a significant financial investment in my future. Consequently, I have thoughtfully considered my obligations and commit to meet this opportunity with my very best effort. I commit the following ***(initial next to each item below)***:

____ I will make flight training my #1 priority, after family and school obligations, during my enrollment in Cadet Wings.

____ I will not commit to any camps, clubs, sports, vacations, overnight trips, summer jobs, or other activities that would interfere with my enrollment in Cadet Wings. I discussed this obligation with my parents.

____ I realize my enrollment period in Cadet Wings is limited to 6 months or 60 flight hours, whichever comes first.

____ I will study and fly whenever possible, in accordance with CAPP 60-43, *Cadet Wings Student Guide*.

____ I acknowledge that transportation to and from my flight training site is my responsibility, and I have discussed this obligation with my parents.

____ I will maintain a regular training schedule, mutually agreed upon by my instructor and myself prior to my first lesson and outlined in my flight plan.

____ I acknowledge that this program requires a total time of approximately 20 hours a week (this includes study time, pre-flight, flying time, debrief and estimated transportation time to and from the airport).

____ Realizing that maintaining a healthy lifestyle in an integral part of any training program, I will abide with the Cadet Program's policy on drugs and supplements.

____ I will abide with the CAP Aviator's Code of Conduct.

____ To the best of my ability, I will not cancel a planned flight training except due to illness or a family emergency. In such cases, I will notify my instructor, immediately.

____ I will provide progress assessments as required in the CAPP 60-43, *Cadet Wings Student Guide* via designated method (i.e. telephone, Skype, online form, or in-person).

____ I will continue to abide by the CAP Core Values of Integrity, Service, Excellence, and Respect in everything I do, in and out of uniform.

____ I am confident that I will successfully complete my training on time and become a licensed Private Pilot.

Cadet Signature: _____ Date: _____

Parent Signature: _____ Date: _____

Cadets who have reached the age of majority, write "N.A."

ATTACHMENT 2
OBJECTIVE SORING POINTS

Civil Air Patrol Service

Special Awards
(Points are given for each type awarded)

CC Commendation (or Higher)	5
AFA or VFW Cadet of the Year	3
Community Service Ribbon	3
AFSA Cadet NCO of the Year	2
CAP Model Rocketry Badge	2
CAP Recruiting Ribbon	2

Cadet Activities*

Five or more	8
Four	6
Three	4
Two	2
One	1

Flight Ratings*

Solo Badge	5
Pre-Solo Badge	4

Emergency Services*

Four or more Ratings	8
Three Ratings	4
Two Ratings	2

Longevity*

4 years or more	8
3 to 4 years	6
2 to 3 years	4
less than 2	2

Milestone Achievement*

Spaatz	10
Eaker	6
Earhart	4
Mitchell	2

Cadet Advisory Council

Chair, Vice Chair or Recorder	5
Primary Representative	3
Assistant Representative	2

Cadet Competition

Competed at National	8
Competed at Region	5
Competed at Wing	3

*Based on information from eServices

Academic Achievements

Mathematics

Calculus	7
Trigonometry or Advanced Math	7
Algebra I or Algebra II	4

Foreign Language

2 or More Years	8
1 Year	4

Grade Point Average

= or > 3.00	20
2.70 to 2.99	4
Below 2.70	0

ATTACHMENT 3
REQUIRED DOCUMENTS

Items as stated below are uploaded to the Submission Documents folder (insert link) and are reviewed for validation and completion of documentation.

- Most recent Solo Endorsement
- FAA Medical Certificate (front and back as 1 PDF)
- Copy of FAA Airman Knowledge Test Report with passing score
- Student Pilot Certificate (front and back as 1 PDF)
- Last 2 logged pages of your logbook, including logbook entry of first solo/PIC
- Signed Cadet Wings Commitment Statement (print, sign and upload; digital signature is accepted)
- Cadet Wings Support Document (only required if missing any items above)
- Flight plan (see paragraph 2.3 for required content)