**Alaska Wing (AKWG) FY 2023 O-Flight Plan, Goals, and Tracking** cao21Apr23

1 Sep 2022-31 Aug 2023

(Dates to match with QCUA dates)

NOTE: Goals are Reviewed & Progress Documented quarterly

PLAN: DCCs monitor o-flights for cadets in their units. They prioritize cadets who have not yet received an o-flight or are about to turn 18 and who want an o-flight. DCCs’ next priority is actively-participating cadets who have not had an o-flight (or participated in flight training) the longest. Note that not all cadets want to fly. Also note that many cadets receive flight training, and, though they may not have yet received all their free o-flights, they are not prioritized for o-flights over other cadets.

How DCCs, other SMs, or parents can coordinate o-flights:

Powered O-Flights:

* Choose days/times to aim for that high-priority cadets may be available (e.g., after school, weekends, holidays)
* Email, text, or call o-pilots in your area to see if any of them are available
* Ask the pilots to see if an aircraft is available, and ask pilot to reserve the aircraft in WMIRS
* Ask pilots to keep you apprised of suitability of weather conditions and the availability of aircraft
* Contact cadet(s) and parent(s) to see who is interested in an o-flight and available
* Communicate expectations\* to the cadet(s) and parent(s)

Glider O-Flights:

* Encourage SMs to coordinate glider days, coordinating with glider o-pilots, tow pilots, ground crew cadets & SMs, and cadets needing o-flights at least 2 weeks before the planned event.
* Choose a primary day and a backup day

\*Expectations:

DCCs, please tell your cadets and parents that five things must align perfectly for an o-flight to happen (1) the volunteer pilot is available, (2) the aircraft is available (3) the weather/conditions are suitable (4) the parent gets the cadet there on time and \*must\* pick them up on time, and (5) the cadet must arrive prepared (be in uniform and have appropriate cold-weather gear, be fed and rested, and must have recently used the restroom before agreed-on arrival time). Cadets may bring a phone, camera, or other device to take photos. The cadet may not, however, be on their phone during the o-flight. O-flights must often be canceled, rescheduled, or cut short due to factors outside the pilot’s control, and the pilot may refuse to fly a cadet at the pilot’s discretion. Our experienced, generous, highly-trained, volunteer O-pilots get “paid” in smiles, enthusiasm, and thank-you’s from the cadets and parents. Cadets must listen closely to the pilot’s instructions and follow them precisely. Cadets should have questions prepared to ask the pilot about the aircraft, flying in general, how they became a pilot, advice they have for the cadet, anything related to that flight’s curriculum, or other questions related to CAP and aviation. Flight return times are also dependent on several factors. The pilot will approximate a landing time. Parents should track flight progress by downloading the FlightAware app and entering the plane’s N-number. The parent must be present to pick up the cadet when the plane lands and may need to wait a few minutes for the pilots’ debrief with the cadet. Parents must not interfere with the pilots’ briefing, pre-flight, conversations, or interactions with the cadet except in extenuating circumstances. Cadets (and their parents) who do not abide by the above expectations may be denied that o-flight, may be returned early, or may not receive future o-flights.

DCCs whose cadets do not have access to an aircraft:

1. Communicate their desire for an aircraft to be housed at their unit or a nearby unit to the AKWG Director of Maintenance (currently Col Tom Palmer). If the aircraft is used sufficiently, it may stay at that squadron longer. If the aircraft is not getting flown, it will often be relocated to a squadron where it will be used. It is incumbent on DCCs to arrange o-flights for their cadets when they have access to an aircraft.
2. Notify Anchorage-area o-pilots when their cadets are passing through the Anchorage area on the way to and from Lower 48 (this is the current method for Kodiak AK-087)

GOALS & TRACKING

1. Commander’s Dashboard Objective: that all cadet units have >80% Cadets with at least 1 **O-Flight** in every squadron: Goal: 100% (dashboard shows AK-068 as Green with N/A)
	1. 31 Aug 2022: 9/15 =60% (decrease due to new cadets joining amidst record-breaking string of bad weather days. Encouraging squadrons to help each other out with o-flights)
	2. 31 Dec 2022: 8/14 = 57% (continuing bad weather amidst many new cadets joining)
	3. 31 Mar 2023: 10/15 = 67% (weather & mx coordination improving)
	4. 30 June 2023:
	5. 31 Aug 2023:

QCUA Report Metrics by unit:

31 Aug 2022:

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Charter | Cadets | with o-fl | wout o-fl | % | O'Flights (70% w/ First Flight) | pilots(P) | pilots(G) | usually have aircraft? |
| PCR-AK-001 | 1 | 1 | 0 | 100% | Yes | 2 | 1 | Y |  |
| PCR-AK-009 | 24 | 12 | 12 | 50% | No | 9 | 4 | Y |  |
| PCR-AK-011 | 14 | 8 | 6 | 57% | No | 3 | 0 |  |  |
| PCR-AK-015 | 22 | 18 | 4 | 82% | Yes | 10 | 4 | Y |  |
| PCR-AK-017 | 26 | 20 | 6 | 77% | Yes | 2 | 1 | Y |  |
| PCR-AK-022 | 25 | 12 | 13 | 48% | No | 5 | 0 |  |  |
| PCR-AK-027 | 11 | 9 | 2 | 82% | Yes | 0 | 0 | N |  |
| PCR-AK-068 | 0 | 0 | 0 | 0% | No | 1 | 0 |  |  |
| PCR-AK-071 | 25 | 16 | 9 | 64% | No | 2 | 0 |  |  |
| PCR-AK-072 | 6 | 3 | 3 | 50% | No | 1 | 0 |  |  |
| PCR-AK-076 | 34 | 34 | 0 | 100% | Yes | 6 | 1 | Y |  |
| PCR-AK-085 | 12 | 8 | 4 | 67% | No | 0 | 0 |  |  |
| PCR-AK-087 | 12 | 5 | 7 | 42% | No | 0 | 0 | N |  |
| PCR-AK-091 | 4 | 4 | 0 | 100% | Yes | 2 | 0 |  |  |
| PCR-AK-093 | 29 | 26 | 3 | 90% | Yes | 1 | 0 | Y |  |
|  | 245 | 176 | 69 | 72% |  | 44 | 11 |  |  |

Focus areas: AK-009 & AK-022 have a lot of brand-new cadets who are high-priority for the several o-pilots in those units. Encouraging AK-087 (Kodiak) to let Maj Padgett (AK-093 Lake Hood) know when cadets have long layovers in Anchorage to try to get flights for them.

31 Dec 2022:

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Charter 28Dec22** | **Current Cadets** | **Cadets w/ O'Flights** | **# wout oflights** | **%** | **O'Flights (70% w/ First Flight)** | pilots(P) | pilots(G) | usually have aircraft? |
| PCR-AK-009 | 25 | 16 | 9 | 64% | No | 9 | 4 | Y |
| PCR-AK-011 | 19 | 17 | 2 | 89% | Yes | 3 | 0 |  |
| PCR-AK-015 | 26 | 19 | 7 | 73% | Yes | 10 | 4 | Y |
| PCR-AK-017 | 23 | 17 | 6 | 74% | Yes | 2 | 1 | Y |
| PCR-AK-022 | 33 | 13 | 20 | 39% | No | 5 | 0 |  |
| PCR-AK-027 | 10 | 8 | 2 | 80% | Yes | 0 | 0 | N |
| PCR-AK-068 | 0 | 0 | 0 |  | No | 1 | 0 |  |
| PCR-AK-071 | 29 | 17 | 12 | 59% | No | 2 | 0 |  |
| PCR-AK-072 | 7 | 3 | 4 | 43% | No | 1 | 0 |  |
| PCR-AK-076 | 32 | 32 | 0 | 100% | Yes | 6 | 1 | Y |
| PCR-AK-085 | 11 | 10 | 1 | 91% | Yes | 0 | 0 |  |
| PCR-AK-087 | 14 | 5 | 9 | 36% | No | 0 | 0 | N |
| PCR-AK-091 | 4 | 4 | 0 | 100% | Yes | 2 | 0 |  |
| PCR-AK-093 | 33 | 30 | 3 | 91% | Yes | 1 | 0 | Y |
| **TOTAL** | **266** | **191** | 75 | **72%** |  | 43 | 11 |  |

Focus areas: Coordinate o-flights for 2 Kodiak cadets passing through Anchorage on their return from ORWG Encampment in early January. AK-022 has even more brand-new cadets they are prioritizing.

31 Mar 23:

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Charter**  | **Current Cadets** | **Cadets w/ O'Flights** | **# wout oflights** | **%** | **O'Flights (70% w/ First Flight)** | pilots(P) | pilots(G) | usually have aircraft? |
| PCR-AK-009 | 25 | 16 | 9 | 64% | No | 9 | 4 | Y |
| PCR-AK-011 | 26 | 24 | 2 | 89% | Yes | 3 | 0 |  |
| PCR-AK-015 | 30 | 22 | 8 | 73% | Yes | 10 | 4 | Y |
| PCR-AK-017 | 24 | 18 | 6 | 74% | Yes | 2 | 1 | Y |
| PCR-AK-022 | 31 | 10 | 21 | 39% | No | 5 | 0 |  |
| PCR-AK-027 | 12 | 10 | 2 | 80% | Yes | 0 | 0 | N |
| PCR-AK-068 | 0 | 0 | 0 |  | No | 1 | 0 |  |
| PCR-AK-071 | 27 | 13 | 14 | 48% | No | 2 | 0 |  |
| PCR-AK-072 | 7 | 3 | 4 | 43% | No | 1 | 0 |  |
| PCR-AK-076 | 34 | 29 | 5 | 100% | Yes | 6 | 1 | Y |
| PCR-AK-085 | 9 | 8 | 1 | 91% | Yes | 0 | 0 |  |
| PCR-AK-087 | 16 | 5 | 11 | 36% | No | 0 | 0 | N |
| PCR-AK-091 | 4 | 4 | 0 | 100% | Yes | 2 | 0 |  |
| PCR-AK-093 | 34 | 28 | 6 | 91% | Yes | 2 | 0 | Y |
| **TOTAL** | **279** | **190** | 89 | **68%** |  | 43 | 11 |  |

Focus areas: Lots of new cadets. Juneau getting a plane. Communicating this o-flight plan to all CCs, DCCs, & several o-pilots. Summer weather may help, especially getting in some glider o-flights. Working toward making o-flights more appealing to o-pilots (e.g., cadets arriving prepared, cadets being more engaged, not having to wait around for parents to pick up their cadets)