

Marco Island CAP Operations

Most activities involving flying and associated support fall under Operations. Numerous opportunities exist to participate which require minimum or no experience, and are listed but not limited to the following:

Ground Radio Operator (GRO) – A ground based position which involves communication with the airplane while in flight or other CAP radio stations. Requires basic ES qualification.

Mission Scanner (MS) – An introductory flight crew position, where the Scanner sits in the back seat during missions and basically scans the ground looking for targets. Requires basic ES qualification.

Mission Observer (MO) – An advanced aircrew position which requires significant aeronautical knowledge and ability to operate the radios and navigational equipment, in order to assist the pilot. Requires Mission Scanner qualification.

Mission Pilot (MP) – The Pilot in Command (PIC) for all missions. Requires Mission Scanner qualification, Form 5 checkride, Form 91 checkride, etc. (see separate document on how to become a CAP pilot)

The Marco Island squadron provides training for all of the above positions, except basic pilot training or currency training. All pilots are expected to be current in light planes (current Bi-Annual and Medical), and able to meet the Private Pilot Practical Test Standards, since CAP regulations do not allow for basic flight training or recurrency for Senior members.

Aircraft Cost – The PIC is responsible for paying for the cost of the airplane, which will vary depending on Florida Wing charges and gasoline costs. Currently, the hourly rate for a C172 is \$31/Hobbs hr. dry, or \$69/Hobbs hr. wet, and a C182 is \$41/Hobbs hr. dry or \$88/Hobbs hr. wet. Check with someone in Operations for the latest rate. In many instances, the airplane cost is waived by the Air Force (actual missions) or can be waived by a Marco Island Flight Release Officer.

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