



HEADQUARTERS OREGON WING
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
28735 Grumman Drive
Eugene, OR 97402



22 March 2021

MEMORANDUM FOR ALL

FROM: ORWG Operations

SUBJECT: Flight Ops under COVID remobilization Phase 2.

1. **This memo has been updated to reflect recent clarifications. Below are the specific restrictions to flight operations, including Orientation Rides, under Phase 2.** Attachment 1 provides general guidance on scheduling O-Rides. Attachment 2 provides suggestions on meeting some of the restrictions for O-Rides. Attachment 3 is a list of current ORWG O-Ride Pilots as of publication of this memo.
2. Effective as of 25 February 2021, Oregon Wing is in remobilization phase 2. This means the following for Orientation Rides and all flight operations in general:
 - a. **Face Masks continue are to be worn by all occupants regardless of familial status.**
 - b. Headsets provided by the pilot must continue to have a covering over the microphone that will be replaced after each cadet. The entire headset should be decontaminated after each cadet as well.
 - i. Does not apply to headsets provided by and only worn by the cadet.
 - c. **At the discretion of the Pilot, no more than two cadets may fly in the aircraft.**
 - d. Provided all participants agree, cadets from different families may fly in the same aircraft.
 - e. Squadron O-Ride Coordinator(s) should schedule cadets to arrive and/or congregate in a manner that maintains proper social distancing and COVID restrictions applicable to your city/county.
 - f. Every cadet shall be provided sealable emesis (barf) bags on each flight. Recommend having multiples available per cadet. Used emesis bags are considered a biohazard and considerations must be made for their disposal.
 - g. Ask all participants at the airport COVID-19 health questions: *"do you feel sick, what is your temperature, do you have a cough, have you been with someone diagnosed with COVID-19"*.
 - h. All cadet and senior member flight training, including aircrew training, is allowed with the restrictions listed above.
3. Every Squadron Commander should ensure that a person, or persons, is designated to coordinate O-Rides for their squadron. Cadet participation in this role is encouraged. Everyone should be made familiar with the information contained in this memorandum.

4. Please ensure that ORWG Operations is aware of your pilot status. If you are a new Pilot member or a long-time pilot member but your name is not on the list in Attachment 3, please contact the ORWG Director of Operations. We are always looking for pilots who are willing to give their time to fly cadets.

5. Wing Operations Contacts for the O-Flight Program:
Daniel Bradley, ORWG/DO & O-Flight Program Manager: daniel.bradley@orwg.cap.gov
C/Jaylen Palmer, Cadet Orientation Flight Program Officer: jaylen.palmer@orwgcap.org
C/Samuel Conklin, Cadet Orientation Flight Program Officer: samuel.conklin@orwgcap.org

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Daniel Bradley, Capt., CAP
Oregon Wing Director of Operations

Attachment:

- 1 – Orientation Ride Scheduling
- 2 – Suggestions on meeting restrictions
- 3 – Current ORWG O-Ride Pilots

Attachment 1 – Orientation Ride Scheduling

If your squadron has access to an aircraft and/or you already have a process for planning, scheduling, and conducting O-Rides, please continue to use your process. If you are new or otherwise unsure how best to schedule O-Rides, the coordinator should follow these steps for planning:

1. Before you schedule your cadets, take the time to determine how many cadets need an O-Ride in your squadron and determine which Powered flight they are on per the [CAPP 60-40 Cadet Orientation Flight Program](#). (Google search the highlighted to locate the syllabus)
2. Once you know who needs an O-Ride, create a list prioritizing cadet that have not had their first flight or will time out of the program soon.
3. Contact an Orientation Ride Pilot. A current list of pilots is found on the ORWG-Flight Operations Team / O-Ride Coordination channel files / Current O-Ride Pilots.xlsx
 - a. If you do not have access to this team, contact Wing Operations:
4. When you contact the O-Ride Pilot, they will need to know:
 - a. The name, CAP ID, and weight of each cadet.
 - b. The airport and location where the cadets will meet aircraft.
5. If you are unable to get in contact with an O-Ride Pilot or need additional assistance coordinating pilots and aircraft (such as when utilizing multiple pilots and airplanes), feel free to contact Wing Operations for assistance as needed.
6. Keep in mind that weather is the biggest factor in success of O-Rides. Keep in contact with your O-Ride Pilot for weather updates. At a minimum, a decision should be made the evening prior to the O-Rides regarding the likelihood of success.

Attachment 2 – Suggestions on meeting restrictions

1. **Pilot provided supplies.** The concept is to identify what supplies are to be provided by either the pilot or the squadron of either the pilot or cadet, however it is arranged. These supplies are not expected to be provided by the cadet, except for the facemask.
2. **Facemasks.** Any face covering that effectively covers the nose and mouth is acceptable. Keep in mind that sunglasses may fog up with a mask. Safety of flight is paramount regarding the pilot's ability to see. However, consider not wearing sunglasses and using the installed sun visors to block the sun.
3. **Headset Decontamination.** Pilots are expected provide their own tools to accomplish this requirement. Alcohol wipes or cleaning towelettes are relatively inexpensive and are acceptable.
4. **Headset microphone covers.** Pilots are expected to provide this and may replace the mic cover if they so choose. However, this will be expensive. Alternatives to consider is a small sandwich bag affixed to the mic boom with a rubber band. These small bags should be inexpensive and have proven to have minimal impact on use of the microphone.
5. **Emesis (barf) bags.** This has always been a requirement. Emesis bags are to be provided by the pilot and should be purpose made for emesis. No plastic grocery bags. Disposal is making sure you have access to a garbage and to take care to decontaminate any area of the aircraft that was impacted by emesis.

Attachment 3 – Current ORWG O-Ride Pilots

OR-007 Medford Squadron			
Juan Carlos Alcantara	581727	juan.alcantara@orwgcap.org	541-890-7979
Jeffrey D Witters	477364	jeffrey.witters@orwgcap.org	541-261-0878
OR-008 Hood River Squadron			
Michael V Richards	645083	michael.richards@orwgcap.org	509-281-1282
OR-034 Washington Co. Squadron			
Brian L Bishop	316495	brian.bishop@orwg.cap.gov	971-322-4043
Jonathan G Ritchie	577007	jonathan.ritchie@orwg.cap.gov	503-320-8142
Randall R Widell	504247	randall.widell@orwg.cap.gov	503-915-1000
OR-042 Salem Squadron			
John L Barringer	407915	john.barringer@orwgcap.org	503-949-5760
Dennis F Wyza	296944	dennis.wyza@orwgcap.org	503-428-7111
Ricky M Koon	446953	ricky.koon@orwg.cap.gov	971-708-2789
Paul D Young	520874	paul.young@orwgcap.org	503-559-0536
OR-050 High Desert Squadron			
Charles C Griffin	604103	charles.griffin@orwgcap.org	541-977-1754
Mike J Wissing	479740	mike.wissing@orwgcap.org	541-419-7352
OR-073 Columbia Squadron			
Daniel W Bradley	330596	daniel.bradley@orwg.cap.gov	360-241-4934
George N. Schwartz	657343	george.schwartz@orwgcap.org	312-909-2807