

Rafeal Robles
General Council
CAP NHQ

10/23/14

Dear Rafeal,

Pertaining to our conversation of 10/22/14 regarding certain members of NER in direct violation of the Approved Mission Scenarios and regulations dictating these flights (Form 5/91, Pilot proficiency flights) I have printed numerous sorties which are in direct violation of the CAP-USAF regulations which dictate the rules, regulations, profiles, flight lengths, and required paperwork for the flights. In particular, the reason that I am requesting that you exercise the necessary investigation into the information that I am forwarding you, is that in late 2012 CAP-USAF performed a SAV exercise at RI WING and we were instructed that the use of the templates and mission scenario regulations was mandatory. We immediately complied and every flight made while I was DO is in compliance. Shortly thereafter, several e-mails were sent by Scott Kulpa explaining in detail that the use of complete 104 forms, and uploaded weight and balance forms was mandatory on all flights, and in fact the templates for requested mission funding included such verbiage.

In support of my argument I would refer you to mission request 14-T-6923 (NER August Prof. Flying) I refer your attention to the mission scenario box at the bottom of the WMIRS request. It states as follows as all requests do:

This mission is for mission aircrew proficiency flying and for mission aircrew proficiency flying for qualified pilots and aircrews assigned to the NER HQ. These proficiency flights will be conducted using the CAPR 60-1 Air Force Approved Proficiency Flight Profiles.

Safety will be the primary consideration in the go/no go decision and for the conduct of the training.

All requests for mission pilot and aircrew proficiency flying must have, as a minimum, the approval of the NER DOO.

*The approval authority must be notified NLT 24 hours prior to the flight with the date of flight, location of flight, aircraft type and tail number, proficiency flight profile number to be flown, crew members and the estimated length of time for the flight. Full sortie information and completed e104 through "Briefing Information" must be entered into WMIRS prior to FRO release. Flight release shall be obtained in accordance with the requirements of CAPR 60-1 requirements. **All proficiency flights will have two qualified mission pilots onboard** unless the flight is for aircrew proficiency flying. The outbound flight will be performed by PIC 1 and the inbound flight will be performed by PIC 2. While the profiles are designed for pilot proficiency, other aircrew members may also be onboard the flight if compatible training can be accomplished concurrently. For example, on Profile #1, Visual Search Mission Profile, a Scanner or Observer trainee with instructor may accompany the flight to fulfill Scanner or Observer training tasks. All pilot proficiency flights will be preceded by a pilot/aircrew briefing, completion of the CAP Aviation Operational Risk Management matrix and Weight and Balance form and a complete aircraft preflight. **On completion of the proficiency flight the pilot will complete the information required on the flight profile, complete all sortie information in WMIRS, update the e104 and upload the ORM matrix, W&B form, completed proficiency flight***

profile, and fuel receipt. Only one pilot proficiency or aircrew flight will be allowed per month. **The pilot proficiency flight duration will not exceed 1.5 hours per pilot if flight is for pilot proficiency;** if for aircrew proficiency the flight duration will not exceed 3 hours per month, unless the duration time is otherwise noted in the flight profile scenario.

Upon reviewing the sorties of the above noted mission number (14-T-6923) you will note that there are several violations. Certain ranking members of NER, in particular Col. Leclair, have never completed the required documentation. In fact I have printed all of the flights made that are in violation of the mission scenario regulations within the past year.

You will also note that on the June Proficiency Flying request 14-T 6367, not only were the required documents not filled out and uploaded, but several members are in violation due to flying solo cross country flights and also exceeding the maximum 1.5 hours of mission pilot allowable hours. I question this as Joe Sirois and Rick Hill have spread rumors at the RI Wing that I flew a solo proficiency flight which was partly the cause of my suspension. This allegation/rumor is completely false.

On Mission 14-T-7460, form 5/91 flights the Mission Scenario template reads as follows:

This mission is for CAP Form 5 Flight Checks for qualified pilots and for CAP Form 91 Mission Pilot Checkouts for qualified mission pilots and mission check pilots assigned to the NER HQ.

These flights will be conducted following CAPR 60-1 and CAPR 60-3 requirements. Checkride priority will be in accordance with CAPR 60-3, paragraph 3.5 a. (2) (h). No training or transition instruction shall be conducted under this mission number. Safety will be the primary consideration in the go/no go decision and for the conduct of the check ride.

FLIGHT CHECKS DURING THIS PERIOD:

LeClair, Daniel M 393561 Aug-14

Ward, William 332113 Sep-14

MISSION PILOT CHECKOUTS DURING THIS PERIOD:

All requests for Form 5/91 flight checks must have, as a minimum, the approval of the NER DOO or DOV. The approval authority must be notified NLT 24 hours prior to the flight evaluation with the date of flight, location of flight, aircraft type and tail number, check pilot's name and estimated length of time for the flight. Full sortie information and completed e104 through "Briefing Information" must be entered into WMIRS prior to FRO release. Flight release shall be obtained in accordance with the requirements of CAPR 60-1. All check rides will be preceded by a pilot/check pilot briefing, completion of all tests and questionnaires for the aircraft being flown, **completion of the CAP Aviation Operational Risk Management matrix and Weight and Balance form and a complete aircraft preflight accomplished. On completion of the flight check the pilot will complete all sortie information in WMIRS, update the e104 and upload the ORM matrix, W&B form and fuel receipt.**

Upon review of form 5/91 mission 14-T6899 you will note that the 3 sorties flown by Col. Leclair (A006, 7 & 8) are all in direct violation of the mission regulations. You see these same type of violations and omissions on numerous missions to include but not limited to 14-T-6367, 14-T-6923, 14-T-6998 and many others.

The reason that I bring this to your attention as this is further evidence of the discrimination that I have been subject to. As I made clear in our conversation, I changed a mission symbol on Feb23rd by order of the FRO and because this symbol was incorrect, the wing commander violated me for the period of 1 year. My letters to Col. Leclair were ignored, there was no due process, and my IG complaints were also ignored. In the recent past when several members have questioned Col. Leclair, Col. Hill and Will Stranahan about these omissions, they have been threatened with the loss of membership.

The fact of the matter is that in the NER we have a mindset of “do what we say, not what we do”. It is clear and evident by the numerous documents that I, and several other members have produced and retained for our records. I also have numerous e-mails from both CAP-USAF and the region DO David Braun, indicating that following the mission scenario formats was MANDATORY. This now begs the question – is it mandatory for everyone but region personnel?

I hope that you have the time to review this information. If need be, I can send you copies of all of the 104 forms that I have printed that are in violation of the regulations, however, I am sure that you understand my fundamental point.

I look forward to hearing from you and I would respectfully request that this information be brought to the attention of the National Commander.

Respectfully,

Rob Cote
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