

934th Airlift Wing
Minnesota Air Force Reserve

The Flying Vikings

Undergraduate Pilot Training Application Guide



THE MINNESOTA AIR FORCE RESERVE IS AN EQUAL OPPORTUNITY EMPLOYER: All applicants will be considered without regard to gender, race, creed, color or ethnic background.

Current as of: 4 November 2017

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Unit Overview

The 934th Airlift Wing, also known as the "Global Vikings," is Minnesota's only Air Force Reserve unit. It is a combat-ready Air Force Reserve Command flying unit, which serves as the Department of Defense's host for Army, Navy, Marine and Air National Guard units at the Minneapolis-St. Paul International Airport Air Reserve Station, Minneapolis, MN.

Mission: The wing's mission is to fly C-130H3 cargo aircraft, both airdrop and landing cargo and people. Aeromedical evacuation of patients within the theater of operations is another facet of the mission. The 934th Airlift Wing supports the Air Force mission on a daily basis, providing airlift both in the United States and around the world. Upon mobilization orders, the 934th Airlift Wing deploys to become part of the active duty Air Force's Air Mobility Command.

Command: The 934th Airlift Wing reports to 22d Air Force at Dobbins Air Reserve Base, Ga. The 934th is responsible for more than 300 acres around the airport, and directly or indirectly supports approximately 5,000 members of the Air Force, Air Force Reserve Command, Minnesota Air National Guard, Army Reserve, Naval Reserve, Marine Corps Reserve and Civil Air Patrol.

People: To assist the wing commander in his day-to-day responsibilities, the base has both Air Reserve Technicians and federal civil service employees assigned to various wing units. About 1,400 reservists from primarily a five-state area are assigned to the 934th Airlift Wing.

Aircraft: In January, 1970, the first C-130A Hercules cargo transport aircraft were delivered to the 934th Tactical Airlift Group. In 1986 the squadron converted to the C-130E and used this aircraft until 2003 when the unit began flying the C-130H2. After an aircraft swap with Niagara Air Reserve Station, N.Y. in June 2008, the unit now flies eight C-130H3 models.

History: The military has had active units at the Minneapolis-St. Paul International Airport since 1948.

- May 25, 1943: 96th Airlift Squadron constituted at Baier Army Air Field, Ind.
- 1948-1978: 934th Troop Carrier Group (consists of 934th Material, 934th Combat Support and the 96th Troop Carrier Squadrons) placed under the command of the 440th Troop Carrier Wing, Milwaukee, Wis.
- Feb. 11, 1963: 934th Tactical Airlift Group activated at Minneapolis-St. Paul International Airport.
- June 1970, Group moved to its present location on the north side of the airport.
- April 1, 1978: Group placed under the command of the 442nd Tactical Airlift Wing, Richards-Gebaur Air Force Base, Mo.
- Oct. 1, 1981: Group transferred to the 433rd Tactical Airlift Wing, Kelly AFB, Texas.
- April 1, 1985: Group placed under command of the 302nd TAW, Peterson AFB, Colo.
- Dec. 31, 1987: Group placed under command of the 403rd TAW, Keesler AFB, Miss.

- June 1, 1992: Group placed under the 302nd TAW again
- Oct. 1, 1994: Group designated a wing

Welcome and Introduction

Thank you for your interest in flying as a C-130 Pilot with the Minnesota Air Force Reserve, the Flying Vikings! The road to wings is no easy journey, but it leads to one of the most rewarding careers available today. This document serves as a guide to help you through the process of applying, and gives information about Undergraduate Pilot Training Candidate selection. Prospective pilot candidates should familiarize themselves with this guide and available links to help answer any questions along the application process

Application and Board Information

We are now accepting applications for the next UPT boards January and April 2018. All applications must be received by close of business on the first of the month before the board (1 Dec 2017 and 1 Mar 2018, respectively). Incomplete applications will not be considered. The board will meet during the Unit Training Assembly. If you have any questions, please contact Lt. Justin Gort at (612) 713-1957 or Maj Lee Place at (612) 713-1956 or via e-mail at 96as.dop@us.af.mil. These are your primary contacts but questions may also be addressed by the squadron pilot scheduler at (612) 713-1727. Base office hours are Monday through Friday from 0700 - 1600.

Send Application Packages to:

96 Airlift Squadron
Pilot Application Package
Attn: Lt. Justin Gort
760 Military Highway
Minneapolis, MN 55450

General questions may be directed to msppilothiring@gmail.com. This is an additional resource that may not be checked regularly and all official communication should be through the listed points of contact. This resource is available and may be answered by several pilots in the squadron to answer questions about our mission. They may not know the specifics about the pilot hiring process.

If you do not meet the requirements and qualifications to be a UPT candidate, or are several years from meeting them, please consider joining the Minnesota Air Force Reserve. This career broadening experience will improve your chances of being selected for pilot training in the future. Please call (612) 713-1457 and ask to speak to a recruiter.

Requirements to qualify

If you are an undergraduate, you must have completed at least 90 semester credit hours and will be required to graduate with a 4 year college degree no later than the spring term following the

UPT Board (May 2018). Failure to graduate on time will disqualify you from further UPT processing.

To Qualify for Pilot Training you MUST:

- Be qualified physically and mentally
- Be a U.S. Citizen capable of obtaining a Secret security clearance.
- Meet minimum scores on the Air Force Officer Qualifying Test (AFOQT see page 8).
- Have taken the Test of Basic Aviation Skills (TBAS) and received test scores (see page 9). TBAS may not be taken earlier than two weeks after the AFOQT.
- Provide full disclosure of DUI(s), traffic violations, arrests and convictions. Law violations do not necessarily disqualify an individual but non-disclosure of any offense is disqualifying!
- Be no more than 30 years old when you start pilot training and/or have no more than 5 years of commissioned services (normally you will start pilot training approximately one and a half years after the date of the board). Because of the processing lead times, we will not normally interview a candidate who is older than 28 ½ years old at the time the board meets.
- Flying experience is a plus, but not required.

The Interview and Selection Process

Squadron pilot interview boards are quarterly depending on pilot training slots allotted to the unit from the Air Force Reserve Command. A board of 1-3 pilots, and additional crewmembers (Navigator, Flight Engineer or Loadmaster) will interview qualified candidates. Applications will be screened upon receipt; **incomplete applications will not be considered for an interview**. We receive many packages for 1-2 pilot slots; therefore, it is very competitive and many factors are taken into account when choosing candidates. Board members are charged to identify candidates with the strongest potential for becoming exceptional Air Force Reserve Officers and potential to successfully complete flight training. The Board attempts to select those individuals whose qualifications best fit the squadron's current needs and applicants are selected using the "whole person" concept.

The board will be held at the 96 Airlift Squadron in Minneapolis, MN. Interviews will be scheduled approximately 2 weeks in advance. Personnel who are selected for an interview will be contacted by telephone and sent hotel information and directions for out of town applicants. Travel, lodging, meals and any other expenses associated with visits to the unit to complete the application and selection process are the responsibility of the candidate. If selected, all expenses associated with travel to Minneapolis for processing purposes are also at your own expense until you are qualified for and enlisted as a member of the Minnesota Air Force Reserve.

Interviews will normally be held on the Sunday of our drill weekend. We encourage UPT candidates to visit the unit and meet our members to see our mission. All interviewees will be invited to the base the Saturday afternoon of our drill weekend to see a typical weekend drill. This is not a mandatory event, but it is a great opportunity for us to get to know you better and

for candidates a chance to get to know us. After flying has concluded for the day an informal social event will be held in our squadron debriefing room. A base visit can be scheduled outside of this event at any time, schedule permitting, with coordination with the points of contact listed in this guide.

A typical interview would begin with board member introductions, an explanation of the application process, then questions from each board member. Prepare for this interview the same way you would for any job interview. Be prepared to give a general introduction of yourself to the board. As questions are asked, the board will most likely be looking for answers which show how you have handled a situation in the past (i.e., instead of simply stating that your strongest attribute is integrity, give examples of how you have demonstrated this attribute in a past situation). The board will have reviewed all of the information in your application package. The board is also trying to evaluate who is most likely to successfully complete pilot training and merge well with squadron members once they have returned from training. Relax and be yourself, we want to get to know YOU!

After the interview, the most qualified candidates will be contacted and offered the opportunity to train to become a pilot with the MN Air Force Reserve. Once selected, the candidate's information will be sent to the HQ Air Force Reserve Command Selection Board. This selection board convenes in March and September of each year and supplemental boards as requirements dictate. The board ensures applications are complete and candidates meet all eligibility criteria.

The Pilot Training Process

If you are selected for Undergraduate Pilot Training, you can plan on spending approximately 2 years in some sort of formal military training, beginning approximately a year after your selection. Successful completion of this training requires dedication, long hours and strong support from your family. Your family should be fully aware of, and prepared for, this demanding period.

The table below lists the schools you will attend, their duration and their location(s). With the exception of OTS, we attempt to schedule all of the schools back-to-back. However, because of class schedules, you may have a break between periods of active duty while waiting for a school date. The time between schools could vary from a few days to a few weeks.

<i>Training</i>	<i>Description</i>	<i>Location</i>	<i>Duration</i>
Flying Class 1 Physical	Medical Evaluation	Wright-Patterson AFB, OH	2-3 Days
Officer Training School (OTS)	Basic military training for officers, leadership and professional development	Maxwell AFB, AL	8 Weeks
Initial Flight Training (IFT)*	Introductory course, learn the basics of flight.	Pueblo, CO	4 Weeks
Undergraduate Pilot Training (UPT)	Academic, simulator, and flight training in the areas of aircraft systems, aerobatics, navigation, and formation flight. You will fly approximately 90 hours in the T-6 and 90 hours in the T-1.	Vance AFB, Enid, OK or Columbus AFB, Columbus, MS or Laughlin AFB, Del Rio, TX or Sheppard AFB, Wichita Falls, TX	54 Weeks
C-130 Initial Qualification	Learn to fly and employ the C-130H aircraft.	Little Rock AFB, AR	6 Months
Survival School – Land	Learn the basics of land survival, evasion from the enemy, resistance, and escape (SERE)	Fairchild AFB, WA	2 Weeks
Survival School – Water	Learn the basics of water survival	Fairchild AFB, WA	1 Week

*Training not required if candidate holds an FAA Private Pilots License

Life as a C-130 Pilot after Pilot Training

Your service commitment to the Air Force is ten years from the date you graduate from Undergraduate Pilot Training. After you complete your formal training listed above, you will begin home station training in an active duty pay status for approximately 7 months. This gives you time to continue practical application of your training, fine tune your flying skills and get comfortable with the airplane and the unit before you revert to the status of a traditional reservist (TR).

An important thing to remember is that when you are selected for pilot training, you are hired as a traditional reservist and should not anticipate full time employment after training. About 25% of unit membership is comprised of full-time employees. They are responsible for day-to-day operations and training for the “traditional” reserve members.

After your home station training period in Minneapolis, as you make the transition back into the civilian world, you will be required to fly a minimum number of flights per month. You should plan on working 6-9 days per month in Minneapolis to fly and meet your monthly requirements (this allows for weather, maintenance and airspace problems). Keep in mind that the time commitment is definitely more than that expected of a ‘typical’ reservist who works only one

weekend a month and two weeks a year. We normally fly two times a day, three-four days of the week and one weekend out of each month. The daily flying schedule is flexible enough to work around your civilian career, but you need to submit your availability to the scheduler sufficiently in advance to allow training scheduling.

In addition to home station flying, we have several real world and training exercises (temporary duties or TDY's) throughout the year. These exercises are worldwide and include every type of flying we are qualified to do. You will be expected to participate on training exercises (anywhere from 1 night to 2-3 weeks), and on operational deployments (60-120 days every 2-4 years.)

It is important to keep all of the information in this section in mind as you make current and/or future employers aware of your requirements with the Air Force Reserve.

Pay Scales and Benefits

The Military pay scale for the year can be found at the following website:

<https://www.dfas.mil/militarymembers/payentitlements/military-pay-charts.html>

- OTS (current rank or SSgt, whichever is higher)
- IFT, UPT, C-130 Initial Qual, and Survival School (as a 2nd Lieutenant)

During your training, you and your dependents will be covered by the military's health insurance (TRICARE); you will have the option to enroll, at your own expense, in a low cost program that provides dental coverage for your dependents.

The Air Force Officer Qualifying Test

The Air Force Officer Qualifying Test is similar to the ACT or SAT exam. Study guides are available at most bookstores and libraries. The scores of this test are a heavily weighed factor in the selection process. Therefore, it is strongly recommended that you prepare for this test. **You may only take this test twice during your lifetime** (i.e., if you are unhappy with your initial test scores, you are allowed to retest one time only). There must be at least 180 days between tests. The most recent test scores are the ones that are valid (i.e., if you test a second time and receive a lower score in an area, you may not use the test score from the first test). The testing takes approximately 4 – 5 hours. To schedule an exam, contact any Air Force Recruiter. Results should be submitted with your application package. **This must be completed at least two weeks prior to taking the TBAS Test.** Plan accordingly.

Minimum Required Scores for College Graduates:

Pilot 25 Navigator 10 Quantitative 10 Verbal 15

Pilot and Navigator added together must be equal to or greater than 50

Minimum Required Scores for Non-College Graduates:

Pilot 50 Navigator 25 Quantitative 25 Verbal 30

Pilot and Navigator added together must be equal to or greater than 90

The above scores are qualifying minimums. Competitive scores are typically higher. 2016 Air Force Reserve Command averages are as follows:

Pilot - 91
Navigator - 76
Academic - 69
Quantitative - 63

The Test of Basic Aviation Skills (TBAS)

The Test of Basic Aviation Skills (TBAS) consists of nine sub-tests that measure psychomotor skills and cognitive aptitude. Examinees are required to interact with the computer to provide their responses. TBAS scores are combined with the candidate's Air Force Officer Qualifying Test (AFOQT) and flying hours to produce a Pilot Candidate Selection Method (PCSM) score. The PCSM score provides a measure of a candidate's aptitude for pilot training. This is NOT a test you can study for. The score is on a scale of 1 – 99, with 99 being the best possible score. Private pilot licenses are not considered in the PCSM score. The average PCSM score in the Air Force Reserve Command for 2016 was 83. Candidates are allowed two attempts at the TBAS with a minimum of 180 days between attempts. However, you must wait 120 days between taking the BAT and TBAS tests. For more information, visit the following website:

<http://access.afpc.af.mil/pcsm/mz/tbasinfo.html>

Complete the TBAS Candidate Worksheet (located on the PCSM web site), and bring it with you on the day of the test. You should also bring a valid form of identification, your Social Security Card, your current college transcript and your logbook if you have any flying experience. Examinees who fail to inform the test administrator of a previous TBAS administration will be permanently disqualified from consideration for the pilot training program. A complete list of TBAS testing locations can be found by downloading the PDF file at the following website.

<http://access.afpc.af.mil/pcsm/mz/TBASLocations.html>. Locally, the TBAS is administered at the following locations:

MN ANG, Minneapolis, Minnesota POC: (612) 713-2024/2038 DSN: 783-2024

MN - University of Minnesota (612) 624-2884

MN - University of Minnesota Duluth (218) 726-8159

ND - Grand Forks AFB: (701) 747-6677

Offutt AFB, Nebraska POC: (402) 294-2626 DSN: 271-2626

Physical Examinations

A Class 1 physical will be scheduled for you on a specified date at Wright-Patterson AFB if you are selected as a UPT Candidate. All pilot candidates must pass the Air Force Flying Class 1 physical. This physical must be administered by an Air Force Flight Surgeon. Your Flying Class 1 physical will take 2-3 days starting on a Monday morning at 0700. You can expect to return Wednesday or Thursday of the same week.

1. Eyes: Distance vision of 20/70 or better, corrected to 20/20
2. Near vision of 20/20, uncorrected
3. Normal color vision
4. Hearing: No significant loss
5. Height/Weight: Standing Height – 64” to 77”
6. Sitting Height – 33” to 40” measured from the base of the spine
7. Weight –between 103 and 240 pounds and in relation to height
8. Blood Pressure: Maximum of 140/90, measured in sitting position
9. Eye Surgery: Applicants who have had successful eye surgery more than one year prior to the interview date are eligible to apply. If applicable, the attached Corrective Eye Surgery Waiver Criteria Checklist (page 15) must be completed by an eye care professional and submitted with your application. Below you will find a link which will take you the Air Force Waiver Guide for refractive surgery. There you will find information on allowable surgeries and waiver information.

<http://www.wpafb.af.mil/Portals/60/documents/711/usafsam/refractive/fs-info/usafsam-refractive-fsinfo-waiver-guide.pdf?ver=2016-07-17-072306-513>.

Training Location Links

The following sites may provide you with more information about the training schools and their communities.

Wright-Patterson AFB <http://www.wpafb.af.mil/afrl/711hpw/USAFSAM/fci>
Officer Training School - <http://www.airuniversity.af.mil/Holm-Center/OTS/>
Initial Flight Screening - <http://www.dossaviation.com/usaf-ift>
Vance AFB <http://www.vance.af.mil>
Columbus AFB <http://www.columbus.af.mil>
Laughlin AFB <http://www.laughlin.af.mil>
Sheppard AFB <http://www.sheppard.af.mil>
Little Rock, AFB <http://www.littlerock.af.mil/Units/>
Fairchild AFB <http://www.fairchild.af.mil/About/Fact-Sheets/Display/Article/238992/us-air-force-survival-school/>

Application Package Contents

If you have any questions, please call (612) 713-1957 or (612) 713-1956. Please ensure all of the following items are included with your package, in the order listed below; incomplete information will affect consideration for an UPT interview.

- 96 AS Flight Officer Application Form (see page 14)
- Cover Letter
- Resume (if applicable, include flying experience, ratings, certificates and flying hours in single engine, multi-engine, jet and pilot in command in your resume)
- Copy of your AFOQT Scores (if you have taken the test twice, please include BOTH test score sheets)
- Copy of your TBAS Scores
- College Transcripts (Official Sealed transcripts preferred)
- Copy of Diploma **or** a Statement of Intent to Graduate with Bachelor's Degree (page 13)
- Letters of Recommendation obtained and dated within one year (max of 3)
- Copy of the Last Two Pages from your Flight Log Book (to show current flight hours)
- Copy of your Private Pilot License (if applicable)
- Corrective Eye Surgery (PRK/LASIK/LASEK) Waiver Criteria Checklist (if applicable, see <http://www.wpafb.af.mil/Portals/60/documents/711/usafsam/refractive/fs-info/usafsam-refractive-fsinfo-waiver-guide.pdf?ver=2016-07-17-072306-513>.)
- If a member of the military, include copies of the last three performance appraisals (EPR or OPR), or DD 214 for formal military members

Preparing the Application Package

We don't need an expensive package to learn about you, we just need the facts. The pilot screening board wants to know what will make you a great officer first, and a great aviator second.

- Arrange your application package in the order under 'Application Package Contents'
- Do not include extra documentation; submit only the items requested
- Use standard, letter size paper
- Use single-sided copies only
- Place in a standard, 2 pocket presentation folder
- Do not use staples; use paperclips only

The importance of a complete package cannot be overstated, however, do not include additional extraneous information. The board will only review the items listed in 'Application Package Contents' during the selection process. **Plan ahead and follow instructions. To receive consideration for an interview, your complete package must arrive no later than the close of business on the published deadline date. Every part, including test scores, must be included in the package or it will NOT be considered for an interview.**

Mail Application Package to:

96 Airlift Squadron
Pilot Application Package
Attn: Lt. Justin Gort
760 Military Highway
Minneapolis, MN 55450

STATEMENT OF INTENT TO GRADUATE WITH BACHELOR’S DEGREE

I hereby certify that I have ____ credit units completed as of _____ and am scheduled to graduate on or about _____, 20__.

My course plan to achieve that graduation date is as follows:

Course Name	Course Dates	Credit Hours

Printed Name _____ **Signature** _____ **Date** _____

96 AIRLIFT SQUADRON

Flight Officer Application



APPLICANT INFORMATION									
Last Name			First			M.I.		Suffix	
Street Address						Apt #			
City				State			ZIP		
Phone			E-mail Address						
Date Available		Age	Date of Birth				Sex		
Corrected Vision		Uncorrected Vision		Height		Weight			
Are you a citizen of the United States?		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Position Applying	Pilot <input type="checkbox"/>	Navigator <input type="checkbox"/>	Either <input type="checkbox"/>		
Have you <u>ever</u> been detained, arrested or convicted or had <u>any</u> criminal, driving, or alcohol violations?		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Violation, Dates, Dispositions					
EDUCATION									
High School			Address						
To	From	Did you graduate?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	Degree		GPA		
College			Address						
To	From	Did you graduate?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	Degree		GPA		
College			Address						
To	From	Did you graduate?	YES <input type="checkbox"/>	NO <input type="checkbox"/>	Degree		GPA		
FLIGHT EXPERIENCE									
Do you currently have a Private Pilot's License?				YES <input type="checkbox"/>		NO <input type="checkbox"/>		Other Ratings Held:	
Aircraft Flown:									
Total Time									
Have you <u>ever</u> been involved in an aviation related incident or accident, or have you <u>ever</u> been investigated by the military or the FAA, or have you ever been the subject of a Flight Evaluation Board (FEB) or FAA Review				If yes, please explain.					
YES <input type="checkbox"/>				NO <input type="checkbox"/>					
TEST SCORES									
Pilot	Navigator	Academic Aptitude			Verbal	Quantitative	PCSM Score		
Date and Location of AFOQT					Date and Location of TBAS				

CURRENT AND PREVIOUS EMPLOYMENT			
Company		Phone	
Address		Supervisor	
Job Title			
Responsibilities			
From	To	Reason for Leaving	
May we contact your previous supervisor for a reference? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Company		Phone	
Address		Supervisor	
Job Title			
Responsibilities			
From	To	Reason for Leaving	
May we contact your previous supervisor for a reference? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Company		Phone	
Address		Supervisor	
Job Title			
Responsibilities			
From	To	Reason for Leaving	
May we contact your previous supervisor for a reference? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Company		Phone	
Address		Supervisor	
Job Title			
Responsibilities			
From	To	Reason for Leaving	
May we contact your previous supervisor for a reference? YES <input type="checkbox"/> NO <input type="checkbox"/>			
MILITARY SERVICE			
Branch		From	To
Unit:	Address		
Grade/Rank	Duty Title		Supervisor
If discharged other than honorable, explain			Supervisor Phone
Awards and Achievements			
DISCLAIMER AND SIGNATURE			
I certify that my answers are true and complete to the best of my knowledge.			
If this application leads to employment, I understand that false or misleading information in my application or interview may result in my release.			
Signature			Date