

# JOB DESCRIPTION: Marine Corps Pilot

Becoming a Marine Corps pilot as defined by their own publications is a challenging and rewarding job. It is therefore laid out to you below in the Marine Corps' own terms.

## **The Three Stages Of Your Marine Corps Pilot Career**

As a Marine Corps Pilot you'll have three distinct phases to your career.

### **Phase I - Proving Your Worthy Of Being A Marine**



Believe it or not but out of the three this phase is the **most important** simply because if you're not successful here you have absolutely no chance of success later.

This is the phase where you must show the Marine Corps that **you** have what it takes to not only be a Marine Officer but also a Marine Pilot.

You'll prove yourself in a number of different ways. Competition for pilot slots is fierce so if you are offered the chance to earn a commission you're already ahead of most people.

Once you get that chance **you** need to **perform**. Regardless of what commissioning source you choose, you'll need to perform to the best of your abilities each and every day.

After your commissioned you'll do something that is unique to the Marine Corps. You'll attend The Basic School (TBS). At TBS you'll learn the finer points of leading Marines in combat. Every Marine Officer Attends TBS.

**Only after you've successfully finished a commissioning program and TBS will you be ready for Phase II of your career.**

### **Phase II- Earning Your Wings**



At Civil Air Patrol, the volunteer auxiliary of the U.S. Air Force, we're helping develop tomorrow's aerospace workforce.

This phase starts at Naval Air Station Pensacola. Every Marine Corps, Navy and Coast Guard pilot gets their start at NAS Pensacola.

Before **you** start **flying** you'll go through a six week ground school called API (Aviation Pre-Flight Indoctrination) where you'll learn academics, water survival and land survival.

Academic subjects will be in aviation related areas such as aerodynamics, aviation physiology, metrology etc.

The swim survival portion of your training will encompass several training evolutions which include learning the survival strokes, drown proofing, swimming 1 mile in a flight suit, and riding the dunkers.

In land survival you'll learn how to build shelters, find fresh water, make animal traps and snares, and other things that will help in a survival situation.

After API you'll head to one of three places. For the most part primary is held at two bases; NAS Whiting Field (about 20 minutes outside of Pensacola) and NAS Corpus Christi (in Corpus Christi Texas). Some students will go to Vance AFB in Oklahoma on an exchange program with the Air Force.

When **you** finish primary you'll select the type of aircraft you'll fly operationally in the fleet. Choices are jets, props, helicopters and tilt-rotors. Selection is determined by **class rank** and **needs of the service**.

If you select Jets you'll go to NAS Meridian (in Meridian Mississippi) or NAS Kingsville (in Kingsville Texas).

If you select props you go to NAS Corpus Christi.

If you select helicopters you'll go to NAS Whiting Field.

The tilt-rotor program is a combination of the prop and helo programs.

**Once you successfully complete advanced and earned your wings you'll have completed your second phase of your pilot career.**

### **Phase III - To The Fleet and Beyond**



Now that you've earned your wings **you** are an official **Marine Corps Aviator**. Your journey as a student is over but you still have a lot to learn. Your first stop will be a Fleet Replacement Squadron (FRS).

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At the FRS you learn to fly the aircraft you'll be flying operationally in the fleet. When you complete the FRS you'll head to your first "fleet" squadron where you'll deploy and support Marines on operations around the globe.

## **Requirements to Apply for a Job as a USMC Pilot:**

### **Education**

Pilots need at least a bachelor's degree, earned either at a civilian college or university or through the U.S. Naval Academy, as the Marine Corps does not have its own service academy.

### **Commissioning**

Pilots must be officers commissioned at the rank of second lieutenant. Prospective pilots should contact a local selection officer to inquire about the steps for becoming an officer in the Marine Corps and let the officer know they are interested in pursuing the Marine aviator track.

### **Age Requirements**

Aviator candidates must be at least 18 years old when enlisting, at least 20 years old when entering an officer candidate program and no older than 27 years old when receiving their commissions.

### **Citizenship**

Marines must be citizens of the United States. If a prospective Marine is not a citizen, he or she may apply to become one upon enlistment — regardless of time lived in the U.S. — due to an executive order signed by President Bush in 2002 expediting the naturalization process for members of the military.

### **Testing**

Any Marine seeking entry into officer training programs must have a combined Math and English SAT score of at least 1,000, a composite ACT score of 22 or an Armed Forces Qualification Test score of at least 74 on the Armed Services Vocational Aptitude Battery. He or she also must pass the Navy/Marine Corps Aviation Selection Test Battery to become a Marine pilot.

### **Physical Condition**

Prospective pilots must be in good physical and psychological health and must take a physical.

### **Flight School**

After completing Officer Training School or Platoon Leaders Class, an aviator candidate will have a guaranteed spot in flight school in Florida, where his or her training will proceed in stages:

**Pre-indoctrination:** This six-week phase includes an introduction to aerodynamics, aviation physiology, engines, navigation and land and sea survival in classrooms at the Naval Air Station in Pensacola, Fla.

**Primary flight training:** A candidate's first in-air experience is at Whiting Field in Milton, Fla., in a T-34C. Prospective pilots each spend 67 hours in the air, including four solo flights, as well as 27 hours on a flight simulator. Another 166 hours of classroom work attending flight support

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lectures round out the instruction. At the close of this training, candidates are picked, partly based on grades and aptitude, for flight training on one of three aircraft: jets, helicopters or turbo-props.

**Intermediate Training:** Those selected to fly helicopters or turbo-props will receive an additional 26 hours of instruction on the T-34, with emphasis on radio and navigation training. Those selected to fly jets will proceed to the Naval Air Station in either Kingsville, Texas, or Meridian, Miss. There, they will take five weeks of ground school, including instruction in meteorology, visual flight rules and safety. From there, trainees will progress to the T-2C or T-45 for hands-on training in aerobatics, gunnery, radio communication and catapult take-offs.

**Advanced Training:** Jet pilots will then spend 92 hours in the TA-4 or T-45, focusing on performing combat maneuvers and night flights. Those with a concentration in turbo-props will head to Corpus Christi, Texas, for a 20-week course that requires 88 hours flight time on the multi-engine T-44 Beech Queen Air. Another 20 hours of instruction using flight simulators and 182 hours of classroom time are also required. Those bound for helicopters will report to South Whiting Field to do their flight training on the TH-57B/C Bell Jet Ranger, where they'll log another 116 hours in the air. After this phase, candidates finally earn their wings.

**[Links to more Marine Corps Pilot Information click below:](#)**

All you wanted to know and more: <http://www.usmarinepilot.com/>

Courtesy: US Marine Corps Pilot Career Guide