

**ALABAMA FORM 5 FLIGHT CHECK**  
**Part\_A PACKAGE**



by  
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**Squadron 034**

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## **FORWARD**

This Package was prepared for the sole purpose of aiding those pilots wishing to take a Form 5 check-ride. The documentation contained within this package was taken from the Alabama's website (<http://www.alwg.cap.gov>) and compiled into a comprehensive package making it easier to obtain all the information and forms needed to complete a Form 5 Flight Check.

The Check Pilot Form 5 Evaluation Guidelines, the NCPSC Form 5 Flight Profile (SEL) and the Practical Test Standards (PTS) summary were taken from the Check Pilot Certification Course Handbook. The information contained within the PTS sheet is just a summary or over view of what is expected on a check ride. A pilot taking a check ride will be held to the PTS based upon the ratings currently held. Also, Mission Pilots taking a CAPF5 ride will be expected to be able to operate the radios for a mission. This includes the PMA 7000CAP Audio Panel, the Apollo GX55, the Becker SAR DF 517, the NPX 138 or the TDFM -136 2 meter Transceiver radios.

The aircraft information pertaining to the Cessna 172P, 172S, 182R & 182T are straight from their respective Pilot Operating Handbooks (POH) and located on Squadron 34's website under section CessnaNo\_Part B. The information presented in PartsB are only as a guide and it is the pilot's responsibility to obtain the correct information from the POH of the specific aircraft that they intend to fly. Examples of aircraft differences would be in the weight and balance and fuel consumption.

In order to aid a pilot in the information gathering process, a list of website hyperlinks are provided below.

### **Airplane Questionnaire**

[http://members.gocivilairpatrol.com/media/cms/Questionnaire\\_Airplane\\_1D2124EF34D91.doc](http://members.gocivilairpatrol.com/media/cms/Questionnaire_Airplane_1D2124EF34D91.doc)

### **Apollo GX55 Quick Reference List**

<http://34.alwg.us/GX55QuickInstrR1.doc>

### **Becker SAR DF -517 Radio PPT**

[http://www.nesa.cap.gov/curriculum\\_material/MAS/BeckerDFPPT.ppt#15](http://www.nesa.cap.gov/curriculum_material/MAS/BeckerDFPPT.ppt#15)

### **CAP National Form 5 Test**

<https://tests.cap.af.mil/ops/tests/default.cfm?grp=dov>

### **CAPR 60-1 Publication 2009 (eServices; Indexes & Regulations and Manuals)**

[http://members.gocivilairpatrol.com/media/cms/R060\\_001\\_132EEB0197465.pdf](http://members.gocivilairpatrol.com/media/cms/R060_001_132EEB0197465.pdf)

### **CAPF5 (Form5, Aug, 2010)**

[http://members.gocivilairpatrol.com/media/cms/F005\\_307D79BCBF52D.pdf](http://members.gocivilairpatrol.com/media/cms/F005_307D79BCBF52D.pdf)

**CAPF071 (Aircraft Inspection Form)**

[http://members.gocivilairpatrol.com/media/cms/F071\\_484891873A9D5.pdf](http://members.gocivilairpatrol.com/media/cms/F071_484891873A9D5.pdf)

**CAPF009 (Non Member Form for Aircraft Flight)**

[http://members.gocivilairpatrol.com/media/cms/F009\\_F33F1F93F57F0.pdf](http://members.gocivilairpatrol.com/media/cms/F009_F33F1F93F57F0.pdf)

**CAP Statement of Understanding**

[http://www.capmembers.com/media/cms/CAPR\\_601\\_STATEMENT\\_OF\\_UNDERSTANDING\\_BB45C2D804D51.pdf](http://www.capmembers.com/media/cms/CAPR_601_STATEMENT_OF_UNDERSTANDING_BB45C2D804D51.pdf)

**C172P\_POH (Electronic Copy contact Major Ray Hara)**

**C172P Supplemental Manual (Air Plains Services Corp.)**

<http://www.airplains.com/index.php/support/drawings-documents/category/1-cessna-172>

**C172P/182R Weight & Balance Chart – ALWG**

[http://34.alwg.us/ALWG\\_AC\\_Wt&BalRevNov2010.xls](http://34.alwg.us/ALWG_AC_Wt&BalRevNov2010.xls)

**FAA Practical Test Standards**

[http://www.faa.gov/training\\_testing/testing/airmen/test\\_standards/](http://www.faa.gov/training_testing/testing/airmen/test_standards/)

**PMA7000CAP Audio Panel**

<http://www.ps-engineering.com/docs/CAPTraining.pdf>

**NPX 138 2meter Radio Manual**

[http://njwg.cap.gov/Operations/aircraft\\_management\\_files/Manuals/NPX138.pdf](http://njwg.cap.gov/Operations/aircraft_management_files/Manuals/NPX138.pdf)

**NPX 136 2meter Radio ppt**

[http://www.fs.fed.us/fire/niicd/TechnicalTraining/Training/NAT\\_how\\_to\\_use.ppt#1](http://www.fs.fed.us/fire/niicd/TechnicalTraining/Training/NAT_how_to_use.ppt#1)

**Pilot Standard & Evaluation – (Aircraft Information Web Site)**

<http://alwg.cap.gov/index.php?menu=146>

**Warning:** The charts linked on these pages must NOT be used as a substitute for the POH and other FAA or Manufacturer's bulletins or directives.

**Squadron 34 Information Web Site**

<http://34.alwg.us>

**AOPA Online Interactive Safety Courses (Runway Safety; Say it Right; Know before Go, etc.)**

[http://www.aopa.org/asf/online\\_courses/](http://www.aopa.org/asf/online_courses/)

**Flight Mission Symbols**

[http://members.gocivilairpatrol.com/media/cms/CAPR\\_601\\_Flight\\_Mission\\_SymbolsMar\\_5B3F945939CA3.pdf](http://members.gocivilairpatrol.com/media/cms/CAPR_601_Flight_Mission_SymbolsMar_5B3F945939CA3.pdf)

**Cessna 172P\_PartB**

[http://34.alwg.us/C172P\\_PartB.pdf](http://34.alwg.us/C172P_PartB.pdf)

**Cessna 172S\_PartB**

[http://34.alwg.us/C172S\\_PartB.pdf](http://34.alwg.us/C172S_PartB.pdf)

## **Cessna 182R\_PartB**

[http://34.alwg.us/C182R\\_PartB.pdf](http://34.alwg.us/C182R_PartB.pdf)

It is hoped that this package will make it easier for an individual to find the necessary information needed to complete the flight check. This package is a work in progress and future revisions are anticipated. If you have any comments or suggestions as to the content of this package, please contact: **Major Ray Hara - Squadron 034**

## INSTRUCTION PAGE FOR CAP PILOT FLIGHT EVALUATION

These instructions specify how to fill out the CAPF 5. CAPR 60-1 requires specific actions and steps to be taken for the successful completion of a CAPF 5 flight check.

All items for the appropriate type check must be completed indicating S – Satisfactory, U – Unsatisfactory or V – Verbally briefed. Items or maneuvers not applicable to certain checks (such as power maneuvers for gliders) are marked as N/A. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation.

Acceptable performance standards are contained in the current FAA Practical Test Standards (PTS) book for the certificate being exercised. Instructor pilots will be expected to meet the standards outlined in the appropriate FAA Flight Instructor PTS.

### CHECK RIDE PROCEDURE

The applicant for a CAPF 5 check ride should bring the following materials for review by the check pilot:

1. Pilot Log Book(s) showing evidence of flight review or other required currency/endorsements.
2. FAA certificates and medical.
3. Proof of CAP membership.
4. Blank CAPF 5 (instruction page is optional).
5. Completed AC questionnaire(s) as required by CAPR 60-1.
6. Annual CAPF 5 online written exam results.

The check pilot will review and grade all materials and conduct the CAPF 5. All forms will be returned to the applicant at the conclusion of the check ride for further distribution and entry into the CAP Pilot Ops Qual system.

Instructions for specific parts of the CAPF 5 are as follows:

**Additional CAP Endorsements** – More than one may be initialed by the check pilot. Night flight, Mountain flight and other endorsements may be required by applicable wing or region supplements to CAPR 60-1.

**Aircraft Category & Class** – Possible entries include “Airplane SE Land”, “Airplane ME Land”, “Glider”, etc.

**I. Oral Discussion & II. Preflight Preparation** – May be completed separately within a 30-day period before the flight check.

**IX. Instrument Flight Procedures** – Minimum completion standards for this section include at least one partial panel unusual attitude recovery, one holding pattern, and one instrument approach. At the discretion of the check pilot, this section may be covered verbally if the pilot has satisfactorily completed an FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check.

**XI. Night Flight Operations** – Only for familiarization and may be required at the discretion of wing commanders or higher.

**XVI. Multi-Engine Procedures** – Pilots desiring to exercise instrument privileges in multi-engine aircraft shall demonstrate an instrument approach with one engine simulated inoperative.

**XVII. Instructor & Check Pilots** – On each annual CAPF 5 instructors/check pilots will be given a topic/maneuver by their check pilot on which to make a ground instruction demonstration to FAA CFI PTS standards. This same maneuver may be demonstrated in the air during the flight portion of the check ride. Landings will be demonstrated from both seats.

**XVIII. Orientation Pilot** - Review and discuss the syllabus with the pilot before the flight. Select syllabus maneuvers for the pilot to demonstrate in-flight. Ensure applicable CAPR 60-1/CAPP 52-7 restrictions are known by the pilot.

**Review of Certificates and Documents** – The check pilot must verify each item in this section.

**Signatures** – The CAPF 5 is not complete unless signed by the applicant and evaluator (if the evaluator is a non-CAP check pilot, a CAP check pilot must also sign to indicate the CAP specific items have been covered).

**ATTACHMENT 5 – ADMINISTRATION OF CAPF 5/5G FLIGHT CHECKS**

CAPR 60-1 requires specific actions and steps be taken for the successful completion of a CAPF 5 flight check. The following guidelines are provided to assist in the administration of CAPF 5 flight checks. Their purpose is to standardize the administration of flight checks throughout CAP, enable all check pilots and applicants to clearly understand what is expected of them during a flight check.

**1. Advance Preparation. The applicant shall:**

**a.** Unless satisfactorily accomplished as part of CAPF 5 flight check within the preceding 12 months, complete the CAPF 5 written examination.

(1) This examination is a take home, open book review of FAA and CAP flight procedures. The applicant is expected to refer to the applicable regulations and procedures in accomplishing this examination.

(2) The completed and graded examination (80% minimum score required) is presented to the check pilot who will administer the remainder of the flight check. The flight check must be accomplished within 90 days of the date on which the written examination is completed. The examination may be taken on-line from the NHQ CAP web site.

**b.** Obtain a blank CAPF 5 and complete the identifying information.

**c.** For an annual standardization flight evaluation, complete an airplane or glider questionnaire for all aircraft (within category) the CAP pilot is authorized to fly. Other evaluations require a completed aircraft questionnaire for the aircraft used during the flight evaluation.

**d.** The applicant must provide proof of FAA passenger carrying proficiency [as stated in FAR 61.57(a)(1)] in category and class prior to beginning a CAP flight check.

**e.** Contact an authorized CAP check pilot to schedule the flight check.

**2. Preflight. At the time of the flight check:**

**a.** The applicant shall:

(1) Obtain a flight release for the flight check from a designated flight release officer and inform the check pilot of the release (the applicant is pilot-in-command unless specific circumstances dictate the check pilot function as such for a portion or all of the flight). (If the check pilot is to function as the pilot-in-command, the check pilot will obtain the flight release.)

(2) Wear an appropriate CAP uniform.

(3) Present the following items to the check pilot:

(a) Completed and graded CAPF 5 written examination or evidence that it has been satisfactorily accomplished within the preceding 12 months.

- (b) Completed aircraft questionnaires in accordance with 1.c. above.
- (c) Partially completed (identifying data) CAPF 5.
- (d) Valid FAA pilot certificate and current FAA medical certificate.
- (e) Current CAP membership card. (Exception: CAP-USAF State Directors are not required to have a membership card.)
- (f) Aircraft log books (or other evidence to verify the airworthiness status) for the airplane used for the flight check.

**b. The check pilot shall:**

- (1) Verify both the applicant and check pilot wears an appropriate CAP uniform.
- (2) Obtain the following documents from the applicant:
  - (a) A completed and graded CAPF 5 written examination, if applicable (see paragraph 3-5f).
  - (b) CAPF 5 with identifying data entered.
  - (c) Completed aircraft questionnaire(s).
  - (d) Valid FAA pilot certificate and current FAA medical certificate.
  - (e) Current CAP membership card. (Exception: CAP-USAF State Directors are not required to have a membership card.)
- (3) Review the CAPF 5 written examination and discuss incorrect answers or obvious problem areas. For flight checks in a particular aircraft type, review the aircraft questionnaire and ensure the applicant has a thorough knowledge of the aircraft, its operating limitations, procedures, performance, loading and systems.
- (4) Proceed with the flight check by accomplishing an oral review of those items on the CAPF 5 that cannot be accomplished in flight. The appropriate items shall be marked "V" to indicate verbal discussion.
- (5) Question the applicant on any material related to the flight check deemed necessary to determine the qualifications of the applicant.
- (6) Verify the aircraft to be used is in an airworthy condition and that all required documents are in order.

**3. In-Flight Evaluation.**

- a. The applicant is usually pilot-in-command unless specific circumstances require the check pilot to function as such for a portion of the flight. Any such conditions will be clearly

discussed and agreed to prior to conducting the flight check. If circumstances require the check pilot to assume command of the aircraft during the flight check to prevent a dangerous situation, the flight check shall be considered unsatisfactory and immediately terminated.

**b.** The check pilot will observe the applicant accomplish requested flight maneuvers and demonstrations in accordance with the criteria contained in the appropriate FAA Pilot Practical Test Standards without assistance from the check pilot. The check pilot may exercise some discretion in providing limited instruction to correct minor deficiencies observed, however, such activity will be restricted to a few minor items. Numerous deficient areas and unfavorable trends are evidence of substandard pilot proficiency and will be considered evidence of unsatisfactory performance.

**c.** For applicants holding an instrument rating or Airline Transport Pilot (ATP) certificate and desiring to exercise instrument privileges on CAP flight activities, the check pilot will observe the applicant demonstrate instrument proficiency during, at a minimum, partial panel unusual attitude recovery, holding patterns, and at least one instrument approach. Additional demonstrations can be required by the check pilot, if considered necessary, to demonstrate an acceptable level of instrument proficiency. (This minimum instrument proficiency demonstration is NOT intended to satisfy the requirements for an instrument competency check.) A FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check may satisfy the requirement.

#### **4. Post-Flight - Review and Documentation.**

**a.** The check pilot shall:

(1) Review the applicant's performance during the flight check and discuss any comments or suggestions.

(2) Complete the appropriate entries on the CAPF 5. Any notations or limitations should be entered in the remarks section. Once the check pilot indicates the flight check is begun, a completed CAPF 5 is required.

(3) Return the completed CAPF 5, aircraft questionnaire (if applicable), and written examination (if applicable) to the applicant for copying and distribution as necessary.

**b.** If the flight check is unsatisfactory, the applicant shall be informed as to the specific unsatisfactory items. These items shall be noted on the CAPF 5. The check pilot shall return all documents to the applicant. The applicant should be reminded that he/she is required to accomplish the recheck with the same check pilot unless that check pilot agrees to another. The check pilot shall advise the applicant what is necessary to prepare for retaking the flight check and make any necessary arrangements for scheduling it. The check pilot shall ensure the respective wing standardization/evaluation officer and the appropriate wing commander are notified of the failure.

**c.** Applicants who believe improprieties existed in the administration of their flight check should contact their unit commander to discuss the matter. If the unit commander agrees that a complaint is justified, the standardization/evaluation officer of the wing in which the flight check

was given is provided the necessary details concerning the complaint. The standardization/evaluation officer shall promptly investigate any such situations. The Stan/Eval officer will provide a report to the unit commander relating to the complaint within 10 days. The unit commander shall notify the applicant of the disposition of the complaint. The decision of the responsible wing standardization/evaluation officer regarding the proper conduct of a flight check is final.

## Check Pilot Form 5 Evaluation Guidelines

### I. CAP ORAL DISCUSSION

- A. CAPF 5 written exam passed prior to the check ride.
- B. Review policies, CAPR 60-1 and wing/region supplements to CAPR 60-1. However, the first question might be: Do you own a copy of CAPR 60-1 and what is the date and change status of your copy of the regulation? If the answer is that the examinee does not have CAPR 60-1 a through oral examination to determine the examinee's knowledge of CAPR 60-1 is required. Remember, a working knowledge of CAPR 60-1 is a must for a healthy CAP flying program. Our entire flying program could literally hinge on whether CAPR 60-1 was violated during an aircraft incident. A poor knowledge of CAPR 60-1 is an adequate reason to stop and reschedule the evaluation, allowing the examinee time to reacquaint him/her self with the regulation.
- C. The importance of liability release forms is obvious in current times.
- D. A quality flight release is legally the most important part of your flight.
- E. Local procedures as needed

### II. PREFLIGHT PREPARATION

### III. GROUND OPERATIONS

### IV. AIRPORT AND TRAFFIC PATTERN

### V. TAKEOFF AND CLIMBS

### VI. CROSS-COUNTRY FLYING

### VII. INSTRUMENT REFERENCE MANEUVERING

### VIII. FLIGHT AT CRITICALLY SLOW AIRSPEEDS

- A. Full
- B. Imminent stalls

### IX. GROUND REFERENCE MANEUVERS

Should be evaluated as part of other more complex maneuvers.

### X. NIGHT FLIGHT OPERATIONS

A through oral examination is a must.

### XI. EMERGENCY PROCEDURES

Should always include a simulated emergency approach and landing. Positive control transfer must be emphasized. Plan your simulated emergency approach maneuver allowing altitude for a safe and FAA legal recovery. If the checkride aircraft has POH Bold Face, the examinee should be thoroughly evaluated on his knowledge of the bold face.

### XII. EVALUATE APPROACHES AND LANDINGS AS LISTED

### XIII. EVALUATE INSTRUMENT PROFICIENCY AS LISTED.

If the examinee holds an instrument rating he/she must demonstrate instrument proficiency. If he/she can not show proficiency or does not wish to maintain proficiency make note on this in the remarks section in addition to now marking the "demonstrated instrument proficiency block". It might also be worthy of a Wing position on the reporting of such a deficiency.

### XIV. While evaluating SAFETY AWARENESS insure the examinee has through knowledge of the checkride aircraft fuel system and fuel management procedures.

### XV. Verify the examinee's certificates and documents.

### XVI. Ensure the examinee reads, understands, dates and signs the examinee's certification.

### XVII. Check the proper block indicating demonstrated proficiency. Remind the examinee that proficiency required to be a cadet orientation pilot does not constitute clearance to be a cadet orientation pilot without the National, Region and his Wing Commander's written authorization.

## **NCPSC FORM 5 FLIGHT PROFILE (SEL)**

**This flight profile must be thoroughly briefed and understood before each flight. Each IP must be assured each check pilot candidate has covered all of the required items on CAPF 5.**

**AIRWORK MANEUVERS MUST BE COMPLETELY RECOVERED ABOVE 3000 ft. AGL!!**

- 1. Review and discuss item I, II, IV A., X and XIV of the CAPF 5.**
- 2. Flight Sequence:**
  - a. Preflight, Engine Start and Taxi.
  - b. Soft Field Take-off.
  - c. Cross Wind Landing and Take-off.
  - d. Steep Turns (45 -55° of bank).
  - e. Flight at Minimum Controllable Airspeed.
  - f. Stalls – Power On & Off (Full and Imminent).
  - g. Unusual Attitudes (VFR & Hooded ).
  - h. Determine Position from Electronic Aids.
  - i. Intercept & track assigned radial to/from VOR.
  - j. 1-ILS approach to DH and missed.
  - k. Holding.
  - l. 1-VOR approach or LOC/DME Partial Panel.
  - m. Forward Slip with No Flap Landing.
  - n. Short Field Landing to Full Stop.
  - o. Short Field Take-Off.
  - p. Emergency Procedures – Simulated Engine Out.
  - q. Soft Field Landing.
  - r. Normal Full Flap Landing to a Go-around.
  - s. Return to Ramp, Post Flight Debrief.
- 3. Complete all Forms and Answer any Questions.**

\*All instrument work will be hooded.

# Private Pilot Practical Test Standards

(Examples of some Evaluation Areas)

Taken from (ASEL) FAA PTS GUIDE FAA-S-8081 – AUG` 2002

## 1. Airport Operations

- a. With regard to traffic pattern operations, the applicant must meet certain standards pertaining to:

Altitude:  $\pm 100$  feet

Airspeed:  $\pm 10$  knots.

- b. Takeoff maintains  $V_y$ :  $+10 / - 5$  knots
  - c. Landing: Not more than  $1.3V_{so}$ ; airspeed:  $+10 / -5$  knots
  - d. Short field take-off and climb; climb out airspeed is graded to  $+ 10 / - 5$  knots.
  - e. With regard to a short field take-off the applicant should remain in Ground-effect, while accelerating to  $V_x$  within  $+ 10 / -5$  knots, then climb out at  $V_y +10 / -5$  knots.
2. **Steep turns:** Rolls into a coordinated  $360^\circ$  turn, maintains an altitude,  $\pm 100$  feet and a  $45^\circ$  bank,  $\pm 5^\circ$ , and rolls out on the entry heading,  $\pm 10^\circ$ .
  3. **Ground Reference Maneuvers:** Altitude,  $\pm 100$  feet; Airspeed,  $\pm 10$  knots
    - a. Rectangular Course
    - b. S Turns
    - c. Turns about a point
  4. **Navigation:** Altitude,  $\pm 200$  feet; Heading,  $\pm 15^\circ$ .
    - a. Pilotage & Dead Reckoning
    - b. Navigational Systems
    - c. Diversions
    - d. Lost Procedures
  5. **Slow Flight Maneuvering:** Altitude,  $\pm 100$  feet; Airspeed,  $+10 / -0$  knots; Heading,  $\pm 10$  knots; angle of bank  $\pm 10^\circ$ .
  6. **Stalls**
    - a. **Power-off and Power on Stall: Objective.**
      1. Maintains a specified heading,  $\pm 10^\circ$ , in straight flight; maintains a specified angle of bank not to exceed  $20^\circ$ ,  $\pm 10^\circ$ , if in turning flight, while inducing the stall.
  7. **Basic Instrument Maneuvers:** Heading:  $\pm 20^\circ$ ; Altitude:  $\pm 200$  feet; Airspeed:  $\pm 10$  knots
    - a. Straight and level
    - b. Constant Airspeed Climbs
    - c. Constant Airspeed Descents
    - d. Turns to Heading
  8. **Emergency Operations:**
    - a. **Objectives**
      1. Exhibits knowledge of the elements related to emergency approach and landing procedures.
      2. Analyzes the situation and selects an appropriate course of action
      3. Establishes and maintains the recommended best-glide airspeed,  $\pm 10$  knots.
      4. Selects a suitable landing area.
      5. Plans and follows a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions.
      6. Prepares for landing, or go-around, as specified by the examiner.
      7. Follows the appropriate checklist.

## Flight Review/Form 5 Flt Ck Standards

1. Obtain Flight Release
2. Review POH/AFM
  - a. Limitations
  - b. Operational procedures
  - c. Normal/abnormal conditions
  - d. Emergency procedures
  - e. Wt. & Balance, Loading example.
  - f. Performance
3. Preflight
4. Pilot briefing before taxi.
  - a. Abort takeoff passenger exit aircraft
  - b. Takeoff roll where do you abort?
  - c. C172 @ 800ft, C182 1000ft engine out (**Ask where can a 180° turn be made and how?**)
5. **Taxi, Departure - Soft field takeoff:** Gnd effect to  $V_x + 10/-5$  kts climb over 50ft. obstacle,  $V_y$  rate of climb established, Flaps up.  
Maintains RH by ground track
6. **Constant Airspeed (AS) Climb 80 kts** to 3000ft: hd:  $\pm 20^\circ$ , AS  $\pm 10$  knots and level off at 80 kts. Clear turns  $90^\circ$  Rt. &  $90^\circ$  Lft.
7. **Flt Min Control AS:** (no flaps) -  $1.2 V_{s1}$ ; Alt:  $\pm 100$ ft, Hdg:  $\pm 5^\circ$ , AS:  $\pm 10/-5$ kts.  $90^\circ$  Rt & Lft turns.
8. **Approach to Landing Stall** (Power Off, No Flaps): St. ahead pwr to idle (Full Stall). Recover St. ahead back to  $1.2 V_{s1}$  (Hdg  $\pm 5^\circ$ , alt  $\pm 100$  ft, spd  $\pm 10$  Kts).
9. **Flt. Min Control AS** (Full Flaps): Slow to 55 Kias, and Clear Area.  $90^\circ$  Rt. & left turn  $90^\circ$  level Flt. (alt.  $\pm 200$  ft) to pract. area
10. **Approach to landing Stall** (full flaps) Hold. hdg., reduce pwr to final appr config (start descent) initiate stall. Full Recovery
11. **Departure Stall:** Establish level Flt., Slow to  $1.2 V_{s1}$ ., slow to rotate speed, apply pwr. (as required)., increase back elev. Back pressure. to Full stall, recover st. ahead.
12. **Departure Stall:** Recover with no power
13. **Engine Out Emergency Landing.** (**Demonstrate Full back Trim for Best Glide**)

14. **Departure simulation (180° impossible turn):** 10ft off ground., climb 80 kts full pwr. (C172 800 ft, C182 1000ft.) pwr off, count to 4, lower nose to recovery speed (C172 75 kts, C182 85 kts) roll into  $45^\circ$  bank into wind  $240^\circ$  turn, then  $30^\circ$  opposite turn back to runway. Note altitude when completed.
15. **Level off:** 3000ft. to cruise (alt:  $\pm 200$ ft, AS:  $\pm 10$ kts, Hdg:  $\pm 20^\circ$ )
16. **Steep Turns:**  $45^\circ$  Bk,  $360^\circ$  rt., 360 lft.
17. **Rising Terrain Avoidance Turn** ( $70^\circ$  bank,  $180^\circ$  turn).
18. **Nav Work:**
  - a. Tune in VOR and determine:
    - (1) Radial on – what location from VOR, what dist. from VOR, what quadrant you are in?
  - b. GX-55: Direct to Airport; Info Note position from airport
19. **Steep turns ( $45^\circ$ ):** Rt and lft  $360^\circ \pm 200$ ft.
20. **Discuss Emergency Steep Spiral Turn.**
21. **VFR Pilot:** Entered clouds, what do you do?  
**Discuss stall/spin Awareness**

### Hood Work

22. **Instrument Ref. Maneuvers**
23. **Unusual attitudes under hood** (assign altitude and heading).  
Close eyes and maintain level flight for 1 minute. Recover.
24. Go to nearest Airport for **Pattern work.**
25. **Short field landing** (Demo forward slip).
26. **Soft field takeoff.**
27. **Downwind power off 180° emergency landing.**
28. **Return to main airport.**
29. **Post flight.**

### Instrument Check:

- **Partial Panel unusual attitude recovery**
- **Holding**
- **One Non Precision and One Precision Approach**

### End of Flight:

- **WIMIRS & Flight Trackin**



**ATTACHMENT 1 – STATEMENT OF UNDERSTANDING**  
**20 FEBRUARY 2008**

In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, Operations, *CAP Flight Management*, requirements. I understand that these directives are changed from time to time and it is my responsibility to know and comply with these changes. I also understand that violation of these requirements may result in action being taken against me under the provisions of CAPR 60-1. I understand the provisions of-CAPR 900-5, *The CAP Insurance/Benefits Program*, regarding liability for damage to CAP property.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

NOTE: This statement of understanding need only be accomplished one time and a copy of this statement will be retained in the pilot's flight records.

## AIRPLANE QUESTIONNAIRE

Name: \_\_\_\_\_ Grade: \_\_\_\_\_ CAPID: \_\_\_\_\_  
Unit: \_\_\_\_\_ Date: \_\_\_\_\_  
Check Pilot: \_\_\_\_\_ Grade: \_\_\_\_\_ CAPID: \_\_\_\_\_  
Score: \_\_\_\_\_ Type/Model Aircraft: \_\_\_\_\_

Complete this open book questionnaire using the *Flight Manual/Pilot's Operating Handbook*. If a question or part of a question is not applicable, write in NA. The check pilot will review and grade the questionnaire. Minimum passing score is 80%. The completed questionnaire will be filed in the pilot's flight records.

1. Approved fuel grades and colors are: \_\_\_\_\_
2. Location/capacity of each fuel tank is: \_\_\_\_\_
3. Total usable fuel under all flight conditions is \_\_\_\_\_ gallons.
4. Endurance at 75% power, 7,500-foot MSL, with a 1-hour reserve is \_\_\_\_\_ hours.
5. What make and grade oil is used? Winter: \_\_\_\_\_ Summer: \_\_\_\_\_
6. Oil capacity is \_\_\_\_\_ quarts. Minimum oil quantity for take off is \_\_\_\_\_ quarts.
7. Minimum oil pressure is \_\_\_\_\_ psi. Maximum oil pressure is \_\_\_\_\_ .
8. Maximum oil temperature is \_\_\_\_\_ degrees (F or C) \_\_\_\_\_ .
9. Magnetos are checked at \_\_\_\_\_ RPM. RPM drop should not exceed \_\_\_\_\_ RPM on either magneto or \_\_\_\_\_ RPM differential between magnetos.
10. Maximum RPM and MP for takeoff are \_\_\_\_\_ and \_\_\_\_\_ in/Hg.
11. Maximum gross takeoff weight is \_\_\_\_\_ pounds. Empty weight is \_\_\_\_\_ pounds.  
Useful load is \_\_\_\_\_ pounds. Maximum landing weight is \_\_\_\_\_ pounds.
12. Baggage compartment locations/weights are: \_\_\_\_\_
13. Give the IAS at maximum gross weight for:
  - a.  $V_a$  (maneuvering speed). \_\_\_\_\_
  - b.  $V_{so}$  (stall, landing config, power. off). \_\_\_\_\_
  - c.  $V_{s1}$  (stall, cruise config, power. off). \_\_\_\_\_
  - d.  $V_y$  (best rate of climb, sea level). \_\_\_\_\_
  - e.  $V_x$  (best angle of climb, sea level). \_\_\_\_\_
  - f.  $V_{mc}$  (minimum control speed – multi-engine only). \_\_\_\_\_
  - g. Best glide speed. \_\_\_\_\_
14. Give the immediate action/memory items for:
  - a. Engine failure immediately after takeoff.  
\_\_\_\_\_  
\_\_\_\_\_
  - b. Fire during cranking and engine fails to start.  
\_\_\_\_\_  
\_\_\_\_\_
  - c. Engine fire in flight.  
\_\_\_\_\_  
\_\_\_\_\_
  - d. Electrical fire in flight.  
\_\_\_\_\_  
\_\_\_\_\_

**Airplane Questionnaire (Continued)**

15. Normal takeoff flap setting is \_\_\_\_\_, short field takeoff setting is \_\_\_\_\_, and soft field takeoff flap setting is \_\_\_\_\_.

16. Maximum demonstrated takeoff/landing crosswind component is \_\_\_\_\_ knots.

17. Given: PA = 4,000 feet; Temp = 86° F; Runway 27; Wind 320° at 14 knots; runway is paved, level, and dry; aircraft is at maximum takeoff weight.

Find: Total takeoff distance to clear a 50-foot obstacle: \_\_\_\_\_

18. Given: PA = 6,000 feet; Temp = 68° F; wind calm; runway is paved, level, and dry; aircraft is at maximum landing weight.

Find: Total landing distance to clear a 50-foot obstacle: \_\_\_\_\_

19. Landing runway 22; wind 190° at 22 gusting to 30 knots. Will the maximum demonstrated crosswind component for this aircraft be exceeded? \_\_\_\_\_

<b>CAP PILOT FLIGHT EVALUATION</b>			
<input type="checkbox"/> ANNUAL <input type="checkbox"/> ABBREVIATED		DATE OF CHECK:	
MEMBER'S NAME (print or type)	CAPID and Expiration Date	CHARTER NO.	AIRCRAFT MAKE & MODEL
ADDITIONAL CAP ENDORSEMENTS (Evaluator initials [typed/printed] blanks)  ___ Instrument                      ___ Cadet Orientation ___ Instructor                        ___ Turbo ___ Check Pilot                       ___ Mountain Flight	FLIGHT TIME (or # of Glider Flights)	AIRCRAFT CATEGORY&CLASS	
	OTHER CAP ENDORSEMENTS (list)		
<b>I. ORAL DISCUSSION</b>		<b>VIII. INSTRUMENT REFERENCE MANEUVERS</b>	
A. Annual Online Written Exam		A. Straight & Level Flight	
B. Review CAPR 60-1 & Supplements		B. Constant Airspeed Climbs	
C. Review Flight Release Procedures		C. Constant Airspeed Descents	
D. Review CAPF 9 Requirements		D. Turns To A Heading	
E. Local Procedures		E. Recovery from Unusual Flight Attitudes	
<b>II. PREFLIGHT PREPARATION</b>		F. Radio Nav & Radar Services	
A. Certificates & Documents		<b>IX. INSTRUMENT FLIGHT PROCEDURES</b>	
B. Obtaining Weather Information		A. Ground Prep (WX, AC systems, Flt Plan)	
C. Determine Weight & Balance		B. ATC Clearance and Traffic Procedures	
D. Determine Takeoff Performance		C. Holding Procedures	
E. Determine Cruise Performance		D. Partial Panel Unusual Attitude Recovery	
F. Determine Landing Performance		E. Intercept & Tracking of Courses	
G. Cross-country Flight Planning		F. Instrument Approach Procedures	
H. Aircraft Systems		(a) Precision Approach	
I. Aeromedical Factors		(b) Non-Precision Approach	
<b>III. GROUND OPERATIONS</b>		(c) Partial Panel Approach	
A. Visual Inspection		(d) Circling & Missed Approach	
B. Starting Engines		<b>X. GROUND REFERENCE MANEUVERS</b>	
C. Taxiing		A. Rectangular Course	
D. Use of Checklist (mandatory)		B. S – Turns	
E. Passenger Briefing		C. Turns Around A Point	
F. Sterile Cockpit Procedures		<b>XI. NIGHT FLIGHT OPERATIONS</b>	
G. Post-flight Procedures		A. Physiological aspects of night flying	
<b>IV. AIRPORT &amp; TRAFFIC PATTERN OPS</b>		B. Preparation & Personal Equipment	
A. Radio Comm & ATC Light Signals		C. Aircraft & Airport Lighting	
B. Surface and Traffic Pattern Operations		D. Night Orientation and Navigation	
C. Airport & Runway Markings & Lighting		<b>XII. EMERGENCY PROCEDURES</b>	
<b>V. TAKEOFF &amp; CLIMBS</b>		A. Emergency Approach & Landing (sim)	
A. Normal Takeoff & Climb		B. System & Equipment Malfunction	
B. Crosswind Takeoff & Climb		C. POH Bold Face Knowledge	
C. Short-field Takeoff & Climb		D. Emergency Descent	
D. Soft-field Takeoff & Climb		<b>XIII. APPROACHES &amp; LANDINGS</b>	
<b>VI. CROSS-COUNTRY FLYING</b>		A. Normal Approaches and Landings	
A. Pilotage & Dead Reckoning		B. Crosswind Approaches and Landings	
B. Radio Navigation		C. Forward Slips to Landing	
C. Diversion		D. Go-around	
D. Lost Procedures		E. Short-field Approach & Landing	
<b>VII. MANEUVERS</b>		F. Soft-field Approach & Landing	
A. Power-Off Stalls		<b>XIV. SAFETY AWARENESS</b>	
B. Power-On Stalls		A. Clearing Turns and Collision Avoidance	
C. Maneuvering During Slow Flight		B. Vigilance, Risk Management & Judgment	
D. Steep Turns		C. Fuel Management	
		D. Use of Crew Resource Management	

<b>XV. GLIDER PROCEDURES</b>		<b>XVI. MULTI-ENGINE PROCEDURES</b>	
A. Assembly and Ground Handling		A. Engine Failure During T.O. Below VMC	
B. Aerotow Launch Procedures		B. Engine Failure After Liftoff	
(a) Visual Signals		C. Maneuvering wt One Engine Inoperative	
(b) Normal & Crosswind Takeoffs		D. Approach & Landing with One Engine	
(c) Maintaining Tow Position		E. VMC Demonstration	
(d) Boxing the Wake		F. Instrument Maneuvers wt One Engine Out	
(e) Slack Line and Tow Release Procedure		G. Instrument Approach wt One Engine Out	
(f) Aerotow Abnormal Occurrences		<b>XVII. INSTRUCTOR &amp; CHECK PILOTS</b>	
(g) Rope break above 200ft AGL		A. Demonstrate ground instruction	
C. Ground Launch (Auto or Winch)		B. Positive control exchange & who is PIC	
(a) Visual Signals		C. T.O. & Landing from both control positions	
(b) Normal & Crosswind Takeoffs		D. Demonstrate teaching maneuvers in flight	
(c) Ground Launch Abnormal Occurrences		E. Demonstrate evaluating maneuvers in flight	
D. Airspeeds-to-fly, including minimum sink		F. How to conduct a CAPF-5 (Check Pilot)	
E. Thermal Soaring		<b>XVIII. ORIENTATION PILOT</b>	
F. Ridge and Slope Soaring		A. Knowledge of CAPP 52-7	
G. Wave Soaring		B. Demonstrate syllabus maneuvers/items	
H. Downwind landing		C. Knowledge of CAPR 60-1 restrictions	
I. Simulated Off-airport Landings		D. Knowledge of AF(J)ROTC program/MOU	
<b>REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)</b>			
FAA Pilot Cert No.		CFI Cert No.	CFI Exp Date
Class Medical		Medical Issue Date	Flight Review Date
I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated on this CAPF 5. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.			
Date	Member's Name & Grade (print or type)		Member's Signature
I certify that I have administered a CAP flight check as indicated and that the above named CAP member has demonstrated the proficiency required to fly the indicated aircraft. The member also successfully completed the following makes and models of aircraft questionnaire:			
Date	Evaluator's Name & Grade (print or type)		Evaluator's Signature
CAP check pilot approval (if a non-CAP check pilot evaluated the flight)			
Date	Name & Grade (print or type)		Signature
<b>COMMENTS:</b>			

**NOT TO BE USED BY REGION OR WING TO SUBMIT EXPENSES TO NATIONAL HEADQUARTERS**

Region/Wing refer to Web Mission Information Reporting System (WMIRS)

**REIMBURSEMENT FOR INDIVIDUAL CAP MEMBER EXPENSES**

*For instructions and help, place mouse pointer on triangles (red).*

<b>1. Mission Number:</b>		<b>Start Date (dd/mmm/yy):</b>		<b>Stop Date (dd/mmm/yy):</b>	
<b>2. Type Mission:</b>	<input type="checkbox"/> SAR/DR <input type="checkbox"/> EVAL/TRNG <input type="checkbox"/> CD <input type="checkbox"/> HLS <input type="checkbox"/> OTHER	<b>3. Claimant (See Instructions on Reverse)</b>			
<b>4A. Mailing Address:</b>	Check here if new address <input type="checkbox"/>			<b>4B. Phone Number and E-Mail Address:</b>	

**5. Invoice (Refer to Instructions):**       FINAL       PARTIAL

A. DATE (dd/mmm/yy)	B. TYPE ACFT OR VEH MAKE/MODEL	C. ACFT HP	D. ACFT ID/VEH ID OR LICENSE	E. ACFT/ VEH OWNER		F. HOURS FLOWN/ NO. MILES	G. HOURLY RATE ACFT MINOR MX	H. ACFT COST CLAIMED	I. FUEL AND OIL COST CLAIMED	J. LODGING & PER DIEM COST CLAIMED	K. COMM/ OTHER COST CLAIMED	L. SUB TOTAL CLAIMED
				Corp	Mbr							
									-			-
									-			-
									-			-
									-			-
									-			-
									-			-
									-			-
<b>TOTAL CLAIMED BY CATEGORY</b>								<b>6. ACFT COST</b>	<b>7. FUEL/OIL</b>	<b>8. L &amp; PD</b>	<b>9. OTHER</b>	<b>10. TOTAL</b>
								-	-	-	-	-

**11. CERTIFICATIONS.** The parties signing in Blocks 11A and 11B are responsible for the accuracy and validity of the facts recited in the claims and supporting documentation. The parties shall not claim costs on the CAPF 108 if expenses are being reimbursed from another source.  
**Dual compensation is prohibited.**

<b>11A. CAP MEMBER:</b> I CERTIFY THAT THE AMOUNTS PAID WERE FOR PARTICIPATION IN THE LISTED USAF AUTHORIZED MISSION AND ACCURATELY REFLECT HOURS FLOWN, AUTOMOTIVE FUEL/OIL USED, AND /OR OTHER MISCELLANEOUS COSTS INCURRED. (Please print/type name below signature.)	<b>SIGNATURE AND DATE</b>
--	---------------------------

<b>11B. WING APPROVAL:</b> I CERTIFY THAT THE AMOUNTS PAID WERE FOR PARTICIPATION IN THE LISTED USAF AUTHORIZED MISSION AND ACCURATELY REFLECT HOURS FLOWN, AUTOMOTIVE FUEL/OIL USED, AND /OR OTHER MISCELLANEOUS COSTS INCURRED. (Please print/type name below signature.)	<b>SIGNATURE AND DATE</b>
---	---------------------------

CIVIL PENALTY FOR PRESENTING FRAUDULENT CLAIM. "THE CLAIMANT SHALL FORFEIT AND PAY TO THE UNITED STATES THE SUM OF FIVE TO TEN THOUSAND DOLLARS PLUS THREE TIMES THE AMOUNT OF DAMAGES SUSTAINED BY THE UNITED STATES." (SEE 31 U.S.C. 3729) (APPLICABLE TO ALL SIGNATORIES)	CRIMINAL PENALTY FOR PRESENTING FRAUDULENT CLAIM. "FINE OF NOT MORE THAN TEN THOUSAND DOLLARS OR NOT MORE THAN FIVE YEARS IN PRISON OR BOTH."(SEE 18 U.S.C. 287) (APPLICABLE TO ALL SIGNATORIES)
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### CAP Aircraft Inspection Checklist

Wing: \_\_\_\_\_ Date/Tach Time Last Mid-Cycle Insp/Oil Change: \_\_\_\_\_  
 Tail #: \_\_\_\_\_ Date/Tach Time @ Last 100-Hour Insp: \_\_\_\_\_  
 Make/Model/Year: \_\_\_\_\_ Date/Tach Time @ Last Annual Insp: \_\_\_\_\_  
 Tach Time: \_\_\_\_\_

Inspection Item (Installed/Serviceable/Current ⇒)	Y	N	Remarks / Discrepancy
<b>1. Aircraft Log Books / Records</b>			
A. Mid Cycle Insp/Oil Change, 100-Hour Insp, Annual Insp, & Airworthiness Directives (AD) Compliance Listing Current (Ref: FAR 91.417 & CAPR 66-1)			
B. Equipment List (ORMS) Matches Comm / Nav Equipment Installed			
C. ELT Battery Current – Entry in Log Book (Ref: FAR 91-207)			
D. IFR Requirements			
1) Altimeter System Current – Entry in Logbook (24 Mo. Ref: FAR 91.411)			
2) Pitot / Static System Current – Entry in Logbook (24 Mo. Ref: FAR 91.411)			
3) Transponder Current – Entry in Logbook (24 Mo. Ref: FAR 91.413)			
4) VOR Operational Check – IFR Only (30 Days Ref: FAR 91.171)			
<b>2. Aircraft Interior</b>			
A. Required Documents in Aircraft A-R-O-W			
1) Airworthiness Certificate (Ref: FAR 91.203)			
2) Registration (Ref: FAR 91.203)			
3) Operating Handbook (Airplane Flight Manual / POH) (Ref: FAR 91.9)			
4) Current Weight & Balance Data (Ref: Acft Flight Manual / POH)			
B. Obvious Defects, Leaks, Corrosion, Cleanliness, and Condition of Interior			
C. “Not for Hire” Placard Displayed (Ref: CAPR 66-1)			
D. “Max Crosswind” Placard Displayed (Ref: CAPR 66-1)			
E. “Cessna Seat Slippage Warning” Placard Displayed (CAPR 66-1)			
F. Operating Limits / Placards (Ref: FAR 91.9)			
G. Avionics or Control Lock Installed (Ref: CAPR 66-1)			
H. Serviceable Fire Extinguisher / with gauge Installed (Ref: CAPR 66-1)			
I. Carbon Monoxide Detector – Serviceability, Expiration Date (CAPR 66-1)			
J. Cessna Seat Rails for Obvious Cracks and Wear (Ref: AD 87-20-03, Rev 2)			
K. Cessna Secondary Seat Stop Installed (All Models Prior to 1997)			
L. Cargo Tie-Down or Net Installed (Ref: FAR 91.525)			
M. Survival Kit. (Ref: CAPR 66-1)			
<b>3. Aircraft Exterior</b>			
A. Acft Properly Chocked, Tied Down, and Condition of Tie downs (CAPR 66-1)			
B. Obvious Defects, Leaks, Corrosion, Cleanliness, and Condition of Paint			
C. Condition of Prop – Nicks, Dents, Leaks, Corrosion, Evidence of Prop Strike			
D. External Aircraft Identification Plate (Ref: CAPR 66-1)			
E. Appropriate CAP decals on wings, doors and vertical stabilizer. (Ref: CAPR 66-1 and CAP Policy)			
F. Brakes for Leaks, Wear, Cracked Pads and Obvious Defects (Ref: Acft Service Manual)			
G. Tires for Proper Air Pressure and Serviceability (Ref: Acft Service Manual/STC)			
H. Engine Cowling for Proper Fit / Fasteners Serviceable and Secure			
I. Cessna Door Hinge Pins Installed			
<b>4. Exterior And Interior Lighting For Proper Operation</b>			
A. Landing / Taxi / Pulselite			
B. Anti-Collision Strobe (Ref: FAR 91.209)			
C. Navigation / Position (Ref: FAR 91.209)			
D. Flashing Beacon			
E. Cabin / Panel			
F. Instrument			
<b>Name Of Inspector:</b>		<b>Date:</b>	

## RELEASE

**Mission Number:** \_\_\_\_\_

**Mission Symbol:** \_\_\_\_\_

**Sortie Number:** \_\_\_\_\_

### **PART I**

### **RELEASE \* (For Non-CAP Members)**

KNOW ALL MEN BY THESE PRESENTS: WHEREBY I, \_\_\_\_\_ am about to take a flight or flights in certain Civil Air Patrol/United States of America instrumentality aircraft on or about \_\_\_\_\_ and whereas I am doing so entirely upon my own initiative, risk, and responsibility; now, therefore, in consideration of the permission extended to me by the Civil Air Patrol/United States of America through its officers and agents to take said flight or flights, I do hereby for myself, my heirs, executors, and administrators release and forever discharge the Civil Air Patrol, Inc./United States of America, and all its officers, agents, and employees acting official or otherwise, from any and all claims, demands, actions, or causes of action, on account of my death or on account of any injury to me or my property which may occur as a result of the negligence of the Civil Air Patrol/United States of America, its agents or employees during said flight or flights or continuances thereof, as well as all ground and flight operations incident thereto.

\_\_\_\_\_  
DATE

\_\_\_\_\_  
(SIGNATURE OF RELEASOR)

\_\_\_\_\_  
(SIGNATURE OF WITNESS)

\_\_\_\_\_  
(NAME OF PERSON TO BE NOTIFIED IN EMERGENCY)

\_\_\_\_\_  
SIGNATURE OF WITNESS)

\_\_\_\_\_  
(ADDRESS OF PERSON TO BE NOTIFIED IN EMERGENCY)

### **PART II**

### **RELEASE \* (For Parents of Minors)**

KNOW ALL MEN BY THESE PRESENTS: WHEREBY my Child(ren), \_\_\_\_\_ is (are) about to take a flight or flights in certain Civil Air Patrol/United States of America instrumentality aircraft on or about \_\_\_\_\_ and whereas he/she is doing so entirely upon his/her own initiative, risk, and responsibility; and with full knowledge and approval; now, therefore, in consideration of the permission extended to my child(ren) by the Civil Air Patrol/United States of America through its officers and agents to take said flight or flights, I do hereby for myself, my heirs, executors, and administrators release and forever discharge the Civil Air Patrol, Inc./United States of America, and all its officers, agents, and employees acting official or otherwise, from any and all claims, demands, actions, or causes of action, on account of the death or on account of any injury to my child(ren) which may occur as a result of the negligence of the Civil Air Patrol/United States of America, its agents or employees during said flight or flights or continuances thereof, as well as all ground and flight operations incident thereto.

\_\_\_\_\_  
DATE

\_\_\_\_\_  
(SIGNATURE OF PARENT/GUARDIAN) \*\*

\_\_\_\_\_  
(SIGNATURE OF WITNESS)

\_\_\_\_\_  
(SIGNATURE OF PARENT/GUARDIAN) \*\*

\_\_\_\_\_  
SIGNATURE OF WITNESS)

\* Complete appropriate part(s) of this form.

\*\* All parents/guardians must sign.

## **FLIGHT MISSION SYMBOLS**

Updated: 14 Apr 2009/: Clarified A9 flown by mission pilot/TMP.  
 2 Oct 2009: Added B5 msn symbol.  
 16 Dec 2009: Updated C19 description.  
 10 Mar 2010: Deleted CAPR 60-11 from A7.

### **AIR FORCE ASSIGNED MISSIONS (AFAM) - Reimbursable with USAF funding**

Mission

Symbol    Description

- (A1)    Search and rescue missions assigned by the Air Force Rescue Coordination Center (AFRCC)
- (A2)    Missions flown under a mission number issued by the Air Force National Security Emergency Preparedness office (AFNSEP) (NOTE 1)
- (A3)    Counterdrug actual missions
- (A4)    Counterdrug training missions
- (A5)    Search and rescue/disaster relief training/evaluations missions/CAPR 123-3 inspections (NOTE 2)
- (A6)    Air Force Reserve Officer Training Corps (AFROTC) orientation flights including flights to and from the orientation site
- (A7)    CAPFs 5 & 91 evals, NCPS course, Proficiency flights by qualified SAR/DR/CD mission pilots conducted pursuant to guidelines published by HQ CAP-USAF in the pilot profiles on the Stan/Eval website.
- (A8)    Air Force Junior Reserve Officer Training Corps (AFJROTC) orientation flights including flight to and from the orientation site
- (A9)    Maintenance flights in support of Consolidated Maintenance Contract Program (CMCP) (To be flown by current and qualified CAP Mission Pilots (including CAP Transport Mission Pilots))
- (A15)    CAP cadet orientation flights IAW CAPP 52-7 *Cadet Orientation Flight Syllabus*
- (A18)    Homeland Security missions
- (A20)    Glider tow plane operations supporting CAPP 52-7, *Cadet Orientation Flight Syllabus*. This includes ferry flights and training. If sufficient funds are available, the wing commander may fund initial tow pilot training for up to two pilots each fiscal year from the wing's training or orientation flight budget.
- (A99)    Missions specifically approved by the Air Force including low-level survey, courier, etc

### **AFAM – USAF Non-reimbursable (May be reimbursed by non-Air Force agencies)**

- (B5)    AF Training Missions paid for with corporate funding
- (B8)    Flights flown for and funded by the American Red Cross
- (B9)    Maintenance flights in support of aircraft delivery and pickup (other than CMCP flights)
- (B10)    Flights flown under a Federal Emergency Management Agency (FEMA) mission number and flown IAW the FEMA memorandum of understanding (MOU)
- (B11)    Flights flown under a National Oceanic and Atmospheric Administration (NOAA) and National Weather Service (NWS) mission number and flown IAW the NOAA and NWS memorandums of understanding.

- (B12) Proficiency flight by qualified SAR/DR/CD mission pilots conducted pursuant to guidelines published by HQ CAP-USAF in the pilot profiles on the Stan/Eval website and SAR/DR training in accordance with CAPR 60-3.
- (B13) Support to federal or national relief agencies with an Air Force approved MOU
- (B14) Support to state, county, and local agencies when approved and assigned by AF/XOS-HA
- (B15) CAP cadet orientation flights IAW CAPP 52-7, *Cadet Orientation Flight Syllabus*, (not reimbursed with AF funds)
- (B16) Orientation flights for IACE cadets and their escorts
- (B17) CAPFs 5 and 91 evaluations, National Check Pilot Standardization Course, and flight clinics flown under an Air Force mission number
- (B18) Homeland Security Missions
- (B20) Glider tow plane operations supporting CAPP 52-7, *Cadet Orientation Flight Syllabus*. This includes non-reimbursed ferry flights and training
- (B21) NHQ directed and funded missions
- (B99) Other missions specifically assigned by the Air Force (e.g. media, public official, etc.). This mission must be approved in advance by the Air Force

### **CAP Corporate Missions**

#### Mission

<u>Symbol</u>	<u>Description</u>
---------------	--------------------

- |        |   |
|--------|---|
| (C8)   | Air transportation flights to and from squadron or higher official conferences or meetings  |
| (C9)   | Maintenance flights (includes flights in support of aircraft delivery and pickup)   |
| (C14)  | Support to state, county, and local agencies not assigned as an AF approved mission   |
| (C16)  | Cadet flights including training, flight encampments/academies, cadet encampments   |
| (C17)  | CAPFs 5 & 91 evaluations and proficiency flights not designated as an AFAM  |
| (C18)  | Homeland Security Missions not designated as an AFAM  |
| (C19)  | Teacher Orientation Program flights. Orientation flights for CAP teacher Aerospace Education Members. These missions are familiarization flights.   |
| (C20)  | Glider tow plane flights for non-USAF missions (includes ferry/training flights)  |
| (C21)  | NHQ directed and funded missions  |
| (C99)  | Other missions specifically approved by the National/Region/Wing Commander  |
| (C911) | Missions requiring prompt action to save lives, prevent human suffering, or to mitigate great property damage. These missions may be funded by a customer or the CAP Wing's corporate (non-appropriated) budget |

#### **Other**

- L1 USAF liaison personnel flying

**NOTE 1:** Does not include FEMA (B10) missions, Red Cross (B8) missions, or support to other federal or national relief agencies with an Air Force approved MOU (B13).

**NOTE 2:** CAPR 123-3 inspections are only authorized as an A5 mission through a training mission request via WMIRS.