This guide is based on the latest editions of CAPR 60-1 and the FAA Practical Test Standards. The editions used in this guide are as follows:

- CAPR 60-1
- CAPF 5
- CAPP 52-7 and AFROTC/AFJROTC MOA
- Private Pilot PTS Airplane
- Commercial Pilot PTS Airplane
- Instrument Rating PTS Airplane
- Private Pilot PTS Glider
- Commercial Pilot PTS Glider

INTRODUCTION

The guidance presented in this publication is intended to assist the CAP Check Pilot in the performance of his/her duties. It incorporates the standards in the latest PTS applicable to the area of evaluation, as well as the requirements of both CAP Regulation 60-1 and the CAP Form 5 Instructions.

INSTRUCTIONS

Listed below, in blue, is the text in the order it appears on the current CAPF 5. Where appropriate, below or adjacent to each item or maneuver described in the CAPF 5 are guidelines about how to interpret or evaluate that item or maneuver. The guidelines were built on the current PTS standards and CAPR 60-1, and can be used as the basis for evaluating a CAPF 5 applicant. Tolerances for private pilot or instrument pilot standards are listed in black and tolerances for commercial pilot standards (where different) are listed in red. Commercial pilot standards should be used for instructor pilots, check pilots, or SAR/DR mission pilots that hold a commercial pilot’s license. Glider pilot check rides should use the special instructions in Section XV to determine what parts of the CAPF 5 to use.

Just like the real PTS, it is not anticipated that all maneuvers listed will be evaluated. Per CAPF 5 instructions, if a member can satisfactorily perform the more complex maneuver, less complex maneuvers need not be accomplished. Except where the underlined word “Required” appears, the check pilot has the discretion to accomplish the maneuver in flight, verbally only, or not at all. All “Required” information listed is required by applicable sections of CAPR 60-1 or the Instructions contained in CAPF 5 for the type of check ride being attempted. Wing or Region supplements may add to requirements, and should be consulted prior to the check ride.

COMPLETION STANDARDS

Of the maneuvers selected for evaluation, failure to complete one maneuver to standards by itself need not constitute an unsatisfactory evaluation. At the check pilot’s discretion, an applicant may be allowed to do the maneuver again or have it evaluated as part of a similar procedure. However, as per the PTS definition of unsatisfactory performance, failures that should always result in an automatic unsatisfactory evaluation include:

1. Any action or lack of action by the applicant that requires corrective intervention by the check pilot to maintain safe flight.
2. Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers.
3. Consistently exceeding tolerances established by PTS objectives for maneuvers.
4. Failure to take prompt corrective action when tolerances are exceeded.
As stated earlier, commercial pilot standards should be used for instructor pilots, check pilots, or SAR/DR mission pilots that hold a commercial pilot’s license. If a commercial pilot does not fit into this definition (such as an o-ride pilot with a third class medical), then the certificate exercised would be “Private.”

I. ORAL DISCUSSION **This section may be completed up to 30 days before the flight**

A. Annual Online Written Exam **Exam is Required to be completed within 60 days prior to all Annual Check Rides and Questionnaire(s) within 60 days prior to all Check Rides**

Candidate must bring the following to the check ride:

- Pilot Log Book – check it for:
  - FAA Currency (3 T/O Ldgs last 90 days – Required prior to check ride)
  - Flight Review
  - IPC or Instrument flight test last 180 days to waive all/part of section IX on CAPF 5
  - High Performance endorsement for initial C-182
  - Completion of CAP G1000 transition syllabus for VFR or IFR operations or Wing DOV waiver
- FAA Certificates & Medical
- Proof of CAP membership
- Blank CAPF-5
- Completed Aircraft Questionnaires
- Evidence of Annual CAPF-5 written successfully completed within 60 days prior to an Annual Check Ride.

B. Review CAPR 60-1 & Supplements *SHOULD COVER AT LEAST 10 OF THE FOLLOWING*

- Has copy of CAPR 60-1 (or knows how to find one).
- Differences between A, B and C missions?
- What are annual vs initial CAPF-5s and how long are they good for?
- Where is National Stan/Eval webpage, Ops-Qual, WMIRS, and what are all used for?
- What is CAP aircraft use policy?
• What is not allowed in flight (smoking/aerobatics/spins/dropping objects/formation flying)?
• Seat belt and shoulder harness use is required at all times except for passengers if such wear interferes with passenger (crew member) duties during other than takeoff or landing.
• Life vests beyond gliding distance of land.
• No charges for training.
• No simulated emergencies IMC or at night expect Partial Panel okay at night.
• Minimum visibility 3 miles unless IFR pilot.
• X-Wind in POH is limiting – 15 knts if not stated there.
• FAA Flight plan beyond 50 nm of takeoff.
• AFD Airports only authorized unless permission given by wing.
• Geographical limits of flight without further permissions
• 14 hour Duty day, with 8 hour PIC max.
• No sustained flight below 1,000 ft day/2,000 ft night expect Takeoff/Landing/ATC procedure
• 500 foot absolute minimum altitude and separation
• IFR departures only when at or above approach minimums.
• Pilot on controls below 1,000 ft except flight instruction or check ride.
• Taxi at slow walk within 10ft of objects, stay 50 ft behind other aircraft, 100 ft behind light twins, 500 ft behind heavies or helicopters.
• 1 hour minimum fuel required to be planned and flown in CAP aircraft.
• Passengers authorized – CAP members, ROTC or IACE cadets, CAP-USAF on official duty, FAA examiners on flight checks.
• All other passengers require preauthorization and possible CAPF9.
• Uniform and proof of membership required.
• To carry cadets must be CAP instructor, orid pilot, or a MP/TMP during a supervised mission.
• Cadets cannot fly other cadets

C. Review Flight Release Procedures
• WMIRS procedure review
• Responsibility to talk to FRO before flight
• Knowledge of “I’M SAFE” and how it is used for flight release
• Requirement for FRO to initiate missing aircraft search 2 hours after landing time if not notified when no FAA flight plan is used

D. Review CAPF 9 Requirements
• DOV Web Page requirements for carrying passengers (invoke whenever non-CAP members are involved) + procedure for securing the CAPF 9.

E. Local Procedures
• Fuel requirements
• Use of lockboxes, hanger procedures or tie down locations
• Who to contact if maintenance problems found and how to ground the aircraft
• Contents of CAP Aircraft Information File

F. Emergency Procedures **This item duplicates Section XII below**

G. Electronic Flight Book (EFB)
• Only evaluated if the pilot uses an EFB during the check ride
• Pilot must demonstrate familiarity with use during VFR and (instrument check rides) IFR
• Current chart and approach data is loaded before instrument flight
• A contingency exists in the event of total EFB failure during instrument flight

II. PREFLIGHT PREPARATION **This section may be completed up to 30 days before the flight**

A. Certificates & Documents
• Explain – Pilot privileges, limits, recent flight experience
• Medical class duration
• Locate and explain – Airworthiness / Registration / Operating Limits (placards – POH/AFM) / Weight & Balance
• Location of maintenance records and required maintenance items (CAP Aircraft Information File cover)
• Airworthiness requirements:
  o C-182T G1000 KOELs
  o VFR day – Airspeed, Altimeter, Magnetic Direction Indicator, Tachometer, Oil Pressure and Temperature Gauge, M.P. if altitude engine, Fuel gauge, Anti-collision lights, ELT (>50 nm flight)
  o VFR night – add position lights
  o IFR – add Radio, Rate of turn indicator, slip/skid, altimeter with baro adjustment, clock, attitude indicator, direction indicator

B. Obtaining Weather Information
• Knowledge of:
  o METARs, TAFs, FAs
  o AWOS, ASOS, ATIS reports
  o Surface analysis, radar summary, sig. wx prognostic, convective chart, winds aloft
  o Pilot Reports, AIRMETs, SIGMETs
  o Wind shear reports and icing/freezing level information
• Explain what the current WX situation is

C. Determine Weight & Balance
  Accomplish prior to flight

D. Determine Takeoff Performance
  Current conditions

E. Determine Cruise Performance
  For simulated Cross Country flight (see G. below)

F. Determine Landing Performance
  Current conditions

G. Cross-country Flight Planning
• Plan a simulated Cross Country Flight (VFR or IFR)
• Knowledge of 1 hour fuel minimum
• Uses NOTAMS and AF/D, has current charts for flight
• Selects VFR checkpoints or an IFR route
• Computes heading, flight time, and fuel requirements
• Use of FAA flight plan (ready to file)
• Knowledge of VFR airspace requirements (Class B/C/D/E/G)

H. Aircraft Systems
  * The applicant should explain 3 of the following systems:*
  • Primary flight controls and trim
  • Flaps
  • Power plant and propeller
  • Landing gear
  • Fuel, oil and hydraulic
  • Electrical
  • Avionics
  • Pitot-static vac/pressure/associated instruments

I. Aeromedical Factors
• The applicant should explain symptoms, causes, effects and corrective actions of 3 of the following:
  o Hypoxia
  o Hyperventilation
  o Middle ear and sinus problems
  o Spatial disorientation
  o Motion sickness
  o Carbon monoxide poisoning
  o Stress and fatigue
  o Dehydration
• Explain effects of alcohol & drugs, over-the-counter medications and effects of excess nitrogen during scuba diving upon pilot or passengers (bends)
III. GROUND OPERATIONS

A. Visual Inspection
   • Knowledge of the elements of preflight, to include knowing which items to inspect, the reasons for checking them, and how to detect possible defects.
   • Use of checklist
   • Verification aircraft is in a condition for safe flight.

B. Starting Engines

C. Taxiing
   • Performs an immediate brake check
   • Positions controls for wind (real or simulated)
   • Slow walking speed within 10 ft of objects, stay 50 ft behind aircraft, 100 ft behind multiengine aircraft, or 500 ft behind heavy aircraft and helicopters.
   • Exhibits situational awareness and complies with airport/taxiway markings, signals, ATC clearances and instructions

D. Use of Checklist (mandatory)

E. Passenger & Crew Briefing
   • Seat belts, doors, emergency procedures (emergency landing and fire)
   • CRM duties of passengers (traffic scan, check lists, radios, Sterile Cockpit [see below]).
   • Who is PIC

F. Sterile Cockpit Procedures
   Briefs passengers that only essential conversations and activities occur during critical phases of flight, and identifies those phases.

G. Post-flight Procedures
   • Reconfigure Aircraft for Taxi
   • Engine shut down
   • Tie downs/chocks (parking brakes should not be relied on and only used for short intervals)
   • Post flight inspection (oil, tires, refuel to level set by local procedures)

IV. AIRPORT & TRAFFIC PATTERN OPS

A. Radio Comm & ATC Light Signals
   • Appropriate frequency and radio phraseology
   • Meaning of the following light signals: (Aircraft on surface) – (Aircraft in flight)
     o Steady green (Cleared for Takeoff) – (Cleared to land)
     o Flashing green (Cleared to taxi) – (Return for landing)
     o Steady red (Stop) – (Give way to other aircraft and continue circling)
     o Flashing red (Taxi clear of runway in use) – (Airport unsafe, do not land)
     o Flashing white (Return to starting point on airport) – (N/A)
     o Alternating red and green (Exercise extreme caution) – (Exercise extreme caution)

B. Surface and Traffic Pattern Operations
   • Entry and Exit procedures
   • Correct traffic pattern ground track
   • TPA +/- 100 ft and A/S +/- 10 kts

C. Airport & Runway Markings & Lighting
   • Color of Runway/Taxi Lights (white – blue)
   • Common airport signs & interpretation (meaning of yellow letters on black background, black letters on yellow background, white letters on red background)

V. TAKEOFF & CLIMBS  **1 Hour and 3 Takeoffs and Landings are Required for all Annual CAPF-5s**

A. Normal Takeoff & Climb
   Climbout Vy +10-5 kts [+5-5 kts]

B. Crosswind Takeoff & Climb
   Control placement and proper directional control

C. Short-field Takeoff & Climb
• Proper Airspeed and Flap settings for lift off
• Maintain obstacle clearance A/S or Vx until 50 feet +10-5 kts [+5-0 kts]
• Maintain Vy after clearing obstacle +10-5 kts [+5-5 kts]
• Retracts Flaps and Configure Power

D. Soft-field Takeoff & Climb
• Uses proper soft field control displacement (full aft) while taxiing
• Selects proper flap setting
• Taxes onto runway at a safe speed without stopping and smoothly advances throttle
• Tail low takeoff and accelerates to Vx or Vy
• Climbout +10-5 kts [+5-5 kts]
• Retracts Flaps and Configure Power

VI. CROSS-COUNTRY FLYING
A. Pilotage & Dead Reckoning
• Navigation by means of precomputed heading, G/S and time
• ID of landmarks observed on chart
• Verifies aircraft position within 3 nm [2 nm] of planned route
• Maintains altitude +/- 200 ft and heading +/- 15 deg [100 ft and heading +/- 10 deg]
• Arrives at the enroute checkpoints within 3 min of initial or revised ETA and provides a destination estimate

B. Radio Navigation
• Locates aircraft position using the navigation system
• Intercepts and tracks a given course, radial or bearing
• Recognizes station passage and loss of signal
• Altitude +/- 200 ft and heading +/- 15 deg [100 ft and heading +/- 10 deg]

C. Diversion
• Selection of alternate airport and route
• Estimates heading / groundspeed / arrival time and fuel consumption to alternate
• Altitude +/- 200 ft and heading +/- 15 deg [100 ft and heading +/- 10 deg]

D. Lost Procedures
• Selects an appropriate course of action
• Identifies prominent landmarks
• Uses nav aids and/or contacts ATC as appropriate

VII. MANEUVERS **Clears the area before Maneuver or Maneuver sequence per XIV A.**
A. Power-Off Stalls
• Selects entry altitude resulting in completion not lower than 1,500 AGL
• Stabilized descent in approach or landing config
• Transitions to pitch attitude for stall
• Heading +/- 10 deg from straight flight or from a specified bank angle 20 deg or less maintains bank angle +/- 10 deg [5 deg] while inducing stall
• Prompt recovery once stall occurs (reduce angle of attack/full power/level wings)
• Retracts flaps to recommended setting
• Vx or Vy back to altitude specified

B. Power-On Stalls
• Checkpilot specifies a safe maximum M.P. or RPM to prevent excessive pitch attitude (+30 degrees)
• Selects entry altitude resulting in completion not lower than 1,500 AGL
• T/O or Departure configuration
• Transitions to pitch attitude for stall
• Heading +/- 10 deg from straight flight or from a specified bank angle 20 deg or less maintains bank angle +/- 10 deg while inducing stall
• Prompt recovery once stall occurs (reduce angle of attack/full power/level wings)
• Retracts flaps to recommended setting
• Vx or Vy back to altitude specified

C. Maneuvering During Slow Flight
• Entry altitude +1,500 ft AGL
• Selects airspeed where a further increase in angle of attack, load factor or decrease in power causes immediate stall
• Accomplishes S&L flight, turns, climbs and descents with specified flap configuration
• Attention division between aircraft control and orientation
• Heading +/- 10 deg, Altitude +/- 100 ft, Airspeed +/-0 kts, Specified Bank Angle +/- 10 deg
  [Altitude +/- 50 ft, Airspeed +/-0 kts, Specified Bank Angle +/- 5 deg]

D. Steep Turns
• Airspeed <= Va
• 45 deg bank angle [50+ deg bank angle]
• 360 deg turn one way, then the other
• Divides attention between aircraft control and orientation
• Altitude +/- 100 ft, Airspeed +/- 10 kts, Bank +/- 5 deg
• Rolls out on entry heading +/- 10 deg

VIII. INSTRUMENT REFERENCE MANEUVERS **Applicable to all check rides – Use a vision limiting device. For Instrument Check Rides only, all Altitudes are +/- 100 feet and all Headings are +/- 10 degrees.**
A. Straight & Level Flight
• Use of proper instruments and cross-check
• Altitude +/- 200 ft, Heading +/- 20 deg, Airspeed +/- 10 kts

B. Constant Airspeed Climbs
• Use of proper instruments and cross-check
• Levels off at Assigned Altitude and maintains +/- 200 ft
• Heading +/- 20 deg, Airspeed +/- 10 kts

C. Constant Airspeed Descents
• Use of proper instruments and cross-check
• Levels off at Assigned Altitude and maintains +/- 200 ft
• Heading +/- 20 deg, Airspeed +/- 10 kts

D. Turns To A Heading
• Use of proper instruments and cross-check
• Altitude +/- 200 ft
• Turns at standard rate and rolls out on Heading +/- 10 deg, Airspeed +/- 10 kts

E. Recovery from Unusual Flight Attitudes * Not Required for Instrument check rides – use IX-D instead*
• Uses proper instrument cross-check and interpretation, and applies pitch, bank and power in the correct sequence to return aircraft to a stabilized level flight attitude

F. Radio Nav & Radar Services
• Selects appropriate frequency or source for navigation
• Follows verbal or nav system guidance
• Determines the minimum safe altitude
• Altitude +/- 200 ft, Heading +/- 20 deg, Airspeed +/- 10 kts

IX. INSTRUMENT FLIGHT PROCEDURES * Applicable only to Instrument check rides. An IPC or instrument flight test taken within the last 180 days may, at the discretion of the check pilot, be used to count for all, part, or none of the items in this section.*
A. Ground Prep (WX, AC systems, Flt Plan) * In addition to items covered already in II-B and II-G**
• Freezing Level
• Alternate Requirements
• Appropriate IFR Flight Plan and Route
• DPs, SIDs and STARs
• IAPs
• GPS/RAIM/WAAS limitations and understanding
• Effects of Icing on Airframe, Propeller, Intake, Fuel, Pitot-static
• Icing procedures
• Flight Instruments and Navigation equipment knowledge of:
  o Electrical Systems
  o Vacuum Systems
  o Pitot-Static System
  o PFD/MFD
  o Compass/Heading Indicators
  o Altimeter/Airspeed/Vertical speed Indicators
  o Attitude and HSI indicators
• Knowledge of Navigations systems to include:
  o VOR, DME
  o ILS, Marker Beacons
  o Transponder
  o ADF, GPS, FMS
  o Autopilot
• Cockpit Instrument Checks – Primary and Alternate Instruments (at rest and during taxi)
B. ATC Clearance and Traffic Procedures
• Correct copy and read back of clearance
• Compliance with Departure Procedures
• Communications Failure Procedure
• Maintains enroute course +/- 10 kts, Heading +/- 10 deg, Altitude +/- 100 feet, CDI <= ¾ scale deflection
C. Holding Procedures **Required for all Instrument check rides**
• Changes to holding airspeed 3 minutes or less from holding fix
• Use of correct entry procedure to hold and holds within the specified or published holding pattern
• Within hold maintains airspeed +/- 10 kts, Altitude +/- 100 ft, Heading +/- 10 deg, CDI<= ¾ scale deflection
D. Partial Panel Unusual Attitude Recovery **Required for all Instrument check rides**
• Accomplished from both nose low and nose high attitudes
• Uses proper instrument cross-check and interpretation, and applies pitch bank and power in the correct sequence to return aircraft to a stabilized level flight attitude
E. Intercept & Tracking of Courses
• Correct Nav Aid tuning and identification
• Correctly sets course to be intercepted on HSI/RMI/VOR
• Maintains Airspeed +/- 10 kts, Altitude +/- 100 ft. Heading +/- 5 deg, not more than ¼ scale deflection of CDI or +/- 10 deg offset from an RMI course
• If available, can follow a DME arc within +/- 1 nm
F. Instrument Approach Procedures **One approach required for all Instrument check rides. There should be an approach without autopilot and partial panel, and at least one with a procedure turn or TAA pattern**
  (1) Precision Approach
• Tunes, IDs and confirms Nav inputs for all approach elements
• ILS and/or GPS-LPV (with a DA of 300ft or less)
• Prior to FAF, Altitude +/- 100 ft, Airspeed +/- 10 kts, Heading +/- 10 deg
• Knowledge of adjustment factors to DA/DH and visibility with regard to:
  o Airplane approach category
  o NOTAMS
  o Inoperative air or ground nav
  o Inoperative lights or visual aids
• Not more than ¾ scale CDI or glideslope deflection and Airspeed +/- 10 kts between FAF and DA/DH
• Initiates proper missed approach at DA/DH if appropriate visibility not available
  (2) Non-Precision Approach
• Tunes, IDs and confirms Nav inputs for all approach elements
• Prior to FAF, Altitude +/- 100 ft, Airspeed +/- 10 kts, Heading +/- 10 deg, not more than ¼ scale CDI deflection or +/- 10 deg deflection of RMI
• Knowledge of adjustment factors to MDA and visibility with regard to:
  o Airplane approach category
  o NOTAMS
  o Inoperative air or ground nav
  o Inoperative lights or visual aids
• Establishes a stabilized approach profile with a rate of descent and track to ensure MDA prior to MAP
• No more than ¾ scale CDI or +/- 10 deg deflection of RMI and Airspeed +/- 10 kts from FAF to MDA
• Maintains MDA when reached +100 ft/-0 ft to the MAP
• Executes the proper missed approach at the MAP if appropriate visibility is not available

(3) Partial Panel Approach **Not authorized for check rides conducted under IMC**
• Non-precision Approach is preferred for partial panel
• Should be accomplished without Auto-pilot
• For G1000, fail PFD and permit revisionary mode use on MFD – alternatively use AHRS/ADC Mask
• For non-glass panel aircraft, fail Heading and Attitude Indicators

(4) Circling & Missed Approach
• On Missed Approach:
  o Establishes stabilized climb attitude and power
  o Reports Missed to ATC
  o Complies with procedure
  o Maintains recommended missed Airspeed +/- 10 kts, Heading/Course/Bearing within +/- 10 deg and Altitude(s) within +/- 100 ft
• Circling Approach:
  o Must be to a runway at least 90 deg away from the final approach course
  o Selects appropriate circling procedure and altitude
  o Stays close enough to remain in visual contact and does not descend past circling altitude until in a position to make a normal landing
  o Maintains Circling Altitude +100/-0 feet

X. GROUND REFERENCE MANEUVERS **Complete at least one of the following Tasks**
A. Rectangular Course **One full turn in a traffic pattern may substitute for this**
  • Selects a suitable reference area
  • Altitude 1000 AGL, enters downwind leg at 45 deg angle
  • Applies proper drift correction for constant ground track
  • Divides attention between Aircraft control and Ground track
  • Altitude +/- 100 ft, Airspeed +/- 10 kts
B. S – Turns
  • Selects a suitable reference line
  • Enters 1000 AGL perpendicular to selected reference
  • Maintains drift correction to track a constant radius turn on each side of reference
  • Reverses direction of turn directly over reference line
  • Divides attention between Aircraft control and Ground track
  • Altitude +/- 100 ft, Airspeed +/- 10 kts
C. Turns Around A Point
  • Selects a suitable reference point
  • Enters Maneuver at an appropriate distance from point
  • Applies proper drift correction to track a constant radius turn around the selected point
  • Divides attention between Aircraft control and Ground track
  • Altitude +/- 100 ft, Airspeed +/- 10 kts

XI. NIGHT FLIGHT OPERATIONS ** Verbal only unless actual operations at night are required by wing or higher supplements**
A. Physiological aspects of night flying
  As related to vision
B. Preparation & Personal Equipment

C. Aircraft & Airport Lighting
- Lighting systems identifying airports
  - Civilian Land (Green/White)
  - Military (Green/White-White)
  - Seaplane (Yellow/White)
- Pilot Controlled lighting
- Airport runway and taxi lights
  - Runway (White – Yellow last 2,000 ft Instrument Runway)
  - Taxi way (Blue)
  - Centerline Taxi (Green)
  - Never Cross (Red Stop Bar)

D. Night Orientation and Navigation

XII. EMERGENCY PROCEDURES **Verbal only for check rides at night or in IMC**
A. Emergency Approach & Landing (sim)
- Establishes recommended best glide airspeed +/- 10 kts
- Selects suitable landing area
- Plans and follows a flight pattern to the selected landing area
- Recovers not lower than 1,000 ft AGL (Unless over an authorized airport)
- Follows appropriate checklist

B. System & Equipment Malfunction
- Analyzes the situation and takes appropriate action for simulated emergencies, to include at least 3 of the following:
  - Partial or Complete Power Loss
  - Engine rough or over heating
  - Carburetor or induction icing
  - Loss of oil pressure
  - Fuel starvation
  - Electrical malfunction
  - Vacuum/pressure and associated flight instrument malfunction (AHRS)
  - Pitot/static (ADC)
  - Landing Gear or Flaps malfunction
  - Inoperative trim
  - Inadvertent door/window opening
  - Structural icing
  - Smoke/fire/engine compartment fire
  - Other items appropriate to the airplane flown
- Follows the appropriate checklist or procedure

C. POH Bold Face Knowledge
- Has critical emergency check list items committed to memory per POH recommendations

D. Emergency Descent
- Recognizes situations that require an emergency descent
- Establishes the appropriate airspeed and configuration for emergency descent
- Maintains positive load factors during the descent
- Maintains airspeed +/- 10 kts and levels off at specified altitude +/- 100 ft

XIII. APPROACHES & LANDINGS
A. Normal Approaches and Landings
- Selects appropriate runway and touchdown point based on wind, surface and obstructions
- Maintains stabilized approach and Airspeed +10/-5 kts [+/- 5 kts] with wind gust factor applied
- Touches down smoothly at stall speed
- Touches down at or within 400 ft [200 ft] beyond a specified point on the centerline with longitudinal axis aligned with the runway
• Executes a timely go-around decision when the approach cannot be made within the tolerance specified above

B. Crosswind Approaches and Landings
• Touches down with appropriate crosswind landing technique, with no drift and aligned with runway at touchdown
• Maintains crosswind correction throughout approach and landing sequence

C. Forward Slips to Landing
• Selects a suitable touchdown point
• Establishes a slipping attitude at the point instructed
• Maintains a ground track aligned with the runway
• Touches down smoothly at or within 400 feet beyond a specified point, with no drift and aligned with runway

D. Go-around
• Makes a timely decision to discontinue approach
• Applies Takeoff power immediately and transitions to climb pitch attitude for Vy, Maintains Vy +10/-5 kts [+/- 5 kts] to a safe maneuvering altitude
• Retracts flaps as appropriate
• Maneuvers to the side of runway to clear the area and avoid traffic

E. Short-field Approach & Landing
• Selects the most suitable touchdown point
• Maintains a stabilized approach and recommended airspeed with recommended flap configuration +10/-5 kts [+/- 5 kts] with wind gust factor applied
• Touches down at or within 200 ft [100 ft] beyond the specified point, with no side drift and at minimum control airspeed
• Applies brakes (simulate heavy braking) for shortest stopping distance

F. Soft-field Approach & Landing
• Selects the most suitable touchdown point
• Maintains a stabilized approach and recommended airspeed +10/-5 kts [+/- 5 kts] with gust factor applied and recommended flap setting
• Touches down softly with no drift and aligned with runway
• Maintains proper position of flight controls and sufficient speed to taxi on the soft surface

XIV. SAFETY AWARENESS  **This section should be continuously evaluated throughout the check ride**

A. Clearing Turns and Collision Avoidance
• Performs clearing turns through at least 180 degrees (two 90’s or one 180)
• Looks before all turns
• Maintains an acceptable traffic scan
• Remains aware of collision hazards (towers, traffic convergence points such as VORs and airports)

B. Vigilance, Risk Management & Judgment
• Can identify hazards and takes steps to reduce risk
• Makes sound go/no go judgments (test with verbal scenarios)

C. Fuel Management
CAP minimum is 1 hour of planned remaining fuel

D. Use of Crew Resource Management
• Asks for check pilot to assist with cockpit duties (check lists, traffic scans, etc)
• Uses auto pilot and other flight aids to reduce work load when practical
• Organizes material and equipment in an efficient manner so they are readily available

E. Ground Handling Procedures
• Knowledge of basic marshaling signals
• Knowledge of correct procedures for inserting or extracting an aircraft from a hangar
• Selection of routes to avoid taxiing over tie downs, chalks and other debris

F. Use of Risk Management (Go – No Go)
• Use of an Operational Risk Management form prior to flight to evaluate hazards
XV. GLIDER PROCEDURES
For glider CAPF 5 check rides, use only the following parts of the CAPF 5, with any changes to airplane standards as stipulated below:

I. All Parts
II. A – (Airplane Airworthiness requirements do not apply), B, C, D, E – (Explain the management of ballast on performance), F, H, I
III. A, D, E, F
IV. All Parts
VII. A – (Maintain a specified bank angle up to 15 degs +/- 10 [5] deg during turns),
     C – (Heading +/- 10 deg during straight flight and bank +/- 10 [5] deg during turns),
     D – (Same as airplanes, but with no altitude standard)
XIII. A – (Stops short of and within 200 [100] feet of a designated point),
     B, C – (Touch down smoothly within the designated landing area)
XIV. A, B, D, E, F
XV. All Parts
XVII. All Parts (Instructors and Check Pilots Only)
XVIII. All Parts (Orientation Pilots Only) **The applicant should be evaluated for at least one flight from the seat they will normally use on o-ride – usually the rear seat. Also, the minimum altitude for maneuvers or thermalling is 1,500 AGL**

A. Assembly and Ground Handling  **Can be Verbal Only**
   • Use of an approved check list
   • Uses proper tools and handles components properly
   • Performs post-assembly inspection, including a positive control check with an assistant
   • Selects the appropriate ground handling procedures and equipment for existing conditions
   • Handles the glider in a safe manner during movement and secures glider controls as necessary

B. Aerotow Launch Procedures
   (1) Visual Signals
      • Uses and responds to prelaunch, launch, airborne, and emergency signals, as appropriate
   (2) Normal & Crosswind Takeoffs
      • Performs before takeoff check, to include emergency procedures and crewmember actions
      • Uses proper signals for takeoff
      • Lifts off at an appropriate speed and maintains proper alignment with towplane
   (3) Maintaining Tow Position
      • Knowledge and correct alignment with high tow and low tow positions
      • Transition from high to low tow through the wake
   (4) Boxing the Wake
      • Maneuvers the glider, while on tow, slightly outside the towplane’s wake in a box-like pattern
      • Maintains proper control and coordination
   (5) Slack Line and Tow Release Procedure
      • Knowledge of causes and remedies related to slack line
      • Inputs immediate corrective action if a slack line develops
      • Releases from high-tow position with normal tension
      • Clears the area before release, confirms release by observing towline, and turns appropriately
   (6) Aerotow Abnormal Occurrences
      • Exhibits knowledge of the elements related to aero tow abnormal occurrences, to include:
         o towplane power loss during takeoff
         o towline break
         o towplane power failure at altitude
         o glider release failure
         o glider and towplane release failure
(7) Rope break above 200ft AGL  **Not required by PTS or CAP, but may be accomplished at the discretion of the check pilot to test knowledge of abnormal aerotow occurrences if traffic and wind permits**

C. Ground Launch (Auto or Winch)
   (1) Visual Signals
   • Uses and responds to prelaunch, launch, airborne, and emergency signals, as appropriate
   (2) Normal & Crosswind Takeoffs
   • Performs before takeoff check, to include emergency procedures and crewmember actions
   • Uses proper signals for takeoff
   • Lifts off at the proper airspeed
   • Establishes the proper initial climb pitch attitude
   • Promptly corrects high speed, low speed, or porpoising
   • Maintains proper ground track during climb
   • Releases in proper manner and confirms release
   (3) Ground Launch Abnormal Occurrences
   • Exhibits knowledge of the elements related to ground tow abnormal occurrences, to include:
     o overrunning the towline
     o towline break
     o inability to release towline
     o over- and under-speeding
     o porpoising

D. Airspeeds-to-fly, including minimum sink
   • Determines minimum sink and maintains it at +/- 5 kts
   • Determines the speed-to-fly for a given situation and maintains the speed at +/- 5 kts

E. Thermal Soaring
   • If thermals present, recognizes indications of a thermal
   • Applies proper techniques to remain in thermal, and remains oriented to ground references, wind and other aircraft
   • Maintains proper airspeeds in and between thermals

F. Ridge and Slope Soaring
   • Recognizes areas and conditions which create orographic lift
   • Enters the area of lift properly
   • Maintains a safe distance from terrain and uses correct technique to re-enter the area if lift is lost
   • Uses proper procedures and techniques when crossing ridges and maintains proper airspeeds
   • Remains orientated to ground references, wind and other aircraft

G. Wave Soaring
   • Recognizes areas and conditions which create waves
   • Locates and enters the area of lift
   • Uses proper procedures and techniques to re-enter the area of lift if it is lost
   • Remains orientated to ground references, wind and other aircraft
   • Coordinates with ATC, as appropriate

H. Downwind landing
   • knowledge of safety and performance elements
   • maintains approach airspeed, +/- 5 kts
   • Uses proper downwind landing and roll-out procedure

I. Simulated Off-airport Landings **Verbal Only**

XVI. MULTI-ENGINE PROCEDURES **NOT COVERED IN THIS GUIDE**
A. Engine Failure During T.O. Below VMC
B. Engine Failure After Liftoff
C. Maneuvering wt One Engine Inoperative
D. Approach & Landing with One Engine
E. VMC Demonstration
F. Instrument Maneuvers wt One Engine Out
G. Instrument Approach wt One Engine Out

XVII. INSTRUCTOR & CHECK PILOTS
A. Demonstrate ground instruction
   - Recommend selecting a ground lesson that will also be taught in the air (item D below)
   - Uses a lesson plan
   - Lesson should be for one of the items from Section V, VI, VII, VIII, X, XII or XIII of the CAPF 5
B. Positive control exchange & who is PIC
   - Knowledge of a failsafe control transfer procedure
   - Understands assignment of PIC and duties during emergencies
C. T.O. & Landing from both control positions
D. Demonstrate teaching maneuvers in flight
   - Per item A, lesson should cover an item from Section V, VI, VII, VIII, X, XII or XIII of the CAPF 5
E. Demonstrate evaluating maneuvers in flight
   - Should cover a maneuver separate from what was taught in item A & D above.
F. How to conduct a CAPF-5 (Check Pilot)
   Should be conducted verbally prior to flight – applicant needs to describe how he/she would conduct a check ride, to include sequence of maneuvers to be given for an evaluation and under what circumstances they would immediate fail an applicant vs permitting do-over’s of a maneuver.

XVIII. ORIENTATION PILOT
A. Knowledge of CAPP 52-7
   - Applicant should have a copy or know how to obtain one
   - Cadet must be in a front seat, under 18 and complete 80% of syllabus for credit
   - Flights must be done in day VMC conditions
B. Demonstrate syllabus maneuvers/items
   - Applicant should conduct at least one cadet orientation syllabus maneuver in flight, explaining it as if a cadet were onboard
   - Knows estimated time and basic outline of each syllabus item (0.7 to 1.2 hours duration)
   - No extreme maneuvers (imminent and not full stalls, demonstrating emergency procedures)
   - No back seat passengers for stall demonstrations
   - All maneuvers outside the traffic pattern are done above 2,500 AGL
C. Knowledge of CAPR 60-1 restrictions
   - Only CAP instructors, Orientation Pilots, or Mission Pilots during a mission may have cadet passengers
   - No cadet pilot may have a cadet passenger
   - No cadets onboard are permitted during the first 10 tach hrs following engine/cylinder/magneto change or overhaul
   - Flight instruction may not occur during an Orientation flight
   - Only the PIC may handle the controls below 1,000 ft AGL – cadets are encouraged to handle the flight controls at other times
D. Knowledge of AF(J)ROTC program/MOU
   - Applicant should have a copy of the latest AFROTC/AFJROTC MOA or know how to obtain it
   - Flights are 1 hour, and are reimbursed for the front seat cadet
   - Knows the outline of each syllabus item
REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)

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  **Applicant should sign the CAPF-5 before the check pilot does**

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:

**All questionnaires presented to the check pilot for grading, and which were found to be at least 80% correct, should be listed here. Every check ride requires a successfully completed questionnaire for the aircraft type used in that check ride**

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

COMMENTS:  **Be sure to list if the check ride includes a flight review and/or instrument competency check, and any special checkouts not listed in Additional CAP Endorsements**