SELF-CONDUCTED PROFICIENCY FLIGHT GUIDELINES

(18 February 2014)

This document provides a recommended self-conducted proficiency flight profile that may be used by all CAP pilots to maintain currency while improving pilot confidence in a particular model of aircraft. It is recommended that the procedures outlined below be accomplished at least once each 90 days to maintain pilot proficiency in the skills required to safely operate the aircraft. Self-conducted proficiency flight profile sorties are to be flown under "C" mission status.

1. Preflight.

a. Obtain a flight release from a designated flight release officer.

b. Review the Aircraft Flight Manual/Pilot Operating Handbook (AFM/POH), including limitations, operating procedures (normal, abnormal, and emergency), loading, performance, etc.

c. Accomplish the aircraft preflight inspection.

2. Flight Profile.

a. Accomplish normal taxi, takeoff, and departure to the local practice area.

b. Upon reaching the practice area and at an altitude of at least 3,000 feet AGL, conduct appropriate clearing turns.

MAINTAIN CONSTANT VISUAL AWARENESS OUTSIDE THE COCKPIT THROUGHOUT ALL MANEUVERS

(1) Perform 720º steep bank turns (45-50º bank) in both directions while maintaining altitude within 100 feet.

(2) Maintain altitude within 100 feet and heading within 5º while slowing to 1.2 V_{S1}. Accomplish left and right turns of at least 90º duration while maintaining altitude within 100 feet. While maintaining heading within 5º, reduce power to idle and increase pitch attitude to maintain altitude until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish a speed of 1.2 V_{S1}.

(3) Extend flaps to approach position and reduce speed to onset of stall warning while maintaining altitude within 100 feet and heading within 5º. Increase power as necessary to maintain altitude. Accomplish left and right turns of at least 90º duration while maintaining altitude within 100 feet. Increase power to takeoff power while simultaneously increasing pitch attitude to simulate a go-around condition and begin a medium bank turn in either direction. Raise the nose until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish the speed used at the beginning of this maneuver.

(4) Extend flaps to landing position, extend landing gear (if applicable), and reduce speed to onset of stall warning while maintaining altitude within 100 feet and heading within 5º. Increase power as necessary to maintain altitude. Accomplish left and right turns of at least 90º duration while maintaining altitude within 100 feet. While maintaining a constant heading within 5º, reduce power to normal approach power setting and begin a typical final approach descent. Increase pitch attitude until onset of stall warning. Accomplish a full recovery straight ahead, climbing to the altitude at which the maneuver was started.

(5) Establish level flight, maintaining altitude within 100 feet and heading within 5º while reducing speed to 1.2 V_{S1} with flaps and gear (if applicable) retracted. Without changing power, establish a 30º bank turn in either direction, and smoothly increase elevator back pressure until onset of stall warning. Recover straight ahead with minimum altitude loss.

c. Return to the airport to accomplish the following takeoff and landing exercises:

(1) Perform a normal landing, using full flaps, to a touch and go.

(2) Perform a short field landing to a full stop, with a simulated 50-foot obstacle located at the runway threshold using the procedures recommended in the AFM/POH.

(3) Taxi back and perform a soft field takeoff using the procedures recommended in the AFM/POH.

(4) Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.

(5) Taxi back and perform a short field takeoff using the procedures recommended in the AFM/POH.

(6) Accomplish additional practice takeoffs and landings as desired.

(7) Perform a normal landing to a full stop.

3. Post Flight.

a. Secure the aircraft in the hanger or tie down location (including fueling, cleaning windshield, etc.).

b. Complete necessary flight time reports.

c. Conduct a post-flight inspection of the aircraft.

d. Review your performance!