



Stan/Eval Newsletter
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
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Maxwell AFB, AL 36112

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Giving a Proper Form 5 (F5) is Critical:

Administering a F5 is a sacred duty of every check pilot and must be taken very seriously as it is a critical part of our aviation safety. It is the single most important part of our quality assurance for CAP aviation. Signing off a pilot who really doesn't meet the standards is not in the best interest of anyone and could cause irreparable harm to CAP. Fortunately, check pilots get a lot of help in administering a F5 correctly from very specific directions associated with the F5 (click here), to clinics, to check pilots having to take an annual proficiency check. For the purposes of this article, we'll focus on giving an annual vice an abbreviated proficiency check. Although the proficiency check is a test, it should be approached as a learning experience both by the check pilot and the pilot being checked. Properly done, both pilots will be better pilots by the end of the ride.

As a check pilot you must demonstrate professionalism. This includes common courtesy such as being on time, being prepared, and all the other behaviors any CFI or check pilot should exhibit. Be sensitive to the fact that a proficiency check is like going to the dentist for many pilots. Don't make it any more painful than necessary. Also be aware that the pilot may be funding the proficiency check, so act accordingly.

Prior to the check ride, the check pilot needs to draft an expectations document. This can be an email to the candidate outlining what the objectives are and how the ride will be conducted. For example, is this an initial F5, is it VFR only, will the examinee be evaluated as an O ride pilot, and so forth. Don't waste your time or the examinee's time by not having a clear understanding of what the specific objectives of the proficiency check are. Have a plan to conduct the proficiency check consisting of a series of scenarios and tasks that are to be performed and in what sequence. In addition, the check pilot needs to review the examinees qualifications on Ops Qual to be sure that the proper qualifications are in place for the check ride. Ops Quals will show evidence of taking the 70-1 on-line test within the past 60 days, the Cadet Orientation test within the past four years (it's good to do this annually even though not required), and the ground handling video every two years. Depending on what privileges the check pilot has, it may not be possible to see the medical. So you'll need to review this with the candidate on the day of the check ride.

The check pilot should note how well the pilot has prepared. Sloppy or incomplete preparation is not a good sign. Proficiency checks have been terminated in the past simply because it became apparent the pilot wasn't ready (sometimes this is because the pilot did not understand how seriously CAP takes these rides). Proficiency checks must be done in VFR conditions and the emergency procedures must be accomplished during the day. The check pilot should allow the pilot to make any go/no go decision unless the pilot is making an unsafe decision. Of course, in the case of a clearly bad decision, the check pilot should question the pilot's judgment and reconsider whether the individual is ready to be a CAP pilot.

While it's important for the pilot to be properly prepared and ready, it is also important that the check pilot be prepared and ready. A poorly organized check pilot is a frustration to the pilot taking the proficiency check and reflects badly on CAP. All proficiency checks begin with an oral portion on the ground. Some check pilots recommend doing the oral the day before the flight rather than cramming both the oral and the flight into one day. CAPR 70-1 only requires the oral to be within 30 days of the actual flight. First up is to check the pilot's credentials (pilot certificate, medical, current FAA flight review, current CAP membership, SFRA training certificate, CFI certificate (if applicable), and currency for passengers).

The pilot should have done some homework including preparing a weight and balance as a minimum and some sort of risk assessment. It is acceptable to do a flight review as part of the F5 as by the end of the flight the check pilot should have a pretty good idea of the pilot's competence. Topics to cover include a review of 14 CFR parts 61 and 91 as well as parts of the AIM. To make it easier, you can ask the pilot to go to www.faa.gov and take the flight review course (ALC-25). This provides a very thorough review along with a certificate of completion and can be accepted in lieu of the check pilot reviewing these materials on the day of the proficiency check. The check pilot should also review with the pilot their knowledge of operational risk management and crew resource management. Get the pilot to explain what these mean for the flight at hand (e.g., they may have an academic understanding but can they really implement the concepts?). Other topics should include safety, ground operations to include runway incursion, see and avoid, tail strikes, night operations, and other high priority topics. The level of detail and difficulty of the questions you ask should depend on the experience of the pilot. Although CAPR 70-1 specifies minimums to be met, it is the check pilot's challenge to make it a learning experience for even the most experienced pilot.

A review of CAPR 70-1 must be completed. For a first time CAP applicant, this should be very thorough while a long time CAP pilot may just need to review the latest changes.

The oral will also depend on what sort of privileges the pilot is applying for. O Ride privileges require the review of CAPP 60-40 while IFR privileges should include a discussion of IFR charts, approaches, and IFR procedures. But any oral should include a review of VFR charts which I find to be a weak point for many pilots especially the more experienced ones who live in an IFR world (and yes, doing that on an iPad is fine).

The oral should include discussion of things the pilot might not ordinarily think about but can be a learning experience. Here are some questions to precipitate good discussions:

- “What’s the shortest runway you’d feel comfortable landing or taking off on today?” is a good one. If they read you the minimum takeoff or landing distances in the POH, it should be a really long discussion!
- “How would you fly a cross country at night differently than in the day?”
- “What happens to manifold pressure if in cruise flight you increase (or decrease) RPM?” Deer in the head lights response tells you they many not really understand a complex aircraft.
- “What’s the difference between an ODP and a DP? Do you need to follow both?” Of course, you know the answer to this one?
- “Are the published altitudes on DPs and Arrivals mandatory?”
- “What are the three biggest risks on today’s flight and what are you going to do about them?”
- “What’s an accident chain and do you have one with you?” Don’t fly with a pilot who claims they have one in their flight bag.

The oral should briefly review how the flight will be conducted. This is especially important for IFR pilots who need some idea of the approaches that will be required. The flight should not have any surprises. Fundamentals of Ops Quals and WMIRS should be reviewed which is a weak part of most new pilots to CAP. They don’t need to be experts but at least know how to schedule a sortie and get a flight release. This is one part of the F5 where I would be hesitant to flunk anyone as the ways of WMIRS and Ops Quals are difficult for anyone to fully understand, even check pilots (don’t ask me how I know this). Instead, if they appear to be confused by WMIRS or Ops Quals,

give them a quick tutorial then and there. At the end of the oral, the check pilot needs to be confident that the pilot is ready for the flight portion. If the pilot has convinced you at this point that they aren't going to meet minimums, there is no point in wasting time and money on a flight to confirm what you already know. This is rare but does happen. Do your job and stop the F5 at that point. Give some honest feedback and offer some remedial training.

Assuming they are ready, get them to walk you through the preflight. Again, this can be straightforward for the less experienced pilots (although I would ask a few questions that they may not be able to answer so they can learn something). I find many pilots don't really know what all the external antennas are. Ask them to identify each one and if they stumble, it's an opportunity for them to learn more. Ask them what instrument or equipment could fail and yet flight could still be made legally. For the more experienced pilots I look hard for some subtlety in the POH or the paperwork to deepen their understanding (and mine). Some questions to ask the more experienced pilots include:

- Which V speeds are weight dependent and how do they vary?
- Which V speeds are altitude dependent and how do they vary?
- How do the G limits on a C182/GA-8 vary with flap setting?
- What's the relationship between V_a and the yellow arc on the ASI?
- Why is the airspeed for a short field takeoff slightly less than for a short field landing?
- Why is the airspeed for a short field takeoff not the published V_x ?
- If the fuel shutoff valve is pulled, how long will the engine run?
- How many paragraphs are there in section 3 of CAPR 70-1? (OK, only kidding.)
- And it's ok for you as a check pilot to ask them a question that you always wanted to know the answer to but can't find the answer. They just might know!



Before starting engines, it is instructive to do simulated emergencies with the aircraft still tied down. Go through a few simulated emergencies by having the pilot move the controls, switch switches, and so forth to check their knowledge of the bold face items on the check list (I usually remove the emergency check list at this point because in a real emergency you can never find it as it has slid beneath the seat. Don't ask me how I know this). It's very instructive to go through an engine fire emergency as you'll find that many pilots have never shut the fuel off and can't figure out how to move the fuel lever to off. I

point out how we have burned to death by the time they finally figure it out. Good learning experience at a much lower temperature.

The rest of the proficiency check is done to accomplish the remaining tasks on the F5. These should be done to the level of the certificate being exercised. It is important for the check pilot to organize the flight so that all the tasks can be effectively accomplished in a minimum of time. Proficiency checks are expensive so be sensitive to that. Tasks can often be combined. For example, flying the pattern accomplishes the rectangular pattern task. Pilotage, dead reckoning, and electronic navigation can all be combined in a single scenario. Maneuvers under the hood can include a steep turn and so forth. And it's not just the flying part that you are evaluating but the ground ops as well.

As you conduct the proficiency check load the pilot up with tasks but back off when they become saturated. Any pilot, no matter how experienced or talented, can get overloaded. It's important that they know what their limits are and what to do when they reach that limit. Just make sure that they can meet the minimums! Simulating emergencies in the air is a part of any proficiency check but needs to be done with caution. There are many cases of simulated emergencies becoming real emergencies because a check pilot pushed things too far. Never compromise safety.

Often pilots come equipped with all sorts of electronic wizardry for a check flight from a handheld GPS to an iPad. It's ok to let them use these but it's also important to take them away for portions of the flight to ensure they can fly without them.



During most proficiency flights pilots will make mistakes (hopefully small ones). Be sure the pilot recognizes them. A pilot who makes a mistake but immediately recognizes it and recovers is much better than a pilot who is oblivious. If a maneuver isn't up to snuff it's ok to ask it be redone, but don't turn the proficiency check into an instructional ride. If they consistently have trouble "getting it right," they are not ready.

An area that may be difficult to evaluate is a pilot's competence in gusty cross winds. Most proficiency checks are performed in howling three knot cross winds making it difficult to really gauge cross wind performance. If this is the case, have the pilot slip the airplane along a straight road. The ability of the pilot to keep the aircraft tracking the road while in a slip will reveal deficiencies in cross wind techniques. If you really don't like the pilot, pick a road that has a lot of curves. Just be sure the pilot is not a CPE who may be doing your next proficiency check.

The entire check ride, oral and practical, is done against standards. We use two standards: the applicable ACS and CAPS 72-5 & 6. Check pilots cannot and shall not "invent" standards or criteria. They cannot and shall not insist that the pilot fly "like me". As long as they meet the standards, it is acceptable to CAP. The idea is to take as much subjectivism out of the ride as possible. If you think you'd like to teach them something, do it on an instructional flight not a Form 5 flight.

No F5 is complete without a thorough post flight debrief. What was done well and not so well? Did the pilot meet the ACS and CAP standards? It's important to also ask for feedback on the proficiency check as well. Some of these pilots are check pilots themselves for the airlines and the military and may have some very useful insights and advice. Take advantage of their knowledge. You should also ensure that the pilot understands how to enter their achievements into Ops Quals assuming they pass the proficiency check.

Finally, one of the fundamental items to evaluate and usually the hardest is judgment. But it is by far the most critical. Does this person exhibit good aeronautical judgment? Are we comfortable letting this person fly CAP assets, with cadets, in IFR, in windy conditions, and so forth? Would you be comfortable having this pilot fly your family? Even if the pilot meets all the standards, it may be necessary to judge them unfit for CAP flying because of judgment. Tough call to make.

In the end, a check pilot must sign the F5 with one of two outcomes:

1. The pilot passed and is good for a year of flying privileges. Happily, this is how most proficiency checks end.

- The pilot did not pass. If this unfortunate condition occurs, you must be very clear on the F5 and explain to the pilot the precise reasons for the failure. This should also be accompanied by an offer of remedial training. If this is an abbreviated F5, they may flunk the F5 but still retain their flying privileges. For example, a fully qualified VFR CAP pilot may flunk an abbreviated F5 for the purposes of adding instrument privileges. But they remain a qualified VFR pilot. According to CAPR 70-1 7.7.1 Check Pilots shall provide an email notice to the Wing DOV of any F5 failure with the F5 attached.

For the check pilot there are some behaviors we should avoid like the plague:

- I'll sign his F5 as I know he/she is a good pilot even though he/she botched his/her F5.
- I don't feel good about this pilot's flying but I'll sign the F5 as he/she has a great reputation and I'd look stupid flunking this individual.
- There is no way I'm going to flunk the (Pick one: Squadron Commander, Group Commander, Wing Commander, National Commander, my best friend, United B747 Captain, USAF F15 driver, and so forth).
- I've flown with this pilot many times so we don't really have to do all of the required tasks for the F5.

Who is the PIC?:

One of the most fundamental understandings a crew must have agreed to is who is the Pilot in Command (PIC). According to CFAR Part 91 “The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.” If you think about what that means, it's an awesome responsibility. Therefore, it's important to understand just who

AIRCRAFT FLIGHT TIME LOG, AIRPLANE

Tail No: _____ Month: _____ Year: 20____ Wing/Region: _____ Model: _____ Base: _____ Page: _____ of _____

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the PIC is and annotate the Flight Time Log appropriately.

- The PIC should be specifically identified in the pre takeoff briefing so there is no confusion. The Aircraft Flight Time Log must be annotated by checking the PIC box to show who is the PIC for the particular sortie.
- There cannot be multiple PIC's. There is no such thing as someone acting as the FAA PIC and someone else acting as the CAP PIC at the same time. There can only be one person acting as the PIC (there are allowances for more than one pilot to log PIC time simultaneously – but logging time as a PIC is not the same thing as acting as PIC).
- The PIC does not have to be the pilot flying. Any properly qualified pilot can fly the airplane but the PIC is ultimately responsible for the flight and the PIC (at least in CAP) must be in the front seat.

- By mutual agreement, two qualified pilots can agree to swap who is PIC in flight. But just make sure there is no confusion.
- Note that when a CAP sortie is entered in WMIRS, the PIC for the flight is specified. Your flight release is predicated on that person being the PIC. So normally, that is who the PIC is and that is what will be assumed. So if you swap who is the PIC in flight, this could be a source of confusion. You should inform the FRO as part of the release that there will be a swap of who is PIC during the flight. The FRO will need to confirm that both pilots are properly qualified. An even better idea is to enter in two sorties to cover the two different PICs if practical. Of course; there could be situations where swapping PIC's should be done even if there was no plan to do so. An obvious situation would be if the PIC is incapacitated in some way.
- Confusion can be caused by having an instructor pilot or check pilot in the aircraft. They aren't normally the PIC even if they are acting as instructor or check pilot. Sometimes we just assume whoever is the most experienced pilot in the aircraft is the PIC. But the PIC is whoever is specified in WMIRS, briefed as the PIC in the takeoff briefing, and/or as mutually agreed.

In CAP there should be no ambiguity as in the aircraft log the PIC is designated by a check mark in the PIC box. Be sure you fill that in so it is clear who is the PIC for that sortie. Bottom line is that it must be crystal clear to the aircrew who is the PIC at all times. You can find a good article from AOPA on this topic [here](#). Here is a good article on how the NTSB views PIC [there](#). This article notes that if you are a CFI, then the NTSB will consider you the PIC in any mishap. Thanks to George Vogt for these links.

New Drone Rules to Advance Safety and Innovation (FAA):

The FAA announced two final rules for Unmanned Aircraft (UA) which will require Remote Identification (Remote ID) of drones and allow operators of small drones to fly over people and at night under certain conditions. The Remote ID rule (<https://go.usa.gov/xAK6A>), a major step toward further integrating drones into the NAS, provides identification of drones in flight as well as the location of their control stations, providing crucial information to our national security agencies and law enforcement partners, and other officials charged with ensuring public safety. The Operations Over People and at Night rule (<https://go.usa.gov/xAK67>) applies to part 107 operators. The ability to fly over people and moving vehicles varies depending on the level of risk a small drone operation presents to people on the ground.

For more information, see the FAA's press release at https://www.faa.gov/news/press_releases/news_story.cfm?newsId=25541 and check out the FAA's UAS page at <https://www.faa.gov/uas>.

New From the Flight Deck Video Highlights Hold Short Instructions FAA):

Every airport is unique, and complex runway and taxiway configurations can lead pilots to make mistakes in the air and on the ground. The latest addition to the FAA's From the Flight Deck video series helps pilots know when and where to hold short. The video combines runway and taxiway footage from cockpit mounted cameras with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items. Check out the video here <https://youtu.be/hvmVmu4o470> and learn more at www.faa.gov/go/FromTheFlightDeck.

Flying at Night:

Many GA pilots avoid flying at night in single engine aircraft but for CAP Mission Pilots that is not an option since many of our missions are flown at night. Night flying can make for very enjoyable flying but there are additional risks involved that we must consider. The CAP Operational Risk Management matrix that we use for missions adds extra points for night flying (i.e. more risk). This risk was best summed up by Orville Wright when he said “Night flying is just like flying in the day except you can’t see much.” (ok I made that up). Because you “can’t see much” you are missing many of the visual cues of day flying leading to spatial disorientation and/or misjudgment. Risks are compounded by other factors. If you are flying at night it is more probable you are tired. Your eyesight at night is more sensitive to altitude. Above 5,000 feet flatlanders can start having trouble seeing anything but bright lights unless on oxygen. Depth perception can also be problematic.

Applying operational risk management includes planning our flight to avoid whatever risks we can avoid and mitigate those that we can’t. We also need to make an honest assessment to determine if the risks justify canceling the flight. The biggest risk reduction we can do for night flight is to file IFR or do flight following, but that doesn’t eliminate all the risks. And filing IFR may not always be practical when flying a CAP mission.

The preflight should include all those things we normally do for day flight but includes some additional items. Ensure the windscreen is clean! We should place special emphasis on ensuring the lights, both interior and exterior, are in working order. Interior lights include the panel lights and cabin lighting. Although a burned-out bulb in a dome light might not be cause for canceling the flight, it is a factor to consider when launching into the dark. Checking for tripped circuit breakers is critical and should be cause for cancelling the flight unless you are certain of what tripped it and are certain it won’t be a factor in flight. Make sure the pilot and crew are equipped with flashlights and the flashlights are readily available (having one in the baggage compartment or buried in a secret pocket in your flight bag is useless). Although any flashlight (other than those used to store dead batteries) is useful, a red lens flashlight is desirable as it preserves night vision. However, a red lens flashlight can also make it difficult to read certain charts and printed matter. FAA regulations require position lights at night and the pilot in command must have made three night landings to a full stop in the last 90 days to be current for carrying passengers. More requirements are in 14 CFR Part 91.205. Although you can have a burned-out landing light for non-commercial operations, it’s really not a good idea to take off without a working landing light. And this is a gray area for CAP, as some consider CAP to be a commercial operation.

Recall that the FAA has different definitions of “night.” For the purposes of logging night landings, you must perform them one hour after sunset to one hour before sunrise. For the purposes of logging night flight, night begins at the end of civil twilight (about 30 minutes after sunset) and ends at the beginning of morning civil twilight (about 30 minutes before sunrise). The requirement to have position lights starts at sunset and ends at sunrise.

Exercise caution on taxi as not everything is illuminated. Many of the airports we fly out of are poorly lit so be careful. If you are flying a G1000 equipped aircraft (or any aircraft with some sort of terrain avoidance function), make sure the terrain function is turned on for either the inset or MFD map. White lights indicate a runway while blue lights indicate a taxiway. Don’t confuse the

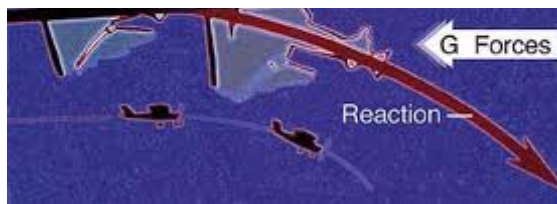
two! It's easy to get confused at night as to **LURAY, VA**

where you really are on the airport so pay attention to the signage. **LURAY CAVERNS (LUA)**
AMDT 1 84019 (FAA)

TAKEOFF MINIMUMS: Rwy 4, 22, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

Night takeoffs have the danger of causing a somatogravic illusion (also known as pilotus discombobulatus). When you accelerate and rotate for takeoff, the senses exaggerate what the climb angle really is and a pilot will instinctively push forward on the yoke to reduce the climb angle unless there are sufficient visual cues available. Problem is when you take off into blackness, the visual cues are not there and misinterpretation by the senses result in the pilot over correcting and flying the airplane into



the ground (CFIT). This has been a factor in many NTSB crash investigations. The correction to this is to use your AI, ASI, and rate of climb to set and maintain an appropriate climb rate. Wildlife encroaching on the runway is also a bigger problem at night than in the day as at night you may not see them until it's too late to avoid them.

Night flight can induce all sorts of spatial disorientation and/or misjudgment leading to unusual attitudes and loss of control. False horizons and other illusions are common. For this very reason, VFR at night is not allowed in Europe. So even for VFR pilots it's important to cross check your flight instruments. Don't trust your eyes or senses at night. The AI becomes a very important instrument at night. Although it may be perfectly safe to fly during the day with an inoperable AI, it's not smart (although legal for VFR) to do so at night. You really need the AI in the dark, IFR or VFR.

Departures at night have also resulted in CFIT or encounters with obstacles. Most airports have either a departure procedure (DP) or an obstacle departure procedure (ODP) which will keep you out of harm's way. You can find the ODPs in the front of the U.S. Terminal Procedures Publication under TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. DPs are with the approach plates for a particular airport. Follow them even if you are VFR.

Once enroute, altitude is your friend. Remain well above the MEF (minimum elevation figure) which are those funny numbers on VFR charts you usually ignore. At night they are very helpful as they are the minimum altitude you need to avoid terrain and obstructions. Since they only provide 100 'of clearance, you should fly well above them at night unless you are very familiar with the surrounding terrain. Alternatively, get on an airway and stay above the MEA.

Approach and landing have their own risks. As you descend you risk CFIT or hitting an obstacle. Following an instrument approach procedure ensures obstacle clearance all the way to the airport.

If no approach is available or isn't practical to follow, stay well above the MEF until near the airport. Use a steep descent to minimize the exposure to terrain and obstacles. Landing at an unfamiliar airport is not the time for a leisurely and low descent. It's safer to come in high, have a steep descent, and land well past the numbers. That minimizes the probability of a collision with an unknown tower or terrain near the airport. As in a takeoff, wildlife encroaching on the runway is a bigger problem at night as they can be invisible until the last second.



Even the best laid plans go awry so plan for the worst. The three biggest risks at night are inadvertent VFR into IMC, loss of electric power, and loss of engine power.

Flying into clouds at night is easy to do as the clouds generally are invisible at night. Although you may have done a very thorough weather briefing prior to the flight, Mother Nature can and does surprise us. If you are flying on an IFR flight plan, encountering IMC should be a non-issue. If you are not on an IFR flight plan, your first priority is to keep the wings level and keep the aircraft stable. Get on the instruments! If terrain and other factors allow it, a gentle 180 back to VFR is probably the best option. You may also be able to descend out of the clouds if you can remain above the MEF. If neither a turn nor descent is practical, let ATC know you need some help (if terrain is an issue or you aren't sure, start a climb). Don't be in a rush to contact ATC. Aviate, navigate, and communicate in that order. Make sure you have the aircraft stable before you fiddle with the radios. If you are not sure what frequency to use, don't be shy and use 121.5 MHz. That's what it's there for.

Loss of electric power is another problem we need to be ready for. That's why we have (working) flashlights readily available. The first thing to do is to try and restore electric power which your emergency checklist can lead you through. But let's assume that fails. Here's where being in a steam gauge aircraft vice a glass cockpit has advantages as you will have a few more instruments still available. But even with glass, you can keep the wings level and stay at altitude. In a G1000 with a complete electrical failure, your compass is the only directional instrument you have. In either case, if you are VFR (hopefully!) your immediate action is to keep the aircraft flying and look for a suitable airport. Note that without electrical power, you won't be able to turn on the airport lights or turn on your landing light. That may affect where you want to land.

An engine failure at night is another high-risk event. Even though an engine failure at any time (other than on the ground) presents considerable risk, losing an engine at night is even riskier as it's difficult or impossible to pick out a safe landing site. If it's a moonlit night, you may be able to pick out a spot but otherwise you have a serious problem. Your first priority is to try and restore power if practical but assuming that fails you must establish a best glide and a direction that maximizes your chances of a safe landing. Bending the airplane should not be a concern at this point, walking away from it should be your only concern. In the daytime, landing on a road is usually not a good idea due to traffic and various obstacles like power lines and traffic signage. But at night, it may be your only choice as it is lit and you have a chance of surviving the landing. Landing into total darkness is usually a really bad idea. In any event, as you near the ground, you want to minimize your airspeed but not stall. Kinetic energy dissipates as the square of the speed so your chances of survival greatly increase with a low airspeed.

Night flight does involve more risk than day flight but the risks are manageable in many situations. Recall that Lindbergh flew IFR at night across the Atlantic in a single engine airplane with no electrical power and almost no instruments other than a compass, altimeter, and ASI. Since any self-respecting CAP pilot considers himself/herself a better pilot than Lindbergh, night flight should be easy.

Articles for the National Stan Eval Newsletter:

We are always looking for brief articles of interest to CAP pilots to include in this newsletter. CAP has many very experienced pilots and aircrew who have useful techniques, experiences, and tips to share. Please send your contribution to stephen.hertz@vawq.cap.gov