Stan/Eval Newsletter
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
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Do you fly like you drive? (LtCol J. Proctor, AZWG)
Recently, I was driving my stick shift Mini Cooper Convertible and I caught myself before I semi-rolled through a stop sign. At that moment the following thought struck me. Is there any correlation between driving skills and habits and flying? Hummm!

Well, very unscientifically, I will state the following. There are at least correlations; here are a few examples. When we were young, most of us wanted to both learn how to drive and we wanted to fly. When we were still young, 14-16, we got trained and licensed to operate a mechanical vehicle, a car. One friend of mine had his mom drive him to the airport so he could take flying lessons. He did not yet have a driver's license. Driving as with flying, one must attend training, obviously flight training is much more intense. In both driving and flying, one must demonstrate your knowledge and more skills before an examiner. I got my learner's permit at 14 in Nov in my hometown of Deadwood, SD. The roads that day were solid snow and ice, and I had a stick shift VW. "OK son, now parallel park here" said the local driving examiner, as I was driving uphill on the icy Main Street. Gulp! As in other stressful situations, you remember the event well and I frankly did just fine.

As you have already been thinking, there clearly are no parallels between flying and driving. Things like, taking a semiannual Flight Review. Obviously, it is a good thing about airplanes and many of us have thought it would be a good idea for some 'idiot' drivers as well. The complexity of one vs. the other shines brightly. A fuel starvation on the highway, leaves one with a red face and maybe a tow charge, far different from a potential life or death experience in the plane.

So where am I going here? On a different day, I was in town, making a right turn onto a boulevard that had two lanes. I was also planning a left turn in about two blocks, so I mostly slid over to the left lane, vs. staying in the right lane and then clearing, turning on the blinker, and then moving to the left lane. I caught myself; I was not holding up standards. I was not driving properly, and this move would have flunked me on a driving exam. Was I safe, at that point, yes, as there was not anyone in the other lane, but it still was not proper! I vowed to not slide to the other lane in the future. How about you? Are you self-correcting when you drive? More so, much more so, are you self-critical and self-correcting as you fly?

Do you, for example, remind yourself that you should not rush the preflight? Do you, not just call out the items on the "before starting checklis"t vs. just touching each knob or item. Do you counsel yourself for not taxing on the yellow brick road as you try to poke in GPS points? Are you really listening to the taxi flow, and do you perform your run-up in a New York minute?

The list can go on, such things as, on takeoff roll, are you right on centerline? Is your climb out at a specific speed or just whatever speed you happen to hit? For today's flight, would the examiner have given you a pink slip? A very key point I believe in is, do you keep a diary or journal of your flying? I do. When I write down my slipups or mistakes, I know I am less likely to repeat them. How about you? I will wait for the Statutes of Limitations to expire, and I will share some of my entries.

So, are you self-correcting when you drive? Are you self-correcting when you fly? How do you know?

Be safe and thank you for reading.

Night Flying (LtCol J. Vallone, NVWG)
A pilot, by nature, always wants to step to the aircraft equipped with the best in both equipment and knowledge. Since your night vision is a critical part of your night flying equipment, why not make the most of it?

One of the first steps to improve good night vision is understanding the difference between how we see in daylight and the dark. Your eyes use two types of light receptors called rods and cones. Cones are primarily for day and color vision while rods serve you during the night and peripheral vision. The rods are 1,000 times more sensitive to light than cones, but sensitivity costs you color and definition.

A key step to good night vision is dark adaptability. The process allows your eyes to adapt to low levels of light. Different pilots adapt to dark conditions at varying degrees and rates. There are several conditions which will destroy your night vision quickly. Surprisingly,
high energy pulses of light such as strobes have a minimal effect, but exposure to steady light can have a significant impact on your night vision. Consider using a red-light lens on your flashlight during preflight and during the flight.

Fatigue can also influence your night flying performance. Unfortunately, sometimes when you fly at night, it tends to be at the end of your workday. Even slight fatigue can cause you to not use good night vision techniques. At higher altitudes, hypoxia can also severely reduce night vision. Consider using supplemental oxygen for all crew members above 5,000' at night. Good night vision techniques will enable you to overcome some of the physiological limitations of your eyes.

Good night scanning ability is essential to night flying. To do it effectively, scan from side to the other using slow, regular movements. Avoid looking directly at a faintly visible object when you are trying to identify it from a distance. View the object by looking 10˚ above, below and to either side of it rather than looking directly at it the object.

Because visual acuity is reduced at night, objects must be identified by shape. Your awareness of flying at night improves as your night experience is gained. Good night vision technique all boils down to the best use of your equipment (aircraft G-1000, ForeFlight) as well as your
Mark 1 eyeballs. As a CAP Mission Pilot, always be prepared to operate your aircraft at night. You never know when the call may come!

Additional Thoughts on Cadet Orientation Rides (Capt. D. F. Pinella, KYWG)
To serve as an Orientation Pilot in CAP, you must first meet several key qualifications:

- Be a current and qualified CAP VFR (Visual Flight Rules) pilot. Minimum.
- Hold a current CAP Form 5 flight evaluation with an Orientation Pilot Endorsement.
- Successfully complete the applicable Orientation Pilot examination(s).

For powered orientation pilots, the following flight experience is also required:

- At least 200 hours of Pilot-in-Command (PIC) time in fixed-wing aircraft for flights with CAP Cadets.
- At least 300 hours of PIC time in fixed-wing aircraft for flights with ROTC Cadets.

In addition, you must receive an appointment by the Wing This request typically needs to be made directly to the Stand/Eval Officer,
For guidelines, refer to CAPP 60-40 and CAPR 70-1.

Notes from the Field
As someone who spends a considerable amount of time conducting Form 5 evaluations, particularly related to orientation rides with cadets, I have observed that many new O-Ride pilots are not experienced FAA Certified Flight Instructors (CFIs). This can lead to gaps in understanding some of the nuances of flying with individuals new to aviation—especially when it comes to the psychological and physiological aspects of first-time flight, such as primacy of education and air sickness.

1. The Primacy of Education
Cadets, especially those with a passion for aviation, absorb every detail of their early flight experiences. The principle of primacy—the idea that what is learned first is remembered best—makes it essential that O Ride pilots provide accurate, safe, and methodical instruction from the very start.

The FAA stresses that early exposure to correct technique sets the foundation for lasting skills. Errors and bad habits introduced early are difficult to unlearn.

Key Habits to Instill from the Start:

- Traffic Awareness: Cadets should actively participate in scanning for traffic, both on the ground and in the air. Make them feel like essential members of the flight crew—because they are.
- Taxi Slowly: Demonstrate precise and cautious ground movement. The way you taxi sets the tone. Remember: airplanes make poor cars, and vice versa.
- Thorough Checklist Use: Take your time. Explain every step and its purpose. Poor checklist habits are common, so model excellent ones.
- Double-Check Everything: Use any downtime to review tasks or settings. Mistakes happen, but double-checking minimizes risks.
- Full Preflight Between Flights: Always conduct a full preflight, even between consecutive O-Ride flights. Cadets observe everything—do not cut corners.

2. Managing Air Sickness
Airsickness is common and normal—especially among cadets. Addressing it openly and with empathy can ease a cadet's anxiety and improve their overall experience.
Tips for Handling Airsickness:

- Normalize It: Let cadets know it is no big deal. Share stories, like how even astronauts and experienced pilots (including military demonstration teams) can get airsick.
- Supplies Ready: Keep a generous supply of zip-lock bags on hand.

- Engage Them: Silence often leads to discomfort. Keep cadets mentally engaged—ask questions, encourage responses, and keep them involved.
- Ensure Ventilation: Keep the cabin cool and well-ventilated.
- Encourage Looking Outside: This helps orient their balance system. Do not forget to monitor those in the back seats as well.
- Point Out Landmarks & Keep Communication Flowing: Maintain interest and distract from discomfort. Also, keep involving them in traffic spotting.

3. CADET Protection Review

Please be mindful of Cadet Protection guidelines. This document is intended to raise awareness of important considerations and does not serve as the definitive authority on the subject.
Before the flight, consider the following scenarios and ensure you have clear guidance:

- What if we stop at a remote airport to switch cadet seating positions (e.g., from front to back)?
- What if two cadets need to use the restroom?
- What if you are flying with only one cadet?
- Other scenarios?

Address these questions in advance to ensure proper planning and compliance with Cadet Protection standards.

Final Thoughts

- Discuss feeling nervous. This is a BIG thing for most of these cadets, and they will be fearful. The parents are even more so. I try to take a few minutes to answer any parent's questions.
- Remind the cadets that they are welcome to take as many pictures as they like! Get the parents out for pictures!
- Reiterate that the ride is to be 0.7 to 1.2. Do not shortchange them! Do one fewer ride and make them all a good hour! Short rides may end up not counting, and the Wing having to pay the cost. Also, a straight-line cross country of 1.2 is NOT an O ride.
- The syllabus should be followed; however, it can usually be completed in short order. Use the remaining time to find what interests the cadet. Some like to fly, some like to sightsee, some ooh and ahh with a touch and go at CVG, some like to talk on the radio. Find out!

If you have suggestions, additions, or personal anecdotes to enhance this guide, I welcome your feedback. Together, we can continue to make orientation flights both educational and enjoyable for our cadets.

4. Additional Cadet Aviation Opportunities within Civil Air Patrol

Besides Cadet Orientation rides, there are other opportunities from Civil Air Patrol. The Orientation Ride Pilot should be knowledgeable of these opportunities so that the Cadet, Cadet's parents or guardians, or other senior member accompanying the Cadet on the day of the Orientation flight so that at the very least the Cadet/Parents/senior member knows where to look for more information.

Further details on the following activities can be found at:

https://www.gocivilairpatrol.com/programs/cadets/activities/cadet-flying

It is suggested that this information be delivered to the Cadet LATER in the O Ride process. Too much information early on can be overwhelming.

Three of the biggest aviation organizations in America – AOPA, EAA, and SSA – show their support for CAP cadets by offering them free memberships and other benefits. Cadets who are aspiring aviators should take advantage of these great opportunities (external links):

- AOPA AV8Rs – free membership benefit for cadets
- EAA Young Eagles – free membership benefit for cadets
- Soaring Society of America - free membership benefit for cadets
  -- SSA program info
- Women in Aviation International

Elective Activities for Individual Cadets and Squadrons

- *Aviation 101*

This online, video-based course is provided to cadets at no cost by Embry-Riddle Aeronautical University. If you want to learn aviation fundamentals and how to become a licensed pilot, start here.
Format: Online only
Audience: Individual cadets, any grade
For Details: See Aviation 101 home page

- *Fit for Flying*

By nature, humans are land-based organisms, and so when human aviators take flight, they enter a whole new environment. Fit for Flying teaches aspiring aviators what it takes to be an airworthy human. Topics include the unique traits of the flight environment, aero physiology, and fitness as a lifestyle. A positive, drug-free message is emphasized throughout.
Format: Conference / classroom activity, or a self-study program for individual cadets
Audience: Cadet class or individual cadets of any grade
Resources: Textbook, instructor guide, quizzes
For Details: See home page

- *Let's Go Flying*

Let's Go Flying is the young person's introduction to aviation. Topics include what to look for on your first airline flight, fundamentals of aviation science, fun things young people can do to grow their interest in flying, and interviews with aviation professionals who discuss career opportunities.
Format: Classroom lessons with team activities, or a self-study program for individual cadets
Audience: Cadet class or individual cadets of any grade
For Details: See home page
Resources: Textbook, instructor guide with activity plans, presentations, quizzes

Cadets who are interested in obtaining their private pilot certificate need to pass an FAA private pilot written exam. There are many commercial off the shelf products that help cadets learn the concepts and prepare for the test. Because this is a difficult hurdle to overcome alone, CAP units may put together a cohort of cadets to mentor them as they complete their coursework together. Usually lasts 3-6 weeks and meets in-person or virtually to allow participants to review harder-to-learn concepts and ask an instructor pilot questions.
Format: Virtual, multi-week activity, typically 6 weeks in duration
Audience: Cadets who are working towards a private pilot certificate
For Details: See the Private Pilot Written Test Preparation Courses home page

- *STEM kit – Cross Country Navigation*

Contact your AE Officer or Commander for access to free STEM kits. Included in the kit are the Gleim Pilot Handbook, Gleim Private Pilot Knowledge Test, Cross Country Flight activity guide, New York sectional chart, two E6B flight computers, and two navigational plotters.
For Details: See the https://www.gocivilairpatrol.com/programs/aerospace-education/programs/stem-kits/available-stem-kits/cross-country-stem-kit

It is no secret that flight training is expensive. CAP supports cadets in their aviation career aspirations through college and flight scholarship programs. Most scholarships are competitive, benefiting cadets who have ranked up in the Cadet Program, graduated from encampments, and participated in some of the electives shown on this page.
For Details: See the Scholarships home page

- *National Flight Academies*

Cadets who have completed some orientation flights, studied their Aerospace Dimensions texts, and participated in some of the electives shown above are ready to pursue formal flight instruction leading to a solo flight or private pilot certificate. CAP operates flight academies in single-engine aircraft, primarily in the summer.
Format: In-residence, overnight activity, typically 1-week in duration
Audience: Cadets who have graduated encampment
For Details: See National Cadet Special Activities home page

- *Cadet Wings*

Cadet Wings is a merit-based program for cadets pursuing a Private Pilot Certificate (PPC). Cadets complete their training at a local flight school (sometimes referred to as "FBO") or with CAP flight instructors using our CAP Cessna 172 aircraft. Funding for this program comes from the United States Air Force and other funding partners such as the James C. Ray Flight Training Scholarship with the goal of developing tomorrow's aerospace leaders.
For Details: See the Cadet Wings home page

CAP and ForeFlight Useful Tips (B. Mouat, NHQ)
As most of you know, any CAP VFR Pilot (plus some others) may be entitled to request a CAP (actually USAF) funded subscription to ForeFlight - CAP uses the Military Flight Bag Performance plus version. This very powerful tool is ubiquitous across CAP and aviation in the US.

CAP Foreflight Use
545 CAP airplanes now loaded with weight and balance profiles
5100 CAP user iPads in use

The ForeFlight App is preloaded with all of the CAP aircraft profiles (including weight and balance data) and a massive amount of other data, documents, training materials, etc.

If you are unsure of whether you qualify for a free subscription, just go to eServices and use the "What do I need" feature and search for VFR Pilot qualifications - you will need your CAPID. This feature will list all the qualifications you need to complete to be eligible.

What do I need to complete for the VFR Pilot Qual and be eligible for ForeFlight
https://www.capnhq.gov/CAP.OPSQuals.Web/Pilot/WhatDoINeed.aspx

To request a ForeFlight account or to get information, go to the following link. Note that ForeFlight requires an iPad or iPhone but can also be accessed on a Laptop or PC. No androids (yet).
https://www.gocivilairpatrol.com/programs/emergency-services/aircraft-operations/cap-foreflight

The following contacts may be useful to you:

- For adding, deleting or updating User Accounts and Aircraft Profiles use ForeFlight@capnhq.gov
- For adding, deleting or updating Aircraft Weight and Balance information use aircraftdata@capnhq.gov

For a list of frequently asked questions, just go to:
https://www.gocivilairpatrol.com/media/cms/FF_QandA_v1_f8f19854e0883.pdf

Enjoy the app!

Articles for the National Stan Eval Newsletter
These articles have been written to present ideas, techniques, and concepts of interest to CAP aircrews rather than provide any direction. The articles in this newsletter should in no way be considered CAP policy. We are always looking for brief articles of interest to CAP aircrews 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@vawg.cap.gov . You can view past issues here.