



<b>XV. GLIDER PROCEDURES</b>		<b>S U V NP</b>	<b>XVI. MULTI-ENGINE PROCEDURES</b>		<b>S U V NP</b>
A. Assembly and Ground Handling.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	A. Engine Failure During T.O. Below VMC..		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
B. Aerotow Launch Procedures .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	B. Engine Failure After Liftoff .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(1) Visual Signals .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	C. Maneuvering wt 1 Engine Inoperative .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(2) Normal & Crosswind Takeoffs .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	D. Approach & Landing with 1 Engine .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(3) Maintaining Tow Position.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	E. VMC Demonstration .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(4) Boxing the Wake.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	F. Instrument Maneuvers wt 1 Engine Out .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(5) Slack Line & Tow Release Procedure..		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	G. Instrument Approach wt 1 Engine Out.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(6) Aero tow Abnormal Occurrences.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<b>XVII. INSTRUCTOR &amp; CHECK PILOTS</b>		
(7) Rope break above 200ft AGL .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	A. Demonstrate ground instruction .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
C. Ground Launch (Auto or Winch) .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	B. Positive control exchange & who is PIC....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(1) Visual Signals .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	C. T.O. & Landing from both control positions....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(2) Normal & Crosswind Takeoffs .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	D. Demonstrate teaching maneuvers in flight.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
(3) Ground Launch Abnormal Occurrences ..		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	E. Demonstrate evaluating maneuvers in flight....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
D. Airspeeds-to-fly, including minimum sink ....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	F. How to conduct a CAPF-5 (Check Pilot) ...		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
E. Thermal Soaring.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<b>XVIII. ORIENTATION PILOT</b>		
F. Ridge and Slope Soaring .....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	A. Knowledge of CAPP 52-7, CAP Cadets ....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
G. Wave Soaring.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	B. Demonstrate syllabus maneuvers/items.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
H. Downwind landing.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	C. Knowledge of CAPR 70-1 restrictions.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
I. Simulated Off-airport Landings.....		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	D. Knowledge of AF(J)ROTC program/MOU ...		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<b>REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)</b>					
FAA Pilot Cert No.		CFI Cert No.		CFI Exp Date	
Class Medical		Medical Issue Date		Flight Review Date	
I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated on this CAPF 5. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility.					
Date		Member's Name & Grade (print or type)		Member's Signature	
I certify that I have administered a CAP flight evaluation 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 questionnaire for the make and model of aircraft flown.					
Date		Evaluator's Name & Grade (print or type)		Evaluator's Signature	
CAP check pilot approval (if a non-CAP check pilot evaluated the flight)					
Date		Name & Grade (print or type)		Signature	
<b>COMMENTS:</b>					

## INSTRUCTIONS FOR CAP PILOT FLIGHT EVALUATIONS – AIRPLANE/GLIDER

These instructions specify how to conduct a CAP Pilot Flight Evaluation (CAPF 5 and/or CAPF 5B) in accordance with this regulation. The CAP Check Pilot evaluates the CAP member on:

- Ability to satisfactorily perform the tasks assigned;
- Knowledge of procedures; and
- Smoothness, judgment and mastery of the aircraft.

The current and applicable FAA Practical Test Standards (PTS) or Airman Certification Standards (ACS) for the certificate being exercised define the level of satisfactory performance. For example, the CAP Check Pilot must evaluate a CAP Instructor Pilot candidate in accordance with the FAA Instructor PTS or ACS. If the holder of an FAA Commercial Pilot Certificate seeks a CAP qualification that requires only the exercise of Private Pilot privileges, the Check Pilot need not evaluate that pilot IAW the FAA Commercial PTS or ACS. The CAP Check Pilot must complete all items appropriate to the evaluation, indicating S (Satisfactory), U (Unsatisfactory) or V (Verbally evaluated). If a CAP member can satisfactorily perform the more complex maneuvers, the Check Pilot has the discretion to not require performance of less complex maneuvers. Items or maneuvers not performed or applicable to evaluation (such as powered maneuvers for gliders) should be marked as NP (Not Performed).

Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation. In the case of an unsatisfactory CAP Pilot Flight Evaluation, the Check Pilot must inform the applicant of the specific unsatisfactory item(s), note them on the CAPF 5/CAPF 5B, and follow the guidance/procedures of Section 7.4 of this document. Instructions for specific parts of the CAPF 5/CAPF 5B are as follows:

Additional CAP Endorsements – More than one may be initialed by the CAP Check Pilot. Turbo, Mountain Flight and other endorsements may be required by applicable wing or region supplements to this regulation.

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

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

**IX. Instrument Flight Procedures** – Minimum completion standards for this section include at least one partial panel unusual attitude recovery, one holding pattern, and one instrument approach. The Check Pilot has discretion to cover this section verbally if the pilot has satisfactorily completed an FAA Instrument Proficiency Check requiring a demonstration of instrument competency within six calendar months prior to the CAPF 5.

**XI. Night Flight Operations** – Familiarization only, and may be required at the discretion of Wing Commanders or higher.

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

**XVII. Instructor & Check Pilots** – On each CAPF 5 and/or CAPF 5B, the CAP Check Pilot must assign a candidate for initial or renewal of CAP Instructor or CAP Check Pilot endorsement(s) to make a ground instruction demonstration on a topic/maneuver listed in the FAA Instructor PTS or ACS. The candidate must demonstrate that maneuver to the Check Pilot during the flight portion of the CAP Pilot Evaluation.

**XVIII. CAP Orientation Pilot** – The CAP Check Pilot must review and discuss the orientation flight syllabus with the pilot seeking a CAP Orientation Pilot endorsement and select syllabus maneuver(s) for the pilot to demonstrate during the CAP Pilot Evaluation. The CAP Check Pilot must verify the pilot’s knowledge of applicable provisions in this regulation and CAPP 52-7, Cadet Orientation Flight Syllabus.

**Review of Certificates and Documents** – The CAP Check Pilot must verify each item in this section.

**Signatures** – Both the applicant and the Check Pilot must sign the CAPF 5 or CAPF 5B. If the evaluator is not a CAP Check Pilot, a CAP Check Pilot must also sign to indicate coverage of CAP-specific items. If the applicant fails, the Check Pilot will enter the word “UNSATISFACTORY” in lieu of the Evaluator’s Signature.

### CAP PILOT FLIGHT EVALUATION PROCEDURE

The applicant for a CAPF 5 or CAPF 5B Pilot Flight Evaluation should bring the following materials for review by the CAP Check Pilot:

1. Unless otherwise arranged in accordance with Section 7.2.2. of this regulation, evidence of flight review (logbook entry, WINGS documentation, new pilot certificate or rating, new flight instructor certificate, or 14 CFR part 135.293/297, 121.441, or 61.58 (proficiency checks).
2. FAA certificate(s) and medical (or current state issued driver’s license and medical education course completion certificate if operating under BasicMed).
3. Proof of CAP membership.
4. Completed aircraft questionnaire (CAPFs 5Q-A or 5Q-G) for the make and model of CAP aircraft in which the member is being evaluated.
5. Online CAPR 70-1, CAPF 5 Annual Examination and Supplemental Glider or Balloon Exam results as applicable.

The CAP Check Pilot must review and grade all materials and conduct the CAP Pilot Flight Evaluation. Following the evaluation, the applicant must upload the CAPF 5 document as applicable and enter the required information into the CAP Ops Quals system for validation.