

AIF-G Table of Contents

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† = SUPPLIED

‡ = PUBLISHED

§ = FURNISH LOCALLY

¶ = OPTIONAL



CIVIL AIR PATROL



AIRCRAFT INFORMATION FILE - GLIDER

N _____ TYPE _____ USEFUL LOAD – _____

TIRE PRESSURES

NOSE _____ PSI

MAIN _____ PSI

TAIL _____ PSI

— INSPECTIONS DUE —

REQUIRED INSPECTIONS	DATE WHEN DONE	HOURS WHEN DONE	NEXT DUE HOURS	NEXT DUE DATE
ANNUAL INSPECTION				
LIFE LIMIT INSPECTION				
		NOTE: Annual inspections are due at the end of the 12th calendar month. Try to schedule during the non-soaring season.		

GROUNDED

DO NOT FLY!

CONTACT YOUR FLIGHT
RELEASE OFFICER FOR
MORE INFORMATION

ADMINISTRATIVE PREFLIGHT CHECKLIST

1. FLIGHT RELEASE OBTAINED AND RECONFIRMED WITH FLIGHT RELEASE OFFICER PRIOR TO FLIGHT.
2. PILOT MEETS ALL REQUIREMENTS OF CURRENT CAPR 70-1, AS AMENDED.
3. PILOT QUALIFIED FOR FLIGHT:
HAS CURRENT CAPF 5 ON FILE FOR AIRCRAFT TYPE AND CATEGORY.
4. PILOT AND FLIGHT CREWMEMBERS POSSESS THE FOLLOWING REQUIRED PERSONAL DOCUMENTS:
 - A. FAA PILOT'S LICENSE (PILOT ONLY).
 - B. CAP MEMBERSHIP CARD (ALL).
 - C. PROPER CAP GLIDER CAP (ALL).
5. PREFLIGHT PLANNING COMPLETED AS PER FARs, INCLUDING WEATHER BRIEFING, CURRENT VFR CHARTS AS REQUIRED AND WEIGHT AND BALANCE COMPUTED AND IS **VERIFIED WITHIN LIMITS** FOR THIS FLIGHT.
6. CHECK WMIRS FOR MALFUNCTIONS WHICH COULD AFFECT SAFE FLIGHT, AND THEN COMPLETE GLIDER SORTIE LOG.

IMPORTANT TELEPHONE NUMBERS

	NAME	PHONE
GLIDER PROGRAM MANAGER	_____	_____
UNIT SAFETY OFFICER	_____	_____
UNIT MAINTENANCE OFFICER	_____	_____
UNIT SCHEDULING OFFICER	_____	_____
UNIT OPERATIONS OFFICER	_____	_____
UNIT FLIGHT RELEASE OFFICERS	_____	_____
	_____	_____
WING COMMANDER	_____	_____
REGION COMMANDER	_____	_____
NATIONAL OPERATIONS CENTER	<u>CAP-NOC Duty Officer</u>	<u>(888) 211-1812</u>

AIRCRAFT FLIGHT TIME LOG, GLIDER

Tail No: N _____ Month: _____ Year: _____ Wing/Region: _____ Base: _____ Page: ___ of ___

Mo/Day (Zulu)	Mission Number	Sortie[s]	Symbol	Profile	FRO (Last Name/Phone/CAPID)	SSA Vendor: YES or NO	Tow Plane: N	Bill TOW FEE To: USAF WG Member
Front (Last Name/CAPID)			PIC	F5	Depart Airport:	Arrival Airport:	Glider Flight Times:	Member Name / CAPID:
					ATD Local:	ATA Local:	Actual Minutes	
Rear (Last Name/CAPID)			PIC	F5	Altitude:		Hobbs Entry – WMIRS:	Check #
					ATD Zulu:	ATA Zulu:	Nearest Tenth	Tow Fee: \$
Mo/Day (Zulu)	Mission Number	Sortie[s]	Symbol	Profile	FRO (Last Name/Phone/CAPID)	SSA Vendor: YES or NO	Tow Plane: N	Bill TOW FEE To: USAF WG Member
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					ATD Local:	ATA Local:	Actual Minutes	
Rear (Last Name/CAPID)			PIC	F5	Altitude:		Hobbs Entry – WMIRS:	Check #
					ATD Zulu:	ATA Zulu:	Nearest Tenth	Tow Fee: \$
Mo/Day (Zulu)	Mission Number	Sortie	Symbol	Profile	FRO (Last Name/Phone/CAPID)	SSA Vendor: YES or NO	Tow Plane: N	Bill TOW FEE To: USAF WG Member
Front (Last Name/CAPID)			PIC	F5	Depart Airport:	Arrival Airport:	Glider Flight Times:	Member Name / CAPID:
					ATD Local:	ATA Local:	Actual Minutes	
Rear (Last Name/CAPID)			PIC	F5	Altitude:		Hobbs Entry – WMIRS:	Check #
					ATD Zulu:	ATA Zulu:	Nearest Tenth	Tow Fee: \$

Name and CAP ID number of person certifying and submitting the data on this page: _____

Aircraft Flight Time Log, Glider Instructions and Block Definitions

This form must be retained by the wing/region until the data has been submitted and validated in WMIRS; it may be discarded after such has occurred. Data on form must match in WMIRS

Tail No:	N Tail Number of Glider
Month:	Current Month being recorded (Jan, Feb, Apr, etc.)
YEAR:	Current YEAR being recorded
Wing/Region:	Wing/Region the aircraft is assigned to
Base:	Base Location Identifier of the Aircraft Location
Page: ___ of ___	Enter Page number of current sheet and totals pages submitted
Mo/Day	Zulu Day that this sortie took off (i.e. 8/17)
Mission Number	Mission number of line entry
Sortie	WMIRS sortie number
Symbol	Mission Symbol of line entry
Profile	Profile Number of any A-12 / B-12 / C-12 mission symbol entry
FRO	Flight Release Officer whom released the sortie
SSA Vendor	Circle "Yes" if vendor glider or "No" for corporate owned.
Tow Plane: N	N Tail Number of Tow Aircraft
Bill Tow FEE	Circle appropriate agency that will be paying for glider tow USAF WG or Member
PIC	Pilot-In-Command of flight (circle the appropriate PIC or F5 in the Front or Rear block)
F5	Member receiving Form 5 (circle the appropriate PIC or F5 in the Front or Rear block)
Front	Front Seat Occupant
Rear	Rear Seat Occupant
CAPID	CAPID goes after the corresponding occupant's names
Dep ARPT	Three character FAA Identifier for Departure Airport (i.e. ALB, MGM, BOI, GXY, STL, 4R9, etc.)
ATD Local	Actual Time of Departure in "Local" time. Makes it much easier for MSA to keep track of.
ATD Zulu	Actual Time of Departure in "Zulu" time. MSA can convert to Zulu Time as time permits
Altitude	Altitude of release
Arr ARPT	Three character FAA Identifier for Arrival Airport (i.e. ALB, MGM, BOI, GXY, STL, 4R9, etc.)
ATA Local	Actual Time of Arrival in "Local" Time. Makes it much easier for MSA to keep track of.
ATA Zulu	Actual Time of Arrival in "Zulu" time. MSA can convert to Zulu Time as time permits.
Glider Flight Times	Enter the actual minutes
Hobbs Entry	Enter the Hobbs times converted from the number of the minutes of actual glider flight time.
Member Name/CAPID	Enter the members Name and CAPID that is paying for the glider tow.
Check #	Enter members check number.
Tow Fee	Enter total fee pay by check for flight.

EQUIPMENT / INSPECTION / DOCUMENT REQUIREMENTS

1. AIRCRAFT MUST HAVE THE FOLLOWING DOCUMENTS ON BOARD WHEN REQUIRED BY FAR 91.9, 91.203 & 23.1589 [**"AROW"**]:
 - A. CURRENT AIRWORTHINESS CERTIFICATE.
 - B. CURRENT REGISTRATION CERTIFICATE.
 - C. CURRENT AIRPLANE FLIGHT MANUAL OR PILOT'S OPERATING HANDBOOK.
 - D. CURRENT WEIGHT AND BALANCE PAPERWORK.

2. OLDER AIRCRAFT NOT REQUIRING A FLIGHT MANUAL, POH OR WEIGHT AND BALANCE PAPERWORK SHALL HAVE:
 - A. PLACARDS AS REQUIRED BY MANUFACTURER.
 - B. FRONT-REAR LOADING GRAPH OR TABLE.

3. FOR **DAY VFR** FLIGHT, THE AIRCRAFT MUST HAVE THE REQUIRED WORKING INSTRUMENTS AND EQUIPMENT (AS PER FAR 91.205)

DISCREPANCIES found during the preflight should be immediately reported to the Unit Maintenance Officer and the Airworthiness of the aircraft verified prior to flight.

4. Inspections specifically required for make/model of glider:

Inspection: _____ Date: _____ Hours: _____ Cycles: _____

Inspection: _____ Date: _____ Hours: _____ Cycles: _____

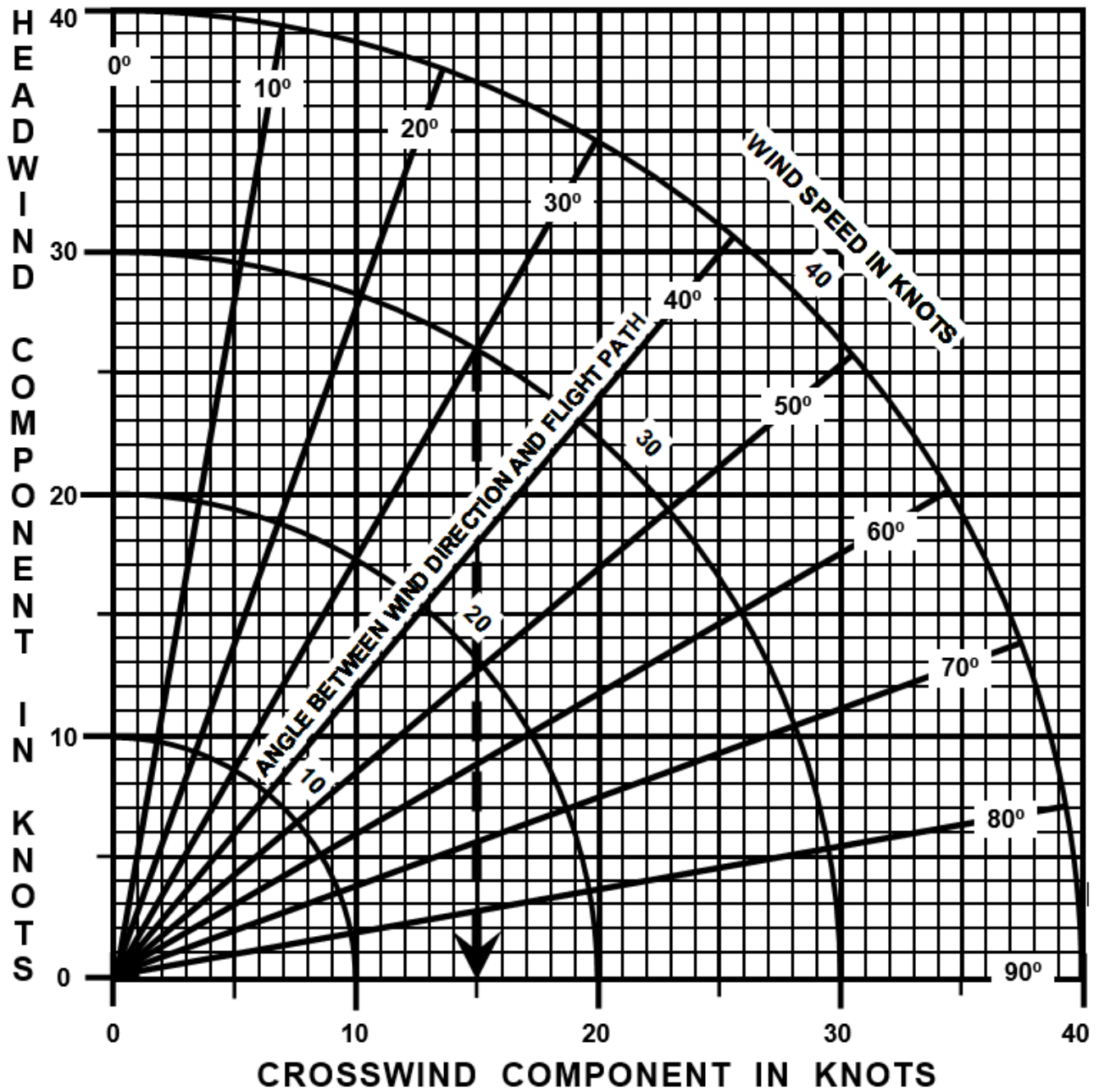
Inspection: _____ Date: _____ Hours: _____ Cycles: _____

Inspection: _____ Date: _____ Hours: _____ Cycles: _____

Inspection: _____ Date: _____ Hours: _____ Cycles: _____

INOPERATIVE EQUIPMENT IS TO BE PLACARDED AS SUCH BY PIC!

CROSSWIND CHART



INSTRUCTIONS: Select the headwind component along the left side, and follow the curved line representing the headwind component until it intersects the angled straight line representing the degrees off the runway centerline the wind is coming from. Travel straight down to the bottom of the chart to find the crosswind component. In the example, there is a 30-knot headwind at a 30° angle to the runway, yielding a crosswind component of 15 knots – the legal maximum for CAP flight.



CIVIL AIR PATROL AIRCRAFT INFORMATION FILE



— LOOSE / REMOVEABLE EQUIPMENT —

Loose equipment (if checked or a # of items is indicated below) is a part of this aircraft. Removal of equipment requires approval of the unit commander or Glider Program Manager. Insert a new back cover sheet whenever the data is changed.

N _____

#	ITEM		#	ITEM	
	CANOPY COVER				
	HANDHELD RADIO				
	BALLAST				
	TAIL DOLLY				
	SEAT CUSHION(S)				
	SUN SHIELD(S)				
	BATTERY CHARGER				
	TOW BAR				
	TOOL				
	RUDDER GUST LOCK				
	FUSELAGE COVER				
	WHEEL CHOCKS				
	ROPES / TIEDOWN KIT				
	CARGO NET				