Form 5 Evaluation – Plan of Action – VFR V1.0

Name of Pilot \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Preliminaries:**

* Proper Uniform
* Sortie in WMIRS
* 104 Completed with ORM
* W&B attached & correct. TOLD correct.
* Flight release obtained
* Annual CAPR 70-1 exam accomplished within 60 days.
* Orientation Pilot test accomplished within four years.

**Documentation:**

* Evaluation recommended (if initial)
* FAA Pilot Certificate (ASEL)
* Current Medical (Check if special issuance. Time rules may not apply).
* Current for passengers.
* Current for Flight Review
* Current ID Card.
* Appropriate FAA endorsements (high-perf, complex, glider launch methods).
* Airplane airworthy?

**Oral Exam:**

* Review CAPR 70-1 and Supplements
  + You are taxiing behind a helicopter. How much distance are you required to maintain? (70-1, 9.11.6.4)
  + Winds (from ATIS/AWOS are 130 degrees at 21 gusting to 34. You are flying a C182. You are cleared to take off on runway 10. Can you take off?
* Review Flight Release Procedures.
  + You have been in contact with the FRO by text and accomplished all the release procedures (IMSAFE etc.). The FRO texts that you are released. Is that a satisfactory release? (70-1, 9.11.3.3.2.)
* Review CAPF 70-9 Requirements
  + What is a Form 70-9? Where is it kept after it is filled out? (70-1, 9.8.2.3)
* Local Procedures
  + What are the local procedures for securing the aircraft post-flight?
* Emergency Procedures
  + Discuss bold face items:
    - Fire during engine start
    - Engine failure inflight
* Electronic Flight Bag
  + Familiar with CAP EFB guidance? Know where to find it?
  + Current data?
  + Failure alternatives?
* Certificates and Documents: What documents are required to be in the airplane?
* Obtaining Weather Information: Inquire about today’s weather and how the applicant received it.
* Determine W & B: What is today’s take off GW and CG, and how long the aircraft must fly in order to land legally.
* Determine Takeoff performance: What are today’s numbers?
* Determine Cruise Performance: Inquire what the MP, RPM and fuel flow will be after level off.
* Determine Landing Performance: What are today’s numbers?
* Cross Country Flight Planning: Have examinee plan a flight from the takeoff airport to a destination about two hours away (passing through a close-in practice area). Have examinee brief route, altitudes, fuel etc. Know what’s required by FAA (Weather, alternates, fuel, delays, runway length landing, performance).
  + Departure \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Destination \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_
* Aircraft Systems**:** Ask questions to determine if the examinee can discuss these specific areas of systems knowledge:
  + G1000 – in addition to general knowledge, excellent understanding of electrical system to include functions of essential buss, how it works, what’s on it and why it’s there. Also, what is the AHRS and ADC, what do they do and what happens if they fail?
  + Round dial aircraft – general knowledge with emphasis on failure modes.
* Aeromedical Factors:
  + Discuss self-medication.
  + What are the FAA rules concerning alcohol consumption? (91.17)
* Night Flight Operations:
  + Discuss night flight currency.
  + How lighting controlled?
  + Vision adaptation.

**Flight Exam – Before Takeoff**

* Ground Operations.
  + - Visual Inspection. Special emphasis on checklist usage, dipping the tanks, checking the oil, and checking tire pressure. Tire pressure check is mandatory for each sortie per POH. (preflight inspection section).
  + Starting Engines. Watch for safety deficiencies. Also, starting technique to include starter time cycles.
  + Taxiing. No faster than a fast walk.
  + Passenger and crew briefing. (This should be done before starting engines.) This should include:
    - Seat belts
    - Door operation
    - Evacuation plan
    - Eyes outside
    - Sterile cockpit
    - Emergency procedures
    - Exchange of flight controls
    - CRM
  + Airport and Traffic Pattern Ops
    - Don’t help with radio calls. Ask a few questions about light signals and airport markings.

**Flight Exam – Flight Profile**

* Instruct pilot to set up GPS for the planned flight. Evaluate GPS/G1000 setup and flight plan entry.
* Ask pilot to enter a user-defined waypoint using lat-lon.
* Have pilot do a normal take off and establish route to planned destination, leveling off at planned altitude.
* Engage autopilot on climb and couple to on-course route, leveling off at planned altitude.
* All checklists should be complete.
* Break off planned route, do a few autopilot climbs, descents and turns, then turn the autopilot off.
* Airwork:
  + Clearing turns mandatory
  + Steep turns L & R. Ask about entry airspeed.
  + Slow Flight – new ACS criteria – recover to cruise.
  + Power off stall – flaps 30, 70 kts entry, 15 deg left bank. Smooth entry and recovery – no secondary stall.
  + Power on stall – 70 kts – no more that 21”MP (182), plant nose up, let stall come – ball in middle – no excessive wing drop.
  + After recovery to cruise configuration, announce that the engine has failed as you pull the throttle (1500’ AGL minimum). Evaluate response. Don’t let pilot go below 500’ AGL unless in a position to land on an authorized runway.
* Instrument Reference Maneuvers
  + Have examinee put on hood – positive exchange of flight controls.
  + Allow examinee to settle into instrument mode, then ask for a few turns, climbs and descents.
  + Announce that aircraft (simulated) just penetrated IMC. Ask examinee to recover to VMC (180 turn).
  + Do a few unusual attitude recoveries.
  + Have examinee remove hood – positive exchange of flight controls.
* Ground Reference Maneuvers
  + Have examinee descend to 1000’ AGL.
  + During descent, announce that the “low voltage” annunciator has illuminated (simulated).
    - Evaluate EP response, then terminate the emergency.
  + Find a landmark and evaluate a turn around a point.
  + Find a road and evaluate an S-Turn.
* RTB.
  + On the return trip, fail the PFD (dimming). Evaluate the response.
  + If time permits, announce “smoke in the cockpit” (simulated). Evaluate the response.
* Pattern Work
  + First landing is normal, to a full stop. Taxi back.
  + Next take off is short field.
  + Landing is short field, to a full stop. Brief the pilot to SIMULATE the heavy braking.
  + Next take off is normal.
  + Next approach, ask to pilot to demonstrate forward slip. After termination of slip, announce go around.
  + Next approach, fail the flaps on downwind.
  + No-flap landing to a full stop.

**Post flight**

* Monitor refueling for safety.
* Insure pilot accomplishes the appropriate Postflight Checklist.
* Do a thorough critique, making sure the pilot knows how to process the forms via WMIRS.
* Debrief any QT areas.
* Document all QT areas on the Form 5.
* If a failure, report iaw CAPR 70-1 para 7.1.