



## CAPR 70-1

### Proficiency Flight Profiles

(1 January 2018)

The following flight profiles authorized by CAPR 70-1 are to be used in accordance with the instructions at the beginning of each profile. The primary focus of the sorties using these profiles is aircrew proficiency. Under specific circumstances, opportune training for other crew positions may be accomplished. Under no circumstances will an aircrew member working on their own proficiency also serve in an instructor capacity for the trainee on the same proficiency sortie. For example, on Profile #1, Visual Search Mission Profile, a Scanner or Observer trainee with a dedicated instructor may accompany the flight to accomplish Scanner or Observer training tasks. Proficiency flights are designed to prepare crews to fly Air Force Assigned Missions (AFAM) and should include a Mission Observer and Scanner as appropriate. Routine flight procedures, listed in the "ROUTINE ITEM" section on the proficiency sheets may be practiced, but the majority of a proficiency flight must be focused on the proficiency items outlined in the "REQUIRED ITEMS" section. If items in the "REQUIRED ITEMS" section are not accomplished, a detailed explanation **MUST** be included in the Results/Deliverables section of the CAPF 104. Missing, insufficient, inappropriate, or unjustified explanations may result in disallowed costs, requiring Wings to incur the cost of the sortie.

Proficiency flights may be flown as either reimbursed missions (Air Force funded) using the A-12 mission symbol, or as missions unsupported by Air Force funds using the B-12 mission symbol (note: B-12 missions are considered non-reimbursed missions, unless the reimbursement comes from non-Air Force agencies). Pilots must document proficiency items accomplished, those items not accomplished, and the reason why those items were not accomplished on the CAPF 104 in the results/deliverables section or upload the profile sheet in the mission files indicating what items were accomplished and the reason why items were not accomplished. If uploading the profile sheet to mission files, the pilots must annotate in the sortie CAPF 104 results/deliverables section with verbiage referencing mission files profile sheet that was uploaded.

The profile number will be annotated in the eFlight Release/"Mission/Sortie #" box of the CAPF99 as "P1" etc.



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## PILOT PROFICIENCY FLIGHT

### PROFILE #1

#### Visual Search Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload a completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

Plan for and brief the crew on one or more of the visual search missions below. Special emphasis should be placed on mission risk assessments, the routes to and from the search area, aircraft limitations and operating procedures, and communications procedures.

- Route search
- Parallel track search
- Point-based search
- Creeping line search

File a flight plan IAW CAPR 70-1 requirements.

Practice visual search as planned and briefed:

- Practice a route search
- Practice a parallel track search
- Practice a point-based search
- Practice a creeping line search

Review landing procedures with crew members.

After the flight:

- Close the flight plan as necessary
- Debrief the sortie with the crew



## **ROUTINE ITEMS:**

Enroute to the search area practice one or more of the following:

- Slow flight
- Stalls
- Steep turns
- Turns around a point
- Simulated in-flight emergency procedures.

If time and conditions permit, practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate)
- Normal landing or no-flap landing to a full stop

One or more of the following approaches (if instrument qualified):

- ILS approach
- VOR approach
- GPS approach



## PILOT PROFICIENCY FLIGHT

### PROFILE #2

#### Video Imaging Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload a completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

Plan for and brief the crew on one or more of the below video imaging missions. Special emphasis should be placed on mission risk assessments, secondary targets, aircraft limitations, operating procedures and communications procedures.

- Fly back video or still imagery
  - GIIEP
  - DART
- 
- File a flight plan IAW CAPR 70-1 requirements.

Practice imaging sortie as planned and briefed:

- Take images of target(s).
  - Download images (for GIIEP).
  - Select images for transmission (for GIIEP).
  - Process images (for GIIEP).
  - Send images as briefed (for GIIEP).
- 
- Review landing procedures with crew members.
  - Upload imagery to FEMA uploader.
  - Close the flight plan if necessary.
  - Debrief the sortie with the crew; be sure to upload or provide images taken as necessary.



## **ROUTINE ITEMS:**

Enroute to the search area practice one or more of the following:

- Slow flight
- Stalls
- Steep turns
- Turns around a point
- Simulated in-flight emergency procedures.

If time and conditions permit, practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate)
- Normal landing or no-flap landing to a full stop

One or more of the following approaches (if instrument qualified):

- ILS approach
- VOR approach
- GPS approach



## PILOT PROFICIENCY FLIGHT

### PROFILE #3

#### Electronic Search Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload a completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

Plan for and brief the crew on one or more of the below electronic search missions. Special emphasis should be placed on mission risk assessments, direction finding equipment familiarizations, aircraft limitations and operating procedures, and communications procedures.

- Electronic Search Utilizing the Wing-Null Method.
  - Electronic search utilizing the L-Tronics Airborne Direction Finding Unit.
  - Electronic search utilizing the Becker/Rhotheta Airborne Direction Finding Unit.
- File a flight plan IAW CAPR 70-1 requirements.

Practice electronic search sortie as planned and briefed:

- Track the beacon to its source.
  - Lead a ground or urban direction finding team to the source.
  - Provide detailed location information to ground personnel of the source location.
    - Provide a short verbal description of the target.
    - Provide accurate latitude and longitude coordinates of the target.
- If the target is located at an airfield and ground search equipment is available, locate the beacon on the airfield.
- Review landing procedures with crew members.

After the flight:

- Close the flight plan as necessary.
- Debrief the sortie with the crew.



## **ROUTINE ITEMS:**

Enroute to the search area practice one or more of the following:

- Slow flight
- Stalls
- Steep turns
- Turns around a point
- Simulated in-flight emergency procedures.

If time and conditions permit, practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate)
- Normal landing or no-flap landing to a full stop

One or more of the following approaches (if instrument qualified):

- ILS approach
- VOR approach
- GPS approach



## PILOT PROFICIENCY FLIGHT

### PROFILE #4

#### Transportation Mission Profile

The transportation mission profile may be flown by CAP qualified FAA commercial rated pilots, SAR/DR Mission Pilots, and Transport Mission Pilots and is designed for pilots to maintain familiarization with the airspace and airfields in their AOR. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload a completed profile sheet and annotate on the CAPF104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

This flight will consist of a minimum of three navigation legs that will include approaches at a minimum of two different airfields. Approaches may be to a full stop landing, touch-and-go landing or planned low approach/go-around. Sortie duration should not exceed 2.5 hours.

Plan the transportation mission as follows:

- Obtain all passenger and cargo weight and description. For a flight with simulated passengers or cargo use one passenger weighing 180 lbs. and 150 lbs. of cargo. Passengers must be qualified CAP aircrew members.
  - Determine the load distribution and placement in the airplane.
  - Compute a weight and balance for the specific load.
  - Using the Aircraft Flight Manual, compute takeoff & landing performance for the specific load.
  - Check departure & destination runway lengths, services, ATC frequencies, & procedures.
  - Obtain a standard WX briefing, NOTAMS, and active TFRs from your local FSS.
  - Determine fuel requirements, alternates needed, and any known ATC delays.
  - Check the currency and appropriateness of all flight information publications.
- File a flight plan IAW CAPR 70-1 requirements.

Briefings:

- Brief crewmembers, prior to the pre-flight inspection, using the attached crew briefing checklist. Assign duties at this time. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
  - Brief passengers on emergency and egress procedures prior to the pre-flight inspection.
- Perform a normal, short field or soft field takeoff.
- Perform an after takeoff, level off, and cruise checklist as appropriate. If available, have the pilot not flying assist.



- During cruise flight compute true airspeed, ground speed, estimated time of arrival, fuel burn, and estimate landing fuel load.
- Practice or discuss simulated in-flight emergency procedures as conditions & airspace allow.
- Approaching destinations, communicate with ATC.
- Review landing procedures with crew members.
- At each destination perform a minimum of one VFR or IFR approach procedure as appropriate. If safety/time/conditions permit, instrument qualified pilots should plan to fly one instrument approach to a planned go-around and fly the full missed approach as published. G-1000 qualified pilots should make every effort to use the tools available in the G-1000 to accomplish this phase of flight.

Perform at least one of the following at each airfield. Ensure all four are accomplished during the duration of the sortie:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate).

If instrument qualified, perform at least one of the below approaches during the profile:

- ILS approach.
- VOR approach.
- GPS approach.
- Normal landing or no-flap landing to a full stop.

After the flight:

- Close the flight plan as necessary.
- Debrief the sortie with the crew.



## PILOT PROFICIENCY FLIGHT

### PROFILE #5

#### Mission Pilot CAPF 91 Practice Profile

This profile may only be flown by qualified SAR/DR Mission Pilots or properly supervised pilots preparing for their CAPF 91. Proper supervision is defined in CAPR 70-3. In addition to the pilot who is flying the proficiency profile, the flight should be flown with another mission pilot and a mission observer and/or mission scanner on board. This profile will not be flown solo. Supervisors must be qualified PICs in the aircraft flown since they are expected to be able to assume command of the flight as needs dictate. Pilots will document a summary of proficiency activity accomplished on the CAPF 104 in the results/deliverables section or upload a completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

This proficiency flight will consist of a flight exercising the pilot's knowledge of and ability to perform in various CAP mission pilot subject areas. One of the mission profiles in the "OPTIONAL ITEMS" must be accomplished on the flight and others may be accomplished if safety/time/conditions permit.

- Plan the CAPF 91 training flight as follows: Review CAPR 70-3 and CAPF 91 prior to the training flight.
- File a flight plan IAW CAPR 70-1 requirements.

Prior to flight, the supervising Mission Pilot shall:

- Verify the wearing of an appropriate CAP uniform.
  - Verify the aircraft to be used is airworthy with all required documents in order.
  - Conduct an oral review determining qualifications of both mission pilots.
- Conduct an oral review that is thorough enough to determine the appropriate knowledge base of the CAP mission pilot. CAPF 91 section I (Oral Discussion) will be used as a guide during the training.
- Demonstrate thorough and appropriate preflight planning. CAPF 91 section II (Preflight Planning) will be used as a guide during the training.
- During flight, demonstrate the highest level of safety awareness. CAPF 91 section VIII (Safety Awareness) will be used as a guide during the training.



Adequately demonstrate mission flight maneuvers. CAPF 91 section VII (Mission Flight Maneuvers) will be used as a guide during the training. As a minimum, all flight maneuvers will be flown to Federal Aviation Administration Private Pilot Practical Test Standards.

Adequately demonstrate the ability to successfully handle emergency procedures. CAPF 91 section VI (Emergency Procedures) will be used as a guide during the training.

Review landing procedures with crew members.

Practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate).

Accomplish one or more of the following approaches and landings (if instrument qualified):

- ILS approach.
- VOR approach.
- GPS approach.

Normal landing or no-flap landing to a full stop.

After the flight:

- Review the CAPF 91 and debrief as appropriate.
- Close the flight plan as necessary.

**OPTIONAL ITEMS (one item must be accomplished):**

Adequately demonstrate visual search patterns and procedures. CAPF 91 section III (Visual Search Patterns and Procedures) will be used as a guide during the training.

Adequately demonstrate electronic search patterns and procedures. CAPF 91 section IV (Electronic Search Patterns and Procedures) will be used as a guide during the training.

Adequately demonstrate Mountainous Terrain Procedures. CAPF 91 section V (Mountainous Terrain Procedures) will be used as a guide during training.



## PILOT PROFICIENCY FLIGHT

### PROFILE #6

#### Mountain Search Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

This training flight will consist of a flight exercising and assessing knowledge of and ability to perform various CAP mission pilot mountain search subject areas. The flight should be flown with a pilot, observer and scanner but may be flown with only the pilot and an observer.

#### **REQUIRED ITEMS:**

Plan for and brief one or more of the following mountain search missions:

- Contour Search.
- Steep Valley/Drainage Search.
- Cove Search.
- Canyon Search.

File a flight plan IAW CAPR 70-1 requirements.

Calculate density altitude for departure/arrival airport(s) and the search area. Assess the impact of density altitude on aircraft performance at takeoff, landing and during search.

During flight while enroute or after reaching the search area, practice one or more of the following:

- Ridge crossing procedures.
- Modified racetrack maneuver.
- Teardrop course reversal.
- Escape from high sink rates or turbulence.
- Emergency course reversal (escape maneuver—practiced at a minimum of 2,000 AGL).

Practice one or more mountain search procedures as planned and briefed:

- Contour search.
- Steep valley/drainage search.
- Cove search.
- Canyon search.

Review landing procedures with crew members.



After the flight:

- Close the flight plan as necessary.
- Review and debrief as appropriate.

**ROUTINE ITEMS:**

If time and conditions permit, practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate).

One or more of the following approaches and landings (if instrument qualified):

- ILS approach.
  - VOR approach.
  - GPS approach.
- Normal landing or no-flap landing to a full stop.



## **PILOT PROFICIENCY FLIGHT**

### **PROFILE #7**

#### **Proficiency Flight Mission Profile**

This profile may only be flown by inexperienced SAR/DR/Transportation/Orientation Ride/Mission Pilots, pilots in need of instrument proficiency training, pilots who have experienced breaks in flying or pilots designated as needing additional CAPF 5 proficiency training. Pilots needing additional proficiency training will be designated and approved via WMIRS; each sortie requires coordination by the Wing/CC (or designee) & approval by the Liaison Region. There is no standard definition for which “inexperienced” pilots qualify for flying this as a reimbursed AF training mission. Overall/recent flying experience, flying experience in CAP single-engine aircraft, overall/recent instrument flying experience, instructor/check pilot recommendations and other factors the Wing/Region determine should all be considered.

There must be an instructor or safety pilot onboard; when an instructor is utilized, the instructor must be a qualified CFI/CFII (as required) in the aircraft flown. An Instrument Proficiency Check (IPC) may be completed if such requirements are met while accomplishing training under the provisions of this proficiency flight mission profile. This proficiency profile includes ground training and three 1-hour blocks of in-flight training. PICs, in conjunction with the CFI/CFII, will choose which 1-hour block of training will be accomplished during the sortie.

This profile will not be flown more than once as an AFAM by any pilot during any 90-day period unless directed by the wing/region commander. Requests for this training profile will be made through WMIRS and include the mission pilot’s name, total flight hours, flying hours for the last 30/60/90 days and training blocks to be accomplished. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

**Ground Training** (one of the following must be accomplished prior to the flight):

- Attend one of the AOPA Air Safety Foundation’s Safety Seminars.
- Complete one of the AOPA Air Safety Foundation’s Online Courses.
- Attend a CAP-USAF LR/CC approved CAP safety briefing.
- Attend a briefing conducted by an FAA Safety Team Representative.
- IPC - One hour of ground instruction by a CFI. Topics are at discretion of CFI.



## Flight Training (All Sorties)

- Brief crew member mission responsibilities as appropriate. Review ground & in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- File a flight plan IAW CAPR 70-1 requirements.
- Close the flight plan if necessary.
- Debrief the sortie with the crew.

## **REQUIRED ITEMS:**

Select one Training Block from the options below.

### **Training Block 1 – Air Work**

- Review air work maneuvers to be accomplished.
- Slow flight.
- Stalls.
- Steep turns.
- Turns around a point.
- Practice partial-panel flight maneuvers.
- Practice simulated in-flight emergency procedures.

### **Training Block 2 – Takeoffs and Landings**

- Review landing procedures with crew members.
- Perform a normal landing using full flaps.
- Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Practice proper crosswind landing techniques.
- Perform a simulated forced landing to a low approach or full stop (as appropriate).
- Perform no-flap landing to a full stop.

### **Training Block 3 – Instrument Training\***

- Review instrument procedures with crew members.
- Hood work in turns, climbs, descents, etc.
- Fly as many of the following approaches as time allows:
  - ILS approach.
  - VOR approach.
  - GPS approach.



- \* A minimum of one precision and one non-precision approach will be accomplished during the training flight. If autopilot equipped, at least one approach with and one without the autopilot engaged will be accomplished.
- \* A minimum of one published missed approach will be accomplished.
- \* A minimum of one Hold will be accomplished, if available.
- \* These items are mandatory for IPC credit.



## PILOT PROFICIENCY FLIGHT

### PROFILE #8

#### Counterdrug Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots. Pilots will document a summary of proficiency items accomplished on the sortie 104 in the results/deliverables section or upload completed profile sheet and annotate on the sortie 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

Plan for and brief the crew on one or more of the visual search missions below. Special emphasis should be placed on mission risk assessments, the routes to and from the search area, aircraft limitations and operating procedures and communications procedures. Route and low-level route searches should be planned to have multiple turn points and specific times over each point. This will enable CD crews to maintain a high level of navigation proficiency.

- Route search.
- Parallel track search.
- Point-based search.
- Creeping line search.

Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.

File a flight plan IAW CAPR 70-1 requirements.

Practice one or more visual searches as planned and briefed.

- Route search.
- Parallel track search.
- Point-based search.
- Creeping line search.

Review landing procedures with crew members.

After landing:

- Close the flight plan as necessary.
- Debrief the sortie with the crew.



## **ROUTINE ITEMS:**

Enroute to the search area practice one or more of the following:

- Slow flight
- Stalls
- Steep turns
- Turns around a point
- Simulated in-flight emergency procedures.

If time and conditions permit, practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate)
- Normal landing or no-flap landing to a full stop

One or more of the following approaches (if instrument qualified):

- ILS approach
- VOR approach
- GPS approach



## PILOT PROFICIENCY FLIGHT

### PROFILE #9

#### Low-Level Route Survey (LLRS) Mission Profile

This profile may only be flown by qualified SAR/DR Mission Pilots. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located.

#### **REQUIRED ITEMS:**

Plan for and brief the crew on one or more of the visual search missions below. Special emphasis should be placed on mission risk assessments, the routes to and from the search area, aircraft limitations and operating procedures, and communications procedures.

- Route search.
- Low-level route search (no lower than 1000' AGL).

Route and low-level route searches should be planned to have multiple turn points and specific times over each point. This enables aircrews to maintain a high level of navigation proficiency. The resources needed to plan a low-level route survey of a Military Training Route (MTR) are:

- Current FAA Sectional Aeronautical Chart
- Current Department of Defense Flight Information Publication AP/1B (MTR only)
- Telephone
- Access to the internet

Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.

Conduct and brief a pre-sortie route study including the following:

- High terrain.
- Towers.
- Airspace (MOAs, TFRs, etc).
- Uncontrolled airfields.
- Bird migration routes. <http://www.usahas.com/>

File a flight plan IAW CAPR 70-1 requirements.

Practice one or more visual searches as planned and briefed (no lower than 1000' AGL).

Close the flight plan as necessary.



- Debrief the sortie with the crew.

**ROUTINE ITEMS:**

If time and conditions permit, practice approach and landing procedures by completing one or more of the following:

- Normal landing, using full flaps, to a touch and go (if runway and conditions allow).
- Short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Simulated forced landing to a low approach or full stop (as appropriate).

One or more of the following approaches and landings (if instrument qualified):

- ILS approach.
  - VOR approach.
  - GPS approach.
- 
- Normal landing or no-flap landing to a full stop.



## PILOT PROFICIENCY FLIGHT

### PROFILE #10

#### Takeoff and Landing Proficiency Flight Mission Profile

This profile may only be flown by qualified SAR, DR, Transportation, or Orientation Ride mission pilots. The following is an approved profile for takeoff and landing proficiency flight training in high performance or complex aircraft and should include a mission observer and scanner as appropriate. This profile will only be flown in high performance, complex or unique aircraft (such as, but not limited to, the following aircraft: C182, C206, GA-8, Retractable Gear, Float Plane, Ski Equipped Aircraft). No instructor is required for this proficiency profile. This proficiency profile will be accomplished locally or within 50 NM of the aircraft's departure airfield. This profile will not be flown more than once as an AFAM (A or B mission) by any pilot during any 90 day period, unless directed by the wing/region commander. Pilots will document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section or upload completed profile sheet and annotate on the CAPF 104 results/deliverables section a reference to the mission files where the profile sheet is located. Sortie duration should not exceed 1.8 hours.

#### **REQUIRED ITEMS:**

- Brief crew member mission responsibilities as appropriate. Review ground and in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- File a flight plan IAW CAPR 70-1 requirements.
- Review POH checklists and amplified procedures for takeoffs and landings to include short field, soft field, and crosswind control procedures.

Perform as many as conditions/time allow.

- Normal takeoff and partial flap landing to analyze crosswinds.
- Normal landing using full flaps.
- Short field takeoff and landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the Airman Certification Standards (ACS).
- Soft field takeoff and landing to a full stop using the procedures recommended in the AFM/POH.
- No-flap landing to a full stop.

After the flight:

- Close the flight plan as necessary.
- Debrief the sortie with the crew.



## GLIDER PILOT PROFICIENCY FLIGHT

### PROFILE #11

#### Aero-Tow Glider Flight Profile

This profile may only be flown by CAP Glider Pilots. The following is an approved profile for maintaining proficiency following a break in glider operations, for preparing to complete a CAPF 5, and for Cadet Orientation Flight proficiency in CAP gliders. A CAP Instructor Pilot is only required for this proficiency profile when preparing for a CAPF 5, when inducing slack rope or simulating emergencies such as a rope break. It is recommended that another CAP Glider Pilot, or CAP Instructor Pilot, always occupy the second seat in the CAP glider.

This profile will not be flown more than once as an AFAM (A or B mission) by any CAP Glider Pilot during any 30-day period, unless directed by the wing/region commander. Total aero-tow launches approved under this profile will not exceed 3 per CAP Glider Pilot and will be accomplished on the same calendar day, unless interrupted by equipment issues or weather.

Pilots will upload a completed profile sheet or may document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section.

Tow aircraft duration should not exceed 1.0 hours.

#### **REQUIRED ITEMS:**

**Ground Training** (the following must be completed within 30 days prior to the Glider Pilot's first aero-towed or ground launched glider flight of the year):

Online SSF/CAP Wing Runner Course

<http://www.soaringsafety.org/learning/wingrunner/wingrunner.html>

Perform the following:

Glider preflight.

Tow rope or cable inspection.

Release check.

**Conduct a Safety Briefing:** Include a review of launch, retrieval, emergency and airfield procedures, for all ground and flight crew members.



Perform as many as conditions/time allow.

- Normal takeoff.
- Crosswind takeoff.
- Unassisted takeoff.
- Box Tow.
- Slack rope.
- Descent on tow.
- Non-emergency airborne signals (turn, speed up, decrease speed).
- Normal release.
- Simulate instrument failure (altimeter and/or airspeed).
- Soft release (Schweizer gliders only).
- Slow flight.
- Straight ahead & turning stalls.
- Steep turns.
- Soaring (thermal, wave, ridge or sea breeze).
- No divebrake landing.
- Normal landing.
- Downwind landing.
- Simulated off-airport landing.
- Precision landing.

After the flights:

- Debrief the launches and flights with the crew.



## GLIDER PILOT PROFICIENCY FLIGHT

### PROFILE #12

#### Ground-Launch Glider Flight Profile

This profile may only be flown by CAP Glider Pilots. The following is an approved profile for maintaining proficiency, for preparing to complete a CAPF 5, and for Cadet Orientation Flight proficiency in CAP gliders. A CAP Instructor Pilot is only required for this proficiency profile when preparing for a CAPF 5, or when simulating emergencies, such as a cable break. It is recommended that another CAP Glider Pilot, or CAP Instructor Pilot, always occupy the second seat in the CAP glider.

This profile will not be flown more than once as an AFAM (A or B mission) by any CAP Glider Pilot during any 30-day period, unless directed by the wing/region commander. Total ground-launches approved under this profile will not exceed 10 per CAP Glider Pilot and will be accomplished on the same calendar day, unless interrupted by equipment issues or weather. Pilots will upload a completed profile sheet or may document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section.

#### **REQUIRED ITEMS:**

**Ground Training** (the following must be completed within 30 days prior to the Glider Pilot's first aero-towed or ground launched glider flight of the year):

Online SSF/CAP Wing Runner Course

<http://www.soaringsafety.org/learning/wingrunner/wingrunner.html>

Perform the following:

Glider preflight.

Tow rope or cable inspection.

Release check.

**Conduct a Safety Briefing:** Include a review of launch, retrieval, emergency and airfield procedures, for all ground and flight crew members.

Perform as many as conditions/time allow.

Normal takeoff.

Crosswind takeoff.

Normal release.

Non-emergency airborne signals (speed up, decrease speed).

Simulate cable break.

Slow flight.

Straight ahead & turning stalls.

Steep turns.

Soaring (thermal, wave, ridge or sea breeze).



- No divebrake landing.
- Normal landing.
- Downwind landing.
- Simulated off-airport landing.
- Precision landing.

After the flights:

- Debrief the launches and flights with the crew.



## TOW PILOT PROFICIENCY FLIGHT

### PROFILE #13

#### Tow Pilot Mission Profile

This profile may only be flown by qualified CAP Tow Pilots. The following is an approved profile for maintaining aero-tow proficiency in tow aircraft. No instructor is required for this proficiency profile. Whenever possible, a second qualified CAP Tow Pilot shall occupy the right seat of the tow aircraft, as a crewmember, for training purposes. A sterile cockpit shall be maintained at all times. This profile will not be flown more than once as an AFAM (A or B mission) by any CAP Tow Pilot during any 60-day period, unless directed by the wing/region commander.

Tow Pilots will upload a completed profile sheet or may document a summary of proficiency items accomplished on the CAPF 104 in the results/deliverables section. Sortie duration should not exceed 2.0 hours.

#### **REQUIRED ITEMS:**

**Ground Training** (the following must be completed within 30 days prior to the Tow Pilot's first aero-tow of the year):

Online SSF/CAP Tow Pilot Course

<http://www.soaringsafety.org/learning/towpilot/towpilot.html>

**Conduct a Safety Briefing:** Include a review of launch, emergency and airfield procedures, for all ground and flight crew members.

Perform as many as conditions/time allow.

- Normal take-off.
- Crosswind take-off.
- Boxed tow.
- Problem and emergency release signals.
- Descent on tow.
- Normal release.
- Low altitude release.
- Normal landing.
- Crosswind landing.
- Short field landing.
- Soft field landing.

After the tows:

- Debrief the launches and flights with the crew.