

CAP PAMPHLET 71-5
1 Oct 2018



Self-Conducted Proficiency Flight Profiles

NATIONAL HEADQUARTERS CIVIL AIR PATROL
Maxwell Air Force Base, Alabama

OPR: CAP/DO

Introduction

Intent

This pamphlet provides guidance regarding the conduct of self-conducted proficiency flying as outlined in CAPR 70-1 6.3.1. The profiles presented here are suitable for both the maintenance and restoration of proficiency in skills common to operating CAP aircraft.

Funding

Proficiency flights conducted using the profiles described here will be flown under the C12 mission symbol and will be member-funded.

Guidance

Although FAR 61.57 restricts the carrying of passengers when recent flying experience requirements have not been met, it also permits pilots to fly solo flights to meet those requirements. Under the FAR, the limiting factors for “healing yourself” are the expiration of your Flight Review or, in the case of IFR flight, six months after your six-month IFR currency requirements have expired. This rule gives aircraft owners great latitude in how they use their property to restore their recent flying experience; however, at its extremes, it results in greater risk than CAP wants to assume. By requiring all CAP pilots to demonstrate their proficiency during an annual CAPF 5 check rider, CAP places a more restrictive limit on recent flight experience for both VFR and IFR flight.

Notwithstanding the annual check ride requirement, we still depend on individual pilots to reflect upon their skills and experience to arrive at a sound assessment of their proficiency. Pilots who have exceeded their recent flying experience requirements or who believe their proficiency has eroded in key areas, should consider flying these profiles with a CAP Instructor Pilot (CFI/CFII) who is current and qualified in accordance with 14 CFR and CAPR 70-1. In no case should a pilot who has exceeded recency requirements pair up with another pilot who is also outside those requirements.

Standards

The standard for the accomplishment of the basic aircraft flying tasks listed in this document is the current Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) or the Airman Certification Standards (ACS)/Practical Test Standards (PTS) for the certificate being exercised, as applicable.

Documentation

Pilots will document accomplishment of proficiency profile items by checking-off completed items on a PDF or scanned copy of the actual profile sheet, then uploading the file to the WMIRS Sortie Files folder.

Table of Contents

Introduction	1
Table of Contents	3
Profile A – Airplane Proficiency Profile	5
Profile B – Glider Aero-Tow Profile.....	7
Profile C – Glider Ground-Launch Profile.....	8

Profile A – Airplane Proficiency Profile

Prerequisites

This profile may be flown to support proficiency of any CAP VFR qualified pilot, to include those preparing for CAPF5 renewal, instrument proficiency/IPC, or to meet recent flying experience requirements.

This proficiency profile includes ground training and three blocks of in-flight training.

Required Items

Ground Training (IPC only):

- One hour of ground instruction by a CFI (topics are at discretion of CFI)

Flight Training (required for all sorties):

- Plan for and brief **one or more** of the training blocks list on the following page
- Brief crew member mission responsibilities, as appropriate
- Review ground & in-flight emergency procedures, taxi, takeoff, and in-flight procedures, as applicable to the selected training block, with each crew member

Execute the selected training block(s), as planned and briefed

- Training Block 1: Basic Air Work
- Training Block 2: Takeoffs and Landings
- Training Block 3: Instrument Procedures

After the flight:

- Debrief the sortie with the crew
- Document completion in accordance with the provided instructions

Training Content Requirements for Profile A

This sheet does not need to be scanned and uploaded to document mission completion. The previous page will suffice when uploading documentation.

Training Block 1 Basic Air Work

- Slow flight
- Stalls
- Steep turns
- Turns around a point
- Basic instrument maneuvers
- Practice simulated in-flight emergency procedures

Training Block 2 Takeoffs and Landings

- Perform a normal landing using full flaps
- Perform a short field landing to a full stop
- Perform a soft field landing to a full stop
- Practice proper crosswind landing techniques
- Execute at least one go-around
- Perform a simulated forced landing to a low approach or full stop
- Perform no-flap landing to a full stop

Training Block 3 Instrument Procedures

At a minimum, there must be a safety pilot onboard for this block. If an Instrument Proficiency Check (IPC) is to be accomplished in conjunction with these profile requirements, a CFII qualified in the aircraft flown is required.

- Flight by reference to Instruments
- Navigation
- Fly as many of the following approaches as time allows:
 - ILS approach
 - VOR approach
 - GPS approach

Notes for Training Block 3:

- 1.) 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.
- 2.) A minimum of one published missed approach will be accomplished.
- 3.) A minimum of one Hold will be accomplished, if available.
- 4.) Must meet all published FAA requirements when seeking IPC credit.

Profile B – Glider Aero-Tow Profile

Prerequisites

This profile may be flown to support proficiency of any CAP Glider Pilot. 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.

Required Items

Ground Training (prior to first flight of the year)

- Online SSF/CAP Wing Runner Course
(<http://www.soaringsafety.org/learning/wingrunner/wingrunner.html>)

Flight Training

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
- 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
- Precision landing

After the flight:

- Debrief the sortie with the crew
- Document completion in accordance with the provided instructions

Profile C – Glider Ground-Launch Profile

Prerequisites

This profile may be flown to support proficiency of any CAP Glider Pilot. 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.

Required Items

Ground Training (prior to first flight of the year)

- Online SSF/CAP Wing Runner Course
(<http://www.soaringsafety.org/learning/wingrunner/wingrunner.html>)

Flight Training

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
- Precision landing

After the flight:

- Debrief the sortie with the crew
- Document completion in accordance with the provided instructions