

CAP PILOT FLIGHT EVALUATION		DATE OF CHECK:	
MEMBER'S NAME (print or type)	CAPID and Expiration Date	CHARTER NO.	AIRCRAFT MAKE & MODEL
ADDITIONAL CAP ENDORSEMENTS (Evaluator initials [typed/printed] blanks)		FLIGHT TIME (or # of Glider Flights)	AIRCRAFT CATEGORY & CLASS
___ Instrument	___ Cadet Orientation	OTHER CAP ENDORSEMENTS (list)	
___ Instructor	___ Night Flight		
___ Check Pilot	___ Mountain Flight		
I. ORAL DISCUSSION		VIII. INSTRUMENT REFERENCE MANEUVERS	
A. Annual Online Written Exam		A. Straight & Level Flight	
B. Review CAPR 60-1 & Supplements		B. Constant Airspeed Climbs	
C. Review Flight Release Procedures		C. Constant Airspeed Descents	
D. Review CAPF 9 Requirements		D. Turns To A Heading	
E. Local Procedures		E. Recovery from Unusual Flight Attitudes	
II. PREFLIGHT PREPARATION		F. Radio Nav & Radar Services	
A. Certificates & Documents		IX. INSTRUMENT FLIGHT PROCEDURES	
B. Obtaining Weather Information		A. Ground Prep (WX, AC systems, Flt Plan)	
C. Determine Weight & Balance		B. ATC Clearance and Traffic Procedures	
D. Determine Takeoff Performance		C. Holding Procedures	
E. Determine Cruise Performance		D. Partial Panel Unusual Attitude Recovery	
F. Determine Landing Performance		E. Intercept & Tracking of Courses	
G. Cross-country Flight Planning		F. Instrument Approach Procedures	
H. Aircraft Systems		(a) Precision Approach	
I. Aeromedical Factors		(b) Non-Precision Approach	
III. GROUND OPERATIONS		(c) Partial Panel Approach	
A. Visual Inspection		(d) Circling & Missed Approach	
B. Starting Engines		X. GROUND REFERENCE MANEUVERS	
C. Taxiing		A. Rectangular Course	
D. Use of Checklist (mandatory)		B. S – Turns	
E. Passenger Briefing		C. Turns Around A Point	
F. Sterile Cockpit Procedures		XI. NIGHT FLIGHT OPERATIONS	
G. Post-flight Procedures		A. Physiological aspects of night flying	
IV. AIRPORT & TRAFFIC PATTERN OPS		B. Preparation & Personal Equipment	
A. Radio Comm & ATC Light Signals		C. Aircraft & Airport Lighting	
B. Surface and Traffic Pattern Operations		D. Night Orientation and Navigation	
C. Airport & Runway Markings & Lighting		XII. EMERGENCY PROCEDURES	
V. TAKEOFF & CLIMBS		A. Emergency Approach & Landing (sim)	
A. Normal Takeoff & Climb		B. System & Equipment Malfunction	
B. Crosswind Takeoff & Climb		C. POH Bold Face Knowledge	
C. Short-field Takeoff & Climb		D. Emergency Descent	
D. Soft-field Takeoff & Climb		XIII. APPROACHES & LANDINGS	
VI. CROSS-COUNTRY FLYING		A. Normal Approaches and Landings	
A. Pilotage & Dead Reckoning		B. Crosswind Approaches and Landings	
B. Radio Navigation		C. Forward Slips to Landing	
C. Diversion		D. Go-around	
D. Lost Procedures		E. Short-field Approach & Landing	
VII. MANEUVERS		F. Soft-field Approach & Landing	
A. Power-Off Stalls		XIV. SAFETY AWARENESS	
B. Power-On Stalls		A. Clearing Turns and Collision Avoidance	
C. Maneuvering During Slow Flight		B. Vigilance, Risk Management & Judgment	
D. Steep Turns		C. Fuel Management	
		D. Use of Crew Resource Management	

XV. GLIDER PROCEDURES		D. Airspeeds-to-fly, including minimum sink	
A. Assembly and Ground Handling		E. Thermal Soaring	
B. Aerotow Launch Procedures		F. Ridge and Slope Soaring	
(a) Visual Signals		G. Wave Soaring	
(b) Normal & Crosswind Takeoffs		H. Downwind landing	
(c) Maintaining Tow Position		I. Simulated Off-airport Landings	
(d) Boxing the Wake		XVI. MULTI-ENGINE PROCEDURES	
(e) Slack Line and Tow Release Procedure		A. Engine Failure During T.O. Below VMC	
(f) Aerotow Abnormal Occurrences		B. Engine Failure After Liftoff	
(g) Rope break above 200ft AGL		C. Maneuvering wt One Engine Inoperative	
C. Ground Launch (Auto or Winch)		D. Approach & Landing with One Engine	
(a) Visual Signals		E. VMC Demonstration	
(b) Normal & Crosswind Takeoffs		F. Instrument Maneuvers wt One Engine Out	
(c) Ground Launch Abnormal Occurrences		G. Instrument Approach wt One Engine Out	
REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)			
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 check 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 following makes and models of aircraft questionnaire:			
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	
COMMENTS:			

INSTRUCTION PAGE FOR CAP PILOT FLIGHT EVALUATION

These instructions specify how to fill out the CAPF 5. CAPR 60-1 requires specific actions and steps to be taken for the successful completion of a CAPF 5 flight check.

All items for the appropriate type check must be completed indicating S – Satisfactory, U – Unsatisfactory or V – Verbally briefed. Items or maneuvers not applicable to certain checks (such as power maneuvers for gliders) are marked as N/A. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Pilots are evaluated on their ability to satisfactorily perform the tasks assigned, knowledge of procedures, smoothness, judgment and mastery of the aircraft. Failure to meet the standards of performance for any task performed will result in an unsatisfactory evaluation.

Acceptable performance standards are contained in the current FAA Practical Test Standards (PTS) book for the certificate being exercised. Instructor pilots will be expected to meet the standards outlined in the appropriate FAA Flight Instructor PTS.

Instructions for specific parts of the CAPF 5 are as follows:

Additional CAP Endorsements – More than one may be initialed by the check pilot. Night flight, Mountain flight and other endorsements may be required by applicable wing or region supplements to CAPR 60-1.

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 check.

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. At the discretion of the check pilot, this section may be covered verbally if the pilot has satisfactorily completed an FAA recognized flight check requiring a demonstration of instrument competency within 180 days preceding the CAPF 5 flight check.

XI. Night Flight Operations – Only for familiarization and may be required at the discretion of wing commanders or higher.

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

Review of Certificates and Documents – The check pilot must verify each item in this section.

Signatures – The CAPF 5 is not complete unless signed by the applicant and evaluator (if the evaluator is a non-CAP check pilot, a CAP check pilot must also sign to indicate the CAP specific items have been covered).

CHECK RIDE PROCEDURE

The applicant for a CAPF 5 check ride should bring the following materials for review by the check pilot:

1. Pilot Log Book(s) showing evidence of flight review or other required currency/endorsements.
2. FAA certificates and medical.
3. Proof of CAP membership.
4. Blank CAPF 5 (instruction page is optional).
5. Completed AC questionnaire(s) as required by CAPR 60-1.
6. Annual CAPF 5 online written exam results.

The check pilot will review and grade all materials and conduct the CAPF 5. All forms will be returned to the applicant at the conclusion of the check ride for further distribution and entry into the CAP Pilot Ops Qual system.