CAP STANDARD 71-4
16 May 2024

AFAM-approved Proficiency Flight Profiles

NATIONAL HEADQUARTERS CIVIL AIR PATROL
Maxwell Air Force Base, Alabama

OPR: CAP/DO

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Introduction

To qualify for Air Force Assigned Mission (AFAM) status, CAPR 70-1, *Civil Air Patrol Flight Management,* requires proficiency training flights to be flown in accordance with the profiles contained in this document. Close attention must be paid to the prerequisites section at the beginning of each profile. Aircrew members must all be CAP-qualified on an A12 sortie. If any member of the crew is accomplishing upgrade training of any kind (MP, MO or MS), the appropriate mission symbol to use is an A5. Only flights flown in accordance with both the profile prerequisites and content guidance qualify for AFAM status.

Intent

The primary focus of these profiles is aircrew proficiency. Although some of these profiles support general proficiency flying, most are designed to prepare crews to fly operational missions. As appropriate, those flights should include a Mission Observer and Scanner. Opportune training for other aircrew positions may be accomplished in conjunction with a proficiency sortie; however, under no circumstances will an aircrew member working on their own proficiency also serve in an instructor capacity for a trainee on the same sortie. For example, if flying Profile #1 (Visual Search Mission), a Scanner or Observer trainee with a dedicated instructor may accompany the flight to accomplish Scanner or Observer training tasks.

Funding

The proficiency flights described in these profiles 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).

Execution

Each proficiency flight shall be *primarily* focused on the tasks listed under the “Required Items” section of the profile. Tasks listed in the “Routine Items” section may be planned, briefed, and practiced to the extent that they are compatible with and do not displace Required Items.

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.

NOTE: Simulated Forced Landings are a “Routine Item” that should be practiced, and safety of flight is paramount when conducting these maneuvers. However, at no time will the pilot intentionally practice any form of simulated emergency reduced-power or idle-power return below 1500 feet AGL except as described below. To practice the “Impossible Turn” scenario, execution should be in an area open to other maneuvers (stalls, steep turns, etc.) and completed above 1500 feet AGL or a higher minimum if specified in the aircraft Pilot Operating Handbook (POH) for maneuvers. While the FAA Advisory Circular 61-83J (https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_61-83J.pdf) outlines the importance of practicing the “Impossible Turn” maneuver, CAP pilots will only practice power-off returns from a point on downwind that allows for the use of the entire length of available runway (the “Power-Off 180” maneuver) as described in the Airman Certification Standards (ACS).

Documentation

The selected profile number will be annotated in the eFlight Release/"Mission/Sortie #" box or the CAPF 70-3 under Profile # (ex: P1, P2, etc.). Pilots will document accomplishment of both required and routine proficiency profile items on the CAPF 104 in the results/deliverables section. Alternatively, the pilot may check-off completed items on a PDF or scanned copy of the actual profile sheet, then upload the file to the WMIRS Sortie Files folder. In this case, indicate "Profile Uploaded" on the CAPF 104 results/deliverables section. Justification for the omission of any required items shall always be provided directly on the CAPF 104 (e.g., precluded by weather, system malfunction, etc.). Refer to Figures on the following page. Keep in mind that not every listed item is required. In most cases, the pilot is permitted to select from *one or more* of the items. ***Failure to properly document profile completion and/or justify omission of required items may result in reimbursement being disallowed by CAP-USAF***.

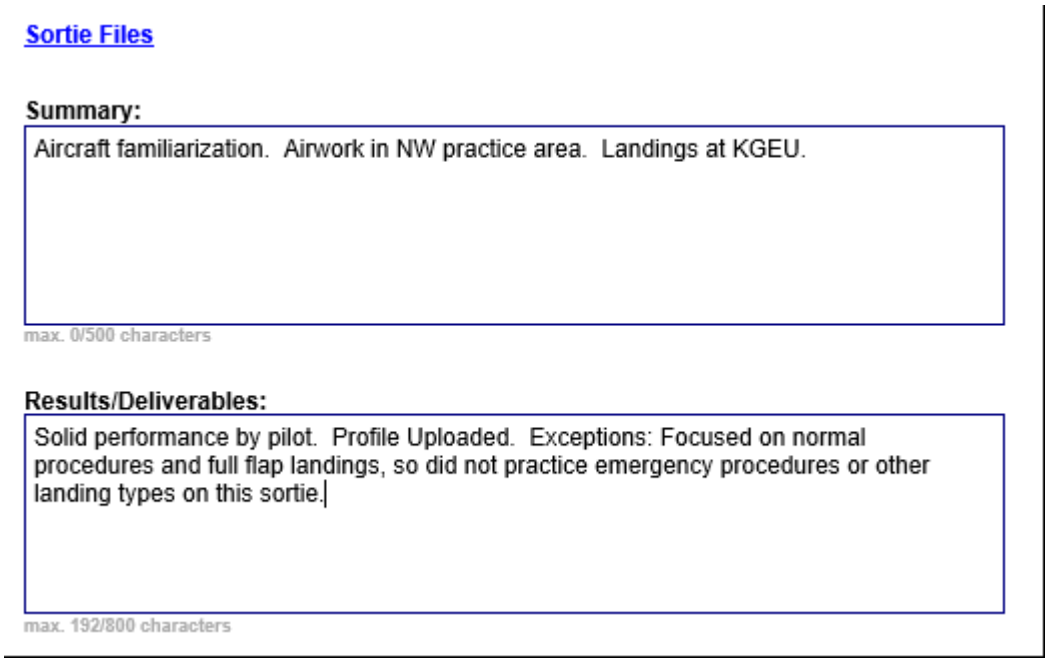

Figure 1 - Example 104 Entry

Figure 2 - Example Upload of Profile Document in PDF Format

Profile #1 – Visual Search Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots.

For A12 missions, sortie duration should not exceed 1.5 hours.

Required Items

Plan for and brief the crew on ***one or more*** of the visual search missions listed below. Special emphasis should be placed on mission risk assessment, 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

☐ Practice visual search, as planned and briefed

☐ Review landing procedures with crew members

After the flight:

☐ Debrief the sortie with the crew

☐ Ensure that mission accomplishment is properly documented (ref: Introduction)

Routine Items

Enroute to the search area and on return to the airfield, practice the following as time and conditions permit:

- ☐ Airwork: ☐ Slow Flight, ☐ Stalls, ☐ Steep turns, ☐ Turns around a point
- ☐ Simulated in-flight emergency procedures
- ☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
  - ☐ Simulated forced landing (IAW restrictions on pg. 3 under “Execution”)
  - ☐ Go-around
- ☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Profile #2 – Video Imaging Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots.

For A12 missions, sortie duration should not exceed 1.5 hours.

Required Items

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

- ☐ Fly back video or still imagery
- ☐ DAART

Practice imaging sortie, as planned and briefed

- ☐ Take images of target(s)
- ☐ Download images (DAART)
- ☐ Select images for transmission (DAART)
- ☐ Process images (DAART)
- ☐ Send images as briefed (DAART)

☐ Review landing procedures with crew members
☐ Upload imagery to FEMA uploader.

After the flight:

☐ Debrief the sortie with the crew, be sure to upload or provide images, as necessary
☐ Ensure that mission accomplishment is properly documented (ref: Introduction)

Routine Items

Enroute to the search area and on return to the airfield, practice the following as time and conditions permit:

- ☐ Airwork: ☐ Slow Flight, ☐ Stalls, ☐ Steep turns, ☐ Turns around a point
- ☐ Simulated in-flight emergency procedures
- ☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
  - ☐ Simulated forced landing (IAW restrictions on pg. 3 under “Execution”)
  - ☐ Go-around
- ☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Profile #3 – Electronic Search Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots.

For A12 missions, sortie duration should not exceed 1.5 hours.

Required Items

Plan for and brief the crew on ***one or more*** of the electronic search missions listed below. 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.

☐ 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
- ☐ 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:

☐ Debrief the sortie with the crew, be sure to upload or provide images, as necessary
☐ Ensure that mission accomplishment is properly documented (ref: Introduction)

Routine Items

Enroute to the search area and on return to the airfield, practice the following as time and conditions permit:

- ☐ Airwork: ☐ Slow Flight, ☐ Stalls, ☐ Steep turns, ☐ Turns around a point
- ☐ Simulated in-flight emergency procedures
- ☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
  ☐ Simulated forced landing (IAW restrictions on pg. 3 under “Execution”)
  ☐ Go-around
- ☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Profile #4 – Transportation Mission Profile

Prerequisites

The transportation mission profile may be flown by CAP-qualified Transport Mission Pilots and is designed for pilots to maintain familiarization with the airspace and airfields in their AOR.

For A12 missions, sortie duration should not exceed 2.5 hours. (A12 missions flown in HIWG should not exceed 3.0 hours.)

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. (Profiles flown in HIWG can consist of only two navigation legs.)

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.
- ☐ 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.
- ☐ Review overwater/extended overwater requirements/procedures, as applicable.

Address the following during your briefings:

- ☐ Brief crew member mission responsibilities and assign duties.
- ☐ 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.
- ☐ Review water survival, ditching procedures, life vest and raft use, and survival equipment use with crew and passengers prior to boarding, as applicable.

Execute the mission, as planned and briefed, to include:

- ☐ 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, if appropriate.

☐ 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 that all five are accomplished during the sortie:

☐ Normal landing, using full flaps, to a touch and go (if runway and conditions allow)

☐ Normal landing, using no flaps, to a full stop

☐ Short-Field landing to a full stop

☐ Soft-Field landing to a full stop

☐ Simulated forced landing (IAW restrictions on pg. 3 under “Execution”) to a low approach or full stop (as appropriate)

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

☐ ILS

☐ VOR

☐ GPS

After the flight:

☐ Debrief the sortie with the crew

☐ Document completion in accordance with the provided instructions

Routine Items

None

Profile #5 – CAPF 91 Practice Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots. 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.

For A12 missions, sortie duration should not exceed 1.5 hours.

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

Accomplish *at least one* of the following mission profiles – more if safety, time, and conditions permit:

- ☐ Adequately demonstrate visual search patterns and procedures
- ☐ Adequately demonstrate electronic search patterns and procedures
- ☐ Adequately demonstrate Mountainous Terrain Procedures

Plan the CAPF 91 training flight by reviewing the CAPR 60-3 and CAPF 91 in advance. The various sections and evaluation items on the CAPF 91 should be used as a guide during the training event.

- ☐ Demonstrate through and appropriate preflight planning
- ☐ Demonstrate a disciplined approach to risk management.

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.

Execute the mission, as planned and briefed, to include:

- ☐ Adequately demonstrate mission flight maneuvers, as planned/briefed
- ☐ Demonstrate appropriate crew resource/risk management during flight
- ☐ Adequately demonstrate the ability to successfully handle emergency procedures
- ☐ Review landing procedures with crew members

Practice 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)
- ☐ Normal landing, using no flaps, to a full stop
- ☐ Short-Field landing to a full stop
- ☐ Soft-Field landing to a full stop
- ☐ Simulated forced landing (IAW restrictions on pg. 3 under "Execution") to a low approach or full stop (as appropriate)
- ☐ Execute a go-around

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

☐ ILS ☐ VOR ☐ GPS

After the flight:

- ☐ Debrief the sortie with the crew
- ☐ Review the CAPF 91 with the trainee
- ☐ Document completion in accordance with the provided instructions

Routine Items

None

Profile #6 – Mountain Search Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots. 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.

For A12 missions, sortie duration should not exceed 1.5 hours.

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

☐ Evaluate the impact of density altitude on aircraft performance by using PA and temperature to predict climb performance in the search area.

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) at min 2000’ AGL

☐ Practice mountain search procedures, as planned and briefed

☐ Review landing procedures with crew members

After the flight:

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

Routine

On return to the airfield, practice the following as time and conditions permit:

- ☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
  ☐ Simulated forced landing (IAW restrictions on pg. 3 under Execution),
  ☐ Go-around
- ☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Profile #7 – Basic Aircraft Proficiency Mission Profile

Prerequisites

This profile may be flown by any qualified CAP VFR pilot.

This proficiency profile includes ground training and three blocks of in-flight training. PICs will coordinate selection of the appropriate ground and flight training blocks training with their unit commander; commanders may delegate coordination to the director of operations/operations officer, standardization and evaluation officer or one of their assistants.

For A12 missions, sortie duration should not exceed 1.5 hours.

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 (required for all sorties):

- ☐ Plan for and brief ***one*** of the training blocks listed 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, 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 #7

This sheet does not need to be scanned and uploaded to document mission completion. The previous page will suffice when uploading documentation. As always, ensure that any omissions of content from the selected block are justified on the CAPF 104.

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 takeoff to partial and full flap landings
- Perform a short field takeoff to a short field landing (full stop)
- Perform a soft field takeoff to a soft field landing (full stop)
- Practice proper crosswind takeoff and landing techniques
  - Perform a simulated forced landing (IAW restrictions on pg. 3 under "Execution") to a low approach or full stop
- Perform no-flap landing to a full stop
- Execute at least one go-around

Note for Training Block 2: Block 2 may be used to maintain takeoff and landing currency by conducting at least 3 takeoffs and 3 landings.

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. If available complete both precision and non-precision approaches.
2. If the aircraft is autopilot equipped, hand fly at least one approach.
3. At least one published missed approach will be accomplished.
4. A minimum of one Hold will be accomplished, if available.
5. Must meet all published FAA requirements when seeking IPC credit.

Profile #8 – Counterdrug Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots.
For A12 missions, sortie duration should not exceed 1.5 hours.

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.
☐ Practice visual searches, as planned and briefed.
☐ Review landing procedures with crew members.

After the flight:

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

Routine Items

Enroute to the search area and on return to the airfield, practice the following as time and conditions permit:

- ☐ Airwork: ☐ Slow Flight, ☐ Stalls, ☐ Steep turns, ☐ Turns around a point
- ☐ Simulated in-flight emergency procedures
- ☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
  - ☐ Simulated forced landing (IAW restrictions on pg. 3 under “Execution”),
  - ☐ Go-around
- ☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Profile #9 – Low-Level Route Survey (LLRS) Mission Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots.

For A12 missions, sortie duration should not exceed 1.5 hours.

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/

☐ Practice visual searches, as planned and briefed

After the flight:

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

Routine Items

On return to the airfield, practice the following as time and conditions permit:

- ☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
  - ☐ Simulated forced landing (IAW restrictions on pg. 3 under "Execution"),
  - ☐ Go-around
- ☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Profile #10 – High-Performance/Complex Aircraft Mission Profile

Prerequisites

This profile may only be flown by CAP-qualified SAR, DR, Transportation, Instructor, Orientation or Check Pilots. The intent is to support takeoff and landing proficiency in high performance or complex aircraft. When possible, a mission observer and scanner should be included. 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.

For A12 missions, sortie duration should not exceed 1.5 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.

☐ 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
- ☐ Soft field takeoff and landing to a full stop
- ☐ No-flap landing to a full stop
- ☐ Go-around

After the flight:

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

Routine Items

None

Profile #11 – Glider Aero-Tow Profile

Prerequisites

This profile may be flown by any qualified CAP Glider pilot. The intent is to support regaining general glider proficiency. This profile may be repeated for the purposes of attaining proficiency in additional glider makes/models. A CAP Instructor Pilot is only required for this proficiency profile when preparing for a Form 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.

For A12 missions, total aero-tow launches approved under this profile **will not exceed 4.**

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)

(and one of the following must be accomplished prior to the flight):

- ☐ Attend one of the AOPA Air Safety Foundation's Glider Safety Seminars
- ☐ Complete one of the AOPA Air Safety Foundation's Glider Online Courses
- ☐ Attend a CAP-USAF LR/CC approved CAP Glider safety briefing
- ☐ Attend a Glider briefing conducted by an FAA Safety Team Representative
- ☐ One hour of Glider ground instruction by a CFI (topics are at discretion of CFI)

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
- ☐ 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 flight:

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

Routine Items

None

Prerequisites

Profile #12 – Glider Ground-Launch Profile

This profile may be flown by any qualified CAP Glider pilot. The intent is to support regaining general glider proficiency. This profile may be repeated for the purposes of attaining proficiency in additional glider makes/models. A CAP Instructor Pilot is only required for this proficiency profile when preparing for a Form 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.

For A12 missions, total ground-launches approved under this profile ***will not exceed 10***.

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)

(and one of the following must be accomplished prior to the flight):

- ☐ Attend one of the AOPA Air Safety Foundation's Glider Safety Seminars
- ☐ Complete one of the AOPA Air Safety Foundation's Glider Online Courses
- ☐ Attend a CAP-USAF LR/CC approved CAP Glider safety briefing
- ☐ Attend a Glider briefing conducted by an FAA Safety Team Representative
- ☐ One hour of Glider ground instruction by a CFI (topics are at discretion of CFI)

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
- ☐ Simulated off-airport landing
- ☐ Precision landing

After the flight:

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

Routine Items

None

Profile #13 – Tow Pilot Profile

Prerequisites

This profile may only be flown by qualified CAP Tow Pilots. The intent is to support regaining aero-tow proficiency prior to towing glider orientation or instructional sorties. 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.

For A12 missions, 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 tow flight of the year:

- ☐ Online SSF/CAP Tow Pilot Course (https://www.soaringsafety.org/learning/towpilot/towpilot.html)

Flight Training

☐ 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 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 flight:

- ☐ Debrief the launches and flight with the crew
- ☐ Document completion in accordance with the provided instructions

Routine Items

None

Note: To avoid the use of simulated tows and maximize the productive use of CAP resource, non-proficiency glider sorties can be supported by a Profile 13 tow sortie. In those cases, the glider sortie will be flown under the same mission symbol.

Profile #14 – Cadet Recurrent Training Profile

Prerequisites

This profile may be flown by cadets who earned their Private Pilot Certificate through any method (e.g. Cadet Wings, AFJROTC Wings, or through any other method). The intent is to support maintenance of flying proficiency. The sortie shall be accomplished locally or within 50 NM of the aircraft's departure airfield. Multiple sorties are permissible under this profile; however, no more than 1.8 hours will be flown during any calendar month. A CAP Instructor Pilot is required when recency of flying in category/class exceeds 90 days.

Required Items

☐ Review POH checklists and amplified procedures for takeoffs and landings to include short field, soft field, and crosswind control procedures.

Perform basic air work, as conditions and time permit:

- ☐ Slow Flight
- ☐ Stalls
- ☐ Steep turns
- ☐ Turns around a point
- ☐ Basic instrument maneuvers

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
- ☐ Soft field takeoff and landing to a full stop
- ☐ No-flap landing to a full stop
- ☐ Go-around

After the flight:

- ☐ Critique/Debrief your performance, as appropriate
- ☐ Document completion in accordance with the provided instructions

Routine Items

None

Profile #15 – Cadet Recurrent Profile (Glider)

Prerequisites

This profile may only be flown by cadets who earned their Private Pilot Certificate - Glider by any method (e.g. Cadet Wings, AFJROTC Wings, or any other method). The intent is to support maintenance of proficiency. Multiple sorties are permissible under this profile; however, no more than 3 aero-tows or 10 ground-launches will be flown during any calendar month. A CAP Instructor Pilot is required when recency of flying in category/class exceeds 90 days.

Required Items

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/launch method/time allow.

- ☐ Normal takeoff
- ☐ Crosswind takeoff
- ☐ Unassisted takeoff
- ☐ Box Tow
- ☐ Descent on tow
- ☐ Non-emergency airborne signals (turn, speed up, decrease speed)
- ☐ Normal release
- ☐ 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:

- ☐ Critique/Debrief your performance, as appropriate
- ☐ Document completion in accordance with the provided instructions

Routine Items

None

Profile #16 – Instrument Proficiency Profile

This is a new profile. The content previously contained in profile 16, which supported training of non-mission pilots, such as onboarding of new pilots, has been moved to CAPS 71-1, Aircrew Training, Airplane.

Prerequisites

This profile may be flown by CAP Instrument Pilots who are also CAP-qualified as SAR, DR, Transportation, Instructor, Orientation or Check Pilots. This profile may be flown to maintain recent flight experience requirements under 14 CFR 61.57(c) or to complete an instrument proficiency check (14 CFR 61.57(d). At a minimum, there must be a safety pilot onboard for this profile. If an Instrument Proficiency Check (IPC) is to be accomplished, a CAP Instructor pilot who is qualified in make/model and holds the required instrument instructor certificate is required.

For A12 missions, sortie duration should not exceed 1.5 hours.

Required Items

Must meet all published FAA requirements when seeking IPC credit.

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

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

Flight Training (required for all sorties):

- ☐ Brief crew member mission responsibilities as appropriate
- ☐ Review ground & in-flight emergency procedures, taxi, takeoff, and in-flight procedures, to include autopilot/trim, with each crew member
- ☐ Flight by reference to instruments
- ☐ Navigation

Fly as many approaches as time allows:

- ☐ A minimum of one precision and one non-precision approach
- ☐ A minimum of one published missed approach will be accomplished.
- ☐ A minimum of one Hold will be accomplished, if available.
- ☐ If autopilot equipped, at least one approach with and one without A/P engaged.

After the flight:

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

Profile #17 – IP/CP Right-Seat Proficiency Profile

Prerequisites

This profile shall only be flown by qualified Instructor Pilots and Check Pilots. The following is an approved profile for takeoff and landing proficiency flight training in the right seat of powered aircraft and shall include a qualified CAP VFR Pilot in the left seat. This proficiency profile will be accomplished locally or within 50 NM of the aircraft's departure airfield.

For A12 missions, sortie duration should not exceed 1.5 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.

☐ 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 from the right-seat.

- ☐ Normal takeoff and partial flap landing
- ☐ Normal landing using full flaps
- ☐ Short field takeoff and landing to a full stop
- ☐ Soft field takeoff and landing to a full stop
- ☐ No-flap landing to a full stop
- ☐ Go-around

After the flight:

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

Routine Items

None

Profile #18 – Tsunami Proficiency Profile

Prerequisites

This profile may only be flown by qualified SAR/DR Mission Pilots in states with tsunami warning capabilities.

For A12 missions, sortie duration should not exceed 2.5 hours.

Required Items

Plan for and brief the crew on a Tsunami Warning Mission. Special emphasis should be placed on mission risk assessment, wing-specific Tsunami Warning routes, Overwater and Extended Overwater operations including ditching briefing, weather, minimum altitudes, aircraft limitations and operating procedures, and communications procedures.

☐ Review operating procedures for Tsunami Siren and PA systems.
Test with volume turned down during pre-flight inspection.
☐ Practice Tsunami Warning Mission, as planned and briefed.
☐ Optionally, brief and practice a momentary descent below warning mission altitude confirm an observation and photograph an item of interest on the shoreline. Pay close attention to altitude and airspeed for safety of flight and successful observation and photography.
☐ Review landing procedures with crewmembers

After the flight:

☐ Debrief the sortie with the crew, review items that would be reported back to mission base for rely to the state EMA
☐ Document completion in accordance with the provided instructions

Routine Items

Enroute to the start of the route, at an appropriate location during the route, and/or on return to the airfield, practice the following as time and conditions permit:

☐ Airwork: ☐ Slow Flight, ☐ Stalls, ☐ Steep turns, ☐ Turns around a point
☐ Simulated in-flight emergency procedures
☐ Landings: ☐ Normal (full flap), ☐ Normal (no flap), ☐ Short-Field, ☐ Soft-Field
☐ Simulated forced landing (IAW restrictions on pg. 3 under “Execution”),
☐ Go-around
☐ Approaches: ☐ ILS, ☐ VOR, ☐ GPS (if instrument qualified)

Change Record

Issue Date	Change Summary
8 Jun 20	Reduced constraints regarding duration or repetition of profiles. Restricted profiles 11 and 12 to AFAM-eligible glider pilots or those being on-boarded.
1 Jul 20	Added Hawai'i unique exceptions to Profile #4, clarified submission requirements for Profile #16 and added Profile #18
25 Aug 20	Corrected Change Record. Corrected errors in profile 13.
1 OCT 20	Removed content addressing training of unqualified pilots from profiles 4, 5 and 7. Moved on-boarding training from profiles 11, 12, and profile 16 to CAPS 71-1/-2. Profile 16 becomes an instrument/IPC profile only.
1 Feb 21	Changed profile 14 & 15 verbiage from "30 day period" to "calendar month". Edited profile 7 to remove "inexperienced" verbiage.
1 May 21	Profile 7 amended to allow flight by any qualified CAP VFR pilot and to allow flight to maintain takeoff and landing currency. Profile 14 and 15 amended to allow flight by any cadet that has earned their powered or glider private pilot certificate.
8 Aug 22	Profile 11 and 12 amended to allow flight by any qualified CAP Glider pilot. Updated the prerequisite options for profile 11 & 12. Profile 11 aero-tow launches approved changed from 3 to 4.
15 May 24	Added additional guidance on conducting Simulated Engine Out practice and added prohibition on applicable profiles against conducting Simulated Engine Out procedures below a safe altitude except for Power Off 180s conducted IAW ACS standards.