

CAP PILOT FLIGHT EVALUATION - AIRPLANE

DATE OF CHECK:

MEMBER'S NAME (print or type) CHARLES W HALL JR	CAP MEMBER EXP DATE NOV 2001	CHARTER NO SER-TN-148	AIRCRAFT C-182
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TYPE CHECK: (Check all satisfactorily completed flight checks)

<input checked="" type="checkbox"/> Initial	<input type="checkbox"/> Instructor/Check Pilot	<input checked="" type="checkbox"/> Night Orientation	<input type="checkbox"/> Aircraft Checkout
<input checked="" type="checkbox"/> Recurrency	<input type="checkbox"/> Multi-Engine	<input checked="" type="checkbox"/> Instrument	<input type="checkbox"/> Other
<input type="checkbox"/> Annual Standardization	<input checked="" type="checkbox"/> Cadet Orientation	<input type="checkbox"/> FAA BFR/AFR	

INSTRUCTIONS

Sections I and II may be completed separately within a 30-day period before the flight check. All items for the appropriate type check must be completed indicating S - Satisfactory, U - Unsatisfactory or V - Verbally. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Night orientation is for familiarization only and required only at the discretion of wing commanders or higher. 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. Tolerances specified in the appropriate FAA Practical Test Standards represent the minimum performance expected in good flying conditions. Individuals holding an instrument rating or ATP certificate are required to demonstrate instrument proficiency on a CAPF 5 flight check or be restricted from exercising instrument privileges on CAP flight activities.

I. ORAL DISCUSSION		VII. INSTRUMENT REFERENCE MANEUVERS	
A. CAPF 5 Written Exam	S	A. Straight & Level Flight	S
B. Review CAPR 60-1 & Supplements	I	B. Constant Airspeed Climbs	I
C. Review Flight Release Procedures	I	C. Constant Airspeed Descents	I
D. Review CAPF 9 Requirements	I	D. Turns To A Heading	I
E. Local Procedures	I	E. Unusual Flight Attitudes	I
		F. Radio Nav & Radar Services	I
II. PREFLIGHT PREPARATION		VIII. FLIGHT AT CRITICALLY SLOW AIRSPEEDS	
A. Certificates & Documents	S	A. Full Stalls - Power Off	S
B. Obtaining Weather Information	I	B. Full Stalls - Power On	I
C. Determine Weight & Balance	I	C. Maneuvering At Crit Slow Airspeed	I
D. Determine Takeoff Performance	I	D. Constant Altitude Turns	I
E. Determine Cruise Performance	I		
F. Determine Landing Performance	I		
G. Cross-country Flight Planning	I	IX. GROUND REFERENCE MANEUVERS	
H. Airplane Systems	I	A. Rectangular Course	S
I. Aeromedical Facts Understanding	I	B. S - Turns Across A Road	I
		C. Turns Around A Point	I
III. GROUND OPERATIONS		X. NIGHT FLIGHT OPERATIONS	
A. Visual Inspection	S	A. Preparation & Equipment	N/A
B. Cockpit Management	I	B. Night Flight Procedures	I
C. Starting Engines	I	C. Factors Essential To Night Flight	I
D. Taxiing	I	D. Airplane & Airport Lighting	I
E. Pre-takeoff Check	I	XI. EMERGENCY PROCEDURES	
F. Takeoff Briefing	I	A. Emergency Approach & Landing (sim)	S
G. Post-flight Procedures	I	B. System & Equipment Malfunction	I
IV. AIRPORT & TRAFFIC PATTERN OPS		C. POH Bold Face Knowledge	I
A. Radio Comm & ATC Light Signals	S	D. Emergency Descent	I
B. Traffic Pattern Operations	I	XII. APPROACHES & LANDINGS	
C. Airport & Runway Markings & Lighting	I	A. Normal Approaches and Landings	S
V. TAKEOFF & CLIMBS		B. X-wind Approaches and Landings	I
A. Normal Takeoff & Climb	S	C. Forward Slips to Landing	I
B. Crosswind Takeoff & Climb	I	D. Go-around	I
C. Short-field Takeoff & Climb	I	E. Short-field Approach & Landing	I
D. Soft-field Takeoff & Climb	I	F. Soft-field Approach & Landing	I
VI. CROSS-COUNTRY FLYING		XIII. SAFETY AWARENESS	
A. Pilotage & Dead Reckoning	S	A. Clearing Turns and Collision Avoidance	S
B. Radio Navigation	I	B. Vigilance and Risk Management	I
C. Diversion	I	C. Fuel Management	I
D. Lost Procedures	I		

XIV. INSTRUMENT PROFICIENCY		F. Determine Weight & Balance	N/A
A. Ground Prep (WX, AC systems, Flt Plan)	S	G. Normal & Crosswind Takeoffs	
B. Air Traffic Procedures		H. Normal Climbs	
C. Compliance with ATC Clearances		I. Maximum Performance Takeoff & Climb	
D. Holding Procedures		J. Flight at Critically Slow Airspeed	
E. Flight By Reference to Instruments		K. Emergency Procedures	
F. Recovery from Unusual Attitudes		(1) System & Equipment Malfunctions	
G. Intercept & Tracking (VOR & NDB)		(2) One-engine Operation	
H. Instrument Approach Procedures		(3) Engine Failure/Takeoff Below VMC	
ILS/MLS Approach		(4) Engine Failure/After Liftoff	
VOR/VORTAC Approach		(5) Engine Failure/En Route	
NDB Approach		(6) Engine Out Maneuvering	
Circling Approach		(7) Approach & Landing	
Missed Approach		(8) Minimum Controllable A/S Demo	
XV. MULTI-ENGINE PROCEDURES		(9) Instrument Flight Procedures	
A. Airplane Systems and Operation	N/A	(a) Single-engine Precision Approach	
B. Use of Minimum Equipment List		(b) Single-engine Non-prec Approach	
C. Determine Takeoff Performance		(c) Single-engine Circling Maneuver	
D. Determine Cruise Performance		(10) Normal & Xwind Approach/Landing	
E. Determine Landing Performance		(11) Go-around	

REVIEW OF CERTIFICATES AND DOCUMENTS (VERIFIED BY CHECK PILOT)
 FAA Pilot Certificate No: [REDACTED] FCC Radio Telephone Permit Date (If Applicable): 25-FEB-83
 FAA I Class Medical, Issue Date: 5-16-01 FAA BFR DATE: 5/01 FLT SAFETY CG-750

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 above. 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
5-16-01	CHARLES W HALL JR 1LT.	[Signature]

I certify that I have administered a CAP flight check as indicated and that the below named CAP member:

- ☒ Has demonstrated proficiency required to fly the indicated aircraft.
- ☒ Has demonstrated proficiency required to be a cadet orientation pilot.
- ☒ Has demonstrated instrument proficiency.
- ☐ Is not qualified. Requires additional training and recheck.

COMMENTS:

DATE:	FLIGHT TIME:	EVALUATOR'S NAME & GRADE:	EVALUATOR'S SIGNATURE:
6/16/01	1.8	G McLinn	[Signature]
NAME & GRADE OF UNIT OPERATIONS OFFICER:		SIGNATURE:	
[Signature]		[Signature]	
		DATE:	
		6/16/01	

CAP PILOT CHECKOUT


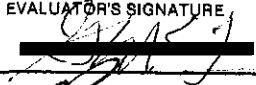
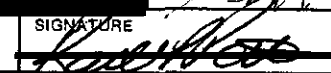
DATE OF FLIGHT CHECK: 9/1/01

MEMBER'S NAME (Print or type last, first, MI) and SSAN HALL, JR CHARLES W. 127420		CAP MEMBER EXP DATE NOV 02	CHARTER NO. SER-TN-148	AIRCRAFT C172
TYPE CHECK: (Check only blocks for satisfactorily completed flight checks)				
<input checked="" type="checkbox"/> INITIAL	<input type="checkbox"/> ANNUAL STANDARDIZATION	<input checked="" type="checkbox"/> CADET ORIENTATION	<input type="checkbox"/> FAA BFR/AFR	
<input type="checkbox"/> RECURRENCE	<input type="checkbox"/> INSTRUCTOR/CHECK PILOT	<input type="checkbox"/> NIGHT ORIENTATION	<input type="checkbox"/> AIRCRAFT CHECKOUT	
<input type="checkbox"/> STUDENT PRE-SOLO	<input type="checkbox"/> MULTI-ENGINE	<input type="checkbox"/> INSTRUMENT	<input type="checkbox"/> OTHER _____	

INSTRUCTIONS

Ground phase may be completed separately within a 30-day period before flight check. All items must be completed indicating S - Satisfactory, U - Unsatisfactory, V - Verbally, or NA - Not Applicable. If a member can satisfactorily perform the more complex maneuvers, less complex maneuvers need not be accomplished at the discretion of the check pilot. Night orientation is for familiarization only and required only at the discretion of Wing Commanders or higher. 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. Tolerances specified in the FAA Private Practical Test Standards represent the minimum performance expected in good flying conditions. Individuals holding an instrument rating (or ATP certificate) are required to demonstrate instrument proficiency on a CAPF 5 flight check or be restricted from exercising instrument privileges on CAP Flight Activity.

I CAP ORAL DISCUSSION A. CAP FORM 5 WRITTEN EXAM PASSED S B. REVIEW OF POLICIES AND REGS (CAPR 80-1, WING/REG SUPPL, PIF) S C. LIABILITY RELEASE FORMS S D. FLT RELEASE PROCEDURES AND RQMTS S E. LOCAL PROCEDURES S II PREFLIGHT PREPARATION A. CERTIFICATES AND DOCUMENTS S B. OBTAINING WEATHER INFORMATION S C. DETERMINE PERFORMANCE AND LIMITATIONS S D. CROSS-COUNTRY FLIGHT PLANNING S E. AIRPLANE SYSTEMS S F. AEROMEDICAL FACTS S III GROUND OPERATIONS A. VISUAL INSPECTION S B. COCKPIT MANAGEMENT S C. STARTING ENGINE S D. TAXIING S E. PRETAKEOFF CHECK S F. POSTFLIGHT PROCEDURES S IV AIRPORT AND TRAFFIC PATTERN OPS A. RADIO COMM & ATC LIGHT SIGNALS S B. TRAFFIC PATTERN OPERATIONS S C. ARPT AND RWY MARKING & LIGHTING S V TAKEOFFS AND CLIMBS A. NORMAL TAKEOFF AND CLIMB S B. CROSSWIND TAKEOFF AND CLIMB S C. SHORT-FIELD TAKEOFF AND CLIMB S D. SOFT-FIELD TAKEOFF AND CLIMB S	VI CROSS-COUNTRY FLYING A. PILOTAGE AND DEAD RECKONING S B. RADIO NAVIGATION S C. DIVERSION S D. LOST PROCEDURES S VII INSTRUMENT REF. MANEUVERING A. STRAIGHT-AND-LEVEL FLIGHT S B. STRAIGHT, CONST AIRSPEED CLIMBS S C. STRAIGHT, CONST AIRSPEED DESCENTS S D. TURNS TO HEADINGS S E. UNUSUAL FLIGHT ATTITUDES S F. RADIO NAV AND RADAR SERVICES S VIII FLIGHT AT CRIT SLOW AIRSPEEDS A. FULL STALLS-POWER OFF S B. FULL STALLS-POWER ON S C. IMMINENT STALLS-POWER ON & OFF S D. MANEUVERING AT CRIT SLOW AIRSPEED S E. CONSTANT ALTITUDE TURNS S IX GROUND REFERENCE MANEUVERING A. RECTANGULAR COURSE S B. S-TURNS ACROSS A ROAD S C. TURNS AROUND A POINT S X NIGHT FLIGHT OPERATIONS A. PREPARATION AND EQUIPMENT S B. NIGHT FLIGHT S XI EMERGENCY OPERATIONS A. EMERGENCY APPROACH AND LANDING S B. SYSTEM AND EQUIPMENT MALFUNCTION S
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XIII APPROACHES AND LANDINGS		XV MULTI-ENGINE PROCEDURES	
A. NORM APPROACHES AND LANDINGS	5	A. AIRPLANE SYSTEMS AND OPERATION (OPERATION, NORMAL & EMER PROC USE OF MEL, PERFORMANCE COMP)	N/A
B. XWIND APPROACHES AND LANDINGS	1	B. NORM AND XWIND TAKEOFFS AND CLIMBS	1
C. FORWARD SLIPS TO LANDING	1	C. MAX PERFORMANCE TAKEOFF AND CLIMB	1
D. GO-AROUND	1	D. FLIGHT AT CRITICALLY SLOW AIRSPEED	1
E. SHORT-FIELD APPROACH AND LANDING	1	E. EMERGENCY OPERATIONS	1
F. SOFT-FIELD APPROACH AND LANDING	1	SYSTEM & EQUIPMENT MALFUNCTION	1
XIV INSTRUMENT PROFICIENCY		ONE ENG INOP PROCEDURES	1
A. GROUND PREPARATION (WEATHER, ACFT SYSTEMS, FLT PLANNING)	5	ENG FAILURE ON TAKEOFF BELOW VMC	1
B. AIR TRAFFIC PROCEDURES	1	ENG FAILURE AFTER LIFTOFF	1
C. COMPLIANCE WITH ATC CLEARANCES	1	ENG FAILURE ENROUTE	1
D. HOLDING PROCEDURES	1	ENG OUT MANEUVERING	1
E. FLIGHT BY REFERENCE TO INSTRUMENTS (STRAIGHT & LEVEL, CLIMBS & DESCENTS, TIMED TURNS, AIRSPEED CNTRL, STEEP TURNS)	1	APPROACH AND LANDING	1
F. RECOVERY FROM UNUSUAL FLIGHT ATTITUDES (PARTIAL PANEL)	1	MIN CONTROLLABLE AIRSPEED DEMO.	1
G. INTERCEPT & TRACKING VOR RADIALS & NDB BEARINGS	1	F. INSTRUMENTS FLT PROC - ONE ENG INOP (MANEUVERING, PREC APCH, NON-PREC APCH, CIRCLING)	1
H. INSTRUMENT APPROACH PROCEDURES	1	G. NORMAL AND XWIND APCH & LNDGS	1
ILS/MLS APPROACH	1	H. MAX PERFORMANCE APCH AND LNDG	1
VOR/VORTAC APPROACH	1	I. GO-AROUND	1
NDB APPROACH	1	XVI SAFETY AWARENESS	
CIRCLING APPROACH PROCEDURES	1	A. CLEARING TURNS	N/A
MISSED APPROACH	1	B. VIGILANCE	1
		C. FUEL MANAGEMENT	1
REVIEW OF CERTIFICATES AND [REDACTED] BY CHECK PILOT) FAA PILOT CERTIFICATE NO. [REDACTED] FCC RADIO TELEPHONE PERMIT DATE <u>2/25/83</u> FAA CLASS <u>I</u> MEDICAL ISSUE DATE <u>5/16/01</u> FAA BFR (OR AFR) DATE <u>FA/CON 2000 TYPE 8/17/01</u>			
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 ABOVE. I ALSO UNDERSTAND THAT MAINTAINING CURRENCY, RECURRING REQUIREMENTS, AND COMPLIANCE WITH APPLICABLE DIREC- TIVES IS MY PERSONAL RESPONSIBILITY.			
DATE <u>9/7/01</u>	MEMBER'S NAME & GRADE (Print or type) <u>CHARLES W. HALL JR 12T</u>		MEMBER'S SIGNATURE 
I CERTIFY THAT I HAVE ADMINISTERED A CAP FLIGHT CHECK AS INDICATED AND THAT THE BELOW NAMED CAP MEMBER: <input checked="" type="checkbox"/> HAS DEMONSTRATED PROFICIENCY REQUIRED TO FLY THE INDICATED AIRCRAFT. <input checked="" type="checkbox"/> HAS DEMONSTRATED PROFICIENCY REQUIRED TO BE A CADET ORIENTATION PILOT. <input checked="" type="checkbox"/> HAS DEMONSTRATED INSTRUMENT PROFICIENCY. <input type="checkbox"/> IS NOT QUALIFIED. REQUIRES ADDITIONAL TRAINING AND RECHECK.			
COMMENTS: <u>Good & Safe Pilot.</u>			
DATE <u>9/1/01</u>	FLIGHT TIME <u>1.6</u>	EVALUATOR'S NAME & CERT. NO. <u>G McInn [REDACTED]</u>	EVALUATOR'S SIGNATURE 
NAME & GRADE OF UNIT OPERATIONS OFFICER (Print or type) <u>[REDACTED]</u>		SIGNATURE 	DATE <u>9-7-01</u> CONCUR NOT CONCUR

CAP MISSION PILOT CHECKOUT

DATE OF FLIGHT CHECK: 9/1/01

MEMBER'S NAME (Print or type) CHARLES W. HALL JR	CAPSN [REDACTED]	FAA CERTIFICATE NO. [REDACTED]	CHARTER NO. SER-TN-148
[REDACTED] MARVILLE TN 37803	LAST CAPF.5 6/16/01	DATE CAPF 101 ISSUED 04/01	CAP ROP PERMIT NO. ROA 2/25/83 TN1632

I ORAL DISCUSSION		V MOUNTAINOUS TERRAIN PROCEDURES	
A. CAPF 116 WRITTEN EXAM PASSED	S	A. LOCATE GRID/AREA (WITH & WITHOUT ELEC NAV AIDS)	S
B. MISSION BASE PROCEDURES (SIGN IN, FLIGHT PLANS, REIMB FORMS)		B. ESTABLISH SEARCH ALTITUDE	
C. AIR-TO-GROUND SIGNALS		C. CONTOUR SEARCH PROCEDURES	
D. MISSION SAFETY PRINCIPLES		D. CANYON SEARCH PROCEDURES	
E. CAP RADIO PROCEDURES		E. RIDGE CROSSING PROCEDURES	
F. INDIV & CREW EQUIP/CLOTHING		F. COMMUNICATIONS PROCEDURES	
G. SEARCH PROCEDURES		G. WIND/UPDRAFTS/DOWNDRAFTS	
H. MAP AND CHART READING	✓	H. MOUNTAIN WAVE EFFECTS	
II PREFLIGHT PLANNING		VI EMERGENCY PROCEDURES	
A. DETERMINE PERF LIMITATIONS	S	A. LOW ALT ENGINE FAILURE	S
B. OBTAINING MISSION BRIEFING		B. DITCHING	
C. GRIDDED SECTIONAL		C. LANDING ON UNPREP SURFACE	
D. OBSERVER BRIEFING		D. DETERIORATING WEATHER	
E. FUEL PLANNING AND RESERVE		VII MISSION FLIGHT MANEUVERS	
F. GROUND TEAM COORDINATION	✓	A. 720 DEG STEEP TURNS	S
III VISUAL SEARCH PATTERNS/PROCEDURES		B. TURNS ABOUT A POINT	
A. LOCATE GRID OR AREA (WITHOUT ELECTRONIC NAVIGATION AIDS)	S	C. MSG DROP PROCEDURE (VERBAL)	
B. ESTABLISH SEARCH ALTITUDE		D. AIRSPEED CONTROL	
C. PARALLEL SEARCH PROCEDURES		E. LOW SPEED MANEUVERING	
D. CREEPING LINE SEARCH PROCEDURES		F. LOW LEVEL NAVIGATION (WITHOUT ELEC NAV AIDS)	
E. EXP SQUARE SEARCH PROCEDURES		G. COORD WITH GROUND TEAM	
F. ROUTE SEARCH PROCEDURES	✓	H. JUDGEMENT	✓
IV ELECTRONIC SEARCH PATTERNS/PROCEDURES		VIII AERIAL RADIOLOGICAL MONITORING	
A. LOCATE STARTING POINT (WITH & WITHOUT ELECTRONIC NAV AIDS)	S	IX NATIONAL DEFENSE EMERGENCY OPERATIONS	
B. ESTAB APPROPRIATE SEARCH ALT		A. SARDA PROCEDURES	N/A
C. VHF-DP PROCEDURES		B. CARDA PROCEDURES	
D. WING NULL PROCEDURES		C. SCATANA PROCEDURES	
E. AURAL (BUILD-FADE) PROCEDURES	✓	D. OPLAN 1000 REPORTING PROC	✓

I CERTIFY THAT I HAVE ADMINISTERED A CAP MISSION PILOT FLIGHT CHECK AS INDICATED AND THAT THE ABOVE NAMED CAP MEMBER:

☒ HAS DEMONSTRATED PROFICIENCY REQUIRED TO FLY AS A MISSION PILOT. SEE REVERSE FOR APPLICABLE COMMENTS.☐ IS NOT QUALIFIED. REQUIRES ADDITIONAL TRAINING AND RECHECK. SEE REVERSE FOR COMMENTS.

DATE 9/1/01	FLIGHT TIME 1.6	EVALUATOR'S NAME & GRADE GMCLinn, CAPT	EVALUATOR'S SIGNATURE
NAME & GRADE OF UNIT OPERATION'S OFFICER (Print or type) Robert P. H. 1050		SIGNATURE 	DATE 9-1-01 CONCUR NOT CONCUR

COMMENTS:

Good / Safe Pilot,

25 missions flown with prior membership in
CAP,