STAN-EVAL NOTES
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY
7401 Airfield Drive
Richmond, Virginia 23237-2250
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What's the rush? (Aaron Oliver): I've flown at many different types of operations professionally including Part 135, corporate flight department, the military, 141 flight school and the airlines. One thing in common among all of them is a requirement that you don't do anything after landing until you have cleared the runway. Don't touch anything until clear of the active runway!

Some pilots seem to have this NEED to raise the flaps, turn the transponder to STBY, turn off the lights and so on all while still decelerating on the landing roll-out. You're still landing so you're not yet ready to call for the after landing checklist until AFTER you have landed and come to a full stop past the hold short line. If you roll an aircraft off the side of a runway or taxi way and take out a light with the prop, how are you going to explain that one? "Sir, I NEEDED to get those darn flaps up after landing and well I guess I wasn't paying attention…"

I recently flew with a pilot who after landing was given a specific taxiway to exit on. Rather than focusing on getting off the runway at the assigned taxiway the pilot began the after landing checklist while still moving on the runway. The pilot ended up too fast, nearly ran off the runway, and tried hard to miss the taxiway. I quickly snapped him back to reality and we cleared the runway but I asked what was the NEED to get the flaps up and so on?

There are circumstances where raising the flaps to help transfer weight on wheels is an approved practice such as a short-field landing. You should apply the approved techniques found in the AFM/POH for them. But in general the pilot should clear the runway and stop past the hold short line prior to any after landing actions. There should be no rush to do anything unless you are on fire!

New 60-1: A new version of 60-1 has been released effective 24 March 2011 with an updated mission symbol list. The summary of changes states: "Implements eAircraft Discrepancy System and eFlight Release in WMIRS. Includes PIC in decision to extend crew duty day. Clarifies that orientation flights are not flight instruction. Adds tow plane to glider uniform exception. Clarifies that mission pilot training under state director (SD) mission authorization number must use 60-1 mission profile. SDs must coordinate on wing and region supplements to this regulation. Updates National Check Pilot Standardization Course to online requirement. Clarifies actions to be taken in cases of an unsatisfactory CAPF 5. Addresses in which aircraft a CAP check pilot may give check rides. Adds Teacher Orientation Program pilots to Cadet and ROTC/JROTC Orientation pilot qualifications."

Key points of interest for VAWG pilots include:

- Specifically requires that both Form 5 and Mission Pilot Check Pilots take the online NCPSC course (1.3 s)
- Use of manufacturer's checklist or NHQ CAP approved checklist(s) is mandatory in all CAP aircraft.(2.1 n)
- Emphasizes only the PIC may obtain a flight release and the PIC and the FRO must have a conversation before flight (2.5)
- CAP JROTC/ROTC Orientation pilots must take the online test every 4 years (3.7 d.5)
- Wing DOVs will conduct one or more check pilot meetings a year to discuss trend analysis, local issues, and special emphasis items. The form of these meetings (in-person, tele-conference, web-meeting, etc.) will remain open to the needs and capabilities of the wing. (3.8 e)

As a result of these changes, the following updates have been made to OpsQuals:

- Aircraft Ground Handling requirement for pilots will now expire in 24th months from the completion date.
- National Check Pilot Standardization Course will now have a four-year expiration for Mission Check Pilots
- Cadet Orientation Pilot AFROTC Exam will now have four-year expiration.
- Statement of Understanding has been moved to the Prerequisites page.
- Two new tasks have been added and are located on the Prerequisites page.
    - Completed the Cessna G1000 transition syllabus for VFR operations, or have met the requirements of 60-1 for members with previous G1000 experience.
    - Completed the Cessna G1000 transition syllabus for Instrument operation or have met the requirements of 60-1 for members with previous G1000 experience.
- Two new Qualifications have been added
- Instrument Pilot - G1000 (see requirements below)
    - Instrument Pilot
    - Completed the Cessna G1000 transition syllabus for Instrument operation or have met the requirements of 60-1 for members with previous G1000 experience.
- Mission Check Pilot - G1000 (see requirements below)
    - Mission Check Pilot
    - G1000 Qualified

Redbird in Danville: Averett University in Danville has purchased a new Redbird simulator with a G1000 cockpit. It is available to GA pilots and CAP is working to get an affordable rate. The Redbird simulator is an excellent platform to brush up on instrument skills and emergencies. Redbird simulators are also available at JYO and HEF.

Operations during Taxi: Instructor and Check pilots should emphasize to all CAP pilots that the taxi segment of any flight requires the pilot and crew to focus on the taxi and not allow the pilot to accomplish any other tasks (aligning the DG, setting the altimeter, programming the FMS, or any other task that will distract the pilot from the taxi) other than routine radio communications and the taxi checklist. There have been many incidents (bent metal) caused by pilot distraction while taxiing. Some pilots consider it good practice to do as much during taxi operations as possible to minimize time on the ground. In CAP, we do not allow this due to safety concerns If the pilot must perform some other task, the a/c should be stopped until the task is complete. This does not preclude other crew members from accomplishing those tasks in accordance with crew resource management principles.

Aircraft fire: Most in-flight emergencies are best handled by doing nothing initially, counting to ten, and then following established procedures. This time tested approach prevents pilots from making an emergency worse by panicking and doing something stupid. In-flight fires are different. They require immediate action. A recent NTSB report documents how quickly a fire can start and become unmanageable. According to the NTSB report, a student and instructor were flying a retractable gear airplane. On extending the gear for landing an electrical fire broke out behind the instrument panel. The fire burned so quickly that flames engulfed the fuel selector before either pilot or instructor could turn off the gas. An immediate off airport landing was made but not before both occupants were severely burned. Check pilots and instructor pilots should ensure that all CAP pilots are proficient in emergencies and understand which emergencies require immediate action. Pilots should periodically review emergency procedures for the aircraft they fly.

Weight and Balance on Line: A spreadsheet for computing weight and balance for each aircraft in VAWG is now online on the VAWG web page (see the operations document folder). This spreadsheet has a tab for each VAWG aircraft as well as a few generic aircraft. This spreadsheet is periodically updated to reflect the latest weight and balance of each aircraft, but pilots should verify that the data is correct by referring to the a/c POH before takeoff. This spreadsheet allows pilots to plan for weight and balance prior to actually going to the airport.

NTSB alerts pilots to watch for unmarked weather towers: The NTSB issued an alert March 11, warning of the dangers that unmarked weather observation towers pose to pilots flying at low altitudes. The board specifically warned pilots flying “helicopter emergency services, law enforcement, fire suppression, and other

low-altitude activities" to watch for the towers. The meteorological evaluation towers are often shorter than the 200-foot threshold at which the FAA requires structures to be marked. AOPA is supporting a proposal by the FAA to develop "a uniform and consistent scheme for voluntarily marking" the towers. For now, pilots are urged to remain vigilant.

Instructor Pilot Workshop: VAWG will be hosting a workshop on Saturday 25 June at KFCI for instructor pilots, check pilots, and check pilot examiners. This will be an opportunity to explore topics that are not addressed in the online Form 5 course and will emphasize issues unique to Virginia Wing. A tentative agenda is as follows. If you would like to recommend a topic that you feel is critical to the CAP instructor community and /or be one of the presenters, send a note to steve.hertz@ngc.com.

- How CAP flying is different and why that is important
- Doing the paperwork – OpsQuals and WMIRS
- Flying the CAP way
- CRM and ORM for CAP aircrews
- IFR issues and best practices
- Best practices for the oral portion of a Form 5
- An effective and efficient Form 5

Aircraft Scheduling in WMIRS: Aircraft scheduling should now be done in WMIRS vice Flightschedulepro. A link to this scheduler is found on the main WMIRS page. There is also a downloadable instruction sheet. It's not difficult to use, but it is very different from Flightschedulepro. One of the benefits is that if you create a sortie in WMIRS, the aircraft is automatically scheduled. If you want to allow for pre flight and post flight, you will either need to put more time in the sortie, or go to the schedule and manually schedule blocks of time before and after the sortie. Note that all times are Zulu.

Back to Basics: VAWG has invested much time, effort, and resources to train many of our pilots to be proficient with technically advanced aircraft (TAA). The benefits of these high tech aircraft are many and have provided VAWG with greatly improved capabilities. But as the rest of general aviation has discovered, there can be degradation in basic airmanship skills as we become more dependent on automation. We need to stay proficient in basic skills such as steep turns, holding altitude, maintaining airspeed, ground reference maneuvers, slow flight, stalls, and all the things we used in our private pilot check ride. Pilots should practice these whenever possible and IPs/Check Pilots should ensure that pilots maintain these basic skills.

A World without GPS: It is not unusual for there to be localized outages or degradations to GPS. The events of 9/11 and the recent events in Japan demonstrate how bad things can get due to terrorist attacks or Mother Nature. It is possible that in a national emergency, there could be a loss of GPS for extended periods. The USAF could decide for security reasons to suspend GPS service. For these and many other reasons, we cannot rely on GPS. It's great when we have it but we may not always have it. As CAP, we must be ready to operate without GPS efficiently and effectively. All CAP pilots should practice basic navigational skills and be ready to operate without GPS (or any navaids). It would be more than embarrassing if when our nation needs us the most, we fail to operate effectively because we grew too dependent on GPS or navaids.