



STAN-EVAL NOTES
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY

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The Devil is in the Details, Capt. Josh Shields: its common knowledge that VAWG has a strong group of members. This year's Operations Evaluation, which resulted with the wing receiving an "Excellent" rating shows that we routinely meet, and often exceed the expectations of the Air Force and CAP National Headquarters. We also have a very strong pilot group, with a vast array of experience and knowledge that contribute to our capabilities and mission readiness. Our wing safety record shows that we have competent pilots and flight crews. Despite all of these accomplishments, there remains room for improvement.

One area where there is significant room for improvement is in the details! Our flight crews regularly make minor mistakes, **especially during the preflight and post flight activities related to flight releases and paperwork.** As CAP moves from paper to electronic record keeping, it is even more important to verify that all of the required documents have been completed properly and uploaded correctly (when applicable).

Electronic 104's require detailed information about each flight. As a general rule, the more the better! The form should be filled out with detailed briefing and debriefing information and each box should be filled in with some sort of entry, even if it's only "N/A". There is now the capability to scan and upload weight and balance and ORM information as well. (This feature of WMIRS can be found in the E-104 section of the sortie.)

Also, please take a moment after each flight to verify WMIRS entries and aircraft flight time logs to ensure that all of the entries are correct and they match each other. The aircraft custodians that audit this data each month will thank you for it! Finally, remember that it is the PIC's responsibility to ensure that all of the required maintenance inspections have been completed and there are no outstanding maintenance discrepancies.

By paying attention to the details, you can save yourself and fellow CAP members a lot of headaches and possibly keep yourself out of trouble with wing staff, or worse, the FAA!

Managing Fuel, Capt. Steve Hertz: CAPR 60-1 requires any CAP aircraft to land with no less than an hour of fuel remaining. This is a much stricter requirement than the FAA requires. Unlike the FAA requirements, which are based on planned landing fuel, CAP is based on the actual amount onboard at the time of touchdown. Many articles have been written and many observations made on why pilots continue to run out of fuel before reaching their destination. Even very experienced and otherwise cautious pilots have made this mistake. We cannot afford to have any pilot make this mistake.

Many of our CAP flights are fairly short when compared to the fuel on board, which tends to lead to pilot complacency when managing fuel. One discipline that we should practice is to predict before refueling how much fuel will be needed upon landing. Comparing how much fuel you think you burned to how much fuel you actually used is a good check on your fuel management

skill. We should encourage all pilots to do this to ensure we really are managing our fuel and not just hoping full tanks are all we need to worry about.

Areas of Special Emphasis, Capt. Steve Hertz: the FAA has included in all the Practical Test Standards areas of special emphasis that examiners need to emphasize on check rides. These should be areas of special emphasis for check pilots to use on any Form 5 check ride. It should also be areas of emphasis for our instructor pilots.

1. Positive aircraft control;
2. Positive exchange of the flight controls procedure (who is flying the airplane);
3. Stall/spin awareness;
4. Collision avoidance;
5. Wake turbulence avoidance;
6. Land and Hold Short Operations (LAHSO);
7. Runway incursion avoidance;
8. controlled flight into terrain (CFIT);
9. Aeronautical decision making (ADM);
10. Checklist usage