



## STAN-EVAL NOTES

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Last month's edition of the Stan/Eval notes stressed the need for VAWG instructor and check pilots to ensure that applicants are familiar with CAP equipment and its proper operation. A few reminders on CAP-specific procedures also bear repeating:

**WMIRS Entry Requirements** (*from VAWG DO Lt Col Jim Truxel*): There has been some confusion about the proper procedures to be followed when releasing and recording flight times on aircraft flight logs and on WMIRS. Here is the rule. It applies to all CAP flights, regardless of mission symbol and personnel aboard:

Each time the engine is shut down, it is considered a completed sortie. The PIC must make entries on the aircraft flight log and in WMIRS. The Flight Release Officer must make the same entry on the flight release log. The aircraft log, WMIRS, and the FRO log must all match with regard to date and flight time.

If the aircraft then departs for another location, the PIC must obtain another flight release. Once again, appropriate entries are required on the aircraft log, WMIRS, and the FRO log.

*Example: A pilot flies from Leesburg to Winchester. The engine is shut down at OKV. The pilot then restarts the engine and returns to JYO. The pilot must make separate aircraft log and WMIRS entries for JYO-OKV and OKV-JYO, and must obtain a separate flight release for each leg.*

If an aircraft flies locally with takeoffs and landings at the same airport, the PIC should document the flight in the aircraft log and WMIRS as one sortie. Only one flight release is required. If, however, the engine is shut down for any reason, the restart is considered to be a separate sortie that must be released and documented as such.

All VAWG instructor pilots should provide instruction on these procedures, and all VAWG check pilots must verify that applicants for a CAP Form 5 or CAP Form 91 check ride are familiar with proper procedures

**Next Issue:** Please send suggestions to: [avi8rix@gmail.com](mailto:avi8rix@gmail.com).