



STAN-EVAL NOTES

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Uniform Standards: I recently received the following message from a CAP member who has had occasion to observe several VAWG activities over the past few months:

FYI, VA pilots and Instructors/Check Pilots have been spotted at several different events this summer dressed improperly. One female pilot was flying in shorts in June in Danville. When asked about it, she responded that word was out that pilots could do that.

The e-mail I received provided several other examples, but this one best illustrates the point I want to make: CAP pilots may not “do that.” The regulations require proper uniforms, and there are a number of choices available. Though it may appear to be trivial, appropriate uniforms are part of the professional approach that we must take as CAP pilots. Some pilots may not be aware that uniforms are also important in establishing that a flight is properly flown as a CAP mission – with all the attendant insurance implications. The bottom line, though, is that appropriate uniforms demonstrate pride in, and respect for, CAP. I ask that all VAWG instructor and check pilots be mindful of the need to set the right example, and of the need to ensure that pilots you instruct and evaluate adhere to the rules as well.

Communication on Check Rides: Since the last edition of the Stan/Eval notes, I also received a detailed letter from a pilot who had failed a CAP Form 5 check ride. The pilot expressed several concerns about how the ride was conducted, and asked me to look into the matter. With his permission, I shared the letter with the check pilot in question. These communications were all very civil, respectful, and thoughtful. As you might imagine, though, the perspectives were very different. It is simply not possible for a third party (in this case, me) to reconcile the conflicting accounts, and I did not believe it would be fair or appropriate to second-guess either of the two pilots involved. As I put it to the pilot applicant, the principal issue is miscommunication / misunderstanding between you and the check pilot with respect to how the check ride was to be conducted. He agreed with this assessment. I share this story as a way to stress the need for both the check pilot and the applicant to communicate clearly at every point in the check ride. Check rides are not “gotcha” exercises, and both parties need to have a clear understanding at all times with respect to the ground rules and expectations for the flight and for use of scenarios.

Next Issue: Please send suggestions to: avi8rix@gmail.com.