



Pilot Name _____ Cap ID _____
 Mission# _____ Sortie _____



APPROVED MISSION PILOT PROFICIENCY FLIGHT

PROFILE #7

Proficiency Flight Mission Profile

Approved 1 February 2016

This profile may only be flown by inexperienced SAR/DR/Transportation/Orientation Ride/Mission Pilots, pilots in need of instrument proficiency training, pilots who have experienced breaks in flying, or pilots designated as needing additional CAPF 5 proficiency training. Pilots needing additional proficiency training are designated and approved via WMIRS, each sortie requires coordination by the Wing/CC (or designee) & approval by the Liaison Region. There is no standard definition for which “inexperienced” pilots qualify for flying this as a reimbursed AF training mission. Overall/recent flying experience, flying experience in CAP single-engine aircraft, overall/recent instrument flying experience, instructor/check pilot recommendations, and other factors the Wing/Region determine should all be considered.

There must be an instructor or safety pilot onboard; when an instructor is utilized, the instructor must be a qualified CFI/CFII (as required) in the aircraft flown. An Instrument Proficiency Check (IPC) may be completed if such requirements are met while accomplishing training under the provisions of this proficiency flight mission profile. This proficiency profile includes ground training and three 1-hour blocks of in-flight training. PICs, in conjunction with the CFI/CFII, will choose which 1-hour block of training will be accomplished during the sortie.

This profile will not be flown more than once as an AFAM by any pilot during any 90-day period, unless directed by the wing/region commander. Requests for this training profile will be made through WMIRS and include the mission pilot’s name, total flight hours, flying hours for the last 30/60/90 days, and training blocks to be accomplished. Pilots will document a summary of syllabus training activity accomplished on the sortie 104 in the results/deliverables section.

P / NP (Performed / Not Performed) ✓ Check one

Ground Training (one of the following must be accomplished prior to the flight)

- Attend one of the AOPA Air Safety Foundation’s Safety Seminars.
- Complete one of the AOPA Air Safety Foundation’s Online Courses
- Attend a CAP-USAF LR/CC approved CAP safety briefing.
- Attend a briefing conducted by an FAA Safety Counselor.
- IPC-To include one hour of ground instruction. Topics are at discretion of CFII.

Flight Training (All Sorties)

- Brief crew member mission responsibilities as appropriate. Review ground & in-flight emergency procedures, taxi, takeoff, and in-flight procedures with each crew member.
- File a flight plan IAW CAPR 60-1 requirements.
- Close the flight plan if necessary.
- Debrief the sortie with the crew.

Training Block 1 – Air Work

- Review air work maneuvers to be accomplished.
- Slow flight.
- Stalls.
- Steep turns.
- Turns around a point.
- Practice partial-panel flight maneuvers.
- Practice simulated in-flight emergency procedures.

Training Block 2 – Takeoffs and Landings

- Review landing procedures with crew members.
- Perform a normal landing using full flaps.
- Perform a short field landing to a full stop, with a simulated obstacle using the procedures recommended in the Aircraft Flight Manual (AFM)/Pilot Operating Handbook (POH) and the FAA Practical Test Standards (PTS).
- Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.
- Practice proper crosswind landing techniques.
- Perform a simulated forced landing to a low approach or full stop (as appropriate).
- Perform no-flap landing to a full stop.

Training Block 3 – Instrument Training

- Review instrument procedures with crew members.
- Hood work in turns, climbs, descents, etc.

Fly as many of the following approaches as time allows:

- ILS approach.
- VOR approach.
- NDB approach.
- GPS approach.

- * A minimum of one precision and one non-precision approach should be accomplished during the training flight. If autopilot equipped, at least one approach with and one without the autopilot engaged should be accomplished.
- * A minimum of one published missed approach should be accomplished.
- * A minimum of one Hold should be accomplished.

* These items are mandatory for IPC credit.

Notes: