

HOW TO BECOME A CAP PILOT

As a new member pilot, AFTER you have completed Level 1 and CPPT, have a CAP ID card and a CAP approved uniform, the following steps should be taken to become qualified as a CAP pilot:

- 1. Obtain a current (Jun 04) copy of CAPR 60-1. Study it and become very familiar with it.** CAPR 60-1 can be ordered from the CAP Bookstore, downloaded from the NHQ web site or the Florida Wing Stan/Eval web site at: www.flwgoperations.us/flwgdo.htm Also download a copy of the Florida Wing and SER Supplements to CAPR 60-1, a Form 5 and a current (1 Oct 03) Florida Wing Form 12 (Pilot Data Summary) from the "Downloads" page. You will be expected to have a copy of CAPR 60-1 and all Supplements with you on the day of your check ride and know them well. If you do not have Adobe Acrobat Reader, download it and install it on your computer. You will need this to read and print CAPR 60-1. Take the Form 5 written test online at the CAP National web site and print out a completion certificate to give to your Check Pilot on the day of your ride.
 - 2. Be intimately familiar with the aircraft (C-172 or C-182) that you will use for the check ride. (You must show at least 1 hour of logged proficiency flying in the aircraft within 30 days of your check ride.)** You need to know systems, emergency procedures, weight & balance, flight release, etc. Also, familiarize yourself with the CAP Aircraft Information File that is kept in the plane. CAP corporate planes are used for 99% of our flying. **(See FLWG Supplement section 3-5 (c))**
 - 3. At the minimum, you MUST fly to the level of the FAA Private Pilot Practical Test Standards. If necessary, put in enough flight time with a CFI until you become proficient in ALL of the requirements of the PTS.** (There may be some of the tasks that a pilot hasn't done for a while and is probably rusty on. If you are not familiar with what the PTS requires, a copy may be purchased from any pilot shop for about \$5.00 or downloaded free from the FAA.)
 - 4. Follow the procedures listed in CAPR 60-1, Attachment 5, Paragraph 1(all), 2a and the Florida Wing Supplement to CAPR 60-1 PRIOR to scheduling the check ride.**
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ADDITIONAL STEPS FOR PROSPECTIVE CADET ORIENTATION PILOTS

- 1. Obtain a current (1 Oct 01) copy of CAP Pamphlet 52-7 (Cadet Orientation Flight Syllabus) and become very familiar with it.** You will be quizzed on it during your check ride. This can be obtained from the CAP Bookstore or online from the National web site. Orientation Flights are a learning experience for the Cadets, NOT just boring holes in the sky.
 - 2. Take the online Cadet Orientation Pilot test on the NHQ web site and print out a completion certificate.** You must give this to the Check Pilot on the day of your ride.
 - 3. Advise your Check Pilot when you schedule with him or her that you would like to become an O-ride pilot.** They will then tailor your ride accordingly. Along with a high level of proficiency, we are also looking for knowledge of the Cadet Flight Syllabus and smoothness in your control of the aircraft. Many Cadets are flying for the first time and it MUST be a positive experience for them.
 - 4. When you have successfully completed your Form 5 check ride and the Check Pilot has certified you to fly Cadets, obtain and fill out a current (1 Oct 03) Florida Wing Form 11.** This form goes to your Unit Commander and then to the Florida Wing DOV. **IMPORTANT: also send copies of the items listed on the bottom of the FLWG Form 11. Obsolete forms or incomplete submissions WILL NOT be processed.**
 - 5. Once the Wing DOV and/or the Wing Commander has approved and signed the Form 11, it will be returned to you.** When you receive the signed Form 11 or your name appears on Wing orders (**but not before**), you can fly Cadets. **Remember, being a Cadet Orientation Pilot is a privilege that is not granted to everybody simply because they have the required flight hours. We take the safety of our cadets VERY seriously.**
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CAP Check Pilots and Instructor Pilots can and will assist you during your prep for the check ride. If you do instructional flying with a Check Pilot prior to your Form 5, then a second Check Pilot MUST do the ride itself. Also, keep in mind, that on the day of the check ride, your Check Pilot is there ONLY to evaluate, NOT to instruct. In addition, once the check ride begins, the Check Pilot MUST generate paperwork. Review the FAA PTS in advance, be prepared and proficient on the day of your check ride and all should go well. If you have any questions please feel free to contact me.

REMEMBER, FLIGHT SAFETY IS PARAMOUNT!!!!

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