



CAPF 70-5 Training Module 5: Flight Practice

**Capt Keith Breton, CAP
Group 2 DOV**



Outline

- Form 70-5 Task Criteria
- Tips and Common Errors for Aerial Maneuvers
- Tips and Common Errors for Takeoffs and Landings
- Aircraft Information File (AIF)
- Aircraft Maintenance (CAPR 66-1)
- Mishap Reporting (Separate Module)



Form 70-5 Task Criteria

Section 1. FAA ACS Tasks for VFR Evaluation					
I. Preflight Preparation	Q	QT	U	V	NP
A. Certificates and Documents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Airworthiness Requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Weather Information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- Sections are defined as FAA ACS Tasks or...

Section 2. CAP Tasks for VFR Evaluation					
XIII. CAP-specific Items for VFR	Q	QT	U	V	NP
A. CAPR 70-1 Compliance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Risk Assessment and Release Procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Electronic Flight Bag	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. ...	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- CAP Tasks



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- FAA ACS Tasks are based on Airmen Certification Standards
 - Previously known as Practical Test Standards (PTS)
- Available at the FAA website
 - https://www.faa.gov/training_testing/testing/acs/

- For example:



FAA-S-ACS-6B
(with Change 1)

Private Pilot – Airplane
Airman Certification Standards



Form 70-5 Task Criteria

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B. Airworthiness Requirements	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
C. Weather Information	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

- For example:

I. Preflight Preparation

Task	B. Airworthiness Requirements
References	14 CFR parts 39, 43, 91; FAA-H-8083-2, FAA-H-8083-25
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with airworthiness requirements, including airplane certificates.
Knowledge	The applicant demonstrates understanding of:
PA.I.B.K1	General airworthiness requirements and compliance for airplanes, including:
PA.I.B.K1a	a. Certificate location and expiration dates
PA.I.B.K1b	b. Required inspections and airplane logbook documentation
PA.I.B.K1c	c. Airworthiness Directives and Special Airworthiness Information Bulletins
PA.I.B.K1d	d. Purpose and procedure for obtaining a special flight permit
PA.I.B.K2	Pilot-performed preventive maintenance.
PA.I.B.K3	Equipment requirements for day and night VFR flight, to include:
PA.I.B.K3a	a. Flying with inoperative equipment
PA.I.B.K3b	b. Using an approved Minimum Equipment List (MEL)
PA.I.B.K3c	c. Kinds of Operation Equipment List (KOEL)
PA.I.B.K3d	d. Required discrepancy records or placards
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
PA.I.B.R1	Inoperative equipment discovered prior to flight
Skills	The applicant demonstrates the ability to:
PA.I.B.S1	Locate and describe airplane airworthiness and registration information.
PA.I.B.S2	Determine the airplane is airworthy in a scenario given by the evaluator.
PA.I.B.S3	Apply appropriate procedures for operating with inoperative equipment in a scenario given by the evaluator.



Form 70-5 Task Criteria

Task	A. Steep Turns
References	FAA-H-8083-2, FAA-H-8083-3; POH/AFM
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with steep turns. Note: See Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations .
Knowledge	The applicant demonstrates understanding of:
<i>PA.V.A.K1</i>	Purpose of steep turns.
<i>PA.V.A.K2</i>	Aerodynamics associated with steep turns, to include:
<i>PA.V.A.K2a</i>	a. Coordinated and uncoordinated flight
<i>PA.V.A.K2b</i>	b. Overbanking tendencies
<i>PA.V.A.K2c</i>	c. Maneuvering speed, including the impact of weight changes
<i>PA.V.A.K2d</i>	d. Load factor and accelerated stalls
<i>PA.V.A.K2e</i>	e. Rate and radius of turn
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
<i>PA.V.A.R1</i>	Failure to divide attention between airplane control and orientation.
<i>PA.V.A.R2</i>	Collision hazards, to include aircraft and terrain.
<i>PA.V.A.R3</i>	Low altitude maneuvering including stall, spin, or CFIT.
<i>PA.V.A.R4</i>	Distractions, improper task management, loss of situational awareness, or disorientation.
<i>PA.V.A.R5</i>	Failure to maintain coordinated flight.
Skills	The applicant demonstrates the ability to:
<i>PA.V.A.S1</i>	Clear the area.
<i>PA.V.A.S2</i>	Establish the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed V_A .
<i>PA.V.A.S3</i>	Roll into a coordinated 360° steep turn with approximately a 45° bank.
<i>PA.V.A.S4</i>	Perform the Task in the opposite direction, as specified by evaluator.
<i>PA.V.A.S5</i>	Maintain the entry altitude ± 100 feet, airspeed ± 10 knots, bank $\pm 5^\circ$, and roll out on the entry heading $\pm 10^\circ$.




Form 70-5 Task Criteria

Section 2. CAP Tasks for VFR Evaluation					
XIII. CAP-specific Items for VFR	Q	QT	U	V	NP
A. CAPR 70-1 Compliance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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C. Electronic Flight Bag	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- See:

CAP STANDARD 72-6
25 Aug 2020



Aircrew Evaluation Criteria



Form 70-5 Task Criteria

Section 2. CAP Tasks for VFR Evaluation					
XIII. CAP-specific Items for VFR	Q	QT	U	V	NP
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B. Risk Assessment and Release Procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Electronic Flight Bag	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- See:

CAP Tasks for VFR Evaluation

Task ID	Task	Q	QT	U
XIII. A.	CAPR 70-1 Compliance	Complied with CAP rules and regulations for flight operations.	Complied with CAP rules and regulations, to include previously rescinded guidance.	Failed to comply with CAP rules and regulations for flight operations.
XIII. B.	Risk Assessment and Release Procedures	Identified and assessed all applicable risks, developed and communicated a mitigation plan to the appropriate flight release authority.	Identified and assessed risks (with minor exceptions), developed and communicated a mitigation plan to the appropriate flight release authority.	Failed to identify key risks or consider effective mitigations or communicate plans to the appropriate flight release authority.



Maneuvers - Preparation

- Not focusing on step-wise procedures in this presentation. There are plenty of good references for that, including:
 - The aircraft POH of course (always the primary reference)
 - Group 2's Maneuver Procedure Guide
https://group2ca.cap.gov/media/cms/Group2C182Tandairportsguide_18C9756C51B81.pdf
- Raise the wing to clear turns!
- Clearing the airspace prior and between maneuvers
- Checklist?
 - Pre-Landing Checklist prior to Power-Off (Approach to Landing) Stall
 - Cruise Checklist after recovering from most maneuvers
- Eye's Outside
 - Instruments are only backup for VFR flight maneuvers
- All phases of air work maneuvers must remain above 1500 feet AGL
 - MINIMUM



Maneuvers – Tips and Common Errors

- Maneuvering During Slow Flight
 - From ACS: *Establish and maintain an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in a stall warning (e.g., airplane buffet, stall horn, etc.).*
 - Stall warning horn may chirp as you establish but should not stay on
 - On G1000 aircraft set your heading and altitude bugs.
 - Altitude control is a very common problem with this maneuver.
 - This is often caused by poor entry technique
 - Set Power to allow aircraft to slow
 - Retrim aircraft after each change to flaps
 - Once full flaps are deployed and aircraft is nearing target airspeed, expect to add power.
 - Or not adequately looking outside to detect changes in pitch
 - AOA is increasing as you enter this maneuver – Think RUDDER



Maneuvers – Tips and Common Errors

- Power Off (Approach to Landing) Stall
 - From ACS:
 - *Establish a stabilized descent*
 - *Transition smoothly from the approach or landing attitude to a pitch attitude that will induce a stall.*
 - Private Pilots – Recover after Full Stall
 - Commercial Pilots – CP specifies recovery as either first indication or full stall.
 - Common problems occur during recovery
 - Failure to establish a positive rate of climb
 - Inappropriate flap retraction (too early and/or too much)
 - First notch retraction after pitch and power is adjusted is good.
 - Just like other high AOA maneuvers – Think RUDDER



Maneuvers – Tips and Common Errors

- Power On (Departure) Stall
 - There is flexibility in the ACS about the “starting” configuration.
 - Consult with your CP
 - I recommend starting close to rotation speed
 - Slowly but steadily increase pitch so that airspeed starts to slow and continue back pressure on yoke.
 - Private Pilots – Recover after Full Stall
 - Commercial Pilots – CP specifies recovery as either first indication or full stall.
 - Common problems
 - Improper rudder inputs – SPIN AWARENESS
 - High power causes slipstream making rudder VERY effective.
 - Lack of coordination is the recipe for a SPIN
 - If things start going badly...
 - Reduce to idle power and let the nose drop
 - If things start going *really* badly...



Maneuvers – Tips and Common Errors

P-A-R-E

Spin recovery technique...

- Power: Power to Idle
- Ailerons: Neutralize Ailerons (They tend to aggravate a spin)
- Rudder: Press the opposite rudder to the direction you are turning
- Elevator: Push to break the stall

Disclaimer: The POH of course takes precedence for all procedures, however you will note that the Cessna flight manuals generally follow the PARE procedure.



Maneuvers – Tips and Common Errors

SECTION 3
EMERGENCY PROCEDURES

CESSNA
MODEL 182T NAV III

SPINS

Intentional spins are prohibited in this airplane, but should an inadvertent spin occur, the following recovery procedure should be used:

1. RETARD THROTTLE TO IDLE POSITION.
2. PLACE AILERONS IN NEUTRAL POSITION.
3. APPLY AND **HOLD** FULL RUDDER OPPOSITE TO THE DIRECTION OF ROTATION.
4. JUST **AFTER** THE RUDDER REACHES THE STOP, MOVE THE CONTROL WHEEL **BRISKLY** FORWARD FAR ENOUGH TO BREAK THE STALL. Full down elevator may be required at aft center-of-gravity loadings to assure optimum recoveries.
5. **HOLD** THESE CONTROL INPUTS UNTIL ROTATION STOPS. Premature relaxation of the control inputs may extend the recovery.
6. AS ROTATION STOPS, NEUTRALIZE RUDDER, AND MAKE A SMOOTH RECOVERY FROM THE RESULTING DIVE.

NOTE

If the rate of the spin makes determining the direction of rotation difficult, the magenta turn rate indicator at the top of the HSI compass card will show the rate and direction of the turn. The HSI compass card will rotate in the opposite direction. Hold opposite rudder to the turn vector direction.



Maneuvers – Tips and Common Errors

- Steep Turns
 - Stabilize the aircraft at an airspeed at or below V_a
 - Recommend a small increase in power as you roll through 30 degrees of bank
 - 100-200 RPM for 172
 - 1 or 2" MP for 182/206
 - Remove power on rollout
 - Consider two turns of the trim (nose up)
 - Remove trim on rollout
 - There is NO requirement to immediately reverse the direction of the turn
 - Practice, practice, practice and then fly it the same way on the evaluation ride
 - Keep looking outside and scan for traffic
 - If altitude deviations become erratic, consider ending maneuver and ask CP for another try.
 - **Demonstrating sound ADM is most important!**



Takeoffs and Landings

- Short Field Takeoff
 - Use all available runway
 - Power up with brakes applied, check engine instruments
 - Again, high AOA maneuver, rudder coordination is imperative!
 - In the unlikely event of power loss, expect to perform a SIGNIFICANT push to bring the nose down to prevent a stall.
 - After climbing over obstacle, do NOT retract flaps until above recommended speed
 - Climbout speed until clearing the obstacle doesn't have to equal V_x
- Short Field Landing
 - Airspeed and Power management are key to success. You will be making minor adjustments all the way down, emphasis on minor.
 - Go around if stabilization is poor or you are outside your landing area (remember what we are simulating here)
 - Poor technique can lead to a tail strike (or worse).
- Soft Field Takeoff
 - Failure to release back pressure as you apply full power can lead to a tailstrike!



Takeoffs and Landings

- Power Off Landing
 - DO NOT AIM FOR THRESHOLD
 - 500-foot markers or 1/4 to 1/3 down the landing surface
 - You have lots of tools to lose altitude, almost none to gain
 - Maintain sufficient airspeed (to arrest descent) till in ground effect.
 - Common error is starting to bleed significant airspeed at 30-50 feet.
- Go Around
 - Remember the 5 C's
 - Cram – (Prop Forward!) – Full Throttle (or Specified T/O Power)
 - Climb – Establish a climb!! – Consider GA button for GFC equipped aircraft, then follow the flight director.
 - Clean – Retract first notch of flaps ONLY, then wait for positive rate of climb and minimum airspeed requirements
 - Cool – Ensure mixture set appropriately, open cowl flaps
 - Confess – The radio is the lowest priority



Aircraft Information File (AIF)

- All CAP Aircraft required to have an AIF per CAPR 70-1
- Contents and Format of AIF Specified in CAPS 72-4
- Let's look at some of the common items the PIC uses...



Aircraft Information File (AIF)

Front Cover and Inside Front Pocket

CIVIL AIR PATROL
AIRCRAFT INFORMATION FILE

N CAP- TYPE HP

FULL FUEL USEFUL LOAD LBS OIL Exxon/Elde 20W/50 Mobil/OL/Other

TIRE PRESSURES: NOSE PSI MAINS PSI

— MAJOR INSPECTIONS DUE —

REQUIRED INSPECTIONS	DATE WHEN DONE	HOURS WHEN DONE	NEXT DUE HOURS	NEXT DUE DATE
100-CYCLE OIL CHANGE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ANNUAL INSPECTION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TORQUE AND WEIGHT CHECKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENGINE OVERHAUL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER OVERHAUL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PROP GOVERNOR OVERHAUL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PISTON / BASIC / TRANSFENDER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ELT BATTERY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CARBON MONOXIDE DETECTOR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CORROSION CONTROL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AIRCRAFT REGISTRATION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CHECK CO DETECTOR PRIOR TO EVERY FLIGHT

HP MAJOR INSPECTIONS 25 Aug 28





Aircraft Information File (AIF)

AIF Table of Contents

Location	Contents	AIF Ver	RF
Front Cover	Major Inspections †	1 Mar 18	<input type="checkbox"/>
Inside Front Pocket	Disseminated Pictorial †	Oct 06	<input type="checkbox"/>
Page 1	Table of Contents †	31 Mar 20	<input type="checkbox"/>
	Administrative Preflight Checklist †	1 Mar 18	<input type="checkbox"/>
Tab 1	Aircraft Flight Time Log †	4 Dec 17	<input type="checkbox"/>
	CAPS 72-2 Mission Symbols ‡	current	<input type="checkbox"/>
Tab 2	Equipment Inspection/Doorseal Requirements †	31 Mar 20	<input type="checkbox"/>
	RCCM-100 Removal Letter †	9 Apr 05	<input type="checkbox"/>
Tab 3	VOR Test Record †	May 13	<input type="checkbox"/>
	Fire Extinguisher Inspection †	May 13	<input type="checkbox"/>
Tab 4	Aircraft-specific Vapors ‡	--	<input type="checkbox"/>
Tab 5	Aircraft-specific Weight & Balance Data ‡	--	<input type="checkbox"/>
Tab 6	Aircraft Specific Cruise Performance Data ‡	--	<input type="checkbox"/>
Tab 7	Aircraft-specific Equipment Instructions ‡	--	<input type="checkbox"/>
Tab 8	Wing/Region CAP Radio Channels ‡	--	<input type="checkbox"/>
Tab 9	CAPR 75-1 & CAPR 100-2 ‡	current	<input type="checkbox"/>
Tab 10	CAPR 75-1 Preflight Risk Assessment Worksheet ‡	current	<input type="checkbox"/>
	Preflight Risk Assessment Instructions for CAPR 75-1 ‡	current	<input type="checkbox"/>
Tab 11	Wing/Region CAPR 75-1 & 100-2 Supplement ‡	current	<input type="checkbox"/>
Tab 12	Unit/Wing/Region Maint. Authorization Procedures ‡	--	<input type="checkbox"/>
Tab 13	Unit/Wing/Region Specific Items ‡	--	<input type="checkbox"/>
Tab 14	Local Procedures ‡	--	<input type="checkbox"/>
Tab 15	DND Landing Permits †	--	<input type="checkbox"/>
Last Page	Crosswind Chart †	Apr 07	<input type="checkbox"/>
Inside Back Pocket	CAPR 75-3 Release (Non-CAP Members) †	current	<input type="checkbox"/>
Back Cover	Loose/Removable Equipment †	1 Mar 18	<input type="checkbox"/>
Aircraft Control	CAP Standardized Aircraft Checklist (NP & EP) ‡	current	<input type="checkbox"/>

† = SUPPLIED ‡ = PUBLISHED § = FURNISH LOCALLY † = OPTIONAL

AIF TABLE OF CONTENTS



Aircraft Information File (AIF)

Tab 1 – Aircraft Flight Time Log

AIRCRAFT FLIGHT TIME LOG, AIRPLANE

Tail No. Mark Date to Page of
 Station

Aircraft Description	Aircraft Number	Serial Number	Type	Engine Type	Engine Horsepower	Fuel Capacity Gals.	Flight Hours				Total Hours	Remarks	
							Time	Altitude	Speed	Direction			
REGISTRATION INFORMATION													
Aircraft Description		Aircraft Number		Serial Number		Type		Engine Type		Engine Horsepower		Fuel Capacity Gals.	
OPERATIONAL INFORMATION													
Aircraft Description		Aircraft Number		Serial Number		Type		Engine Type		Engine Horsepower		Fuel Capacity Gals.	
FLIGHT INFORMATION													
Aircraft Description		Aircraft Number		Serial Number		Type		Engine Type		Engine Horsepower		Fuel Capacity Gals.	
ADDITIONAL INFORMATION													
Aircraft Description		Aircraft Number		Serial Number		Type		Engine Type		Engine Horsepower		Fuel Capacity Gals.	

AIRCRAFT FLIGHT TIME LOG - ABUSE



Aircraft Information File (AIF)

Tab 3 – VOR and Fire Extinguisher

VOR TEST RECORD
TO BE PERFORMED EVERY 30 DAYS

N CAP- PAGE #

DATE	PLACE	TYPE	BEARING ERROR(S)	SIGNATURE / NOTES

TUNE DI VOR CHECK: C=OK; I=ERR; V=VOT; C=VOR CHECK/ERR(S) IN AIR

VOR TEST RECORD May 13

FIRE EXTINGUISHER
TO BE PERFORMED MONTHLY

AIRCRAFT PORTABLE FIRE EXTINGUISHERS
INSPECTION GUIDANCE

LOG
Frequency: CAP aircraft portable fire extinguishers shall be inspected when initially placed in service and thereafter each calendar month. Pilots or wing maintenance officers may perform this inspection and record it in the log provided below. All inspections shall be recorded.

PROCEDURES
Monthly inspections of aircraft fire extinguishers shall include a check ensuring the following items:

- (a) Located in designated place and properly secured in the mounting bracket.
- (b) No obstruction to access or visibility.
- (c) Safety seals not broken or missing.
- (d) Pullpin depressed by tilting or "rattleing".
- (e) No obvious physical damage, corrosion, leakage, or dropped nozzle.
- (f) Pressure gage reading or indicator in the operable range or position.
- (g) Operating instructions and manufacture labeling legible and facing outward.

DATE INSPECTED			NAME OF PERSON INSPECTING	
YEAR	MONTH	DAY	LAST, FIRST MI.	

Aircraft Fuel System Fire Extinguisher Inspection Log, Version 1.0, 15 Nov 05

FIRE EXTINGUISHER INSPECTION May 13



Aircraft Maintenance

- CAPR 66-1
 - Oil Changes (Mid-Cycle – between 100 hour inspections) are done between 40 and 60 hours tach time.
 - 100 hour inspections – Don't be fooled by the "10 hour over" exemption.
 - In CAWG, every 100 hour inspection is also an Annual Inspection
- Special Restriction:

9.4. Restriction for CAP and AFROTC/AFJROTC Cadet Orientation Flights Subsequent to Major Aircraft Maintenance Activity. To ensure an additional margin of safety for orientation flights, CAP or AFROTC/AFJROTC cadet orientation flights will not be flown in aircraft within 10 hours of tachometer time following any of these maintenance actions: (This shall be annotated in the eAircraft Discrepancy system with the tachometer time at which the aircraft was released.)

9.4.1 Engine change

9.4.2 Major engine overhaul

9.4.3 Any maintenance requiring removal or replacement of one or more cylinders

9.4.4 Replacement of one or more magnetos



Aircraft Maintenance

- Other Items of Note:
- 17.3. Tie-Down Chains. Chains shall not be used directly from aircraft mooring points to an anchor point because of excessive impact loads on wing spars. When chain tie-downs are used, they shall be attached to wire rope anchors...



Aircraft Maintenance

- Other Items of Note:

Attachment 1 Maintenance that May Be Performed by CAP Pilots and Uninsured Mechanics

This list identifies maintenance tasks that may be performed on CAP aircraft by CAP pilots and uninsured A&P mechanics:

1. Replacing defective cotter pins only. A licensed FAA mechanic **must** perform any maintenance operation requiring replacement of safety wire.
2. Lubrication not requiring removal of items such as cover plates, cowling and fairings.
3. Replenishing hydraulic fluid in hydraulic reservoirs.
4. Repairing upholstery and decorative furnishings of the cabin or cockpit interior when such repair does not require disassembly of any operating system and does not interfere with an operating system or affect the primary structure of the aircraft.
5. Replacement of bulbs, reflectors and lenses of position or landing lights when removing the cowling is not required.
6. Servicing aircraft batteries when opening the cowling is not required.
7. Replacement/adjustment of nonstructural standard fasteners incidental to operations.
8. Tire inflation.
9. All preventive service must be recorded in the aircraft and/or engine log book showing the service/work performed, date it was performed and name and certificate number of the person performing the task whether it be a pilot or mechanic.



Homework Assignment for Practice Flights

- AXIS module “Aircrew Professionalism”
- AXIS module “Aircraft Ground Handling Training” (CAPP 70-10/11)
- 1st sortie with CAP instructor to demo maneuvers
- Practice, practice, practice on your own
- 2nd sortie with CAP instructor to “evaluate” maneuvers



CAPF 70-5 Training Module 5

Questions?



Homework Assignment for Module 6

- Read Section 7 of C182T POH
 - Airplane and Systems Description