

TX-435 New Pilots — Getting Ready for Your Form 5 Check Ride



This guide is directed towards current pilots that need a check ride to fly CAP aircraft. CAP check rides are called a “Form 5”. The initial Form 5 check ride should be in our 2021 Cessna 172 S (N592CP) which means you need the qualifications *G1000 VFR* (and *G1000 IFR* if instrument qualified). Additional qualifications such as *High Performance* and *Orientation Pilot* can be added later through an “abbreviated” Form 5.

Your main resource for this process is the **CAPP 70-12 Pilot Onboarding Pamphlet** (resources listed below—also available on the TX-435 website in the *Pilot’s Hangar* section).

The following list of documents should be uploaded (using the instructions on Page 8 of the *Pilot Onboarding Pamphlet*) **as soon as possible**:

- Pilot Certificate*
- Instructor Certificate (if applicable)*
- Medical Certificate, Basic Med Documentation (if applicable)*
- Evidence of Flight Review (logbook entry, FAA Wings Certificate, etc.)*
- Logbook endorsements for High Performance and Complex (if applicable)*
- Most recent logbook page showing total PIC and cross-country time*

Complete all Form 5 training requirements:

1. Under AXIS:
 - a. Complete the *Aircraft Ground Handling Course* and Exam
 - b. Complete *CAP Aircraft Professionalism Course* and Exam
 - c. Complete *CAP 70-1 General Flight Course* and Exam within 60 days of your check ride
 - d. Complete *CAP 70-1 Power Flight Course* and Exam
 - e. Complete the *CAPF 70-5Q-A Aircraft Questionnaire*
2. If requesting G1000 qualification:
 - a. Complete *Garmin G1000 VFR Course* and Exam
 - b. Complete *Garmin G1000 NXi Electronic Stability and Protection Package* course and Exam
 - c. If G1000 proficient/experienced - show evidence of training or flying hours completed in airframe/equipment
 - d. Complete CAP G1000 VFR or IFR Ground school and have CAPF70-11 completed with a signed Flight Instructor recommendation
3. Be proficient on the airplane to be used for your check ride

After your paperwork is verified and approved by TXWG Standardization and Evaluation staff, and you have completed the requirements listed above, you will be ready to start your training or request a check ride.

CAP pays for the check ride under an A7 Mission. In addition, CAP will provide you with a few hours of airplane time for your onboarding under an A0 Mission. Please complete the *TXWG/DO Requalification & Pilot Onboarding Request Process* form on the *Pilot's Hangar* section of the TX-435 website and submit it to the squadron commander for forwarding to Group. However, you must have a current flight review to be able to have access to these introductory flying hours before you submit the form.

Note that if you are a Rusty Pilot, it might take you more hours than those provided and approved by CAP. These hours will have to be paid out of your pocket. If you need a Flight Review, you can complete it with CAP, using CAP instructors and airplane since you are a member. CAP charges \$71 per/hour + fuel for airplane usage.

What you should know how to do prior to calling a check pilot to schedule a Form 5:

- You should know where on the CAP National site to find Forms, Regulations, Pamphlets, and Standards and be familiar with the ones pertinent to flying in CAP
- You should know how to navigate eServices
- You should know how to use Operations Qualifications (OPS QUAL) to see “What Do I Need?” and to upload documents
- You should know how to use WMIRS to:
 - Review and choose missions (TX only, not SWR!) (*Command > Current Missions*)
 - Check the current maintenance status of the airplane (*Support > Maintenance Module*)
 - Schedule the airplane (*Support > Calendar*) and set your airport or airplane under *Update My Preferences*
 - Add a Mission Sortie and complete the *ORM* (Operational Risk Management) and the *Brief Sortie* and *Debrief Sortie* sections of the sortie.
 - Cancel a sortie and cancel an airplane schedule.
- Become familiar with *CAPF 70-5A Pilot Flight Evaluation, Airplane* and understand the items that will be evaluated during your check ride.

You need to be in uniform to fly in CAP aircraft (Corporate Uniform).

Resources:

[CAPP 70-12 Pilot Onboarding Pamphlet](#)

CAPF70-1 Pre-flight Risk Assessment Worksheet

CAPF70-5A Pilot Flight Evaluation, Airplane

CAPS71-1 Aircrew Training, Airplane

CAPS72-2 Mission Symbols

CAPS72-6 Aircrew Evaluation Criteria

CAPS73-1 Operations Procedures, Airplane

CAPR70-1 CAP Flight Management

TX-435 Website > *Members > Senior's > Pilot's Hangar*