

CAP GLIDER/TOW PLANE/LAUNCH OPERATIONS

1. Organizational Areas of Responsibility. As many CAP glider operations are predominantly collocated with Soaring Society of America (SSA) affiliate clubs or commercial operators, it is important to understand the areas of responsibility for all concerned. SSA affiliate clubs and commercial operations normally have operational rules that pertain to their operation. Where operations are collocated, in addition to complying with CAP regulations, CAP will be knowledgeable and comply with all field operating procedures and applicable rules. Prior to joint operations with a glider club or commercial operator, the CAP member in charge of the CAP activity will discuss and be clear on specific areas of responsibilities.

2. CAP Glider, Orientation, Instructor, and Check Pilots. CAP glider, orientation, instructor, and check pilots will be qualified and maintain currency in accordance with chapter 3 of CAPR 60-1. If the wing does not have an active CAP glider check pilot, the CAP wing commander will select, and appoint in writing, a highly qualified CFG as the initial wing glider check pilot. The selected CFG will not be required to complete a CAPF 5 for the first year; however, the CFG must meet all other requirements set forth in chapter 3. Within 1 year from the date of appointment, the initial wing glider check pilot must complete a CAPF 5 to remain qualified. A copy of the appointment letter will be maintained in the initial wing glider check pilot's folder.

3. CAP Tow Pilots. See CAPR 60-1

4. CAP Pilot Glider Flight Training. CAP cadets are authorized flight training in gliders by CAP CFGs toward all FAA airman ratings or certificates. CAP senior members are authorized flight training in gliders by CAP CFGs leading to any FAA glider rating. Flight training will be accomplished in accordance with current FAA standards and, when applicable, the CAP Glider Training Plan. FAA-H-8083-13, Glider Flying Handbook, will be the primary reference for CAP glider ground and flight training.

5. CAP Glider Orientation Flights. Each CAP cadet is authorized glider orientation flights in accordance with CAPP 52-7, *Cadet Orientation Flight Syllabus*. Each glider orientation flight covers a specific subject. CAP glider orientation pilots must annually complete the following:

a. Demonstrate knowledge of and ability to perform specific flights as specified in CAPP 52-7 during a CAPF 5 flight evaluation to include a demonstration of subject matter knowledge pertaining to the specific orientation flight.

b. Complete the on-line CAP Cadet Orientation Quiz – Glider, with the CAPF 5.

c. Have a current copy of CAPP 52-7 to display to a CAP glider check pilot during each CAPF 5 flight evaluation.

6. Flight Release of Glider Flight Activities. All glider flights will be released in accordance with chapter 4. For multiple operations at the same airfield, multiple flights may be released on a single flight release as long as each participating pilot-in-command is identified on the CAPF 99.

7. CAP Member Soaring Uniform. Soaring activity, to include the tow pilot, demands that comfortable, loose-fitting, nonrestrictive clothing be worn. A T-shirt, such as a CAP designed wing T-shirt with a pair of shorts/long pants and tennis shoes is sufficient. However, the final uniform decision rests with the region/wing commander. Due to space restrictions in most glider rudder pedal areas, the wearing of boots, including military style boots, is prohibited.

8. SSA Affiliate Club Launch Aircraft, Gliders & Equipment Operated by CAP Personnel. If the tow pilot and/or glider pilot is a CAP member flying a properly released SSA affiliate club tow plane or glider, the tow plane and/or glider will be considered a member furnished aircraft and the flight will be considered a CAP flight activity in accordance with this regulation. CAP member operated winch or auto tow equipment is authorized and will be considered a CAP activity. The CAP liability insurance covers liability claims arising out of the ground and flight activity. However, it does not provide damage or replacement coverage for the aircraft, vehicles, or equipment. For more details see CAPR 900-5, *Civil Air Patrol Insurance/Benefits Program*.

9. Commercial or SSA Affiliate Club Launch Aircraft & Equipment Operated by Other than CAP Personnel. An aero tow, winch, or auto tow conducted by non-CAP personnel will be considered vendor-provided. The vendor is responsible for their own liability and equipment insurance coverage.

10. Glider Check Pilot Requirements. National Check Pilot Standardization Course – Glider (NCPSC-G). In addition to the requirements of chapter 3, CAP glider instructor pilots wishing to upgrade to CAP glider check pilots must complete the on-line NCPSC-G and take a CAPF 5 flight evaluation with a glider check pilot assigned by the wing commander to administer such evaluations. All CAP glider check pilots must complete the on-line NCPSC-G every 4 years and a CAPF 5 flight evaluation annually given by a check pilot assigned by the wing commander to administer such evaluations. The ground school portion of the powered NCPSC fulfills the requirement of the NCPSC-G on-line course.

11. Flight Encampments/Academies. Flight encampment/academy ground schools will include a minimum of 18 hours of ground instruction with at least 2 hours of ground instruction per day. The CAP Glider Training Plan Syllabus will be used for flight training. FAA-H-8063-13, *Glider Flying Handbook*, is the recommended standard ground and flight training reference.

12. CAPF 5G Evaluations. Except as noted below, one landing is required to complete the check ride (more landings may be required at the discretion of the check pilot). If the pilot taking the evaluation has not accomplished and logged a simulated rope break within the preceding 12 months and when weather conditions will safely permit, the CAPF 5G will include a simulated rope break on takeoff (above 200 feet AGL). If a simulated rope break is accomplished, at least one other landing is required as part of the CAPF 5G evaluation.