

**AIRCREWS**

1. Do aircrews possess a current Specialty Qualification Card (CAPF 101) or a Specialty Qualification Training Card (CAPF 101T)? (CAPR 55-1, para 2~)

NE NO YES

a. Do the aircrews appear to be proficient in their qualified specialty or are they supervised by a proficient and qualified individual ? (CAPR 55-1 para 2-2e(1 ))(CAPR 55-i, para 2-7)

NE U M S E 0

b. Were the aircrews current? (performed this function during a mission within the past 2 years) Was the pilot mountain qualified, if required? (CAPR 55-i, para 2-7

NE NO YES

2. Did the aircrew receive adequate crew rest prior to flight and not exceed recommended crew duty periods? (CAPR 55-1, para 1-14)

NE NO YES

3. Did aircrews use and follow checklists, including crew briefing and preflight checklists? (CAPR 55-i, para 2-12, 2-13)

NE NO YES

a... Did the aircraft utilized have a copy of the Pilots Operating Handbook'Aircraft Flight Manual on board and did the aircrew utilize it as necessary during the flight? (CAPR 60-1, para 2-1 m)

NE NO YES

b Did each Mission Pilot have an aircrew briefing kit containing: a CAP Form 104, CAFR 55-1, appropriate gridded sectional charts, a specialized briefing checklist? Were IFR enroute publications current (if used)? (CAPR 55-1 para 2-1 2)

NE U. M S E 0

C. During preflight inspection, did the pilot visually check oil quantity, fuel quantity, and the stall warning horn?

NE U M S E 0

4. Was aircrew coordination effective? Were crew members briefed by the Mission Pilot on essential mission information (weather, duties, passenger briefing, terrain) prior to flight? (CAPR 50-15 atch 10 & 1 1, CAPR 55-1 para 2-13 & atch 2-2)

NE U M S E 0

5. Did the aircrew correctly fill out all forms necessary to conduct the mission including a weight and balance computation? (CAPR 55-1, atch 2-2)

NE NO YES

6. Did the aircrews have knowledge of and/or utilize air to ground visual signals? (CAPR 55-1 atch 4-8, CAPR 50-15, atch 10 & 11)

NE NO YES

7. Were air-to-ground radio communications made using standard terminology, and did they communicate the correct message? (CAPR 50-is, atch 10 & ii)

NE U M S E 0

8. Were aircrews effective in working/coordinating with ground teams? (CAPR 50-15, atch 10 & 11)

NE U M S E 0

9. Did the aircrew demonstrate sound safety practices on the ground and during any flights? Was safety the primary concern of the aircrew?

NE U M S E 0

a. Did all aircraft occupants wear seatbelts at all times? Did the occupants of seats equipped with shoulder harnesses wear them whenever the aircraft was at or below 1000' AGL? (CAPR 60-1, para 2-1 e & f)

NE NO YES

b. Was a minimum airspeed (1.3 times aircraft stall speed at zero flaps and 30 degrees bank) briefed and observed? Was a minimum altitude briefed (recommended 1000' for normal search with excursion no lower than 500') and observed? (CAPR 55-1, para 7~h & i)

NE NO YES

**10-2**

10. Were the aircrews effective at mission accomplishment? Did they complete a CAPF 104? Did they remain in their designated search area? Did they possess a grid map? Were debriefings effective? (CAPR 55-1 para 2-14 & atch 2-2)

NE U M S E 0

ii. Did aircrews pass critical information to appropriate agencies during the flight and not wait until after landing?

NE NO YES

12. Did the aircrew demonstrate the ability to *DF* an *ELT* or locate a target?

NE NO YES

13. Was carburetor heat on whenever manifold pressure or RPM was below the green arc? (Apply to C-172 and C-182 aircraft. Other aircraft follow Flight Manual guidance on use of carburetor heat.)

NE NO YES

**NOTE: FOR ANY OBSERVED FLIGHTS ALSO COMPLETE AN OBSERVATION FLIGHT CHECKLIST.**