

As CFIs, we are familiar with Special Emphasis Areas the FAA has identified that are evaluated by FAA Examiners throughout a check ride. These include items such as positive exchange of controls, stall/spin awareness, collision avoidance, runway incursion avoidance, etc. The FAA Special Emphasis Areas focus on safety issues that have been occurring in the recent past and appear to be trending the wrong way. The FAA publishes the Special Emphasis Items in the PTS or ACS for every certificate and rating.

Colorado Wing is instituting a similar approach to address recent safety issues in CAP that are trending the wrong way. *Effective immediately, IPs will address five COWG CAP Special Emphasis Areas when training CAP pilots. CPs will evaluate each of the five areas on every Form 5 (Annual and Abbreviated).*

1) **Bald Spots on Tires:**

- a. **Remind our pilots to verify their heels are on the floor or “feet off the brakes” prior to every landing.**
- b. **Explain how landing with the aircraft not longitudinally aligned with the runway (and direction of travel) can also spot tires and damage sidewalls.**
- c. **Discuss how aggressive braking, especially when one main tire is on the paint of a centerline, can lead to locking up a wheel and causing a spot due to skidding.**
- d. **Ensure pilots know to initially reduce their speed on rollout aerodynamically to transfer weight to the mains prior to applying brakes.**
- e. **Remind pilots you fly with that it is usually acceptable to roll long after landing to avoid aggressive braking.**

1) **Airworthiness Determination:**

- a. **Remind our pilots that 14 CFR 91.3(a) states the PIC of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.**
- b. **Point out that no one else can relieve a pilot from their responsibility as PIC to determine an aircraft is airworthy prior to flight.**
- c. **Ensure our pilots understand that, while crew chiefs and maintenance personnel in CAP may be able to help them understand the implications or impacts of a deferred maintenance item, it is still the PIC who determines an airplane is airworthy.**

1) **Leaning Procedures:**

- a. **Reiterate how proper leaning is essential to the safe and efficient operation of our aircraft.**
- b. **Ensure pilots are correctly setting the mixture during all phases of flight, to include start, taxi, takeoff, climb, descent, approach, and landing.**

- c. In our turbocharged aircraft, ensure pilots understand and demonstrate the proper leaning (and enrichening) techniques unique to turbo operations.

**1) Runaway Trim and AP:**

- a. Ensure our pilots understand how to operate the Flight Director and Autopilot.
- b. Direct new CAP pilots to view the training video in AXIS published by CAP/DO about fighting the AP and running the trim fully in one direction very quickly.
- c. Make sure pilots verify AP inputs and settings with what is displayed on the G1000 PFD.
- d. Confirm they know how to immediately disable the AP, should they need to.
- e. CPs must ensure Form 5 candidates know the EPs for runaway trim and AP anomalies.

**1) Pre/Post-flight Inspections:**

- a. Ensure our pilots conduct a thorough pre-flight – remind them the safe outcome of the flight depends on it.
- b. Instruct our pilots to review all open maintenance issues in AMRAD prior to their sortie.
- c. Explain they must confirm during preflight that any open or deferred items will not compromise airworthiness or the ability to accomplish the mission of the upcoming flight.
- d. Point out how it is equally important that they conduct just as thorough of a post-flight inspection to determine if there are any new maintenance issues that need to be addressed.
- e. Discuss how important it is for CAP pilots to own up to any maintenance issues that may have happened on their flight – they must not leave them for the next pilot and crew to deal with.