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T-41 AIRCREW EVALUATION CRITERIA

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrew personnel performing duties in the T-41D aircraft. File a copy of all approved waivers with this instruction. This publication applies to Air Force Reserve Command pilots flying T-41D aircraft; it does not apply to the Air National Guard. **Attachment 1** contains a glossary of references, and supporting information.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS), covers required information. The authority for maintenance of the system is Title 37 U.S.C. 301a, (Incentive Pay); Public Law 92-204, Section 715 (Appropriation Act for 1973), Public Law 93-570, (Appropriations Act for 1974); Public Act 93-294, (Aviation Career Incentive Act of 1974); DoD Directive 7730.57, (Aviation Career Incentive Act and Required Annual Report); and Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFD 37-1, *Information Management* and AFMAN 37-123, *Management of Records* and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://webrims.amc.af.mil>.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Evaluation grading criteria has been expanded and refined (**Table 3.1**).

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations will be conducted in accordance with the provisions of AFI 11-202v2, and this instruction.

1.2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through standardization/evaluation (stan/eval) channels. Squadron Stan/Eval will forward approved recommendations to the 34th Operations Group Standardization/Evaluation section (34 OG/OGV) in accordance with AFPD 11-2. HQ USAF/XO is approval authority for changes/revisions to this instruction. Submit waiver requests in message or memorandum format to 34 OG/OGV, these requests will be forwarded to the waiver authority, HQ USAF/XOO.

1.3. Procedures :

1.3.1. Flight examiners (FE) will use the evaluation criteria contained in this instruction for conducting flight and emergency procedure evaluations (EPE). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Unless specified, the examinee will fly in the seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the left seat during instructor evaluations and the right seat for all other types of evaluations.

1.3.3. Prior to the flight, the FE will brief the examinee on the purpose of the evaluation and how it will be conducted. The examinee will accomplish required flight planning in accordance with the flight position during the evaluation. The examinee will furnish a copy of necessary mission data, mission materials, and maps (as required) to the FE.

1.3.4. Areas required by AFI 11-202v2, are indicated in **Chapter 2** of this instruction. When it is impossible to evaluate a required area in-flight, it may be evaluated verbally to complete the evaluation. The verbal evaluation will be documented in the examiner's remarks in the Comments block of the AF Form 8, **Certificate of Aircrew Qualification**. **Table 2.1.** indicates which items may be verbally evaluated.

1.3.5. The FE will thoroughly debrief all aspects of the flight. This debrief will address the mission objectives, examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must be debriefed on all evaluations. Additionally, a squadron supervisor must attend the debrief if the overall grade is Q-3.

1.4. Grading Instructions :

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and a stable aircraft. Momentary deviations from tolerances will not be considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the overall grade.

1.4.2. Compare examinee performance for each area accomplished during the evaluation with the standards provided in this volume and assign an appropriate grade for the area. Derive the overall

flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202v2, and this instruction.

1.4.3. FEs will use the grading criteria in **Table 1.1.** and **Table 3.1.** to determine individual area grades. When individual areas are performed well above the Grading Criteria standards, then make an appropriate comment stating performance and/or instruction was commendable in the Examiner’s Remarks in the Comments block of the AF Form 8. FE judgment must be exercised when the wording of areas is subjective and specific situations are not covered.

1.4.4. If the examinee receives an unqualified area grade in any of the critical areas identified in this volume, an overall grade of Q-3 will be assigned.

1.4.5. FE judgment will be the determining factor in arriving at the overall grade.

1.4.6. The following grading criteria will be used to grade individual areas on all evaluations:

1.4.6.1. **Q.** Performance meets Grading Criteria. Deviations occur that do not detract from the overall Grading Area, but are recognized and corrected in a timely manner.

1.4.6.2. **Q-.** Performance does not meet Grading Criteria. Deviations occur according to the Grading Criteria and/or degrades mission effectiveness. Recognition of deviations is slow or delayed and corrections are imprecise, inefficient, incomplete, or untimely. Maneuvers are performed safely but with limited proficiency. Examination of maneuver and procedural knowledge reveals deficiencies in depth of knowledge and/or comprehension.

1.4.6.3. **U.** Performance does not meet Grading Criteria. Deviations occur that indicate performance outside allowable standards and/or adversely affects mission effectiveness. Recognition and correction of deviations is excessively slow or nonexistent. Performance is unsafe or indicates lack of knowledge or ability.

1.4.7. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) as a composite from the area grades, observed events and tasks according to AFI 11-202v2, this instruction, and FE judgment. Critical areas may only be graded Q or U.

1.4.8. The general evaluation criteria in **Table 1.1.** for basic aircraft control apply during all phases of flight (except as noted in **Table 3.1.** for specific events).

Table 1.1. General Evaluation Criteria.

I T E M	Q	Q-	U
1	Altitude +/- 100 feet	Altitude +/- 200 feet	Exceeded Q- limits
2	Airspeed +/- 5 KIAS	Airspeed +/- 10 KIAS	
3	Maintains/rolls out +/- 5° of desired heading	Maintains/rolls out +/- 10° of desired heading	

1.5. Emergency Procedures Evaluation (EPE). The EPE will be given orally and/or in flight.

1.5.1. The following items will be included on EPEs:

1.5.1.1. Aircraft general knowledge to include the National Airspace System (NAS).

1.5.1.2. Emergency procedures. Evaluate all boldface procedures and a minimum of one emergency procedure.

1.5.1.3. Unusual attitude recoveries.

1.5.1.4. Alternate or divert airfields. Evaluate a minimum of one touch and go landing at other than home base.

1.5.2. For EPEs graded "1" with additional training; the FE will indicate whether the additional training must be accomplished before the next flight. Additional training and re-evaluations will be accomplished IAW AFI 11-202v2.

1.6. Completion of AF Form 8:

1.6.1. Record and certify the aircrew member's qualification, using the AF Form 8 in accordance with [Attachment 2](#) and AFI 11-202v2.

Chapter 2

EVALUATION REQUIREMENTS

2.1. Guidelines.

2.1.1. There are two types of evaluation in the T-41D: Qualification (QUAL) and Instructor (INSTR). The requirement for an Instrument (INSTM) evaluation is waived (reference AF/XOO Memo, 19 Mar 04). The requirement for a Mission (MSN) evaluation is waived by this instruction IAW the provisions of AFI 11-202v2, paragraph 5.2.1.2.

2.1.2. Areas indicated in **Table 2.1.** with an “R” are required items for that evaluation. A required area is a specific area that must be evaluated to complete the evaluation. All required areas must be included in the flight evaluation profile. When it is impossible to evaluate a required area in flight, the FE may evaluate it by oral examination to complete the evaluation. Document the oral evaluation in the Examiner’s Remarks in the Comments block of the AF Form 8. If the FE determines the required item cannot be adequately evaluated orally, the examinee requires an additional flight to complete the evaluation.

2.1.3. Areas in **Table 2.1.** indicated with an asterisk (*) are items which may be evaluated orally. All other items must be evaluated in flight.

2.2. Requisites. All evaluations include the following requisites:

2.2.1. Closed and open book examinations.

2.2.2. EPE.

2.2.3. Boldface examination.

2.2.4. Publications check. Publications that will be checked during the evaluation are TO 1T-41D-1CL-1, *T-41D Flight Crew Checklist*; and the local in-flight guide (IFG).

2.3. Qualification Pilot Evaluation. A qualification (QUAL) evaluation will be administered to pilots who will not instruct students. The examinee briefs the sortie profile and flies from the left seat. Fly a normal departure followed by maneuvers in the local training area. Include all required areas from **Table 2.1.** in the flight evaluation profile. The examinee should perform each type of landing. Because the tasks in **Table 2.1.** cover all maneuvers required in a normal mission, Mission (MSN) evaluations are waived. A T-41D QUAL evaluation satisfies the recurring QUAL evaluation requirements in the C-150 provided all requisites are met for each aircraft.

2.4. Instructor Pilot Evaluation. All instructor pilot (IP) evaluations are combined with aircraft qualification evaluations to evaluate both proficiency and instructor ability. The examinee briefs the sortie profile and flies from the right seat. Include all required areas from **Table 2.1.** in the flight evaluation profile. Fly a normal departure followed by area maneuvers in the local training area. The examinee performs each type of landing at either a nearby or the home airfield. The examiner will fly at least two area maneuvers and one landing attempt. A T-41D QUAL evaluation satisfies the recurring QUAL evaluation requirements in the C-150 provided all requisites are met for each aircraft. Instructor evaluations will be conducted according to Chapter 5 of AFI 11-202v2. Flight evaluations will include a thorough evaluation of the examinee’s instructor knowledge and ability.

Table 2.1. Pilot Evaluation Requirements.

A	B	C	D	E
Area	Title	MP	IP	
		QUAL	QUAL	INSTR
1	Mission Planning	R	R	R
2	Mission Briefing	R	R	R
3	Ground Operations	R	R	R
4	Takeoff	R	R	R
5	Departure	R	R	R
6	Climb	R	R	R
7	Clearing	R	R	R
8	Level off	R	R	R
9	Cruise/Navigation	R	R	R
10	In-Flight Checks	R	R	R
11	In-Flight Planning/ Area Orientation	R	R	R
12	Communication/IFF Procedures	R	R	R
13	Crew Coordination	R	R	R
14	Risk Management/ Decision-Making	R	R	R
15	Task Management	R	R	R
16	Debriefing	R	R	R
17	Airmanship (Critical)	R	R	R
18	Safety (Critical)	R	R	R
19	Aircrew Discipline (Critical)	R	R	R
20	Situational Awareness	R	R	R
21*	Steep Turns	R	R	R
22-24*	Power-Off Stall Series (Note 1)	R	R	R
25-27*	Power-On Stall Series (Note 2)	R	R	R
28*	Slow Flight	R	R	R
29	Simulated Forced Landing	R	R	R
30	Aerobatics (Chandelle / Lazy 8)			
31*	Unusual Attitudes	R	R	R
32	Arrival	R	R	R
33	Enroute Descent	R	R	R
34	Traffic Entry	R	R	R

A	B	C	D	E
Area	Title	MP	IP	
		QUAL	QUAL	INSTR
35	Patterns	R	R	R
36	Normal Landing	R	R	R
37	Full-Flap Landing	R	R	R
38	No-Flap Landing	R	R	R
39	Touch and Go Procedures	R	R	R
40	Go-Around	R	R	R
41	Breakout and Reentry			
42	Transfer of Aircraft Control	R	R	R
43	Throttle/Mixture/Propeller Technique	R	R	R
44	Emergency Procedures	R	R	R
45	General Knowledge	R	R	R
46	Publications	R	R	R
47	Instructor Knowledge (Note 3)		R	R
48	Ability to Instruct (Note 3)		R	R
49	Grading Practices (Note 3)		R	R

Legend:

R – Required Area

* - May be Evaluated Verbally

NOTES:

1. Sample 2 of the 3 power-off stalls.
2. Sample 2 of the 3 power-on stalls.
3. Evaluated on checkrides for Upgrade IPs.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use Grading Criteria in [Table 3.1](#) for required proficiency standards. However, when evaluating instructors, use more general criteria to determine if instructor performance meets the desired mission objectives. Apply the following guidelines to assess the quality of instruction:

- 3.1.1. Accuracy. Base instruction of a particular task on the delivery of accurate information, i.e., any information presented by the instructor should accurately reflect the numbers, procedures and policies contained in the Grading Criteria.
- 3.1.2. Appropriateness. Tailor instruction to the student and the task being performed. Avoid teaching above or below the probable level of student understanding.
- 3.1.3. Timeliness. Time inputs to provide the maximum benefit to the student learning a given task. Depending on the particular situation, the instructor gives inputs at prebrief, during an instructor demonstration, after student performance, or during a debrief.
- 3.1.4. Error Analysis. The instructor notes student errors and delivers feedback to the student in a fashion that focuses on the techniques and/or procedures necessary for student improvement.
- 3.1.5. Presentation. The instructor's manner and presentation of information is always positive and motivational. Negatively oriented and demeaning delivery is unacceptable.
- 3.1.6. Intervention. The instructor intervenes, either verbally or physically, prior to exceeding appropriate safety limits. Conversely, the instructor does not intervene so early as to reduce the opportunity for student learning.

Table 3.1. Evaluation Criteria.

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
Area 1. Mission Planning.	Developed plan to complete all mission requirements in a timely manner and in accordance with (IAW) all applicable directives. Was aware of alternatives available if flight couldn't be completed as planned. Correctly planned the flight based on the National Airspace System (NAS). Read and initialed all items in the FCIF or read files. Was prepared at briefing time.	Made minor errors or omissions that did not detract from mission effectiveness. Demonstrated limited knowledge of performance capabilities or approved operating procedures or rules in some areas.	Made major errors or omissions that would have prevented a safe or effective mission. Violated the NAS. Displayed faulty knowledge of operating data or procedures. Did not review or initial FCIF. Was not prepared at briefing time.

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
Area 2. Mission Briefing: a. Organization. b. Presentation.	Briefing well organized and comprehensive with a logical sequence. Finished in time to allow for preflight of personal equipment and aircraft.	Events were out of sequence and hard to follow; some were redundant.	Gave a confusing presentation. Did not allow time for preflight of personal equipment and aircraft.
	Clearly defined mission requirements and objectives. Ensured CRM objectives clearly understood. Solicited questions and comments.	Did not adequately discuss Cockpit/ Crew Resource Management (CRM) objectives. Dwelled on nonessential mission items.	Briefing was redundant throughout. Lost interest of flight members. Presentation created doubts or confusion.
Area 3. Ground Operations	Established and adhered to station, start engine, taxi, and takeoff times to assure thorough preflight, check of personal equipment, etc. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff in accordance with approved checklists and applicable directives.	Made minor procedural deviations that did not detract from mission effectiveness.	Omitted major checklist items. Major deviations in procedure would have prevented safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Errors directly contributed to a late takeoff that degraded the mission or made it ineffective.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 4. Takeoff	Maintained smooth aircraft control throughout takeoff. Maintained runway alignment ± 10 feet during takeoff. Rotated - 0 to + 10 knots of rotation speed. Retracted flaps after safely airborne and prior to exceeding aircraft limits.	Made minor procedural deviations that did not detract from the takeoff. Control was rough or erratic. Runway alignment was ± 20 feet. Rotated - 0 to + 15 KIAS of rotation speed.	Takeoff was potentially dangerous. Exceeded aircraft or systems limitations. Raised flaps too early or too late. Failed to establish proper climb attitude. Over-controlled aircraft, resulting in excessive deviations from intended flight-path.
Area 5. Departure.	Executed departure as published or directed and complied with all restrictions.	Minor deviations in airspeed and navigation occurred during completion of departure.	Failed to comply with published or directed departure instructions.
Area 6. Climb.	Climb performed with full throttle, proper RPM and a consistent pitch attitude. Airspeed -0 to +5 KIAS. Complied with all restrictions.	Climbed with improper RPM (+/- 100 RPM). Pitch attitude inconsistent but safety not compromised. Airspeed -5 to +10 KIAS.	Exceeded Q- criteria. Failed to make appropriate corrections. Safety compromised.
Area 7. Clearing.	Recognized actual or potential conflicts and adjusted aircraft performance to safely avoid those conflicts. Effectively utilized accepted clearing techniques and employed radios to aid in clearing.	Was intermittent throughout sortie. Was slow to take actions to reduce possible conflicts.	Clearing was inadequate and actions were not taken to reduce possible conflicts.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 8. Level off.	Level off was smooth. Promptly established proper cruise airspeed.	Level off was erratic. Was slow in establishing proper cruise airspeed.	Leveled off at the wrong altitude. Had excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter as required.
Area 9. Cruise/Navigation.	Demonstrated satisfactory capability to navigate, using appropriate navigation procedures. Complied with clearance instructions. Was aware of position at all times. Remained within the confines of assigned airspace.	Made minor errors in procedures or use of navigation equipment. Was slow to comply with clearance instructions. Had some difficulty in establishing exact position and course.	Exceeded Q- criteria. Made major errors in procedures or use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Did not remain within the confines of assigned airspace.
Area 10. In-Flight Checks.	Completed all checklist items correctly and at the proper point in the mission.	Same as Q except for minor deviations during checks that did not detract from mission accomplishment.	Did not perform in-flight checks or monitor systems.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 11. In-Flight Planning/ Area Orientation.	Actively monitored fuel throughout the mission and complied with all established fuel requirements. Adhered to briefed joker and bingo fuels. Adjusted mission profile to comply with time or fuel limitations, weather, and area limits. Remained within area boundaries and used assigned airspace efficiently.	Made errors in fuel management procedures that did not prevent mission accomplishment. Was slow to adjust mission profile for time or fuel limitations, weather, and area limits.	Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management prevented mission accomplishment. Exceeded area boundaries.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
<p>Area 12. Communication/ IFF Procedures</p>	<p>Able to understand and prioritize multiple radio transmissions. Correctly formulated timely and accurate responses using proper terminology.</p> <p>Complied with and acknowledged all required instructions. All required radio calls made IAW directives.</p> <p>Inter-cockpit communication was clear and concise. Used appropriate IFF procedures IAW directives.</p>	<p>Occasional deviations from procedures required retransmissions or resetting codes. Was slow to initiate (or missed) some required calls. Made minor errors or omissions that did not significantly detract from situational awareness or mission accomplishment.</p> <p>Transmissions were not in proper sequence or used nonstandard terminology.</p> <p>Communication was sometimes unclear or confusing, but did not significantly impact mission accomplishment or flight safety.</p>	<p>Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment.</p> <p>Omitted (or missed) numerous required radio calls. Inaccurate or confusing terminology significantly detracted from situational awareness, or mission accomplishment.</p> <p>Unclear or confusing inter-cockpit communication significantly impacted mission accomplishment or flight safety.</p>

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 13. Crew Coordination	Provided direction and information when necessary. Effectively coordinated with other crewmember throughout the mission. Focused crew attention on task at hand. Solicited inputs from other crew member when appropriate.	Crew coordination was adequate to accomplish the mission. Deficiencies in crew communication or interaction resulted in degraded crew or mission efficiency.	Poor crew coordination seriously degraded mission accomplishment or safety of flight.
Area 14. Risk Management/ Decision-Making.	Accurately identified all contingencies and alternatives. Gathered and cross-checked available data before deciding. Clearly stated decisions and ensured they were understood.	Made minor errors in identifying contingencies, gathering data, or communicating a decision that did not affect safe or effective mission accomplishment.	Improperly or ineffectively identified contingencies or gathered data or communicated a decision that seriously degraded mission accomplishment or safety of flight.
Area 15. Task Management.	Correctly prioritized and managed multiple tasks, based on existing and new information that assured mission success.	Made minor errors in prioritization or management of tasks that did not affect safe or effective mission accomplishment.	Incorrectly prioritized or managed tasks that seriously degraded mission accomplishment or safety of flight.
Area 16. Debriefing.	Thoroughly debriefed objectives and applicable portions of the mission. Complete and accurate analysis of all events or maneuvers.	Performed a limited debriefing. Did not debrief all deviations. Was occasionally unclear in analysis of events or maneuvers.	Made major errors or omissions in debriefing. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Debriefing was below the caliber of that expected of instructors.

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
Area 17. Airmanship (Critical) .	Executed assigned mission in a timely, efficient manner. Conducted the flight with a sense of understanding and comprehension.	NOTE: Because this area is critical, Q- is not applicable.	Poor decisions resulted in failure to accomplish the assigned mission. Demonstrated poor judgment that compromised safety.
Area 18. Safety (Critical) .	Was aware of and complied with all factors required for safe aircraft operation and mission accomplishment.	NOTE: Because this area is critical, Q- is not applicable.	Was not aware of or did not comply with all factors required for safe operation or mission accomplishment. Operated the aircraft in a dangerous manner. Knowingly violated established procedures or flight restrictions.
Area 19. Aircrew Discipline (Critical) .	Demonstrated strict professional flight and crew discipline throughout all phases of the mission.	NOTE: Because this area is critical, Q- is not applicable.	Failed to exhibit strict flight or crew discipline. Knowingly violated flight restrictions or established procedures.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
<p>Area 20. Situational Awareness</p>	<p>Accurately analyzed flight conditions to minimize effects of adverse factors and capitalized on opportunities.</p> <p>Maintained fuel awareness and planned and acted in a timely manner to ensure safe mission accomplishment. Never exceeded capability to safely control the aircraft. Prioritization of flight requirements assured mission success.</p>	<p>Missed occasional opportunities to effectively conduct mission. Neglected consideration for other aircraft. Minor misprioritization detracted from mission effectiveness without compromising success.</p>	<p>Misanalysis of flight conditions and failure to prioritize compromised safety or mission accomplishment.</p>
<p>Area 21. Steep Turns.</p>	<p>Aircraft control was smooth and positive.</p> <p>Performs 360° of turn in both directions. Bank angle was $\pm 5^\circ$. Altitude was ± 100 feet. Rollout heading ± 10 degrees. Uses sufficient rudder to remain coordinated throughout the maneuver.</p>	<p>Made minor deviations.</p> <p>Bank angle was ± 10 degrees. Altitude was ± 200 feet. Rollout heading was ± 15 degrees. Uses insufficient rudder to remain coordinated throughout the maneuver.</p>	<p>Exceeded Q- criteria.</p> <p>Failed to make appropriate corrections.</p>

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
Area 22. Imminent Turning Power-Off Stall.	Recovered properly at the first aerodynamic indication of a stall or artificial stall warning (whichever occurs first), with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall. Remained coordinated throughout maneuver.	Delayed recovery beyond the first imminent stall indication (aerodynamic buffet or artificial stall warning). Allowed the aircraft to enter a secondary stall. Delayed recognition and correction of uncoordinated flight.	Failed to recognize approach to stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the approach to stall/stall condition and resulted in excessive altitude loss. Exceeded aircraft limits. Uncoordinated flight led to a spin.
Area 23. Turning Power-Off Stall.			
Area 24. Landing Attitude Stall.			
Area 25. Straight Ahead Power-On Stall.	Recovered at the first aerodynamic indication of a stall to level flight with minimum loss of altitude at a safe flying airspeed and without entering a secondary stall. Remained coordinated throughout maneuver.	Delayed recovery beyond the aerodynamic stall indication. Allowed the aircraft to enter a secondary stall. Delayed recognition and correction of uncoordinated flight.	Failed to recognize stall indications. Misapplied flight control and throttle inputs in a manner that aggravated the stalled condition and resulted in excessive altitude loss. Exceeded aircraft limits. Uncoordinated flight led to a spin.
Area 26. Turning Power-On Stall.			
Area 27. Secondary Stall.			
Area 28. Slow Flight.	Maintained airspeed of 55-65 KIAS, - 0 to + 5 KIAS. Altitude was \pm 50 feet. Used sufficient rudder to remain coordinated throughout the maneuver.	Maintained airspeed of 55-65 KIAS, - 5 to + 10 KIAS. Altitude was \pm 100 feet. Used insufficient rudder to remain coordinated throughout the maneuver.	Maintained deviations in excess of Q- criteria.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
<p>Area 29. Simulated Forced Landing.</p>	<p>Complied with all flight manual and operational procedures. Maintained proper glide airspeed, -0 to +5 KIAS. Used sound judgment. Configured at the appropriate position or altitude. Flew final based on recommended procedures, airspeed, and glide path. Had smooth, positive control of aircraft. Aimpoint was according to applicable guidance and permitted safe stopping in available landing area.</p>	<p>Made minor procedural errors that did not detract from safe handling of the situation. Airspeed control was erratic.</p> <p>Configured at a position and altitude that allowed for a safe approach. Required unnecessary maneuvering due to minor errors in planning or judgment. Aimpoint was longer or shorter than desired.</p>	<p>Did not comply with Applicable procedures.</p> <p>Erratic airspeed control compounded problems associated with the emergency. Judgment was unsafe. Required excessive maneuvering. Could not have landed safely. Touchdown point would not have allowed for safe stopping in available landing area.</p> <p>Exceeded aircraft limits.</p>
<p>Area 30. Aerobatics (Chandelle / Lazy Eight)</p>	<p>Maneuvers were smooth, positive, coordinated, and flown IAW all applicable directives.</p> <p>Attained proper entry parameters prior to beginning the maneuver and placed emphasis on use of outside references.</p>	<p>Entry parameters were not met and energy levels were not adequate to properly accomplish maneuver. Aircraft control during maneuvers was adequate, but not smooth and positive. Minor procedural deviations occurred.</p>	<p>Significantly missed entry parameters.</p> <p>Maneuvers were not flown IAW directives. Aircraft control was erratic, causing unsatisfactory accomplishment of maneuvers. Exceeded aircraft limits.</p>

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
Area 31. Unusual Attitudes.	Made expeditious recovery to level flight with minimum altitude loss and without stalling or exceeding aircraft limits.	Slow to analyze attitude or erratic in recovery to level flight. Correct recovery procedures used.	Was unable to determine attitude. Used improper recovery procedures. Exceeded aircraft limits. Lost excessive altitude during recovery.
Area 32. Arrival.	Performed VFR arrival IAW procedures and techniques outlined in flight manual, operational procedures, and local directives.	Performed VFR arrival with minor deviations to procedures and techniques outlined in flight manual, operational procedures, and local directives.	VFR arrival was not performed according to procedures and techniques outlined in flight manual, operational procedures, and local directives.
Area 33. Enroute Descent.	Performed enroute descent as published or directed and complied with all restrictions and directives.	Minor deviations in airspeed and navigation occurred.	Failed to comply with published or directed enroute descent instructions or directives.
Area 34. Traffic Entry.	Performed traffic entry as published or directed and complied with all restrictions and directives.	Minor deviations occurred.	Failed to comply with published or directed traffic entry instructions or directives.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 35. Patterns.	Properly analyzed pattern winds. Attained 85 KIAS, -0 to +10 KIAS, before start of turn to crosswind. Maintained 85 KIAS, -0 to +10 KIAS, while on downwind. Maintained pattern altitude \pm 100 feet prior to the base turn. Complied with published directives.	Misanalysis of pattern winds resulted in loose or tight downwind or long or short final. Attained 85 KIAS, -5 to +15 KIAS, before start of turn to crosswind. Airspeed on downwind was 85 KIAS, - 5 to + 15 KIAS. Maintained pattern altitude \pm 200 feet prior to the base turn.	Exceeded Q- criteria.
Area 36. Normal Landing.	Properly analyzed winds. Aircraft properly configured. Final turn and final airspeed was - 0 to + 10 KIAS. Maintained proper runway alignment (\pm 10 feet) in the prescribed landing zone. Braking was smooth and effective. Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.	Final turn and final airspeed was - 5 to + 15 KIAS. Touchdown was slightly outside the prescribed landing zone but safe. Ineffective braking resulted in an increased landing roll.	Exceeded Q- criteria. Configuration was improper.

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
<p>Area 37. Full-Flap Landing.</p>	<p>Properly analyzed winds. Maintained pattern altitude \pm 100 feet prior to the final turn. Aircraft properly configured.</p> <p>Final turn and final airspeed was - 0 to + 10 KIAS.</p> <p>Maintained proper runway alignment (\pm10 feet) in the prescribed landing zone. Braking was smooth and effective.</p> <p>Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.</p>	<p>Maintained pattern altitude \pm 200 feet prior to the final turn.</p> <p>Final turn and final airspeed was - 5 to + 15 KIAS.</p> <p>Touchdown was slightly outside the prescribed landing zone but safe.</p> <p>Ineffective braking resulted in an increased landing roll.</p>	<p>Exceeded Q- criteria.</p> <p>Configuration was improper.</p>

A	B	C	D
Grading Criteria			
Grading Area	Q	Q-	U
<p>Area 38. No-Flap Landing.</p>	<p>Properly analyzed winds. Maintained pattern altitude \pm 100 feet prior to the final turn.</p> <p>Aircraft properly configured.</p> <p>Final turn and final airspeed was - 0 to + 10 KIAS.</p> <p>Maintained proper runway alignment (\pm10 feet) in the prescribed landing zone. Braking was smooth and effective. Pitch attitude at touchdown was slightly higher than the pitch attitude used for takeoff.</p>	<p>Maintained pattern altitude \pm 200 feet prior to the final turn.</p> <p>Final turn and final airspeed was - 5 to + 15 KIAS.</p> <p>Touchdown was slightly outside the prescribed landing zone but safe.</p> <p>Ineffective braking resulted in an increased landing roll.</p>	<p>Exceeded Q- criteria.</p> <p>Configuration was improper.</p>
<p>Area 39. Touch and Go Procedures.</p>	<p>Maintained proper runway alignment (\pm10 feet), and was in the prescribed landing zone.</p> <p>Application of power, cross-check of engine instruments, configuration changes, and runway alignment during takeoff phase was smooth and timely.</p>	<p>Executed landing phase with minor deviations.</p> <p>Touchdown speed was slightly outside the prescribed landing zone but safe.</p> <p>Application of power, cross-check of engine instruments, configuration changes, and runway alignment during the takeoff phase was slow.</p>	<p>Exceeded Q- criteria.</p> <p>Application of power, cross-check of engine instruments, configuration changes, and runway alignment was late during the takeoff phase.</p>

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 40. Go-Around.	Initiated and performed go-around promptly IAW operational procedures and directives.	Was slow to initiate go-around or procedural steps.	Did not initiate go-around when appropriate or directed. Techniques were unsafe or applied incorrect procedures.
Area 41. Breakout and Reentry.	Complied with all flight manual and operational procedures. Maintained safe maneuvering airspeed and altitude.	Erratic airspeed and altitude control led to minor procedural errors. Errors did not detract from safe handling of the situation.	Did not comply with applicable procedures. Erratic airspeed and altitude control compromised safety.
Area 42. Transfer of Aircraft Control.	Transfer of aircraft control was positive. No doubt existed as to who was in control of the aircraft.	Transfer of aircraft control led to momentary doubts as to who was in control of the aircraft. Errors did not detract from safety.	Lack of transfer of aircraft control led to both pilots attempting to control the aircraft at the same time. Safety was compromised.
Area 43. Throttle/Mixture/ Propeller Techniques	Engine use IAW all directives and local procedures.	Minor deviations from directives and local procedures. Corrections slow.	Exceeded Q- criteria. Engine limitations exceeded.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 44. Emergency Procedures.	Correctly and immediately responded to boldface or critical action procedures and non-boldface emergency situations while maintaining aircraft control. Effectively used checklist and in-flight guide as appropriate.	Response to boldface or critical action procedures was correct, but response to non-boldface procedures was slow or confused. Aircraft deviations (if in flight) existed but did not compromise safety. Used the checklist and in-flight guide, but was slow to locate required data.	Made incorrect response for boldface or critical action procedures. Unable to analyze problems or take corrective action. Aircraft deviations (in flight) compromised safety. Did not use checklist or in-flight guide or lacked acceptable familiarity with its arrangement or content.
Area 45. General Knowledge: a. Aircraft General.	Demonstrated a thorough knowledge of aircraft systems, limitations, and Performance characteristics.	Demonstrated deficiencies either in depth of knowledge or comprehension.	Demonstrated unsatisfactory knowledge of aircraft systems, limitations, or performance characteristics.
b. Flight Rules/ Procedures.	Had a thorough knowledge of flight rules and procedures, to include the NAS.	Had deficiencies in depth of knowledge.	Had inadequate knowledge of flight rules or procedures.
c. Local Area Procedures.	Had a thorough knowledge of local procedures.	Had limited knowledge of local procedures.	Had inadequate knowledge of local procedures.

A	B	C	D
	Grading Criteria		
Grading Area	Q	Q-	U
Area 46. Publications.	Publications were current, contained all supplements and changes, and were properly posted.	Publications contained deficiencies that would not impact flight safety or mission accomplishment.	Publications were outdated and/or contained deficiencies that would impact flight safety or mission accomplishment.
Area 47. Instructor Knowledge.	Demonstrated in-depth knowledge of procedures, requirements, aircraft systems, performance characteristics, and mission beyond that expected of non-instructors.	Had deficiencies in depth of knowledge, comprehension of procedures, requirements, aircraft systems, performance characteristics, or mission.	Was unfamiliar with procedures, requirements, aircraft systems, performance characteristics, or mission. Lack of knowledge seriously detracted from instructor effectiveness.
Area 48. Ability to Instruct.	Demonstrated excellent instructor or evaluator ability. Clearly defined all mission objectives and requirements and any required additional training or corrective action. Instruction or evaluation was accurate, effective, and timely. Was completely aware of aircraft or mission situation at all times.	Problems in communication or analysis degraded effectiveness of instruction or evaluation.	Demonstrated inadequate ability to instruct or evaluate. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Was not aware of aircraft or mission situation at all times.

A	B	C	D
Grading Area	Grading Criteria		
	Q	Q-	U
Area 49. Grading Practices.	Completed appropriate training or evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.	Made minor errors or omissions in training or evaluation records. Comments were incomplete or slightly unclear.	Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

3.2. Forms Adopted. AF Form 847, **Recommendation for Change of Publication**, AF Form 8, **Certificate of Aircrew Qualification**.

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202 V2, *Aircrew Standardization/Evaluation Program*

AFPD 37-1, *Information Management*

AFMAN 37-123, *Management of Records*

AFMAN 37-139, *Records Disposition Schedule*

TO 1T-41D-1CL-1, *T-41D Flight Crew Checklist*

AF/XOO Memo, 19 Mar 04, *Waiver for USAFA T-41 Pilots*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

ARMS—Aviation Resource Management System

CRM—Cockpit/Crew Resource Management

EPE—Emergency Procedures Evaluation

FCIF—Flight Crew Information File

FE—Flight Examiner

IAW—In Accordance With

IFF—Identification, Friend or Foe

IFG—In-Flight Guide

INSTM—Instrument

INSTR—Instructor

IP—Instructor Pilot

KIAS—Knots Indicated Airspeed

MP—Mission Pilot

MSN—Mission

NAS—National Airspace System

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

Q—Qualified

QUAL—Qualification

R—Required Area

RPM—Revolutions Per Minute

STAN/EVAL—Standardization/Evaluation

TO—Technical Order

TRW—Training Wing

U—Unqualified

VFR—Visual Flight Rules

Attachment 2

SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION

Figure A2.1. Sample AF Form 8, Illustrating Initial Qualification/Instructor - Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20031101		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Last, First M.			GRADE Capt		SSAN 123-45-6789	
ORGANIZATION AND LOCATION 557 FTS, USAF Academy CO			ACFT/CREW POSITION T-41D/P		ELIGIBILITY PERIOD N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20031030	100	INIT QUAL/INSTR	20031101		
Closed Book	20031030	100				
Boldface	20031030	Q				
EPE	20031030	1				
QUALIFICATION LEVEL		RESTRICTION (Specify in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES N/A			
1			DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Apr 05						
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS: A. Mission Description. This initial instructor qualification evaluation was flown IAW AFI 11-202, Volume 2 and AFI 11-2T-41D, Volume 2. Mission profile was South East Departure, Bullseye Auxiliary Airfield, Area 21, South arrival to KAFF. The following maneuvers were performed in the area: simulated forced landing, power on stalls, power off stalls, slow flight, steep turns, and unusual attitudes. A normal landing and a full flap landing were performed at Bullseye Auxiliary Airfield. A no flap landing to a full stop was performed at KAFF. The evaluator flew a cross section of maneuvers for grading and error analysis. Instructional ability was demonstrated and evaluated throughout the entire profile. B. Discrepancies. None.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCISE	SO NOT CONCISE	REMARKS		
1 FLIGHT EXAMINER John A. Doe, Capt	557 FTS/DOV			X		20031101
2 REVIEWING OFFICER Timothy P. Press, Lt Col	557 FTS/DO	X				
3 FINAL APPROVING OFFICER Philip J. Beauvais, Lt Col	557 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE First M. Last, Capt			SIGNATURE		

Figure A2.2. Sample AF Form 8, Illustrating Qualification/Instructor - Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20031101		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Last, First M.			GRADE Capt	SSAN 123-45-6789		
ORGANIZATION AND LOCATION 557 FTS, USAF Academy CO			ACFT/CREW POSITION T-41DMP	ELIGIBILITY PERIOD Jul - Dec 03		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20031030	100	QUAL	20031101		
Closed Book	20031030	100				
Boldface	20031030	Q				
EPE	20031030	1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
1			N/A			
EXPIRATION DATE OF QUALIFICATION Apr 05			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS: A. Mission Description. This initial instructor qualification evaluation was flown IAW AFI 11-202, Volume 2 and AFI 11-2T-41D, Volume 2. Mission profile was South East Departure, Bullseye Auxiliary Airfield, Area 21, South Arrival to KAFF. The following maneuvers were performed in the area: simulated for ord landing, power on stalls, power off stalls, slow flight, steep turns, and unusual attitudes. A normal landing and a full flap landing were performed at Bullseye Auxiliary Airfield. A no flap landing to a full stop was performed at KAFF. The evaluator flew a cross section of maneuvers for grading and error analysis. Instructional ability was demonstrated and evaluated throughout the entire profile. B. Discrepancies. None.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		COM- COR	SO- NOT COM- COR	RE- M- AIN- ING		
1 FLIGHT EXAMINER John A. Doe, Capt	557 FTS/DOV			X		20031102
2 REVIEWING OFFICER Timothy P. Press, Lt Col	557 FTS/DO	X				
3 FINAL APPROVING OFFICER Phillip J. Bestason, Lt Col	557 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE First M. Last, Capt			SIGNATURE		

Figure A2.3. Sample AF Form 8, Illustrating Qualification/Instructor - Q3.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20031101		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Last, First M.			GRADE Capt	SSAN 123-45-6789		
ORGANIZATION AND LOCATION 557 FTS, USAF Academy CO			ACFT/CREW POSITION T-41D/MP	ELIGIBILITY PERIOD Jul - Dec 03		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20031030	100	QUAL.	20031101		
Closed Book	20031030	100				
Boldface	20031030	Q				
EPE	20031030	1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES 20040131			
			DATE ADDITIONAL TRAINING COMPLETED 20031105			
EXPIRATION DATE OF QUALIFICATION Apr 05						
COMMENTS (If more space is needed, continue on reverse) RESTRICTIONS: The examinee will not fly as an aircrew member unsupervised until additional training and a successful QUAL recheck has been accomplished.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCISE	DO NOT CONCISE	REVIEW		
1. FLIGHT EXAMINER John A. Doe, Capt	557 FTS/DOV			X		20031110
2. REVIEWING OFFICER Timothy P. Press, Lt Col	557 FTS/DO	X				
3. FINAL APPROVING OFFICER Phillip J. Beaudoin, Lt Col	557 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE First M. Last, Capt			SIGNATURE		

AF FORM 8 CONTINUATION SHEET

Fig A2.3 Cont

EXAMINER'S REMARKS:

A. Mission Description. This instructor qualification evaluation was flown IAW AFI 11-202, Volume 2 and AFI 11-2T-41D, Volume 2. Mission profile was South East Departure, Bullseye Auxiliary Airfield, Area 21, power on stalls, power off stalls, slow flight, steep turns, and unusual attitudes. A normal landing and a full flap landing were performed at Bullseye Auxiliary Airfield. A no flap landing to a full stop was performed at KAFF. The evaluator flew a cross section of maneuvers for grading and error analysis. Instructional ability was demonstrated and evaluated throughout the entire profile.

B. Discrepancies

1. Flight. Area 20. Situational Awareness - U. Due to preoccupation with radio calls, FE verbal intervention was required to prevent the examinee from departing below the bottom of Area 21.
2. Flight. Area 21. Steep Turns - U. Due to poor bank angle control and a slow cross check, examinee lost 400 feet while performing steep turns. The altitude loss was neither recognized nor corrected.

C. Recommended Additional Training

1. Flight. Fly a minimum of one sortie with an upgrade IP or FE emphasizing steep turns, situational awareness, and area orientation. Flight recheck should include a cross section of pattern and area maneuvers, to include steep turns, to ensure situational awareness can be adequately evaluated.

Reviewing Officers Remarks:

One sortie emphasizing steep turns, situational awareness, and area orientation was flown with Capt Last on 5 Nov 03. A recheck is now required.

//signed//

TIMOTHY P. PRESS, Lt Col, USAF
Operations Officer, 557 FTS

NOTE: A separate AF Form 8 must be accomplished for the re-evaluation.

Figure A2.4. Sample AF Form 8, Illustrating No-Notice Qualification - Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20031102		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Last, First M.			GRADE Capt	SSAN 123-45-6789		
ORGANIZATION AND LOCATION 557 FTS, USAF Academy CO			ACFT CREW POSITION T-41D/MP	ELIGIBILITY PERIOD N/A		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20031102	100	NON QUAL	20031101		
Closed Book	20031102	100				
Boldface	20031102	Q				
EPE	20031102	I				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES N/A			
1			DATE ADDITIONAL TRAINING COMPLETED N/A			
EXPIRATION DATE OF QUALIFICATION Apr 05						
COMMENTS (If more space is needed, continue on reverse) EXAMINER'S REMARKS: A. Mission Description. This no-notice instructor qualification was flown IAW AFI 11-202, Volume 2, and AFI 11-2T-41D, Volume 2. Mission profile was South East Departure, Bulbeye Auxiliary Airfield, Area 21, South Arrival KAFF. The following maneuvers were performed in the area: simulated forced landing, power on stalls, power off stalls, slow flight, steep turns, chandelle and unusual attitudes. A normal landing and a full flap landing were performed at Bulbeye Auxiliary Airfield. A no flap landing to a full stop was performed at KAFF. The evaluator flew a cross section of maneuvers for grading and error analysis. Instructional ability was demonstrated and evaluated throughout the entire profile. B. Discrepancies. None.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER John A. Doe, Capt	557 FTS/DOV			X		20031102
2 REVIEWING OFFICER Timothy P. Fess, Lt Col	557 FTS/DO	X				
3 FINAL APPROVING OFFICER Phillip J. Beaudoin, Lt Col	557 FTS/OCC	X				
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE First M. Last, Capt			SIGNATURE		

Figure A2.5. Sample AF Form 8, Illustrating No-Notice Spot - Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20031102		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE	SSAN		
Last, First M.			Capt	123-45-6789		
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD		
557 FTS, USAF Academy CO			T-41 DMP	N/A		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
			N/N SPOT	20031101		
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
1			N/A			
EXPIRATION DATE OF QUALIFICATION N/A			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS:						
<p>A. Mission Description. This no-notice spot instructor qualification was flown IAW AFI 11-202, Volume 2, and AFI 11-2T-41D, Volume 2. Mission profile was South East Departure, Bullseye Auxiliary Airfield, Area 21, South Arrival KAFF. The following maneuvers were performed in the area: simulated forced landing, power on stalls, power off stalls, slow flight, steep turn, chandelle and unusual attitudes. A normal landing and a full flap landing were performed at Bullseye Auxiliary Airfield. A no flap landing to a full stop was performed at KAFF. The evaluator flew a cross section of maneuvers for grading and error analysis. Instructional ability was demonstrated and evaluated throughout the entire profile.</p> <p>B. Discrepancies: None.</p>						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER John A. Doe, Capt	557 FTS/DOV			X		20031102
2 REVIEWING OFFICER Timothy P. Pree, Lt Col	557 FTS/DO	X				
3 FINAL APPROVING OFFICER Phillip J. Beauvais, Lt Col	557 FTS/CC	X				
I CERTIFY that I have been briefed and understand the action being taken on this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE		
	First M. Last, Capt					