

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION
11-2TG-7, VOLUME 2**

11 APRIL 2003

Flying Operations

TG-7 AIRCREW EVALUATION CRITERIA



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: 34 OG/OGV (Maj Stephen Rau)

Certified by: HQ USAF/XOO
(Maj Gen Richard A. Mentemeyer)

Supersedes AFI 11-2TG-7, Vol 2, 1 June 1999

Pages: 26

Distribution: F

This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and references AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the TG-7 aircraft. It does not apply to the Air National Guard or Air Force Reserve Command. File a copy of all approved waivers with this instruction. **Attachment 1** contains a glossary of references, abbreviations and acronyms.

See paragraph **1.2** of this instruction for guidance on submitting comments and suggesting improvements to this publication.

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 ARMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397 (Numbering System for Federal Accounts Relating to Individual Persons). This instruction is affected by the Paperwork Reduction Act as amended in 1996. Maintain and dispose of records created as a result of processes described in this instruction according to AFMAN 37-139, *Records Disposition Schedule*.

SUMMARY OF REVISIONS

This change incorporates information for Additional Training Documentation in paragraph **1.7** and **Attachment 3**. It also incorporates Crew Resource Management information as required in AFI 11-290, *Cockpit/Crew Resource Management Training Program*. A (|) indicates revisions from the previous editions.

Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations are conducted in accordance with the provisions of AFI 11-202, Volume 2, 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 34 OG/OGV in accordance with AFPD 11-2, paragraph 2.4.1. 34 TRW/CC is approval authority for changes/revisions to this instruction. 34 TRW/CC is waiver authority for this instruction. Submit waiver requests in message or memorandum format to 34 OG/OGV.

1.3. Procedures.

1.3.1. Flight examiners (FE) use the evaluation criteria contained in **Chapter 3** for conducting flight and emergency procedures 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 or FE may fly in either seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the left seat during periodic instructor mission evaluations.

1.3.3. Prior to the flight, the FE briefs the examinee on the purpose of the evaluation and how it is conducted. The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data and maps if required.

1.3.4. The FE thoroughly debriefs all aspects of the flight. Debriefs include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must attend the debrief if the overall grade is Q-3.

1.3.5. Group OGV FEs (and above) may administer SPOT evaluations (including those outside their aircrew specialty) to any aircrew member assigned to the group. Squadron commanders may task any squadron-assigned FE to administer SPOT evaluations to any aircrew member in their squadron.

1.4. Grading Instructions.

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

1.4.2. Use the Grading Criteria in **Table 3.1.** and the definitions listed below 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 judgement is exercised when the wording of areas is subjective and specific situations are not covered.

1.4.2.1. (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.

1.4.2.2. (Q-) Performance does not meet Q Grading Criteria. Deviations occur that detract from the Grading Area when performed 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.

1.4.2.3. (U) Performance does not meet Q- 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.

1.4.3. 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 11-202, Volume 2, this instruction, and FE judgment.

1.4.4. The General Evaluation Criteria in [Table 1.1](#). apply during all phases of flight (except as noted for specific areas):

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	±100 ft	±200 ft	Exceeds Q- limits
Airspeed	±5 mph	±10 mph	Exceeds Q- limits
Heading	Maintains/rolls out ±10° of desired heading	Maintains/rolls out ±20° of desired heading	Exceeds Q- limits

1.5. Emergency Procedures Evaluation (EPE). During the ground evaluation, include a sampling of emergency procedures resolved to a logical conclusion.

1.6. Completion of AF Form 8, Certificate of Aircrew Qualification. Record and certify aircrew member qualification using the AF Form 8 in accordance with [Attachment 2](#) and AFI 11-202, Volume 2.

1.7. Additional Training Documentation. For any evaluation resulting in Q2 or Q3, the flight examiner will complete an Additional Training Letter using the example in [Attachment 3](#) to document what additional training requirements must be met before the restrictions are removed from the examinee. This letter will be signed by the 94 FTS/DOV Chief with an indorsement from the 94 FTS D Flight Commander.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are three types of evaluation in the TG-7: Qualification (QUAL), Instructor (INSTR), and SPOT. AFI 11-202V2 does not require an instrument (INSTM) evaluation for TG-7 pilots. The requirement for a Mission (MSN) evaluation is waived by this instruction IAW the provisions of AFI 11-202V2, paragraph 5.2.1.3. All areas for evaluation are shown in **Table 2.1.** of this instruction, "Pilot Evaluations." Required (R) areas are indicated for that type of evaluation. A required area is a specific area that must be sampled to complete the evaluation. Include all required areas in the flight evaluation profile. When it is impossible to evaluate a required area in flight, the FE evaluates 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.

2.2. Requisites. All evaluations include the following requisites:

2.2.1. Closed and open book examinations.

2.2.2. EPE.

2.2.3. Boldface/CAPs examination.

2.2.4. Publications check of all required flight publications.

2.3. First Pilot Evaluation. A first pilot qualification (QUAL) evaluation is administered to those individuals who will not instruct students. The examinee briefs the sortie and profile and flies from the right seat. Include all required areas from **Table 2.1.** in the flight evaluation profile. A normal departure is flown, followed by area maneuvers in the local training area. The examinee performs each type of landing.

2.4. Instructor Pilot Evaluation. All instructor pilot (IP) evaluations are combined with aircraft IP QUAL evaluations to evaluate both proficiency and instructor ability. Select one of the following evaluation profiles:

2.4.1. Airmanship 251. This profile simulates a typical Airmanship 251 (AM-251) sortie with the examinee in the right seat. The examinee briefs the sortie profile as if the examiner were an AM-251 student. Include all required areas from **Table 2.1.** in the flight evaluation profile. A normal departure is flown, followed by area maneuvers in the local training area. The examinee instructs pattern procedures at Aardvark. The examinee performs each type of landing at either a nearby or the home airfield.

2.4.2. Pilot Instructor Training. This profile is for Pilot Instructor Training (PIT) IPs. The examinee briefs the sortie profile as if the examiner were a PIT student. The examinee flies from the left seat. Include all required areas from **Table 2.1.** in the flight evaluation profile. A normal departure is flown, followed by area maneuvers in the local training area. The examinee instructs pattern procedures at Aardvark. The examinee performs each type of landing at either a nearby or the home airfield.

Table 2.1. Pilot Evaluations.

Area	Title	FP	IP	
		QUAL	QUAL	INSTR
1	General Knowledge	R	R	R
2	Emergency Procedures	R	R	R
3	Crew Coordination	R	R	R
4	Publications	R	R	
5	Ground Operations	R	R	R
6	In-Flight Checks	R	R	R
7	Takeoff	R	R	
8	Departure	R	R	
9	Climb	R	R	
10	Level-Off	R	R	
11	General Aircraft Control	R	R	R
12	Communication	R	R	R
13	Clearing	R	R	R
14	Situational Awareness	R	R	R
15	Slow Flight			
16	Steep Turns			
17	Nose-High Stall			
18	Turning Stall			
19	Landing Attitude Stall			
20	Slips			
21	Departures	R	R	
22	Simulated Engine Failure on Takeoff	R	R	
23	In-Flight Planning/Area Orientation	R	R	R
24	Traffic Entry	R	R	
25	Straight-In Approach			
26	Normal Pattern	Note 1	R	R
27	Normal Landing	Note 1	Note 1	
28	No Airbrakes Pattern & Landing	Note 1	Note 1	
29	Crosswind Pattern & Landing	Note 1	Note 1	
30	Crosswind Takeoff			
31	Simulated Forced Landing	R	R	
32	Go-Around			
33	Trim	R	R	

Area	Title	FP	IP	
		QUAL	QUAL	INSTR
34	Touch-and-Go Procedures	R	R	
35	Throttle/Mixture Technique	R	R	
36	Transfer of Aircraft Control		R	R
37	Grading Practices			
38	X-C Preflight Planning			
39	VFR Navigation			
40	Enroute Procedures			
41	VOR/ GPS Usage			
42	Out Base Procedures			
43	Task Management	R	R	R
44	Mission Planning/Debrief	R	R	R
45	Risk Management	R	R	R

LEGEND:

R - Required Area

1. Sample at least one type of pattern and landing.

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. Bases 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. Tailors instruction to the student and the task being performed. Avoids teaching above or below the probable level of student understanding.

3.1.3. Timeliness. Times 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. Presentation. Instructor manner and presentation of information is always positive and motivational. Negatively oriented and demeaning delivery is never acceptable.

3.1.5. 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.

Grading Area	Grading Criteria
Area 1. General Knowledge:	Demonstrates thorough knowledge of aircraft systems, limitations, and performance characteristics.
a. Aircraft General:	
b. Flight Rules/Procedures:	Thorough knowledge of flight rules and procedures.
c. Local Area Procedures:	Thorough knowledge of local procedures.
Area 2. Emergency Procedures:	Uses all available indications to analyze the situation and emergency. Applies correct, immediate response to Boldface/CAPs and non-Boldface emergency situations. Resolves the emergency situation to a logical conclusion. Effectively uses checklist and in-flight guide. If in flight, maintains aircraft control during performance of critical or non-critical action emergency procedures.

Grading Area	Grading Criteria
Area 3. Crew Coordination:	Effectively coordinates with other crewmember throughout the mission. Contributes to the smooth and efficient operation of the aircrew.
Area 4. Publications:	All publications required by AFI 11-2TG-7V3 and local procedures are current, contain all supplements/changes and are properly posted.
Area 5. Ground Operations:	Accurately determines readiness of aircraft for flight. Performs all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handles the aircraft properly. Taxis the aircraft safely while maintaining proper control deflections and power settings for existing winds and visually clears for ground traffic and obstacles.
Area 6. In-Flight Checks:	Correctly performs all required in-flight checks in a timely manner. Refers to appropriate checklists for all normal and simulated emergency procedures if time and conditions permit.
Area 7. Takeoff:	Maintains smooth aircraft control on centerline throughout takeoff. Promptly establishes proper pitch attitude allowing the aircraft to accelerate to rotation speed (-0, +5 mph). Checks acceptable engine performance prior to lift off. Accelerates in ground effect and transitions to the appropriate climb angle and speed.
Area 8. Departure:	Performs departure as directed and/or in accordance with local directives.
Area 9. Climb:	Performs climb with full power and maintains a consistent pitch attitude to achieve an appropriate climb airspeed (-0, +5 mph).
Area 10. Level Off:	Levels off smoothly and at the proper altitude.
Area 11. General Aircraft Control:	Demonstrates thorough knowledge of the flight controls and uses them to maneuver the aircraft properly. Maintains appropriate airspeeds for each particular phase of flight. Remains coordinated during all phases of flight (except for intentional slips and departures). Initiates timely roll out to maintain a desired heading.
Area 12. Communication:	Complete knowledge of and compliance with correct communication procedures. Effectively communicates with concise, accurate, and proper radio terminology. Maintains awareness of other radio calls and times transmissions appropriately. Effectively communicates with other crewmember.
Area 13. Clearing:	Maintains constant vigilance during all phases of flight using visual and auditory information to recognize and avoid conflicting traffic.

Grading Area	Grading Criteria
Area 14. Situational Awareness:	Displays the airmanship and ability to make timely decisions and select alternative courses of action essential to mission accomplishment. Recognizes deviations and unsafe situations and takes appropriate action without prompting. Recognizes environmental effects on the mission and adjusts accordingly. Interacts with other crewmember to recognize and correct unsafe situations.
Area 15. Slow Flight:	Determines and maintains airspeed 3-5 mph above the first aerodynamic indication of a stall in wings-level flight and shallow turns. Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 16. Steep Turns:	In turns using 45-60° of bank, maintains airspeed (± 10 mph) and rolls out on desired point ($\pm 20^\circ$). Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 17. Nose-High Stall:	Raises the nose of the aircraft with sufficient airspeed to reach a wings-level 20/30° nose-high attitude. Continues adding backstick pressure to maintain the nose-high attitude until the aircraft fully stalls. As the nose falls (or wing drops), releases back stick pressure and recovers to a safe flying airspeed without a secondary stall.
Area 18. Turning Stall:	Enters a shallow bank turn and holds a constant bank angle with a slightly nose-high attitude. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (closing airbrakes if open) and using rudder (primary) and ailerons to roll wings level. Completes the recovery to a safe flying airspeed without entering a secondary stall.
Area 19. Landing Attitude Stall:	Enters a normal wings-level landing attitude with at least ½ airbrakes. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (primary) and closing airbrakes. Completes the recovery by establishing the landing attitude without entering a secondary stall while maintaining minimum safe flying airspeed.
Area 20. Slips:	Applies proper cross-controls for existing winds to increase the descent rate while maintaining a proper ground track and airspeed (-0, +10 mph).
Area 21. Departures:	Recognizes departure from controlled flight and promptly applies Boldface/CAPs. Uses G-loading and a straight pull as the primary recovery method. Crosschecks throttle setting, spoiler position, and instruments to avoid exceeding aircraft limits. Recovers to level flight and a safe flying airspeed without entering a secondary stall.
Area 22. Simulated Engine Failure on Takeoff:	Establishes wings-level climb attitude and airspeed with full power. After simulated engine failure, immediately applies the proper Boldface/CAPs while maintaining aircraft control. If altitude permits, performs a tight 30-45° banked turn back to the landing field. If altitude does not permit, continues straight ahead to a suitable landing area. Maintains pattern airspeed at all times (-0, +10 mph).

Grading Area	Grading Criteria
Area 23. In-Flight Planning/Area Orientation:	Follows local area procedures regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently uses available airspace to safely accomplish the mission.
Area 24. Arrival/ Traffic Entry:	Performs arrival and enters the traffic pattern as directed and/or in accordance with local directives.
Area 25. Straight-In Approach:	Descends on glide path for pattern flown (normal, crosswind, no airbrakes), maintaining runway centerline alignment and final approach airspeed.
Area 26. Normal Pattern:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 mph) using the pitch of the aircraft. Uses airbrakes/slips to maintain desired glidepath with approximately ½ airbrakes on final and idle power. Uses sufficient control inputs to maintain runway centerline on final.
Area 27. Normal Landing:	While established on final begins a round out and flare 2-5 ft AGL and touches down smoothly on the main wheels near the stall speed. Removes any crab prior to touch down and uses the wing-low landing method to correct for crosswinds. Touches down in the first 1000 ft of the runway and maintains runway centerline on rollout. Moves stick full aft as the aircraft decelerates below flying airspeed and smoothly applies wheel brakes.
Area 28. No Airbrakes Pattern & Landing:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +10 mph) using the pitch of the aircraft. Uses power/slips to maintain desired glidepath and sufficient control inputs to maintain runway centerline on final. Begins a round out and flare 2-5 ft AGL and touches down smoothly on the main wheels near the stall speed. Removes any crab prior to touchdown and uses the wing-low landing method to correct for crosswinds. Maintains runway centerline on rollout. Moves stick full aft as the aircraft decelerates below flying airspeed and smoothly applies wheel brakes. Able to stop the aircraft within 3500 ft.
Area 29. Crosswind Pattern & Landing:	Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 mph) using the power as necessary and full airbrakes on final. Uses pitch of the aircraft to maintain desired glidepath and sufficient control inputs to maintain runway centerline on final. Begins a round out 2-5 ft AGL and touches down smoothly on the main wheels with out flaring. Removes any crab prior to touchdown and uses the wing-low landing method to correct for crosswinds. Makes a timely power reduction during the round out/landing phase and maintains runway centerline on rollout. Moves stick full aft at the appropriate airspeed and smoothly applies wheel brakes.

Grading Area	Grading Criteria
Area 30. Crosswind Takeoff:	Recognizes situations requiring use of crosswind takeoff procedures. Maintains runway centerline during takeoff roll. Checks acceptable engine performance prior to liftoff. Holds full aft stick to keep the tailwheel on the runway until proper airspeed is attained. Establishes the proper pitch attitude allowing the aircraft to accelerate to rotation speed (-0, +5 mph). Makes timely transition to appropriate climb speed after lift off.
Area 31. Simulated Forced Landing:	Applies the proper Boldface/CAPs while maintaining aircraft control. Refers to the checklist/in-flight guide if time and conditions permit. Coordinates for assistance and follows flight manual guidance to arrive on final in a landable position at a suitable location.
Area 32. Go-Around:	Initiates and performs go-around promptly in accordance with flight manual and operational procedures and directives.
Area 33. Trim:	Adjusts the elevator trim as needed to minimize control forces appropriate for desired aircraft performance.
Area 34. Touch-and-Go Procedures:	Maintains runway centerline on the roll out. Accomplishes applicable items of the Before Takeoff Checklist. Makes timely and smooth application of power. Checks acceptable engine performance prior to liftoff.
Area 35. Throttle/ Mixture Technique:	Properly adjusts the throttle and mixture to achieve optimum engine performance throughout the mission. Complies with flight manual and operational procedures and directives. Clears engine when appropriate.
Area 36. Transfer of Aircraft Control:	Transfers aircraft control using the appropriate physical and verbal procedures of transfer. Does not ride or bump the controls when not flying.
Area 37. Grading Practices:	Accurately assesses student's ability and documents grades in accordance with the training syllabus.
Area 38. X-C Preflight Planning:	Checks all factors applicable to flight according to applicable directives. Aware of alternatives available if flight cannot be completed as planned. Complies with local sign-out procedures. Ready at brief time.
Area 39. VFR Navigation:	Navigates from takeoff to the destination using a chart, pilotage, and dead reckoning techniques.
Area 40. Enroute Procedures:	Maintains situational awareness. Does proper map study and tracks fuel as flight progresses. Remains aware of changing weather conditions. Coordinates with air traffic control agencies as necessary.
Area 41. VOR/GPS Usage:	Demonstrates complete knowledge of VOR and GPS procedures. Able to use the equipment effectively in flight.

Grading Area	Grading Criteria
Area 42. Outbase Procedures:	Properly opens/closes the flight plan. Complies with checklist procedures and guidance for aircraft parking, security, and servicing. Completes aircraft forms. Notifies the Supervisor of Flying (SOF) of the mission status/changes.
Area 43. Task Management:	Effectively sets priorities in flight. Uses other crewmember when task overloaded. Recognizes when other crewmember is overloaded and assists when required.
Area 44. Mission Planning/ Debrief:	Effectively sets mission requirements in pre-brief. De-briefs any crew management items encountered in flight.
Area 45. Risk Management:	Accurately identifies pertinent risk to mission. Maintains flight discipline to manage in-flight risk.

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 and Space Operations

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

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2TG-7, Volume 1, *TG-7 Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AGL—Above Ground Level

AM-251—Airmanship 251

ARMS—Aviation Resource Management System

CAPs—Critical Action Procedures

DO—Director of Operations

EPE—Emergency Procedures Evaluation

FE—Flight Examiner

FP—First Pilot

FT—Feet

GPS—Global Positioning System

HQ—Headquarters

IP—Instructor Pilot

MAJCOM—Major Command

MPH—Miles Per Hour

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

PDO—Publishing Distribution Office

PIT—Pilot Instructor Training

Q—Qualified

R—Required Area

SOF—Supervisor of Flying

STAN/EVAL—Standardization/Evaluation

U—Unqualified

VFR—Visual Flight Rules

Attachment 2**SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION**

Figure A2.1. Sample AF Form 8, , Illustrating Qualification/Instructor – EQ.

Figure A2.2. Sample AF Form 8 Illustrating Initial Qualification/Instructor – Q2.

Figure A2.3. Sample AF Form 8 Illustrating Periodic Qualification – Q3.

Figure A2.4. Sample AF Form 8 Illustrating Recheck – Q1.

Figure A2.5. Sample AF Form 8 Illustrating No-Notice Qualification/Instructor – Q1.

Figure A2.6. Sample AF Form 8 Illustrating No-Notice Spot – Q1.

Figure A2.1. Sample AF Form 8, Illustrating Qualification/Instructor – EQ.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20010901		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Schweizer, Paul			GRADE Capt		SSAN 123-45-6789	
ORGANIZATION AND LOCATION 94 FTS, USAF Academy CO			ACFT/CREW POSITION TG-7A/IP		ELIGIBILITY PERIOD May - Oct 2001	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20010630	97	QUAL	20010901		
Closed Book	20010630	98				
Boldface	20010630	Q				
EPE	20010901	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 Feb 2003			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse) EXCEPTIONALLY QUALIFIED						
EXAMINER'S REMARKS: A. Mission Description. The examinee completed an evaluation simulating an AM-251 student sortie. The examinee instructed all area maneuvers as well as pattern work. General Knowledge: (QUAL) and Normal Pattern and Landing (INSTR) were commendable. B. Discrepancies. None						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20010901
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO					
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Paul Schweizer, Capt			SIGNATURE		

Figure A2.2. Sample AF Form 8 Illustrating Initial Qualification/Instructor – Q2.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20011113			
I. EXAMINEE IDENTIFICATION								
NAME (Last, First, Middle Initial) Boeing, William E.			GRADE Capt		SSAN 123-45-6789			
ORGANIZATION AND LOCATION 94 FTS, USAF Academy CO			ACFT/CREW POSITION TG-7A/IP		ELIGIBILITY PERIOD N/A			
II. QUALIFICATION								
GROUND PHASE			FLIGHT PHASE					
EXAMINATION/CHECK		DATE	GRADE	MISSION/CHECK		DATE		
Open Book		20011103	96	INIT QUAL/INSTR		20011113		
Closed Book		20011104	80/90					
Boldface		20011105	U/Q					
EPE		20011113	1					
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADDITIONAL TRAINING				
QUALIFIED		UNQUALIFIED		DUE DATES 20020131				
2				DATE ADDITIONAL TRAINING COMPLETED 20011130				
EXPIRATION DATE OF QUALIFICATION Apr 03								
COMMENTS (If more space is needed, continue on reverse)								
RESTRICTIONS: A. The examinee will not fly as an aircrew member until successful reexamination of Boldface. (Date of Unsat: 20011104).								
EXAMINER'S REMARKS: A. Mission Discretion: The examinee completed an evaluation simulating an AM-251 student sortie. The examinee instructed the following maneuvers: Slow Flight, Nose High Stall, Landing Attitude Stall, and Pattern Work. B. Discrepancies: 1. Ground Area 1. General Knowledge (QUAL) -- Q- Debriefed. Knowledge of local area procedures was incomplete. Corrected during debrief. 2. Flight Area 6. In-Flight Checks (QUAL) -- Q- Debriefed. Preoccupation with instruction resulted in late completion of the Descent/Approach to Field Check. Corrected during debrief.								
III. CERTIFICATION								
TYPED NAME AND GRADE		ORGANIZATION		CHECK			SIGNATURE	DATE
				CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV				X		20010901
2	REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO						
3	FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC						
I CERTIFY that I have been briefed and understand the action being taken this date								
DATE		TYPED NAME AND GRADE OF EXAMINEE William E. Boeing, Capt				SIGNATURE		

AF FORM 8 CONTINUATION SHEET

(Fig. A2.2. Continued).

Area 7. Takeoff (QUAL) -- Q- Debriefed. Higher than normal takeoff attitude resulted in premature liftoff. Corrected during debrief.

Area 26. Normal Pattern (QUAL) -- Q- Debriefed. Rushed pattern and long aimpoint resulted in landing long. Corrected during debrief.

C. Recommended Additional Training:

1. Ground. Accomplish two hours of review, followed by a ground evaluation with a PIT IP.
2. Flight. Accomplish one training sortie with a PIT IP, emphasizing takeoffs and normal patterns.

REVIEWING OFFICER'S REMARKS: Capt Boeing completed additional training with Capt Jones on 30 Nov 2001. The ground evaluation and sortie covered all required areas to a satisfactory level. No further required.

signed/dated

CLARENCE K. JOHNSON, Maj, USAF
Operations Officer

Figure A2.3. Sample AF Form 8 Illustrating Periodic Qualification – Q3.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20011110	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial) Cessna, Clyde			GRADE Capt		SSAN 123-45-6789	
ORGANIZATION AND LOCATION 94 FTS, USAF Academy CO			ACFT/CREW POSITION TG-7A/FP		ELIGIBILITY PERIOD Jul - Dec 2001	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20011003	96	QUAL	20011110		
Closed Book	20011004	90				
Boldface	20011004	Q				
EPE	20011024	3/1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
	3		EPE, 20011231, FLT 20020131			
EXPIRATION DATE OF QUALIFICATION N/A			DATE ADDITIONAL TRAINING COMPLETED EPE 20011024, FLT 20011107			
COMMENTS (If more space is needed, continue on reverse)						
RESTRICTIONS: A. The examinee will accomplish additional EPE training before the flight phase of the evaluation.						
EXAMINER'S REMARKS: A. Mission Description. No flight evaluation flown due to unstatistical performance during EPE. B. Discrepancies: 1. Ground (EPE). (Date of Q-3: 20011013). Knowledge of local area procedures and flight manual was inadequate. C. Recommended Additional Training: 1. Ground (EPE). Examinee must accomplish two hours of local area procedures and the flight manual under the supervision of a PIT IP.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20011110
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO					
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Clyde Cessna, Capt				SIGNATURE	

AF FORM 8 CONTINUATION SHEET

(Fig A2.3. Continued)

REVIEWING OFFICER'S REMARKS: Capt Cessna completed all additional ground training with Capt Stick on 20011024. Flight evaluation required.

signed/dated
CLARENCE K. JOHNSON, Maj, USAF
Operations Officer

RESTRICTIONS:

- A. The examinee is placed in a SUPERVISED STATUS and will not perform aircrew duties until a successful QUAL recheck has been accomplished.

EXAMINER'S REMARKS:

- A. Mission Discretion: The examinee completed an unsatisfactory evaluation.
- B. Discrepancies:
 1. Flight.
 - Area 7. Takeoff (QUAL) -- Q- Debriefed. Higher than usual takeoff attitude resulted in premature liftoff. Discrepancy corrected during debrief.
 - Area 2. Departures (QUAL) -- U. Examinee improperly applied boldface procedures resulting in IP intervention.
- C. Recommended Additional Training:
 1. Flight.

Examinee must fly a minimum of two review sorties with a PIT IP, emphasizing proper departure recovery procedures. Flight recheck must be accomplished for Departures (QUAL) to an acceptable level.

REVIEWING OFFICER'S REMARKS: Two sorties emphasizing correct departure recovery procedures were flown with Capt Jones on 20011106 and 20011107. RQ QUAL evaluation required.

signed/dated
CLARENCE K. JOHNSON, Maj, USAF
Operations Officer

Figure A2.4. Sample AF Form 8 Illustrating Recheck – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 20011128			
I. EXAMINEE IDENTIFICATION								
NAME (Last, First, Middle Initial) Cessna, Clyde			GRADE Capt		SSAN 123-45-6789			
ORGANIZATION AND LOCATION 94 FTS, USAF Academy CO			ACFT/CREW POSITION TG-7A/FP		ELIGIBILITY PERIOD N/A			
II. QUALIFICATION								
GROUND PHASE			FLIGHT PHASE					
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE			
			RQ QUAL		20011128			
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 2003		COMMENTS (If more space is needed, continue on reverse)						
<p>EXAMINER'S REMARKS:</p> <p>A. Mission Description: This was a recheck QUAL evaluation. The examinee accomplished all departure boldface procedures successfully.</p> <p>B. Discrepancies:</p> <p>1. Flight. Area 26. Normal Pattern (QUAL) -- Q-Debriefed. Long aimpoint resulted in landing longer than desired. Discrepancy corrected during debrief.</p>								
III. CERTIFICATION								
TYPED NAME AND GRADE		ORGANIZATION		CHECK			SIGNATURE	DATE
				CONCUR	DO NOT CONCUR	REMARKS		
1	FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV				X	20011128
2	REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO					
3	FINAL APPROVING OFFICER Henry H. Arnold, LtCol		94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date								
DATE	TYPED NAME AND GRADE OF EXAMINEE Clyde Cessna, Capt				SIGNATURE			

Figure A2.5. Sample AF Form 8 Illustrating No-Notice Qualification/Instructor – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20011016		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE	SSAN		
Schleicher, Alexander			Capt	123-45-6789		
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD		
94 FTS, USAF Academy CO			TG-7A/TP	N/A		
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	20011014	95	N/N QUAL	20010919		
Closed Book	20011015	85				
Boldface	20011016	Q				
EPE	20010919	1				
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
1		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	N/A			
EXPIRATION DATE OF QUALIFICATION Feb 03			DATE ADDITIONAL TRAINING COMPLETED N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS.						
A. Mission Description. The examinee completed a No-Notice evaluation simulating an AM-251 student sortie. The examinee instructed the following maneuvers: Nose High Stall, Slow Flight, Slips and Pattern Work. This evaluation satisfies recurring evaluation requirements. Slips (INSTR) was commendable.						
B. Discrepancies. None.						
NOTE: The "Date Completed" is the date of the last evaluation requisite, while the "Expiration Date" is based on the date of the flight phase. These blocks, and the test scores, remain blank until the testing is complete (must be accomplished no later than the last day of the 2nd month following the month of the flight evaluation). Show "Eligibility Period" if examinee is In-the-Eligibility Period. If open and closed book exams are taken on different days, use the latest date in the "Date Block".						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20011016
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO					
3 FINAL APPROVING OFFICER Henry H. Arnold, Lt Col	94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE Alexander Schleicher, Capt			SIGNATURE		

Figure A2.6. Sample AF Form 8 Illustrating No-Notice Spot – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 0010919	
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE		SSAN	
Weibel, Gerhard			Capt		123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD	
94 FTS, USAF Academy CO			TG-7A/P		N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE	
			N/N SPOT		20010919	
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments)	ADDITIONAL TRAINING			
QUALIFIED	UNQUALIFIED		DUE DATES			
1		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	N/A			
EXPIRATION DATE OF QUALIFICATION			DATE ADDITIONAL TRAINING COMPLETED			
Feb 2003			N/A			
COMMENTS (If more space is needed, continue on reverse)						
EXAMINER'S REMARKS:						
A. Mission Description. The examinee completed a No-Notice evaluation simulating an AM-251 student sortie. The examinee instructed all area and pattern maneuvers. This evaluation does not satisfy recurring evaluation requirements.						
B. Discrepancies. None.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		20010919
2 REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO					
3 FINAL APPROVING OFFICER Henry H. Arnold, LtCol	94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date						
DATE	TYPED NAME AND GRADE OF EXAMINEE			SIGNATURE		
	Gerhard Weibel, Capt					

Attachment 3**ADDITIONAL TRAINING LETTER SAMPLE**

DEPARTMENT OF THE AIR FORCE
94TH FLYING TRAINING SQUADRON
USAF ACADEMY COLORADO 80840-6266
MEMORANDUM FOR DOD
FROM: DOV
SUBJECT: Additional Training

1. As a result of an evaluation administered to Captain Ham Hands in the TG-7, additional training is required. IAW AFI 11-202 V2, Paragraph 4.10, the listed below training will be accomplished by (last day of second month after evaluation).
2. Captain Hands had the following discrepancies that require additional training.
 - a. Area 14. Judgment (QUAL) - U. Examinee committed airmanship error during a SFL resulting in an extremely dangerous pattern if the forced landing had been actual.
 - b. Area 28. No Airbrakes Pattern and Landing (QUAL) - U. Examinee failed to adjust turn to final to ensure a safe final approach. The evaluator had to take control of the aircraft to ensure a safe landing.
3. Captain Hands must accomplish the following additional training.
 - a. Ground. Examinee must complete a thorough discussion with a PIT Instructor all scenarios of forced landings and the initial actions taken to ensure a safe recover of the aircraft.
 - b. Flight. Examinee must accomplish a pattern proficiency sortie strongly emphasizing no airbrakes pattern and landing with a PIT Instructor. Examinee must accomplish a sortie with a PIT Instructor emphasizing SFLs from all altitudes and situations. Two flights are required.
4. In-flight RQ QUAL recheck required.

CARL T. HAMMER, Capt, USAF
Chief, Stan/Eval

1st Ind, DOD

MEMORANDUM FOR DOV

1. The above-directed additional training was accomplished.

a. Item 3a was accomplished on _____ by _____.

b. Item 3b sortie one was accomplished on _____ by _____.

2. The original copy of this training accomplishment record will be placed in the individual's training folder. A copy will be forwarded to DOV.

BEAUFORD T. JUSTICE, Capt, USAF
D Flight Commander