



ALASKA WING SUPPLEMENT 1

CAPR 60-1

20 August 2015

APPROVED/20 August 2015/J. Desmarais/NHQ/DO

HEADQUARTERS
CIVIL AIR PATROL ALASKA WING
UNITED STATES AIR FORCE
AUXILIARY
Post Office Box 6014
JBER, AK 99506-6014

OPERATIONS

CAP FLIGHT MANAGEMENT

CAPR 60-1, 3 May 2014, is supplemented as follows:

This publication applies to units and members of the Alaska Wing CAP.

1-2. Recommendations, questions, or comments regarding the CAPR 60-1 AKWG Sup 1 can be directed to the AKWG/DO or AKWG/DOV. Deviations from the additional requirements implemented by the Alaska Wing must be approved by the AKWG/CC, AKWG/DO or AKWG/DOV.

2-2.b. Alaska Wing aircrews are authorized to use civilian airfields not listed in the current FAA Airport/Facility Directory as detailed below:

(1) This authorization is granted for **actual, authorized non-training (e.g. SAR/DR) missions** only.

(2) This authorization does not relieve aircrews from the responsibility of ensuring that written permission has been obtained from the owner/operator of an airfield prior to using it. Assurance from the mission IC or the mission staff that permission has been obtained will satisfy this requirement.

(3) The Pilot in Command (PIC) still bears final responsibility for the safe operation of the airplane and must ensure that the following conditions are met:

The PIC has been properly checked out, is current, and has received CAP instructions in that aircraft in the landing/takeoff conditions being used, i.e. rough water, lake ice, etc.

(4) Float and Ski operations are also approved with the same conditions as shown above, for landings and takeoffs from suitable lakes and off-airport landing areas customarily used for this purpose in the State of Alaska. Particular attention must be paid to the physical size and clearance from obstructions when operating off-airport.

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2-2. j. Added Operating CAP aircraft in winter-cold temperatures is limited by the policy of Alaska Wing Commander. In the interests of operational safety, and the preservation of aircraft airframes and power plants, refer to Attachment B of CAPR 60-1 AKWG Sup 1 to review limitations established the Alaska Wing in regards to the limits of operations during sub-zero temperatures.

3-1. e. Added AKWG pilots receiving an initial Form 5 check ride in a Corporate aircraft from a Check Pilot must first have a sign off from a CAP Instructor Pilot, recommending him/her for the Form 5 check ride.

(1) The instructor sign off must be in writing on the same CAP Form 5 which is used by the Check Pilot or another document acceptable to the Check Pilot.

(2) The instructor who does the recommendation sign off cannot also conduct the Form 5 check ride.

(3) Pilots who have been CAP members for more than one year and have 500 hours or more pilot time in fixed wing airplanes may be exempted from the requirement to be recommended for the Form 5 check ride, subject to a recommendation by the Wing commander or their designee. The first Form 5 flown in a corporate aircraft by a member new to the CAP shall always have a recommend ride. Amphibious airplanes, floats, skis and tail wheel airplanes will always require a recommend ride.

3-1. f. Added Glider Form 5 requirements will be detailed by the Officer in charge of glider operations, subject to approval by Alaska Wing Commander. All Form 5 glider check rides will require a recommend ride, and will include air work, pattern tow and a simulated rope break.

3-4. g. Added Renewal in a straight float equipped aircraft does not renew the amphibious configuration. Renewal in amphibious aircraft may be added by accomplishing an abbreviated Form 5 if the member is otherwise current in the aircraft and configuration.

3-4. h. Added Renewal in wheel-ski equipped aircraft requires a least 3 takeoffs and landings in snow with the skis extended if ski flying privileges are desired. These takeoffs and landings may be accomplished during and abbreviated Form 5 if the member is otherwise current in the aircraft and configuration.

3-5. a. Added Prior to any Form 5 check ride, the applicant must have the flight times/ qualifications in this airplane or a similar airplane and configuration (complex, high performance, floats, tail wheel, weight, etc.). Flight times can be dual or PIC (SIC does not qualify). The DHC2 and C185 are unique in handling and performance, thus there is no "similar" type that can substitute. Refer to Attachment A (included in the AKWG Supplement 1) for specific requirements for AKWG pilots.

3-5. b. Added If a member wishes to remain qualified in both the DHC2 and C185, an annual Form 5 will be required in one aircraft and at least an abbreviated Form 5 in the other. The Form 5 will only apply to the aircraft configuration in which the Form 5 was conducted.

3-6. a. (3)(d) Added Instructors and Check Pilots for the Gippsland GA-8 shall be approved by the Alaska Wing Commander (AKWG/CC).

3-6. c. Added Float / Ski-Equipped Aircraft. Training missions are approved for float and ski operations as detailed below:

(1) The commander of a unit that operates float or ski equipped aircraft will maintain a list of approved landing sites for crew training purposes. This list shall apply to pilots in their unit.

(2) Crew training and proficiency will be restricted to landing areas detailed in the Alaska FAA Airport/Facility Directory or another approved landing site. Exceptions for dual training missions are allowed for the purpose of instruction in the necessary landing/takeoff skills for another site. The instructor, who shall be PIC, is responsible for determining that the site meets the physical requirements as shown above. The unit CC or DO will approve any such landings/takeoffs prior to the flight.

(3) Float operations in any body of water (except for river landing areas shown in the Alaska FAA Airport/Facility Directory) with significant tidal current flow require specific approval from the unit CC or DO. In general, such operations will not normally be carried out but can be approved on a case-by-case basis for a particular operational need, such as preparation for a CD or Homeland Security mission.

(4) Float and Ski operations will normally be conducted on suitable off-airport landing areas that are at least twice the length shown as required in the airplane POH or Flight Manual performance data. The use of timing and/or GPS is recommended when assessing an area that has not been used by this crew previously. Particular attention must be given to the surface, including the possibility of obstructions and snags that might be obscured by snow or turbid water, glassy water or flat light. Several passes might be needed prior to landing.

3-7. e (4) Added All AKWG Flight Instructors are required to have logged a minimum of 5 hours of flight time on make and model of aircraft prior to exercising the privileges of their certificate, except that AKWG Glider Instructors must have completed a minimum of 5 flights in a glider. The powered airplane Instructor must have any required rating and a current Form 5 in the airplane, including the configuration (wheels, skis, floats, amphib).

3-7. f (5) Added All Check Pilots must have their letter of recommendation to act as an instructor/check pilot for the Alaska Wing Civil Air Patrol routed from their immediate commander or squadron operations officer to be approved by the Alaska Wing Commander (AKWG/CC).

3-7. f (6) Added A signed copy of the AKWG/CC approval will be entered in the Check Pilot's pilot file. A listing of approved Check Pilots will be posted on the Wing Web Site.

3-7. f (7) Added A CAP Check Pilot must have a minimum of 25 hours PIC and have given at least 5 hours of flight instruction in make, model and configuration prior to giving a Form 5 endorsement in Corporate aircraft.

3-7. g (1) Added All AKWG Check Pilot Examiners must have their letter of recommendation to act as a Check Pilot Examiner for the Alaska Wing Civil Air Patrol routed to and approved by the Alaska Wing Commander (AKWG/CC).

3-7. g (2) Added A signed copy of the AKWG/CC approval will be entered in the Check Pilot Examiner's pilot file. A listing of approved Check Pilot Examiners will be posted on the Wing Web Site.

Col Douglas E. Staats
Colonel, CAP
Commander

Certified by: AKWG/DOV Capt Doug Ankney and Asst OPS Lt Col Al Senese , 14 Aug 2015

CAPR 60-1, AKWG Sup 1 - Attachment A

Requirements prior to any Form 5 on Corporate Aircraft

Required:	Cessna 172	Cessna 182	Cessna 206	Cessna 185	Gippsland GA-8	DHC2	Floats	Amphib	Skis
Total Hours	N/A	100	200	300	300	300	300	300	300
Hours on Type	5 (1)	5 (1)	10 (1)	15	10	15	25 (1)(2)	50 (7)	30 (1)
Landings on Type	5 (1)	10 (1)	10 (1)	25	10 (1)	25 (6)	50 (1)(6)	20 (8)(6)	25 (1)(6)
Mission Pilot	NO	NO	NO	YES	YES	YES	YES	YES	YES
High Performance	NO	YES	YES	YES	YES	YES	A/R	YES	A/R
Complex	NO	NO	NO	NO	NO	NO	NO	YES	YES
Tail wheel signoff	NO	NO	NO	YES	NO	YES	NO	NO	YES
SES rating	NO	NO	NO	NO	NO	NO	YES	YES (2)	NO
Form 5 on wheels	N/A	N/A	N/A	N/A	N/A	N/A	YES (3)	YES (3)	YES
Form 5 on Floats	N/A	N/A	N/A	N/A	N/A	N/A	N/A	YES (2)	N/A
Exempt from recommendation	(4)	(4)	(4)	NO	NO	NO	NO	(4)	(4)
Instructing time on type	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours	5 hours
Check Pilot time on type	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI	25 hours/5 CFI
Clinic (CAP or as approved) (5)	NO	NO	NO	NO	NO	NO	YES	YES	YES

Notes:

1. A similar type may be substituted.
2. 50 hours for float equipped DHC2.
3. A tailwheel Form 5 is not required for the C185 or DHC2 on floats or amphib.
4. May be exempt from recommend requirement.
5. A float/ski clinic is valid for a period of three years. Must have attended a clinic prior to Form 5.
6. At least three crosswind landings required, wheels, skis and floats as appropriate.
7. Float time can substitute for amphibious time.
8. 10 landings on wheels and 10 landings on floats as a minimum.

CAPR 60-1, AKWG Sup 1 - Attachment B

Cold Weather Restrictions for Operating CAP Aircraft

It is the policy of this Wing that aircraft will operate within the following limitations:

Temperature-F (4)	Temperature-C (4)	All Flight Activity	All Training Flights	A3, A18, B18	Non-Distress SAR Missions	Actual SAR with known life or death situation
Above 0	Above -17C	YES	YES	YES	YES	YES
0 to -9	-18 to -23C		YES (1)	YES	YES	YES
-10 to -19	-24 to -28C				YES	YES
-20 to -29	-29 to -34C					YES
-30 and lower	-35C and lower					YES (2)

Notes:

1. Limit one takeoff and landing per flight
2. Approved on case by case basis by Wing Commander or Wing Vice Commander
3. The following table will be adhered to for the operation of CAP aircraft assets in regards to temperatures. In all cases the aircraft power plant manufacturer's recommendation(s), only, shall supersede this supplement.
4. Temperature restriction applies to surface temperatures at intended departure point, arrival point, and any search areas you may remain in for a significant portion of your flight.

Temperature (Outside)	Use Engine Cover	Pre-Heat Required	Hangar Use
Greater Than 30 F (> -1C)	Not Required	Not Required	Not Required
30 F to 10 F (-1C to -12C)	Required if on the ground more than 2 hours	Required – Oil to run freely	Minimum of four hours if used in lieu of pre-heat
10 F to -20 F (-12C to -29C)	Required – Hangar if on the ground greater than 4 hrs.	Required	Minimum of 24 hrs if used in lieu of preheat
Less than -20F (< -29C)	No flying without Wing Release	X	X