



MINNESOTA WING SUPPLEMENT 1

CAP REGULATION 70-1

21 APRIL 2019

APPROVED/J. DESMARAIS/CAP/DO

Operations

CIVIL AIR PATROL FLIGHT MANAGEMENT

CAPR 70-1, 4 December 2017 is supplemented as follows:

3. Unless otherwise specified in this supplement, the Minnesota Wing Commander (MNWG/CC) is the waiver authority for this supplement.

4.3.1.1.3. The Minnesota Wing Standardization and Evaluations Officer (MNWG/DOV) will assign the check pilot to conduct the CAPF 5, *CAP Pilot Flight Evaluation*.

4.3.1.1.4. The MNWG/DOV will recommend instructor pilot appointments to the Minnesota Wing Director of Operations (MNWG/DO) or MNWG/CC. Final approval will be made by the MNWG/DO or MNWG/CC.

4.3.2.1. Within Minnesota Wing, MNWG/DO or MNWG/CC will approve all CAP check pilot candidates and MNWG/DOV will assign the check pilot to conduct the training.

4.5.1.1.2. Within Minnesota Wing, MNWG/CC will designate all flight release officers (FRO).

4.5.2.1.4. Within Minnesota Wing, MNWG/CC will designate senior FROs.

7.4.1. The MNWG/DOV and MNWG/DO are to be notified by e-mail or phone, within 48 hours of any CAPF 5/5G or CAPF 91, *CAP Mission Pilot Checkout*, failure.

7.4.3.1. Added. A pilot who has failed a CAPF 5/5G or CAPF 91 will receive a minimum of 1 hour of dual instruction on the area(s) found to be unsatisfactory and receive a recommendation for a recheck. The dual instruction will encompass, at a minimum, all areas in ground and flight that were unsatisfactory.

7.4.3.2. Added. The instructor who conducts the training shall not be the check pilot who administered the unsuccessful CAPF 5/5G or CAPF 91, unless approved by MNWG/DO.

7.4.3.3. Added. Re-evaluations will be a complete re-check with emphasis on items determined to be unsatisfactory previously, recorded on a new CAPF 5/5G or CAPF 91. A note will be placed in the comments section indicating that it was a recheck. A copy of the unsatisfactory CAPF 5/5G or CAPF 91 and the recheck CAPF 5/5G or CAPF 91 will be uploaded to Operations Qualifications (Ops Quals).

Supersedes: MN Wing Supplement 1 to CAPR 60-1, 1 May 2016

OPR: DO

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Notice: Minnesota Wing publications and forms are available digitally at the Member tab of the Minnesota Wing website at: <https://www.mncap.org/>

9.1.3.1. Each subordinate unit, with flight activities, will upload the previous month's AIF Flight Log(s) for their assigned aircraft to the Minnesota Wing intranet site no later than the 5th of the month following the activity month. The original flight logs will be maintained at the unit. The form will then be Scanned and sent to the Assistant Minnesota Wing DO (MNWG/DOA).

9.9.4. Aircraft will be fueled to the levels specified below unless extenuating circumstances exist:

9.9.4.1. Added. Cessna 172 N and P: Topped off.

9.9.4.2. Added. Cessna 172S: Fill to a maximum of 17 gallons each side.

9.9.4.3. Added. Cessna 182R: Fill to a maximum of 32 gallons each side.

9.9.4.4. Added. Cessna 182T: Fill to a maximum of 27 gallons each side.

9.9.4.5. Added. All other aircraft will be fueled to the tabs, not topped off, to allow maximum utilization of the aircraft for weight and balance purposes. It is easy for a pilot to add fuel before a flight, and such a decision should be a routine part of preflight planning. It is very difficult to remove fuel.

9.10.5.6. For cold weather flying operations:

9.10.5.6.1. Added. During cold weather, i.e. ambient temperature less than 40° F, aircraft engines will be pre-heated using the installed Tanis heater prior to flight if the aircraft is NOT in a heated hanger. Any charges imposed by the FBO will be paid by the Wing if on an Air Force Assigned Mission or by the pilot/squadron for all other flights.

9.10.5.6.2. Added. Each unit will hold an annual Cold Weather Flying briefing just prior to the onset of winter. The briefing will include this supplement, a PowerPoint slide briefing provided by the MNWG/DO, and any other local information such as hangar operations, interior heating, moisture in the fuel, etc. The PowerPoint slide briefing will be located on the Operations intranet site (for ease of access) and will be maintained/updated by the MNWG/DO, as needed.

9.10.5.6.3. Added. Winter Kits (bug eyes) are to be used in accordance with the Pilot's Operating Handbook (POH) for each aircraft, if available. The oil cooler cover plate (C172 only) will be installed by a qualified A&P mechanic in the fall (temperature-related) and removed by a qualified A&P mechanic in the spring (temperature-related). It is the pilot's responsibility to ensure that the winter kit, according to the outside air temperature, is installed or removed from the aircraft prior to flight. The Minnesota Aircraft Maintenance Officer (MNWG/LGM) is to be notified if a problem exists with the winter kit, or if it is not available for the aircraft. This notification must be made prior to any flight on which the kit is recommended by the POH.

9.10.5.6.4. Added. The following requirements are in effect regarding outside air temperatures and operation of MN Wing aircraft:

9.10.5.6.4.1. Added. Power-off Maneuvers – At temperatures from +10°F to 0°F, use 1500 RPM or 15 inches manifold pressure as a minimum.

9.10.5.6.4.2. Added. For temperatures below 0° F, it is at the discretion of the Incident Commander if air support is required. Such requests for air support shall be made IAW the table below (paragraph 9.10.5.6.4.3). At no time shall a unit fly in temperatures below 0° F without having the aircraft properly preheated as stated in paragraph 9.10.5.6.1. of this supplement.

9.10.5.6.4.3. Added. The following are limitations to aircraft operations within MNWG when the outside air temperature (OAT) conditions listed below exist:

<u>Outside Air Temperature</u>	<u>Limitation</u>
Above 0°F	None, except greater awareness of cold weather operations.
0°F and below	No touch-and-go operations.
At -10 °F and equal to or less than -20°F	No A/C operations without MNWG/CC, MNWG/CV or MNWG/DO approval.
Equal or below -20°F	No aircraft operations without CAP/DO or designee approval.

NOTE:

It takes a 45 mph wind at 0° F to get a -30° F wind chill. Exposed skin freezes in approximately 30 minutes.
 It takes a 25 mph wind at -20° F to get a -51° F wind chill. Exposed skin freezes in approximately 10 minutes.
 It takes a 10 mph wind at -30° F to get a -53° F wind chill. Exposed skin freezes in approximately 10 minutes.

JAMES A. GARLOUGH, Colonel, CAP
 Commander

Attachment 1
COMPLIANCE ELEMENTS

No additional compliance elements to this supplement.