



CAP REGULATION 70-1

3 February 2022

APPROVED/J. DESMARAIS/CAP/DO

Operations

CIVIL AIR PATROL FLIGHT MANAGEMENT

CAPR 70-1, 31 March 2020, as amended by ICL 20-08, is supplemented as follows (NOTE: Shaded areas identify new or revised material):

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

4.3.1.1.4.1 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.

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

7.7.1.1 The MNWG/DOV and MNWG/DO are to be notified by e-mail, within 48 hours of any CAP Pilot Flight Evaluation or CAP Mission Pilot Checkout, failure. A legible copy of the entire CAPF 70-5 or 70-91 shall be attached to the notification e-mail.

7.7.3.1. Added. A pilot who has failed a CAP Pilot Flight Evaluation or CAP Mission Pilot Checkout 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.

7.7.3.2. Added. The instructor who conducts the training shall not be the check pilot who administered the unsuccessful CAP Pilot Flight Evaluation or CAP Mission Pilot Checkout, unless approved by the MNWG/DO.

7.7.3.3. Added. Re-evaluations will be a re-check of the emphasis on items determined to be unsatisfactory previously, recorded on a new CAPF 70-5 or CAPF 70-91. A complete recheck is required if the follow up recheck is not completed within 30 days.

9.1.3.1.2.1 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. 11.2.4.1. Aircraft will be fueled to the levels specified below unless extenuating circumstances exist:

9. 11.2.4.1.1. Added. Cessna 172 N and P: Topped off.

9. 11.2.4.1.2. Added. Cessna 172S: Fill to a maximum of 17 gallons each side.

9. 11.2.4.1.3. Added. Cessna 182R: Fill to a maximum of 32 gallons each side.

9. 11.2.4.1.4. Added. Cessna 182T: Fill to a maximum of 27 gallons each side.

9. 11.2.4.1.5. 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.

9.11.7.7. Temperature extremes. For cold weather flying operations:

9.11.7.7.1. 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.

9.11.7.7.2. 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.

9.11.7.7.3. Added. Winter Kits (bug eyes) are to be used in accordance with the Pilot's Operating Handbook (POH) for each aircraft, if available. 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.

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

9.11.7.7.4.1. 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 9.11.7.7.4.2). At no time shall a unit fly in temperatures below 0°F without having the aircraft properly preheated, as stated in paragraph 9.11.7.7.1. of this supplement.

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

Temperature OR Wind Chill	Limitation
Above 0o F	None, except greater awareness of cold weather operations.
0o F and below	No touch-and-go operations.
-10o F and below	No A/C operations without MNWG/DO, MNWG/CC or IC (for USAF authorized emergency service missions) approval.
-20o F and below	No aircraft operations without MNWG/CC 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.

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Commander

Attachment 1
COMPLIANCE ELEMENTS

No additional compliance elements to this supplement.