



SOUTH DAKOTA WING SUPPLEMENT 1
CAP REGULATION 70-1
13 JULY 2020
APPROVED/J. DESMARAIS/CAP/DO
Operations
CAP FLIGHT MANAGEMENT

CAP Regulation 70-1, dated 31 March 2020, is supplemented as follows:

Paragraph 4.2.1.1.5 Added Pilots will at a minimum be required to complete an abbreviated CAP Pilot Flight Evaluation with an appropriately rated instructor pilot prior to operating as a CAP Instrument Pilot. Pilots exercising paragraph 4.2.1.1.3 or 4.2.1.1.4 will complete and submit the appropriate sections of the CAPF 70-5 completed verbally with no flight needed ; the reference used to meet the requirement will be entered in the comments section of the CAPF 70-5.

Paragraph 4.3.2.2 Added Unless waived by the wing commander or their designee, pilots will have six months' experience as a CAP Instructor Pilot before being designated as a CAP Check Pilot. Waiver requests should be submitted through the SDWG/DO.

Paragraph 6.3.1.1 Added The pilot and FRO will ensure there is funding actually available for AFAMs and other funded missions as appropriate. This information can be found in WMIRS on the main mission page or Mission View Budget Report link. If the flight is flown without available funds, the pilot may be billed for the sortie.

Paragraph 6.3.1.2 Added The pilot will brief the FRO about what profile is being flown, and which credit card will be used to pay for aircraft fuel.

Paragraph 7.1.6 Added Pilots transferring into SD Wing are required to accomplish a local area orientation flight with a SDWG CAP Instructor Pilot before using corporate aircraft as PIC. The wing commander or his designee may waive this requirement based on information available to them at the time. Waiver requests should be submitted through the SDWG/DO.

Paragraph 7.1.7 Added Only CAP Corporate aircraft will be used for Form 91 check rides unless waived by the wing commander or his designee.

Paragraph 7.7.1.1 Added Check pilots will accomplish this notification within 48 hours of any failure.

Paragraph 7.7.4 Added At the Wing level and below, paragraph 7.7 and subparagraphs will also apply to the CAPF 70-91 process. Paragraph 7.7.2.1 will apply to an initial CAPF 70-91 and paragraph 7.7.2.2 will apply to CAPF 70-91 renewals.

Paragraph 9.1.6 Added Any reposition of SD Wing aircraft for more than three days shall be approved by the Wing Director of Operations (DO), or if for maintenance, the Wing Director of Maintenance, or by the Incident Commander if the reposition is part of a supervised mission.

Paragraph 9.1.7 Added Aircraft storage location and instructions for access will be available for each aircraft and that information will be available to SD Wing pilots. Information deemed sensitive will be provided on an individual basis to pilots.

Paragraph 9.8.2.5 Added All passenger requests should be coordinated with the SDWG/DO before being sent to the appropriate agency.

Paragraph 9.11.2.1.1 Added Pilots are required to be properly briefed on all maintenance flights. The briefing will include the reason the aircraft is being flown to a repair station or what was repaired as well as any limitations.

Paragraph 9.11.2.2.1 Added Uploading the checklist to an EFB as an intact file (PDF) or image is permissible. Using a checklist that had been manually entered into an EFB application, even in reference to one of the sources of information listed in paragraph 9.11.2.2, would not be permitted.

Paragraph 9.11.2.3.3 Added Supervised missions include flights for animal tracking, fire reconnaissance, air attack, and photo reconnaissance for disasters/flooding and other targets of opportunity beyond 50 miles from point of departure. Pilots are not required to file FAA flight plans for such operations if the FRO can monitor the progress of such flights using Spider-Tracks or the ADS-B Out data feed.

Paragraph 9.11.2.5.1.4.1 Added Uploading Takeoff and Landing Distance (TOLD) or Weight and Balance calculations to WIMRS is not required unless directed by the Mission Requirements. The intent of paragraph 9.11.2.5.1.4 is to use the information as part of the preflight risk assessment.

Paragraph 9.11.3.6 Added The PIC shall notify the FRO of any flights which will involve overnight stays. The pilot shall provide the FRO with a contact phone number at the destination. If the destination contact number changes, the pilot shall immediately notify the FRO.

Paragraph 9.11.5.1 Added Report any maintenance problems to the Squadron Aircraft Maintenance Officer and the Wing Aircraft Maintenance Officer, and to the AOBD if applicable.

Paragraph 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 with the AFAM credit card if on an Air Force Assigned Mission, or by the pilot/squadron.

Paragraph 9.11.7.7.2 Added Each flying squadron should conduct an annual Cold Weather Flying briefing just prior to the onset of winter. The briefing should contain local information such as hangar operations, interior heating, moisture in the fuel, etc.

Paragraph 9.11.7.7.3 Added Each aircrew or passenger must bring appropriate clothing for winter survival when cold temperatures exist, or are forecasted to exist any time during the next 24 hours. The aircraft survival kit doesn't contain clothing required to survive in a cold environment.

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

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

For temperatures below 0° F, it is at the discretion of the Incident Commander if air support is required. 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.

Aircraft Temperatures and Wind-chill Limitations:

<u>Temperatures</u>	<u>Wind Chill</u>	<u>Limitations</u>
Warmer than 0° F	Warmer than -20° F	None
0° F to -9° F	-20° F to -30° F	No Touch and Go Practice
Colder than -9° F	Colder than -30° F	Wing CC, CV, or DO Approval Required

NOTE:

It takes 14 Kts of wind at 0° F to get a -20° F wind chill. Exposed skin freezes in approximately 30 Minutes

It takes 12 Kts of wind at -9° F to get a -30° F wind chill. Exposed skin freezes in approximately 20 minutes.

Paragraph 9.11.11.3 Added Refuel aircraft to the levels specified below unless extenuating circumstances exist. If fuel levels are left at a different level than as specified, the pilot in command will make a note in the Aircraft Discrepancy Log in WMIRS.

- (a) Cessna 172: Topped Off
- (b) Cessna 182: 54 Gallons

Paragraph 9.11.11.4 Added After every flight or end of the multi-flight activity, ensure the windshield, leading edges, lift struts, engine cowl, spinner, horizontal and vertical stabilizers, landing gear struts and fairings are clean of insects and dirt and the cabin is cleaned of any trash. Use aircraft compatible/non-corrosive cleaners and soft cloths. Ensure the aircraft will be mission ready and all flight log entries are completed properly and legibly before leaving the aircraft. Use Safety Glasses when applying any cleaning solutions.

Paragraph 9.11.11.5 Added Annotate all sortie data and fuel/oil amounts in WMIRS within 12 hours of the completion of the flight. Fuel receipts should be uploaded no later than 24 hours after the completion of the flight if possible. If the information is not updated within 72 hours, the pilot may be charged for the cost of the flight and fuel.

Paragraph 9.11.11.5.1 Added If more than one sortie is to be flown before fueling the sorties MUST be on the same mission. The sorties flown will be annotated on the fuel receipt and also in the Debrief Sortie page in WMIRS for the respective sorties.

Paragraph 9.12 Added Monthly paperwork submission.

Paragraph 9.12.1 Added Each subordinate unit that has an aircraft assigned to their location on the last day of the month will submit the Aircraft Flight Time Log pages (tach sheets), or a message that no flights were flown for the month to the SDWG/DO no later than the 5th day of the month following the activity month for each aircraft assigned.

Paragraph 9.12.2 Added Failure to deliver the previous month's tach sheets to the SDWG/DO on time may result in grounding of the squadron's aircraft until the tach sheets are received.

NOTE: Items denoted with an * have been added to provide clarification from the Lunch and Learn sessions held during the introduction of CAPR 70-1 and will be removed when the clarifications have been added to the regulation.

NICK GENGLER, Colonel, CAP
Commander

Attachment 1
COMPLIANCE ELEMENTS

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
SDWG/ DO	1	Do CAP Check Pilots have six months' experience as a CAP Instructor Pilot before being designated as a CAP Check Pilot IAW SDWG Supplement to CAPR 70-1?	Review WMIRS appointment dates. If there is a discrepancy, confirm there was a waiver.	(A-Discrepancy): [xx] (Question1) Unit failed to ensure CAP Check Pilots had the required experience before being designated as a CAP Check Pilot IAW SDWG Supplement 1 to CAPR 70-1, Para 4.3.2.2.	Attach a copy of the Membership Report to the discrepancy in the Discrepancy Tracking System (DTS).
SDWG/ DO	2	Are only CAP Corporate aircraft used for CAPF 70-91 check rides or appropriately waived?	Review a sample of CAPF 70-91 sorties in WMIRS to ensure a CAP aircraft is used. Review the documents folder in the CAPF 70-91 Mission for any documentation of sorties identified as needing a waiver.	(A-Discrepancy):[xx] (Question 2) Unit failed to ensure CAPF 70- 91 check rides used CAP aircraft IAW SDWG Supplement 1 to CAPR 70-1, Para 7.1.10	Attach a copy of the CAP Form 104 of the sorties with discrepancies to the Discrepancy Tracking System. (DTS)