



**WISCONSIN WING SUPPLEMENT 1**

**CAP REGULATION 70-1**

**21 APRIL 2019**

**APPROVED/J. DESMARAIS/CAP/DO**

**Operations**

**CIVIL AIR PATROL FLIGHT MANAGEMENT**

This supplement prescribes additional procedures in effect for all Wisconsin Wing CAP units. Full understanding of this supplement may only be obtained by reading it in conjunction with the related paragraphs of CAPR 70-1.

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

**9.1.6. Added.** Wisconsin Wing aircraft shall follow the cold weather operation limitations outlined in Attachment 2 to this supplement.

**9.4.2.1. Added.** The airshow requirements of CAPR 900-5, shall apply to Wisconsin Wing members wishing to participate in a Fly-In. Personnel desiring to bring a Wisconsin Wing CAP aircraft to a fly-in outside of Wisconsin must obtain prior approval from the Wing Commander.

DENESE HELGELAND, Colonel, CAP  
Commander  
Wisconsin Wing

**Attachment 1**  
**COMPLIANCE ELEMENTS**

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
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**There are no additional compliance elements due to this supplement.**

## Attachment 2

### COLD WEATHER OPERATIONS

The following cold weather operation requirements are provided to protect WIWG aircrews and assist in the long term longevity of WIWG aircraft. All aircrews shall comply with these requirements.

1. From November 15 thru April 1 all Wing aircraft cowlings shall be blanketed and have the Tannis heater plugged in 24 hours a day, in any unheated hanger. If the forecast ambient temperature is less than 40°F for at least a 24 hr. period, the Tannis heater will be plugged in when the aircraft is not in use, regardless of the above dates.
2. Annually, during the month of October each Squadron shall conduct a "Cold Weather Operations" review for all unit pilots. This review should include POH cold weather operations review for each specific aircraft, hanger operations, and cold weather survival. Inclusion of FAA cold weather operations information is recommended. This review shall be logged into the Safety Information and Reporting System (SIRS) in eServices.
3. Fuel tanks should be topped off to keep condensation from forming in the tanks.
4. The following temperature guidelines shall be used when planning flight activity.
  - 4.1 **Temperatures above 20° F.** No limitations. All flight activity permitted.
  - 4.2 **Temperatures 0° F to 20° F.** Maintenance flights, training flights and all actual emergency services (Search And Rescue, Disaster Relief, etc.) flights are permitted. Flights are limited to one full-stop landing per flight, and touch-and-go maneuvers are not permitted. The PIC must follow the aircraft Pilot's Operating Handbook (POH) for proper cold weather operation. Engine cover and pre-heat shall be used, if on ground more than 2 hours.
  - 4.3 **Temperatures 0° F to -10° F.** Only actual emergency services flights, those with or without known life or death situations are permitted. Flights are limited to one take-off and landing per flight. The PIC must follow the aircraft POH for proper cold weather operation. Ultimately pilot, crew and FRO are responsible for using common sense when flying below 0° F. If flown, crews should ensure proper dress and carry additional gear for crew members, in case of extended exposure to temperatures. Engine cover and pre-heat shall be used, when on ground. If on ground longer than 4 hours, aircraft should be hangered.
  - 4.4 **Temperatures between -10° F and -20° F.** Flown under actual emergency services situations only and must have approval from the Wing Commander, Vice Commander or Director of Operations.
  - 4.5 **Temperatures less than -20° F.** Flown under actual emergency services situations only and must have approval from the Wing Commander, Vice Commander or Director of Operations, and CAP/DO.

