



## **SOUTH DAKOTA WING SUPPLEMENT 1**

### **CAP REGULATION 70-1**

**11 APRIL 2018**

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

**Operations**

### **CAP FLIGHT MANAGEMENT**

CAP Regulation 70-1, dated 4 December 2017, is supplemented as follows:

#### **SUMMARY OF CHANGES**

Supplement has been re-written in its entirety to match the new 70-1 regulation, which has taken the place of the previous 60-1.

4.3.2.2. (Added) Unless waived by the wing commander or his designee, pilots will have six months' experience as a CAP instructor pilot before being designated as a Check Pilot. Waiver requests should be submitted through the DO.

6.2.3. (Added) USAF funded proficiency flights flown in accordance with the profiles on the National Aircraft Ops & Stan/Eval web page are subject to the following additional requirements:

6.2.3.1. (Added) The pilot and FRO will ensure there is funding available for the planned flight. This information can be found in WMIRS on the main mission page/mission expense report link. If the flight is flown without available funds, the pilot may be billed for the sortie.

6.2.3.2. (Added) The PIC as listed in WMIRS for the flight is the one receiving the training. Whether that pilot is seated in the left seat or right seat (IP), that pilot is the one that should do the majority of the flying.

6.2.3.3. (Added) Annotate the profile number on the sortie in WMIRS, and the profile number is listed on the aircraft logbook sheet in the AIF.

6.2.3.4. (Added) The pilot will brief the flight release officer about what profile is being flown.

6.2.3.5. (Added) Proficiency flights are designed to prepare crews to fly Air Force Assigned Missions and should include a mission observer and scanner when appropriate. Although routine flight procedures can be practiced, the majority of a proficiency flight must be focused on the training outlined in the profiles.

6.2.3.6. (Added) These profiles may be flown by a Mission Pilot Trainee if the profile calls for a Mission Pilot, but only if flown with a SET qualified Mission Pilot trainer in the front right seat that is qualified in that aircraft.

6.2.3.7. (Added) USAF funded proficiency flights will not be used when other missions are more appropriate. For instance, do NOT use a proficiency flight for aircraft maintenance

relocation, to go to an IG inspection, to position the aircraft for a low-level route survey, or to take a Form 5 or Form 91.

7.1.9. (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. Waivers requests should be submitted through the SDWG/DO.

7.1.10. (Added) Only CAP Corporate aircraft will be used for CAPF 91 check rides unless waived by the wing commander or his designee.

9.9.3.3. (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.

9.10.9.2.3.1. (Added) CAP/DO and CAP/DO have waived the requirement for a CAP Form 9 to be completed by individuals who fly in CAP aircraft under the MOU with the state of South Dakota such as employees of State of South Dakota, Wildland Fire, Game Fish and Parks. This waiver is given to comply with the MOU with the State of SD. This waiver does not apply to Air Force Assigned Missions.

9.10.9.2.5. (Added) The passenger request should be coordinated with the SDWG/DO before being sent to the appropriate agency.

9.10.2.7. (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.

9.10.10.4. (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.

9.10.10.4.1. (Added) Cessna 172: Topped Off

9.10.10.4.2. (Added) Cessna 182: 54 Gallons

9.10.10.5. (Added) Report any maintenance problems to the Squadron Aircraft Maintenance Officer and the Wing Aircraft Maintenance Officer, and to the AOBD if applicable. Also, note the discrepancy in WMIRS under the Aircraft Discrepancy Log. A pilot who identifies a grounding discrepancy will place the red "Grounded" card on the pilot seat.

9.10.10.6. (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.

9.10.10.7. (Added) Annotate all aircraft time 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. Non-funded flights (e.g. a C-12 proficiency flight) do not require a copy of the fuel receipt to be loaded into WMIRS.

9.10.11. (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.

9.12. (Added) Monthly paperwork submission.

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 AIF\_FLT\_LOG\_3 pages (tach sheets) for the month to the SDWG/DO no later than the 5th day of the month following the activity month.

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

9.12.3. (Added) Tach sheets may be requested earlier than the 5th of the following month to facilitate wing administrative activities and will be requested by the SDWG/DO when needed.

<<SIGNED>>

DAVID G. SMALL, Jr., 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 form 5 check pilots have six months' experience as a CAP instructor pilot before being designated as a Form 5 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 Form 5 check pilots had the required experience before being designated as a 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 91 check rides or appropriately waived?	Review a sample of form 91 sorties in WMIRS to ensure a CAP aircraft is used. Review the documents folder in the Form 91 Mission for any documentation of sorties identified as needing a waiver.	(A-Discrepancy):[xx] (Question 2) Unit failed to ensure form 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)