



NORTH DAKOTA WING SUPPLEMENT 1

CAP REGULATION 70-1

13 MAY 2018

APPROVED/J. DESMARAIS/CAP/DO

OPERATIONS

CIVIL AIR PATROL FLIGHT MANAGEMENT

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

SUMMARY OF CHANGES.

This supplement has been substantially revised and must be completely reviewed.

This supplement prescribes the responsibilities of all North Dakota Wing Civil Air Patrol personnel with respect to the control and management of CAP aircrews, aircraft, and flying programs. This supplement applies to all ND CAP personnel.

3.1. (Added) Unless otherwise specified in this supplement, the North Dakota Wing Commander (ND/CC) is the waiver authority for this supplement.

4.3.1.1. (Added) ND/DOV will recommend Instructor Pilot appointment to ND/DO or ND/CC. Final approval will be made by the ND/DO or ND/CC.

4.3.1.1.3. (Added) Wing Standardization and Evaluations Officer (ND/DOV) will assign the Check Pilot to conduct the CAPF 5.

4.3.2.1. (Added) ND/DO or ND/DOV will approve all CAP Check Pilot candidates and ND/DOV will assign the Check Pilot to conduct the training.

4.5.1.1.2. (Added) ND WG/CC will designate Flight Release Officers (FROs).

4.5.2.1.4. (Added) ND WG/CC will designate Senior FROs.

7.4.1.1. (Added) The ND/DOV and ND/DO are to be notified by email or phone, within 48 hours of any CAPF 5/5G or CAPF 91 failure.

7.4.3.1. (Added) A pilot who has failed a CAPF 5/5G or CAPF 91 will receive a minimum of one 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 without approval from ND/DO.

7.4.3.3. (Added) Only the items that were determined to be unsatisfactory must be re-evaluated and 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 eServices.

9.1.3.1. (Added) Each subordinate unit, with flight activities, will upload the previous month's AIF Flight Log(s) for their assigned aircraft to the North Dakota Wing Office 365 Team site no later than the 5th of the month following the activity month. The original will be maintained at the unit.

9.9.4.1. (Added) Aircraft will be fueled to the levels specified below unless extenuating circumstances exist:

- Cessna 172P: Topped off
- Cessna 172S: Fill to a maximum of 17 gallons each side
- Cessna 182R: Topped off
- Cessna 182T: Fill to a maximum of 27 gallons each side
- Cessna 182T (FLIR): Fill to a maximum of 25 gallons each side

9.9.5.1.3.1. (Added) For non-supervised missions and Emergency Services Training missions, this supplement provides Wing Commander approval to fly up to 50 NM within the MN, SD, and MT Wings. Flights of greater length or flights involving remaining overnight require prior Wing Commander's approval.

9.10.3.1. (Added) A tire gauge shall be used to check the tire pressure during the pre-flight inspection prior to the first flight of the day. If the tires are below the pressure specified on the front cover of the Aircraft Information File (AIF), they shall be brought up to the proper pressure (-0, +2 psi) before flight, and if more than 4 psi below the specified pressure before taxiing the aircraft.

9.10.5.6.1. (Added) Cold Weather Flying Procedures

9.10.5.6.1.1. (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.

9.10.5.6.1.2. (Added) Each unit will hold an annual Cold Weather Flying briefing just prior to the onset of winter. The briefing will include this section, a PowerPoint slide briefing provided by the ND/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 Wing Office 365 Team site (for ease of access) and will be maintained/updated by the ND/DO as needed.

9.10.5.6.1.3. (Added) Winter Kits (bug eyes) are to be used in accordance with the POH for each aircraft. 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 OAT, is installed or removed from the aircraft prior to flight. The North Dakota Aircraft Maintenance Officer (ND/LGM) is to be notified if a problem exists with the winter kit, or it is not available for the aircraft. This notification must be made prior to flight on which the kit was required by the POH.

9.10.5.6.1.4. (Added) The following requirements are in effect regarding outside air temperatures and operation of ND 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 9.10.5.6.1.1.
- Aircraft Temperatures and Wind-chill Limitations:

<u>Temperatures</u>	<u>Wind Chill</u>	<u>Limitations</u>
Above 0° F	Above -30° F	None
0° F to -20° F	-30° F to -50° F	No Touch and Go Practice
Below -20° F	Below -50° F	ND/DO Approval Required

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.

JOHN P. STEINER, Colonel, CAP
 Commander

Attachment 1

COMPLIANCE ELEMENTS

There are no compliance elements to this supplement.