



CALIFORNIA WING SUPPLEMENT 1

CAP REGULATION 70-1

6 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.

5.1.1.3 (Added) Turbocharged Aircraft. Prior to operating a turbocharged CAP aircraft, CAP Pilots will be required to receive an operational check through a CAPF 5 in a turbocharged aircraft.

5.1.1.3.1 (Added) If a CAP Pilot has been previously qualified or is currently qualified by a CAPF 5 in a turbocharged aircraft they are exempt from the initial training and turbocharged aircraft experience checkout requirements described below.

5.1.1.3.2 (Added) Applicants shall complete a ground training session on the operation of California Wing turbocharged aircraft. Subjects to be covered include the required Cessna G1000 training slides relevant to turbocharged operations, operations requiring oxygen for both flight crew and passengers, and proper leaning and take off procedures at high density altitude airports relevant to turbocharged aircraft as well as proper cooling and engine shutdown procedures. Applicants shall be trained on the 'turbo' section of the Cessna G1000 training syllabus.

5.1.1.3.3 (Added) All applicants shall complete, at minimum, one training flight in the aircraft prior to taking a CAPF 5 seeking a turbo endorsement. Included in the training and checkout shall be operational use of systems including oxygen, use of turbo charging, high altitude operations, density altitude operations, emergency operations, cooling and shutdown procedures, and regulations that affect those operations.

5.1.1.3.4 (Added) If the applicant has at least 25 hours of prior turbocharged experience in similar aircraft they may proceed directly to a CAPF 5 flight evaluation subject to the approval of CAWG DOV.

5.1.1.3. (Added) All pilots operating California Wing turbocharged aircraft must have a personal cannula and access to an approved flow meter with the appropriate Cessna attachments. In order to be consistent with USAF AFI 11-202V3, aircrews will normally use supplemental oxygen anytime the altitude exceeds 10,000 ft MSL. If operations above this altitude are planned crews shall ensure that they are equipped with a flow meter and cannula (or oxygen mask). When operating at altitudes above 18,000 feet, each crew member must be equipped with an oxygen mask and flow meter approved by the manufacturer for use above 18,000 feet. Crew members will be expected to know and understand the proper usage of the built-in oxygen system for both cannula and mask operations.

7.1.4.5 (Added) G500 Equipped Aircraft. The G500 system is very similar in operation to the G1000 system. If the CAP pilot has a current Form 5 in a G1000 equipped aircraft no additional training is required. If the CAP Pilot is not G1000 qualified, they must complete a Form 5 flight evaluation in the appropriate G500 equipped aircraft.

4.3.2. CAP Check Pilot.

4.3.2.1.4.1. (Added) All check pilots (check pilots, check pilot examiners, mission check pilots, mission check pilot examiners) must attend an in-person NCPSC at least once every four years in addition to completing the online NCPS course. At the discretion of the Wing Commander, check pilots who fail to attend may lose their Check Pilot rating. Check Pilot candidates must attend an in-person NCPSC before being approved as a Check Pilot.

4.3.2.1.6 (Added) The applicant must be a member in good standing and be recommended by a current CAWG CAP Check Pilot.

4.3.2.1.7 (Added) The applicant must demonstrate a thorough understanding of all current CAP and CAWG regulations and supplements, as it relates to flying CAP aircraft. This also includes the flight release process, the e104 and e108 process, WMIRS use, eServices and all applicable local electronic applications, such as Office 365 and PowerApps.

4.3.2.1.8 (Added) The Applicant must have and utilize the CAWG email system on Office 365 to send and receive all official CAWG emails and receive important updates or information from the CAWG DOV, DO, CV, CC.

4.3.2.1.9 (Added) The applicant must have given a minimum of 100 hours of dual instruction 100 of which must have been given within the past five years.

4.3.2.1.10 (Added) To maintain their status as a Check Pilot at least three CAPF 5's must be administered yearly.

4.3.2.1.11 (Added) The recommendation requirement may be waived by the Wing Commander or his designate (DOV) in the event of extraordinary qualifications. The activity requirement may also be waived by the Wing Commander or his designate (DOV) in the event of significant equivalent experience (e.g. structured phase checks at a flight school, etc.).

4.3.3. CAP Check Pilot Examiner.

4.3.3.1.5 (Added) The applicant must be a member in good standing, be a current CAP Check pilot and be recommended by a current CAWG CAP Check Pilot Examiner.

4.3.3.1.6. (Added) The applicant must demonstrate a mastery of all current CAP and CAWG regulations and supplements, as it relates to flying CAP aircraft. This also includes the flight release process, the e104 and e108 process, WMIRS use, eServices and all applicable local electronic applications, such as Office 365 and PowerApps.

4.3.3.1.7 (Added) The applicant must have given a minimum of 200 hours of dual instruction 100 of which must have been given within the past five years.

4.3.3.1.8 (Added) To maintain their status as a Check Pilot Examiner at least three CAPF 5's must be administered yearly, with a minimum of 8 CAPF 5's in the previous 24 months.

4.3.3.1.9 (Added) The recommendation requirement may be waived by the Wing Commander or his designate (DOV) in the event of extraordinary qualifications. The activity requirement may also be waived by the Wing Commander or his designate (DOV) in the event of significant equivalent experience (e.g. structured phase checks at a flight school, etc.).

4.4.1.3 CAP Mission Check Pilot. (Added) The following additional requirements must be met to be eligible for designation as a CAWG Mission Check Pilot:

4.4.1.3.1 (Added) Applicant must be a member in good standing, be a current Mission Pilot and be recommended by a current CAWG CAP Mission Check Pilot.

4.4.1.3.2 (Added) The applicant must demonstrate a thorough understanding of all current CAP and CAWG regulations and supplements, as it relates to flying CAP aircraft on a CAP ES Mission. This also includes the flight release process, the e104 and e108 process, WMIRS use, eServices and all applicable local electronic applications, such as Office 365 and PowerApps for mission purposes.

4.4.1.3.3 (Added) Mission Check Pilots are not required to hold a CFI certificate.

4.4.1.3.4 (Added) If the Mission Check Pilot does not hold a current CFI certificate they must take an additional CAPF 91 flight evaluation administered by a Mission Check Pilot Examiner while flying from the right seat, and must successfully demonstrate all tasks in the CAPF 91.

4.4.1.3.5 (Added) All Mission Check Pilots must attend an in person NCPSC at least once every four years in addition to completing the online NCPSC course. Check Pilots who fail to attend will lose their Check Pilot rating. Mission Check Pilot candidates must attend NCPS before being approved as a Mission Check Pilot.

4.4.1.4 (Added) Mission Check Pilot Examiner. The following additional requirements must be met to be eligible for designation as a CAWG Mission Check Pilot Examiner:

4.4.1.4.1 (Added) Applicant must be a member in good standing, be a current and active Mission Check Pilot and be recommended by a current CAWG CAP Mission Check Pilot Examiner.

4.4.1.4.2 (Added) The applicant must demonstrate a mastery of all current CAP and CAWG regulations and supplements, as it relates to CAP mission flying. This also includes the flight release process, the e104 and e108 process, WMIRS use, eServices and all applicable local electronic applications, such as PowerApps and Office365 as it relates to mission flying.

4.4.2 (Added) Mission Check Pilot, Mountain Flying Clinic-Skills Evaluator Training (MFC-SET)

4.4.2.1 (Added) To qualify as an MFC SET the applicant must be a Mission Check Pilot, have flown as a mission pilot a minimum of five (5) actual or SAREX mountain grid search sorties in grids above 7,500 MSL and completed the items listed below:

4.4.2.2 (Added) The applicant must possess instructional knowledge of all maneuvers contained in the CAP Mountain Fury curriculum from both a ground and flight instruction perspective.

4.4.2.3 (Added) The applicant must demonstrate instruction knowledge with the CAP Mountain Fury curriculum by providing ground instruction either as part of a Mountain Flying Clinic or to a MFC-SET mentor.

4.4.2.4 (Added) The applicant must demonstrate practical instruction knowledge of the Mountain Fury syllabus by teaching a MFC Candidate under the supervision of the MFC-SET mentor or directly to the MFC-SET during one or more flights.

4.4.2.5 (Added) The applicant must receive a recommendation to be appointed as a MFC-SET by the MFC-SET mentor.

7.4.1 (Added) The Check Pilot will provide a written explanation of the event and provide a corrective action plan with recommended training events to complete prior to the next flight evaluation. If, in the opinion of the Check Pilot, the severity of the failure warrants suspension from all pilot duties, the check pilot shall notify the pilot of this recommendation, include this information on the CAPF 5, CAP Flight Evaluation, and immediately report this to the Pilot's chain of command and CAWG DOV.

9.9.5.1.4.4 (Added) If an airport has a runway with a runway length of less than 2500 usable feet, that runway shall not be used for any type of landing other than a standard approach or standard pattern landing, as defined in the aircraft POH. This includes all types of flights. Practice or evaluation flights requiring other than standard approach to landings are not authorized for these runways. A request of a waiver to this limitation, due to unique circumstances, may be made to the Wing DOV and then reviewed for approval by both the Wing Director of Operations and Wing Commander.

9.9.5.1.4.4.1 (Added) Except in the event of an actual emergency or mechanical failure where flaps become inoperable, no-flap landings or practice emergency landings shall not occur on these runways.

9.10.11. (Added) High Altitude Operations. No Mission Pilot operations (does not include High Bird or Transport Missions) may take place within FAA designated mountainous terrain at a density altitude of higher than 7500 feet, unless the Mission Pilot has completed the Mountain Flying Certification course or an equivalent course that is approved by the Wing Commander or his designate (DOV).

ALAN W FERGUSON, Col, CAP
Commander

ATTACHMENT 1 - COMPLIANCE ELEMENTS

No Compliance Elements