



MISSOURI WING SUPPLEMENT 1

CAPR 60-1

13 July 2016

APPROVED/13 July 2016/J. Desmarais/NHQ/DO

Operations

CAP FLIGHT MANAGEMENT

CAPR 60-1, dated 03 May 2014 is supplemented as follows:

SUMMARY OF CHANGES.

Includes guidance on number of people used to ground handle CAP corporate aircraft. Addresses issuance of IFR flight waivers in respect to weather minimums lower than 500 feet AGL and 1 statute mile visibility. **Note: Shaded areas identify new or revised material.**

2-1.s. Added. No less than two people should be used to ground handle CAP corporate aircraft.

2-1.t. Added. No waivers will be granted for weather minimums lower than 500 feet AGL and 1 statute mile visibility for flight training. This is in reference to the Interim Change Letter – CAPR 60-1, CAP Flight Management, dated 30 April 2016.

2-2.j. Added. Missouri Wing pilots and aircraft are hereby authorized to conduct flight operations to all wings located within the North Central Region, and to wings in other regions that are immediately adjoining one of the wings in the North Central Region, provided that the aircraft returns the same calendar day. Flights that require the aircraft to remain overnight (RON) will require written authorization of the Wing Commander or his/her designee. A flight beyond this geographical limit requires approval of the Wing Commander or his/her designee.

2-2.k. Added. Aircraft will be fueled to the levels specified below unless extenuating circumstances exist. If fuel levels are left at a different level than specified, the pilot in command will make note in the Aircraft Discrepancy Log in WMIRS.

- (1) **Added**. Cessna 172: Topped Off
- (2) **Added**. 920CP: 40 Gallons
- (3) **Added**. Cessna 182R: 50 Gallons
- (4) **Added**. Cessna 182 T: 50 Gallons

Supersedes: all previous MOWG Supplements to CAPR 60-1

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<https://www.mowgcap.us/index.php/wims-home>

2-2.1. Added. Pilot in Command (PIC) Responsibilities. The following procedures are the responsibility of the PIC.

(1) Added. Assure the aircraft is properly secured and serviced. After every flight or end of multi-flight activity, the pilot in command shall ensure the windshield, leading edges, lift struts, engine cowl, spinner, horizontal and vertical stabilizers, landing gear and fairings are clean of insects and dirt and the cabin shall be cleaned of any trash when securing the aircraft for the day. Use aircraft compatible/non-corrosive cleaners and soft cloths. The aircraft will be mission ready before the PIC leaves the hanger, and all flight log entries will be completed properly and legibly.

(2) Added. For missions not flown under a MO mission number, such as NFA, NESA, and other wing/region missions, e-mail fuel receipts charged to the wing corporate credit card to hq@mowgcap.org.

(3) Added. Filled out weight and balance and ORM (paper or electronic and digitally signed).

(4) Added. Submitting CAPF 108 is not required when using the wing corporate credit card for approved mission expenses. For reimbursement of personal expenses, such as fuel or other approved expenses, upload a signed CAPF 108 to the "Mission Files" section of the mission. Receipts for fuel/oil expenses must be uploaded to the individual air or ground sortie page. All other receipts, e.g., authorized per diem, must be uploaded to the "Mission Files" section of the mission. See CAPR 173-3 for detailed guidance.

2-5.h. (1) Added. Supervised Mission Flights are encouraged to use "flight following" utilizing either the GPS tracking website for those aircraft so equipped, or via radio check-ins with the aircraft at 30-minute intervals. The PIC and the FRO will agree prior to departure if the GPS tracker will be used to track the flight.

2-5.h. (2) Added. During Supervised Missions, the IC is responsible for initiating missing aircraft procedures should any GPS tracking unit equipped aircraft not report its position for >20 minutes or should an "SOS" message be received from the equipped aircraft after attempts to immediately contact the involved aircraft by radio have failed. No more than two attempts or 5 minutes (whichever is less) may be spent to contact an overdue aircraft prior to initiating missing aircraft procedures.

2-5.h. (3) Added. Should a GPS tracking unit equipped aircraft transmit a "Call 911" message, the IC (for Supervised Missions) or the FRO (for Unsupervised Missions) shall immediately attempt to contact the sending aircraft by any means possible to determine the nature of the emergency. If the aircraft is stationary and contact cannot be made, local emergency services shall be notified and requested to respond to the aircraft's reported location. The IC or FRO (depending of the nature of the mission) is responsible for immediately notifying the MOWG/CC, CV, DO, and DOS of any "SOS" or "Call 911" message received.

2-5.h. (4) Added. If the track remains at the same off airport location for more than two 10-minute cycles, the missing aircraft procedures shall be immediately be initiated unless there are known reasons. An example might be an airplane circling over the target.

3-8.f. Added. Any member from another wing, who transfers into, visits, or resides in Missouri on a temporary basis, shall complete a local procedure familiarization flight with a Missouri Wing Check Pilot or Instructor Pilot prior to conducting any flight operation as Pilot in Command. The Wing Standardization/Evaluation Officer or Director of Operations may grant a written waiver in exceptional circumstances.

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Commander