2016 Flight Clinic

Agenda

- Welcome
- 2017 Operations Goals
- Proficiency flights/WIMRS Usage
- Fuel Receipts
- Todd's Comments
- Crew Resource Management
- Landing Safety/CAP Flight Restrictions
- Open Discussion

2017 Operations Goals

1. Maintenance Goals.

- Repaint N99981 or N99759 or both!
- Conduct training and review session for current and prospective aircraft managers at the Wing Conference (on the schedule for this year).
- Conduct surprise inspections of each aircraft, its AIF, and other documents by 1 August 2017.
- DOM to visit each maintenance FBO by 1 June 2017.

Quick Maintenance Items from LTC Ranson:

- Please notify aircraft manager and LTC Ranson when a squaks occurs.
- When picking up an aircraft out of maintenance, please look for the notation in the log to know when and how it will be recorded later in the a/c log and notify the aircraft manager.
- A general maintenance schedule for all MOWG aircraft is documented and revised as necessary noting all know maintenance events to occur over the next two years.
- Schedule should be checked when placing an aircraft into maintenance so as to avoid conflicts and unnecessary inconveniences to airports/aircrew members.

2. Get Back to the Basics.

- Cleaning aircraft after each flight. If the crew for the next sortie is at the airport when you return to base then discuss with them what should be done. DO NOT leave an aircraft dirty after the flight. Do not rely on the 1500 sortie actually going when you park the aircraft at 1100. LEAVE IT CLEAN!!!!
- Checklist usage:
  - Securing aircraft checklist really being executed?
- Traveling with the correct equipment on board the aircraft (chocks, gust locks, iron maidens, tie down ropes, etc).
- Please refer to 60-1 and the MOWG 60-1 supplement.
- Check the schedule before taking the aircraft.
- Fill out the aircraft logsheet completely (bill to section, FRO section, etc)
- IF YOU SEE A PROBLEM, ADDRESS IT!

3. Train more air crew members.

- We have done a great job on training new aircrew members:
  - MS additions since May 2016: 18 (8 – initial, 10 – renewed or completed).
  - MO additions since May 2016: 12 (7 – initial, 5 – renewed or completed).
- For FY 2017, continue with new MS training but also start to work on new MOs.
- MOs do NOT have to be pilots.
- Does everyone understand the training sequence from MS to MO/MP?
- Funding requested for FY 2017 is rather extensive. If obtained, FY 2017 budget will increase roughly 50% (or more in some cases) over FY 2016.
- Do not forget that training includes how to correctly do WMIRS entries, including the e104s!
- New possible changes to e104s in the future.

4. Reduce the Amount of e104 Issues.

- Read the profile!
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- Before reading profile, be sure you have the most recent copy of the pilot proficiency profiles (https://www.capmembers.com/media/cms/Pilot_Proficiency_Profiles_AF_Appro_D76AC441E6A48.pdf).
- Be sure to annotate what you want to do in the debrief and what you did in the debrief (more on this to follow today). Be sure you read the profile so that you annotate the appropriate information in your brief and debrief section.

Proficiency Flights

Proficiency Flights

- New proficiency flight profiles released January 1, make sure you use the correct profiles.
- Understand pilot requirements for each profile.
- Major St. Clair or Capt. White will review profile requirements with PIC before releasing flight.
- Additional aircrew training is allowed on funded proficiency flights. Opportunity for funded MO, AP and MS training sorties.
- TMPs are eligible for funded proficiency flights if the profile allows.
- Profile #7 is a special profile and requires wing approval before it can even be released by the FRO. Can only be flown once every 90 days.
- Profile #10 (Takeoffs and Landings) only to be flown in C182 or GA8. Can only be flown once every 90 days.

Proficiency Flights Continued

- Summary block should contain a concise summary of the sortie's outcome I.E. "Successfully Completed Profile #1"
- Document a detailed summary of training accomplished in the "Results/ Deliverables" block . Be sure to include all required tasks listed in the proficiency profile document.
- Ensure "Sortie Effectiveness" set to Successful
- Check "Phone Briefing" checkbox and enter FRO's CAP ID.
- Proficiency flights are the only missions/sorties that have specific guidance on what is expected. Check rides and cadet O rides don't require any specific comments, but Otto expects to see a brief statement in the Summary and an equally brief comment in the R/D.
- Lastly DO NOT GUESS! We would rather take a phone call from you than answer an email from Otto.

Summary:

Successful Proficiency flight

max. 0/500 characters

Results/Deliverables:

Planned cross country flight from MKC - KLXT - KEZZ - KMKC
KLXT - Performed normal takeoff and landing, short field landing and soft field landing and RNAV/GPS 11 approach
KEZZ - Performed short field landing, simulated forced landing, soft field landing, short field takeoff and RNAV/GPS 17 approach.
KMKC - Performed short field takeoff and landings, normal takeoff and langs

max. 382/800 characters

Weather Conditions:

VFR

max. 0/200 characters

Remarks:

Successful proficiency flight

max. 0/400 characters

Sortie Effectiveness: Successful

Reason (if not successful): -- Select --

Reason (Other):

Attachments & Documentation:

Help Me!

Todd's Comments

- First, read CAPR 173-3 and the applicable MOWG supplements to CAPR 66-1 and 60-1
- Correctly annotate receipts as outlined in the Sample Sortie Receipt example
- Ensure the complete, correct tail number is on the receipt, i.e. N230CP, not 230, 230CP, N230, N230CPP
- Write the complete sortie number on the receipt, i.e. A0001
- "Print" last name as a minimum
- Include all applicable sorties flown on the receipt
- If using CamScanner or similar app, please ensure the receipt is legible and not cropped
- Use PDF for uploaded receipts if at all possible (Other file formats are not easily manipulated)
- If receipt date is more than one day after the sortie, then explain why on the receipt prior to upload

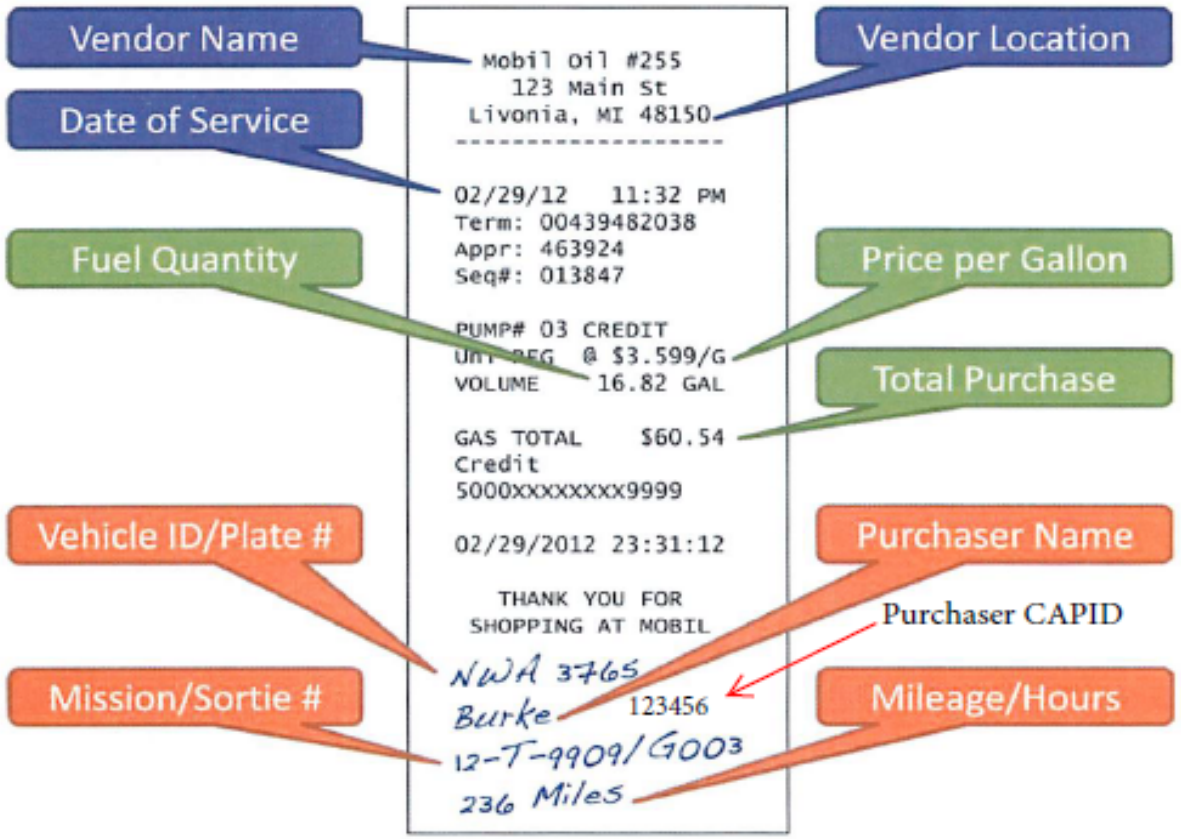
Todd's Comments Cont.

- Ensure sortie data is entered and sortie completed within 72 hours (includes e104 entries as applicable)
- If the sortie isn't flown, then cancel or delete it
- If reimbursement is requested, upload a completed CAPF 108 signed in block 11A and upload it to the Mission Files
- If the "Direct Pay to Member" block is checked, members must have submitted a CAPF 179, Direct Deposit Sign Up to NHQ FM
- "Do Not" select the Mission Reimbursements link and process an e108 in WMIRS (There is no online e108 form in WMIRS for members to complete similar to the e104/e109)
- **Ensure you select the Update button in the sortie and recheck entered information prior to logging out**

Fuel Receipts

- All fuel receipts should contain the following information
  - Date
  - Vendor Name and Location
  - Aircraft Tail Number
  - Gallons and/or quarts purchased
  - Purchasing pilot's Name and CAP ID
  - Mission Number
  - Sortie number(s) that contributed to the fuel being purchased
- A single fuel purchase should never include sorties from different missions.
- Add additional pages to the scanned receipt if an explanation for some irregularity is required.
- Ensure that the FBO has not included sales tax in the total cost.
- QUIT PAYING TAXES ON FUEL! CAP IS A TAX EXEMPT ORGANIZATION!

Fuel Receipts



- ☐ Is the Mission/Sortie number on receipt?
- ☐ Is the Vendor name and location on the receipt?
- ☐ Is the tail number or vehicle ID on the receipt?
- ☐ Is the receipt date the same as the sortie date?
- ☐ Is the fuel quantity (gallons) correct?
- ☐ Is the total amount correct?
- ☐ Is the last name of the member who made the purchase on the receipt?
- ☐ How many miles or flight hours does the receipt cover?
- ☐ Is the receipt legible?

Is the CAPID of the member who made the purchase on the receipt?

Miscellaneous Expenses

- Occasionally none fuel/oil expenses are paid for on funded flights i.e. de-icing, preheat, jump start.
- For the receipt, the pilot will need to explain on the receipt why there is a difference in the total and the WMIRS entry. Best to add a second page to the receipt
- Go to the mission affected through the Current Missions list and select the mission number or the air sorties hyperlink. This takes you to the Mission Edit screen or the Air Sortie List respectively.
- Next, click on the Support tab on the left menu and select the “Misc. Expenses” link.
- You’ll get the screen below. Fill out as applicable by selecting the Type: drop-down menu.
- Keep in mind 173-3 is restrictive about certain charges only being allowed on actual missions. So, there are no preheat or de-icing charges allowed on training missions for example.

Additional Expenses

- About
  - Getting Started
  - Automatic Permissions
  - Video Tutorials
  - CAP Helpdesk
- WMIRS 1.0 Links
- Command
  - Enter New Mission
  - Current Missions
  - Enter Chaplain Mission
  - Channel Plan
  - Mission Facilities
  - Unit Log
  - Comm Log
  - Status Board
- Operations
- Planning
- Logistics
- Finance & Admin
  - Sign In/Sign Out
  - Create e108
  - Unit Log
  - Mission Expense Report
- Support
  - Request/Close Out RON
  - Misc. Expenses
  - Unit Log

Home > Support > Misc. Expenses

Additional Expenses
Expenses must be in accordance with CAP Regulation 173-3.

Mission No.
16-A-3101

Expense Date:
10/01/2015

Type:
-- Select --

Amount:

Wing:
MO

Reimburse To:

☐ **Pay to Member**

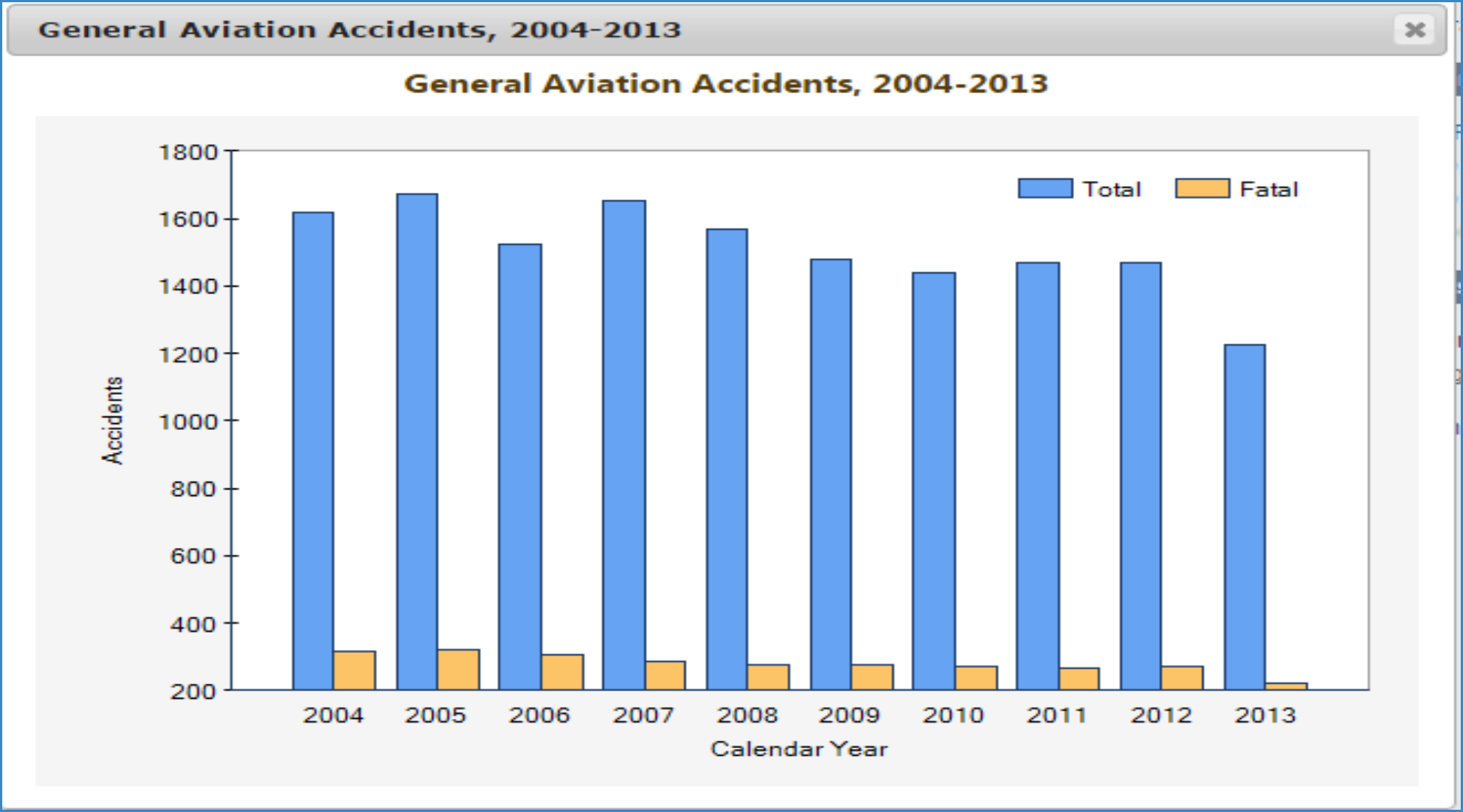
Receipt Upload:
Choose File No file chosen

Submit

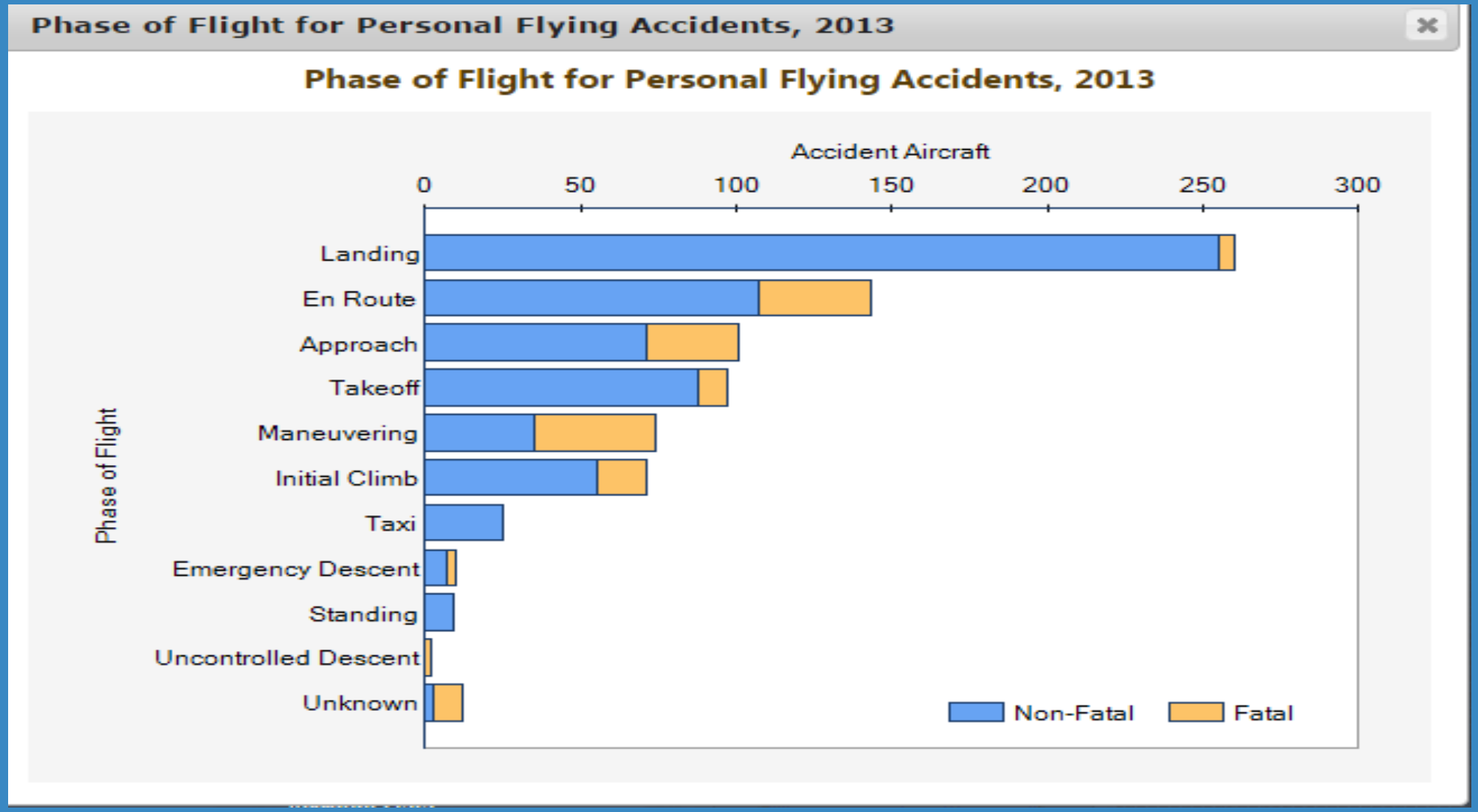
Cockpit Resource Management

Landing Safety

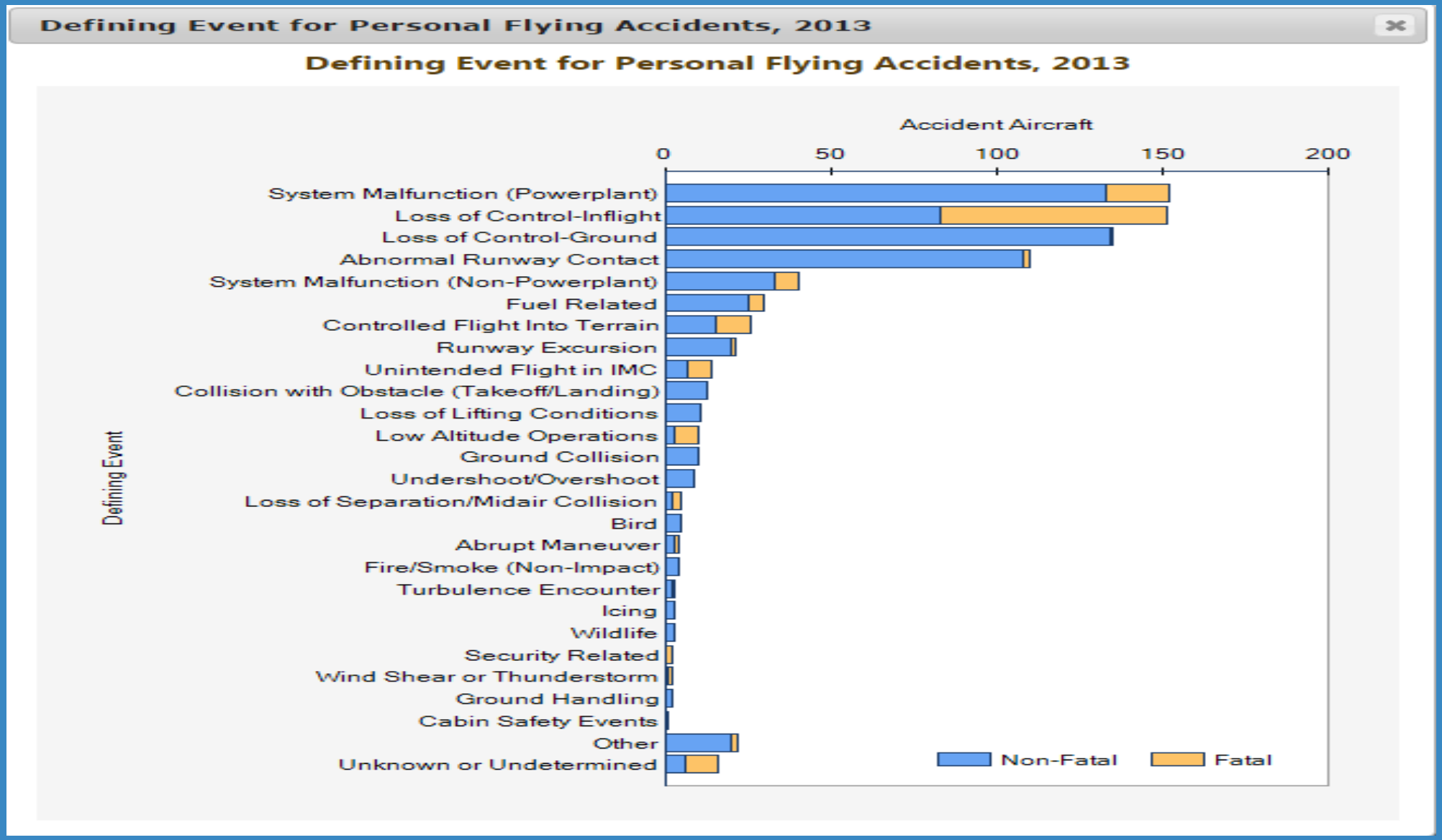
Accident Statistics



Accident Statistics



Accident Statistics



Landing Accident Scenario #1

- 21 Jul 02, C-182R, Runway 35, wind 030/09
- Training while returning from SAREX
- Pilot flying an ILS under the hood - CFI was safety pilot
- Everything looked good at 300’ agl
- Bounced, became airborne, drifted off left side of runway
- Pilot added power and asked CFI to take over
- CFI brought aircraft back to runway and landed
- Nose and LMG collapsed – departed left side of runway
- Damaged left wing, gear, tail and prop
- NTSB investigation continues

McAULEY
CAUTION

Landing Safety

- We don’t crash by compartments. Whether you are the PIC or not, each occupant in a CAP aircraft has an obvious stake in the success of the flight. If your fellow pilot appears to be getting behind the power curve, speak up. Your inquiry does not have to be abrasive or threatening, but it should be direct and to the point. We must watch each other and work as a team on every flight.
- Form 5 Trend analysis shows that normal and crosswind landings consistently count for a high percentage of Form 5 failures each reporting period.

Landing Accident Scenario #2

- 12 Aug 02, C-182, ELT mission, VMC conditions
- Pilot, 75-years-old, Commercial Instrument, 4800 flight hours
- Observer, 73-years-old
- Planned a short field approach and landing
- Collided with approach lighting short of runway
- Added power and made it to the runway
- Left horizontal stabilizer and nose wheel pant damaged
- No injuries
- NTSB investigation continues

Landing Safety

- Fly the Aircraft: The number one rule regardless of any situation in an aircraft is to maintain aircraft control. Your world can be crashing down around you, but if you maintain aircraft control you have won half the battle.
- Investigation found that both pilots were looking inside the cockpit for the tower frequency on short final even though they had been cleared to land by approach control. Delegation of that task to the pilot not flying would have resulted in the pilot's full attention being directed to landing the airplane.

Landing Accident Scenario #3

- 31 Aug 02, Cadet Orientation mission, C-182, VMC
- Pilot, 45-years-old, Commercial/CFI, 985 flight hours
- Full-flap approach, 60 knots, stall horn, sink rate
- Power added – Too little, too late
- Landed hard, 40’ short of runway
- No injuries
- Landing gear, prop and firewall damaged
- NTSB investigation continues

Landing Safety

- Landing Proficiency : If you are not proficient a cadet orientation ride is not the place to regain your proficiency, even if it is “free” flying time. Bottom line, we can never afford to have an accident, but an accident with cadet’s on board can have a profound impact on all concerned.

Landing Accident Scenario #4

- 10 Sep 02, CAPF5 checkride, VMC
- 68-year-old private pilot (examinee) with 398 hours
- 47-year-old CFI (check pilot) with 971 hours
- Forced landing practice to a touch & go landing
- Direct crosswind 10-14 knots on 2943’ x 50’ runway
- Steep approach resulted in a long landing
- Trees listed as hazards on both ends of runway
- Witnesses say aircraft stalled and collided with trees after touch and go
- Aircraft substantially damaged – pilots seriously injured
- NTSB investigation continues

Landing Safety

- What does this accident say about either pilot's judgment? A Go around / balked landing / or a full stop landing is a great option and displays a great deal of judgment and good decision making on the part of the pilot-in-command.
- We should all be familiar with our options throughout the approach to landing. If it becomes apparent that one particular option may not work, choose another.

Summary

- Use Sound judgment.
- Go-arounds – Always a good option.
- Follow the checklist.
- Airspeed is life!
- A good landings starts with a good pattern.
- Landing Proficiency is a must.
- Challenge yourself every flight.
- Know your personal limits, these change constantly as proficiency is gained AND lost.
- You don’t stop flying the airplane until you set out of the cockpit.

CAP Flight Restrictions

CAP Flight Restrictions

- Wind Limitations. Do not takeoff, land, or taxi if the wind velocity exceeds 30 knots (35 miles per hour (mph). This speed restriction is reduced to 25 knots (29 mph) when operating on a wet runway and 15 knots (17 mph) when operating on ice or snowpacked surfaces.
- Do not **takeoff** or land if the crosswind component exceeds the aircraft manufacturer's maximum demonstrated crosswind velocity or 20 knots (23 mph), whichever is less. Include maximum reported gust when determining wind velocity.

CAP Flight Restrictions Cont.

- Minimum flight visibility of 3 statute miles is required for all VFR flights unless the pilot in command (PIC) is a qualified and current instrument pilot.
- CAP has established a filing weather minimum of 500 feet Above Ground Level (AGL) and 1 Statute Mile Visibility, for the departure and destination fields. Planned operations below this level are prohibited.

CAP Flight Restrictions Cont.

- Only civilian airports in the current FAA A/FD. Grass airports/ airstrips/fields can be used without prior approval as long as they are listed in the A/FD.
- Unlisted civilian airports may be approved at wing or higher level
- Use of manufacturer's checklist or NHQ CAP approved checklist(s) is **mandatory** in all CAP aircraft. All applicable checklist items will be reviewed and accomplished in the same order as listed in the aircraft checklist. DO NOT SKIP STEPS! Securing aircraft checklist does NOT end when the engine stops running.
- It is every CAP pilot's responsibility to understand and abide by all CAP flight restrictions.

ICAO Flight Plan Forms

ICAO Flight Plan Requirement

- The transition to mandatory use of the International Flight Plan format for all domestic and international civil flights will occur in the first quarter of calendar year 2017. Moving the start date from October 1 gives Flight Service vendors more time to modify their software for exclusive use of the international format. The change is part of an effort by Flight Service to modernize and streamline delivery of services.
- Guidance to the flying public and updates to all required publications will help ease the transition. You don't have to wait, though – start using the international format now. The simplified guidance on how to complete an international flight plan is available at www.faa.gov/go/flightservice

Wake UP!
Questions/Comments?