



## MO WING SUPPLEMENT

CAPR 60-1

24 SEPTEMBER 2014

Operations

### CAP FLIGHT MANAGEMENT

CAPR 60-1, dated 3 May 2014 is supplemented as follows:

#### SUMMARY OF CHANGES.

Clarified use of "Flight Following" and GPS flight tracker usage.

**Note: Shaded areas identify new or revised material**

**2-2.j. Added.** Missouri Wing pilots and aircraft are hereby authorized to conduct flight operations to all wings located with 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 their designee. A flight beyond this geographical limit requires Wing Commander approval or their designee.

**2-2.k. Added.** The following general operation rules apply to all flight activities involving Missouri Wing CAP aircraft.

**(1) Added.** Aircraft will be fueled 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 on WMIRS.

**(a)** Cessna 172: Topped Off

**(b)** 920CP 40 Gallons

**(c)** Cessna 182R: 50 Gallons

**(d)** Cessna 182T: 50 Gallons

**(e)** Gippsland GA-8: Topped off or for ARCHER mission, 66 gallons based on their typical flight profile.

**2-2.l. Added.** Pilot in Command (PIC) Responsibilities. The following operational 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 struts 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 hangar, and all flight log entries are 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](mailto:hq@mowgcap.org).

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

**2-5.h. Additional Requirements. Added.**

(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) **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.

(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 on 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.

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