



CALIFORNIA WING SUPPLEMENT

CAPR 60-1

1 September 2012

CAP EMERGENCY SERVICES TRAINING AND OPERATIONAL MISSIONS

SUMMARY: *This supplement is reissued solely to comply with requirements requiring reissuance following changes to the original publication. There are no changes from the prior CAWG CAPR 60-1 supplement dated 1 November 2011.*

In order to improve the safety and efficiency of both Instruction and Evaluation performed within California Wing, the following supplement to CAPR 60-1 is adopted. Those who hold qualifications contained herein prior to the publication of this supplement are 'grandfathered' under the previous policy and are not required to complete the new requirements with the exception of 3-7 (j) Bullet Number 2.

CAPR 60-1, dated 16 April 2012, is supplemented as follows:

2-2 k. (Added) The following section is added with respect to 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).

3-2 c (Added) If a CAP Pilot should fail a CAPF 5, the following procedures shall take place:

- 1) 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 CAPF 5. Any failure shall be reported to CAWG DOV immediately. 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, and immediately report this to the Pilot's chain of command and CAWG DOV.
- 2) Unless otherwise notified by the check pilot, the pilot can continue to fly as PIC in other CAP aircraft types in which he/she holds a current CAPF 5.
- 3) Failure of only the IFR section of a CAPF 5 does not restrict a Pilot from VFR duties.

3-2 d. (Added/Revised) In the event that a CAP Pilot should fail two successive CAPF 5's, the following procedures shall take place:

- 1) The applicant shall be immediately suspended from all CAP Pilot duties until the applicant has either passed their next CAPF 5 or has voluntarily resigned from their pilot duties.
 - a) The applicant must wait a minimum of 30 days before attempting an additional CAPF 5.

- 2) Prior to retaking the CAPF 5, the applicant must complete a Flight Review in the same make and model of aircraft administered by a non-CAP flight instructor. In the event of an Instrument CAPF 5, the applicant shall also complete an Instrument Proficiency Check. The Flight Review must consist of at least one hour of ground and one hour of flight in an aircraft of the same make and model as that to be used on the CAPF 5. The IPC shall be in an aircraft with representative equipment as that intended to be used for the CAPF 5 (e.g. traditional avionics for round-dial CAPF 5 and G1000 for a NAVIII CAPF 5).
- 3) Prior to the CAPF 5, the applicant shall obtain a written recommendation from a CAP Flight Instructor or a CAP Check Pilot recommending the applicant for the CAPF 5 check. The written recommendation shall be provided by the Flight Instructor or Check Pilot after they have assessed the applicant's flying skills and find that they are well prepared and capable and sufficiently proficient to successfully complete a CAPF 5.
- 4) The third CAPF 5 shall be administered by a Check Pilot and observed by a Check Pilot. The administering and observing check pilots shall be designated by the Wing DOV. Both Check Pilots must concur that the applicant is qualified. Should the third ride be unsatisfactory, the applicant shall be grounded for a period of two years. Re-instatement is only possible with the approval of the Wing Commander, Wing DOV, and, of course, the successful completion of a CAPF 5.
- 5) Upon successful completion of the third CAPF 5, the applicant shall be returned to full flight status per the procedures outlined in 60-1 with the exception of Cadet Orientation. The applicant shall not perform any cadet orientation functions unless specifically approved by the Wing Commander in writing.

3-6 a.(6) (Added) Turbocharged Aircraft

Prior to operating a turbocharged CAP aircraft CAP Pilots will be required to receive an operational check in the make and model of turbocharged aircraft. This CAPF 5 may be either an abbreviated CAPF 5 concentrating only on turbo operations or a complete CAPF 5 (should the applicant wish to renew their CAPF 5).

(a) Training Requirements

If a CAP Pilot has a current CAPF 5 in a turbocharged aircraft of similar make as of the date of this operating instruction they are exempt from the initial training and turbocharged aircraft experience checkout requirements described below.

Applicants shall complete a minimum one hour ground training session on the operation of California Wing turbocharged aircraft. Subjects to be covered include the required 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.

All applicants shall complete one training flight in the aircraft prior to taking the CAPF 5 or the abbreviated CAPF 5. Upon completion of the training flight, the instructor or check pilot

shall determine if additional training flights are necessary before proceeding to the CAPF 5 or abbreviated CAPF 5. 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. Training sessions in the aircraft shall also reinforce the information covered in the ground training sessions.

If the applicant has at least 50 hours of prior turbocharged experience in similar make of aircraft they may proceed directly to a CAPF 5 check-ride subject to the approval of CAWG DOV.

(b) Operating Requirements

All pilots operating California Wing turbocharged aircraft shall 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.

3-6 a.(7) (Added) G500 Equipped Aircraft

The G500 system is very similar in operation to the G1000 system.

(a) If the CAP pilot has a current Form 5 in a G1000 equipped aircraft:

[1] If already qualified in the aircraft make and model, no additional training will be required for VFR operations. If IFR privileges are desired, the pilot must complete a one hour familiarization ride with a check pilot designated by CAWG DOV. (For example, if you are G1000 CAPF 5 qualified in a 182 and 'round-dial' CAPF 5 qualified in the 206, this paragraph would apply).

[2] If not qualified in the aircraft make and model, the pilot must successfully complete a Form 5 checkride in the aircraft make and model before exercising PIC privileges in the aircraft. (For example, if you are G1000 qualified in a 182 but not qualified in a 206, you must complete a standard CAPF 5 in the G500 equipped 206).

(b) If the CAP Pilot is not G1000 qualified:

They must complete a G1000 Cessna transition ground school, and must receive dual instruction from either a CAP G1000 Instructor Pilot or a CAWG DOV approved civilian instructor in the use of the G500. Once they have trained to proficiency (as evidenced by logbook endorsement) they may exercise VFR privileges in G500 equipped aircraft (In this example, the pilot holds a 'round dial' instrument 206 CAPF 5 but is not G1000 qualified). Prior to exercising Instrument privileges in the G500, the applicant will need to receive a one hour familiarization ride with an appropriately rated CAP Check Pilot.

3-7 e. (Added) The following additional minimum requirements are required to be

eligible for designation as a CAWG CAP Instructor Pilot.

- The applicant must have been a member in good standing for one year;
- The applicant must have a minimum of 5 hours PIC time in make and model in which he/she will provide instruction;
- The applicant must have given a minimum of 100 hours of total dual instruction in the past five years
- The one year membership requirement may be waived by the Wing Commander or his designate (DOV) in the event of extraordinary qualifications.

3-7 f. (Added) The following additional minimum requirements are required to be eligible for designation as a CAWG CAP Check Pilot.

CAWG is designating two classes of CAPF 5 check pilots – recurring and initial. Recurring CAPF 5 check pilots may renew the CAPF 5 of a current CAP Pilot. The initial CAPF 5 check pilot may grant initial and recurring CAPF 5 privileges.

Check Pilot Recurrent

- The applicant must have been a member in good standing for one year
- 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.

Check Pilot Initial

- The applicant must have been a member in good standing for one year
- The applicant must have given a minimum of 300 hours of dual instruction 100 of which must have been given within the past five years.
- The applicant must have given a minimum of 8 recurrent CAPF 5's in the previous 24 months. To maintain their status as Check Pilots, at least three CAPF 5's must be administered yearly.

The one year 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.).

All check pilots must attend an in person NCPSC at least once every four years in addition to completing the online NCPSC course.

3-7 i. (3) (Added) Unless approved in advance by the CAWG Wing Commander, the minimum age for Mission Pilot shall be 21

3-7 j. (Added) The following additional requirements must be met:

- Mission Check Pilots and Mission Check Pilot Examiners must hold a current CFI certificate prior to designation and must maintain the currency of that certificate Mission Check Pilots and CAPF 5 Check Pilots must attend the in-person NCPSC every four years.