

Flying

CAP FLIGHT MANAGEMENT

CAPR 60-1, 1 August 1998, is supplemented as follows:

2-6 Authorized Passengers

p. (Added) Due to high mountain terrain in the Pacific Region, previous and present Pacific Region Commanders have limited the passenger loading for CAP aircraft to 60 horsepower per passenger. This limitation applies with the following clarifications:

(1) Cessna 150, 152, Tomahawk, Beechcraft Skipper, Grumman AA1, and similar training aircraft may be flown in transportation missions with two passengers when take-off density altitude is 4000 feet or less and the enroute density altitude is 7000 feet or less.

(2) Aircraft such as the Cessna 206, 210, etc., which are rated at 300 or 320 horsepower

maximum and 280 or 300 horsepower normal (maximum except take-off) may be flown using the maximum limits at 60 horsepower per passenger. The logic is that in case of emergency, the maximum horsepower could be and should be used.

(3) All of the above cannot and should not replace common sense. In flying there is always the potential for situations when the above limits could become marginal, and in those cases the pilot is expected to use excellent judgement to prevent operating problems. *Never compromise safety by using regulations as an excuse for poor judgment.*

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Replaces CAWG policy letter of 20 November 1994, IAW with prior directives of PACR/CC.

OPR: DOV

Distribution: In accordance with CAPR 5-4.