



MINNESOTA WING HEADQUARTERS
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
6275 CROSSMAN LN
INVER GROVE HEIGHTS, MN 55076



16 Aug 2022

MEMORANDUM FOR: MNWG STAFF
MNWG UNIT COMMANDERS
MNWG FROs
MNWG PILOTS

FROM: MNWG/CC

SUBJECT: Grounding of all MNWG Pilots and Aircraft

1. All Minnesota Wing pilots and aircraft are grounded, effective 18 Aug 2022 at 2000 Hrs. Restoration of flight privileges for pilots and aircraft will occur in accordance with the criteria set forth in this Memorandum. This Memorandum does not apply to sUAS.
2. Minnesota Wing has experienced an unprecedented and unacceptable level of aircraft damage within the past ten weeks.
 - a. Separate hangar rash mishaps occurred on or about 4 June and 10 June, and then on three days in a row, 28 July, 29 July, and 30 July. Additionally, aircraft landing mishaps occurred on or about 20 June and 30 June. Mishaps causing damage should be very rare and ideally non-existent. Instead, in June and July, mathematically we averaged *almost one mishap per week*.
 - b. These occurrences have caused multiple thousands of dollars' worth of damage, drastically reduced the number of available aircraft in the Wing, strained our maintenance resources, and overall reflect very poorly on our Wing.
 - c. No level of pilot experience has been immune. From the new flight student to the seasoned check pilot, from those with under 100 flight hours to those with many thousands, it is time for all to take a pause.
3. Accordingly, in consultation with the MNWG/DO, MNWG/DOV, NCR/LGM, AND NCR/CC, I am ordering the following:
 - a. ALL Minnesota Wing aircraft and pilots are grounded, effective at 8:00 pm on Thursday, 18 August 2022, for a period of attention and emphasis on hangar and flying safety.

b. The only flights allowed during the grounding will be for maintenance or actual A1 SAR missions, and other limited exceptions authorized by me or by MNWG/DO Capt Greg Erickson.

c. Until further notice, the only FRO authorized to release flights for MNWG pilots and aircraft is Capt Erickson or another officer appointed by me.

4. The grounding will continue until individual pilots and individual aircraft are returned to flying status. For pilots and aircraft to return to flying status, the following items must be completed.

5. Aircraft. Restoration of flying privileges for a particular aircraft is tied to the squadron's hangar in which the aircraft is housed.

a. The wing-wide hangar safety project that is already underway must be completed before an aircraft is authorized to operate out of a squadron's hangar, to include:

(1) Stripes on the floor to guide all three wheels of the aircraft

(2) Stop blocks or markings for the C172 and C182

(3) Hangar door markings on the floor for doors that have wide structure that protrudes into the hangar

(4) Door opening minimum height markings for bifold opening type doors

(5) On T-hangar style hangars, a hanging or posted tail alignment device to help line up the tail of the aircraft going into the hangar

(6) The new blue towbar will be used to move aircraft. These are currently being distributed.

b. Evidence of the above hangar items (1) – (6) must be photographed and emailed to Capt Erickson for inspection and approval. No exceptions to these items are anticipated but will be considered on a case-by-case basis if needed.

c. Any aircraft occupying a squadron hangar for which items (1) – (6) have not been completed will remain grounded until these items are completed. Delay in completing these items may result in an occupying aircraft being removed and assigned to another hangar with these items completed.

d. In addition to the above hangar items, each squadron operations officer must email verification to Capt Erickson of AMRAD data and verification that the AIF is current and correct for the aircraft in the squadron's hangar.

6. Pilots. Restoration of flying privileges for an individual pilot is tied to the following individual requirements. To be restored to flight status, a pilot must:

a. Complete, on or after the date of this Memorandum, the ground handling training module located in AXIS, regardless of the pilot's current ground-handling expiration date. To verify completion of the ground handling training an email must be sent to MNWG/DOV Capt Greg Bestul notifying him that this training has been completed.

b. Attend a pilot safety meeting to be held by a unit's operations officer. This meeting can be at the squadron, as part of a regular squadron meeting, or individually briefed by a unit's operations officer to the pilot, for example.

(1) The pilot safety meeting must include the items listed in the Attachment to this Memorandum, entitled "Minnesota Wing Pilot Safety Meeting Requirements"

(2) Squadron operations officers will be responsible for making sure all their squadron's pilots have completed the safety briefing and emailing Capt Bestul a list of pilots that have completed the safety briefing.

c. The previously announced threat and error management tasks for pilots also need to be completed.

7. I understand that this is a very bold program. But unprecedented mishaps in our Wing call for unprecedented action. I encourage all to improve our safety record, meet the requirements for restoration of flight privileges, and return to normal operations as efficiently and safely as possible.

//SIGNED//
WILLIAM M. HIENZ, Col, CAP
Commander

Attachment:
Minnesota Wing Pilot Safety Meeting Requirements

cc:
NCR/CC
CAP-USAF/NCLR/CC

Minnesota Wing Pilot Safety Meeting Requirements

August 2022

Due to the recent large number of hangar rash and other aircraft mishaps MNWG has experienced, all MNWG aircraft and pilots have been grounded. All hangars will be improved and inspected to reduce hazards. Additionally, all pilots will receive mandatory training as follows:

Squadron directors of operations will brief all their squadron pilots on the following items. Names and CAP ID# of pilots completing the briefing shall be emailed to Capt Greg Bestul at gbestul@gmail.com. This is a requirement for all MNWG pilots to be returned to flight status.

- ORM checklist - **Review** of items on the ORM checklist and **when** the checklist should be completed (day of the flight, the closer to departure time the better). The importance of having correct information on this checklist to spot unacceptable risks, and the need for FRO's to actively and accurately assess risks to flight, will be emphasized.
- Proper braking technique; tail strike avoidance. **Discuss** that braking should be used only at slower speeds, allow the airplane to roll out, do not unnecessarily try to make the first turnoff, state "simulate maximum braking" for short field landing practice instead of actually applying maximum braking. Ensure on takeoff that nose tire remains in contact with runway until lift off, especially for short and soft field practice. Ensure proper flare attitude without over-rotating. Checking tail ring for damage both preflight and postflight.
- Safe movement of aircraft – moving aircraft slowly, using spotters/helpers, briefing the stop command, proper alignment of the aircraft going into the hangar and the need for SMALL corrections in T hangars due to tight tail clearances. Using alignment markings on the ground and tail alignment guides hanging overhead, the need to continue to scan all areas around the aircraft as it is being moved. **Discuss** moving aircraft at your squadron's hangar.
- Tire pressure checks – make sure tire pressures are being checked and recorded for the first flight of the day. New tire pressure gauges are at wing now and will be put in each airplane, in the meantime you must find and use an air gauge to check pressures, and refill if necessary. Recently 2 different aircraft arrived at maintenance with tire

pressures more than 10 psi below normal limits. This is very hard on tires and the reason NHQ started the program. **Review** normal pressures and where to record. Squadron procedure for adding air to tires (including where to get an air compressor)

- Broken items on aircraft must be entered into the AMRAD system. This is the only way parts can be ordered. If it is a grounding item coordinate with maintenance directly. **Review** how to get to the AMRAD system and how it works. Lt Col Jerry Rosendahl (jerry.rosendahl@gmail.com or 651-785-8911) can help with entering items into AMRAD. He will help coordinate maintenance items with our maintenance contractor.
- CAPSIS is our new incident reporting system. If you have damage to an aircraft, it must be entered into the system. This is a required item for maintenance to begin repair of an aircraft. **Demonstrate** the system using the practice format will familiarize members with the system. It is an easy system to operate, with many drop-down boxes to select from; it is very quick to put in a report. This is one of the bright spots of our Wing's performance, our members have shown good integrity in reporting incidents.
- Flight scheduling – put proposed flights into the MN Wing website aircraft scheduling module. This is where Wing looks to see if the airplane at a squadron is scheduled to fly and provides a basis for moving aircraft. **Review** where this is at and how to use it.

Relay any questions on aircraft and facilities to Capt Greg Erickson gerick001@comcast.net

Relay any questions on pilot training to Capt. Greg Bestul gbestul@gmail.com