

**HEADQUARTERS**  
**FLORIDA WING, CIVIL AIR PATROL**  
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1 Oct 99

FLIGHT CREW INFORMATION FILE 99-01

FROM: DOV

SUBJECT: Standardized CAP Ditching Procedures for Cessna 172/182 Aircraft

The purpose of the flight information letter is to outline operations and procedures that are of benefit to aircrews. The flight information letters will be discussed in monthly pilot/aircrew meetings. The flight information will be posted in an easily accessible area for pilots and aircrew such as the unit bulletin board. The flight information letter will also be available on the web from. [www.pompano.net/~flwgdoV](http://www.pompano.net/~flwgdoV).

The following provides a **guideline** for a standardized briefing for crew and passengers on Cessna 172/182 prior to overwater flight. This guideline cannot cover all circumstances in ditching scenarios. These guidelines are general in nature. Common sense should prevail in any in-flight emergency.

These procedures should be reviewed by pilots before every overwater flight. Knowledge of emergency procedures is part of every pilot's annual form 5 standardization check ride. The Airman's Information Manual section 6-3-2 provides a background of information. The current survival equipment in use in Florida Wing is as follows:

Hoover Industries FV-35E Helicopter Vest

Eastern Aero Marine (EAM) 35 Series Airline Vest

Navair USAF LPU-10P Vests

Eastern Aero Marine (EAM) 2-3 person life rafts (3 person for flights less than 25 miles from land).

Hoover Industries 4-6 person life rafts (6 person for flights less than 25 miles from land)

Florida Wing aircraft be equipped with the following equipment:

C-172s and C-172XP - 3 Vests and 1 EAM 2-3 person raft, pyrotechnic devices, and protective bag for equipment

C-182s - 4 Vests and 2 EAM 2-3 person rafts or 1 Hoover Industries 4-6 Person, pyrotechnic devices, and protective bag for equipment.

## OVERWATER ENGINE FAILURE/DITCHING

The pilot in command of all CAP aircraft will give a briefing to all occupants, which will include the following:

- 1) Seat belts will be worn at all times and should be snug for ditching.
- 2) Life vests will be worn at all times. The Hoover/EAM Series FV-35E Helicopter vests will be worn around the waist and kept in the protective yellow pouch. The Air Force LPU-10P will be worn under the arms and through the holes in the survival vest to avoid injury during inflation. The airline type FV-35 series will be worn and securely fastened. Vest should not be deployed and/or inflated until out of the aircraft. Ensure that all vests and rafts are current. Equipment that is not current or questionable should be exchanged through the Wing Survival Equipment Officer for current survival equipment. CAPR 66-1 Florida Wing Supplement 2 address procedures for survival equipment.

**Per CAPR 60-1**, occupants will be briefed on the location and operation of all survival equipment on board the aircraft.

- 3) The life rafts should be assigned to an individual who will be responsible for deploying/inflating the life raft and staying with it at all times. The life raft should be placed on the rear seat next to the responsible individual or on the floor. The carrying handle will be up and the deployment lanyard facing the responsible individual. The individual should tie the lanyard to their wrist/body upon exiting the aircraft. The responsible person should be the rear seat crewmember on a three/four person crew or the right seat crew member on a two person crew.
- 4) Crewmembers/Passenger should be briefed on the exits out of the aircraft. Namely, the right and left door, and as secondary exit the baggage door on the left side of the fuselage. The baggage door should be secured and unlocked (if able).
- 5) Crewmembers should be briefed on the effect of water pressure on the doors. That is may be impossible to open the door until the cockpit has filled with water.
- 6) All occupants should be briefed on the manner of egress using the **“Hand Hold Method”**. This technique may be required if the aircraft ends up inverted or during a night ditching. This method requires the holding familiar parts of the aircraft and egress the aircraft by pulling one's self toward these familiar points. Kicking is discouraged to avoid injuring one self or others trying to egress the aircraft.
- 7) The rear seat passengers should egress the aircraft through the left door behind the pilot's seat. The left seat pilot should leave his seat in a forward position to facilitate exit of the rear seat passengers. Front seat occupants should exit the aircraft through the right door after the right seat is moved aft. (This is due to safety latch on the pilot's seat on older Cessnas)
- 8) All occupants should meet at the tail of the aircraft and remain together at all times. If possible, occupants should tie a line to each other.

## Suggested Crew Check List

### **Pilot**

- 1) Best Glide, Engine restart procedure per Aircraft POH.
- 2) Set Loran/GPS to current position mode
- 3) Transmit on the active frequency used or 121.5 "MAYDAY" 3 times – position, altitude, heading, indicate ditching.
- 4) Belts and harnesses fastened, prepare vests
- 5) Heavy objects are secured or jettisoned
- 6) Crack door, insert blocking device i.e. chocks, tow bar, etc.
- 7) Reminder briefing for passengers (seat belts, rafts, jackets, survival vests, exit routes, and other items covered during ground brief)
- 8) Land per recommended procedures as outlined in the Airman's Information Manual taking into account wind and swell direction.
- 9) Exit the aircraft and inflate life vests/rafts

### **Co-Pilot/Observer**

- 1) Squawk 7700 on the transponder
- 2) Transmit on the active CAP VHF FM or Marine Frequency as long as possible.
- 3) Assist on spotting closest landmass or boat
- 4) Assist in observing swell and wind direction
- 5) E.L.T. on if no need to communicate

Individual crewmembers participating on overwater missions should invest in a personal survival vest. Suggested items should include a mirror, whistle, sea dye, flares, emergency water, survival blanket, sunscreen, strobe, compass, survival knife, and any additional items that may be mission specific. Crews using flares in their kits should be extremely careful in handling these devices to prevent accidental discharge. Vests and survival equipment can be had from the CAP Supply Depot for a reasonable price. Additionally, the Depot has had PRC-90 survival radios that have voice and ELT capability.

These guidelines are to assist aircrew in developing standardized practices in conducting their missions. CAPR 60-1 Florida Wing Supplement 1 dated 1 Aug 1999 and CAPR 66-1 Florida Wing Supplement 2 dated 1 Aug 1999 address survival equipment issues. Any questions regarding this FCIF can be directed to the undersigned below or the Wing Survival Equipment Officer.

LUIS GARCIA, Major, CAP  
Standardization/Evaluation Officer