



## CAP REGULATION 66-1

14 JANUARY 2019

APPROVED/R.KIRKPATRICK/CAP/LG

Aircraft Management

### CIVIL AIR PATROL AIRCRAFT MANAGEMENT

CAPR 66-1, dated 14 September 2015, with ICL 17-06, 28 July 2017 and 18-04 June 2018 is supplemented as follows:

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

**4.1. Added.** Aircraft Manager. The Aircraft Manager will work directly with the DO/DOM to ensure the MO WG aircraft is kept in mission ready status. It is desirable, but not absolutely necessary, that the individual be a pilot or A&P mechanic who is familiar with aircraft systems and operation.

**4.2. Added.** The Aircraft Manager will be responsible for reporting and coordinating the following:

**4.2.1. Added.** Remove all flight logs after the last day of each month. Check the logs for errors and send them to the WA at WG HQ and to the DOA by the fifth day of the next month.

**4.2.2. Added.** Ensure there are a minimum of five (5) pages of new flight logs in the binder.

**4.2.3. Added.** Keep cleaning supplies in the hangar (washing fluids, squirt bottles, approved window cleaner, paper towels, etc.).

**4.2.4. Added.** Keep the AIF up to date; report any issues with the aircraft to the WG Director of Operations (DO) and/or WG Aircraft Maintenance Officer (DOM) and perform an aircraft inspection annually.

**4.2.5. Added.** Ensure appropriate group and local squadron commanders are kept apprised of current aircraft status.

**10.5.1. Added.** Aircrew Survival Kit. The Aircrew Survival Kit installed in each corporate aircraft shall contain the following items:

Item	Qty	Item	Qty
MREs (Meal ready to eat)	3	Match Safe with matches	1
Emergency (Space) blankets	3	Compass	1
Signal mirror	1	Multi-function tool/knife	1
First Aid kit	1	Water purification tablets	1 pkg.
List of Contents & Inspection	1		

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This kit is intended to support up to three persons and should be inspected annually. The inspection document should be placed so it is visible to the Aircraft Manager or other aircraft personnel during preflight inspections. To provide its maximum support, this kit shall be inventoried annually and replenished as required. It is recommended to have a survival manual in the survival kit.

**10.5.2 Added.** Personal Survival Kit. It is recommended that each crewmember have a personal survival kit on each flight. The kit may be one of several commercially available or one containing the following items:

Minimum Recommended Personal Survival Kit Items	
Multi-function tool (Leatherman like)	Chap-stick and sun block, > SPF 30
Water container with water	Bar surgical soap or hand soap
Pocket compass	Small shelter
Match safe with Matches	Personal medicines
Plastic or metal container	Water purification tablets or filter
Sewing needles and thread	Small flashlight
Pen-gun and flares	Travel razor
Colored cloth or scarf for signaling	Small steel mirror
Flexible saw	Aluminum foil
Candle for heat and light	Small rope or cord

Due to limited space and weight capacity of some aircraft, each aircrew member is reminded to make his personal survival kit as compact and light as possible. Each kit should be weighed for aircraft weight and balance calculation purposes.

**20. Added.** Financial Accounting. All maintenance activity requiring expenditure of CAP funds shall be coordinated with the WG DOM, Director of Operations, WG Commander, or WG Finance Officer.

**21. Added.** Consolidated Maintenance. When a MO WG aircraft has required maintenance work to be performed, the pilot will obtain approval from the DO or DOM before any reposition flight. If the aircraft is located at a facility that can correct the maintenance issue, notify the DO or DOM who may grant approval for the repairs to be completed at that facility. The DO or DOM will grant approval for the flight along with correct mission number to be used. Once the approval and mission number are obtained, the normal flight release procedures will be followed utilizing the WMIRS system.

**21.1. Added.** Aircraft drop off for Maintenance Work. Once it has been reported to the DO or DOM, an aircraft needs to have maintenance work performed, the pilot will obtain an approval to reposition the aircraft to the consolidated maintenance facility or other required maintenance facility as laid out in paragraph 20 above. The pilot delivering an aircraft will ensure a copy of the squawk sheets from WMIRS are left with the maintenance service facility personnel. If the aircraft is dropped off while the maintenance facility is closed, leave the squawk sheet in the aircraft pilot's seat. In addition, tie down the aircraft to the ramp and leave the keys at the FBO.

**21.2. Added.** Aircraft pick up after Maintenance Work. Once the aircraft maintenance work has been completed, notify the DO or DOM. At that time, an approval to reposition the aircraft to its home base will be obtained as laid out in paragraph 21 above. When the pilot arrives at the maintenance aircraft, that pilot will make sure the closed squawk sheet reflects appropriate details outlining what and how the repairs were fixed. Physically look over the maintenance work that was performed on the aircraft. If the work is in question, the pilot needs to immediately notify the DO or DOM for further direction. Also, the pilot is to ensure a copy of the aircraft logbook entry is with the Aircraft Information Folder (AIF). When the aircraft is picked up after a 100-hour service inspection and/or annual, the pilot will ensure the

maintenance facility has provided a case of oil and filter for the next mid-cycle oil change. After a successful return of the aircraft to operational flight status the Aircraft Manager should check the open discrepancy listing, in WMIRS, to ensure the closed discrepancy is no longer listed in the open discrepancy listing. If so, the Aircraft Manager must update the open discrepancy and remove it from the listing.

JOHN R. O'NEILL, Col, CAP  
Commander

**ATTACHMENT 1 – COMPLIANCE ELEMENTS**

There are no compliance elements for this supplement.