



MO WING SUPPLEMENT 1
CAP REGULATION 66-1

16 June 2020

APPROVED/G.SCHNEIDER/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:

4.1. Added. Aircraft Manager. The aircraft manager will work directly with the DO/DOM to ensure that MO WG aircraft are 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 Wing Administrator at WG HQ.

4.2.2. Added. Keep cleaning supplies in the hangar or in the aircraft if parked in the open (washing fluids, squirt bottles, Lexan-safe windshield cleaner, paper towels, etc.). Microfiber cloths shall be used to wipe the windshield.

4.2.3. Added. Keep the AIF up to date IAW CAPR 70-1 paragraph 9.1.3.; report any issues with the aircraft to the WG Director of Operations (DO) and/or WG Aircraft Maintenance Officer (DOM)

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

4.2.5. Added. Update and maintain the accuracy of aircraft data in AMRAD. This includes: model numbers, serial numbers, dates and tachometer times for performed and upcoming maintenance.

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

Item	Qty	Item	Qty
List of Contents & Inspection	1	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.

The kit shall be inventoried annually and replenished as required. The inspection document shall be placed so it is visible to the aircraft manager or other aircraft personnel during preflight inspections.

20. Added. Consolidated Maintenance. When a MOWG 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.

20.1. Added. Aircraft drop off for maintenance work. The pilot delivering an aircraft will ensure a copy of the squawk sheets from AMRAD 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 on the ramp and leave the keys at the FBO.

20.2. Added. Aircraft pick up after maintenance work. When the pilot arrives at the maintenance aircraft, they will make sure the closed squawk sheet reflects appropriate details outlining what and how the repairs were accomplished. Physically look over the maintenance work that was performed on the aircraft. If the work is in question, the pilot must immediately notify the DO or DOM for further direction. The pilot is to ensure the log book has been updated with the appropriate entries for the work that was performed. When a powered 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 AMRAD, 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.

THOMAS MARTIN, Col, CAP
Commander

ATTACHMENT 1

Compliance Elements

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
Aircraft manager	Q 1	Are adequate cleaning supplies in the hangar or the aircraft and accessible to the pilots.	Compliance is determined by inspecting cleaning supplies.	Aircraft manager failed to maintain adequate cleaning supplies IAW MOWG Supplement 66-1 to CAPR 66-1 4.2.2.	Provide cleaning supplies for use.
		a) Are all cleaning supplies suitable for use on the aircraft?	a) Verify there are no harsh cleaners in the hangar or aircraft.	a) Supplies were not suitable for use on aircraft	a) Remove all non-suitable cleaning supplies.
		b) Are appropriate material cloths available for use to clean the windshield?	b) Microfiber cloths are available to wipe the windshield.	b) Microfiber cloths were not provided to e used to clean the windshield MOWG Supplement 66-1 to CAPR 66-1 4.2.2	b) Provide microfiber cloths for cleaning the windshield.
Aircraft manager	Q 2	Are all required MOWG Supplements included in the AIF Tab 11	Compliance is determined by inspecting the AIF.	Aircraft manager failed to update the MOWG Supplements required in the AIF IAW CAPS 72-4. Specify missing or outdated Supplements.	Update AIF to include updated MOWG Supplements.