OKLAHOMA WING SUPPLEMENT 1

CAP REGULATION 130-2

4 October 2023

APPROVED/R. KIRKPATRICK/CAP/LGM

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 130-2, dated 04 October 2021 is supplemented as follows:

2.2.1. Added. Wing Director of Operations Responsibilities. The OKWG/DO (Ops) will coordinate the appropriate approvals and mission numbers to use for aircraft maintenance purposes

2.3.1. Added. Aircraft Maintenance Officers. The OKWG/LGM, duty position of "Maintenance Officer" as assigned in e-services, and their assistants (at the wing level) as appointed in e-services are designated as "Aircraft Maintenance Officers" (AMO) for the purposes of this supplement and CAPR 130-2. Any emergency repairs by a maintenance facility that does not meet minimum insurance requirements must be approved by NHQ/LGM. AMOs will coordinate with NHQ for approval to use a facility that does not meet the insurance requirement in advance of such maintenance.

2.3.2. Added. Subordinate Unit AMOs. Subordinate (Squadron/Flight) Unit AMOs will be assigned the duty position as Assistant AMOs in e-services. These members will be assigned at units that provide local custodianship of CAP owned, Oklahoma Wing assigned aircraft dispersed across the state. They will work with the Wing AMO to schedule aircraft for scheduled and unscheduled maintenance.

2.5. Added. Designated CAP Aircraft Maintenance Providers. Red River Aircraft Repair, LLC in Altus, OK is the designated repair and maintenance facility for aircraft and should be used for all annual, 100-hour inspections and major maintenance whenever possible. When it is not possible (availability, time constraints, type of maintenance required, etc.) to utilize Red River, the AMO shall determine, coordinate and arrange any appropriate approvals for an acceptable alternative maintenance provider (IAW with CAPR 130-2). Contact information for Red River Aircraft Repair is as follows:

Red River Aircraft Repair, LLC
Brian Toth
btoth@redriveraviation.com
15985 US Highway 283, Hangar 32
Altus, OK 73521
580.482.4288
FAX: 580.482.4284

2.6. Added. Unit Requests. The subordinate unit DO or designee of each subordinate unit where an aircraft is located/based will make requests for any scheduled or unscheduled maintenance. Requests will be communicated to a Wing AMO via email or phone. In the absence of an AMO, maintenance requests will be sent to the wing DO.

2.7. Added. Advance Planning. Scheduling is a key element in the consolidated maintenance program for both CAP and the contract facility. Contract specifications require CAP to provide at least five workdays notice to the contractor before inspections or maintenance. This ensures that the contractor is prepared to receive the aircraft. Upon arrival at the maintenance facility, CAP pilots will provide a

detailed list of discrepancies for troubleshooting and repair. If arrival at the maintenance facility occurs after business hours or on weekends, the PIC will leave the discrepancies list on the pilot's seat.

2.8. Added. Flying Support. Sorties flown in support of consolidated maintenance will be flown under mission symbol A-9. A-9 sorties include ferry flights, crew pick-up and drop-off and all flights to return aircraft to home base after maintenance. Ensure that the tail number of the aircraft undergoing maintenance is entered into the "*Tail No of Aircraft in MX*" box in WMIRS. Input the type of maintenance being performed in the "*Sortie Objective*" field of the CAPF 104, i.e. 50-hour, 100-hour, pitot static check, etc. Sorties for chase aircraft to either pick-up, drop-off maintenance, or ferry crews will enter the aircraft tail number of the aircraft undergoing maintenance in the "*Sortie Objective*" field. Example: N745CP going in for 100-hour inspection with N751CP as chase aircraft – the N751CP PIC will enter "Chase aircraft picking up crew from N745CP & return to home station" in the "*Sortie Objective*" field. The preferred FRO for A-9 maintenance sorties is AMO or OPS.

5.7.1. Added. Aircraft Keys. Aircraft keys shall be secured in a key lock box with a combination lock. The lock box will be placed through the left wing's tie-down point and shall be removed and stowed in the aircraft prior to flight. The lock's combination will be changed when directed by OKWG/CC or DO.

5.7.2. Added. Avionics Locks. The following guidance clarifies when the avionics lock is not required to be installed. **Note:** This procedure applies to all non G1000 equipped aircraft for day-to-day operations. If the aircraft is temporarily assigned to a mission or special activity, responsibility will fall to the incident commander or activity director to ensure security of the aircraft.

5.7.2.1 Added. Hangered Aircraft. When the aircraft is secured within a locked hangar, the avionics lock is not required to be installed. The control wheel lock must be installed when an avionics lock is not used.

5.7.2.2 Added. Secured Locations. The following locations are considered locked or guarded areas and do not require installation of the avionics lock:

KLAW – Lawton-Fort Sill Regional Airport
KOKC – Will Rogers World Airport
KTUL – Tulsa International Airport
All US Military Installations

5.7.2.3. Added. For aircraft requiring an avionics lock, the lock will be removed and properly stowed in the aircraft prior to flight.

7.5.1. Added. Discrepancies. Aircraft discrepancies will be reported to an AMO and entered into Aircraft Maintenance Repair and Documentation (AMRAD). Note: The aircraft logbooks are the official documents of record. AMRAD is used for accounting and maintenance management of aircraft.

10.3.1. Added. Required Items Checklists. Units where aircraft are based should develop a checklist to ensure aircraft have all required items before departing from the maintenance location. If no checklist has been developed, pilots picking up aircraft from maintenance after 100-hour or annual inspection will complete a CAPF 71 *CAP Aircraft Inspection Checklist* and an *Aircraft Inventory Sheet* (AIF – back cover), and forward it to AMO within 24 hours of picking up the aircraft.

11.3. Added. Tire Pressure Gauge. Each aircraft has been provided with a commercial "off the shelf" tire pressure gauge located in the glove box. The gauge is considered to be "FOR REFERENCE ONLY" and is to be used to check tire pressures.

14.5.1. Added. Survival Kit. Survival / First Aid Kit contents are specified on the inventory sheet in each survival kit's front pocket.

14.6. Added. Towbar. When not in use, the towbar will be properly stowed in the aircraft.

14.7. Added. Cleaning Materials. Aircrew will clean the windscreen and all leading edges after completing the last sortie of the day. For cleaning aircraft windows, use 100% cotton flannel cloth or an old T-shirt. Household paper towels will not be used on aircraft windows. The POH for the specific aircraft provides the appropriate guidance for selecting cleaning supplies and materials to be used for cleaning different parts of the aircraft without damaging or compromising the portion of the aircraft being cleaned.

19.2.1 Added. OKWG Aircraft Tie Down Items. Aircraft will be tied down using friction type tie-down straps. Each aircraft has a marked set of tie-down straps that must remain with the aircraft at all times. Additionally, tie-down ropes are included with each aircraft and will be used to secure aircraft at locations where the tie-down points are spread too far apart for the friction type straps. When tie down ropes are put into place to tie down an aircraft, the ropes shall be checked to ensure the knots used do not slip and allow the ropes to loosen or become untied.

AARON E. OLIVER, Colonel, CAP
Commander

Attachment 1
COMPLIANCE ELEMENTS

There are no additional compliance elements for this supplement.