



CAP REGULATION 66-1

8 FEBRUARY 2019

APPROVED/R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 66-1, dated 14 September 2015 (INCLUDES ICL 17-06 28 JULY 2017 & ICL 18-04 14 JUNE 2018), is supplemented as follows:

4.1 Added. Squadron commanders with pilots flying IAWG aircraft are to brief their personnel that members incurring unauthorized debts, repairs or modifications to CAP aircraft do so at their own risk and are personally liable for the debts incurred. Any parts attached to or work done to a corporate aircraft becomes the property of CAP and will be considered a tax-deductible donation to the Civil Air Patrol, Inc.

4.2 Added. Units assigned an aircraft shall keep current the Aircraft Maintenance Information section of WMIRS in the Maintenance Module. Unit maintenance officers shall also provide current inputs to the Maintenance Module when maintenance is performed on the aircraft.

7.5 Added. Scheduled Maintenance will normally be accomplished at the Wing Consolidated Maintenance Facility (CMF) in Iowa City, IA. Prior approval of the Wing Logistics Officer or Wing Aircraft Maintenance Officer, or their designated representative, is required. Prior to the FAA Annual or 100 hr inspection, units will submit a CAPF-71 to the Wing Logistics Officer or Wing Aircraft Maintenance Officer, or their designated representative prior to scheduling maintenance.

7.6 Added. Pilots must leave an adequate amount of tach time on the aircraft to ensure the aircraft will be able to arrive at the Wing CMF without over-flying the tach time for that scheduled maintenance. This includes all time-critical maintenance (e.g. 50-hour inspections, 100-hour inspections, IFR certification, etc.). At no time will an annual inspection/ airworthiness directive be over flown.

8.8 Added. Emergency and Field Maintenance will be initiated by a call to the IAWG AMO, IAWG DO, or their designated representative prior to scheduling maintenance.

Joseph Hackett, Col, CAP
Commander

ATTACHMENT 1

Compliance Elements

No additional compliance elements to this supplement.