



MN WING SUPPLEMENT 1

CAPR 66-1

3 APRIL 2018

APPROVED/R. KIRKPATRICK/CAP/LG

Aircraft Maintenance

CAP AIRCRAFT MAINTENANCE MANAGEMENT

CAPR 66-1, dated 14 September 2015, as amended by ICL 17-16, is supplemented as follows:

4a. Added: Units will post the current aircraft tachometer time to the MNWG Intranet Operations website on a weekly basis. Units will also post monthly aircraft operations reports to the Minnesota Wing Intranet Operations web site by the 5th of each month. Aircraft Flight Time Logs may be scanned or mailed to the Wing Flight Ops officer and must be received by the 10th of each month

4b. Added: Unit Operations Officers will work with the MNWG Aircraft Maintenance Officer (AMO) to schedule aircraft for maintenance. The MNWG/AMO will coordinate with the Maintenance Contractor to arrange for all aircraft maintenance. The MNWG/AMO will approve all A9 funded aircraft maintenance flights prior to the flight, and only when a valid CAP-USAF approved monthly mission number exists. No one will authorize or perform any aircraft maintenance without prior permission of the MNWG/AMO except for those items specified in CAPR 66-1, Attachment 1.

6b-1. Added: Pilots must leave adequate amount of time to ensure the aircraft will be able to arrive at the Maintenance Facility for maintenance without over-flying any scheduled maintenance. Overflying maintenance is only allowed with prior permission of the MNWG/AMO, MNWG/DO, or higher.

14. All requests for aircraft modification, as described in CAPR 66-1 paragraph 14, will be submitted to NHQ by the MNWG/AMO after coordination with the Wing Commander. Subordinate units wishing to modify an assigned aircraft will submit such requests to the MNWG/AMO, who will evaluate requests and coordinate approval requests, as appropriate.

JAMES A. GARLOUGH, Colonel, CAP
Commander

Attachment 1 - Compliance Elements

Checklist and Tab: None

Compliance Question: Were any aircraft “overflowed” before required maintenance that resulted in the aircraft not making it to the wing maintenance facility on time? If so, were proper approvals received to get aircraft to facility?

How to Verify Compliance: Check aircraft log books and see if aircraft exceeded flight time before arriving at maintenance facility.

Discrepancy Write-Up: (A-Discrepancy) Aircraft was “overflowed” and did not make it to maintenance facility without exceeding flight time. Proper authorization was not gained before flight continued.

How to Clear Discrepancy: Identify members and units in violation. Ground member until adequate education and training is accomplished to assure situation is not repeated. Attach a Memo For Record documenting training.