



## MISSOURI WING SUPPLEMENT 1

### CAP REGULATION 70-1

5 APRIL 2019

APPROVED/J. DESMARAIS/CAP/DO

Operations

### CIVIL AIR PATROL FLIGHT MANAGEMENT

CAPR 70-1, Dated 4 December 2017 with ICL 18-05 is supplemented as follows:

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

**Paragraph 4.3.2.1.6. Added.** Have been a CAP Instructor for at least one year or have a minimum of 100 hours of dual instruction given as a CFI.

**Paragraph 9.1.3.1.** AIF Tabs.

**Paragraph 9.1.3.1.1. Added.** Tab 13. Unit/Wing/Region – Specific Items

**Paragraph 9.1.3.1.1.1. Added.** Current MOWG CAPR 70-1 supplement.

**Paragraph 9.1.3.1.1.2. Added.** Current MOWG CAPR 66-1 supplement.

**Paragraph 9.1.3.1.1.3. Added.** Current State of Missouri Property Tax Exemption Letter.

**Paragraph 9.1.3.1.1.4. Added.** Current Federal Tax Exemption Letter.

**Paragraph 9.1.3.1.1.5. Added.** Shell Navigator Aircraft Fleet Credit Card Guidelines

**Paragraph 9.1.3.1.2. Added.** Tab 14. Local Procedures – Specific to Local Area. Include the current New Madrid Seismic Zone Earthquake Response Plan.

**Paragraph 9.9.5.4. Added.** If a MOWG aircraft travels outside of the MOWG with the intent of remaining overnight, then PIC must notify the MOWG/DO who in turn will notify the MOWG/CC.

**Paragraph 9.10.10.4. Added.** Pilot in Command (PIC) Responsibilities. The following procedures are the responsibility of the PIC:

**Paragraph 9.10.10.4.1. Added.** Ensure that the aircraft is properly secured and serviced. After every flight or end of multi-flight activity, the pilot in command should ensure the windshield, leading edges, lift struts, engine cowl, spinner, horizontal and vertical stabilizers, landing gear and fairings are clean of insects and dirt and the cabin should be cleaned of any trash when securing the aircraft for the day. Use aircraft compatible/non-corrosive cleaners and soft cloths. The aircraft should be mission ready before the PIC leaves the hangar, and all flight log entries shall be completed properly and legibly.

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Supersedes: MOWG Supplement 1 to CAPR 70-1, 18 May 2018

Distribution: Each Unit (1), NCR (1)

OPR: DO

Pages: 3

Notice: MOWG publications and forms are available digitally on the MOWG CAP website at:

<https://www.mowgcap.us/publicwpsite/documents/>.

**Paragraph 9.10.10.4.2. Added.** Aircraft should be fueled to the levels specified below unless extenuating circumstances exist.

**Paragraph 9.10.10.4.2.1. Added.** Cessna 172P: Topped Off. Cessna 172S: 35 Gallons (bottom of filler indicator tab in each tank).

**Paragraph 9.10.10.4.2.2. Added.** Cessna 182: 50 Gallons (To ensure aircraft falls within weight and balance limits for a three-person crew.)

**Paragraph 9.10.10.5. Added.** For missions that are not flown under a mission number issued to the Missouri Wing (i.e.; NFA, NESAs, and other wing/region missions), the PIC should e-mail fuel receipts that have been charged to the Shell Navigator Air Fleet MasterCard or wing corporate credit cards to [tkirkendall@capnhq.gov](mailto:tkirkendall@capnhq.gov).

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Commander

**Attachment 1  
COMPLIANCE ELEMENTS**

OPR	#	Compliance Question	How to Verify Compliance	Discrepancy Write-up	How to Clear Discrepancy
Director of Operations	1	Is the DO and subsequently the CC notified of the movement of aircraft outside of the Wing?	Compliance is verified by reviewing the DO's approval log.	(O-Discrepancy): [xx] (Question 1) The wing failed to grant approval of the movement of aircraft outside the wing IAW CAPR 70-1 MOWG Supplement 1, para 9.9.5.4.	Attach a copy of the corrective action to the discrepancy in the Discrepancy Tracking System (DTS).
	2	Are flight log entries completed properly and legibly?	Compliance is verified by reviewing aircraft flight logs.	(O-Discrepancy): [xx] (Question 2) The wing failed to ensure that flight log entries are completed properly and legibly IAW CAPR 70-1 MOWG Supplement 1, para 9.10.10.4.1.	Attach a copy of the corrective action to the discrepancy in the Discrepancy Tracking System (DTS).