



## CAP REGULATION 66-1

16 July 2020

APPROVED/R.KIRKPATRICK/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 66-1, dated 14 September 2015, is supplemented as follows:

**6.1. Added. Maintenance Authorization.** The Director of Operations, Assistant Director of Operations, Aircraft Maintenance Officer, or Assistant Aircraft Maintenance Officer, in that order, will be responsible for making maintenance arrangements with the maintenance contractor and will be the sole point of contact and the only personnel authorized to speak for the Wing with respect to contract maintenance requirements. If unusual, urgent, or emergency repairs are required when away from home field, the Pilot in Command will inform the Flight Release officer and obtain a maintenance authorization from the Maintenance Officers, the Assistant Director of Operations, or the Director of Operations depending upon who may be reached first.

**8.4.1 Added.** Pilots will report discrepancies affecting safety of flight and those potentially grounding an aircraft to the Flight Release Officer in addition to logging the discrepancy in the WIMRS maintenance database. The Flight Release Officer will inform the Director of Operations and the Maintenance Officer of the discrepancy. The Director of Operations will determine if the aircraft is to be grounded. If grounded, the aircraft will be placarded and not authorized for flight operations. The only individuals authorized to rescind a grounding determination are the Director of Operations or the Wing Commander.

**10.5.1 Added.** Survival equipment will be commercially procured from standard, off the shelf kit items and should include water packets and energy bars. Shelter items such as space blankets are also appropriate.

**10.6 Added. Additional Required Equipment (National Capital Wing).** In addition to the survival kit, each aircraft is equipped with the following “loose” equipment. These items will remain on board the aircraft except during local flights when items such as the cabin cover and cowl plugs may be stored in the storage lockers adjacent to the aircraft

- (1) Chocks and tie down ropes
- (2) Pitot cover
- (3) Cabin cover
- (4) Cowl plugs
- (5) Control and avionics lock
- (6) Overwater survival equipment (mission dependent).
- (7) CAP In-Flight Guide and local area maps
- (8) Aircraft Information File

The overwater survival equipment, de-icing equipment, aircraft wing covers, and pre-heat equipment will not normally be maintained in the aircraft but will be maintained in the appropriate support equipment storage lockers. Personnel are also urged to carry personal cell phones at all times.

**20. Added. Supplemental Operational Expenses.** The Pilot in Command is responsible for tie-down, hangar, overnight, and other fees incurred during cross country operations, except as may be

authorized on some "A" and "B" missions. Charges for corporate aircraft usage for B and C missions are equivalent to the current National reimbursement/maintenance authorization rate plus 25%, rounded up. This additional fee allows the Wing to purchase covers, ground service equipment, chocks, cowl plugs, and other necessary support equipment that would otherwise be unfunded. Members will be responsible for their own fuel usage costs and may NOT use the Wing provided credit cards for payment purposes on B-12 and C-17 missions. Aircraft payments for some "B" and all "C" mission flights will be billed to the member by the Wing Administrator at the end of each month, in accordance with procedures specified in Aircraft Scheduling, Flight Release, and Flight Data Information policy letter, dated 20 Mar 12, or subsequent revisions thereto.

**21. Added. DAA Refueling Procedures.** Refueling capability does not exist at Davison Army Airfield (DAA). Fuel will be obtained at the nearest airport to DAA, compatible with the flight profile. C172 aircraft are expected be topped off after every flight so as to arrive at DAA with 40 available gallons in the fuel tanks for aircraft with a fuel capacity greater than 40 gallons. If the aircraft has a 40-gallon capacity, then arrive back at DAA with the maximum amount of fuel possible. C182 aircraft will be filled to the "hole level" on the filler neck. This equates to approximately 72 gallons. Aircraft that may be based at Andrews AFB will comply with these same items regardless of fuel availability at Andrews AFB. In order to be fair and not have the next pilot pay for excessive fuel consumed by the refueling pilot; the refueling pilot will fly the most direct route back to DAA. NO pattern work or practice instrument approaches are appropriate after refueling. If intent is to do such after fill-up, then fill the plane completely and plan to leave the fuel level at the level specified above.

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Commander

**Attachment**  
**COMPLIANCE ELEMENTS**

This supplement does not contain any compliance elements.