



MISSISSIPPI WING SUPPLEMENT 1  
**CAP REGULATION 66-1**

29 October 2020

APPROVED/R.KIRKPATRICK/CAP/LG

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 66-1, dated 14 September 2015, including ICL 17-06 28 July 2017 & ICL 18-04 14 June 2018, is supplemented as follows:

**1. Objectives.** This supplement defines and details requirements of CAPR 66-1 for the specific needs of the Mississippi Wing (MSWG) while meeting safety and FAA standards. It provides uniform instructions for upkeep and maintenance of CAP Corporate aircraft assigned to MSWG.

**4.1. Added.** Corporate aircraft are assigned to MSWG Headquarters, which, in turn, designates which unit has temporary custody. Subordinate units within MSWG have no responsibility for aircraft financial operations.

**4.2. Added.** The MSWG CC will appoint a Wing Aircraft Maintenance Officer (WAMO). The WAMO will designate Assistant WAMO(s). The WAMO will administer all phases of CAPR 66-1 and this supplement to provide and coordinate a Centralized Aircraft Maintenance Management Program. If the WAMO cannot be contacted in a timely manner, the assistant WAMO is to be contacted.

**4.2.1.** All aircraft maintenance activity will be coordinated through the WAMO. The WAMO or designated alternate will authorize all required aircraft maintenance, inspections, and upgrades.

**4.2.2.** The WAMO will report to the MSWG Director of Operations (DO).

**4.3. Added.** The Commander of each subordinate unit that normally hosts a corporate aircraft will designate a Squadron Aircraft Maintenance Officer (SAMO). The SAMO will monitor aircraft condition, scheduled maintenance and inspection requirements, and discrepancies. The SAMO will coordinate their accomplishment/resolution with the WAMO. Other duties of the SAMO, or of other squadron members as determined by the unit Commander, include but are not limited to:

**4.3.1.** Performance of the 28-day cycle navigation database updates.

**4.3.2.** Maintenance of the Aircraft Information File (AIF), in accordance with S72-4.

**4.3.3.** Completion of the monthly Aircraft Utilization Report (AUR) package or the Flight Logs for any MSWG aircraft located on their airfield on the 1<sup>st</sup> calendar day of the succeeding month. Forward the completed AUR, monthly Flight Logs, and AIF front and rear coversheets to the WAMO by the 7<sup>th</sup> day of the next month.

**4.3.4.** Verify that the required VOR and fire extinguisher monthly checks have been recorded in the AIF.

**4.4. Added.** Aircraft key(s) shall be secured in a lockbox with a combination lock and secured to the left wing tiedown ring. The lockbox shall be in the aircraft during flight and resecured to the tiedown ring during postflight. The combination will be changed at the direction of the MSWG/DO (or higher authority).

**7.2. 100-Hour Inspection.** All 100-Hour Inspections will normally be accomplished as 100-Hour/Annual Inspections.

**8.4. Pilot/Aircrew Reported Discrepancies.** The online eAircraft Discrepancy System is located within the Aircraft Maintenance Repair and Documentation (AMRAD) system.

**8.4.1. Added.** A pilot who discovers/experiences any aircraft discrepancy or inoperative equipment not already on an open discrepancy in AMRAD shall enter a new discrepancy as soon as possible after landing. The pilot will also notify the WAMO.

**10.5. Survival Kits.** Contents of the MSWG Survival Backpack are listed on the small front pocket of the back pack. Both the contents of the backpack and the survival water should be used only in emergency situations.

**12. Records.** Original aircraft maintenance logbooks and any applicable STC's should normally be kept in the aircraft satchel. The satchel should normally be kept in the aircraft baggage compartment.

**13. Insurance Requirements.** For emergency repairs that must be made at a location not having a MSWG Contract or an Additionally Approved Maintenance Provider, contact the WAMO, Assistant WAMO, DO, or DCS for Operations *PRIOR* to any repair action. Repair options include:

13.1. Dispatching an FAA Certified Mechanic from an approved MSWG maintenance provider.

13.2. Using an FAA Certified Mechanic at or close to the location that does have the required insurance liability coverage (above). A copy of the current certificate of insurance will be obtained *PRIOR* to the mechanic beginning repair action.

**20. Aircraft Fuel. Added.** After completion of flying, the aircraft should normally be refueled to its "Standard Ramp Fuel Load" after first measuring the fuel remaining in the tanks and calculating how much fuel to on-load. The "Standard Ramp Fuel Load" of 36 gallons usable for C172 or 54 gallons usable for C182 is posted in front of the pilot's yoke in each MSWG aircraft.

**21. Non-reimbursable Sorties. Added.** If the sortie flown was non-reimbursable, the crew is responsible for the cost of fuel used and the aircraft minor maintenance usage using Hobbs hours. Payment will be by personal check payable to Mississippi Wing Civil Air Patrol and sent to the MSWG Administrator at MSWG Headquarters.

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Commander

**COMPLIANCE ELEMENTS**

There are no compliance elements to this supplement.