

Operations

AIRCRAFT MANAGEMENT

CAPR 66-1, 1 Feb 00, including Change 1, 12 January 2001 and Change 2, 27 May 2005, is supplemented as follows:

Add new para. **4.a. Airplane Manager.** Each unit that has been assigned responsibility for operation and maintenance of a CAP Corporate aircraft shall designate an individual, with Wing concurrence, to be the Airplane Manager for that airplane. It is desirable that the individual be (but not absolutely necessary) a pilot or A&P mechanic familiar with aircraft systems and operation. The Airplane Manager will be responsible for reporting and coordinating the following: Day to day health and well being of the airplane, oil changes, Annual and 100 hour inspections, and non-scheduled maintenance, end of month Tachometer and Hobbs readings, Mission Readiness status changes, completion of Annual/100hr inspections, static/transponder system certifications, ELT battery changes, CO detector updates and aircraft wash and wax with the Missouri Wing Aircraft Maintenance Officer (DOM). In addition, the Airplane Manager shall forward the flight logs by the 5th of each month to the Operations Administrative Assistant.

5. Records. The following forms will be used in Missouri Wing Aircraft Information Files:

1. MOWGF 106: Aircraft Flight Log. An entry is made after each flight. At the end of each month, the airplane manager shall forward the flight log to the Operations Administrative Assistant.
2. MOWGF 108: Aircraft Discrepancy Log. Entries should be made as required when a discrepancy on the aircraft is noted. Retain 3 pages of logs in the Aircraft Information File. Forward additional pages to the Director of Maintenance.
3. MOWGF 111: VOR Receiver Check Log. Entries are made when a pilot completes a 30 day VOR check. Discard when the form is full.
4. MOWGF 112: GPS Database Update Log. Entry made when the aircraft's GPS database is updated. Discard when the form is full.

9.h. Other Aircraft Maintenance. Add para. After every flight or end of multi-flight activity, the pilot in command shall ensure the windshield, leading edges, lift struts, engine cowl, spinner, horizontal and vertical stabilizers, landing gear struts and fairings are clean of insects and dirt and the cabin shall be cleaned of any trash when securing the aircraft for the day. Use aircraft compatible/non-corrosive cleaners and soft cloths.

At a minimum, each April and October, the responsible aircraft manager shall ensure that the aircraft is washed, including removal of all grease/oil/exhaust stains from fuselage

belly, and that the entire aircraft is waxed. The aircraft shall be washed additionally as needed to maintain a presentable appearance.

11.h. Survival Kit. Add para. **11.h.1) Aircrew Survival Kit.** The Aircrew Survival Kit installed in each corporate aircraft shall contain the following items:

<u>Item</u>	<u>Qty</u>	<u>Item</u>	<u>Qty</u>
MREs (Meal ready to eat)	3	Match Safe with matches	1
Emergency (Space) blankets	3	Compass	1
Signal mirror	1	Multi-function tool/knife	1
Survival manual FM-27	1	Water purification tablets	1 pkg.
First Aid kit	1	List of Contents & Inspection record	1

This kit is intended to support up to 3 persons. To provide its' maximum support, this kit shall be inventoried annually, and replenished as required.

Add para. **11.h.2) Personal Survival Kit.** It is recommended that each crewmember have a personal survival kit on each flight. The kit may be one of several commercially available or one containing the following items:

Minimal Recommended Personal Survival Kit items:

Multi function tool (Leatherman like)	Chapstick and sunblock, > SFP 30
Water container with water	Bar surgical soap or hand soap
Pocket compass	Small shelter
Match safe with Matches	Personal medicines
Plastic or metal container	Water purification tablets or filter
Sewing needles and thread	Small flashlight

Additional, good to have items:

Pen-gun and flares	Travel razor
Colored cloth or scarf for signaling	Small steel mirror
Flexible saw	Aluminum foil
Match safe with Matches	Small rope or cord
Plastic or metal container	Candle for heat and light
Sewing needles and thread	

Due to limited space and weight capacity of some aircraft, each aircrew member is reminded to make his personal survival kit as compact and light as possible. Each kit should be weighed for aircraft weight and balance calculation purposes.

14.b.1) Flying Hour Charges for Missouri Wing Corporate Aircraft:

C172's (all) are \$36.00 per Hobbs hour dry.

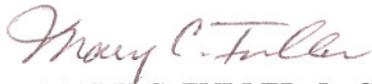
C182's (all) are \$49 per Hobbs hour dry.

CIVIL AIR PATROL
Headquarters
Missouri Wing
P.O. Box 5044
Whiteman AFB, MO 65305-1094

MO WING SUPPLEMENT 1
CAPR 66-1
1 July 2007

GA8 is \$49 per Tachometer hour dry.

Members are responsible for paying for fuel on all "B" and "C" flights unless otherwise instructed by the Wing Aircraft Maintenance Officer or Director of Operations. Corporate fuel credit cards in the aircraft are to be used for "A" missions and any other mission authorized by the Wing Aircraft Maintenance Officer or Director of Operations.



MARY C. FULLER, Lt Col, CAP
Administrative Officer



JOHN A. MAIS, Col, CAP
Commander