



CIVIL AIR PATROL
KENTUCKY WING HEADQUARTERS
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KENTUCKY WING SUPPLEMENT
TO CAP REGULATION 66-1 (E)

15 Feb 2006

Aircraft Maintenance

CAP KY WING CENTRALIZED MAINTENANCE MANAGEMENT PROGRAM

CAPR 66-1, dated 1 February 2000, is supplemented as follows...

2. (a) Corporate Aircraft. Added. CAP corporate owned aircraft are assigned to KY Wing HQ by NHQ CAP via a CAPF-37a, copies of which shall be maintained at KY Wing HQ. CAP corporate owned aircraft assigned to KY Wing HQ are referred to in this supplement as "CAP KY Wing Aircraft."

4. Responsibilities. Added. The KY Wing Commander is responsible for assuring all CAP KY Wing Aircraft are maintained in a safe operable condition. This is accomplished by assuring all CAP KY Wing aircraft meet the airworthiness standards established by Federal Aviation Regulations (FARs) and CAP regulations. The Wing Commander must provide proper supervision, adequate control, and management of CAP KY Wing Aircraft and all assets earmarked for aircraft maintenance and replacement.

The Wing Director of Operations (DO) is responsible for assisting the Wing Commander by overseeing the day to day supervision, control, and management of CAP KY Wing Aircraft. The DO will insure that CAP KY Wing aircraft are distributed to locations across the state to best meet the wing's operational needs. Aircraft utilization figures will be reviewed at least quarterly, and if need be, aircraft will be rotated to insure the corporate minimum of 200 flying hours per aircraft will be met. Also, the DO should recommend to the Wing Commander any wing supplements, policies, and procedures which need to be implemented in order to insure a safe and functional aircraft management program exists within the wing.

The Wing Aircraft Maintenance Officer (AMO) is responsible for assisting the Wing Commander by assuring that all CAP KY Wing aircraft meet the airworthiness standards established by Federal Aviation Regulations (FARs) and CAP regulations, that all aircraft maintenance records and forms are maintained as required by FARs and CAP regulations, that all aircraft are in compliance with FAR Part 39, FAR Part 43 and CAPR 66-1, and that the aircraft logbooks are properly documented. The Wing AMO (or in his absence the DO) must approve all aircraft maintenance prior to actual work being done. All billings for aircraft maintenance must be forwarded to the AMO for approval prior to payment by the wing.

Wing aircraft custodians will be assigned via a CAPF-2a for each location where CAP KY Wing aircraft are normally based. Aircraft custodians shall be the point of contact for aircraft scheduling, and are responsible for proper collection and forwarding to wing, the following documents related to monthly aircraft usage: CAPF-99's from all local flight release officers, Aircraft Tach Sheets and Utilization Reports, KYWG Form 94s together with checks and fuel receipts as appropriate, and all discrepancy reports. In addition Aircraft Custodians will be responsible for general cleanliness & security of the aircraft and the condition of the tie downs used for the aircraft in their control.

10. (c) Engine Spectrographic Oil Analysis Program (SOAP). Added. An engine spectrographic oil analysis will be accomplished at every annual inspection (100 hour) period.

14. (a) Determining Flying Hour Costs. Added. The Wing Commander, upon recommendation of the Wing Finance Committee and Wing DO, establishes member flying rates. These rates shall be reviewed periodically by the Finance Committee and updated as necessary.

14. (c) Member Flying Rates. Added. The following dry rates plus actual fuel and oil costs have been established as the hourly rate for CAP KY Wing member flying...

Cessna 172	equal to the current reimbursement rate listed in CAPR173-3
Cessna 182	equal to the current reimbursement rate listed in CAPR173-3

Henry L. Heaberlin, Colonel, CAP
Wing Commander

Supersedes: All previous Kentucky Wing Supplements to CAPR 66-1