



HAWAII WING SUPPLEMENT

CAP REGULATION 66-1

15 DECEMBER 2017

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAP Regulation 66-1, Civil Air Patrol Aircraft Maintenance Management is supplemented as follows:

1. OBJECTIVES:

a. Added: AIRCRAFT UTILIZATION COMMITTEE (AUC): The Hawaii Wing Aircraft Utilization Committee (AUC) has been established by the Wing Commander to oversee operations of the aircraft and gliders assigned to this Wing. The responsibility of the Committee is to monitor all factors of the fleet's operations and make recommendations to the Wing Commander. This includes, but is not limited to recommending aircraft assignments, maintenance procedures, aircraft proficiency flying rates, and resolution of aircraft related issues. The members of the AUC are as follow:

Wing Vice-Commander, Chairperson
Wing Director of Operations
Wing Aircraft Maintenance Officer
Squadron Commanders
Wing Administrator, Recorder

b. Added. AIRCRAFT ASSIGNMENT:

The final decision for aircraft placement and assignment shall be made by the Wing Commander. The Wing Logistics Officer and Wing Aircraft Maintenance Officer will be notified prior to aircraft reassignment so that the transfer of aircraft can be registered in ORMS.

4. RESPONSIBILITIES:

a. Added. MEMBER FUNDED RATES:

The Wing Commander in consultation with the Wing Finance Officer will publish powered aircraft member funded rates periodically as the price of fuel fluctuates. The hourly cost for flying CAP powered aircraft is computed by multiplying the cost of fuel by the total fuel burn per hour per aircraft model plus the maintenance fee for B& C missions.

Glider aircraft member funded rates shall be published periodically by the Hawaii Wing Glider Program Manager.

b. Added. WING AIRCRAFT MAINTENANCE OFFICER:

The Wing Aircraft Maintenance Officer or his/her designee is the point of contact for all aircraft maintenance requirements. In the event an aircraft is grounded because of a discrepancy, the airplane will remain in the hanger until the Wing Aircraft Maintenance Officer or designee authorizes that airplane into the repair shop. The Wing Aircraft Maintenance Officer is separate from Logistics or Operations.

c. Added. SQUADRON COMMANDERS:

The Squadron Commander or his/her designated aircraft manager has the scheduling and management responsibilities of assigned aircraft. Actual emergency services missions and Air Force assigned missions under the direction of a CAP Incident Commander has priority over all flying activities.

d. Added. HONOLULU SQUADRON:

The Honolulu Squadron Commander or his/her designee has the scheduling and management responsibilities for the two CAP aircraft based at the Honolulu Airport. These two aircraft will be used by Neighbor Island units when their assigned aircraft is down for maintenance.

Actual emergency services missions and Air Force assigned missions under the direction of a CAP Incident Commander has priority over all flying activities.

e. Added. PILOTS & PRE-FLIGHT INSPECTIONS:

During the pre-flight process the pilot-in-command shall confirm that the aircraft is equipped with assigned credit card for fuel/oil purchases, pitot cover, tow bar, cargo net, portable chocks, tie-down ropes, one life vest for each occupant seat, and sufficient life rafts to hold crew. Aircraft tsunami warning systems will be tested during the pre-flight inspection by the pilot-in-command. The pilot-in-command shall immediately notify the aircraft manager of any equipment problems and/or shortages.

f. Added. NEIGHBOR ISLAND AIRCRAFT MAINTENANCE:

Neighbor Island assigned aircraft will be returned immediately to home base on completion of maintenance. Except for actual emergency services missions under the direction of a CAP Incident Commander, Neighbor Island aircraft in the repair shop will not be used for flying activities while waiting for return to home base. The Honolulu Flight Commander will assign a Honolulu-based ferry pilot in the event the Neighbor Island squadron commander is in need of assistance to return aircraft to home base.

g. Added. GROUNDING OF AIRCRAFT:

Any commander, aircraft manager, pilot, safety officer, or aircraft maintenance officer is authorized to ground an aircraft that is deemed not to be airworthy. The person grounding an aircraft is required to immediately notify the aircraft manager who will in turn notify the Wing Aircraft Maintenance Officer or designee. The aircraft will remain grounded until the Wing Aircraft Maintenance Officer or designee releases the aircraft back into service.

h. Added. AIRCRAFT HANDLING:

Before the transfer of aircraft from one Unit to another, from one aircrew to another, or releasing custody of a CAP aircraft or to any servicing or repair facility, a member of Civil Air Patrol shall conduct a walk-around with a person from the receiving facility. The purpose of the walk-around will be a thorough visual inspection of the aircraft to ascertain if any damages, scratches, or other anomaly exists to the aircraft being transferred.

If any problem is noted by the walk-around, it shall be noted in writing, and if possible, photographs shall be taken to further document the problem. Any noted damage shall be immediately forwarded to the Wing Director of Safety in accordance with the Hawaii Wing Supplement 1 to CAPR 62-2, Mishap Reporting.

i. Added. PILOT MEMBERS:

Regardless of rank, position, CAP pilot ratings, and FAA certificate ratings; cleaning, washing, and waxing Hawaii Wing aircraft is a senior member pilot responsibility.

6. SCHEDULED MAINTENANCE:

a. Added. PILOT IN COMMAND:

The pilot in command will notify the aircraft manager of any discrepancy. If it is a grounding discrepancy the pilot will display the "grounding" placard in the aircraft. The aircraft manager shall input discrepancies into WMIRS.

b. Added. WING AIRCRAFT MAINTENANCE OFFICER:

The Wing Aircraft Maintenance Officer or designee is the only personnel authorized to consult with the FBO or radio shop for scheduling and release of aircraft. The Wing Aircraft Maintenance Officer or designee is required to update the WIMIRS aircraft status before an aircraft is released from maintenance. The Wing Aircraft Maintenance Officer or designee will notify the aircraft manager when the aircraft is back in operational service.

7. RETRIEVAL OF AIRCRAFT FROM MAINTENANCE FACILITY:

- a. Added. All pilots picking up an aircraft from the maintenance shop will inspect the aircraft and fill-in a CAP Form 71. The pilot in command is responsible to mail or email the completed CAP Form 71 to the Wing Aircraft Maintenance Officer.

PATRICK A. COLLINS, Colonel, CAP
Commander

Attachment 1 COMPLIANCE ELEMENTS

There are no compliance elements to this supplement.