CIVIL AIR PATROL NORTHEAST REGION
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NORTHEAST REGION POLICY LETTER 02-01 (CHANGE 2) **28 July 2003**
ATTACH TO CAPR 66-1 (ORIGINAL DATED 01 FEBRUARY 2000; CHANGE 1 DATED 12 JANUARY 2001)

AIRCRAFT MAINTENANCE

The following provisions of CAPR 66-1 (as amended) are hereby modified as follows:

- Section 9 — All reference to FAR Part 43 Appendix A (Major Alterations, Major Repairs and Preventative Maintenance), Items C1 through C30 is hereby superseded. No CAP member may perform ***any*** maintenance of ***any kind*** on CAP corporate aircraft under ***any*** circumstances, unless said member is an FAA-licensed Airframe and Powerplant mechanic, possesses the appropriate insurance coverage and copies of his/her license and certificate of insurance are on file at the appropriate Wing Headquarters. This prohibition includes maintenance done by CAP members who are not mechanics but whose actions are supervised and signed off by a licensed mechanic.
- All such maintenance performed by CAP members possessing the suitable rating(s) for the maintenance in question shall be noted by the appropriate signatures in the aircraft logbook and the completion of any and all FAA forms required.
- Exceptions:
  - An exception will be made when an aircraft POH states that a winterization kit (restrictor plate) must be installed in that aircraft whenever it is operated at temperatures below a specified level. In this instance, a knowledgeable pilot or squadron maintenance officer may install and remove the winterization kit as needed. A signed log book entry must be made when the kit is installed. This exception is to prevent excessive delays that have significant implications to SAR/DR/HS deployment.
  - An exception will be made to allow local units to install and replace GPS navigational database updates that do not require the GPS unit to be removed from the aircraft instrument panel. The proper sign-off must be made in the aircraft logbook by the member as per the relevant FAR.

Since no CAP member (except Corporate officers such as Wing Commanders) can be legally construed to be "owners" in the sense that the FAA intended when the owner-performed maintenance provisions were enacted, we run a grave risk if a CAP member does any maintenance, however minor, and the aircraft subsequently is involved in an incident or accident. Our legal liability (to say nothing of our moral accountability) could be enormous in the event of a fatality, whether or not it can be traced directly to the maintenance action performed by the CAP member.

All NER Wing Commanders are hereby required to ensure that a copy of this document is distributed to all units under their recognizance that have maintenance responsibilities for any CAP corporate aircraft.

This Policy Letter may not be superceded or modified by any local Wing directive(s).

HEADQUARTERS · NORTHEAST REGION · OFFICIAL · CIVIL AIR PATROL

Rick Greenhut

RICHARD A. GREENHUT, Colonel, CAP
Commander

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