

AIRCRAFT OPERATING AND MCRP PROCEDURES

1. PURPOSE

The purpose of this Standing Operating Procedure is to establish how the Old Dominion Squadron will operate the aircraft assigned by Headquarters, Commemorative Air Force, Midland, Texas above and beyond the Commemorative Air Force Regulations (CAFRs).

2. GENERAL INFORMATION

The CAF has established the regulations for properly and safely operating the fleet of aircraft they own. These can be found on the CAF website, www.commemorativeairforce.org, in the member's section. The Minimum Cost Recovery Program (MCRP) was established to ensure that sufficient revenues are on hand to help cover any anticipated major modifications, repairs, or scheduled maintenance.

3. SPECIFIC REQUIREMENTS

Operating Procedures

When a Squadron pilot is assigned a mission or desires to fly a proficiency flight the following steps shall be taken:

1. Verify with the Maintenance Officer the aircraft status within 24 hours of the flight.
2. Notify the Operations Officer within 24 hours of the flight as to when the flight will take place, the mission, the planned duration and if any passengers will be involved.
3. Record flight data in the logbook immediately upon flight termination.
4. Record any maintenance issues in the aircraft discrepancy book after the aircraft is serviced and returned to the hangar. Notify the Maintenance Officer immediately of any Safe for Flight issues.
5. The aircraft will always be topped off with fuel at the end of the mission, unless otherwise directed by Operations/Maintenance.
6. Notify the Operations Officer when the mission is complete by voice/text or e-mail messaging.
7. Enter all flight data into FORTRESS within 24 hours of the mission completion. Notify the Operations Officer of any FORTRESS issues.
8. If MCRP funds are due to the Squadron after a proficiency flight, the funds must be in the Squadron's possession by the end of that calendar month.

Proficiency Flights

Squadron Approved Missions

When flying the Squadron aircraft on missions approved by the Squadron Staff, the Squadron will pay the MCRP cost and the fuel bills incurred. These missions will include:

- Transits to and from air shows and any air show flying
- Maintenance Check flights
- Pay for hire flights (upon Squadron receiving permission from HQ to participate in the program)
- Public Affairs flights
- Reposition flights for maintenance or severe weather

MCRP Exempt Missions

Flying Sponsors (Pilot)

A Flying Sponsor pilot is authorized one and a half hour (1.5 hr) of flight time per month in the aircraft that they actively sponsor with no charge to MCRP. The pilot will be responsible for the fuel used.

Flying Sponsors (Non-pilot)

A Flying Sponsor (non-pilot) is authorized one and a half hour (1.5 hr) of flight time per month in the aircraft that they actively sponsor with no charge to MCRP. The sponsor will be responsible for the fuel used. The non-pilot sponsor's name must be logged in the aircraft logbook and FORTRESS in order to receive the exemption.

MCRP Obligatory Missions

Flying Sponsor pilots, who have exceeded their one and a half hour (1.5 hr) flight time during a month, and non-sponsor pilots, that are qualified in the Squadron's aircraft, may make proficiency flight in the aircraft they are qualified in by paying to the Squadron for the use of the aircraft.

PT-22 \$65/per hour plus fuel used

OY-1 \$50/per hour plus fuel used