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**Wing Commander’s Directive  
Refueling of Kentucky Wing Aircraft**

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This Wing Commander’s Directive (WCD) specifies the fuel levels for Kentucky Wing Aircraft. It is meant to document procedures that, as of the date of this Directive, do not exist in any CAP regulation. Should any regulation be issued that is in conflict with this Directive, the entire Directive is null and void.

Background

Many of the aircraft assigned to the Kentucky Wing are equipped with the Garmin G1000 Flight Management system. This system adds approximately 100 pounds to the basic empty weight of the aircraft. Fueling these aircraft to full fuel level leaves about 500 pounds for passengers and gear, effectively making the aircraft a two person airplane.

Specified Fuel Levels

Subject to weight and balance and fuel reserve requirements, the PIC is free to fuel any CAP aircraft to any level he/she deems appropriate during a mission. However, at the end of the last sortie of the mission, the aircraft shall be refueled to the fuel level specified in the table below:

Tail Number	Model	Fuel Level (gallons)	Fuel Capacity (gallons)
N188CP	C182T	50	87
N5419E	C182R	50	87
N640CP	C182T	50	87
N762CP	C172S	30	53
N815CP	C182T	50	87
N849CP	C182T	50	87
N884CP	C182T	50	87
N96626	C172P	30	40
N987CP	C172R	30	53
N99566	C172P	30	40

To allow accurate determination of fuel level, each aircraft is equipped with a clear Plexiglas fuel level dipstick. The PIC shall use this to determine the amount of fuel that should be added to each tank.

Should the PIC decide to add fuel to the aircraft prior to the first sortie, there will two fuel invoices for that sortie. Both invoices shall be scanned to one PDF, properly annotated and oriented. There shall be annotation added summing the invoices and showing the total gallons and fuel cost for the sortie. This total must be the amount entered in the *Fuel & Oil Cost*: field of the sortie.

Pilots shall not receive a windfall due to over-fueling nor shall they be penalized due to under-fueling on the previous flight. To avoid this, the following procedure shall be used:

1. Measure the amount of fuel in the aircraft prior to the first sortie using the dipsticks provided (the as-found fuel level).
2. Measure the amount of fuel in the aircraft prior to the final refueling so the correct amount of fuel can be added to each tank to bring the aircraft to its specified fuel level.
3. Enter the actual fuel gallons and cost in the appropriate sortie in WMIRS.
4. If the as-found fuel level is different than the level specified for the aircraft, adjust the total amount of fuel added during the mission by this difference to determine the actual fuel burned during the mission.
5. Annotate the final fuel invoice using this difference to show the actual amount of fuel that should be billed to the pilot, as shown in the examples below.

Example 1:

1. Aircraft Found With 45 Gallons Fuel
2. Post Flight Fuel Level 35 Gallons
3. 15 Gallons Added To Bring to 50 Gallons
4. 10 Gallons Actually Used
5. Annotate Fuel Receipt, "Fuel level as found, 45 gal, 15 gal fuel purchased, invoice pilot for 10 gal."
6. Enter 15 Gallons of Fuel in WMIRS

Example 2

1. Aircraft Found With 55 Gallons Fuel
2. Post Flight Fuel Level 35 Gallons
3. 15 Gallons Added to Bring to 50 Gallons
4. 20 Gallons Actually Used
5. Annotate Fuel Receipt, "Fuel level as found, 55 gal, 15 gal fuel purchased, invoice pilot for 20 gal."
6. Enter 15 Gallons of Fuel in WMIRS

For self-funded flights, should the PIC fail to measure the pre-flight fuel level and the fuel burn for the mission appears unreasonable, the Wing reserves the right to bill the pilot at the following rates: 182 aircraft, 10 gph average fuel burn; 172 aircraft, 8 gph average fuel burn.

For the Commander

Lt Col George Stinson  
Director of Operations  
Kentucky Wing CAP