



HEADQUARTERS
CIVIL AIR PATROL NEVADA WING
UNITED STATES AIR FORCE AUXILIARY
PO BOX 339
SPARKS NV 89432-0339

12 September 2005

MEMORANDUM FOR ALL NVWG SQUADRON COMMANDERS AND WING STAFF

FROM: NV/CC

SUBJECT: Aircraft fueling procedures

1. Standard procedure will be to fuel Corporate C-182's to the tabs only (65 gallons).
 - a. Fueling to the tabs is an authorized procedure per the C-182 Pilot Operating Handbook.
 - b. Fueling to the tabs provides enough fuel for five hours of flight with required reserves. This is enough to cover almost all CAP flying needs.
 - c. Carrying unneeded fuel decreases efficiency, results in longer take-off and landing distances, and can easily cause the aircraft to exceed the maximum landing weight of 2,950 pounds in case an immediate return to landing is required.
2. If a particular mission requires more than 5 flight hours, crews may top off the aircraft prior to take-off for that particular mission. A weight and balance is always required, but is particularly important in this case.
3. Standard procedure will be to completely fill Corporate C-206's, since the tabs are not visible and a partial fill to a specified quantity cannot reliably be accomplished.
4. Fuel quantity and cost should be entered on the aircraft log sheets (NVWG 173-3). It is particularly important to enter a comment if non-standard fuel is added as a warning to the next crew that fuel may be an issue

A handwritten signature in black ink, appearing to read "Dion E. Decamp".

DION E. DECAMP, Col, CAP
Nevada Wing Commander