

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 FIFTH AVENUE
NEW YORK 18, NEW YORK

Operations Directive)
No. 17-B)

1 January 1944

REIMBURSEMENT SCHEDULES FOR FOREST PATROL MISSIONS

(This Operations Directive No. 17-B supersedes Operations Directive No. 17-A, of 6 August 1943, which is hereby rescinded as of midnight 31 December 1943, and which will be removed from files. The table of rates included herein will supersede all previously published schedules of rates for Forest Patrol Missions)

1. General

a. The reimbursement schedules announced in this directive apply to all Civil Air Patrol operations involving Forest Patrol Missions performed at the request of, and with funds furnished by any federal or state government of the United States, or any subdivision, unit, department or agency thereof. These schedules do not apply to operations involving Tow Target and Tracking Service, Pipe Line Patrol, Border Patrol, Courier Missions, or Miscellaneous Services.

b. With the exception of requests filed with National Headquarters by agencies of the Federal Government, all requests for such Forest Patrol Missions and all arrangements incident thereto will in each case be cleared with Wing Headquarters before said missions are undertaken.

c. Except in cases of emergency, complete arrangements as to procedure to be followed in making reimbursement for services performed under the schedules announced herein will be worked out with the requesting agency before said missions are undertaken.

d. All such missions will in each case be covered by official Operations Orders in accordance with the provisions of Operations Directive No. 5, "Operations Orders for Flight Missions," 6 March 1942.

e. Daily operations reports on forms which will be furnished by National Headquarters will be submitted to National Headquarters. Such reports will be signed by the Civil Air Patrol Commanders in charge of the missions and will set forth the required information for each day of operation.

2. Per Diem for Pilots and Observers

The following Per Diem Schedule will apply to Pilots and Observers:

- a. Pilots \$8.00
- b. Observers 7.00

If personnel are on duty for less than a full day, specify the time in quarterly fractions of a day, and compute the amount due on per diem vouchers accordingly. Example: 3/4 day - Pilot - Amount due \$6.00.

1/1/44

3. Hourly Rates for Aircraft

The following Hourly Rates will be paid for the use of aircraft:

Rates in Effect as of 1 January 1944.

*H.P. Range	Operation & Maintenance	Depreciation	**Insurance	Total
50-60	\$ 2.568	\$ 2.00	\$ 1.369	\$ 5.937
65-75	2.768	2.50	1.699	6.967
80-120	4.468	3.50	3.369	11.337
125-165	6.468	5.00	4.039	15.507
175-220	7.468	5.00	4.699	17.167
225-245	9.468	5.00	5.699	20.167
250-295	10.668	6.25	7.039	23.957
300-345	12.568	7.50	10.369	30.437
350-395	15.368	8.75	12.369	36.487
400-445	20.068	10.00	14.369	44.437

* The proper Hourly Rate to be paid for the use of an airplane is determined by the horsepower rating (maximum, except take-off) recorded by the Civil Aeronautics Administration for the particular airplane in question. The manufacturer's horsepower rating of an engine is not necessarily the same as the "maximum, except take-off" rating recorded by the Civil Aeronautics Administration.

** The figures presented in the insurance column of the foregoing schedule include the hourly premium charge for accident insurance for Civil Air Patrol pilot only. In case the pilot carried with him an observer and/or passengers, excepting members of the armed services of the United States (Army, Navy, Marines) on active duty, add \$0.239 to the hourly insurance charge for each such additional occupant (this includes members of CAP) of the airplane and make a corresponding increase in the total hourly rate.

4. Required Insurance

Liability Insurance, Crash Insurance, and Accident Insurance are required on all operations covered by these schedules and no aircraft or personnel will engage in said operations until such insurance is first secured in the manner set forth in insurance instructions issued by Civil Air Patrol in General Memorandum No. 61-A, Section II, paragraph 21, National Headquarters, "Civil Air Patrol Insurance Information", 1 January 1944. In order to put such insurance into effect, it is necessary that a prepaid telegram, following the specimen form presented on page 12 of General Memorandum No. 61-A, be sent to a designated insurance underwriter prior to the take-off of each mission advising that the mission is being performed.

By direction of National Commander JOHNSON:

Harry H. Blee

HARRY H. BLEE
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