

OFFICE OF CIVILIAN DEFENSE  
WASHINGTON, D. C.

CIVIL AIR PATROL

GM-74

NATIONAL HEADQUARTERS  
WASHINGTON, FEBRUARY 8, 1943

Subject: Registration and Rental of CAP Planes.

To: All Unit, Base, and Station Commanders

1. Reference GM-72, Par. 5e, it is the responsibility of every CAP Unit Commander and every member to guard the rental privilege accorded, with strict observance of the letter and intent of the order.

2. In this reference the term "accredited CAP member" applies only to persons carrying their valid CAP identification card, with their photo attached. Postal cards acknowledging receipt of application are not evidence of membership.

3. The term "CAP aircraft" means one owned or controlled by an accredited CAP member or by a group composed entirely of CAP members. CAP planes will be identified by the CAP emblem on wings and fuselage as prescribed in GM-45. Use of such planes will be limited as set forth below.

4. All CAP aircraft will be registered by CAP National Headquarters. A form will be provided and a registration card will be issued for display in aircraft. Registration will be in two categories, "A" and "B", as follows:

a. Aircraft registered in the "A" category will be those used exclusively for CAP authorized missions as defined in Par. 4 of GM-72, and will be flown only under Operations Order of CAP Officers appointed to issue same. See also GM-72, Par. 5a.

b. Aircraft registered in the "B" category will be all those owned by CAP personnel, which are not assigned for use on authorized missions, and are therefore not registered in the "A" category.

5. Aircraft pledged by their owners for active duty but not yet assigned will be registered in "B" category and automatically re-registered in "A" effective on take-off to comply with orders assigning to use on active duty. It is urgent that lists of all CAP planes available and on active duty, as previously requested in telegrams to Wing Commanders, be filed immediately for registration. Registration cards will not be issued for unlisted aircraft.

6. An "A" aircraft may be withdrawn from an authorized Civil Air Patrol mission by its owner, on submitting a written request through channels to National Headquarters, and securing approval on same. When such aircraft is withdrawn the owner will remove the CAP emblem and return the registration card to National Headquarters within 24 hours. Such aircraft will not be considered eligible for any further registration.

7. "B" aircraft may be rented and used by CAP student pilots flying under the supervision of certificated instructors to attain private pilot certificates and by CAP pilots flying under the supervision of instructors to advance their ratings.

8. Temporarily, all planes on active duty will be considered in the "A" category and so used. All other planes bearing the CAP emblem will be considered in the "B" category and will be so used. On and after March 1, 1943, no plane will be considered in CAP registry unless a CAP registration card is displayed in the plane and the prescribed emblems are on the plane, nor will the CAP emblem be displayed on a plane not registered by CAP.

9. Priorities will be available for repair parts and accessories for "A" planes only.

10. All communications on aircraft registration and related matters will be through CAP channels. It is particularly important that CAP members do not write WPB and other Federal agencies. Members who go outside of channels will be penalized by delays in issuance of registrations and, in case of gross breach of discipline, will be subject to disciplinary action.

11. Procuring of aircraft through purchase or lease by CAP members for the direct purpose of making them available for duration use on authorized CAP missions will be permitted on approval of the Director General of Operations, WPB. Information regarding procedure for securing such approval will be furnished by this Headquarters as soon as it is available.

12. Violations of this memorandum and GM-72 may be punished by suspension or revocation of aircraft registrations and dismissal, suspension, or demotion of members. Wilful violations of WPB General Limitations Order L-262 are punishable by fine and imprisonment. To guard the privilege of continued flying, CAP must police its own ranks and tolerate no violations or evasions of the order.

  
EARLE L. JOHNSON  
National Commander