

Unit Commanders: CIVIL AIR PATROL

INSURANCE--Final arrangements have been made for master policies covering accident, crash, and liability insurance for all active-duty missions of the Civil Air Patrol. This coverage will be compulsory for all missions performed at the request of and with funds supplied by Federal and State Governments or subdivisions thereof. Patrol of coasts, forests, and pipe lines, courier service, and miscellaneous services for defense agencies are included. Insurance is not compulsory for practice missions.

Crash insurance covers certain damages to airplanes flying on active-duty missions under CAP operations orders. Accident insurance covers CAP members injured when flying on such missions. For loss of life, \$3,000 is paid, with lump sums for specific injuries. Both the crash and accident insurance are on hourly rates. The plane owner will pay the amount based on the flying time of his plane on active missions. But he gets his money back through the hourly rate paid for rental of his airplane since the insurance is added into the rental base.

The liability insurance protects pilots, plane owners, and others concerned with limits of \$50,000/\$100,000 for public liability and for passenger liability and \$50,000 for property damage on all authorized CAP missions including practice flights as well as active-duty work.

The master policy for liability insurance expires Sept. 2. Those taking out this insurance in May will be covered until that date for \$9.50; those in June for \$8; July, \$7; and August, \$5. Certificates of insurance will be issued in card size for each pilot who pays.

Liability insurance must be taken out by pilots before reporting for CAP active duty. Any CAP pilot is eligible and may send check to National Headquarters payable to any one of the following: Aero Insurance Underwriters, Associated Aviation Underwriters, United States Aviation Underwriters, Inc., or Newhouse & Sayre, Inc., the companies jointly issuing the master policy.

Full details are contained in GM-23, 24, and 25, May 15. Members are advised to read these memoranda carefully.

800 Units--With total enlistments of 48,000, the Civil Air Patrol has organized more than 800 unit commands throughout the country. Additional Squadrons continually are being formed. Under the 48 State Wing Commands, there are 287 Group Commands. Under the Groups are 476 Squadrons, each composed of 50 to 200 members.

These figures should indicate the necessity of following channels in communications to National Headquarters. If officers of the 763 Groups and Squadrons write to Washington directly, it is obvious that your Headquarters will be swamped with correspondence. Communications from individual members would make the load the heavier. In the main, inquiries and reports should be routed through the Wing Offices and disposed of in the States as much as possible.

FOREST PATROL--The Governor of Maine has released \$6,600 to the State Aeronautics Commission, headed by CAP Wing Commander Guy P. Gannett, to finance forest patrol work by the Maine Wing. A ground patrol of 15,000 volunteer members also is being organized to protect the forests. Ohio and other States are providing similar funds.

SQUADRONS--Recruitment of mechanics and radio men is of continued importance.

SPECIAL FLIGHT TRAINING—To round out the advanced training of pilots and observers, CAP Training Directive No. 26 outlines a series of special practice missions planned to give experience in the type of active-duty work which CAP is being called upon to perform and designed only for the more proficient and experienced flying personnel.

Simulated disaster relief work which may be done by an entire Squadron is among the missions. Patrol cars will be assigned to emergency relief stations. Aircraft will be assigned to cover each station on schedule to obtain instructions from signal panels and to direct cars over the most direct routes to avoid closed highways. Message bags with yellow streamers will be drapped.

Forest patrol practice is planned to train observers in navigation and terrain familiarization and will be flown in periods of poor visibility requiring instruments part of the time, as would be the case when dense smoke is rising from a big fire.

Tracking for searchlight batteries is authorized when desired by searchlight units. Planes are flown at specified altitudes over given courses while ground crews train the lights. Instrument flying is required as pilots will be blinded by the intense beams. Easily-recognized distress signals must be arranged so the lights will be turned out at once if necessary.

Other special missions include parallel search in which a number of planes follow assigned flight lines and radial search wherein each plane covers a different area. Formation flying for entire Squadrons, rendezvous of Squadrons in formation, instrument flying, and night flying also are among the approved missions.

All CAA regulations and special rules laid down by the armed forces or others must be strictly observed and waivers secured where required.

NAVY RECRUITING—California Wing is aiding in recruitment of civil pilots, 300 hours or more, for commissioning as officers of the Aviation Volunteer Transport, U. S. Naval Reserve, for such duties as flight instruction, transport, and ferrying. Those accepted will be given a 3-month refresher course at Pensacola.

SPOTTER TRAINING—CAP planes out of Amsterdam, N. Y., have been helping aircraft warning watchers to identify planes and judge altitudes with special flights to keep them on the alert.

MAYOR IS TRANSPORTATION OFFICER—In the highly active Squadron 613-4, Chicago Heights, Ill., Mayor Joseph Gannon is the Transportation Officer.

CAPTAIN FOGG PROMOTED—Robert S. Fogg, CAP Regional Commander for the First Region comprising the 6 New England States, has been promoted to Major.

MUNITIONS SAMPLES FLOWN—Squadron 222-3, New Jersey, commanded by Richard Cadiz, has worked out an arrangement through its Personnel Officer, Frank E. Johnson, to carry sample shells from a factory to an Army base for testing. Each lot that is manufactured is held up pending the tests so air transport saves valuable machine time and man hours. In an Aeronca Chief piloted by Mr. Johnson, as much as 12 hours her trip has been saved. Previously a messenger went by train and taxi. The samples do not contain explosives.

BICYCLIST—From the Ohio Wing Newsletter: "One fellow in Lee Miller's 518-2 Squadron at Van Wert came to the 'Port' several times on a bicycle, 18 miles, best route. One rainy night he put on his rain-proof pants and started home saying 'See you tomorrow night, fellows.' That, my friends, is the spirit."