

TO: Wing and Group Commanders

CRASH INSURANCE--In addition to the liability and property damage insurance to be written for the protection of CAP members, as announced in last week's Bulletin, crash insurance coverage is being arranged to insure damage to planes on CAP assignments.

While liability insurance will be required for all CAP flying at a small premium, the crash insurance will be paid for by the Government when flying is done for the armed services or Federal agencies.

FINGERPRINTS AND PHOTOS--Completion of CAP enlistment applications can be speeded by bringing fingerprint men to local meetings so that all the necessary routine can be run through on the spot. Dick Connor, Executive Officer of a Chicago Squadron reports, "At our meetings we brought our own photographer and fingerprint expert and did a rushing business getting applications out." At Wilmington, Del., local and State police have come to meetings to handle the fingerprinting. At Salt Lake City, an inspector from CAA was in charge.

AIR MARKERS CHECKED--Among the units cooperating with CAA in checking the location and condition of air markers and in verifying the obliteration and screening of markers in coastal areas, the West Virginia Wing is conducting a State-wide program. According to Wing Commander David M. Giltman, this is being conducted as Flight Problem No. 1. Each Group Commander is provided with a list of locations in his area. These in turn are broken down into Squadron areas. Assignments, based on ability of pilots, are issued by Flight Leaders. Pilots are required to make out careful flight plans with estimated time and gasoline consumption to be checked against performance. This will give good information on every marker in the State and permit prompt and well planned orders for screening if necessary. In Lansing, Mich., the Patrol is making a check of markers at the request of the Mayor.

AIRPORT GUARDS--To explain the emergency airport regulations, Alabama CAP officers flew in a CAP ship in cooperation with CAA to consult with local officials throughout the State. As a result, guards were furnished by municipalities and several airports which otherwise would have been closed have been kept open, it is reported by Alabama Wing Executive Officer Hayden Brooks.

NEWS FROM MANY UNITS--Intense public interest in CAP activities is evidenced by news clippings received at headquarters from all parts of the country. Here are a few which may contain ideas applicable to other units:

"Instructions for flight training as given by Squadron Leader Newell G. Roth include a month's work which must be finished in two weeks. The training will include flight missions in discharge of Civil Air Patrol duties in connection with a simulated disaster emergency either to aircraft or to some ground facility." Ottumwa, Iowa, COURIER.

"Bucking valley fogs which clung tenaciously to the rims of the hills, two flights of Civil Air Patrol planes flying in V formation carried out missions over north central Idaho while a third was turned back by weather. Civilian pilots

were unanimous in declaring 'this is fun and I hope we do more of it' Lewiston, Idaho, TRIBUNE.

"Civil Air Patrol squadrons in the Detroit area are losing pilots to the Army and Navy almost as fast as they are signed by CAP. The Army Air Corps Ferrying Command has accepted six. Three have gone to the Navy and one to TWA." Detroit, Mich., NEWS.

"Hartford members of the Connecticut Wing of the CAP met Thursday evening in the Henry Barnard School. The meeting was of a confidential nature and all members had to present CAP identification cards for admittance. Officers of the group declined to tell the reason for the meeting." Hartford, Conn., COURANT.

"Ten Denver WPA employees are attending ground school in the Civil Air Patrol hangar at Municipal Airport. Purpose is to train trustworthy workmen who can take over servicing jobs that consume too much valuable time of the skilled mechanics. Extreme caution is drilled into the men every minute of the training period. By the time they are finished the course, they are thoroughly aware that one slip on the ground may conceivably mean loss of lives of a pilot and his crew." Denver, Colo., NEWS.

"Use of the Civil Air Patrol to spot forest fires and aid in combating them is likely to be one of the functions of the organization of pilots now being formed, according to Sheldon B. (Buck) Steers, Michigan Wing Commander. Steers said that members of the Michigan Conservation Commission had contacted him to learn whether it would be possible to engage CAP pilots for such work this summer and fall." Detroit, Mich., NEWS.

"Mayor Gordon B. Ambler yesterday inspected the First Composite Group, Virginia Flying Corps, and said he was greatly impressed with the discipline, military organization, and ability of the group. The State Flying Corps staff also works as the State staff of the Civil Air Patrol." Richmond, Va., TIMES-DISPATCH.

"Oregon's civilian fliers, men and women, are rallying to the colors. Five hundred of the State's 1,600 licensed pilots, several hundred of whom already have joined the air forces, have already enlisted in the Civil Air Patrol. In spite of the fact that all civilian flying has been banned, temporarily at least, from Western Oregon, all of them are tackling an 80-hour ground course in order to fit themselves for active duty." Portland, Ore., OREGON JOURNAL.

"The work of making a register of all civilian aircraft operating out of the Wichita airport has been started by the officers of Wichita's Civil Air Patrol, at the request of airport officials, according to Lloyd McJunkin, Commander of the Wichita Group." Wichita, Kansas, BEACON.

"Arrangements were made whereby two patrol members would address the city's senior warden school that the Civil Air Patrol ~~might cooperate with the city~~ defense units." Paducah, Kentucky, SUN-DEMOCRAT.