

OFFICE OF CIVILIAN DEFENSE
Washington, D. C.

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C I V I L A I R P A T R O L

I N S U R A N C E I N F O R M A T I O N

General Memorandum No. 61

This Memorandum supercedes GM 23, 24, 25,
43, and 44, which should be removed from
the files

NATIONAL HEADQUARTERS
WASHINGTON, DECEMBER 6, 1942

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OFFICE OF CIVILIAN DEFENSE
Washington, D. C.

Civil Air Patrol

GM-61

National Headquarters
Washington, December 6, 1942

SUBJECT: INFORMATION AND PROCEDURE ON ALL C.A.P. COMPULSORY INSURANCE.

TO: ALL C.A.P. COMMANDERS OF WINGS, BASES, AND STATIONS.

THE STATEMENTS CONTAINED IN THE FOLLOWING MEMORANDUM ARE MERELY A SUMMARY OF THE TERMS AND PROVISIONS OF SPECIAL CIVIL AIR PATROL INSURANCE POLICIES. SUCH STATEMENTS ARE NOT INTENDED TO COVER IN DETAIL THE EXACT TERMS AND PROVISIONS OF SUCH POLICIES. FOR EXACT DETAILS REFERENCE SHOULD BE MADE TO THE POLICIES THEMSELVES, COPIES OF WHICH WILL BE FURNISHED UPON REQUEST.

SECTION 1. GENERAL INFORMATION PERTAINING TO AIRCRAFT, ACCIDENT, AND LIABILITY INSURANCE -

1. All three types of insurance under the C.A.P. policies are compulsory on all aircraft, flying personnel, and passengers (other than member of the armed forces) taking part in all paid C.A.P. operations which are performed at the request of, and with funds furnished by, any federal or state government of the United States or agency, unit, or department thereof, or any war industry. Such insurance must be obtained regardless of what other insurance may be in effect and no plane or personnel or passengers shall take off until complete arrangements have been made as provided herein.

2. (a) Such insurance coverage is automatically available when proper procedure is followed if such C.A.P. operations are performed at the request of, and are paid for by, any federal or state government of the United States, or agency, unit or department thereof or the American Red Cross.

(b) Such insurance coverage is not automatically available for paid operations performed for war industries. To obtain the required coverage in such operations, special arrangements must be made with the insurance underwriters through communication with C.A.P. National Headquarters.

(c) For C.A.P. operations which are not paid operations there is no insurance coverage available under the C.A.P. policies.

3. Such compulsory insurance coverage is secured by following the procedure set forth in Section 2 of this memorandum. Applications shall be filled out prior to the first flight of the aircraft, flying personnel, or passenger, except as indicated in the following paragraph.

4. Such coverage shall attach automatically upon the execution of the application forms, providing such forms are forwarded immediately as prescribed in Section 2 hereof. At Coastal Patrol and Frontier Liaison Patrol

Bases, such coverage shall attach automatically from the time flight commences under orders from a C.A.P. officer having jurisdiction directing that the aircraft and flying personnel report for duty at the Base, providing the aircraft owner or his agent and the flying personnel upon their arrival at the Base properly complete such insurance application(s) prior to the first flight after such arrival.

5. On all insurance applications, indicate on reverse side, upper left hand corner (a) the base or station where the mission takes place, (b) the authorization or request number under which the mission is being performed (except at Coastal Patrol or Frontier Liaison Patrol Bases), and (c) if the plane or personnel have been transferred from some other base or station, the name of the base or station from where transferred.

6. On the face of each application, designate at the appropriate space the insurance underwriters and the insurance agent desired. A sole insurance agent should be appointed to handle all insurance at each base or station.

7. (a) Specimen application forms for all types of insurance coverage will be forwarded to you upon request. (b) Supplies of forms are available only when operations are authorized by National Headquarters. (c) Anticipate your needs and request forms in ample time, but not until your operations are authorized by National Headquarters.

8. All computations for insurance costs should be made as set forth in Section 6 at the rates specified therein. All checks in payment of insurance premiums should be made payable to "Aviation Underwriters Joint Account" and such checks should be forwarded to National Headquarters - Attention Lt. H. A. Hawgood, marked "Confidential" (unless special arrangements to the contrary are made with the Underwriters and your base or station).

9. All types of C.A.P. insurance coverage are in effect only for (a) assigned aircraft, (b) C.A.P. assigned flying personnel, and (c) properly authorized passengers (other than members of the armed forces), when such flying is within the continental United States (including Alaska), one hundred miles into Mexico or Canada from the United States international boundary lines between these countries and waters adjacent thereto. In order to extend the geographical limits, special arrangements must be made with the insurers.

10. Insurance coverage of all kinds will be in effect without regard to mileage limits at sea providing the mission is conducted under C.A.P. operations orders.

11. (a) All insurance coverage shall be void if the insured has knowingly and intentionally concealed or misrepresented any material fact or circumstance concerning such insurance or the subject thereof or if the aircraft is being used for any unlawful purpose (if such use is with the knowledge or consent of the insured) or being operated in violation of the regulations of C.A.A. or C.A.P.

(b) No insurance losses or claims are covered when such loss or claim is caused by or results from (1) the act of any enemy of the United States; (2) the insured aircraft or its occupants being shot at or bombed by any person whatsoever; (3) participation in actual hostilities; (4) insurrection, strike, riot, or civil war.

12. (a) In case of loss or accident, C.A.P. National Headquarters as well as the insurance underwriter should be notified immediately by telegraph or teletype.

(b) In the case of an aircraft loss or damage, a written statement sworn to by the insured must be rendered to the insurers within 60 days after such loss or damage unless extended in writing by the insurers. The insured or persons representing him should protect such property from further loss or damage. Unless necessary in order to prevent further damage, the aircraft should not be moved nor repaired until a report has been made to the insurers and an adjuster has had an opportunity to examine the extent of such damage.

(c) A formal written notice of injury on which claims may be based under personal accident coverage must be forwarded to the insurance underwriters within twenty days after the date of the accident. In case of death, immediate notice must be given.

(d) A written report of liability claims must be forwarded to the insurance underwriters and also C.A.P. National Headquarters as soon as it is reasonably possible after such notice has been sent by telegram. The insured shall assist and cooperate whenever required by the insurers and shall not make any admission of liability either before or after the accident nor except at his own cost incur any expense, make any payment, or settle any claim, nor interfere in any negotiations for settlement, or in any legal proceeding in respect of any injury or damage for which there is liability under the policy without the written authority of the insurers.

13. Aircraft, accident, and liability policies can be cancelled by the insurers by mailing a written notice to the Civil Air Patrol, National Headquarters, 20 days prior to the date of cancellation.

SECTION 2. INSTRUCTIONS AND PROCEDURE FOR PROPERLY SECURING ACCIDENT, AIRCRAFT, AND LIABILITY INSURANCE COVERAGE.

GENERAL REQUIREMENTS

1. Insurance under C.A.P. blanket policies for personal accident, crash, ground, and liability coverage is available for PAID MISSIONS ONLY.
2. GROUND INSURANCE coverage is only available for Coastal and Frontier Liaison Patrol assignments.
3. Information requested on application forms and as set forth herein must be complete and procedure as set forth followed explicitly.
4. All insurance applications must be completed and signed by the proper person(s) prior to the first paid flight of any properly assigned flying personnel or aircraft for any Courier, Miscellaneous, Forest, Pipeline, or Target Towing assignments.
5. All insurance applications must be completed and signed by the proper person(s) after the arrival at the assigned base and prior to the first flight from the Base of any properly assigned flying personnel or aircraft at any Coastal or Frontier Liaison Patrol Base.
6. It is only necessary to forward application forms for flying personnel and aircraft one time for each of the following types of missions: (a) Coastal Patrol (including all types of missions performed at a Coastal Patrol Base), (b) Frontier Liaison Patrol, (c) Courier and Miscellaneous, (d) Forest Patrol, (e) Pipeline Patrol, and (f) Target Towing.
7. In the proper space on the accident and the aircraft applications it is necessary that the desired insurance underwriter and insurance agent is designated.
8. If printed forms are not available, type or hand print on paper of the same size as regular application complete information requested on regular printed form and follow procedure as set forth herein.
9. Anticipate needs and request forms from National Headquarters through commander in charge of operations.

ACCIDENT INSURANCE APPLICATIONS

10. Any pilot, member of the crew, or passenger, other than military personnel, who engages in C.A.P. paid missions must fill out an original accident application (form CK 18014).
11. Accident applications should be forwarded immediately in original only and not in duplicate.
12. In space on accident application form (CK 18014) for name of beneficiary, be sure to state GIVEN NAME and not married name.

AIRCRAFT INSURANCE APPLICATIONS

13. Aircraft applications (form CAP-2 or CAP-4) should be forwarded immediately in Duplicate.

14. Aircraft applications should show as "Applicant" the owner of the aircraft and if person is acting for owner his name should also appear. Such application should also be signed by the owner or person acting for the owner.

15. Under "Engine--Make & H.P." (form CAP-2 or CAP-4), specify CAA rating "Maximum except take-off."

16. (a) When ownership of aircraft is transferred, or (b) mission changes from one type to another as set forth in paragraph 6 above, or (c) aircraft is transferred from one Base to another, or (d) if estimated value changes substantially, it is necessary to again complete and forward in duplicate application forms covering such aircraft.

17. Aircraft applications (form CAP-2 or CAP-4) include crash and liability insurance coverage. Ground insurance is also included when available as set forth in "General Requirements," paragraph 2.

PROCEDURE AND FORWARDING OF ACCIDENT AND AIRCRAFT APPLICATIONS

1. Accident and aircraft application forms should in all cases be forwarded directly to National Headquarters, attention Insurance Department, unless special arrangements to the contrary are made with the insurance underwriters and the CAP wing or station, in which case special instructions should be followed explicitly.

2. All accident and aircraft application forms forwarded to National Headquarters should, in addition to information requested on the application form, indicate on the reverse side, upper left hand corner, in ink or by typewriter, the following information with respect to the type of mission or task to which personnel or aircraft is assigned:

(a) If Coastal or Frontier Liaison Patrol assignment, indicate:-(1) type of assignment, (2) name of base assigned, (3) if transferred from another base also indicate the name of the preceding base assigned. Such applications should in all cases be completed and signed after the arrival of such personnel or aircraft at the base of duty but prior to the first flight after arrival and then forwarded immediately to National Headquarters.

(b) If Courier or Miscellaneous assignment for Federal, State Government, or Agency Thereof (including all types of military missions), indicate:-(1) name of wing or station in charge of such operation, (2) "Request for Assignment" form number (example - Req. for Assign. No. 1) if such form was used; otherwise indicate National Headquarters Authorization number for such mission, (3) where mission originates, and (4) agency or organization paying for such service. Such application should be forwarded at once directly to National Headquarters from the wing or station together with the "Request for Assignment" form when used.

(c) If Industrial Courier for War Industry assignment, special arrangements for securing insurance coverage must be made through National Headquarters and special instructions must be followed explicitly.

(d) If Forest or Pipeline Patrol or Target Towing assignment, indicate:-(1) type of assignment, (2) location where such mission originates, (3) name of agency or organization paying for such service. Such applications should be forwarded from the wing office or station at once directly to National Headquarters.

NO. 1. SPECIMEN-AIRCRAFT APPLICATION FORM (IN DUPLICATE)

CIVIL AIR PATROL

AERO INSURANCE UNDERWRITERS, 111 John Street
ASSOCIATED AVIATION UNDERWRITERS, 90 John Street
UNITED STATES AVIATION UNDERWRITERS, Inc., 80 John Street
NEW YORK, N.Y.

APPLICATION FOR HULL AND LEGAL LIABILITY INSURANCE

Applicant MUST check group in which insurance is desired.

Application is hereby made for Ground and Crash Insurance Crash Insurance Only Legal Liability Insurance on the hereinbelow specified aircraft, such insurance to apply only while the said aircraft is being flown on active duty for the Civil Air Patrol under Civil Air Patrol operations performed at the request of and with funds furnished by any government agency, by the American Red Cross or by any war industry and only while being flown by pilot members of the Civil Air Patrol.

NAME OF APPLICANT

ADDRESS OF APPLICANT

Insurance required from noon on, 19..... Standard

War Time under special Aircraft Liability Policy No. C. A. P. 103 and Special Aircraft Hull Policy No. C. A. P. 101.

The aircraft will be used in the following special Mission

Applicant's insurable interest is that of

If aircraft is mortgaged state name of mortgagee

address of mortgagee; unpaid balance

Aircraft	Type: Seaplane Landplane Flying Boat Amphibian	Make and Model No.	C. A. A. Certificate Number	Engine Make and H. P.

Aircraft	Seating Capacity excluding Crew	Year Built	Purchased New or Used	Date of Purchase	Retail List Price (including extras)	Price Paid by Applicant (including extras)	Present Estimated Value (including extras)

- PUBLIC LIABILITY INCLUDING LIABILITY TO PASSENGERS
The Company's liability for all claims arising out of Bodily Injuries in respect of any one accident or disaster not to exceed \$100,000 subject to a limit of \$50,000 for any one person.
- DAMAGE TO PROPERTY OF OTHERS.
The Company's liability for damages in respect of any one accident or disaster involving Damage to Property, not to exceed \$50,000.

(Continued on next page)

(Continued from page 5-A)

I/we, the undersigned, hereby declare and warrant that all of the particulars and answers given herein are true and complete in every respect to the best of my/our knowledge and belief, and that no material information has been withheld or suppressed and I/we agree that this application shall be the basis of any contract between me/us and the Company and/or Companies which may issue policies.

Dated this _____ day of _____, 19____

I hereby appoint _____ Signature _____
 Name of Insurance Agent

of _____ Address _____
 Address of Agent

to receive commission earned on this insurance.

NO. 2. SPECIMEN-ACCIDENT APPLICATION FORM (ORIGINAL ONLY)

AERO INSURANCE UNDERWRITERS, 111 John Street
 ASSOCIATED AVIATION UNDERWRITERS, 90 John Street
 UNITED STATES AVIATION UNDERWRITERS, Inc., 80 John Street
 NEW YORK, N. Y.

I hereby apply for enrollment for aviation accident insurance under aviation accident policy issued to Civil Air Patrol of United States Government by the above Insurance Underwriters.

Applicant MUST check group in which insurance is desired.
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My full name is _____ Date of Birth _____ Place of Birth _____
 Day, month, year State or Country

My Present Resident Address is _____

In event of my death (Full name _____)
 covered under policy (Address _____)
 proceeds shall be paid to (Relationship _____)

I hereby appoint _____
 Name of Insurance Agent

of _____ Signature _____
 Address of Agent

to receive commission earned on this insurance.

Form CK 18014

SECTION 3. AIRCRAFT INSURANCE -

PERTINENT FACTS REGARDING SPECIAL AIRCRAFT HULL INSURANCE POLICY AND REGULATIONS AS SET FORTH BY NATIONAL HEADQUARTERS PERTAINING THERETO:

1. Term of policy - June 1, 1942 to June 1, 1943
2. Amount of insurance applied to each aircraft shall not exceed the actual cash value of the aircraft, or the "present estimated value" shown on the application, or \$30,000.
3. Loss to be adjusted with and payable to the individual owner(s) and mortgagee(s) of the aircraft insured. For "notice" in case of loss, see Section 1, paragraph 12.
4. Aircraft covered - Aircraft having valid "C" or "NC" certificates issued by C.A.A. which are owned by private interests and operated under C.A.P. operations orders.
5. When coverage attaches - See Section 1, paragraph 2.
6. Coverage available only on certain Civil Air Patrol flights - See Section 1, paragraph 2.
7. EXTENT OF COVERAGE -

(A) FLIGHT COVERAGE - available to all Bases and Stations performing paid missions. Provides coverage against:

All physical loss or damage to the aircraft while in flight caused by:-

Fire, lightning, self-ignition or explosion only while in flight or following crash, including damage to the aircraft during flight due to collision with the ground, water or other objects or due to stranding or sinking or towing following a forced landing on water or to water damage arising from flight. If the aircraft takes off and is missing and not reported for sixty days, it shall be deemed to have been lost due to a risk covered by this coverage.

(B) GROUND COVERAGE - available to Coastal Patrol and Frontier Liaison Bases only - (Not available for other types of missions.) Provides coverage against:

All physical loss or damage to aircraft while not in flight caused by:- (a) fire, lightning, explosion or self-ignition, (b) tornado, cyclone, windstorm, earthquake, flood, hail, sleet, snow or the collapse of a hangar, shop or other similar structure, (c) theft, robbery, or pilferage except by any person in the insured's household or employment, including damage done by thieves, (d) collision between the insured aircraft and any other aircraft, vessel, vehicle, building, or other object whether owned by the insured or not, while the aircraft is on an

established airport or landing place or elsewhere on the ground or water following a forced landing, (e) any accident to any conveyance in or upon which the aircraft when properly dismantled and prepared for shipment is being transported.

8. The term "aircraft" shall mean:- any licensed landplane, seaplane, flying boat, amphibian, or autogiro, specifically described in application form CAP-2 or CAP-4 and shall include:- engines, propellers, propeller hubs, operating and navigating instruments, radio equipment usually attached thereto, and tools and repair equipment therein which are standard for the make and type of aircraft.

9. "In flight" shall be deemed to be the period of time commencing with the actual take-off run and continuing until the aircraft has safely completed its landing run.

10. Approved Pilots - Any certificated private or commercial pilot or military pilot approved by a Wing Commander, Base Commander, or by National Headquarters of the Civil Air Patrol.

11. The policy applies for the benefit of the legal owner or mortgagee of each individual aircraft as shown on the application.

12. (A) Total Loss - (a) The companies' liability shall not exceed the amount of "present estimated value" as set forth in the application form (or the cash value of the aircraft) less depreciation at an annual rate of 20% on new aircraft (not more than 3 months old at the time the aircraft originally attached under the policy) and 15% on used aircraft. (b) In the event of a total loss while "in flight" there will be deducted from the determined claim an amount equivalent to 10% of the claim, less the total amount of premium already earned under the policy on that aircraft. In the event of a total loss while not "in flight" the deduction will be $3\frac{1}{2}\%$ (loss premium earned).

(B) Partial Loss - When repairs are made by the insured, payments made by the insurers are limited to the actual cost of parts and replacements plus the actual cost to the insured of labor plus 50% without any further allowance for overhead or overtime. When the repairs are made by other than the insured, payments are limited to the actual cost as evidenced by bills rendered to the insured less any discounts granted to the insured. The cost of transporting new or damaged parts or the damaged aircraft to place of repair shall be limited to the least expensive method of reasonable transportation, except in Alaska and Canada where the cost shall not exceed 15% of the determined claim and in Mexico where it shall not exceed \$500

The value of any substitute engine(s) shall not exceed the value of the engine(s) originally installed unless the policy is specially endorsed.

13. The insurers may require from the insured an assignment of all rights of recovery against any party for loss or damage to the extent that payment is made by the insurer.

14. No aircraft of less than 90 horsepower will fly coastal patrol duty and no aircraft more than 90 horsepower can be assigned to a coastal patrol base for auxiliary service duty or to any other type of operation unless otherwise specifically authorized in writing by National Headquarters.

15. In computing insurance premiums under the Hourly Rates and Stand-by Allowances Schedules for all coastal patrol bases and other stations, the maximum except take-off horsepower as recorded by the Civil Aeronautics Authority should be used. If the horsepower of any aircraft exceeds 445, special arrangements must be made in advance for insurance premiums and hourly allowances.

SECTION 4. ACCIDENT INSURANCE -

PERTINENT FACTS REGARDING SPECIAL BLANKET AVIATION ACCIDENT POLICY AND REGULATIONS AS SET FORTH BY NATIONAL HEADQUARTERS PERTAINING THERETO:-

1. Term of policy - June 1, 1942 to June 1, 1943.
2. (a) Table of Indemnities

In the event of loss, within 90 days from the date of accident, of -

The Indemnity will be

Life	\$3,000.00
Both Hands or Both Feet	\$3,000.00
Both Eyes	\$3,000.00
One Hand and One Foot	\$3,000.00
One Hand and One Eye	\$3,000.00
One Foot and One Eye	\$3,000.00
One Hand or One Foot	\$1,500.00
One Eye	\$1,500.00

(b) Loss shall mean with regard to hands or feet, dismemberment by severance through or above the wrist or ankle joint and with regard to eyes entire and irrecoverable loss of sight.

(c) Injuries which shall require treatment, hospital charges, and nurses' fees, within 26 weeks from the date of the aviation accident shall be a valid claim up to an amount not exceeding the sum of Five Hundred Dollars (\$500.00).

3. The term "accident" shall mean an accident causing death or bodily injuries to a person while flying as a pilot, member of the crew, or passenger, other than member of the armed forces, of a C.A.P. aircraft and includes (a) being run down or struck by any landing, taking-off, or taxiing aircraft, or the moving propeller of any aircraft, or (b) drowning or exposure while awaiting rescue as a direct result of a forced landing of an aircraft.

Such insurance applies only to flying personnel and only when participating in operations performed under Civil Air Patrol orders in connection with missions set forth in Section 1, paragraph 2(a) and 2(b).

4. When coverage attaches - See Section 1, paragraph 2.
5. Exclusions (a) Geographical. See Section 1, paragraph 9.

(b) Insurance under this policy shall not cover hernia nor shall it cover suicide or any attempt, nor shall cover injury, death, or other loss caused directly or indirectly, wholly or partly (1) by bacterial infections (excepting pyogenic infections which shall occur through an accidental cut or wound sustained in an aircraft accident) or (2) by

any other kind of disease, or (3) injury sustained by being shot at or bombed or (4) participation in actual hostilities, or (5) by act of any enemy of the United States.

6. (a) No assignment of interest under this policy shall be binding upon the insurers unless and until the original or duplicate thereof is filed with the insurance underwriters.

(b) No change in beneficiary can be made unless such notice is in writing.

7. (a) No C.A.P. women are permitted to be assigned as flying personnel at any coastal patrol or frontier liaison base and, therefore, no accident insurance is available. (b) Accident insurance is available to women in other C.A.P. operations, however, unless the assignment of women to such other operations is prohibited.

SECTION 5. LIABILITY INSURANCE -

PERTINENT FACTS REGARDING SPECIAL AIRCRAFT LIABILITY POLICY AND REGULATIONS AS SET FORTH BY NATIONAL HEADQUARTERS PERTAINING THERETO:-

1. Term of policy - September 2, 1942 to September 2, 1943.

2. Coverage provided:

(a) Public liability for bodily injuries (or death), not to exceed \$100,000.00 in any one accident, subject to a limit of \$50,000.00 for any one person.

(b) Passenger liability coverage to same limits, provided that the aircraft in question is operated by a pilot who has had a minimum of 150 solo flying hours of which at least 50 hours shall have been cross country time, 10 hours of which have been flown within the prior six months.

(c) Coverage for damage or destruction of property of every description (excluding any liability for damage to or destruction of any aircraft or property carried therein which is caused by the pilot of such aircraft). Liability for damages in respect to any one accident or series of accidents arising from one and the same cause shall be limited to the actual value of the property damaged or the actual cost of its suitable repair but shall not in any event exceed \$50,000.00

3. This policy insures the following:-

- (a) Civil Air Patrol of the United States Government.
- (b) Each officer or employee of C.A.P. while engaged in his assigned duties.
- (c) The owner of each aircraft within the scope of the policy.
- (d) Each pilot member of C.A.P. operating an aircraft properly insured under the policy.
- (e) The employing agency.
- (f) Each passenger and crew member riding in such aircraft. Such coverage to apply only to persons operating on properly authorized C.A.P. missions under C.A.P. operations orders.

4. Aircraft covered - Any "C" or "NC" certificated aircraft operated by a C.A.P. pilot under C.A.P. operations orders.

5. When coverage attaches - See Section 1, paragraph 2.

6. Premium cost is computed at the rate of \$.10 per flying hour per aircraft and is included in the rates set forth in Section 6, paragraph 6, hereof.

7. Exclusions and Cancellation - See Section 1, paragraphs 11 and 13.

8. Liability of the insurers:-(a) The insurers will defend any suit

against the insured even if groundless to recover damages on account of injuries or property damage as provided in the insurance agreement and will pay all court costs in any such suit, including the premiums on attachments or appeal bonds required, and all interest accruing upon such judgment in any suit up to the date of the payment or tender to the judgment creditor, or his attorney, of the amount for which the insurers are liable.

(b) Insurers will pay all expenses incurred in providing such surgical relief as is imperative at the time of the accident and all other costs and expenses incurred by the insured with the written consent of the insurers.

(c) The insurers will investigate accidents reported under this policy and will negotiate and make such settlements as the insurers may deem expedient.

(d) If there be other insurance against a loss covered by this policy, the insurers shall be liable under the policy only for their proportionate share.

SECTION 6. AUDITS AND RATE SCHEDULES.

1. There are six different types of operations performed by Civil Air Patrol for which the insurance premium cost is computed at different insurance rates. These different types of operations are:

- (a) Coastal Patrol
- (b) Courier and Miscellaneous
- (c) Pipeline Patrol
- (d) Forest Patrol
- (e) Target Towing
- (f) Frontier Liaison Patrol

2. (a) All premium charges for insurance coverage under C.A.P. policies, with the exception of ground insurance for coastal patrol bases, will be computed on a flying hour basis.

(b) Ground insurance for coastal patrol and frontier liaison patrol bases is computed on a per diem basis.

3. All rate schedules as set forth in this memorandum are subject to change. The increase or decrease of insurance charges will not in itself affect or bear any relationship to amounts made available for operation, maintenance, or depreciation.

4. (a) Coastal Patrol Service -

The rate schedules with respect to accident insurance premiums is for the entire aircraft and the same insurance charge will prevail whether there are one or two occupants.

(b) Other types of operations -

The rate schedules with respect to accident insurance premiums for missions other than coastal patrol are based on a charge per person (other than members of the armed services) at the rate set forth in the schedule.

5. (a) Method of payment clearing through National Headquarters.

Vouchers which are submitted will include all charges for insurance premiums. Arrangements should be made between the Base Commander, Wing Commander, or Commander in charge of operations and the aircraft owner or his agent for the payment of all insurance premium costs. This should be done before checks in payment of hourly allowances are turned over. Such payment can be made by obtaining the personal check of the person(s) involved or one check forwarded by the Base Commander, Wing Commander, or Commander in charge of operations covering such premium payments from funds previously deposited by such person(s). For proper preparation of checks see Section 1, paragraph 8.

(b) Method of payment not clearing through National Headquarters:-

In all cases where payment of vouchers is effected by forwarding such vouchers directly to the employing agency, organization, or person(s) for whom such operation is being performed, special arrangements as to procedure should be made after informing National Headquarters of the pertinent facts surrounding such operation.

6. RATE SCHEDULES - for various types of missions.

- (a) COASTAL PATROL BASES - COASTAL PATROL DUTY:- (Also see "Supplement for Coastal Patrol Bases") These rates prevail if the base has appointed a Sole Insurance Agent who has agreed to a reduction in commissions.

H.P. Class	Crash & Liability Ins. (per hr. basis)	*Accident Ins. (per hr. basis)	Total (per hr. basis)	Ground Ins. (per diem basis)
90-120	\$ 2.025	\$ 0.45	\$ 2.475	\$ 0.405
125-165	2.475	0.45	2.925	0.495
175-220	2.925	0.45	3.375	0.585
225-245	3.60	0.45	4.05	0.72
250-295	4.50	0.45	4.95	0.90
300-345	6.75	0.45	7.20	1.35
350-395	8.10	0.45	8.55	1.62
400-445	9.45	0.45	9.90	1.89

*Per aircraft, whether one or two occupants of the airplane.

- (b) COASTAL PATROL BASES - AUXILIARY SERVICE DUTY:- These rates prevail if the base has appointed a Sole Insurance Agent who has agreed to a reduction in commissions.

H.P. Class	Crash & Liability Ins. (per hr. basis)	*Accident Ins. (per hr. basis)	Total (per hr. basis)	Ground Ins. (per diem basis)
50-60	\$ 0.428	\$ 0.113	\$ 0.541	\$ 0.135
65-75	0.54	0.113	0.653	0.18
80-90	1.103	0.113	1.216	0.405

*This rate assumes that pilot is only occupant of plane. For each additional occupant (except members of the armed services) increase rate \$0.113 per hour.

(c) COURIER STATIONS - COURIER AND MISCELLANEOUS MISSIONS:-

<u>H. P. Class</u>	<u>Crash & Liability Ins.</u> (per hr. basis)	<u>*Accident Ins.</u> (per hr. basis)	<u>Total</u> (per hr. basis)
50- 60	\$ -0.475	\$ 0.125	\$ 0.60
65- 75	0.60	0.125	0.725
80-120	1.225	0.125	1.35
125-165	1.475	0.125	1.60
175-220	1.725	0.125	1.85
225-245	2.10	0.125	2.225
250-295	2.60	0.125	2.725
300-345	3.85	0.125	3.975
350-395	4.60	0.125	4.725
400-445	5.35	0.125	5.475

*This rate assumes that pilot is only occupant of plane. For each additional occupant (except members of the armed services) increase rate \$0.125 per hour.

(d) PIPELINE PATROL:-

<u>H. P. Class</u>	<u>Crash & Liability Ins.</u> (per hr. basis)	<u>*Accident Ins.</u> (per hr. basis)	<u>Total</u> (per hr. basis)
50- 60	\$ 0.662	\$ 0.187	\$ 0.849
65- 75	0.85	0.187	1.037
80-120	1.787	0.187	1.974
125-165	2.162	0.187	2.349
175-220	2.537	0.187	2.724
225-245	3.10	0.187	3.287
250-295	3.85	0.187	4.037
300-345	5.725	0.187	5.912
350-395	6.85	0.187	7.037
400-445	7.975	0.187	8.162

*This rate assumes that pilot is only occupant of plane. For each additional occupant (except members of the armed services) increase rate \$0.187 per hour.

(e) FOREST PATROL:-

<u>H. P. Class</u>	<u>Crash & Liability Ins.</u> (per hr. basis)	<u>*Accident Ins.</u> (per hr. basis)	<u>Total</u> (per hr. basis)
50- 60	\$ 0.60	\$ 0.166	\$ 0.766
65- 75	0.767	0.166	0.933
80-120	1.60	0.166	1.766
125-165	1.933	0.166	2.099
175-220	2.266	0.166	2.432
225-245	2.766	0.166	2.932
250-295	3.433	0.166	3.599
300-345	5.10	0.166	5.266
350-395	6.10	0.166	6.266
400-445	7.10	0.166	7.266

*This rate assumes that pilot is only occupant of plane. For each additional occupant (except members of the armed services) increase rate \$0.166 per hour.

(f) TARGET TOWING:-

<u>H. P. Class</u>	<u>Crash & Liability Ins. (per hr. basis)</u>	<u>*Accident Ins. (per hr. basis)</u>	<u>Total (per hr. basis)</u>
50- 60	\$ 0.85	\$ 0.25	\$ 1.10
65- 75	1.10	0.25	1.35
80-120	2.35	0.25	2.60
125-165	2.85	0.25	3.10
175-220	3.35	0.25	3.60
225-245	4.10	0.25	4.35
250-295	5.10	0.25	5.35
300-345	7.60	0.25	7.85
350-395	9.10	0.25	9.35
400-445	10.60	0.25	10.85

*This rate assumes that pilot is only occupant of plane. For each additional occupant (except members of the armed services) increase rate \$0.25 per hour.

(g) FRONTIER LIAISON PATROL:-These rates prevail if the base has appointed a Sole Insurance Agent who has agreed to a reduction in commissions.

<u>H.P. Class</u>	<u>Crash & Liability Ins. (per hr. basis)</u>	<u>*Accident Ins. (per hr. basis)</u>	<u>Total (per hr. basis)</u>	<u>Ground Ins. (per diem basis)</u>
50- 60	\$ 0.54	\$ 0.15	\$ 0.69	\$ 0.135
65- 75	0.69	0.15	0.84	0.18
80-120	1.44	0.15	1.59	0.405
125-165	1.74	0.15	1.89	0.495
175-220	2.04	0.15	2.19	0.585
225-245	2.49	0.15	2.64	0.72
250-295	3.09	0.15	3.24	0.90
300-345	4.59	0.15	4.74	1.35
350-395	5.49	0.15	5.64	1.62
400-445	6.39	0.15	6.54	1.89

*This rate assume that pilot is only occupant of plane. For each additional occupant (except members of the armed services) increase rate \$0.15 per hour.

By direction of National Commander JOHNSON:

Richard S. Wolfe
 RICHARD S. WOLFE
 First Lieutenant
 Army Air Forces