

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
500 Fifth Avenue
New York, New York

GM - 101
7 January 1944

SUBJECT: Reimbursement Schedules for CAP Courier Missions
and Miscellaneous Services

Effective 1 January 1944

TO: All Courier Station and Wing Commanders

1. Hourly Rates for Aircraft and Standby Allowances

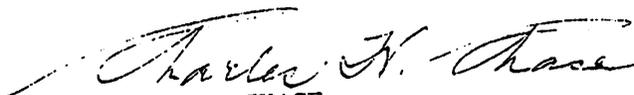
<u>H.P.</u>	<u>O & M</u>	<u>DEP.</u>	<u>*INS.</u>	<u>TOTAL</u>	<u>**STANDBY ALLOWANCE</u>
50-60	2.56	2.00	1.06	5.62	.30
65-75	2.76	2.50	1.31	6.57	.40
80-120	4.46	3.50	2.56	10.52	.90
125-165	6.46	5.00	3.06	14.52	1.10
175-200	7.46	5.00	3.56	16.02	1.30
225-245	9.46	5.00	4.31	18.77	1.60
250-295	10.66	6.25	5.31	22.22	2.00
300-345	12.56	7.50	7.81	27.87	3.00
350-395	15.36	8.75	9.31	33.42	3.60
400-445	20.06	10.00	10.81	40.87	4.20

* The figures presented in the Insurance column of the foregoing schedule include the hourly premium charge for accident insurance for Civil Air Patrol Pilots only. In case the pilot carried with him an observer and/or passengers, excepting members of the armed services of the U. S. (Army, Navy, Marines) on active duty, add \$0.18 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.

** Standby allowances presently apply to the courier services being performed for the First Air Force and the Second Air Force only. For any other courier or miscellaneous services, special arrangements will have to be made by National Headquarters for this coverage.

The proper hourly rate to apply to an airplane is determined by the maximum, except take-off horsepower rating of the plane as recorded by the Civil Aeronautics Administration in Washington. The horsepower of an engine is not necessarily the same as the maximum, except take-off HP rating of the airplane.

By direction of National Commander JOHNSON:


CHARLES W. CHASE
Base Administrative Officer