

CIVIL AIR PATROL
OFFICE OF CIVILIAN DEFENSE
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CAP
BULLETIN

Wing and Group Commanders; Week by week, members of the national staff of the Civil Air Patrol have been participating in conferences leading to decisions which will be very good news to units out through the country. Here is one important development which can now be announced:

LIABILITY INSURANCE - Anticipating a high CAP safety record, a blanket insurance policy at a rate unprecedentedly low will be available soon to protect CAP members against liabilities arising from airplane accidents on Patrol missions or on CAP training duty.

Although it is confidently expected that the highest safety standards will be maintained by all CAP units, it is felt that the members will want to be protected against those few accidents which, by the law of averages, are to be reckoned with in so large an organization.

While the Government cannot be sued, the Army, Navy, Civilian Pilot Training Program, and other agencies require liability and property damage insurance in connection with certain flying activities. Otherwise, claims would be long in settlement under slow public procedures and a single accident might involve several members in expensive litigation. The organization has a moral obligation to carry adequate protection.

The new policy, to be written jointly by the several underwriters in the aviation insurance business, will cover public liability up to \$50,000 per person injured, or \$100,000 for one accident. Liability to passengers will be covered within the same limits, plus property damage up to \$50,000. Since the underwriters are scaling down costs to a minimum to cooperate with the Patrol as a defense activity, all this protection will be available at rates substantially less than the average automobile owner pays on his car for much lower limits of coverage.

A blanket policy is to be written for the whole CAP, the individual pilot, on payment of his premium, will merely receive a small identification card which he can carry with his pilot license and CAP credentials. The new policy gives liability protection not only to the pilot of a plane which is in an accident, but to the plane owner and any CAP officers and members who might have contingent liabilities.

The general provisions of the policy have been agreed upon and it only remains to work out final details. The insurance will be available through local insurance agents.

SAFETY RULES - Safety rules governing movements under CAP operations orders will be more restrictive than under the Civil Air Regulations. For example, considerably more flying time will be required as a qualification for pilots to carry passengers on CAP missions. Directives will be issued.

FORMATION FLYING - Units should observe special caution in formation flying practice. The National Headquarters has issued no instructions as yet on this subject. Units which are learning to fly in formation, as some are already, are doing so entirely on their own responsibility. Wide intervals of, say, 500 ft. should be maintained until training directives on formation flying are issued.

COURIER SERVICE PERFORMED - Courier service between Newark Airport and Mitchell Field was flown last week in cooperation with the Army under direction of Regional Commander Gill Robb Wilson. It was necessary to ferry several bombers from Newark to Mitchell with a limited number of pilots available. Had they made the return trip by ground transportation, much of their time would have been wasted. So they were tailed by a CAP plane which took them back each trip.

NON-FLYING PERSONNEL - Although CAP Headquarters wants to avoid any big influx of applications from non-flying personnel until the job of clearing the pilots is further along, it is getting time for a good many Squadrons to begin building up their complement of auxiliary workers. Rather than become over-staffed with people of oddly assorted qualifications, Squadrons should try to hand-pick good people for work that will be needed.

This is a job for the Personnel Officer, assisted by a special committee if necessary. When you find someone you want with your outfit, get the Squadron Leader to OK and initial his blank in the upper left corner. Then we will try to expedite clearance in Washington.

You'll be needing mechanics--good chance for garage workers to learn about planes. Radio men and photographers are needed; also, men and women with autos to carry CAP members; stenographers for secretarial duty; and volunteer airport guards.

VOLUNTEER OFFICES - Your local Civilian Defense Volunteer Office can help with recruitment. Wing and Group Commanders shortly will receive a pamphlet with covering memo explaining this service. The Volunteer Offices are being advised as the general needs of CAP.

These units keep detailed files of those who have volunteered for defense work in your area. They will not try to recruit CAP personnel until called upon to do so by CAP officers locally, but are ready as soon as you need their services. They can send you their registrants for interview.

WELCOME VISITING OFFICERS - Whenever an officer of the Army, Navy, Marine Corps, Coast Guard, or another CAP unit comes to your airport, any CAP member on hand should welcome him and extend him every possible courtesy. See if he wants a ride downtown. Ask whether he has hotel reservations. Do what you can to help the armed services which are senior to the CAP and also to promote solidarity among members of the Patrol itself.

AVOID PILOT CLIQUES - Care should be taken to avoid the formation of cliques within the CAP. Local pilots who have flown together for years naturally will form strong friendships with their fellow airmen. But the ranks of aviation must grow rapidly these days and it's up to everyone to extend the helping hand to every newcomer. If he can't fly as well as you can, that is the more reason for sharing your experience with him so that he may become effective the quicker for Patrol duties.

PRESS CLEARANCES - CAP Intelligence Officers must insist on being consulted as to news stories and pictures concerning their units. CAP material must be properly cleared just as Army and Navy information is cleared by designated officers. In friendly contacts with editors and publishers, this should be fully explained.
