

# **Civil Air Patrol National Board Minutes**



**10-11 August 2006  
Sparks NV**

# 10-11 August 2006

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### OPEN SESSION

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CIVIL AIR PATROL  
 NATIONAL BOARD MEETING MINUTES  
 10-11 August 2006  
 Sparks NV

# OPEN SESSION

CALL TO ORDER ..... Maj Gen Antonio J. Pineda, CAP  
 INVOCATION..... Ch, Col Charles E. Sharp, CAP  
 PLEDGE OF ALLEGIANCE ..... Col Larry D. Kauffman, CAP  
 ROLL CALL..... Mr. Don R. Rowland, HQ CAP/EX

NATIONAL COMMANDER REMARKS..... Maj Gen Antonio J. Pineda, CAP  
 EXECUTIVE DIRECTOR REMARKS..... Mr. Don R. Rowland, HQ CAP/EX  
 SENIOR AIR FORCE ADVISOR REMARKS ..... Col Russell D. Hodgkins, Jr., USAF

## NATIONAL BOARD

(As of 20 July 2006)

The National Board is comprised of the National Commander, Senior Air Force Advisor (also Commander, CAP-USAF), National Vice Commander, National Chief of Staff, National Finance Officer, National Legal Officer, National Controller, National Inspector General, National Chief of Chaplains Services, the 8 region commanders, and 52 wing commanders.

### NATIONAL OFFICERS

*Maj Gen Antonio J. Pineda, CAP	National Commander
*VACANT	Nat'l Vice Commander
*Col Russell D. Hodgkins, Jr., USAF	Senior AF Advisor
*Col Larry D. Kauffman, CAP	Nat'l Chief of Staff
*Col Fredric K. Weiss, CAP	Nat'l Finance Officer
*Col J. Rock Palermo, III, CAP	National Legal Officer
*Col Rodney F. Moody, CAP	National Controller
**Col William S. Charles, CAP	National Insp. General
**Ch, Col Charles E. Sharp, CAP	Chief Chap. Services

### MIDDLE EAST REGION

*Col Kathryn J. Walling, CAP	Region Commander
Col Russell M. Opland, CAP	Delaware
Col Gerard W. Weiss, CAP	Maryland
Col Jane E. Davies, CAP	National Capital
Col Larry J. Ragland, CAP	North Carolina
Col Aurel E. Smith, CAP	South Carolina
Lt Col Eric R. Litt, CAP (Acting)	Virginia
Col Rodney A. Moore, CAP	West Virginia

### NORTHEAST REGION

*Col Robert Diduch, CAP	Region Commander
Col Peter Jensen, CAP	Connecticut
Col Christopher J. Hayden, CAP	Maine
Col David A. Belcher, CAP	Massachusetts
Col Margie L. Sambold, CAP	New Hampshire
Col Robert J. McCabe, CAP	New Jersey
Col Kenneth Andreu., CAP	New York
Col M. Allen Applebaum, CAP	Pennsylvania
Col Augustine Comella, CAP	Rhode Island
Col Ann B. Clark, CAP	Vermont

### GREAT LAKES REGION

*Col William W. Webb, CAP	Region Commander
Col Maurice Givens, CAP	Illinois
Col John F. Bryan, CAP	Indiana
Col Henry L. Heaberlin, CAP	Kentucky
Col Gary J. Mayo, CAP	Michigan
Col Charles L. Carr, CAP	Ohio
Col Donald J. Haffner, CAP	Wisconsin

### SOUTHEAST REGION

*Col John E. Tilton, CAP	Region Commander
Col Michael A. Oakman, CAP	Alabama
Col Daniel J. Levitch, CAP	Florida
Col Guillermo Heredia Jr., CAP	Georgia
Col John B. Wilkes, CAP	Mississippi
Col Herman Liboy, CAP	Puerto Rico
Col James M. Rushing, CAP	Tennessee

### NORTH CENTRAL REGION

*Col Steven W. Kuddes, CAP	Region Commander
Col Ralph F. Tomlinson, CAP	Iowa
Col Bernard F. King, CAP	Kansas
Col Stephen G. Miller, CAP	Minnesota
Col Sean P. Fagan, CAP	Missouri
Col Robert K. Todd, CAP	Nebraska
Col Karl R. Altenburg, CAP	North Dakota
Col Michael A. Beason, CAP	South Dakota

### SOUTHWEST REGION

*Col Thomas L. Todd, CAP	Region Commander
Col Ernest R. Bourgeois, CAP	Arizona
Col Joseph C. Jensen, CAP	Arkansas
Col Rodney W. Ammons, CAP	Louisiana
Col Frank A. Buethe, CAP	New Mexico
Col Joe R. Smith, CAP	Oklahoma
Col Robert F. Eldridge, CAP	Texas

\*Voting Members of National Executive Committee 15  
\*\* Non voting members of National Executive Committee 2

### ROCKY MOUNTAIN REGION

*Col Russell E. Chazell, CAP	Region Commander
Col Donald G. Cortum, CAP	Colorado
Col James E. Fletcher, CAP	Idaho
Col Robert M. Hoffman, CAP	Montana
Col Robert M. Bost, CAP	Utah
Col William R. Morton Jr., CAP	Wyoming

### PACIFIC REGION

*Col Ernest C. Pearson, CAP	Region Commander
Col Carl L. Brown, CAP	Alaska
Col Virginia M. Nelson, CAP	California
Col Jeffery N. Stickel, CAP	Hawaii
Col Dion E. DeCamp, CAP	Nevada
Col Theodore S. Kyle, CAP	Oregon
Col Ernestus S. Schnabler, CAP	Washington

### OTHER CORPORATE OFFICIALS

Mr. Don R. Rowland	Executive Director
Mr. Mark H. Richardson, III	Senior Director and Director, Plans & Programs
Ms. Susan K. Easter	Chief Financial Officer
Mr. John A. Salvador	Director, Mission Directorate
Mr. John F. Dean, Jr.	Director, Logistics & Mission Support
Ms Sharon Taylor	Director, Program Development
Mr. Gordon Odell Jr.	General Counsel

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**AGENDA ITEM 1**

**GC**

**Action**

**SUBJECT: CAP National Vice Commander Election  
CAP/NLO – Col Palermo**

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**INFORMATION BACKGROUND:**

Per the Civil Air Patrol *Constitution*, Article XIV, the National Vice Commander is elected annually.

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board conduct an election for the office of National Vice Commander.

**ESTIMATED FUNDING IMPACT:**

None.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

None.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

None.

**NATIONAL BOARD ACTION**

COL PALERMO/NLO reviewed the election rules, as follows: Announcement of the names of those filing for the position; a call for nominations from the floor; each candidate will be given 10 minutes to speak; questions/answers and endorsements will be limited to 30 seconds; voting will be by secret ballot; if there are more than two nominees and no majority is reached on the vote, the one receiving the least number of votes will be eliminated and voting will continue until one candidate receives a majority vote. He announced the names of the nominees who filed: Colonel George Boyd, Col Reggie Chitwood, Col Amy Courter, and Col Thomas Todd. He opened the floor for nominations.

COL STICKEL/HI nominated Col Russell Opland (DE)  
COL APPLEBAUM/PA nominated Col Danny Levitch (FL)

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COL CHITWOOD withdrew his name from consideration and recommended the board give its support to Col Todd.

On the first ballot, Col Boyd was eliminated.

On the second ballot, Col Opland was eliminated. There was a request, and no objection from the board, to show in the minutes the numbers of the votes each candidate received: Col Courter, 20 votes; Col Levitch, 22 votes; Col Todd, 13 votes; and Col Opland, 10 votes. A total of 65 votes were cast.

On the third ballot, Col Todd was eliminated. Col Courter received 23 votes, Col Levitch received 27 votes, and Col Todd received 15 votes. A total of 65 votes were cast.

BY WRITTEN SECRET BALLOT, COL AMY S. COURTER WAS ELECTED NATIONAL VICE COMMANDER FOR A 1-YEAR TERM OF OFFICE. Col Courter received 32 votes, Col Levitch received 31 votes, and there were 2 abstentions.

**LATER IN THE MEETING, COL LEVITCH/FL MOVED AND COL KAUFFMAN/CS SECONDED that the National Board vote to change the vote for the National Vice Commander to a vote by acclamation.**

### **MOTION CARRIED WITH NO DISSENTING VOTES**

During the banquet on Saturday, Col Courter was promoted to the grade of brigadier general and installed as the National Vice Commander.

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**AGENDA ITEM 2**

**GC**

**Action**

**SUBJECT: Confirmation of CS, NLO, NFO, NC, IG, Chaplain  
CAP/CC – Maj Gen Pineda**

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**INFORMATION BACKGROUND:**

Per the *CAP Constitution and Bylaws*, Article XIII, "The National Chief of Staff, the National Legal Officer, the National Finance Officer, the National Controller, the National Inspector General and the National Chief of Chaplain Service shall be appointed by the National Commander, subject to confirmation by a majority of those voting at the current or next National Board meeting."

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to confirm the individuals selected by the National Commander to fill the above offices.

**ESTIMATED FUNDING IMPACT:**

None.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

None.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

None.

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**NATIONAL BOARD ACTION**

Maj GEN PINEDA nominated for National Board confirmation the following named individuals to serve in the offices indicated:

Col James Linker	National Inspector General
Chap, Col, Charles Sharp	Chief of Chaplain Services
Col Fredric Weiss	National Finance Officer
Major Andy Worek	National Legal Officer
Col Larry Kauffman	National Chief of Staff
Col Rodney Moody	National Controller

**COL APPLEBAUM/PA MOVED AND COL TODD/SWR SECONDED that the National Board confirm the above slate by acclamation.**

**MOTION CARRIED WITH NO DISSENTING VOTES**

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**AGENDA ITEM 3**

**XP**

**Action**

**SUBJECT: Approval of the March 2006 National Board Minutes  
CAP/CS – Col Kauffman**

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**INFORMATION BACKGROUND:**

The minutes of the March 2006 National Board meeting were distributed in draft form. This allowed the National Board members a chance to review the minutes for any discrepancies.

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to approve the March 2006 National Board Meeting minutes.

**ESTIMATED FUNDING IMPACT:**

None.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

None.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

None

**NATIONAL BOARD ACTION**

**COL KAUFFMAN/CS MOVED AND COL OPLAND/DE SECONDED THE PROPOSED NATIONAL BOARD ACTION.**

**MOTION CARRIED WITH NO DISSENTING VOTES**

**FOLLOW-ON ACTION:** The word "DRAFT" be removed from the 3-4 March 2006 National Board Minutes and the approved minutes be posted on the web.

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**AGENDA ITEM 4**

**LG**

**Action**

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**SUBJECT: Ratification of Regulations  
CAP/CS – Col Kauffman**

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**INFORMATION BACKGROUND:**

Constitution Article XX, requires that, in the normal course of events, regulations shall be adopted and maintained by the National Commander and shall be ratified by a majority vote of the National Board.

The following is a list of regulations for possible ratification:

CAPR 52-16            *Cadet Program Management*

CAPM 52-4            *National Cadet Competition Manual*

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to ratify the proposed regulations.

**ESTIMATED FUNDING IMPACT:**

Minimal. Will be posted on line.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

The above regulation and manual are completed and staffed.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Concur.

**COMMITTEE RECOMMENDATION:**

Concur.

**REGULATIONS AND FORMS AFFECTED:**

The CAP regulation and manual listed above.

**NATIONAL BOARD ACTION**

CAPR 52-16, Cadet Program Management

**COL KAUFFMAN/CS MOVED AND COL TODD/SWR SECONDED that the National Board vote to ratify CAPR 52-16, Cadet Program Management.**

**COL NELSON/CA MOVED TO AMEND AND COL PEARSON/PR SECONDED THE AMENDMENT that CAPR 52-16, paragraph 2-1.d. Cadet Uniform Program be changed to add a provision to allow cadets to qualify for the Cadet Uniform Program upon joining CAP and continue to mandate that cadets wear the uniform to complete Achievement 1.**

## **AMENDMENT CARRIED**

The board gave approval for the Chairman of the Cadet Advisory Council to speak.

The NCAC Chair stated that the changes proposed by National Headquarters serve to compartmentalize the learning of CAP programs allowing leaders to forget what they studied at the beginning and focus too heavily on current material. Instead of being an overall-use development program which progresses from no experience to a wealth of experience, cadets will become subject matter experts in an area which they are currently studying while lacking a comprehensive leadership understanding. The CAC recommends that the board vote down the current proposal because it will diminish the understanding of the CAP program at each level.

**COL WALLING/MER MOVED TO AMEND AND COL NELSON/CA SECONDED THE AMENDMENT to the proposed regulation to delete the compartmentalization that the cadet addressed and have the tests be cumulative.**

**COL LEVITCH/FL MOVED TO TABLE AND COL HAYDEN/ME SECONDED that this item be tabled until later in the meeting to allow time for reconsideration of the proposed changes.**

**THE NATIONAL COMMANDER STATED THAT INSTEAD OF TABLING, THE BOARD WAS JUST POSTPONING THE VOTE UNTIL LATER--THERE WOULD BE NO VOTE ON THE MOTION TO TABLE,**

LATER IN THE MEETING, The Cadet Advisory Council made the following recommended changes to CAPR 52-16:

- a. Milestone award exams will follow the same concept as before, but the leadership and aerospace portions of milestone exams can be broken-up into two separate tests.
- b. The Mitchell Award exam will be cumulative, testing cadets on all of Phases I & II, but it will be weighted so that Phase II material is emphasized. The Mitchell will include questions on all 6 aerospace modules.
- c. The Earhart Award exam will be cumulative, testing cadets on all of Phases I, II, and III, but it will be weighted so that Phase III material is emphasized. There was some discussion about testing cadets on certain sections of the "Journey of Flight" test, but for practical reasons, the aerospace portion will remain the same, testing cadets on the 6 "Aerospace Dimensions" modules.

d. To earn the Eaker Award, cadets will not complete an exam, as originally proposed in the draft regulation. Instead, cadets will continue to do a speech and essay, but the topics will be changed and focus on a Phase IV-related leadership issue.

**COL KAUFFMAN/CS MOVED TO AMEND AND COL LEVITCH/FL SECONDED the amendment to accept the NCAC recommendations.**

### **MOTION CARRIED**

**COL KAUFFMAN/CS MOVED TO AMEND AND COL PEARSON/PCR SECONDED the amendment to accept the NCAC's unanimous recommendation to approve paragraph 2-1.c. that cadets must meet grooming standards in any CAP uniform, either Air Force or Corporate style.**

MS. PARKER/DP pointed out that approval of the recommendation to approve paragraph 2-1c would be in conflict with provisions of CAPR 39-1 where there are exceptions to grooming standards based on religious preferences.

**COL PALERMO/NLO MOVED TO TABLE AND COL OPLAND/DE SECONDED the amendment to table paragraph 2-1.c. and send to Cadet Programs.**

### **MOTION TO TABLE PARAGRAPH 2-1.c. CARRIED WITH NO DISSENTING VOTES**

MAJ GEN PINEDA stated that the board was back to the ratification of CAPR 52-16, as amended.

**COL JENSEN/CT MOVED TO AMEND AND COL WILKES/MS SECONDED the amendment to add the following to paragraph 2-1.c: "A waiver to grooming standards may be approved on an individual basis by the wing commander upon application."**

### **MOTION TO AMEND CARRIED**

### **AMENDED MOTION TO RATIFY CAPR 52-16 CARRIED**

FOLLOW-ON ACTION: Posting of CAPR 52-16 on the web.

CAPM 52-4, National Cadet Competition Manual

**COL KAUFFMAN/CS MOVED AND CHAZELL/RMR SECONDED that the National Board vote to ratify CAPM 52-4, National Cadet Competition Manual**

### **MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: Posting of new CAPM 52-4 on the web.

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**AGENDA ITEM 5**

**GC**

**Action**

**SUBJECT: Constitutional Changes  
CAP/NLO – Col Palermo**

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**INFORMATION BACKGROUND:**

The following are suggested changes to the CAP Constitution and Bylaws:

**1. Membership Action Review Board**

Proposed change to CAP Constitution, Article XVI para 3, *Membership Action Review Board (MARB)*.

**ARTICLE XVI - MEMBERSHIP ACTION REVIEW BOARD**

3. The Membership Action Review Board shall be chaired by the National Legal Officer (or his/her designee) and shall consist of ~~the National Director of Leadership Development and Membership Services (or his/her designee)~~, three four active senior members, in the grade of Colonel, not currently in the command or vice command of a region or wing. These ~~three~~ four members will be appointed by the National Commander, from a list of candidates provided by the National Executive Committee, and confirmed by the Board of Governors for an indeterminate term until his/her successor is appointed and confirmed. ~~Designees may serve only in the event the chair or named member is unable to participate.~~

Summary: The proposed change would replace a CAP employee from a decision making position on the MARB with a CAP volunteer member. General Counsel would be replaced by the Deputy Director of Personnel and Membership Services as the administrative arm of the MARB.

**2. Term of Office for CAP Region and Wing Commanders**

Proposed changes to CAP Constitution, Article XIV, paragraphs 1.e & f. to allow longer terms of service for both Region and Wing Commanders.

1. The terms of office for corporate officers are as follows:

e. Region commanders shall serve a four-year term and ~~are not eligible to succeed themselves~~ may be extended for up to three additional one year terms by the National Commander.

f. Wing commanders shall serve a probationary period of one year followed by a three-year term of office. The region commander may grant ~~an additional one-year term up to three additional one-year terms~~ with the concurrence of the National Commander. Any time during the probationary period, the region commander may remove the wing commander with or without cause and without a right of appeal except as provided in Article XVI.

### **3. Term of Office for CAP National Commander**

Proposed change to CAP Constitution, Article XIV, paragraph 1.a., to allow a second concurrent term for the National Commander.

1. The terms of office for corporate officers are as follows:

a. The National Commander shall serve a ~~single~~, three-year term of office and shall ~~not~~ be eligible for reelection to a second, final term to that office. The terms shall commence at the close of the general membership National Board meeting at which elected and conclude at the close of the third general membership National Board meeting thereafter.

#### **PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to approve the above changes. If approved, they will be forwarded to the CAP Board of Governors for their review and action at the next scheduled BoG meeting.

#### **ESTIMATED FUNDING IMPACT:**

None.

#### **CAP NATIONAL HEADQUARTERS' COMMENTS:**

None.

#### **CAP-USAF HEADQUARTERS' COMMENTS:**

None.

#### **COMMITTEE RECOMMENDATION:**

To be presented at National Board.

#### **REGULATIONS AND FORMS AFFECTED:**

CAP Constitution & Bylaws.

#### **NATIONAL BOARD ACTION**

##### **1. Membership Action Review Board**

The Constitution and Bylaws committee presented the proposed changes to Article XVI – Membership Action Review Board, as written, for National Board acceptance prior to forwarding to the Board of Governors for approval.

**THE NATIONAL BOARD VOTED TO ACCEPT THE RECOMMENDED CHANGES WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: Include National Board acceptance of this proposed constitutional change in the December 2006 BoG agenda.

**2. Term of Office for CAP Region and Wing Commanders**

The Constitution and Bylaws committee presented the proposed changes to Article XIV – Term of Office for CAP Region and Wing Commanders, as written, for National Board acceptance prior to forwarding to the Board of Governors for approval.

COL RAGLAND/NC requested a secret ballot vote.

COL OPLAND/DE requested that the vote count be recorded in the minutes.

**BY SECRET BALLOT VOTE THE MOTION DID NOT PASS  
(YES 26, NO 39).**

**3. Term of Office for CAP National Commander**

The Constitution and Bylaws committee presented the proposed changes to Article XIV – Term of Office for CAP National Commander, as written, for National Board acceptance prior to forwarding to the Board of Governors for approval.

There was a request for approval to solicit comments from the chair or any members of the National Advisory Council (former National Commanders) attending the National Board. There was no objection from any NB member. Brig Gen Patterson, representing the Council, stated that they stand by their MEMORANDUM FOR THE CAP BOARD OF GOVERNORS dated 4 June 2006 which did not recommend changing the term of office of the National Commander.

**BY SECRET BALLOT VOTE THE MOTION DID NOT PASS  
(YES 30, NO 35).**

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**AGENDA ITEM 6**

**LG/GC**

**Action**

**SUBJECT: CAP Regulatory Process  
CAP/IG – Col Charles**

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**INFORMATION BACKGROUND:**

The current regulatory process is broken. If everything goes perfectly, the systems require nine months from the time the first draft is submitted for review until passage by the National Board. This period includes an initial coordination, followed by a 60 day comment and review period, followed by 30 days for the National Board to review the proposed draft. As a practical matter, National Board members often comment and suggest changes for the first time at the meeting in which the regulation is set for ratification, resulting in further delay. It is not unusual for the process to take more than one year to complete.

The need for greater efficiency in the process is demonstrated by the number of "policy letters" that are outstanding, presently in excess of 30. Further more, an emergency regulation process is available for regulations which "relate to a situation requiring immediate action due to a state of emergency or an unforeseen circumstance involving the preservation of life or property" (CAPR 5-1, paragraph 4a.). Although this procedure has been invoked several times, rarely is it for its stated purpose.

(Excerpts from the CAP Constitution and Bylaws related to regulations are attached for your convenience.)

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to:

1. Rescind CAPR 5-1, *Ratification*, in its entirety.
2. Refer the matter to the National Staff to rewrite, re-title, and enact CAPR 5-1 to provide for the following:
  - a. The National Board shall establish CAP policy.
  - b. The National Staff shall draft the procedure (the mandatory or discretionary practices necessary to effectuate policy) with the assistance of advisors as appointed by the National Commander.
  - c. In meeting his constitutional mandate to "adopt and maintain regulations which shall be applicable to all members of Civil Air Patrol," The National Commander shall:
    - (1) Exercise discretion in utilizing members to consult with National Staff to advise on technical and practical aspects of the regulation.
    - (2) Be the arbiter of whether a matter constitutes policy or procedure in consultation with the National Legal Officer as principle legal officer of the corporation.

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d. The Inspector General, in consultation with the National Legal Officer as principle legal officer of the corporation, shall be the initial arbiter of whether the policy and procedures thereunder conform to the policy established by the National Board. (The National Board is the final arbiter, performing this role through the ratification process in accordance with CAP Constitution Article XX Paragraphs 2 and 3.)

**ESTIMATED FUNDING IMPACT:**

Minimal.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 5-1, *Ratification*.

**NATIONAL BOARD ACTION**

**COL CHARLES/IG MOVED AND COL KAUFFMAN/CS SECONDED the PROPOSED NATIONAL BOARD ACTION.**

**COL OPLAND/DE MOVED TO AMEND AND COL CHAZELL/RMR SECONDED the amendment that the National Board vote to delete paragraph 1 (Rescind CAPR 5-1, Ratification, in its entirety) of the proposal.**

**COL KYLE/OR MOVED TO TABLE AND COL TODD/SWR SECONDED with a provision that the National Headquarters staff develop a proposal to expedite the regulatory process and report back to the National Board.**

**MOTION CARRIED**

**LATER IN THE MEETING, COL WILKES/MS MOVED AND COL CHAZELL/RMR SECONDED to bring Agenda Item 6 from the table.**

**MOTION TO BRING AGENDA ITEM 6 FROM THE TABLE CARRIED WITH NO DISSENTING VOTES.**

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COL CHARLES/IG presented a slide briefing on two proposals to expedite the regulatory process.

1. Recommended change to the Constitution and Bylaws, which reads:

“The National Board submits proposed change to the Constitution and Bylaws for the December 2006 BoG meeting.

(1) As reads, “The National Commander shall adopt and maintain regulations,” be changed to read: “The National Commander shall establish and maintain regulations.”

(2) As reads, “all regulations promulgated by the National Commander shall be ratified by majority vote of the National Board,” be changed to read: “all policies promulgated by the National Commander shall be ratified by majority vote of the National Board.”

2. The second proposal is to task the National Headquarters staff to rewrite CAPR 5-1 to embody this concept. In the interim, allow the National Commander the flexibility to act or react to situations not covered by the existing policy guidance and authorize the National Commander to issue interim regulations and changes to be ratified at the next NEC or National Board meeting.

**COL WEISS/MD MOVED AND COL JENSEN/CT SECONDED that the National Board vote to approve the above proposal, as presented.**

There was agreement in order to avoid confusion with former National Commander “Policy Letters,” in the future the National Commander will issue “Commander’s Instructions.”

**COL WEISS/MD MOVED AND COL OPLAND/DE SECONDED that this item be referred to the Constitution and Bylaws Committee for further review and recommendation.**

### **MOTION TO SEND TO COMMITTEE DID NOT PASS**

**COL JENSEN/CT MOVED TO TABLE AND COL DIDUCH/NER SECONDED that the National Board vote to table and let the National Headquarters staff work out the details and return it to the November 2006 NEC meeting.**

### **MOTION CARRIED**

FOLLOW-ON ACTION: National Headquarters, in coordination with appointed volunteers, develop a proposal to expedite the regulatory process and include in the November 2006 NEC agenda.

**CIVIL AIR PATROL CONSTITUTION  
ARTICLE XX  
REGULATIONS**

1. To further the orderly administration of the activities, business and affairs of the Corporation, the National Commander shall adopt and maintain regulations which shall be applicable to all members of Civil Air Patrol.
2. Except as provided in Article X paragraph 2.c., and paragraph 3 and 4 of this article, all regulations promulgated by the National Commander shall be ratified by a majority vote of the National Board.
3. The National Commander, upon declaration of a situation requiring immediate action due to a state of emergency or an unforeseen circumstance involving the preservation of life or property, may promulgate emergency regulations without the ratification of a majority vote of the National Board. Such emergency regulation shall remain in force unless revoked by a majority vote of the National Board.
4. The Board of Governors may direct the National Commander to issue, modify or rescind regulations or portions of regulations. Regulations, or portions of regulations issued, modified or rescinded by the National Commander pursuant to written instructions of the Board of Governors shall not be subject to the ratification by the National Board.

\* \* \*

**CIVIL AIR PATROL BYLAWS**

**SECTION 10  
CORPORATE OFFICERS**

10.1 National Commander. The National Commander is the commander of Civil Air Patrol and the chief executive officer of the corporation and shall:

\* \* \*

- g. Adopt and maintain regulations in accordance with Article XX of the Constitution

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**AGENDA ITEM 7**

**MD**

**Action**

**SUBJECT: Change to CAPR 60-1, *CAP Flight Management*  
CAP/CS – Col Kauffman; CAP/SE – Col Letteer**

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**INFORMATION BACKGROUND:**

Penalties presently applied to aircraft taxi accidents/incidents and moving aircraft into and out of hangars do not presently seem to deter the accident rate.

**PROPOSED NATIONAL BOARD ACTION:**

That the NB vote to change CAPR 60-1 to include:

**Operational Requirements and Restrictions.**

1. "Whether an aircraft is hangared or tied down, all of that aircraft's flight crew, to include the pilot, any other pilots, scanner or observer, that land with that aircraft, will not leave the aircraft vicinity and will assist in either the hangaring or tying down of the aircraft and remain there until the aircraft is safely inside the hangar or securely tied down."

**ESTIMATED FUNDING IMPACT:**

Minimal.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Concur.

**COMMITTEE RECOMMENDATION:**

Concur.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 60-1, *CAP Flight Management*

**NATIONAL BOARD ACTION**

**COL KAUFFMAN/CS MOVED AND COL TODD/SWR SECONDED the PROPOSED NATIONAL BOARD ACTION.**

**MOTION DID NOT PASS**

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**AGENDA ITEM 8**

**MD**

**Action**

**SUBJECT: Change to CAPR 60-1, *CAP Flight Management*  
CAP/CS – Col Kauffman; CAP/SE – Col Letteer**

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**INFORMATION BACKGROUND:**

The accident rate for movement of aircraft into and out of hangars and taxi mishaps cost CAP \$293,000 in FY 2005. As of this date for FY 2006 this is still a major problem. MG Pineda authorized a program while serving as SER/CC that completely stopped hangar incidents in the SER.

As the accident rate for movement of aircraft into and out of hangars is not diminishing, I propose that the NB pass the following amendment to CAPR 60-1.

**PROPOSED NATIONAL BOARD ACTION:**

That the NB vote to change CAPR 60-1 to include:

In addition to CAPR 60-1 (2-11) **Suspension or Revocation of CAP Flying Privileges.**

1. "If a flight crew, which includes the pilot, any other pilots, scanner or observer for that flight, is found negligent in moving a CAP aircraft into or out of a hangar."
  - a. "For a first offense, before you are allowed to return to flying status, each senior member of the flight crew must receive one hour of instruction from a non CAP, Certified Flight Instructor (CFI) on safely moving an aircraft out of and into a hangar. The CFI will be required to make an entry into your logbook stating that you have received this training. You must then send a copy of this logbook entry to Wing HQ for entry into your pilot records."
  - b. "For a second hangar related offense, each senior member of the flight crew assisting in moving the CAP aircraft into or out of the hangar, will pay an equal portion of the full damage assessment of the aircraft and any other fixed object that was damaged as a result of the incident. They will also be required to be retrained by a non CAP CFI on safely moving an aircraft out of and into a hangar. The CFI will be required to make an entry into their logbooks stating that they have received this training. A copy of this logbook entry must then be sent to Wing HQ for entry into their permanent records."

**ESTIMATED FUNDING IMPACT:**

Minimal.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur with the Operations Committee comments.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Awaiting Operations Committee proposal.

**COMMITTEE RECOMMENDATION:**

The National Operations Committee does not concur with the recommended changes to CAPR 60-1, (2-11) as proposed.

While we realize the serious nature of dealing with ground movement incidents needs to be addressed, the committee feels that other proposals may be more effective. We will pursue those alternatives and have an alternate proposal prepared for the National Board Meeting.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 60-1, *CAP Flight Management*

**NATIONAL BOARD ACTION**

**COL KAUFFMAN/CS MOVED AND COL TODD/SWR SECONDED THE PROPOSED NATIONAL BOARD ACTION.**

The Operations Committee did not agree with this proposal and recommended an alternate amendment to CAPR 60-1 with regard to taxiing, parking, and securing of CAP corporate aircraft.

**COL WALLING/MER MOVED A SUBSTITUTE MOTION AND COL TILTON/SER SECONDED** that the National Board vote to approve the National Operations Committee recommended amendment to paragraph 2-19.b. Ground and Taxi Operations, which reads: "1) The PIC of a CAP aircraft is responsible for that aircraft from the first movement of the aircraft until it is fully secured at the completion of all movement for which he/she is the PIC. The PIC shall ensure that adequate clearance from obstacles is maintained whenever the aircraft is being maneuvered either manually or under engine power. The PIC shall use the assistance of all crew members to ensure adequate clearance from all obstacles during ground handling operations up until the aircraft is in its final parking position and is properly secured."

COL SKIBA also presented Operations Committee recommended changes to CAPR 60-1, paragraph 2-12, as follows:

Paragraph 2-12. Assessments for Damage to CAP Corporate Aircraft, which reads: "a. Assessments. Wing and region commanders may assess CAP members the cost of repairs as follows: 1) For damages that occurs during ground handling or taxi operations where the PIC is found to be at fault, the PIC must pay to repair **all** damages to the aircraft. HSI and the \$500 deductible will not apply. The National Commander is the only person who can modify this requirement." 2) Add the words, "while the aircraft

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is in-flight.” 3) Add the words, “while the aircraft is in-flight.” 4) Add the words, “while in-flight.” 5) Added two sentences, as follows: “Members who do not make arrangements to pay their assessments will be suspended from membership and will not be able to renew their membership until their debt is completely paid. The wing will notify HQ CAP/DP if a member has not paid their debt so HQ CAP/DP can flag his/her record.”

**COL OPLAND/DE MOVED TO DIVIDE (PARAGRAPHS 2-19b and 2-12) AND COL WEBB/GLR SECONDED the division of the recommended paragraph changes.**

### **MOTION CARRIED**

RESTATED MOTION AFTER THE MOTION TO DIVIDE:

**COL WALLING MOVED TO AMEND AND COL TILTON/SER SECONDED the amendment that the National Board vote to approve the submitted agenda item with the language proposed by the National Operations Committee recommendations, as divided, to replace CAPR 60-1, paragraph 2-19.b. Ground and Taxi Operations, with the following: “1) The PIC of a CAP aircraft is responsible for that aircraft from the first movement of the aircraft until it is fully secured at the completion of all movement for which he/she is the PIC. The PIC shall ensure that adequate clearance from obstacles is maintained whenever the aircraft is being maneuvered either manually or under engine power. The PIC shall use the assistance of all crew members to ensure adequate clearance from all obstacles during ground handling operations up until the aircraft is in its final parking position and is properly secured.”**

**COL CHAZELL/RMR MOVED TO TABLE AND COL TODD/SWR SECONDED that the National Board vote to table to the Operations Committee.**

### **MOTION TO TABLE CARRIED WITH NO DISSENTING VOTES**

**COL PALERMO/NLO MOVED TO TABLE AND COL OPLAND/DE SECONDED that the National Board vote to table the second part (after division) of the National Operations Committee recommendation (paragraph 2-12).**

### **MOTION TO TABLE (Part II) CARRIED WITH NO DISSENTING VOTES**

**LATER IN THE MEETING THE NATIONAL BOARD VOTED TO BRING THIS ITEM FROM THE TABLE.**

COL SKIBA presented a revised Operations Committee recommended change to CAPR 60-1, paragraph 2-19.b. Ground and Taxi Operations, as follows (two sentences added to the end of sub-paragraph (1): “(1) Pilots will maintain adequate clearance from all obstacles during all ground operations. When taxiing within 10 feet of any obstacle, pilots shall bring the aircraft to a complete halt, and then proceed at a pace not to exceed a slow walk until clear of the obstacle. The PIC of a CAP aircraft is responsible for that aircraft from the first movement of the aircraft until it is fully secured at the

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completion of all movement for which he/she is the PIC. The PIC shall ensure that adequate clearance from obstacles is maintained whenever the aircraft is being maneuvered either manually or under engine power. The PIC shall use the assistance of all crew members to ensure adequate clearance from all obstacles during ground handling operations up until the aircraft is in its final parking position and is properly secured. In the event of aircraft movement by a CAP flight line crew, or other authorized CAP personnel, the senior member who authorized such aircraft movement shall assume the same liability as if he/she were the PIC. For purposes of this regulation, "final parking position" shall be described as the final parking location of the aircraft where he/she is no longer considered as the PIC responsible for that aircraft.

**COL KAUFFMAN/CS MOVED AND COL WEISS/NFO SECONDED that the National Board approve all the Operations Committee recommended changes (Paragraphs 2-19.b. and 2-12) to CAPR 60-1, as written.**

**COL LEVITCH/FL MOVED TO TABLE AND COL TILTON/SER SECONDED that the National Board vote to send back to the Operations Committee.**

### **MOTION PASSED**

FOLLOW-ON ACTION: Refer to Operations Committee and include in a future agenda.

LATER IN THE MEETING Col Skiba, Operations Committee Chair, requested clear-cut guidance from the National Board before finalizing the language. He reminded the NB that this item came from the Safety Officer to address the costs and the accident trends on the ground handling and taxi accidents. He added: "CAP aircraft ground handling data damage costs by CAP personnel not involved as part of the aircraft flight crew or passengers have in the past been paid by HSI insurance coverage. As you know, we are no longer assessing the wings for HSI insurance coverage so, as a result, any damage that is done by ground teams moving the aircraft has to come from the direct maintenance fund, the same as any other damage whether it is a taxi accident or not. The guidance I am seeking is, "Do you want the corporation to assume the cost liability for any damage to aircraft by ground and flight line teams in the handling of aircraft, not associated with a flight crew?" This is not currently being tracked. The second guidance I am seeking is, "If a pilot is involved in an aircraft movement or taxi accident, what do you want to do in terms of assessing the pilots for 100 percent of that damage?"

MAJ GEN PINEDA clarified that if the commanders use their authority that is currently in the regulations, then the persons who are found to be at fault will pay for the damage without the board having to write another regulation.

**COL WEBB/GLR MOVED that the Operations Committee be tasked to design a standard operating procedure for the ground handling of CAP aircraft.**

**MAJ GEN PINEDA asked that he bring this back up under New Business.**

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**AGENDA ITEM 9**

**MD**

**Action**

**SUBJECT: Change to CAPR 60-1, *CAP Flight Management*  
CAP/CS – Col Kauffman; CAP/SE – Col Letteer**

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**INFORMATION BACKGROUND:**

The penalties presently associated with aircraft taxi accident/incidents have not stemmed the accident rate.

**PROPOSED NATIONAL BOARD ACTION:**

That the NB vote to change CAPR 60-1 to include:

In addition to CAPR 60-1 (2-11) **Suspension of Revocation of CAP Flying Privileges.**

1. Taxi accident/incident, first offense:
  - a. "When a pilot is found negligent in a taxi accident/incident, and before being returned to active flight status, they will be required to undergo the following training:
    - i. The pilot will undergo training in sterile cockpit procedures.
    - ii. The pilot will undergo training requiring no other procedure be accomplished while taxiing the aircraft.
    - iii. The pilot will have a mandatory thirty day suspension of CAP flying privileges.
    - iv. The pilot will be responsible for all damages.
    - v. The pilot will be required to complete a CAPF 5 check ride by a check pilot designated by the Wing CC or his designee."
  - b. "When other fully qualified scanners or observers are on board at the time of the accident/incident, and they have not notified the pilot as to the close proximity of an obstruction, they will be required to undergo the following training:
    - i. Undergo training in sterile cockpit procedures.
    - ii. Undergo training in assisting the pilot to locate possible taxi hazards."
    - iii. Each senior member on board will share the total damages to be paid by the pilot.
    - iv. Each senior member on board will have a mandatory thirty (30) day suspension of CAP flying privileges.
2. "Taxi accident/incident, second offense:
  - a. If a pilot is found negligent in a second taxi accident/incident, or of a scanner or observer, if they failed to notify the pilot of the hazard, each will:
    - i. Share the total damages.
    - ii. The pilot and Senior Members responsible will have a mandatory forty-five (45) day suspension of CAP flying privileges."

3. "Taxi accident/incident, third offense.
  - a. If a pilot is found negligent in a third taxi accident/incident, or of a scanner or observer, if they failed to notify the pilot of the hazard, each will:
    - i. Share the total damages.
    - ii. The pilot and Senior Members responsible will have a mandatory six (6) month suspension of CAP flying privileges."

**ESTIMATED FUNDING IMPACT:**

Minimal.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur with the Operations Committee comments.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Awaiting Operations Committee proposal.

**COMMITTEE RECOMMENDATION:**

The National Operations Committee does not concur with the recommended changes to CAPR 60-1, (2-11) as proposed.

While we realize the serious nature of dealing with taxi incidents needs to be addressed, the committee feels that other proposals may be more effective. We will pursue those alternatives and have an alternate proposal prepared for the National Board Meeting.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 60-1, *CAP Flight Management*.

**NATIONAL BOARD ACTION**

**COL OPLAND/DE MOVED TO TABLE AND COL DAVIES/NATCAP SECONDED that the National Board vote to table to the Operations Committee.**

**MOTION TO TABLE CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: Refer to Operations Committee and include in a future agenda.

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**AGENDA ITEM 10**

**LG**

**Action**

**SUBJECT: CAPR 77-1 Change for Operators 18 to 20 Years of age  
IN WG/CC – Col Bryan**

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**INFORMATION BACKGROUND:**

Currently CAPR 77-1 prohibits CAP vehicle operators age 18 to 20 from driving CAP vehicles with passengers. There are times when this regulation causes our vehicle operations to become less safe. There are times when members 18 to 20 who have valid CAPF 75's are in vehicles with another operator when that operator has driven for long periods of time and is becoming tired. By changing the regulation to allow CAP vehicle operators 18 to 20 to drive with a second driver in the vehicle we increase safety and lower risk.

**PROPOSED NATIONAL BOARD ACTION:**

The National Board vote to change CAPR 77-1, *Operation and Maintenance of CAP Vehicles* to allow CAP vehicle operators age 18 to 20 to operate CAP vehicles with passengers if there is another CAP vehicle operator at least 21 years of age with a valid CAPF 75 in the vehicle.

**ESTIMATED FUNDING IMPACT:**

None.

**CAP NATIONAL SAFETY OFFICER and CAP CORPORATE SAFETY OFFICER -  
Col Lyle Letteer**

1. I do not concur under any circumstances with the allowing of Cadets under the age of 21 to drive CAP vehicles.
2. The CAP vans are noted for being top heavy and as such are prone to overturn. We should not even consider allowing inexperienced drivers access to these vehicles.
3. I feel we owe a legal, as well as a moral, responsibility to the parents of our Cadets to make their environment as safe as possible and this is not possible by placing them in vehicles in which they are not familiar with.
4. Cadets 18 to 21 are still in the learning stages of driving and as drivers, they would be responsible for other Cadets traveling to and from CAP activities.
5. According to Bill Behan, Managing Director of AirSure Limited, CAP's insurance underwriter, drivers 25 and under are responsible for 70% of automobile mishaps.
6. As for being used as a relief driver, if one person in the vehicle is tired, they are probably all tired. It is then time to call it quits for the day and rest.

7. Do not compound our liabilities by adding another risk factor. CAP is only as safe as we make it and we cannot delegate our responsibilities by putting the lives of our Cadets in the hands of other Cadets. Their parents expect us to keep their children safe and this cannot be accomplished by the attempted delegation of our responsibilities to other Cadets.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

As our insurance brokers remind us -

“Let's remember that your insurance rates are greatly affected by your claims history. Further remember that statistically drivers under the age of 25 are involved in over 70% of all accidents yet they represent less than 20% of all drivers.

Now after having said that, it sounds to me that your change would make sense. Underwriters do ask if there are drivers under the age of 21 driving vehicles and before we could always say no. Now we will have to explain which is ok but we caution you to use this only in rare not usual situations.”

In recognition of this risk, car rental agencies decline to rent to operators under 25 years of age. If the National Board decides to adopt the proposal, to ensure that this change results in a reduction of risk, we recommend that 18 - 20 year old operators be permitted to serve as relief drivers of CAP vehicles with passengers *only* under the following circumstances:

1. Only when made necessary by safety considerations (to prevent fatigue or made necessary by fatigue) and overnight lodging is either not available or not feasible.
2. During operational missions (not training missions nor transportation for other CAP activities - discipline and planning provide that road side stops and breaks provide a viable alternative. In non-operational missions, safety considerations may necessitate road side stops, breaks, and rests not as viable in operational missions.),
3. Under the supervision of an operator at least 25 years of age (for the purposes of this limitation, the supervising driver need not be awake, but must be immediately present and available if needed, preferably in the front passenger seat),
4. When the relief driver is a ground team leader or ground team leader trainee.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Concur with the CAP National Safety Officer comments.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 77-1, *Operation and Maintenance of CAP Vehicles.*

**NATIONAL BOARD ACTION**

**COL BRYAN/IN MOVED AND COL FAGAN/MO SECONDED THE PROPOSED NATIONAL BOARD ACTION.**

**MOTION DID NOT PASS**

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**AGENDA ITEM 11**

**DP**

**Action**

**SUBJECT: Field Grade for CAP Wing Directors of Safety  
IN WG/CC – Col Bryan**

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**INFORMATION BACKGROUND:**

Currently CAP awards grade for the positions of squadron commander, group commander, and government relations advisor. However there is no grade given with the very important position of wing director of safety. Group commanders are awarded the grade of Major. The duties of wing director of safety are equal or greater than that of a group commander.

**PROPOSED NATIONAL BOARD ACTION:**

The National Board vote to approve a special appointment to the grade of Major for members serving as region or wing directors of safety who have completed at least level two of the CAP senior program.

**ESTIMATED FUNDING IMPACT:**

None.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

None.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

Non-concur. There are other positions at both the Wing and Region level that have as much responsibility as the Safety Officer that do not qualify for advanced grade. The Safety Officer reports directly to the Wing Commander and should have the backing necessary to carry out his duties without an automatic promotion. Additionally, any Safety Officer with unique skills or background that may be currently serving at a lower grade may qualify for a promotion waiver under the procedures currently outlined in CAPR 35-5. The Committee does not feel it is in the best interest of CAP to approve this proposal.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 35-5, *CAP Officer and NCO Appointments and Promotions.*

**NATIONAL BOARD ACTION**

**COL BRYAN/IN MOVED AND COL KAUFFMAN/CS SECONDED THE PROPOSED NATIONAL BOARD ACTION.**

**MOTION DID NOT PASS**

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**AGENDA ITEM 12**

**IG**

**Action**

**SUBJECT: Change to CAPR 123-3, *The CAP Compliance Inspection Program*  
PCR/CC – Col Pearson**

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**INFORMATION BACKGROUND:**

CAPR 123-3 specifies how findings from compliance inspections will be processed between the inspected wing and National Headquarters. Currently, when the wing sends their responses to compliance inspection findings to National Headquarters they are required to send an information copy to the appropriate CAP Region/CC and CAP-USAF/LR. CAP/EXI will coordinate responses to the inspected wing's replies with the responsible National Headquarters office, as appropriate. CAP/EXI will then forward the CAP and CAP-USAF/IGs' responses to the inspected wing. A Finding Log form is used by CAP/EXI to track findings and the wing's responses.

The current process does not provide a means for the appropriate CAP region to monitor a wing's progress in closing outstanding findings nor to adequately assist wing with this task.

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to approve a change to the wording of paragraph 9.a. of CAPR 123-3 to require CAP/EXI inform the appropriate region of:

- a. The date the response period begins for each wing;
- b. A copy of the Finding Log with the CAP and CAP-USAF/IGs' responses to the wing finding responses.

Additionally, each wing will provide a copy of each Finding Log submitted to CAP/EXI to their respective region.

**ESTIMATED FUNDING IMPACT:**

Minimal.

**CAP INSPECTOR GENERAL COMMENTS:**

Concur. Suggest the following changes be made to CAPR 123-3:

- 1) Add to para 9a(4) a requirement that the IG Administrator include the date when the inspected unit's first finding reply is due along with transmission of the Finding Log and that the CAP and CAP-USAF region commanders be copied when transmitting the log.
- 2) Add to the last sentence in para 9a (5) the phrase, "with copies to the CAP and CAP-USAF region commanders."

The requirement for wings to send a copy of Finding replies to their parent region already exists in para 9a (4), as well as the reply instructions at the beginning of every Compliance Inspection report.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur with CAP Inspector General comments.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Concur with CAP Inspector General comments.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 123-3, *The Civil Air Patrol Compliance Inspection Program*.

**NATIONAL BOARD ACTION**

**COL PEARSON/PCR MOVED AND COL TODD/SWR SECONDED THE PROPOSED NATIONAL BOARD ACTION as well as the additional changes PROPOSED IN CAP INSPECTOR GENERAL COMMENTS.**

**MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: NHQ implement policy, make notification to the field and make changes to CAPR 123-3, paragraph 9.a.

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**AGENDA ITEM 13**

**IG**

**Action**

**SUBJECT: CAPR123-3, *Civil Air Patrol Compliance Assessment Program*  
OR WG/CC – Col Kyle**

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**INFORMATION BACKGROUND:**

This agenda item proposes to change CAPR 123-3 to require that inspections be based on the version of the inspection guide that is in effect at the date of the Notification of Assessment and as identified in the notification. This notice is intended to give commanders and staff adequate time to prepare to present their programs. By changing the guide, commanders and staff are placed in a “got-you” situation because the work to prepare has been impacted, putting commanders and staff in an impossible situation when presenting their programs. Time available to each staff member to present their programs to the inspection team is quite limited. This time limit places a premium on having a high quality and concise presentation so that the team can do a proper inspection. I do not believe that the purpose of inspections is to put people at a disadvantage and try to “catch them” out of compliance. Rather it is about demonstrating compliance in a very short and concise presentation. Please give us a fighting chance to prepare.

By way of example, Oregon Wing experienced a major disruption to our work preparing for the Compliance Inspection held on 21 Jan 06, when the Wing Compliance Inspection Guide was updated only 10 days prior to the scheduled visit. This change came after our last staff meeting and all departments spent their last few days checking their sections against the new guide instead of finalizing their presentations. Their time was largely wasted. Even though most of the changes were minor, the Supply section was heavily revised. The change in inspection emphasis was very disruptive causing staff members to work long into the night on the days just before the inspection. Our entire file system for Supply had to be overhauled in order to be ready for the new inspection items. Had we not been spending our limited time and energy redoing files, we probably would have not temporarily misplaced some records, resulting in a poor showing.

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board votes to approve the following:

CAPR 123-3 shall be amended by adding the following two sentences to paragraph 5, e. The title and date of the inspection guide to be used will be specified in the letter providing notice for the inspection. The inspection shall not be based on any amendments or changes made to the guide after the notice is sent.”

**ESTIMATED FUNDING IMPACT:**

No impact to funding or cost is anticipated

**CAP INSPECTOR GENERAL COMMENTS:**

Non-concur. The Wing Inspection and Subordinate Unit Inspection Guides are just that; guides. Regardless of what the CI (or SUI) Guide says, a compliance inspection is based on the regulatory guidance in effect at the time of that inspection. Regulations and policy letters are issued much too often to change the CI Guide every time there's a change. The CAP and CAP-USAF IGs attempt to issue a guide revision approximately every 6 months. If the Board passes this, then the question becomes whether the Inspection Team can inspect based on the latest rules, or do they have to use the CI Guide, even if a new set of rules have been published since the last revision. We believe that since the National leadership went to the effort to modify the guidance of a particular program, they would want the **Compliance** Inspection Team to ensure that these rules are being **complied** with.

NHQ suggests that instead of the proposed agenda item, a NHQ policy be placed in effect so that the IG Administrator will include an advisory statement to the inspected wing listing those tabs that have been effected by any policy changes since the last CI Guide was published. The IG Administrator's continuity book checklist will be so amended.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur with the CAP Inspector General comments.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Non-concur with this proposal. Compliance inspections must be based on regulatory and policy guidance in effect at the time of the inspection, not a guide. The CI Guide is simply a tool developed to assist the inspector while conducting an inspection and does not set or supersede regulatory or policy guidance. Concur with CAP National Headquarters' comments.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 123-3, *The Civil Air Patrol Compliance Inspection Program.*

**NATIONAL BOARD ACTION**

**COL KYLE/OR MOVED AND COL LEVITCH/FL MOVED THE PROPOSED NATIONAL BOARD ACTION.**

**MOTION DID NOT PASS**

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**AGENDA ITEM 14**

**MD**

**Action**

**SUBJECT: Test Control Officer Appointment Letters  
TX WG/CC – Col Eldridge**

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**INFORMATION BACKGROUND:**

Within CAPR 50-4, *Test Administration and Security*, Paragraph 2-2 Test Control Officer (TCO), the below paragraph requires each unit commander to appoint a TCO and the Unit TCO appoints an alternate TCO. This requires two letters to be on file. This does not allow the unit commander to have the option to appoint both the primary and the alternate on the same letter or on the unit's personnel authorization.

a. Each CAP unit commander will ensure positive control of testing materials to preclude compromise. They will appoint a TCO, by letter, for test security and administration. The TCO appoints alternate TCOs by letter. These positions are usually assigned to members working in professional development and cadet programs. **THE UNIT COMMANDER MAY NOT SERVE AS TCO OR ALTERNATE.** To comply with Air Force and AFIADL directives, the commander must keep the letter current and on file in the unit.

**PROPOSED NATIONAL BOARD ACTION:**

The National Board votes to approve the rewording of CAPR 50-4, *Test Administration and Security*, Paragraph 2-2a to allow the unit commander to appoint both the TCO and the alternate TCO by letter or personnel authorization.

**ESTIMATED FUNDING IMPACT:**

None.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

Concur.

**CAP-USAF HEADQUARTERS' COMMENTS:**

Concur.

**COMMITTEE RECOMMENDATION:**

None.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 50-4, *Test Administration and Security*.

**NATIONAL BOARD ACTION**

**COL ELDRIDGE/TX MOVED AND COL PALERMO/NLO SECONDED THE PROPOSED NATIONAL BOARD ACTION.**

**MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: Notification to the field and make change to CAPR 50-4, Test Administration and Security.

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**AGENDA ITEM 15**

**LG**

**Action**

**SUBJECT: Standardized Corporate Vehicle Roof Markings  
CAP/CS – Col Kauffman**

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**INFORMATION BACKGROUND:**

The timely ability of an aircrew to locate, identify and communicate with a Ground Team could be critical during an actual mission. In prior decades, CAP has used symbols and numbers on the top of DRMO vehicles to assist aircrews in finding them and in determining their call signs. Whereas, CAP members from around the country have responded to major disasters, such as the Missouri floods and hurricanes Katrina/Rita, and will continue to do so, their corporate vehicles should have standardized roof symbology that is easily identifiable from the air. Since over ten percent of the vehicles now on the road have white roofs, it can now be very challenging and time consuming to correctly identify which white roofed vehicle is the CAP vehicle when flying at 1,000 feet and at 90 knots.

To assist the aircrews in locating, identifying, and correctly communicating with personnel in corporate vehicles, the following standardization is proposed:

1. A forty inch “international distress orange” isosceles triangle should be painted on the middle of the roof of each corporate van with the point pointing forward. The size is flexible if there are roof obstructions or if a larger triangle will fit and still look professional. The triangle shape is somewhat CAP distinctive and reflects the CAP heritage when it was under the Office of Civil Defense. The international distress orange (aka fluorescent orange) is used and recognized by first responders around the world. CAP recreational vehicle (RV) sized comm. vans should also have the triangle, but may be larger than forty inches. An appropriately sized triangle should be painted on the roof of each corporate bronco and six-pack pick-up truck. CAP members participating on training or actual missions may affix temporary strap-on orange triangle panels on the top of their privately owned vehicles. Vanguard could provide these strap-on panels for a nominal cost (to be coordinated).

2. On the aft portion of the roof of each corporate van there should be the last two digits of the van number in 20 inch black block numbers and oriented to be read from the rear of the vehicle. Smaller sized numbers may be used if there are roof obstructions, however reading them from 1,000 feet will be a challenge. Based on the Snellen Eye Chart standards a person with 20/20 eyesight can resolve letters and numbers as small as 17.44 inches at 1,000 feet.

3. An optional amber/white strobe light; or an optional amber or amber/white light bar in accordance with local and state laws and approved by the wing commander may be placed on the front portion of the roof of each corporate vehicle. The optional strobe light may also be utilized on member owned vehicles on both training and actual missions. Very effective magnetic mount strobe lights can be purchased commercially for as little as \$39.99.

**PROPOSED NATIONAL BOARD ACTION:**

That the National Board vote to ratify the standardization of the markings on the roofs of the specified corporate vehicles as proposed, with a mandatory implementation date of 1 Sep 08.

**ESTIMATED FUNDING IMPACT:**

Approximately \$10 dollars per vehicle, for one regular can of florescent orange paint, one small can of black spray paint, and one roll of masking tape to outline the triangle and numbers to be painted. The cost should be borne by the units that the vehicles are assigned to. The resale value of the vehicles should not be aversely affected since most corporate vehicles are driven until the wheels fall off. A side letter could suffice until the next standard revision of CAPR 77-1.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

None.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

The National Emergency Services Committee strongly approves of this agenda item as written.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 77-1, *Operation and Maintenance of CAP Vehicles*

**NATIONAL BOARD ACTION**

THE EMERGENCY SERVICE COMMITTEE recommended that the National Board vote to ratify the standardization of the markings on the roofs of the specified corporate vehicles, with a mandatory implementation date of 1 Sep 08, as follows:

“1. A forty inch ‘international distress orange’ isosceles triangle should be painted on the middle of the roof of each corporate van with the point pointing forwards. The size is flexible if there are roof obstructions or if a larger triangle will fit and still look professional. The triangle shape is somewhat CAP distinctive and reflects the CAP heritage when it was under the Office of Civil Defense. The international distress orange (aka fluorescent orange) is used and recognized by first responders around the world. CAP recreational vehicle (RV) sized communications vans should also have the triangle, but may be larger than forty inches. An appropriately sized triangle should be painted on the roof of each corporate bronco and six-pack pick-up trucks. CAP members participating in training or actual missions may affix temporary strap-on

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orange triangle panels on the top of their privately owned vehicles. Vanguard could provide these strap-on panels for a nominal cost (to be coordinated).

“2. On the aft portion of the roof of each corporate van there should be the last two digits of the van number in 20 inch black block numbers and oriented to be read from the rear of the vehicle. Smaller sized numbers may be used if there are roof obstructions; however, reading them from 1,000 feet will be a challenge. Based on the SnellenEye Chart standards a person with 20/20 eyesight can resolve letters and numbers as small as 17.44 inches at 1,000 feet.

“3. An optional amber/white strobe light or an optional amber or amber/white light bar in accordance with local and state laws, and approved by the wing commander, may be placed on the front portion of the roof of each corporate vehicle. The optional strobe light may also be utilized on member owned vehicles participating in both training and actual missions. Very effective magnetic mount strobe lights can be purchased commercially for as little as \$39.99.”

**COL DAVIES/NAT CAP MOVED TO AMEND the proposal to grandfather the current vehicles, due to age, and put the described markings only on newly purchased vehicles.**

### **MOTION TO AMEND DIED FOR LACK OF A SECOND**

**COL KAUFFMAN MOVED TO AMEND AND COL WEISS SECONDED the amendment that the National Board vote to approve the recommended policy change and let the National Headquarters staff, in coordination with counterpart volunteers, decide how to implement the policy.**

### **MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: Implementation of policy, notification to the field, and make change to CAPR 77-1, Operation and Maintenance of CAP Vehicles.

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**AGENDA ITEM 16**

**MD**

**Action**

**SUBJECT: Age Requirement for Aerospace Education Member  
CAP/CS – Col Kauffman**

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**INFORMATION BACKGROUND:**

Agenda item brought forward by Col David Mikelson, National School Program Advisor.

CAP's aerospace education mission is reaching the teachers of school systems across America. We would like to expand this outreach by allowing students of all ages to also become Aerospace Education members.

CAP already allows for student AEMs, but CAPR 39-2 requires that these student AEMs be in college (see 6-2e).

We recommend that 6-2e be changed to:

6-2e. Individuals applying for Student AEM membership must be elementary through undergraduate students. Individuals may only continue in this subcategory as long as they are enrolled in school.

CAP allows the student AEMs to transfer to active status. We recommend that 6-10 be changed from:

**6-10.** Aerospace education members and Student aerospace education members may transfer to active membership status (at no additional cost for the membership year) by submitting a CAPF 12, with "AEM to Senior - No Charge" annotated across the top, along with a FBI fingerprint card, through the gaining unit.

And amended to:

**6-10.** Aerospace education members and Student aerospace education members may transfer to active membership status (at no additional cost for the membership year) as long as they meet the regular eligibility criteria. AEMs over 18 years of age may apply by submitting a CAPF 12, with "AEM to Senior - No Charge" annotated across the top, along with a FBI fingerprint card, through the gaining unit. AEMs between 12 and 18 years of age may apply for cadet membership by submitting a CAPF 15, with "AEM to Cadet - No Charge" annotated across the top, through the gaining unit.

A reminder that all other requirements for AEMs remain, to include that they do not wear the CAP uniform (see 6-5), they are not authorized to fly in corporate aircraft (waiver possible, see 6-5), and they pay only national dues (see 6-6).

**PROPOSED NATIONAL BOARD ACTION:**

The National Board votes to approve modifying the student AEM membership category by amending CAPR 39-2, sections 6-2e and 6-10.

**ESTIMATED FUNDING IMPACT:**

Minimal funding required for updating the membership software and changes to the regulation. AEMs generate dues revenue.

**CAP NATIONAL HEADQUARTERS' COMMENTS:**

We recommend that a membership sub-committee be formed to review member benefits for this category. CAP currently has few educational products geared for younger age children and developing them in-house is going to be difficult because of limited staff and competing demands. CAP might be able to take advantage of other resources developed by agencies like NASA, but that will need to be reviewed by the sub-committee to see if there are enough materials readily available to make the program worthwhile.

**CAP-USAF HEADQUARTERS' COMMENTS:**

None.

**COMMITTEE RECOMMENDATION:**

Aerospace Education advisor: Concurs.

Development Committee: Agree that there needs to be some way to reach younger children; however, the Committee is not convinced that AEM student membership is the best way to do this. The current AEM program is structured for educators and although there are some AE products suitable for younger students there are not enough to sustain a younger member for several years. Additionally, most of the current products are designed to be teacher-lead. Further study needs to be conducted to determine membership benefits and privileges, as well as, any legal concerns that may arise from dealing with younger students. The Committee believes that this item should be tabled until the new National Headquarters School Program Coordinator is on board and the joint Committee recommended by the Headquarters staff can be established. Also recommend that Col Applebaum, or a member of the Pennsylvania Wing School Program staff, be included on the Committee.

**REGULATIONS AND FORMS AFFECTED:**

CAPR 39-2, *Civil Air Patrol Membership*, chapter 6  
CAPP 15, Aerospace Education Officers' Handbook  
AEM Brochure

**NATIONAL BOARD ACTION**

The National School Program advisor recommended approval of the proposed National Board Action.

***COL WALLING/MER MOVED TO AMEND AND COL KAUFFMAN/CS SECONDED***  
the amendment that the National Board vote to approve the concept of developing an Aerospace Education-type membership category for students from elementary through undergraduate.

**MOTION CARRIED**

FOLLOW-ON ACTION: National Headquarters' staff develops the concept of an AEM membership category.

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**AGENDA ITEM 17**

**XP**

**Action**

**SUBJECT: Committee & Advisor Reports  
CAP/CS – Col Kauffman**

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**Committees**

**1. Finance Committee – Col Weiss**

THERE WAS NO REPORT.

**2. Operations Committee**

The Operations Committee report was presented in AGENDA ITEM 8, Changes to CAP 60-1, CAP Flight Management.

**3. Professional Development Committee – Col Courter**

COL COURTER presented a slide briefing updating the activities of this committee.

Handouts were distributed: A copy of the slide briefing, CD of a field test of Level I, E-Learning Strategic Plan.

**4. Development Committee – Col Robinson**

COL APPLEBAUM/PA, in the absence of Col Robinson, presented a slide briefing updating the activities of this committee.

**5. Recruiting & Retention Committee – Col Parker**

COL PARKER briefed on the activities of this committee and solicited help from the region commanders in providing members to serve on this committee.

**6. Medical Services – Col McLaughlin**

COL McLAUGHLIN presented a slide briefing on this committee's activities.

She also stated that the Health Services Legislative Sub-committee proposes that the National Board approve the establishment of a Health Services Specialty Track (HSST) with appropriate specialty badge insignia that would cover health care professionals who are not doctors and nurses, and to facilitate the development of a specialty track and associated training courses. This would be done with close legal following of development materials and training.

***COL KAUFFMAN/CS MOVED AND COL MOODY/NATCON SECONDED that the National Board vote to approve the concept of this proposal with implementation by the National Headquarters' staff, specifically including legal.***

**MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: National Headquarters' staff development with input from volunteer representatives and implementation of new policy.

**ADVISORS TO THE NATIONAL COMMANDER:**

1. Advanced Technology – Col Alexa

MR. SALVADOR/NHQ, in the absence of Col Alexa, presented an update slide briefing.

2. Homeland Security and Aircraft Modernization & Standardization – Col Greenhut

COL GREENHUT presented an update slide briefing.

3. Cadet Programs – Col Trick

COL TRICK provided an update report.

4. Emergency Services – Col Linker

COL LINKER provided an update report.

5. Aerospace Education – Col Murrell

COL MURRELL provided an update report.

6. Historian – Col Blascovich

COL BLASCOVICH provided an update report.

7. Chaplain Services – Chap, Col, Sharp

CHAP, COL, SHARP presented an update slide briefing.

8. Information Technology – Col Lynch

COL LYNCH presented an update slide briefing.

**AGENDA ITEM 18**

**Action**

**SUBJECT: Old Business**

**1. ITEM: CAP Grade for Retired Military Senior NCOs: Agenda Item 7, March 2006 NB**

This item dealt with the CAP grade to be given to retired U. S. Armed Forces EW-7, E-8, and E-9.

The Development Committee felt that advance promotion for these individuals was appropriate as long as a basic education in Civil Air Patrol was accomplished before receiving the advanced grade. The Development Committee recommends these individuals be eligible for the grades of first lieutenant through major respectively upon completion of 6 months time in CAP, Level I and SLS. Recommend the National Board approve adding the following paragraph to CAPR 35-5 in the Special Appointment Section:

Regular and Reserve Senior Noncommissioned Officers of the Armed Forces. Regular and Reserve Senior Noncommissioned Officers of the Armed Forces of the United States, active, or retired, in the grade of E-7 through E-9 may be advanced to the CAP grade shown in Figure X below in recognition of their military knowledge and experience. Such promotions are neither automatic nor mandatory, but are at the discretion of the promoting authority outlined in paragraph 5. Members qualifying for this type of promotion must meet the minimum eligibility criteria outlined in paragraph 12 as well as complete six months in Civil Air Patrol and the Squadron Leadership Course. This provision also includes members of the Reserve components (Air National Guard, Army, Navy, Marine Corps, and Coast Guard Reserve). *NOTE: The unit commander will initiate initial promotion to officer grade based on prior military service only where proper documentation for that grade exists (a copy of DD Form 214, military identification card, or promotion order showing the grade requested is considered sufficient).*

<u>NCO Grade</u>	<u>CAP Grade Authorized</u>
E-7	First Lieutenant
E-8	Captain
E-9	Major

Figure X. Senior NCO Grade Equivalents

**National Board Action**

MS. PARKER/DP presented the recommendation of the Development Committee that retired U. S. Armed Forces EW-7, E-8, and E-9 be eligible for the grades of first lieutenant through major, respectively, upon completion of 6 months time in CAP, Level I and SLS.

**COL KAUFFMAN/CS MOVED THE RECOMMENDATION OF THE DEVELOPMENT COMMITTEE.**

**COL KAUFFMAN/CS MOVED TO AMEND AND COL WEISS/NFO SECONDED THE AMENDMENT** to delete the requirement of 6 months time in CAP, and SLS, which would be in line with other special appointments.

**MOTION CARRIED**

**COL STICKEL/HI MOVED TO AMEND** to change “First Lieutenant, Captain, and Major” in Figure X. and insert “CW0-3, -4, and -5, respectively.

**THE MOTION DIED FOR LACK OF A SECOND.**

**COL WEISS/MD MOVED TO AMEND AND COL DAVIES/NATCAP SECONDED** the amendment to the recommended change to CAPR 35-5, as follows: (1) add “Army” as well as Air National Guard, with reference to the Reserve Components; (2) Add “appropriate National Guard form” following “(a copy of DD Form 214. . . .), with reference to the NOTE; and (3) Change Figure X. Senior NCO Grade Equivalents as follows: For E-7, First Lieutenant be changed to Second Lieutenant; E-8, Captain be changed to First Lieutenant, and E-9, Major be changed to Captain.

**MOTION CARRIED**

**AMENDED MOTION CARRIED**

FOLLOW-ON ACTION: National Headquarters implementation of policy, notification to the field, and change to CAPR 35-5.

**2. ITEM: Creation of an IT Tutorial Pamphlet: Agenda Item 15, March 2006 NB**

This item proposed the idea of creating tutorial pamphlets for CAP members on how to use computer programs. It was referred to the IT Advisory Group for review.

**National Board Action**

COL KAUFFMAN/CS stated that this item is not ready for board action.

**3. ITEM: Unit Staffing: Agenda Item 9, March 2006 NB**

This item dealt with the revising of CAPR 20-1, *Organization of Civil Air Patrol*, to incorporate new concepts. The item was referred to the Development Committee.

**National Board Action**

COL KAUFFMAN/CS stated that this item is not ready for board action.

**4. ITEM: Cadet Protection Program: Agenda Item 14, March 2006 NB**

This item dealt with the development of new training aids and courses to support the Cadet Protection Program. It was referred to a Joint Cadet Programs and Development Committee with CAP-USAF representation.

**National Board Action**

COL KAUFFMAN/CS stated that this item is not ready for board action.

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**AGENDA ITEM 19**

**Action**

**SUBJECT: New Business**

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**1. ITEM: SOP for Aircraft Ground Handling Procedures**

**COL WEBB/GLR MOVED AND COL KAUFFMAN/CS SECONDED that the National Board vote to task the Operations Committee to research and develop a standard operating procedure (SOP) for aircraft ground handling procedures including aircraft movement, tie-down, and hangaring procedures.**

**MOTION CARRIED**

FOLLOW-ON ACTION: Task Operations Committee to develop SOP for aircraft ground handling procedures, as indicated.

**2. ITEM: Development of Language to Change Cadet Pilot Training Programs**

COL WALLING/MER stated that the cadet pilot training programs are affected by the phase-out of Cessna 172 aircraft in favor of 182s.

**COL WALLING/MER MOVED AND COL TODD/SWR SECONDED that the National Board vote to task the Operations Committee to develop language regarding the prohibition of giving primary instruction in Cessna 182s and bring that language back to the National Board at the next meeting.**

**MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: Task Operations Committee to develop recommended change to appropriate CAP regulations regarding instruction in Cessna 182 vice Cessna 172.

**3. ITEM: Move Wear of Uniform from CAPR 52-16 to CAPM 39-1**

**COL BRYAN/IN MOVED AND COL LEVITCH/FL SECONDED that the National Board vote to withdraw all the comments under Agenda 4, Ratification of Regulations (1) CAPR 52-16, Cadet Program Management that relate to the uniform which are in direct conflict with CAPM 39-1, and remove paragraph 2-1.c. Wear of the Uniform. Also that this information be given to NHQ/DP and brought back to the National Board as a change to CAPR 39-1.**

**MOTION CARRIED WITH NO DISSENTING VOTES**

FOLLOW-ON ACTION: (1) Removal of paragraph 2-1.c. from CAPR 52-16 (and renumbering succeeding paragraphs). (2) NHQ/DP staffing to include these uniform provisions in a proposed change to CAPM 39-1. (3) Inclusion in the Winter National Board agenda.

**4. ITEM: Wear of Blue Beret and Hawk Mountain Uniforms & Devices**

**COL FAGAN/MO MOVED AND COL LEVITCH/FL SECONDED** that the National Board vote to allow wear of the Blue Beret and Hawk Mountain head gear by cadets and senior members on both the BDUs and dress uniform.

**COL NELSON/CA MOVED TO AMEND AND COL OPLAND/DE SECONDED** the amendment to allow wear of both activity head gear only on BDUs.

**MOTION TO AMEND CARRIED**

**COL DAVIES/NATCAP MOVED TO AMEND AND COL FAGAN/MO SECONDED** the amendment to allow wear of head gear at the discretion of wing commanders.

**MOTION DID NOT PASS**

**MAJ GEN PINEDA RESTATED THE AMENDED MOTION:** The members can wear the head gear that they get at Hawk Mountain and Blue Beret with their blue BDUs and green BDUs only.

**COL LEVITCH/FL MOVED TO AMEND AND COL APPLEBAUM/PA SECONDED** the amendment to allow the wear of any awarded items that go on the uniform or the head from Hawk Mountain and Blue Beret with BDUs only.

**MOTION TO AMEND CARRIED**

**COL OPLAND/DE MOVED TO AMEND** to allow wear of any distinctive head gear awarded at any national special cadet activities.

**MOTION TO AMEND DIED FOR LACK OF A SECOND**

**ANOTHER RESTATEMENT OF THE AMENDED MOTION:** All members that attend the Blue Beret and national Hawk Mountain training can wear any awarded items that go on the uniform or the head gear with their BDUs, blue or green.

**AMENDED MOTION CARRIED**

**FOLLOW-ON ACTION:** National Headquarters implementation of policy, notification to the field and change to appropriate CAP regulations.

**AGENDA ITEM 20**

**Information**

**SUBJECT: Update on CAP 65<sup>th</sup> Anniversary Pictorial History Book  
Drew Stekete**

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**INFORMATION:**

MR. STEKETEE briefed that he is only the contract author. He expressed appreciation for the photographs provided by CAP members in the photo archives project, which were put into digital form and included in this Anniversary Pictorial History Book. Turner Publishing Company, the largest military publishing company in the United States for this type book, is taking orders for this book, which is expected to be ready for shipment well before Christmas. He also encouraged purchase of this book in the wings and units to use for protocol purposes. He further invited members to visit the CAP Historical Foundation web site at [www.caphistory.org](http://www.caphistory.org). He indicated that he plans to work with National Headquarters to help provide guidance in celebrating CAP's 65<sup>th</sup> Anniversary. He expressed appreciation to the National Headquarters staff, Bill Shea, Julie Debardelaben, and Jim Tynan.

**AGENDA ITEM 21**

**Information**

**SUBJECT: Update on Consolidated Aircraft Maintenance Demonstration  
Johnny Dean, CAP/LG**

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**INFORMATION:**

COL KAUFFMAN/CS, in the absence of Mr. Dean/CAP/LG who was teaching a class, presented the LG slide briefing.

## Administrative Announcements

1. Preceding the agenda items, the National Commander, Executive Director, Senior Air Force Advisor, and National Safety Officer presented update slide briefings.
2. Maj Gen Pineda announced the permanent appointment of Colonel Ernest C. Pearson as Commander of the Pacific Region, effective 10 August 2006.
3. Lt Col Eric R. Litt was appointed Commander of the Virginia Wing and promoted to the temporary grade of colonel, effective 7 August 2006.
4. Lt Col Kenneth Andreu was appointed Commander of the New York Wing and promoted to the temporary grade of colonel, effective 24 July 2006.
5. Maj Gen Pineda welcomed the following named new members to the National Board and presented National Board badges to them:

### Northeast Region:

Col Christopher Hayden, Maine Wing  
Col Kenneth Andreu, New York Wing

### Middle East Region:

Col Eric Litt, Virginia Wing  
Col Gerard Weiss, Maryland Wing

### Great Lakes Region:

Col Donald Haffner, Wisconsin Wing

### Southeast Region:

Col Guillermo Heredia, Jr., Georgia Wing

### North Central Region:

Col Karl Altenburg, North Dakota Wing

### Rocky Mountain Region:

COL Robert Hoffman, Montana Wing

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6. Maj Gen Pineda recognized the following named departing members of the National Board and expressed his appreciation for their service:

Col William Charles	National Inspector General
Col Margie Sambold	New Hampshire Wing Commander
Col James Rushing,	Tennessee Wing Commander
Col Thomas Todd	Southwest Region Commander
Col William Morton	Wyoming Wing Commander

7. Maj Gen Pineda presented a plaque to Col Russell Hodgkins, USAF, CAP-USA/CC, which reads: "Presented to Col Russell Hodgkins, United States Air Force, for your outstanding support to the Civil Air Patrol team, October 2005 – October 2006."

8. The newly elected National Legal Officer, Major Andrew Worek, was promoted to the grade of colonel.

9. Major Larry Mattiello stated that for the first time in the history of the National Helicopter Association (NHA), the Board of Directors voted to award its prestigious Igor Sikorsky Award for humanitarian service not only to a single helicopter operator but to all those individuals and organizations who worked as a major team to provide relief efforts during Hurricane Katrina. On behalf of the President of NHA and representing the Board of Directors of NHA as a board member, Major Mattiello presented a certificate representing the Igor Sikorsky Award for humanitarian service to the Civil Air Patrol.

10. Col Chazell/RMR, on behalf of the Region and Wing Commanders Course, presented Maj Gen Pineda with a signed photograph of the class.

THERE WAS AN EXECUTIVE SESSION, 1315 – 1420, FRIDAY, 11 AUGUST 2006 – THIS MEETING WAS NOT RECORDED

THERE WAS AN OFF-THE-RECORD TOWN HALL MEETING, 1515 – 1530, FRIDAY, 11 AUGUST 2006

**THE NATIONAL BOARD MEETING CLOSED AT 1545, FRIDAY, 11 AUGUST 2006**