

LEARNING

Curve

Volume 4, No. 2
Summer 2003

NETWORKING THE FINEST EDUCATIONAL RESOURCES IN THE TRUCKING INDUSTRY

Featured School

Alexandria Technical College

Getting behind the wheel of an 18-wheel rig for the first time can be a little intimidating for a novice driver, but Alexandria Technical College (ATC) is greatly easing jitters with its new TranSim VS Driver Training Simulator.

The simulator, recently purchased by the Minnesota college, provides students with realistic vehicle operation on tough road conditions. Shifting on a wide range of grades, students can experience all of the major transmissions and different engines from a variety of manufacturers, with assorted RPM and torque ranges.

"Students have appreciated the instantaneous feedback of the TranSim and tend to feel more comfortable with driving the



Student Jeremy Hartigan at the simulator controls.

real rig," notes **Bill Fath**, truck-driving instructor at Alexandria Technical College and vice president of the National Association of Publicly Funded Truck Driving Schools.

The ATC Truck Driver Training Program will also soon add Motor Coach and Dispatch Training. The school has purchased an MC9 Crusader motor coach for the purpose of training, allowing students to earn their passenger endorsement. According to Fath, not only will students be able to

have an excellent background with semi-trailer trucks, but they can also pursue their career even further with these upcoming courses.

The ATC Truck Driver Training Program has been in existence for 31 years. It consists of two 16-week programs. During this time, students receive training in the operation of commercial motor vehicles, state/federal regulations, safe operation fundamentals, defensive driving, general maintenance, CPR, first-aid and job-seeking skills.

"We believe that graduates with a thorough understanding of the industry best serve this field," Fath states.

In addition to classroom study, students are taught driving techniques on a backing range, driving range, rodeo course (close-quarter maneuvering) and over-the-road experiences in semi-tractor trailers. The Truck Driving Program also works closely with the Diesel Mechanics

See Page 2 ————— Alexandria

Keller Presents Second Part of \$50,000 Grant

The National Association of Publicly Funded Truck Driving Schools received the second installment of a five-year, \$50,000 grant from J. J. Keller & Associates, Inc. in February.

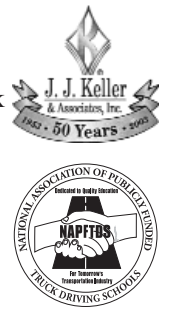
Last spring, NAPFTDS announced that Keller would provide a grant to help support educational conferences and other NAPFTDS activities that aid its member schools.

"We're proud to support a fine organization like NAPFTDS," said **Bob Keller**, President and CEO of J. J. Keller & Associates, Inc. "NAPFTDS plays an important role in helping develop good driver training programs, so our nation's future truck drivers can learn the skills they need for a successful, safe driving career."

Robert McClanahan, President of NAPFTDS, said, "Through the years, the Keller family has shown a great deal of commitment to truck driver education. Their generosity will go a long way in our efforts to serve the nation's publicly funded truck driving schools."

The grant, which includes \$10,000 per year for five years, comes from a donor-advised fund established by Keller founder **John J. ("Jack") Keller and his wife, Ethel**, at the Community Foundation for the Fox Valley Region of Wisconsin. ♦

J. J. Keller & Associates, Inc. of Neenah, Wis., is a leading specialized publisher and services provider. Founded in 1953, the company offers a wide spectrum of ready-made and custom safety and regulatory-compliance products to customers throughout North America. In addition to serving the transportation industry, Keller also serves customers in industries including manufacturing, utility, construction and food processing.



In This Issue

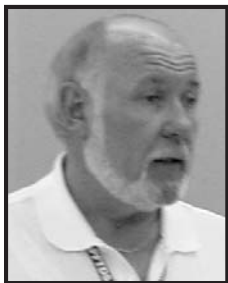
- ♦ **President's Message**
- ♦ **NAPFTDS Survey Results**
- ♦ **2003 Convention Wrap-up**
- ♦ **Mike Byrnes Remembered**
- ♦ **Washington Update: Security**
- ♦ **Rules & Rigs: FMCSA Changes**
- ♦ **Mark Your Calendar: Region Conferences & National Convention**
- ♦ **NAPFTDS Goal: Attract New Members & Sponsors**

Program and offers a shorter CDL program for diesel students. This enables the diesel graduates, who will be working for repair facilities that work on commercial vehicles, to test-drive the vehicles after repairs have been completed.

ATC anticipates graduating approximately 40 truck driving students and 35 diesel students this year. Over the past 10 years, ATC's truck driving program has placed 96% of its graduates in trucking companies across the nation.

Utilizing 12 power units including various makes, models, and years, ranging from 1989-2001, the ATC program has a variety of transmissions used in the industry — including a 10 speed auto shift in the new KW. Trailers are also rotated between students daily to familiarize each of them with reefers, dry van, grain, flatbed, double drop, tankers, and double combination.

Fath has taught the Truck Driver Program 18 of the 31 years since the program was started in 1972. He is an active member of the National Safety Council, Minnesota Safety Council, American Trucking Association and the Minnesota



Bill Fath

Truckers Association. He is also a third-party Commercial Driver's License tester for the state of Minnesota. His 30+ years of experience in the trucking industry includes working as a mechanic, owner-operator, dispatcher, and co-owner of a trucking company. His involvement in the industry allows him to stay current with changes taking place in the country's leading industry — transportation.

Fath and the college thrive on the motto, "A Tradition of Excellence," working hard so graduates are prepared for long and successful careers as professional truck drivers.

"Remember, if you got it, a truck driver brought it," Fath states.

For more information, contact the school at 1601 Jefferson St., Alexandria, MN 56308; (320) 762-4453 or 888-234-1222, Ext. 4453; www.alextech.org/programs/truckdriving/indextruckdriving.htm ♦



The annual convention is over, the survey is in, and more challenges face our industry.

President's Message
Robert McClanahan



Our convention in Orlando was another success. The sharing of information among those attending was great. New members and "Old Timers" enjoyed speakers on subjects ranging from new technology to trucking industry updates. NAPFTDS members **Steve Webb** and **Carol Colwell** gave presentations on programs and practices working in their schools. Other presenters included **Jeff Arnold**, North American Transportation Management Institute; **Bob Rader**, Roehl Transportation; **Kent Price**, GearMaster; and **Robert Hirsch**, President of the Truckload Carriers Association. We are now planning our Regional Meetings to be held in September, October and November. See elsewhere in this newsletter for dates and locations.

The results of our school survey are complete. I appreciate those who shared information. The completed results are included separately in this newsletter. One figure in particular excites me: Our association graduates over 17,000 students annually. This is an impressive number and will grow as our membership increases. Our contribution to the trucking industry is significant. The quality of training you provide will continue to establish NAPFTDS as a leading provider of outstanding graduates.

Budget cuts seem to be hitting us all. Most schools are reporting increased enrollment. Therefore, we are expected to do more with less. What a challenge we all have. I am confident that with the quality of programs offered by our members we will meet the difficulties and continue doing what we do best. Your dedication and commitment to your students will ensure success in your programs.

.....

To all that have inquired about drug and alcohol testing at schools, I have found the following according to FMCSR 382.107:

Question: Are students who will be trained to be motor vehicle operators subject to alcohol and drug testing?

Guidance from DOT: Yes. Section 382.107 includes the following definitions:

EMPLOYER means any person (including the United States, a State, District of Columbia or a political subdivision of a State) who owns or leases a CMV or assigns persons to operate such a vehicle. The term employer includes an employer's agents, officers and representatives.

DRIVER means any person who operates a CMV.

Truck and bus driver training schools meet the definition of an employer because they own or lease CMVs and assign students to operate them at appropriate points in their training. Similarly, students who actually operate CMVs to complete their course work qualify as drivers.

I hope this will help clear any questions any of you may have about drug testing. If you are still not certain, I suggest contacting your local FMCSA representative for clarification. ♦

Our Survey Says...

Tuition appears to be up, but so is enrollment. Those are among the results from a National Association of Publicly Funded Truck Driving Schools survey, distributed March 5-7 at the annual convention in Orlando.

"We're trying to establish what we're all about and what we're doing," said NAPFTDS President **Robert McClanahan** about the survey. "It's something our Association can look at," McClanahan said, adding he is hopeful the survey will be done annually.

McClanahan said two areas were higher than he had anticipated: tuition and the number of graduates. "The cost surprised me. It was a little higher than I thought," he said, stressing that an aver-

age cost means that while some schools cost more than the figures below, some schools also cost less.

McClanahan said the number of NAPFTDS graduates was also a pleasant surprise. "It is growing," he said. "Everyone's enrollment is increasing."

Survey results are as follows:

Average Length of Program:

8 Weeks

36 Days

284 Hours

Average Cost:

\$2,706 Tuition & Fees

\$2,498 Tuition Only

Average Graduates per School:

171 Students per Year

Estimated NAPFTDS Graduates

17,100 Students per Year ♦

NAPFTDS Convention 2003

Ideas Shared to Ensure Association Is Steered in the Right Direction



NAPFTDS extends a special thank you to its 2003 convention sponsors!

Between updates on industry regulations, discussions on alternate funding, and demonstrations on a shifting training tool and a computer map program — to name a few — there was no shortage of ideas and suggestions at the NAPFTDS annual convention, held March 5-8 in sunny, warm Orlando, FL.

On Wednesday, March 5th, registration and the executive board meeting began at 5 p.m. with many of the registered members in attendance. Registration resumed on Thursday morning at 8 a.m. and by 8:30 a.m., we were getting down to business. President **Robert McClanahan** welcomed everyone and delivered a state of the Association report. The President's report included results of a member survey that indicated member schools train over 17,000 students annually.

We moved on to an introduction ice-breaker facilitated by **Carol Colwell** and **Tina Frindt**. One of our own, **Steve Webb** spoke to members about the Mid-Atlantic Logistic Institute. His school is located in Maryland and offers a wide array of courses including an associate's degree in logistics. Steve felt the Association was a major source of information for developing and growing his program. He said schools should consider



Pictured are NAPFTDS Executive Board members for 2003-2004. From left: Jack Piehl, Dave Keays, Carol Colwell, Bill Fath, Robert McClanahan, Chuck Mosqueda, Bob Weining, Tina Frindt, Dave Terry and Pat Spillane. Not pictured are Steve Webb, Arlene Kirby, Tom Gierok and Greta Nord.

additional courses that can enhance their truck driving programs.

Our next presenter was **Carol Colwell**, of Central Tech in Oklahoma, who discussed student recruitment practices. She handed out information that is mailed to prospective students that outlines requirements for admission into their truck-driving program. Carol also discussed the need to make follow-up calls one week after mailing the information. Colwell suggested if one couldn't contact the individual by phone, to send a letter thanking them for the interest in the course. Showing prospective students you care is an important element in marketing a program, she added.

Rounding out the morning's presentations was **Jeff Arnold** of North American Transportation Management Institute (NATMI). Jeff discussed the various courses NATMI offers for instructor certification. After lunch **Kent Price** from GearMaster demonstrated a new shifting training tool for students. In addition, Kent rented a truck and installed the GearMaster to show how it works in a live situation. Needless to say many of us had to climb up and observe or did we just miss being in a truck? Several member schools are using this technology with positive results.

Bob Hirsch discussed the state of the transportation industry with topics ranging from PTDI to other trucking issues. We wrapped up the day with an open forum about alternative funding that was facilitated by **Van O'Neal** from Texas. We discussed innovative ways of funding and what lenders schools were

using as a successful source of student loans.

Friday morning we climbed on a bus to meet with members of the Commercial Vehicle Training Association (CVTA) at their hotel. We had an informative round of presentations that followed welcoming

Association Extends Special Welcome

At the 2003 Annual Convention in Orlando, NAPFTDS members looked forward to meeting the following first-time Convention attendees:

Don Bolinger, Clark Burns, Danny Cather, Bob Faiella, Rumon Garcia, Bill Gilbert, Gayle Laugman, Tony McCray, Larry McGregor, Debbie Meyer, and Tom Steele.

remarks from CVTA chairman **Mark Greenberg** and NAPFTDS Executive Director **Chuck Collins**. Iowa State Senator, **Matt McCoy** gave an excellent talk that updated members about governmental activities. It was a very compre-



NAPFTDS President Robert McClanahan meets first-time convention attendees.

hensive outline of changes that have occurred and those that are in the works. Most people commented that it was great to see this much information regarding regulations in one place.

The next speaker was **Vincent Picciarelli** of Foley Laboratory Services who delivered information on drug and alcohol testing for student drivers. He discussed the myths surrounding the testing requirements and clarified them with facts. Mr. Picciarelli also went over the changes that have occurred and the new disqualifications and suspensions for drivers.

After a quick presentation from Kent Price with GearMaster we moved onto "The Communications Revolution" by **Jay Wommack** of BubbaJunk.com. His fast-paced pitch discussed the revolution that is occurring because of the Internet and how that can impact the driving industry's need for drivers.

See Page 4 ————— 2003 Convention



Tina Frindt, left, and Carol Colwell, facilitate a workshop at the NAPFTDS annual convention, held March 5-7 in Orlando, FL.

2003 Convention ————— from Page 3

Our attention then turned to **Larry Zwart** and **Lakesha Gage** of Rand McNally as they demonstrated a new computer-based program for understand-



NAPFTDS President Robert McClanahan, far right, welcomes Truck Load Carriers Association members Rich Clemente, PTDI program; Ray Haight, PTDI chairman; and Robert Hirsch, TLCA president.

ing and interpreting maps. This program can be used to teach students trip planning and can also be purchased for personal use. The morning finished up with **Kurt Kusche** of GE Driver Development who gave an update on I-Sim. Kusche reviewed their simulator products, and he noted that retention rates are higher when students actually practice "by doing." After lunch we climbed back on the bus and headed back to our hotel.

Sponsors were invited to discuss

Thanks Once Again to Our Convention Sponsors:

- Delmar Thomson Learning
- GearMaster International
- General Electric I-Sim
- J.J. Keller & Associates
- Lanmarx Graphix
- National Safety Council
- North American Transportation Management Institute
- Roehl Transportation
- Ruan Truck Sales

their products with the members including: **Ruan Truck Sales**, used trucks; **Lanmarx Graphix**, monogrammed clothing; **National Safety Council** and **NATMI**, training programs; **J.J. Keller**, training videos and supplies; **Delmar**, tractor-trailer workbook; **Roehl Transport**, a truck carrier; **GearMaster**, shifting training tool; and **General Electric I-Sim**, simulator products.

We finished the day by requesting ideas on improving the Association. Wide ranges of topics were discussed that will help the executive board steer the Association in the appropriate direction. As always, the convention was a great way to interact with other schools and learn what they are doing differently. A big thank

you needs to go out to **Don Hess** and **Arlene Kirby** for putting together a successful convention. ♦

Submitted by: Tina Frindt, Association Secretary



Carol Colwell is dazzled by Pat Spillane's color bar and pie chart indicating the treasury is in the black.



Bill Fath listens intently while facilitating meetings.



Debbie Meyer, sales supervisor for J.J. Keller, presents a proposal to the NAPFTDS Board.



Bob Weining, who was re-elected to the Board, reviews schedule of upcoming Region Conferences.



Bob Rader, General Manager of Roehl Transport, informs the group that he is very interested in the NAPFTDS graduates.



Chuck Mosqueda, Board membership chair, shares an informal moment at the convention.



Convention co-chairs Arlene Kirby and Don Hess celebrate another successful event!



Board member Dave Keays confers with a colleague.



Board member Jack Piehl, who helped select Orlando hotel, studies day's agenda.



NAPFTDS members interact with exhibitors while viewing products and services.



Cliff Streck, an instructor with many years of experience, enjoys a final banquet meal with his wife JoAnn.



Van O'Neal, past-president of NAPFTDS, presents an alternative funding forum.

Mike Byrnes, Training Authority, Dies at 68

He Trained Thousands of Truck Drivers

Merle Louis "Mike" Byrnes, president of Mike Byrnes and Associates, Inc., Publishers, died in a Corpus Christi, Texas hospital April 11, 2003. He was 68.

Byrnes contributed to the training of hundreds of thousands of the nation's tractor-trailer drivers through his textbook, *BUMPER TO BUMPER, The Complete Guide to Tractor-Trailer Operations*. Originally published in 1988, the textbook is now in its third edition and has been translated into Spanish. It has been used in the classrooms of truck driver training programs throughout the United States, Canada, and Mexico. The book has also been used by attorneys and accident re-constructionists. Byrnes was instrumental in establishing the truck driver-training program at Del Mar College.

Byrnes was in the training field for 34 years. He began in 1969 as an instructor with the U.S. Navy's heavy equipment operator's school in California, and then moved on to equipment manager for the Pacific Ocean and Pacific Rim Area, including Alaska. Upon his retirement from the military, Byrnes directed truck driving and heavy equipment programs in both the public and private school sector for 10 years.

In 1987, Byrnes and **Deborah Fox** formed Mike Byrnes and Associates in Phoenix, Arizona, to produce programs for private combination distance learning and resident training schools for the training of truck drivers and heavy equipment operators. They first published *BUMPER TO BUMPER* in 1988. They also authored three Commercial Driver's License test preparation guides published by Barron's Education Series, Inc. Byrnes and Fox later married and moved to Corpus Christi.

Byrnes was an active member of public and proprietary school associations as well as the American Trucking Association, Interstate Truckload Carriers Conference and the Arizona Motor Transport Association. He served on the board of the Professional Truck Driver Institute and on the education committee of the Commercial Vehicle Training Association.

His wife, his son, **Michael G. Byrnes**, his daughter, **Leigh Small**, his sister, **Leola Nagl**, and his brothers **Howard and Patrick Byrnes** survive.

His wife, who has served as vice president of the corporation, will continue to operate the business.

"Mike would have wanted that. He

"...We got notes from students, often scribbled on the back of a log book page, saying how much they enjoyed our book..."

was deservedly proud of his accomplishments, in his service to his country but especially in the field of truck driver training, to which our textbook makes a unique and valuable contribution," she said. "It always delighted him when we got notes from students, often scribbled on the back of a log book page, saying how much they enjoyed our book and how even after they graduated and went to work, they kept a copy in the truck cab for reference. On the day that Mike died, a training director had left a telephone message asking how she might obtain our 'wonderful book' and stating that she wanted copies for all her drivers. We always thought that kind of enthusiasm was high praise for our textbook."

A memorial service was held April 19 in Corpus Christi. In lieu of flowers, the family requests that contributions be made to a National Association of Publicly Funded Truck Driving Schools memorial fund in Byrnes' name. For

more information regarding the fund, contact **Carol Colwell** or NAFPTDS President **Robert McClanahan** at 918-352-2551. ♦



Security is Chief Concern

The current emphasis at the federal Department of Transportation is clearly on security. Programs have begun and staff has been assigned to lead security projects that didn't exist two years ago.

Even the CDL license program, beset with issues such as reliability of data, testing problems, consistency of licensing standards and license fraud, has now become a security tool, with fraud becoming an issue that has little to do with unsafe driving and everything to do with proof of identity and access to hazardous (and often dangerous) cargo.

While security research and projects get funded regularly, research in the safety arena has just about ground to a halt, according to sources and sessions at a recent meeting of the Transportation Research Board and the Federal Motor Carrier Safety Administration (FMCSA).

Now that safety funding has largely disappeared the FMCSA is looking for partners for its safety initiatives — letting the partner largely fund work of mutual interest and thus allowing FMCSA to ride along on someone else's research dollars.

Lawsuit from safety advocates

Several safety advocate groups have combined forces to demand that the FMCSA complete a number of proposed rules involving mandates from Congress. The mandatory deadlines have not been met; all of the rules are still "open" and awaiting final action. They are:

- Training standards for entry level drivers, the deadline for a decision and rule was in 1993, several studies have been conducted;
- Driver training standards for long combination vehicles, deadline for action was in late 1993, studies have been done, no final rule as yet;
- Driver applicant background check procedures and requirements, newest due date for completion was in 1999; and,
- Two other rules involving safety inspectors and Haz-Mat transportation.

NTSB recommendation

The National Transportation Safety Board (NTSB) is taking the FMCSA to task again, this time for doing too little to ensure "new entrant" safety after a Texas truck-bus crash. In the investigation, the

NTSB found that the trucking company, in business for 22 months, was:

- inadequately aware of Federal Safety regulations;
- missed several key points that allegedly contributed to the crash; and
- had an illegal driver but asserted on its application they were capable and knowledgeable of the regulations.

The FMCSA didn't check this out and never visited the company, even after 22 months. The NTSB recommends that new entrants be checked out BEFORE they are allowed to operate and that FMCSA always follow up (in accordance with the new policy). The problem is, most "new entrants" are "new" in name only, e.g. they become one-unit fleets, but they may continue to be attached to another company and use that DOT identity.

Having tried to visit a few one-unit fleets in my time, believe me, you can't even get them on the phone, much less visit them. Perhaps the emphasis needs to be on establishing adequate controls on who gets a license and who is permitted to continue to drive, along with intense scrutiny of driving habits and vehicle condition. ♦

Submitted by: Jack Burkert, (410) 810-2029; Burkert@dmv.com This information also appeared in Burkert's "Safety Reporter" newsletter.

Special thanks to our first-time ad sponsors in this issue of



Please consider their quality products and services.

FMCSA Significantly Changes Hours-of-Service Regulations

The Federal Motor Carrier Safety Administration has issued the first significant revisions to the hours-of-service regulations in over 60 years. The new regulations provide an increased opportunity for drivers to obtain necessary rest and restorative sleep, while reflecting operational realities of motor carrier transportation.

The full details are on the FMCSA website, www.fmcsa.dot.gov, but the following is a brief condensed version of some of the key points: Please note that these rules apply to cargo carriers only, passenger carriers are NOT included:

- The drivers rest period — drivers must take a minimum of 10 hours off duty before driving;
- The limit on hours of driving — drivers may not drive once they have been on duty or driving for 14 hours since their work starting time; "short haul" drivers would be permitted to work 16 hours, one day per week;
- A short haul driver is one who returns to the daily work reporting location and is released within 16 hours of the start time;
- Off duty "breaks" during the work day (meal stops, etc.) will no longer be able to be used to extend the driver's work day; the 14-hour daily limit is a clock that starts running when the driver reports for duty;
- The maximum on duty time — the 60 and 70 hour rules are retained, but there is a "Restart the clock" provision: when drivers take 34 hours off duty, they may zero out the accumulated time under the 60-70 hour limitation; and
- The "Log book" will continue to be the recordkeeping tool of choice; Electronic "On board" recorders will not be mandatory, but DOT studies will continue.

The revised regulations will be formally adopted in 60 days, but will not be "enforced" until January, 2004. ♦

2003 Region Conferences & 2004 National Convention Set

Association members will want to get out their pens and calendars to note the dates for the NAPFTDS Region Conferences in 2003 and the annual National Convention in 2004.

Each of the seven regions will host a conference this year, according to NAPFTDS Executive Director Chuck Collins. These conferences are designed to provide professional growth information for truck driving instructors and support staff.

The Association recognizes the importance of providing access for growth opportunities to all public schools within their own regions and has made this a priority. This has taken on special significance in light of the restrictions on travel budgets at schools. Not all members are able to attend the annual national convention. Therefore, members can travel shorter distances to their Region Conferences that offer high-quality, affordable workshops/seminars on both national and regional issues.

The NAPFTDS board is very appreciative of the local coordinators and schools who have taken the initiative and made the commitment to host conferences this year. For more information contact the coordinator (right) in your region. ♦

Memphis Will be 2004 Annual Convention Site

The NAPFTDS board recently decided to conduct next year's annual convention in Memphis, Tennessee. The dates are March 4-6, 2004.

It will be held at the beautiful, historic Peabody Hotel in the heart of the city. All are welcome to attend! ♦

More information will be in the September issue of *Learning Curve*. The hotel phone number is: **901-529-4187**

2003 REGION CONFERENCES:

Check your Region — Contact your Region Coordinator with questions.

Region #1

Dates: Sept. 25-26 — Thurs., Fri.
Ralph Dean, Coordinator
 Idaho Center for Professional Truck Driving
 2407 Caldwell Blvd.
 Nampa, ID 83651-1515
 Ph. 800-442-3221



Region #4

Dates: Nov. 20-21 — Thurs., Fri.
Van O'Neal, Coordinator
 Houston Community College
 555 Community College Dr.
 Houston, TX 77013
 Ph. 713-718-8200



Region #2

Dates: Oct. 23-24 — Thurs., Fri.
Dave Terry, Coordinator
 Southwest Applied Technical College
 510 W. 800 South
 Cedar City, UT 84720
 Ph. 435-586-2899



Region #5

Dates: Oct. 2-3 — Thurs., Fri.
Gary Belt, Sr., Coordinator
 Danville Area Community College
 2000 East Main St.
 Danville, IL 61832-5199
 Ph. 217-443-8565



Region #3

Dates: Sept. 19-20 — Fri., Sat.
Paul Foster, Coordinator
 Lake Superior College
 4971 Lightning Dr.
 Hermantown, MN 55811
 Ph. 218-626-1548



Region #6

Dates: Nov. 13-14 — Thurs., Fri.
Bob Weining, Coordinator
 East Mississippi Community College
 8731 S. Frontage Rd.
 Mayhew, MS 39753
 Ph. 662-243-1949



Region #7

Dates: Oct. 29, 30, 31 — Wed., Thurs., Fri.
Steve Webb, Sr., Coordinator
 Cecil Community College
 One Seahawk Dr.
 Northeast, MD 21901
 Ph. 410-287-6060, ext. 201

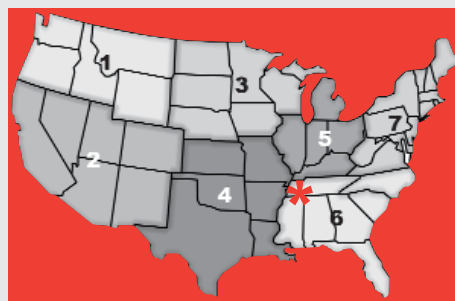


Vendors are encouraged to exhibit products or services at the regional conferences.

Cost to exhibit is \$150 at each regional.

2004 NATIONAL CONVENTION:

Consider this excellent opportunity to network nationwide.



2004 Annual Convention
March 4-6
 — Peabody Hotel —
Memphis, TN

NAPFTDS Goal for 2003-04: Attracting New Members and Sponsors

Robert McClanahan, current President of NAPFTDS, states that the major focus of the Association this coming school year will be to become more proactive in informing all public truck driving schools about the value of full membership.

Since NAPFTDS is looking to foster more partnerships within the trucking industry and allied members, emphasis will also be placed on encouraging them to become associate members.

Robert has a challenge for NAPFTDS members: "As the President of our organization, I am asking all current members

to take on a role of advocacy to accomplish this goal," stressed McClanahan. "I feel that each of us, as a professional, has a responsibility to promote the benefits of our Association. Simply put, we want each of our members to reach out and extend an invitation to other public schools to join us. We look forward to the day when every public truck driving school in North America will be a member of NAPFTDS! In addition, we are asking members to contact as many trucking companies and allied industries as possible, extending a similar invitation to them within the next six months."

Recognizing the importance of this membership goal, the Board of Directors recently approved developing a new brochure and revising its existing website. A committee composed of **Pat Spillane**, **Arlene Kirby** and **Carol Colwell**, is in the process of developing a pocketed-folder with inserts that will explain what the Association does and encourage membership. In addition, Colwell, **Don Hess** and Spillane are working on revising the NAPFTDS web page.

"I would encourage the Membership Committee and all Association members to roll up their sleeves and join me in doing as much as we can together, reaching out to prospective members and welcoming them to NAPFTDS," adds McClanahan.

NAPFTDS asks that those who are not members of the Association, but who would like to become members, please fill out the pre-application form in this newsletter. Individuals are also welcome to join members at Region Conferences and at the Annual National Convention. Find information on these events in this newsletter. Questions can be directed to **Chuck Collins**, Executive Director of NAPFTDS, 920-735-5784 or 920-205-4259. ♦

NAPFTDS MEMBERSHIP PRE-APPLICATION

Organization/Company:

Contact Person:

Phone:

FAX:

E-Mail:

Mailing Address:

FULL MEMBERSHIP (\$150): Any publicly funded school or representative employee of that school engaged directly in providing truck driver training.

ASSOCIATE MEMBERSHIP (\$300): Any industry or representative employee of that industry which indirectly supports public truck driving schools, limited to agencies such as trucking companies, insurance companies, publishers, and equipment manufacturers interested in the welfare of publicly funded truck driving schools.

AFFILIATE MEMBERSHIP (\$225): Limited to administrators or staff at a publicly funded school interested in the trucking industry or administrators in schools that contract with proprietary organizations to provide truck driver training.

THE NEXT STEP: Application for membership shall be made on an application form as may be required by the Board of Directors. A majority vote of the Board of Directors is necessary for the acceptance of an application for membership. All applicants who have been accepted into the membership of the Association must submit a fully completed and signed application form that, by doing, signifies their adherence of the Articles of Incorporation and Bylaws of said Association. Membership in the applicable class shall be complete upon application of the Association, approval of the Board, and payment of the appropriate dues.

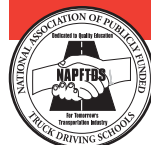
Return form to:

Pat Spillane, Treasurer, NAPFTDS
1825 N. Bluemound Drive, P.O. Box 2277
Appleton, WI 54912-2277
Fax: 920-735-4862

Questions about membership may be directed to:

Chuck Collins, Executive Director, NAPFTDS
Office Phone: 920-739-9786
Cell Phone: 920-205-4259

• NETWORKING •
• ADVOCATING •
• GROWING •



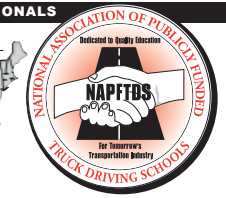
NAPFTDS

THE MOST IMPORTANT ASSOCIATION YOU MAY EVER JOIN.

NETWORKING THE FINEST EDUCATIONAL RESOURCES IN THE TRUCKING INDUSTRY

LEARNING Curve

NEWSLETTER FOR PROFESSIONALS



EXECUTIVE BOARD, 2002-2003

Robert McClanahan PRESIDENT
Central Tech Transportation & Safety Education
3 CT Circle, Drumright, OK 74030
Ph: 918-352-2551 Ext. 314, Fx: 918-352-4522,
Em: rmccl@cctechok.org

Bill Fath VICE PRESIDENT
Alexandria Technical College
1601 Jefferson Street, Alexandria, MN 56308
Ph: 320-762-445, Fx: 320-762-4919,
Em: billf@alx.tec.mn.us

Pat Spillane TREASURER
Fox Valley Technical College
P.O. Box 2277, Appleton, WI 54912-2277
Ph: 920-735-5799, Fx: 920-735-4862,
Em: spillane@fvtc.edu

Tina Frindt SECRETARY
Northampton Community College
Fountain Court, Suite #18, Route 611, Bartonsville, PA 18321
Ph: 570-629-5533, Fx: 570-619-4111,
Em: tfrindt@northampton.edu

Greta Nord CVTA REP.
Western Pacific Truck School
435 W. Benjamin Holt Drive, Stockton, CA 95207
Ph: 209-472-1500, Fx: 209-472-1538,
Em: gnord@wptruckschool.com

Dave Terry
Southwest Applied Technical College
510 W. South, Cedar City, UT 84720
Ph: 435-590-4993
Em: david.terry@swatc.tec.ut.us

Carol Colwell
Central Tech Transportation & Safety Education
3 CT Circle, Drumright, OK 74030
Ph: 918-352-2551, ext. 312, Fx: 918-352-4522,
Em: ccolw@cctechok.org

Thomas Gierok
Minnesota State College
1250 Homer Road, Winona, MN 55987
Ph: 800-372-8164, Fx: 507-453-2715,
Em: tgierok@southeasttech.mnscu.edu

Dave Keays
Chippewa Valley Tech
620 W. Clairemont Ave., Eau Claire, WI 54701-6162
Ph: 500-547-2882, Fx: 715-855-7560,
Em: dkeays@cvtc.edu

Arlene Kirby
College of Southern Maryland
P.O. Box 910, La Plata, MD 20646
Ph: 301-934-7594, Fx: 301-934-7698,
Em: arlenek@csm.cc.md.us

Charles Mosqueda
Wichita Area Technical College - Commercial Driver Education
4141 N. Seneca, Wichita, KS 67204-3103
Ph: 316-677-1200, Fx: 316-677-1210,
Em: cmosqueda@wichitattech.com

Jack Pielh
Pinellas Technical Education, St. Petersburg Campus
901 34th Street South, St. Petersburg, FL 33711
Ph: 727-893-2500 ext. 1053, Fx: 727-893-2776,
Em: truc1@aol.com

Steve Webb
Mid-Atlantic TLI
One Seahawk Drive, N. East, MD 21901
Ph: 410-287-6060 ext. 201, Fx: 410-287-1040,
Em: swebb@ed.cecil.cc.md.us

Bob Weining
EMCC Golden Triangle Campus
8731 S. Frontage Road, P.O. Box 100, Mayhew, MS 39753
Ph: 662-243-1949, Fx: 662-243-1954,
Em: bweining@emcc.cc.ms.us

Chuck Collins EXECUTIVE DIRECTOR
Ph: 920-205-4259

National Association of Publicly Funded Truck Driving Schools
An association of nonprofit, post-secondary, public schools whose purpose is to encourage member schools to promote high standards and ethical principles in the creation and/or administration of training programs.