



Virginia Association for Pupil Transportation

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To the valued members of VAPT:

The VAPT is in need of individuals to serve in leadership capacities. The association has proven itself to be a valuable and formidable voice in changing legislation, shaping policy and providing excellent programs of instruction and workshops to the membership. However, the needs are many and there is room in this organization for individuals dedicated to the safe transportation of children to become involved in the process.

The future of the VAPT depends on those of you willing to step up and take a leadership role. The members of the VAPT Board encourage you to send your interest to Mr. Dennis Lewis, nominating chairman, so you might enjoy the benefits of leading and moving this great association to new heights

David L. Pace, President

Virginia Association for Pupil Transportation



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VAPT CONFERENCE 2008

Virginia Beach, Virginia

June 16-19, 2008, Virginia Beach Conference and
Convention Center

The 2008 VAPT Conference and Trade Show will
be held in Virginia Beach on

June 16 - 19, 2008.



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You can apply or renew this information on-line at www.VAPT.orgjust select JOIN to navigate to the entry form and complete the info process...You will still need to send a check separately for your dues ...if you have not already done so...



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DID YOU KNOW?

Peel a banana from the bottom and you won't have to pick the little 'stringy things' off of it. That's how the primates do it.

Take your bananas apart when you get home from the store. If you leave them connected at the stem, they ripen faster.

Store your opened chunks of cheese in aluminum foil. It will stay fresh much longer and not mold!

Peppers with 3 bumps on the bottom are sweeter and better for eating. Peppers with 4 bumps on the bottom are firmer and better for cooking.

Add a teaspoon of water when frying ground beef. It will help pull the grease away from the meat while cooking.

To really make scrambled eggs or omelets rich add a couple of spoonfuls of sour cream, cream cheese, or heavy cream in and then beat them up

For a cool brownie treat, make brownies as directed. Melt Andes mints in double broiler and pour over warm brownies. Let set for a wonderful minty frosting.

Add garlic immediately to a recipe if you want a light taste of garlic and at the end of the recipe if you want a stronger taste of garlic.

Leftover snickers bars from Halloween make a delicious dessert. Simply chop them up with the food chopper. Peel, core and slice a few apples. Place them in a baking dish and sprinkle the chopped candy bars over the apples. Bake at 350 for 15 minutes!!! Serve alone or with vanilla ice cream. Yum

1. Reheat Pizza

Heat up leftover pizza in a nonstick skillet on top of the stove, set heat to med-low and heat till warm. This keeps the crust crispy. No soggy microwave pizza. I saw this on the cooking channel and it really works.

2. Easy Deviled Eggs

Put cooked egg yolks in a zip lock bag. Seal, mash till they are all broken up. Add remainder of ingredients, reseal, keep mashing it up mixing thoroughly, cut the tip of the baggy, squeeze mixture into egg. Just throw bag away when done easy clean up.

3. Expanding Frosting

When you buy a container of cake frosting from the store, whip it with your mixer for a few minutes. You can double it in size. You get to frost more cake/cupcakes with the same amount. You also eat less sugar and calories per serving.

4. Reheating refrigerated bread

To warm biscuits, pancakes, or muffins that were refrigerated, place them in a microwave with a cup of water. The increased moisture will keep the food moist and help it reheat faster.

5. Newspaper weeds away

Start putting in your plants, work the nutrients in your soil. Wet newspapers, put layers around the plants overlapping as you go cover with mulch and forget about weeds. Weeds will get through some gardening plastic they will not get through wet newspapers.



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6. Broken Glass

Use a wet cotton ball or Q-tip to pick up the small shards of glass you can't see easily.

7. No More Mosquitoes

Place a dryer sheet in your pocket. It will keep the mosquitoes away!

8. Squirrel Away!

To keep squirrels from eating your plants sprinkle your plants with cayenne pepper. The cayenne pepper doesn't hurt the plant and the squirrels won't come near it.

9. Flexible vacuum

To get something out of a heat register or under the fridge add an empty paper towel roll or empty gift wrap roll to your vacuum. It can be bent or flattened to get in narrow openings.

10. Reducing Static Cling

Pin a small safety pin to the seam of your slip and you will not have a clingy skirt or dress. Same thing works with slacks that cling when wearing panty hose. Place pin in seam of slacks and -- ta da! -- static is gone.

11. Measuring Cups

Before you pour sticky substances into a measuring cup, fill with hot water. Dump out the hot water, but don't dry cup. Next, add your ingredient, such as peanut butter, and watch how easily it comes right out.

12. Foggy Windshield?

Hate foggy windshields? ! Buy a chalkboard eraser and keep it in the glove box of your car. When the windows fog, rub with the eraser! Works better than a cloth!

13. Reopening envelope

If you seal an envelope and then realize you forgot to include something inside, just place your sealed envelope in the freezer for an hour or two. Viola! It unseals easily.

14. Conditioner

Use your hair conditioner to shave your legs. It's cheaper than shaving cream and leaves your legs really smooth.. It's also a great way to use up the conditioner you bought but didn't like when you tried it in your hair...

15. Goodbye Fruit Flies

To get rid of pesky fruit flies, take a small glass fill it 1/2' with Apple Cider Vinegar and 2 drops of dish washing liquid, mix well. You will find those flies drawn to the cup and gone forever!

16. Get Rid of Ants

Put small piles of cornmeal where you see ants. They eat it, take it 'home,' can't digest it so it kills them. It may take a week or so, especially if it rains, but it works & you don't have the worry about pets or small children being harmed!

Submitted by Bill Carr



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Tests on NC Bus Tires Raises a Red Flag for All of Us

Tests commissioned by the Guilford County NC school system on school-bus tires raise more questions about the company that has held North Carolina's statewide contract for retreaded bus tires since the mid-1970s.

The tests, which spanned 18 months, suggest that retreaded bus tires provided by the contractor, White's Tire of Wilson, wear out significantly sooner than two competitive brands of the most commonly used types of bus tires.

The endurance test by Triangle Testing Services found the White's Tire products have a useful life of 3,500 to 16,000 miles less than those of two competitors.

The tests do not prove conclusively that White's makes an inferior product for distribution under the statewide contract. But they raise a red flag that invites further research, said George Fisk, the engineer who conducted the study beginning in February 2006. Are you purchasing the best tires for your investment?

Source and Contact Taft Wireback at 373-7100 or taft.wireback@news-record.com

Expert Says Age Shouldn't Dictate Who's Hired To Drive School Buses

HARRISONBURG — Experts agree that Age, shouldn't make a difference as long as the driver can meet stringent skill tests, but are we doing all we need to do to ensure that bus drivers maintain their skills to ensure the safety of bus passengers?

On Tuesday morning, Harold Long, 70, of Harrisonburg, was driving city Bus 32 north on South Dogwood Drive, while Bus 23 and a car were westbound on West Market Street, police said. Bus 32 ran a red light and was hit by the other bus and car. Long has been cited for running a red light at the intersection.

Other than being at least 18 years old, Virginia law doesn't stipulate any age restrictions on school bus drivers. Harrisonburg Transportation Director Reggie Smith, whose department is responsible for the buses that serve Harrisonburg City Schools, said the city relies quite a bit on retired residents, most of whom are in their 60s or older, to fill bus-driver positions. "Some of our best drivers are older," he said. "They have the experience and they usually have a good work ethic." Smith said the city has a difficult time keeping its bus driver slots filled. "We're short of drivers all the time," he said. "It's a constant struggle." But the city won't ever skimp on safety just to fill the driver spots, he said, noting that all drivers are properly screened, tested and trained.

Other qualifications for becoming school bus driver in Virginia include passing a physical examination by the state Board of Education, providing a copy of a driver's license and a statement signed by two "reputable residents" saying the person is of good moral character. In Harrisonburg, drivers also must pass a criminal background check.

Additionally, a driver must complete a minimum program of both classroom and behind-the-wheel training.

Source: Harrisonburg Daily News Record March 6, 2008 By Pete DeLea

School Bus Security Poster Available

TSA's Highway and Motor Carrier division offer the School Bus Drivers "Watch for Suspicious Items and Behaviors" poster. At the bottom of the poster is a section called "Suspicious Reporting Number": Any appropriate reporting number can be written in this section (main dispatch number, local authorities, or state or local terrorist or crime Tips line). For example, Maryland has a Tips reporting number posted on highway signs (800-492-TIPS) - this is for Maryland only and is organized by the Maryland State Highway Administration, Maryland State Police and the state Department of Homeland Security. Check with your state or local law enforcement officials to see if a reporting tips number exists and write it in the space provided.

Also, we have it available for download at www.VAPT.org or you can access it at TSA's website: www.tsa.gov/what_we_do/tsnm and the email address is highwaysecurity@dhs.gov.

Origin of Pilot's checklist Interesting piece of aviation history....

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far. A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly, and climbed sharply to three hundred feet. Then it stalled, turned on one wing, and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill. (re. Hill AFB, Ogden, UT)

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features. While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' chief of flight testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced. In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 1.8 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.

Please forward any newsletter information
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