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NORTH CENTRAL REGION COMMANDER  
U.S. AIR FORCE AUXILIARY, CIVIL AIR PATROL



20 APR 03

TO: National HQ/CAP

SUBJECT: AUTHORIZATION OF WHITE PIGEON AIRFIELD

During the recent aircraft accident and subsequent investigation in North Central Region a concern was addressed as to the authorization of 7IA1, White Pigeon airfield. This letter is to explain the history and usage of that grass strip.

As the Iowa Wing Commander, early in 2001, the director of operations submitted a plan to consolidate aircraft maintenance. This strategy improved efficiency and greatly reduced costs. A principle portion of this proposal required flying the wing fleet to a private grass strip owned by the recently named wing maintenance officer, Wayne Silver, an FAA certified A & P mechanic.

At that time this request was denied as the airfield was not registered with the FAA or even shown on any sectional or chart. Mr. Silver spent numerous hours improving his site and completed the requirements for FAA certification, resulting his field receiving registration in April 2001.

With this change and several correspondence (in the form of e-mail), the airfield was approved for CAP aircraft IAW 60-1. The airport owner had given permission and the wing commander granted authorization for maintenance flights.

The process implemented included the director of operations scheduling aircraft to be worked on and then arranging the aircraft to be delivered by the squadron in possession of the plane. This coordination included Mr. Silver, who worked diligently to maintain all six aircraft in a timely fashion.

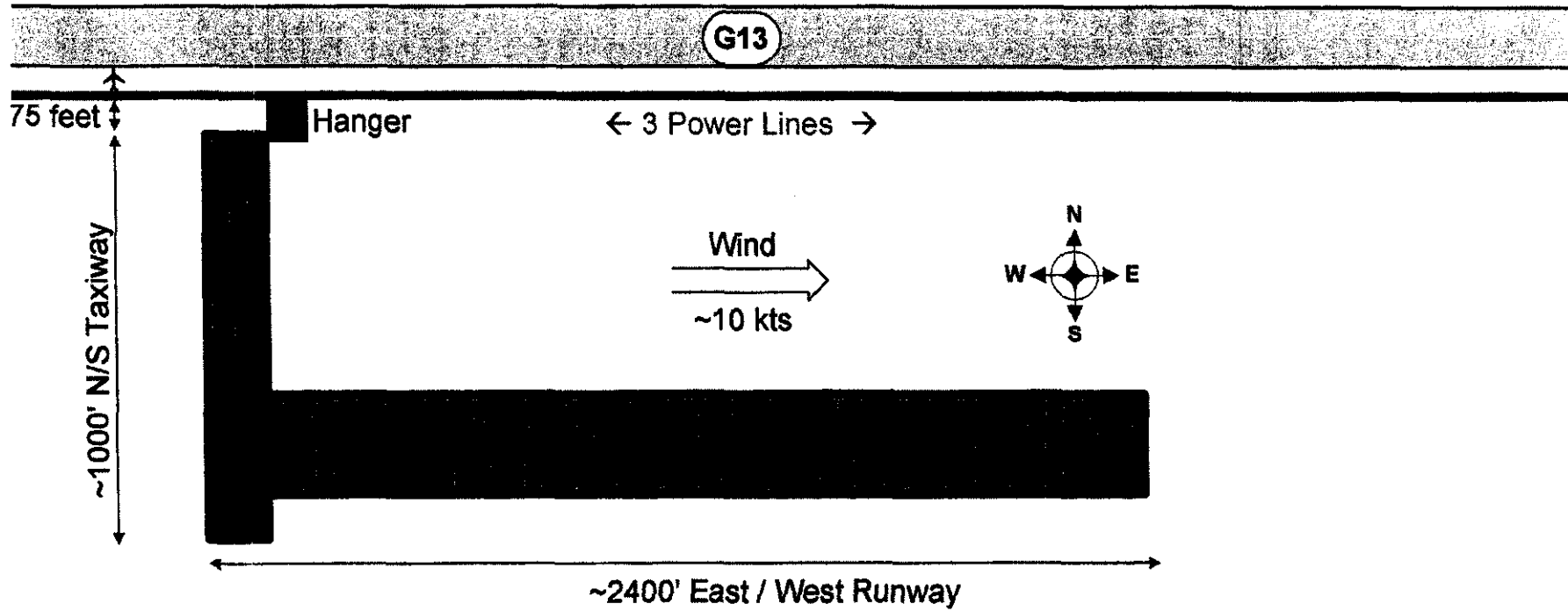
These procedures worked well and this policy continued until June of 2002, when an interim wing commander, Col Russ Smith, was named. At that point a limited number of aircraft, by permission only, was allowed to continue with this maintenance arrangement and practice.

In August 2002, the Iowa wing aircraft maintenance program discontinued using White Pigeon airport. Subsequently, Mr. Silver did not continue CAP membership. As I understand, the last CAP authorization to use this airfield was in August 2002.

  
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White Pigeon  
N 41.29.36 W 92.08.53

Note: Diagram to approximate scale