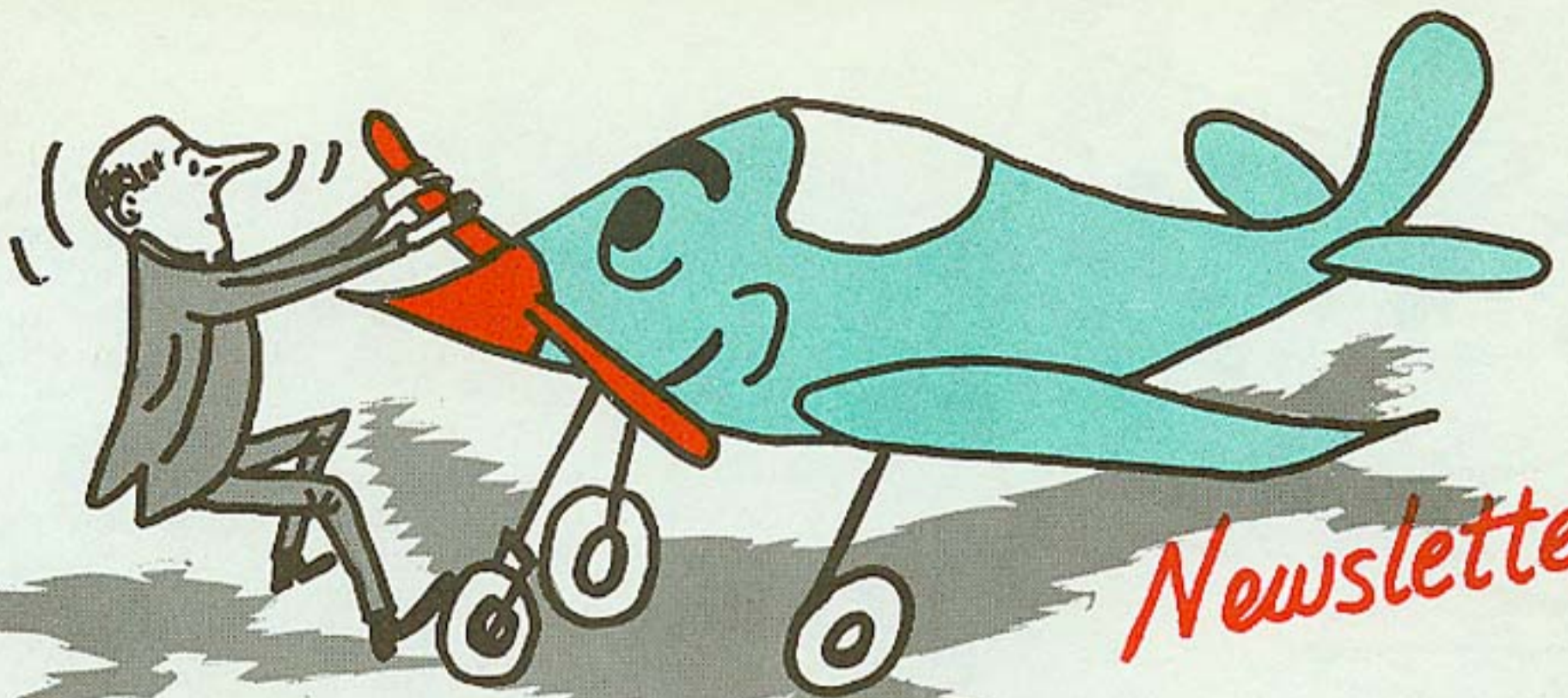


N.A.P.P.



Newsletter

VOLUME XII

JUNE 1975

NO. 6

FELLOW FLYERS!

Since this will probably be the last issue before the big fly-in, drive-in, or walk-in at Nashville, all the officers of NAPP and I especially invite all the flying Padres to the bash. One sure way of getting there is to contact some fellow padre and both make plans to go. I've been to all the conventions since 1966, and frequently it was because some NAPPER said, "C'mon, let's go together." It worked for me, and I'll bet it could work for you and some pal too. Please let Bill Bevington know you're coming. That way he'll know how many to be ready for.

No mañanas, OK?

Rick



Dick Skriba has pointed out the importance of getting your convention reservations in. The activities were listed in the February newsletter. As mentioned last time, we'll offer an FAA sponsored safety clinic on Thursday morning from 9:00 to 12:00. One topic they will cover is "Density Altitude and Overloading." We have also suggested a session on what you can do to your plane yourself in the mechanical line. Those attending will be entitled to register for the \$40,000 plane to be given away next year. Maybe you can fly to next year's convention in your new plane if you come to Nashville this year! P.S. Tie down at Big Brother after landing in Nashville.

Several weeks ago a very good friend of mine from Mason City crashed right after takeoff from North Omaha airport, Omaha, Nebraska. The engine on his Mooney quit at about 150 feet. With over 6000 hours, Duane was able to do a 90° left turn and avoid houses. He landed in a small clearing and ended up skidding into a tree. The plane was totalled, and he and his passenger both suffered compressed fractures of the spine. Cause of the engine failure was a 20% water and dirt contamination in the tank he had filled upon landing. The FBO's storage facilities are now under investigation.

It seems to me that there are two important lessons to be learned from this episode. First: If you ever have an engine failure, ALWAYS fly the plane to the ground. You may lose an airplane, and even suffer a few aches and pains, but you'll be around to tell about it. Second; Before each takeoff sump the tanks and check for water and check for contamination. Duane says with the amount in his tank (20%), it would have shown up right after having had the tanks topped. Doing it each time may prevent a sorrowful and painful adventure.

Central Region

The Central Region was hosted in Waterloo, Iowa by Ev and John Hemann on Monday, May 12. Nine members from Iowa and Nebraska were present to "hangar fly", eat together, and get some hood time in an ATC-510 simulator.

Erv Weber will host the fall meeting in Nebraska.

SANDERSON

IFR - July & August, Tim Sander
Jim Harney has the private course at present.

Nashville Info....

ATIS	120.0
BERRY TOWER	119.1
BERRY GROUND CONTROL	121.9
APPROACH CONTROL	120.6-124.0
DEPARTURE CONTROL	118.4
ILS	109.9
OUTER MARKER	304
NASHVILLE VOR	114.1
BIG BROTHER UNICOM	123.0
F.A.A. FLIGHT SERVICE	749-5378

NASHVILLE TOWER

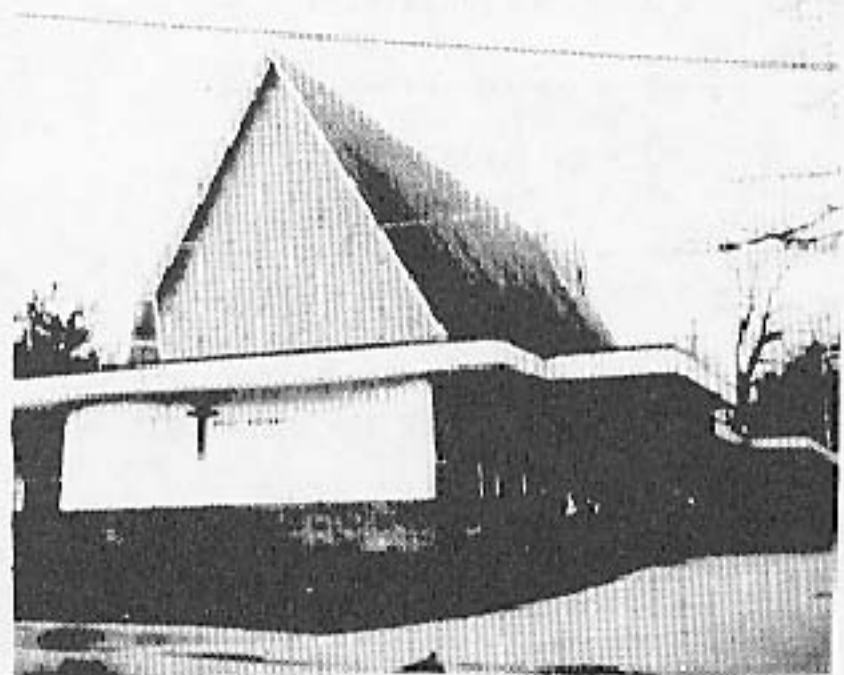
PILOT NOTE: To expedite your service, request all departing aircraft make initial contact with Clearance Delivery on frequency 126.05.

NASHVILLE RADAR

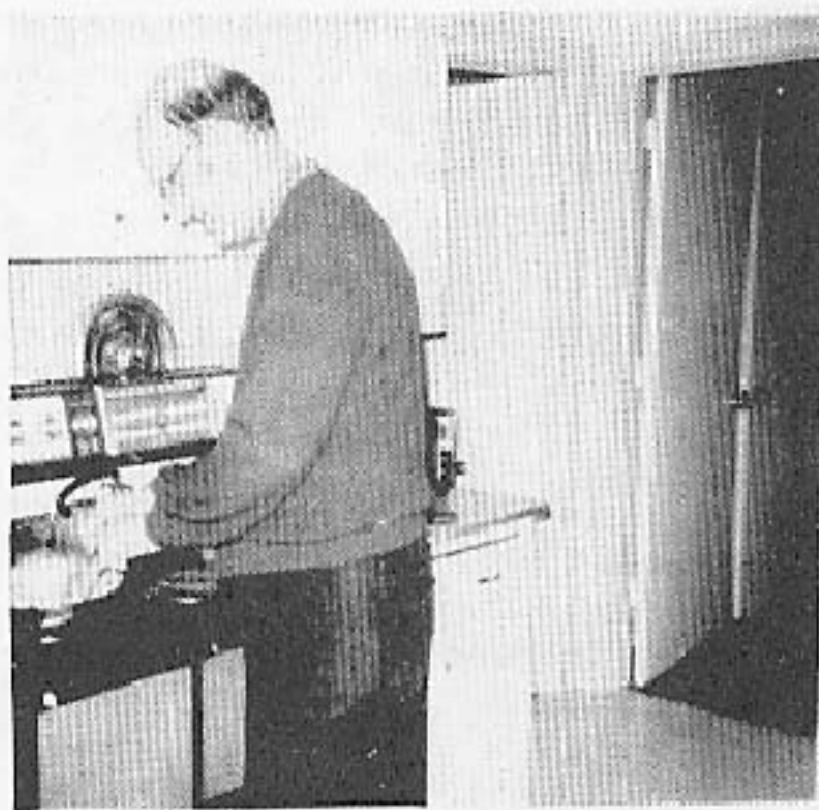
STAGE III Radar service provided.

Arriving aircraft contact Approach Control 15 miles from Nashville Airport.

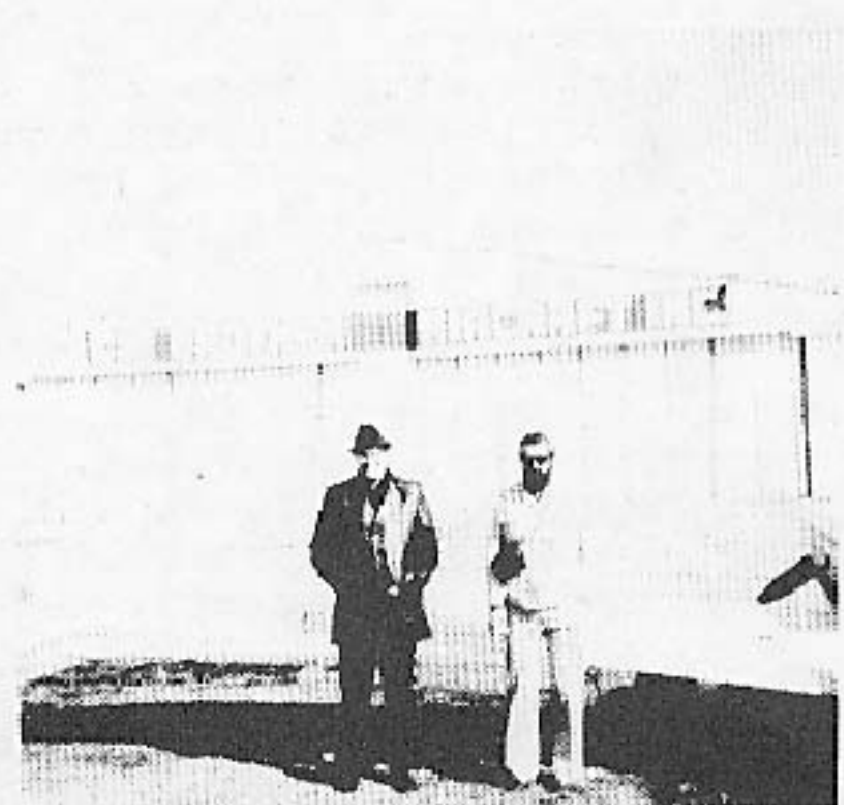
	<u>ARRIVALS</u>	<u>DEPARTURES</u>
197° - 015°	120.6	119.35
016° - 196°	124.0	118.4



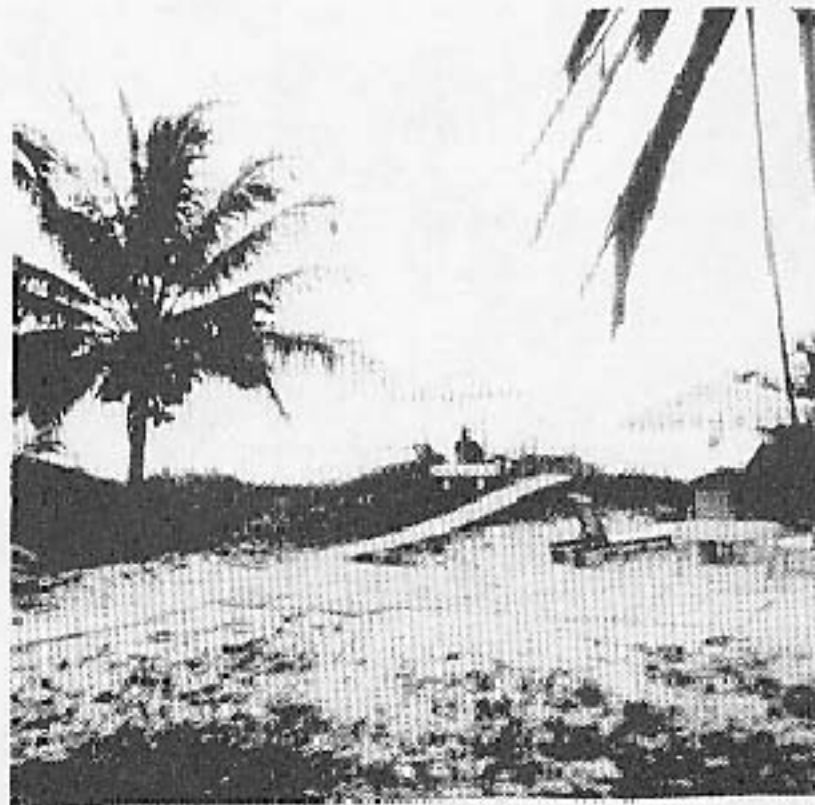
Convention Headquarters



Host Bill at work



Tie down here...



Come early - relax at the beach!

NAPP WORLD

NAPP co-founder Henry Haacke of Morningview, Ky. has the following good news.

"You can add my name now to the list of IFR NAPP'ers. I got my instrument rating from John Hogan at Hamilton, Ohio, Wednesday, February 26."

"Hogan was very firm and thorough on the examination but waived his examiner fee and gave me 25% discount on the cost of the plane for the ride. So if any NAPP want a good place to stop right at Cincinnati, I suggest that they stop at Hogan's Airport in Hamilton. There is a Holiday Inn just up the road. It is a private field built on Hogan's farm but so busy there is talk of a control tower."

"I went up for the rating as a graduate of AIRTEK, Greater Cinn. Airport Flight School. Graduated there February 17, but had to go to Hamilton or Lunken for an examiner. I opted for Hamilton."

Congratulations are also in order for John Hemann of Waterloo, Iowa for passing the IFR written this month.

Marc Tillia writes from Bahia, Brazil.

"PLEASE, if anyone comes to visit Brazil, let me know in advance. I may need parts for my Interstate 206. Drop in for a visit."

Tim Sander of Fairbanks, Alaska, is currently at St. Francis Hospital in Lynwood, Calif., working on a degree in Marriage, Family and Child Counseling at the American Institute of Family Relations in L.A. When he finishes he will return to Fairbanks.

One of his other goals while in California is to get his IFR rating and multi-engine, if time permits.

Charles Estee writes from New England that he attended a CFI clinic last year in Norwich, Vermont, and one of the FAA instructors was Jerry Schmeltz. Charles says, "I had a CFI for a few years and was having it renewed. I don't use it too much but want to retain it as long as possible."

Pierre Des Roches moved in March closer to an airport in Sharpes, Fla. He is the only priest in a parish of 250 families. It is a lively parish on the Indian River. Right across is Cape Kennedy -- "Fly me to the moon, and let me play among the stars." Convention goers will meet Pierre in Nashville next month.

A small reprimand from Bill Travers in Vacaville, Ca., informing me that I mislaid a news item (which I evidently did). Anyway, he adds that since he last wrote, he was reelected as commander of Solano Sheriff's Air Squadron (search and rescue missions).

Late breaking news: For security clearance Bill needs date and place of birth for all going on the Tallahoma tour. Please send to him by July 1.



Barry Desmond writes from British Columbia:

"1974 has really been an eventful year for me. After severing my partnership in the Citabria a few years ago, my brother Jerry (also priest-pilot) and I joined partnership in a Cessna 180 in July. We spent most of the summer and fall checking out and building time and making short hops around the West (Canada). Since he is 135 miles away at Vernon and has a half partnership in a 172, the 180 spends most of the time here parked nearby on a private strip at a local guest ranch.

"We didn't prepare too well for winter (too busy flying) so now it's grounded under a cover of ice and snow. We are also looking into the possibility of floats and another trip to the Arctic this summer.

"We are looking forward to much utility and pleasure with KXH in '75."

Fr. John Bellon writes from St. Brigid in Midland, Michigan.

"Been thinking about you and the newsletter and what makes news - that is guys writing to you - sohere goes.

John Dompka and I flew in his new Club Skylane from Pittsburg Sunday afternoon to Chattanooga, Tenn. where we stayed the night. Since we wished some instrument practice and it was hazy to boot, we filed IFR. Next morning IFR to New Orleans where we landed at 10:30 CDT.

Wednesday saw us taking off for Oshkosh, Wis. where we stayed the night. Had lunched in Memphis, Tenn. on the way up. Next day through some sticky weather around Chicago to Niagara airport, N.Y. stopping in Toledo for chow.

John went on to visit folks in lower N.Y. while I visited folks near Buffalo.

I enjoyed New Orleans as I have done each time I've been there. I have been asked which convention I liked the best. I have liked all of them since I've attended every one of them. Our gang is the finest goup I have ever been with and I enjoy every minute of each meeting.

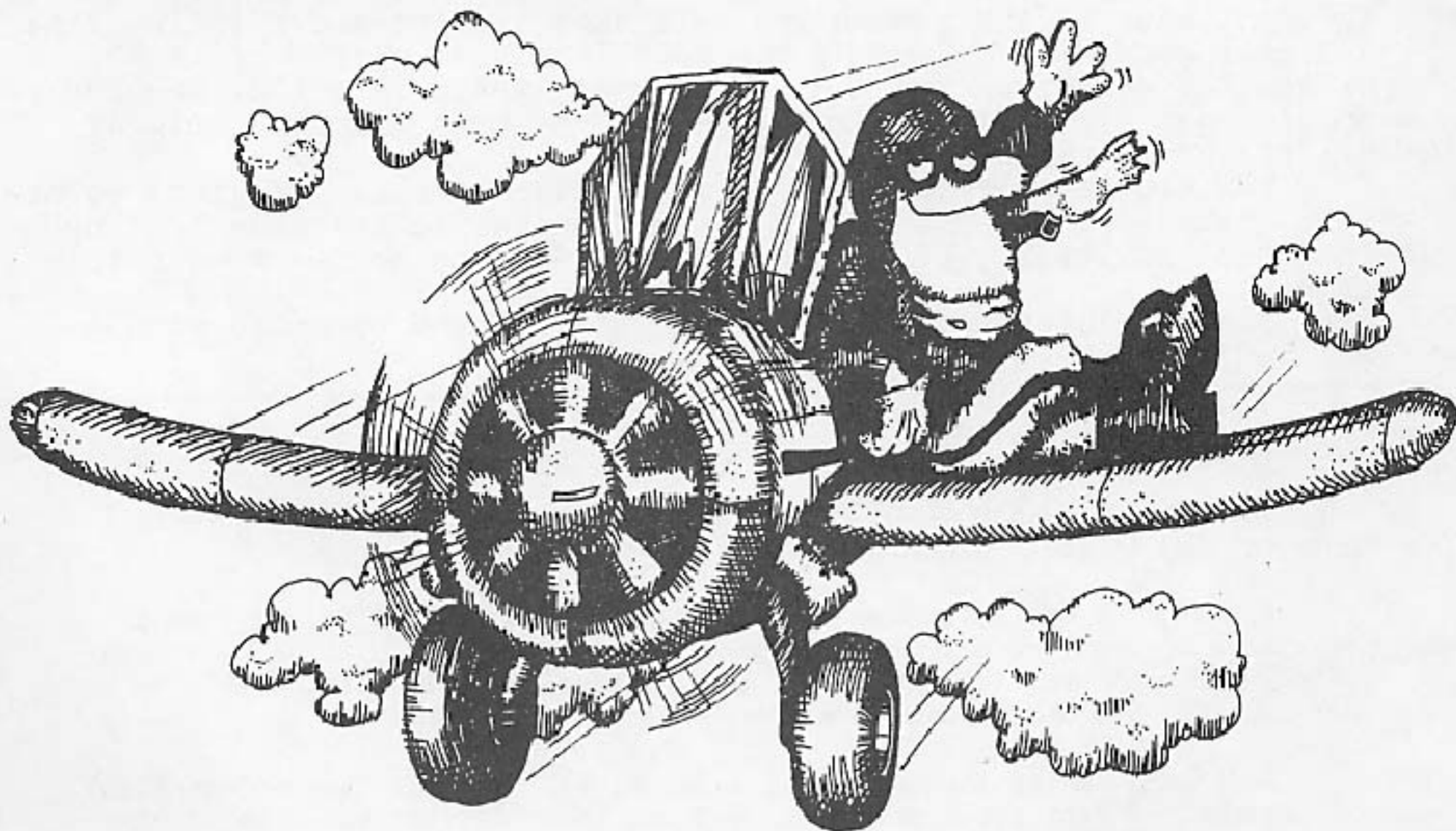
Passed the FAA biennial ride in September at a little grass strip in Crosswell, Mich. while preaching a Eucharistic weekend at Port Senalac. So I am good for a couple more years.

A mail plane, twin engine, went down here in Iron Mountain day before yesterday; 3 A.M. from Lansing to Iron Mountain. I had met the pilot the day before. He is a Catholic from Quennesec, Mich. where I will preach a mission next week.

This is the second crash from Iron Mountain, Fontana, F.B.O. A year or so ago Fontana's son went down near the same place, 20 miles south of Iron Mountain. The pilot was in contact with ATC up to the crash - no explanation so far. The locator beacon helped with rescue at 8 AM next morning.

Happy flying and my best to the fellows."

GET ON THE WING---



COME TO NASHVILLE!

MAKE YOUR CONVENTION

RESERVATIONS NOW!

Rev. Bill Bevington
Church of the Holy Rosary
190 Graylynn Drive
Nashville, Tennessee 37214
Phone 615-889-4065

I will arrive _____ (date & time)

I will depart _____ (date & time)

Need hotel accomodations yes no

Reserve Grand Ole Opry ticket - July 18 yes no

Arrival by private plane N _____
 _____ Airline Flight # _____
 car