

N.A.P.P.



Newsletter

VOL. XVII

FEBRUARY 1980

NO. 4

• Your President Says:

----- ABOUT RENEWAL OF YOUR MEMBERSHIP FOR 1980

We'll need your current name and address by Easter, April 6, because we'll be putting the PICTORIAL DIRECTORY together so it can be mailed to you late in April or early May. Charlie has tried to forward your renewal envelopes to me and if I have yours at this mailing you will find your membership card along with this newsletter. If you find a renewal envelope instead, that is a direct hint that you need to renew so please get your \$10.00 fee off today. What about your picture, if we did not print it last year, we don't have it so include that with your renewal fee. I've looked through those on my desk to this date and many of my friends of past years haven't renewed. We are short about 80 from last year, ARE YOU ONE OF THEM?

----- ABOUT THE 1980 CONVENTION

August is five full months away and so is our convention, but, the dates and place are firmed up in this newsletter and the reservation form appears on the last page. Before you place this letter on the pile "things to do next fall" make sure you complete the reservation and return it to the midwest regional director. Grab your personal "reservation and appointment" book now and circle those dates in August. We really want to see you there. If you are looking for a ride with someone else in your area or if you have room to bring someone along why not make that note on your reservation to John Herzog and he'll gladly put in touch with one another. With the energy situation as it is we might as well double up whenever we can. We want you at the convention that bad that we'll help get you a ride or help get riders for your plane.

----- ABOUT THE "HAND OF GOD"

On page 4 you'll read the incident which Bob Kirsch had. Indeed "The Lord" was with him during those moments. We've tried to give you the picture of the plane, but, we had to use a newspaper picture which was reproduced on a photo machine and then we tried to reprint it here with the offset. As I write this I don't know how it will come out but just wanted you to know that we tried.

----- ABOUT AN INTERESTING "ASSIGNMENT"

As many of you know I serve as a Chaplain with the Iowa Army National Guard and have been doing that since April 1966. I received a promotion on January 9 to Lieutenant Colonel. Also in January I received an invitation to serve a month on "active duty" in the Pentagon in Washington, D.C. Having arranged things with the Archbishop in the Diocese and the members of the Pastoral Team in these two parishes here at home I'm heading off for the Month of March to D.C. The request to me stated that the National Guard Bureau wanted to, "pick my brain". (Will they be surprised when they find out I probably don't have one). Actually, they said, that so frequently programs are put together at the upper level and then handed down and said that's how it will be. They thought it might be interesting to invite a "busy" pastor in a civilian parish and who at the same time gives time to the reserve military parish to come and tell them how it really is before they formulate another "this is the way it is". So, I'm going and I hope they listen and I hope you pray for me so that I can suggest the right things and say the right things. You say, "a whole month of talking"!!!!

----- ABOUT OUR "GIFT" N9765T, THE TOMAHAWK

02891

Mr. & Mrs. Cyril & Hattie Moore, 150 East Ave., Westerly, Rhode Island, donated the 1978 Tomahawk to the Archdiocese of Anchorage Alaska. Refer to the December '79 newsletter, page 2.

In telephone conversations with Archbishop Frank Hurley he suggested that we deliver the Piper Tomahawk to Anchorage and not work on a trade for another aircraft. His basic reason being that it will be possible for him to exchange the radio panel from the Tomahawk with his Aztec. The radio gear in his Aztec has age on it and could be up-dated and the Tomahawk has a full King panel which he could use. Also, he invited two of his priests to take flying lessons and use the Tomahawk as the trainer with the basic radio gear from his Aztec. He believes he can acquire two more pilots this way and do it in the most economical manner. Thus, THE GIFT, will update the Aztec for Frank and provide two licensed priest pilots for future service in Alaska. So, N9765T is going to Alaska.

On Feb. 11 I flew commercial to Providence, R.I., was met by the FBO from Westerly and was introduced to N9765T. I got checked out in it during the next 25 minutes as we flew SW to Westerly. Mr Moore was waiting to meet me. We signed the papers in the name of the Catholic Archdiocese of Anchorage.

I had a most ENJOYABLE evening with the Moore's. They will be celebrating their 50th wedding anniversary later this year. After several years of marriage they adopted two daughters and then along came twin daughters. They have a number of grandchildren and one of the twins died suddenly while in college some years ago.

The Moore family has textile factories in the East, five in number, and the trade goes back to Europe where Cy's father was in the business. His own father came to this country at the age of 17 and started the business shortly thereafter. Cy is the only remaining member of his family of three boys and two girls.

On Feb. 12 Cy took me to the airport and I was off at 7:30 a.m. EST on my I.F.R. flight to DuBois, Pa. Took on another supply of fuel at Goshen, Id. and landed at ALO at 8:00 p.m. CST. Had a total of 12 1/4 hrs. flying time that day. I was I.F.R. on top all the way, shot an ILS at DuBois but weather was cleared out by the time I got to Toledo so Goshen and Waterloo were visual approaches. Had a terrible head wind all the way, like 34 K and that does slow the Tomahawk down. Burned 74 gals, no oil, and \$112.12 gas bill. Mr. Moore took care of the gas bill to Iowa and my commercial ticket to R.I., another \$300.00 gift.

Present plans, N9765T, is stored in a rent free hanger on a grass strip just S. of Waterloo. Plan to depart ALO for Anchorage on May 15 (Ascension Thurs) and hope to have 65T delivered by May 18. With almost 1200 miles behind I plan another 2600 - 2800 from ALO to Anchorage, or 25 flying hrs. My brother Fr. Ev and Henry Haacke, along with a member of my flying partnership here in ALO, are planning to fly the Bonanza N8656A up to bring me home.

The Tomahawk really flies nice. Cy had it annualized in Jan. as another gift, since it wasn't due till July, and the Dual VOR's, 2 GLIDE SLOPE, 3 LITE MK, DME, ADF, XTP and ELT all work on the 377 hr. engine (TT).

Why not drop them a THANK YOU note. Address above.

2 TOTAL VALUE: \$21,640.00. THANK YOU, CY.

Rev. John W. Hermann

Changes of Address

Rev. Robert J. Kirsch
Santuario S. Martin
6108 Gonzales, S.W.
Albuquerque, N.M. 87105

Rev. Robert Pool
Sacred Heart Church
Baileyville, Ks. 66404

Rev. Robert G. Hogan
Holy Ghost Church
2917 Central Avenue
Dubuque, Iowa 52001

Dues & Pics

If by some strange quirk of fate you neglected to send in your 1980 NAPP dues you will find another envelope with this newsletter that will make it convenient for you to keep yourself current.

If you were one of those who did not get a picture in last year for the pictorial directory, we encourage you to send one along with your dues. Preferably a passport size photo although we did manage with a variety of others last year.

We have on file the pictures from last year and, unless you want a new and up-dated version, we will use those for the directory which we hope to have out with the next issue of the Newsletter, April.

A final reminder that the Central Region is meeting.

The date is Wednesday, April 16, in Aurora, Illinois.

The main feature will be a tour of Chicago Center following the noon luncheon.

It is important that as many of the Central Region members as possible come because we will have to finalize the plans for the August Convention. We donot have a resident NAPP member to host us this year so all must be done a longe.

Contact for the Regional Meeting:

Rev. Everett J. Hiller
St. Rita of Cassia
750 West Old Indian Trail Road
Aurora, Il. 60506 (312-892-5918)



City Priest Is Injured When Plane Crashes

By DONALD BURGE
Journal Staff Writer

An Albuquerque priest escaped with minor injuries Friday when he crash-landed his single-engine plane on the West Mesa.

Father Robert Kirsch was in fair condition at St. Joseph Hospital with leg injuries and cuts and bruises.

Kirsch set his plane down on the mesa about 1 1/2 miles south of I-40 and about two miles west of Westgate Heights. The reason for the crash has not been determined, a Federal Aviation Administration spokesman said.

Kirsch, who is assigned to the San Martin Parish in Westgate Heights, was airlifted from the crash by helicopter. He was taken to Kirtland Air Force Base and then to the hospital by ambulance.

The plane's left wing and landing gear were broken and the engine was ripped off when it nosed into the dirt. The gas tank ruptured during the crash, but there was no fire.

County Fire Department paramedics Mike Gribling and Pete La Cour said Kirsch was out of the plane when they arrived to reach the plane. They were the first rescue workers.

La Cour said, "He didn't look too bad

when we got here. He was obviously hurt, but his injuries didn't appear to be too serious."

The crash happened about 6 p.m. and it took rescuers more than 1 1/2 hours to reach Kirsch and airlift him out of the area.

A spokesman for the Albuquerque Air Traffic Control Center said it was raining hard in the area at the time and visibility was very poor.

The spokesman said Kirsch was flying to Albuquerque from Parker, Calif. He had been flying on visual flight rules until Winslow, Ariz., where he switched over to an instrument flight plan because of the weather.

Because of the weather, rescue workers had a difficult time locating the wreckage. Kirsch remained conscious following the crash and tried to direct rescuers to his location by radio, but he apparently thought he was farther south than his actual location.

The accident was variously reported as being near Rio Grande High School and the Rio Puerco truck stop. The plane was finally located through its emergency beacon.

That instrument emits a steady signal if a plane crashes. Rescue workers were able to home in on the signal to locate the plane.

The following from Bob Kirsch to all the brethren:

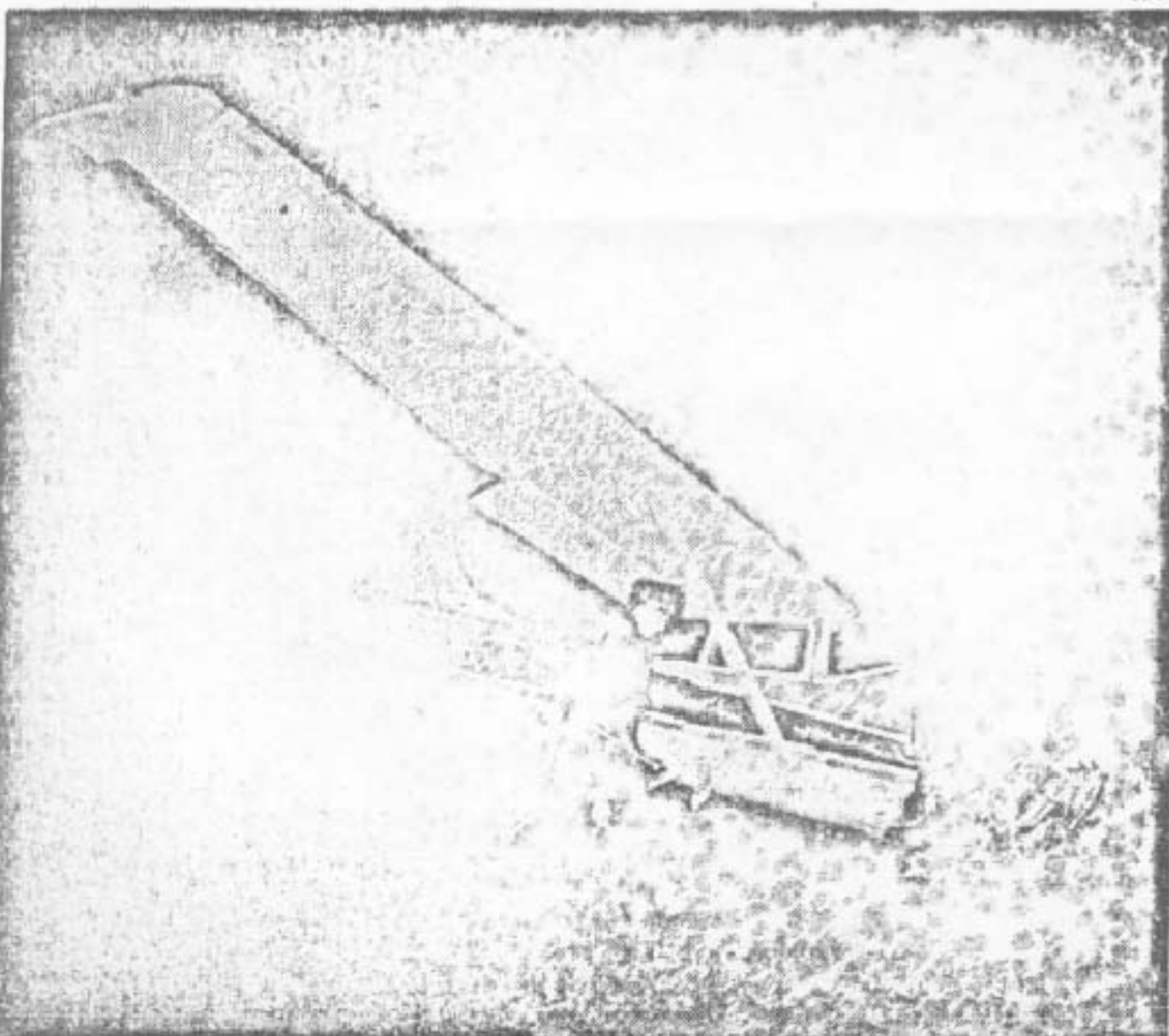
January 27, 1980

"Thanks a million for the Newsletter; the whole movement of the Lord re: the Tomahawk is so exciting. Praise His Name and NAPP!

Our beautiful Lord pulled me through a bad one on January 11th; shooting the approach at ABQ Int. Loaded up badly with ice descending from 13,000; lost air speed, and altimeter, vertical speed, etc. Pitot and static ports covered with rime and glaze; stalled about eight miles out on localizer; knew she was heavy; had her slowed down to about what I thought was about 60 (11 k. headwind brought speed down under 50); hit soft open ground with nose high; busted plane up pretty bad; we are talking now about whether to rebuild it, or part it out for salvage and get another 210 later. The Queen is going on 20 years now.

Got broken ankle, and couple broken ribs; facial cuts; kept talking to tower after crash for over half hour directing rescue; ELT worked perfectly; Air Force had DF on me in minutes; crashed right in new parish; might as well keep things in the family, right?

Looking forward to OSHKOSH."





EXPERIMENTAL AIRCRAFT ASSOCIATION

P. O. BOX 220, SALES CORNER, WISCONSIN 53130

OFFICES & AIR MUSEUM: 1311 W. FOREST HOME AVE., FRANKLIN, WI 53132

PHONE 414-431-9500

December 3, 1979

Father John MacGillivray
St. Margaret's Parish
R.R. #3 Arisaig,
Nova Scotia B2G 2L1

Dear Father John,

Thank you very much for your letter of November 10 along with the check, which we will put to good use.

I looked at your bird, Miles Hawk CF-NXT, at Burlington the other day and she looks as good as ever. The tires are pumped up and they moved the airplane back and forth enough so that the tires don't take a set from setting in one spot too long.

Glad that you liked the photo in SPORT AVIATION of the Oshkosh headquarters gang and I'm sure you'll be looking forward to working with them again in 1980.

It sounds great to have 40 - 50 Priest pilots at Oshkosh and whatever we can do to make everything perfect, just let us know.

Hope the Taylorcraft gets there in good order before the big shows.

We have the Moth fuselage, tailgroup and everything on and it is on display in the Museum. (CV-1V0). At the present time we are attaching all the fittings to the wings and flying and landing wires so that we can assemble it. We should have it completely assembled within two weeks.

The staff and Audrey join me in wishing you the best Christmas Holidays possible.

Sincerely, your friends,

Paul + Audrey
Paul H. Poberezny, President

1980 NAPP-EAA CONVENTION

August 5-6



St. Norbert's College
DePere, Wisconsin

NAPP members will
be housed at Burke Hall,
St. Norbert's College,
DePere, Wisconsin.

Arrival Sunday or Monday,
August 3 & 4.

Tuesday August 5: Activities
planned during day. Dinner
and Annual Meeting in the
evening.

Wednesday August 6: OSHKOSH
and a day with EAA - the
world's largest and most
exciting aviation event!

Thursday August 7: Departure

Contact person at St. Norbert's:

Ron Roloff
St. Norbert's College
c/o Memorial Union
DePere, Wisconsin 54115
414-337-3143 (office)
414-337-3181 (information
office)

NAME: _____

ADDRESS: _____

ETA (date and time) _____

ETD (date and time) _____

Arrival by:

- private plane N _____
- commercial flight # _____
- car

Send reservations to:

Rev. John Herzog
St. Mark's Church
P. O. Box 609
Iowa Falls, Iowa 50126

Phone: 515-648-9547