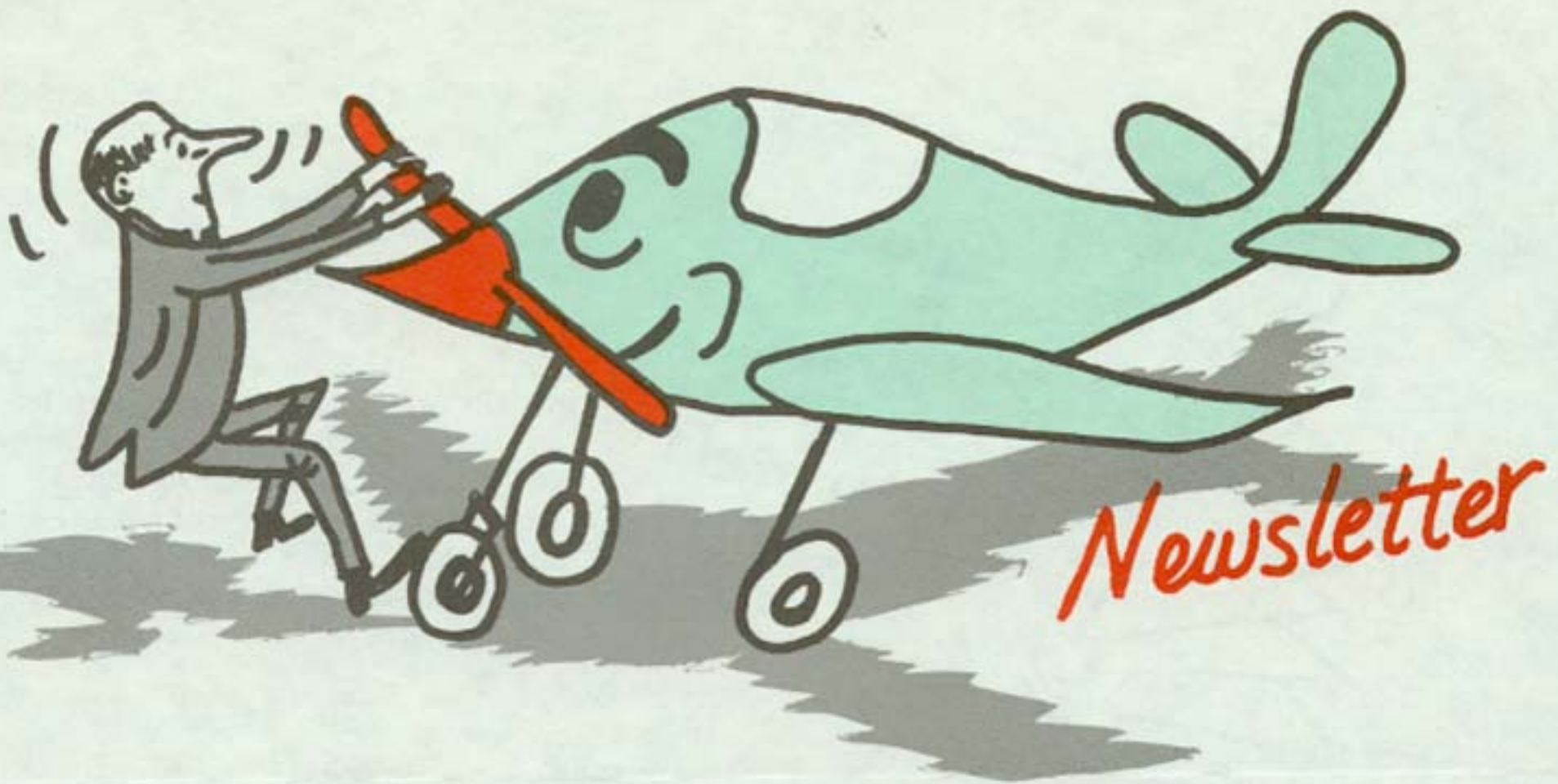


N.A.P.P.



VOL. XX

FEBRUARY 1983

NO. 4

### YOUR PRESIDENT'S PROFUNDITIES

I called NAPP President John Herzog the other night to check with him as we prepared the newsletter.

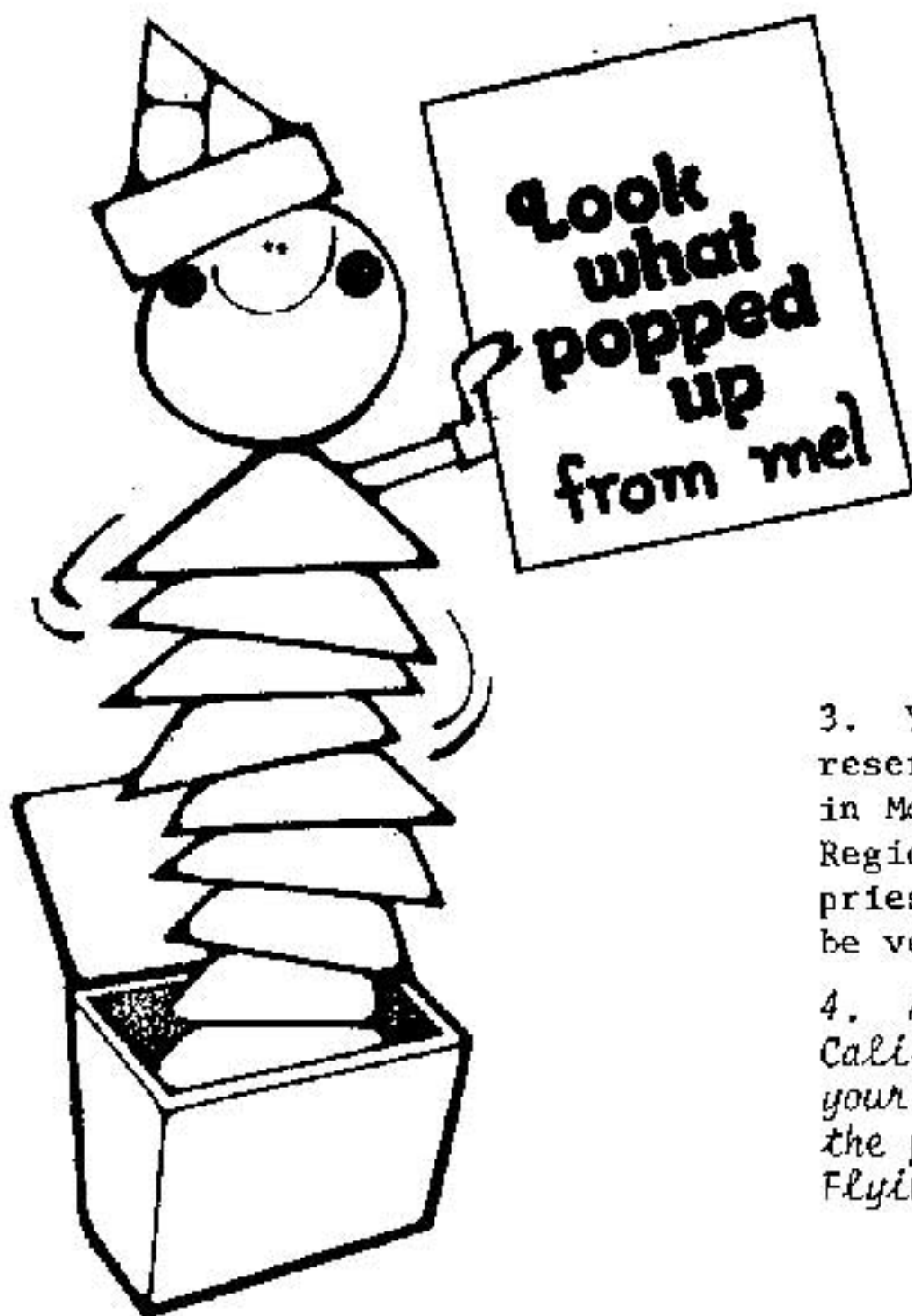
John informs me that he is to leave the House of Affirmation in Montara, CA on April 5. He is to report to his parish in Iowa Falls, IA on May 2 to resume his pastoral duties there.

He fully anticipates a few wrong turns on the return trip from California to Iowa that will necessitate frequent stops along the way to seek further guidance and direction before finally ending up at St. Mark's. The Flying Padres in Albuquerque will definitely be on the list of those from whom he may he may seek refuge along the way.

Elsewhere in the newsletter will be found information on two up-coming events that John felt should be brought to your attention.

One is the annual conference in Montreal. The other is the Midwest Regional meeting May 9 in Albuquerque, NM. Begin making your plans to "pool rides."





WE WOULD LIKE TO CALL YOUR ATTENTION  
TO A COUPLE OF ITEMS OF IMPORTANCE:

1. Those of you who have not returned your annual dues will find a dues envelope enclosed again.

2. The April issue of the newsletter will also bring with it the annual pictorial directory. Some have sent in a new picture. If you want a new one of you in the directory, send it to me **QUICK** as we will begin the lay out work in the near future. We will dig into the files for pictures of other members and run them again.

3. You will also find in this issue the reservation sheet for the National Convention in Montreal in July and also for the Midwest Regional meeting that is being hosted by the priests in the Albuquerque area. Both should be very fine gatherings.

4. A letter from an air museum in southern California is also duplicated and enclosed for your perusal. Some of you may be interested in the project that is now underway with the Flying Wing restoration.

## CENTRAL REGION MEETING

Bob Kirsch and the Albuquerque area priests will host the Spring Regional meeting. The meeting is scheduled for Monday, May 9. Arrive whenever you want to; leave when you want to.

The particulars for this particular fly-in are:

1. AIRPORT -- Mid Valley. Los Lunas, NM
  - \* Located 23 statute miles south of ABQ International
  - \* West side of the Rio Grande River along side the rail road tracks
  - \* Unicom - 122.8
  - \* Operator - Morgan Aviation
  - \* Runway - 35 - 17. 4000' long
2. CONTACT PERSON:
  - \* Rev. Robert Kirsch
  - Santuario S. Martin
  - 6108 Gonzales, S.W.
  - Albuquerque, NM 87105
  - 505-836-4676. Will be answered 24 hours a day
  - 505-831-4412.
3. If it is necessary to land at ABQ International, park at CUTTER Aviation. 842-4184. Unicom - 122.95.

SEE YOU IN ALBUQUERQUE IN THE MONTH OF MAY

*The Air Museum Presents:*

**the N9MB**

# FLYING WING

*Restoration Project*

February 16, 1983

Dear Sir or Madam:

We at the Air Museum in Southern California are writing your organization to ask that you consider helping us raise the necessary funds and perhaps adopting our program as a project for your organization. We are presently rebuilding a Northrop N9MB aircraft to flyable condition. It will be the only flying example of its type in the world and the project, at the present time, is well under way. The landing gears are being overhauled; the engines are presently in tear-down and are being overhauled, as are all engine components. The aircraft has been disassembled and is presently being stripped. The outer wing panels themselves are under construction in our specially-built jigs for this project.

Our need at this time is for cash donations to the project, where every dollar means a forward movement on the construction of this fine historical aircraft. With the proper funding we could fly the aircraft as early as February 1984. We have received many donations of materials and time and yes, indeed, individuals have donated a considerable amount of money to the project. It is truly a project of the people, having no Federal grant nor any Federal subsidies to support or perpetuate it.

Our Air Museum selected this project because we feel this is the last opportunity the world will have to see a true Flying Wing aircraft as envisioned by the legendary John Northrop. Our Museum is one of the oldest independent aviation non-profit museums in the United States, if not the world, and we have, to our credit, rebuilt many one-of-a-kind remaining historical aircraft to flying condition.

We ask that your organization consider, through alerting your membership to our need either via a publication or direct letter, the possibility of helping us raise the remaining monies needed to put a full-time woodworking crew to work on the Wing so that the work may go forward on schedule.

Our goal is \$150,000.00 in cash to complete this project. If your organization is able to help us in even a small way to achieve this goal, I guarantee you shall be publicly acknowledged when this aircraft flies. The attached donation letter explains how we intend to do this. We expect that the world will want to cover this event when this truly magnificent airplane flies--hopefully, early next year. We have interest from television, magazines, newspapers and radio. We have an ongoing interest from our contacts in Southeast Asia as well as Europe.

Please help us if you can be sending a check. Time is of the essence. I thank you very much for your consideration.

Sincerely,

  
Don Lykins, Chairman of the Board  
THE AIR MUSEUM CORP.

FLYING WING PROJECT: P.O. Box 442, Tustin, Ca. 92680 714 / 832-5227



*The Air Museum Presents:*



**the N9MB**

# FLYING WING

*Restoration Project*

Dear Friends of Aviation History;

In the 1940's John Northrop, brilliant designer and industrialist defied tradition and brought the radical idea of a FLYING WING from a dream to a reality. Embroiled in controversy from beginning to end the FLYING WING proved its concept. Building of the FLYING WING was an example of private enterprise and the confidence of a man in himself, his people and his company.

One Northrop N9MB FLYING WING survived from the wing era. It is in private hands at The Air Museum, Chino, California. It is being rebuilt to fly again so that this and future generations can view this example of American Heritage of Flight. You can become involved yourself by making a donation to help restore this rare FLYING WING aircraft. This entitles you to:

1. Your name to be entered in the FLYING WING Journal of Restoration, a historic document to remain permanently with this aircraft.
2. Regular restoration progress reports.
3. A color 8x10 photo upon completion.
4. An engraved invitation as a special guest to the first public flight.
5. Membership in the exclusive FLYING WING Group. This group is reserved only for contributors to this historic project.

A tax deductible donation of \$35.00, \$70.00, \$100.00, \$250.00 or more secures you a place in history.

Please help us if you can and get a friend to join us.

Thank you from The Air Museum who has the responsibility to carry this project forward. And thank you for all the people that will have an opportunity to see, touch and feel this Rembrandt of aviation history because of your generosity.

Don Lykins  
Chairman Financial Committee  
The FLYING WING Project  
The Air Museum

# Briefs from here and there...

January 20, 1983

Dear Mel,

Thanks very much for your January 3rd letter and for the most generous gift of \$1,000.00 from NAPP towards our air-medical project for East Africa. While Charlie told me to expect something as a result of the resolution of the Colorado Springs convention group, I guess I never really expected it to be such a substantial amount. Sure am grateful to all the members for their kindness and generosity and concern.

Beyond that, I'd like to thank all of you on behalf of the many thousands of people in Tanzania who will be alive and well in future years because you helped us share your care in such a specific way. Many people who would otherwise have died or suffered permanent injury will now see many more Christmases in hope and good health because of NAPP's part in making an airplane available.

I would really appreciate it if you would let the members know how grateful I am for what they've done.

Over and above your contribution, we have raised another \$6,000.00 as a result of an article in the Michigan Catholic newspaper. I'm enclosing a copy for your interest.

Actually, the old year ended and the new year began with a lot of hope for the project. A foundation in Wisconsin granted us \$60,000.00 for an airplane, avionics, bush modifications, and ferry charges for a plane which will be provided by Wings of Hope in St. Louis. They have been most helpful to me, and have also provided a pilot/mechanic.

Despite all the above, we are still quite far from our goal. It will take another \$70,000.00 before we will be able to get off the ground. Fuel costs, ground-based radios, insurance, spare parts, and so on will necessitate me being in the fund raising business for some time yet. I figure beyond that, we will need \$50,000.00 a year for the next two years before the project becomes self-sustaining.

Mel, I appreciate your offer for me to suggest something for your parish in terms of a wider church/mission awareness. You probably know that we missionaries are usually filled with all sorts of ways that people could help!

You asked about concrete projects. I can suggest several immediately. If these do not seem to do what you had in mind, I can try to come up with more after I return to Tanzania and get more in touch again with the present needs of the people.

1. The airplane that Wings of Hope has almost ready for us has 800 hours on the engine with a TBO of 1500. It is a Cessna 206. That means that in about a year-and-a-half we will need a rebuilt engine to install. That'll cost about \$9,500.00 with another \$2,700.00 for shipping and insurance, and return-shipping on the old core. If your parish would like to finance that engine, it would keep us flying, and keep the doctor available to the patients for another three years.

2. Our annual estimated fuel budget for the Flying Doctor Service project will be \$15,000.00. If you'd like to work on part or all of that, another essential item would be taken care of for us.

3. I just received a letter from the doctor at our bush hospital. You can imagine, if aspirin isn't even available in the country, how every other kind of supply is, or isn't! He just asked me if I could get him some tires for the hospital cars. There are no more tires left in the country. Haven't been available for over a year-and-a-half. We use heavy duty 8 or 10 ply tires because of all the thorns we run over and the resultant punctures. His last trip from our nearest supply town to the hospital (175 miles) took him four days to complete. He fixed 27 punctures on the way! While that is unusually high, it does happen often enough to make you cry on just about any ordinary trip. Land Rover and Land Cruiser tires cost about \$82.50 each here in Detroit. Shipped through a mission warehouse in Wisconsin, it costs us about \$7 more per tire. This type of project, supplying the hospital and diocesan vehicles with tires would be a project that you could make as big or small as you'd like.

4. Many of our villages have no access to grinding mills for their grain products. That means that the women, using a wooden mortar/pestle arrangement will use most of their day just beating a bit of corn or wheat in order to have enough flour for baking bread or making corn meal mush. A grinding mill run by diesel fuel costs about \$5,000.00 to install.

I think that is probably enough for now. I really do appreciate your asking, Mel. Please let me know how close this is to what you had in mind.

I will be at least one more month in Detroit. Mail will always reach me if sent to this address as my parents are good forwarders. But I do hope to be back at my Loliondo, Tanzania address as soon as I can.

A wonderful New Year to you, Mel, to all NAPP members, and to all those people in your parish who care about bush bums like me.

*Pat Patten*  
Pat Patten

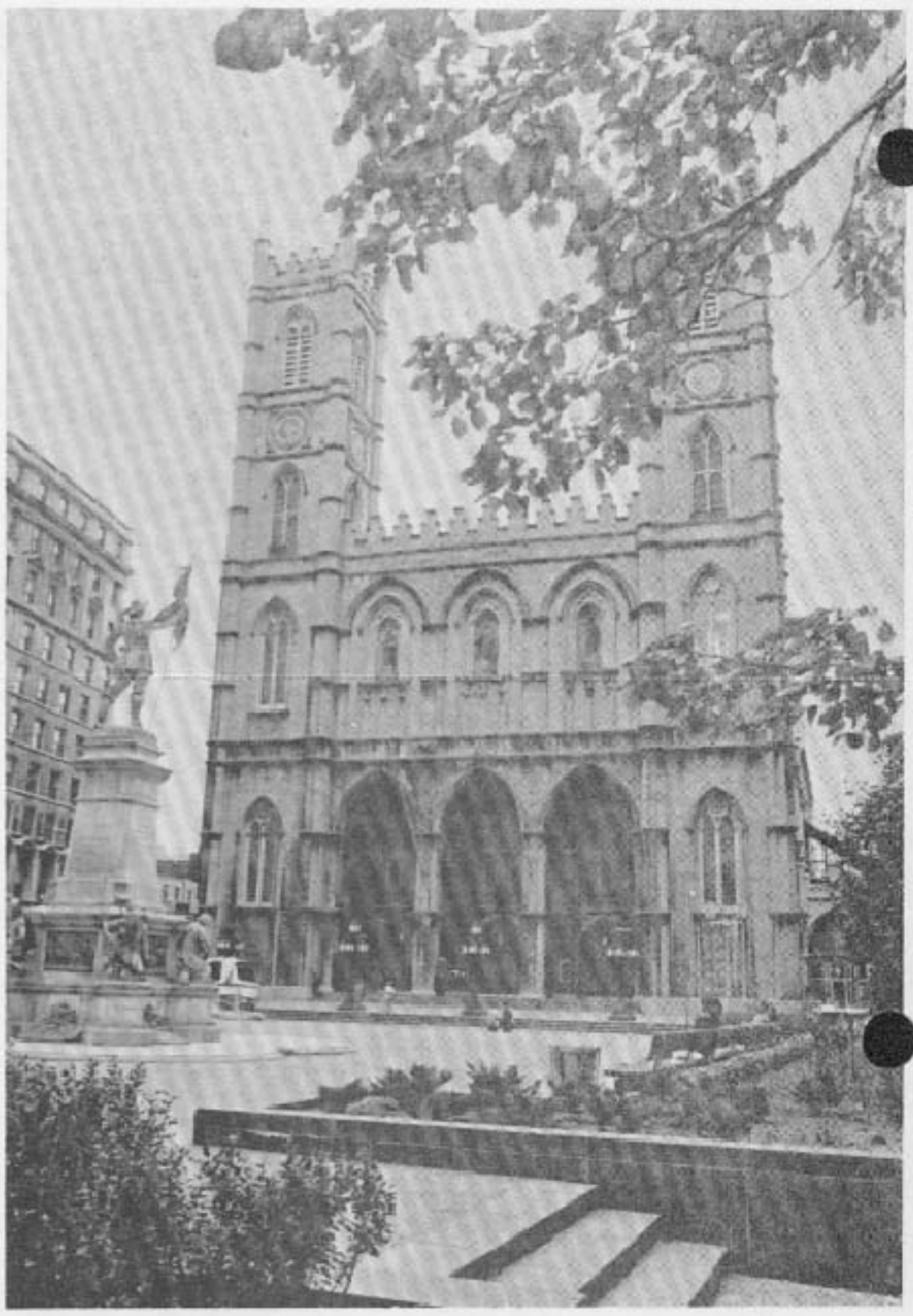
[Editor's note: For anyone who might be interested in assisting Pat on any of the above mentioned projects, his address is: Pat Patten, 1758 Manchester, Grosse Pointe Woods, Michigan 48236]



# CONVENTION 1983

# Montréal

JULY 12-13



NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
\_\_\_\_\_

ETA \_\_\_\_\_  
DATE AND TIME

ETD \_\_\_\_\_  
DATE AND TIME

ARRIVAL BY

PRIVATE PLANE N \_\_\_\_\_

COMMERCIAL FLIGHT # \_\_\_\_\_

CAR

- théâtres
- cinémas
- restaurants
- clubs
- shopping
- discos
- arts
- pop & jazz

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