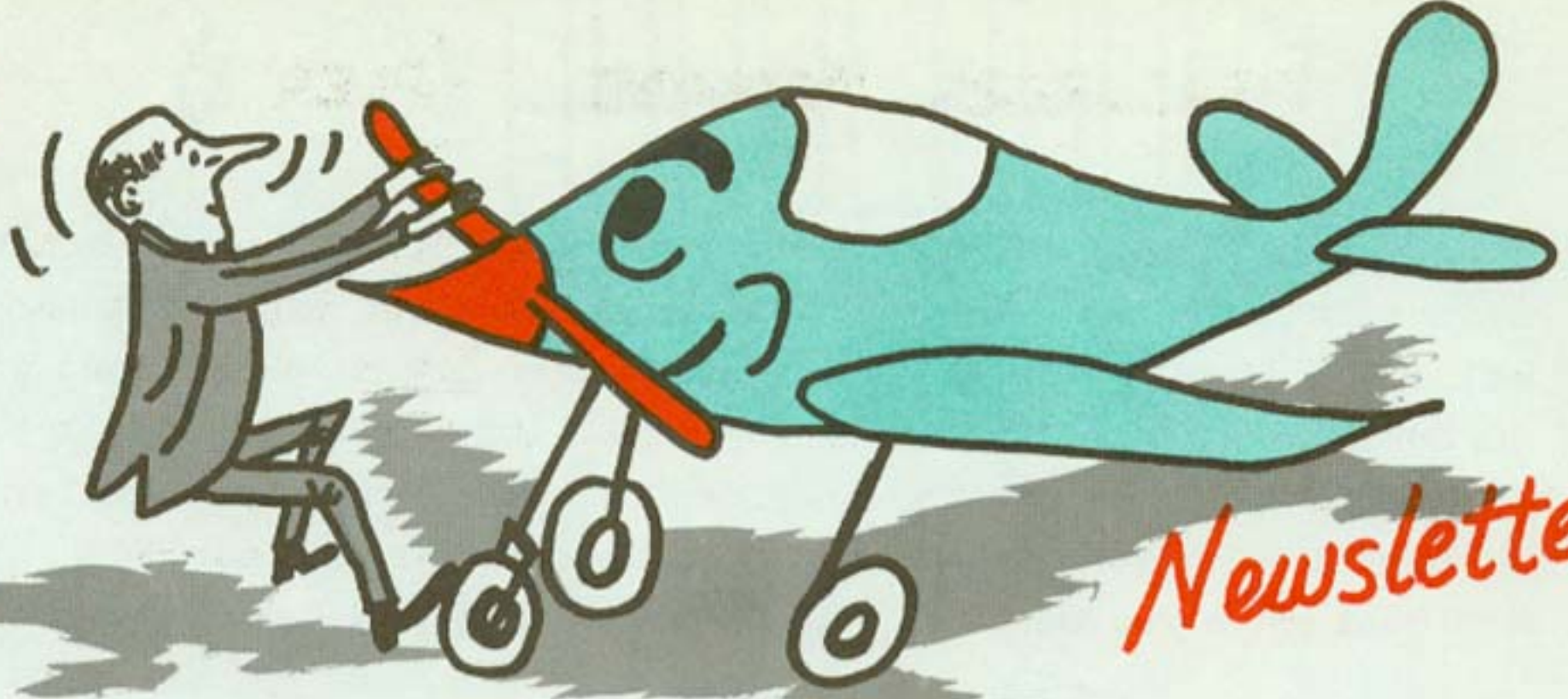


N.A.P.P.



Newsletter

VOLUME XII

DECEMBER 1974

NO. 3

IN ORDER TO BE MORE BUSINESS-LIKE IN BOTH COLLECTING AND RECORDING NAPP DUES, WE'RE INCLUDING A SELF-ADDRESSED, STAMPED ENVELOPE, MINUS THE SOMEWHAT TEDIOUS OLD REGISTRATION BLANK, IN THIS MAILING. THE BOARD IS GRATEFUL FOR YOUR COOPERATION IN THE PAST, AND WE HOPE THAT THIS NEW SCHEME WILL MEET WITH YOUR APPROVAL.

ALSO, LAST YEAR AT THIS TIME I TRIED TO SEND TO ALL NAPPers A PRAYER FOR TAKE-OFF AND LANDING AND A CHRISTMAS GREETING. WELL, I RAN OUT OF NEW PRAYERS THIS YEAR, BUT I'M SURE I'M EXPRESSING THE SENTIMENTS OF ALL BOARD MEMBERS AND OFFICERS OF NAPP WHEN I EXTEND TO ALL FLYING PADRES OUR BEST WISHES FOR THE NATIVITY SEASON, AND MAY 1975, HOLY YEAR AND ALL, BE JOYFUL AND SAFE FOR EVERY MEMBER.



Rich

TREASURER'S MESSAGE... (PLEA?)

When paying your dues, PLEASE fill out the flap on the convenient return envelope. If you don't, poor old Charlie will have to volunteer some more time (100 would take a lot of time!) and do it for you. Those flaps will be travelling around the country: from the Treasurer, to the President, to the Newsletter Editor, to only the Lord knows where. So help poor Charlie and fill out the flap when you send in your dues (in good old U.S.A. funds).



When sending in your dues, please include any newsworthy items, or send them directly to me at 10 River Heights, Mason City, Iowa 50401.

Periodically I'll try to help keep you up-dated on the latest regs. Included in this issue is a reprint from the Iowa Aeronautics bulletin re: Biennial Flight Review. I find some people still confused on this. Also, two pages on the new requirements for various licenses and ratings.

Dates and other information about the July National Convention and the Spring Central Regional Meeting in May are also included.

Parents, Bishop Mark Jubilees

Bishop Leo C. Arkfeld of Wewak, New Guinea, celebrated his 25th anniversary as a Bishop on Sunday November 10, while his parents, Mr. and Mrs. George Arkfeld, observed their 65th wedding anniversary in Panama, Iowa.

Bishop Dingman of Des Moines delivered the homily, describing the anniversary as unique in the United States. Following the Mass a dinner was served to 400 guests.

Bishop Arkfeld is a member of the Society of the Divine Word, and became a Bishop at the age of 36. He is widely known as the Flying Bishop.

REVISED PART 61*

* Effective Date - November 1, 1973

PRIVATE PILOT (AIRPLANE) REQUIREMENTS

	PRESENT PART 61	REVISED PART 61
Ground Instruction or Home Study	None Required	Subject Areas Specified
Total Flight Time	40 Hours	40 Hours
Flight Instruction	3 Hours	20 Hours
Cross-Country	None	3 Hours
Night Flying	None	3 Hours
Instrument Training	Airplane Control Only	Use of Vectors or Radio Nav Aids
Solo Practice	20 Hours	20 Hours
Cross Country	10 Hours - 25 Miles Flights, 100 Miles Long Flight	10 Hours - 50 Miles Flights, 300 Miles Triangle
Solo at Airport with Control Tower	None	3 Takeoffs & Landings

COMMERCIAL PILOT (AIRPLANE) REQUIREMENTS

Private Pilot Certificate	Not Required	Certificate, or Tests Required
Instrument Rating	Not Required	Rating Required
Ground Instruction or Home Study	Not Required	Subject Areas Specified
Total Flight Time	200 Hours	250 Hours (50 May be in Pilot Ground Trainer)
Flight Instruction	20 Hours	50 Hours
Instrument Instruction	10 Hours	10 Hours (If Applicant does not hold I.R.)
Complex Airplane	Not Required	10 Hours
Flight Test Preparation	10 Hours	10 Hours
Pilot in Command, Total & Airplanes Cross Country	100 Hours, 50 Hours 50 Hours - Long Flight 350 Miles	100 Hours, 50 Hours 50 Hours - Long Flight 600 Miles Triangle
Night Flight	Optional	5 Hours, 10 Takeoffs and Landings

INSTRUMENT RATING REQUIREMENTS

	PRESENT PART 61	REVISED PART 61
Prerequisite	Commercial, or Private & Meet all Commercial Experience Req.	Commercial, or Private with 200 Hours Total
Ground Instruction or Home Study	None Required	Subject Areas Specified
Total Instrument Time	40 Hours, of which 20 Must be in Flight	40 Hours, Which May Include 20 Hours of Instruction in Instrument Ground Trainer
Instrument Flight Instruction	15 Hours	15 Hours
Instrument Approaches	At 2 Airports, 1 with VOR or ILS, 2 Using ATC Clearances	VOR, ADF, AND ILS Approaches
Cross-Country Instruction	1 Flight of 200 N.M. on Federal Airways with IFR Flight Plan	One 250 Mile Flight with VOR, ADF & ILS Approaches, Each at a Different Airport. (ADF & ILS approaches can be in ground simulator with external marking capabilities)

FLIGHT INSTRUCTOR REQUIREMENTS

Prerequisite	Commercial, or Private & Meet Commercial Experience, Knowledge and Skill	Commercial, & Instrument Rating if Airplane or Instrument Rating Sought
Ground Instruction	None Required	Subject Areas Specified College Training in Education Acceptable Toward this Requirement
Instructor Training	None Required	Specified Instruction by Experienced Flight Instructor
Flight Experience for Rating	None Required	15 Hours as Pilot in Command in Category & Class Appropriate to Rating Sought



Biennial Flight Reviews

The biennial flight review is an important requirement of Part 61 (revised) which affects all pilots who intend to act as pilot in command. After November 1, 1974, no person may act as pilot in command of an aircraft unless within the preceding 24 months he has successfully completed a biennial flight review or logged one of the following pilot flight checks:

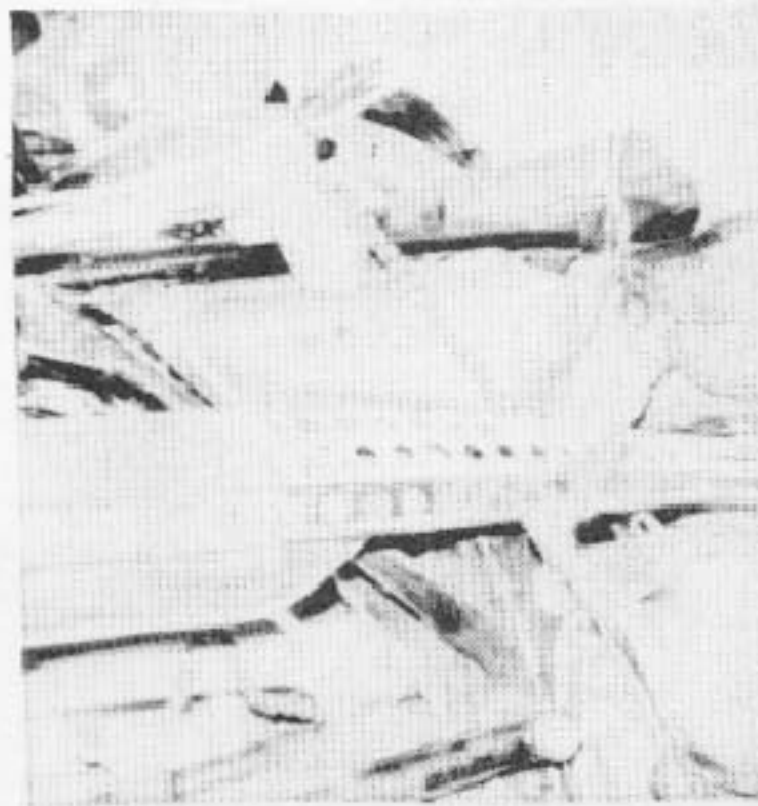
- a. Certification flight test for a pilot certificate or added rating;
 - b. Any proficiency flight check required under the Federal Aviation Regulations;
 - c. Pilot Examiner annual flight checks; or
 - d. Proficiency flight checks given by a U.S. Armed Forces check pilot.
-

PRESS D HOLE IN GEAR C ONTO CRANK E

ASK DAD FOR HELP IF YOU GET STUCK!

Last January I purchased a used Honda CL100, and toward the end of July I got the Suitcase Cycle Kit installed. Pictured is the cycle (1) assembled, (2) torn apart, and (3) loaded in the Mooney. After only four rehearsals, it can be torn apart and loaded, or unloaded and assembled in 17 minutes flat!

(Rumor has it that certain tower controllers were placing bets in their slack time as to whether or not it would run when he got it together!)



NAPP Convention

NASHVILLE — JULY 15, 16

The Chairman of the Metro Nashville Airport Authority is a Catholic and one of his sons is a priest. Mr. Harold Black has been helpful in making some of the arrangements and I am sure will continue to help. Nashville is normally packed with tourists during the summer because of Opryland and the Grand Ole Opry. Mr. Black has gotten a commitment for twenty double rooms at the Hilton Airport Inn for less than the going price. It is at the Metro Airport (Berry Field) on the opposite side from the General Aviation parking ramps, but courtesy cars are provided for transportation to the Inn. We have not decided yet on the FBO. There are three of them at the field. As that and other information becomes available I shall forward it to you.

I am looking forward to the priests coming to Nashville. I think it is a good place to have a meeting and am sure the flying padres will enjoy it. Opryland should be a highlight of the visit. The Grand Ole Opry plays on Friday and Saturday night with a gospel type show on Sunday afternoon. If anyone wants to see the Opry itself I should know as soon as possible in order to get reserved seats on the weekend before or after the NAPP meeting. There is no problem getting into Opryland where there is a lot of live music and some of the Opry stars perform every day.

There are golf courses and lakes nearby which may appeal to some of the men. I think an interesting flying side trip might be to Tullahoma, Tennessee, where we could visit a huge wind-tunnel facility. It is about eighty miles from Nashville. An alternate in case of bad weather (of which there should not be any) might be the AVCO Aerostructures Division at the Metro Airport. There they make the wings for the Lockheed L-1011 Tristar. It is an interesting example of modern engineering.

More details will follow in later newsletters.

Central Region ☺

Ev and John Hemann will host the Central Region's Spring meeting in Waterloo, Iowa on Monday, May 12. Details will come in later issues. Get the date on the calendar NOW!!!



Merry Christmas

Bill

