

N.A.P.P.



VOLUME XVI

OCTOBER 1988

NO. 2

THE PRESIDENT'S MESSAGE



Dear Flyers:

This letter finds me on the verge of departing for Europe for three weeks during which time I hope to visit places I have visited before and perhaps some new places.

I am traveling with a priest who was my roommate in the seminary. During the Second World War, he was a radio operator and waist gunner in a B-17 stationed in Foggia, Italy. Many of their missions took them over Vienna which was defended by heavy antiaircraft fire. Based on stories he has told and pictures taken in flight during bombing missions which showed his plane surrounded by black puffs of smoke indicating antiaircraft bursts, he is lucky to be alive. After one mission they found 2,000 holes in his aircraft before they stopped counting. He wants to return to Foggia and Vienna to see what they are like in peacetime. If possible, we shall visit Poland and see the Shrine at Czestochowa. I am happy that this journey will be during peacetime since some of you and I were subject to journeys during wartime. We pray for peace which at times seems tenuous but is necessary for our survival.

May God bless each of you and give you his peace.

Bill

Bill Bevington



You will find in this issue the following items:

1. A report on the Midwest Fall meeting Ida Grove, Iowa. I had a funeral that day so was unable to attend this very interesting gathering. The article was contributed by my brother John; the pictures by Jack Paisley and a few from the booklet put out for the August Fly-in.

2. Frank Nemmers sent me the report on R.K. (Preacher) Smith's accident last year. These always give us cause to pause and reflect.

3. If any one has need for a set of Jeppesen IFR binders I have a set available from Barry Brown. They are in good condition.

4. Co--founder Henry Baacke always renewed the NAPP Articles of Incorporation in the state of Kentucky. With his death, President Bill Bevington suggested we might try to transfer that to the state of Iowa since we have the largest number of members. I have a lawyer friend working on that at the present time.

5. **REMINDER:** The 1989 NAPP CONVENTION will be in the Boston area July 11 - 12. Put those dates on your calendar **NOW**. We will start giving you the agenda within a few months. Archbishop Frank Hurley will host the 1990 Convention in Anchorage. The 1989 Midwest Spring Regional meeting will be hosted by Al Werth in Salina, Kansas on April 24.

6. I had a surprise call from Pat Patten of Arusha, Tanzania. He is back in the States and is in the process of getting a second plane for their Medical Flying Services operation.

7. Listed below are the latest address changes and also the whereabouts of the Commercial/Instrument video tapes.

ADDITIONS/CHANGES

1. Art Kieve
3421 W. 9th St.
Waterloo, IA 50702

2. John W. Hemann
510 1st Ave. N.W.
Cedar Rapids, IA

3. Edwina Tabares
5409 Punta Alta NW
Albuquerque, NM 87105

Rev. Victor Schoenberger, O.F.M
St. Anthony-on-Hudson
Washington Ave.
Rensselaer, NY 12144

Rev. Msgr. Robert J. Sennott
11 Collier Road
P.O. Box 825
Scituate, MA 02066-0007

Alden Thoralsen
P.O. Box 516
Athens, OH 45701

Rev. Miles J. Barrett
304 E. 4th Street
P.O. Box 326
Sanborn, IA 51248
712-279-3423

Rev. Mark A. Haight
40 Collins Place
Albany, NY 12208

Rev. David Hogan
Church of the Resurrection
Box 157
Pocahontas, IA 50574

Rev. Michael A. Mikstay
5277 Tanglewood Drive
Louisville, OH 44641

Rev. Mike Murray
9502 Milstead Dr.
Bethesda, MD 20817

Rev. Michael P. Nash
P.O. Box 47
Petersburg, AK 99833

ADDRESS ALL

CORRESPONDENCE TO:

REV. MEL HEMANN
ST. JOSEPH CHURCH, BOX 309
PRESTON, IOWA 52069

R.K. (Preacher) SMITH

WEATHER MAY HAVE BEEN MUCH WORSE

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -APPROACH			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - F55	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	MEDFORD, OR	
Completeness - PARTIAL, LMD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	FLORENCE, OR	NORTH BEND MUNICIPAL
Wind Dir/Speed - 290/007 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4613' 150
Lowest Sky/Clouds - 1000 FT PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Appn/Log - ILS-LOCALIZER	Runway Status - ORI
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4000
SE LAND	Months Since - UNK/NR	Make/Model - 3500
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. LIGHT CONDITION - DARK NIGHT
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4

Factor(s) relating to this accident is/are finding(s) 1, 2, 3

HISTORY OF THE FLIGHT: About 2027 PST, a Cessna 182 crashed into rising terrain about 5 nautical miles northeast of the North Bend Municipal Airport, North Bend, Oregon, while on a personal flight. An IFR flight plan was filed en route in visual meteorological conditions. The aircraft was destroyed with fatal injuries to the commercial instrument rated pilot and the passenger. The flight originated at Medford, Oregon, about 1930 PST.

The flight plan filed indicated a destination of Florence, Oregon. About 35nm north of North Bend the pilot contacted North Bend Flight Service Station stating he was "...the localizer inbound at 1300. In and out of clouds..." The last radio contact was at 2025:59 PST. An air search was conducted at daylight based on a visual sighting of "an explosion" the night before, phoned in to the Coos Bay Sheriff's Office. Ground parties found the wreckage about 1630 PST.

DAMAGE TO AIRCRAFT: The aircraft sustained major structural damage to the airframe after contacting a tree and ground fire consumed the fuselage section after impact.

PERSONNEL INFORMATION: The pilot, a Roman Catholic Priest for 32 years, held a commercial pilot certificate and an instrument rating. His last 2nd class Medical Certificate was issued less than a year before the accident.

AIRCRAFT INFORMATION: The aircraft logbook was recovered at the crash site. The last log entry recorded a total of 2660.45 hours with 1333.58 since overhaul. The engine had received an STC modification for use of auto fuel, although there was no recoverable evidence that auto fuel was in the tanks at the time of the accident. Tear down and examination of the engine disclosed no catastrophic engine failure.

METEOROLOGICAL INFORMATION: Reported weather from North Bend Flight Service Station at 2046 PST was measured ceiling 1500 feet broken, 3500 feet broken, visibility 7 miles, temperature 48, dewpoint 46, wind 290 degrees at 6 knots, altimeter 30.29. At 2007 a pilot report estimated the "broken deck" at about 2300 feet, and at 2012 another pilot report indicated the "tops" were at 6500 feet. This pilot report was acknowledged by the pilot of the accident aircraft.

AIDS TO NAVIGATION: According to OTH/FSS personnel the instrument landing equipment had been certified the day before the accident and re-checked after the accident. A momentary alarm on the North Bend TACAN (a portion of the VORTAC) was recorded at 2014. At the time the accident aircraft was inbound to the VORTAC, no difficulties were reported.

COMMUNICATIONS: Normal radio contact was maintained between the accident aircraft and the various FAA facilities en route to North Bend.

WRECKAGE AND IMPACT: At the crash site the aircraft wreckage was observed to be scattered between a tree-covered hill to the west and a drainage (generally running east/west) into a creek. There were several trees on the hill where a clear path had been cut through the tops. The main wreckage was reached from a logging road, over and down onto the side of a small valley. The aircraft propeller was imbedded in the soft ground. The propeller blades did not have any chordwise scratches or leading edge damage. The studs were pulled through the rear of the propeller boss, and remained in the crankshaft end of the engine. One propeller blade was bent. Near the propeller location was the oil cooler. Down slope and east of the propeller/oil cooler the remains of the fuselage were melted over the rear of the engine. The front seat frames were identified as well as a portion of the cabin floor. Below the fuselage the melted remains of both wings, aft fuselage, and flaps were identified. From the main wreckage, on a magnetic heading of 220 degrees, were the left main landing assembly and wheel (only the wheel was above ground). A 3 wire, double pole line comes up the valley from the south from the creek and bisects the wreckage path. There were no wire strikes visible. The elevation of the wires was below the flight path. West of the wires, the tail plain with one elevator attached was down slope of an old logging road. On the "old" logging road was a 20 to 30 foot section of tree. Many small pieces of battery plates, battery box, and metal parts were found on the ground and in the trees up to the hill where topped trees were located.

The Continental O-470-R engine was subject to a complete teardown to the crankshaft. The exterior surface exhibited major fire damage to the magnetos; only the left magneto produced spark on all leads. All spark plugs were serviceable with a well defined oval of the center electrode. The interior surfaces of the oil pan, crankshaft, cylinders, and pistons had a heavy coat of varnish. Heavy scoring was noted on the skirts of pistons no. 1, 3, and 5. Cylinders

were free of hot spots, combustion chambers had moderate lead deposits, cylinders no. 1, 3, 5, 6 were well worn with a lip near the top. No catastrophic engine failures were noted. The carburetor was opened and checked, the float was not metallic, and burned. The float chamber was carbon coated. All parts moved freely. The vacuum pump rotated freely and suction could be felt on the instrument port side.

MEDICAL AND PATHOLOGICAL INFORMATION: The Oregon State Medical Examiner's Report indicates no impairment of the pilot's ability to control the aircraft prior to the accident.

FIRE: Examination of the wreckage and impact area disclosed no fire damage to the separated tail sections found away from the impact area. All fire damage was limited to the area around the impact area.

ADDITIONAL INFORMATION: Contact with the Florence, Oregon, Airport Manager disclosed that on the night of the accident the airport was unattended after 1700 PST. Weather conditions at Florence at 2030 PST were described by the airport manager as . . . 40 MPH winds across the runway with . . . driving rain. North Bend Flight Service Station had no record of Florence weather or NOTAMS issued after 1200 PST. A car was reported waiting at the airport for the arriving aircraft.

EXCERPTS FROM RADIO TRANSMISSIONS:

A/C = Aircraft

CTR = Seattle Air Route Traffic Control Center

N490 = Another Aircraft in Area

0353:51 CTR: Aircraft calling Seattle say again please

0353:53 A/C: Seattle this is ah three two six six yankee we're VFR eight thousand five hundred from Medford on route to North Bend and we've got ah weather update on North Bend we'd like to make ah an approach into North Bend please

0354:07 CTR: Three two six six yankee Seattle roger (unintelligible) squawk one five five seven ident

0354:53 CTR: Cessna three two six six yankee radar contact and what is your altitude now

0354:57 A/C: Ah six six yankee eight thousand five hundred VFR

0355:01 CTR: Roger three two six six yankee and you're cleared to North Bend via direct maintain eight thousand and what type of Cessna

0355:07 A/C: We're a Cessna one eight two slash charlie three zero three zero

0355:12 CTR: Roger slash charlie on the one eighty two maintain eight report reaching eight thousand

0355:18 A/C: Six six yankee leaving eight point five for eight

0355:21 CTR: Roger

0355:36 A/C: And ah six six yankee our ah our intention was to ah make an approach into North Bend and land at Florence ah we'd like ah when we get there to make the missed approach and see what it looks like underneath the overcast you don't have any information further up the coast do you

0355:51 CTR: Well let's see the latest weather I have ah special observation is measured ceiling seven hundred broken one thousand overcast visi-visibility two miles light drizzle and fog standby we'll check with North Bend and see if there is an improvement on that

0356:05 A/C: Okay and we're at eight thousand

0356:08 CTR: Roger

0400:47 CTR: Cessna three two six six yankee just got another special observation out of North Bend as of five zero past the hour time now on the hour measured ceiling one thousand broken two thousand broken four thousand overcast visibility five miles with fog the altimeter setting three zero three zero

0401:10 A/C: Ah three zero thank you and we'll ah make our approach and and when we get ah down low we we'll ah check the options ah we may land at North Bend

0401:22 CTR: Three two six six yankee roger

0401:25 CTR: And we'll have lower altitude for you in about twenty miles

0401:28 A/C: Okay

0405:59 CTR: Cessna three two six six yankee at pilot's discretion maintain six thousand

0406:05 A/C: Six six yankee leaving eight for six

0406:08 CTR: Roger North Bend altimeter remains

0406:11 A/C: Three zero thank you six six yankee

0406:56 CTR: Twin Cessna eight seven four niner zero leaving four thousand five hundred take up a heading of zero one five for Troutdale

0407:03 N490: Out of four point five zero one five four nine zero

0407:07 CTR: Roger

0407:49 CTR: And ah (N490) when you have a chance what would you estimate the bases of the broken deck on climb out

0407:56 N490: Okay I was still in and out of it at three but I would say the real base would be about twenty three hundred

0408:01 CTR: Roger

0408:04 CTR: Six six yankee did you copy that

0408:05 A/C: Six six yankee I did thank you much

0408:06 CTR: Roger

0408:09 CTR: What kind of visibility did you have visibility did you have (N490)

0408:11 N490: Oh at least seven miles

0408:13 CTR: Roger

0409:57 CTR: Three two six six yankee what type of approach do you wish to make at North Bend

0410:01 A/C: Ah we can make that ILS runway four

0410:04 CTR: Roger do you wish to proceed ah direct to Emire or to the VOR and then transition out to Emire

0410:10 A/C: Ah we can go to Emire and ah ah I haven't made this approach before I'm looking at the at the plate here go to Emire make a procedure turn

0410:21 CTR: Ah six six yankee if you're not that familiar with the area I recommend proceeding to the VOR then transition out to Emire after the VOR that'll give you

a little lower altitude to Emire with the event that you can break out just about over the over the airport

0410:38 A/C: Okay we'll go to the ah ah VORTAC and then to the E Emire

0410:43 CTR: Six six yankee roger and I'll have lower altitude for you here in about six miles

0410:47 A/C: Okay we're at six thousand now

0410:49 CTR: Roger

0412:23 N490: Seattle four nine zero

0412:25 CTR: Go ahead

0412:26 N490: Yeah just let you know the tops are about sixty five hundred feet with just a trace during the climb of ice

0412:31 CTR: Roger copy that six six yankee

0412:34 A/C: Ah six six yankee affirmative

0412:36 CTR: Roger

0412:47 A/C: And ah six six yankee we're about twelve miles from the VORTAC and still no clouds

0412:52 CTR: Roger

0412:56 CTR: This is a pilot report ah coming from (N490) she's ah right now about thirteen northeast of the VOR

0413:04 A/C: Okay she reported sixty five hundred tops so I expect we'll be entering pretty soon

0413:09 CTR: Roger

0413:16 CTR: And three two six six yankee maintain five thousand

0413:20 A/C: Six six yankee leaving six for five

0414:23 A/C: And six six yankee we're nine miles from the ah VORTAC and we just entered our first cloud cover here

0414:29 CTR: Three two six six yankee roger position checks and you're cleared for the ILS runway four approach North Bend VOR transition direct Emire cross the North Bend VOR at or above four thousand over

0414:42 A/C: Six six yankee ah cleared for the ah ILS four cross ah four thousand VORTAC Emire and ah then (unintelligible)

0414:52 CTR: Six six yankee roger that's the VOR at or above four and then via transitional altitude to Emire

0414:59 A/C: At or above four at the VORTAC and ah transition to Emire

0415:03 CTR: Roger

0419:10 CTR: Cessna three two six six yankee radar service terminated over the North Bend VOR contact North Bend radio one twenty three six for local advisory inbound

0419:20 A/C: Six six yankee I'll do that thank you much



MIDWEST REGION MEETING

IDA GROVE, IOWA

September 26, 1988

Present: Ben Bauer, John Friederick, Dick Funke, Tom Geelan, John Hemann, David Hogan, Art Kleve, Ed Murray, Frank Nemmers, John Paisley, George Remm, Phil Schmitt, John Vakulskas, Al Werth and John Wolesky.

Host: Joe Schumacher, employee of Byron Originals

Joe showed us his latest "homebuilt", the Swearingen 300, and described the features on it. Price tag is probably \$100,000 with all equipment. 300 hp engine gets him around at about 280 mph. Prior to our arrival he came from Milwaukee, WI in 1 hour and 40 minutes on 22 gals fuel as he returned home from a Sunday airshow where he had flown in formation with a P-52.

Joe acquainted us with the Annual "Air Show" in August by having us view the VHS of the 1987 happening. Part of their RC show is to re-enact a World War II battle in the Pacific. They have battle ships, torpedo boats, Zeros and American fighters in dog-fights and bombing raids. Many explosives are used to make things look real. The simulated ocean is 10 inches deep and the ships and PT boats drive around on rubber tires. Really a clever design. After viewing the film we visited the site of the annual air show and had a close look at the battle ground and ocean area.

We had a complete tour of the Byron Original factory where the RC models, all scaled to one/fifth of the real plane, are designed, blue prints made, all parts manufactured, packaged for shipping and UPS truck picks up daily. It was really a fascinating experience.

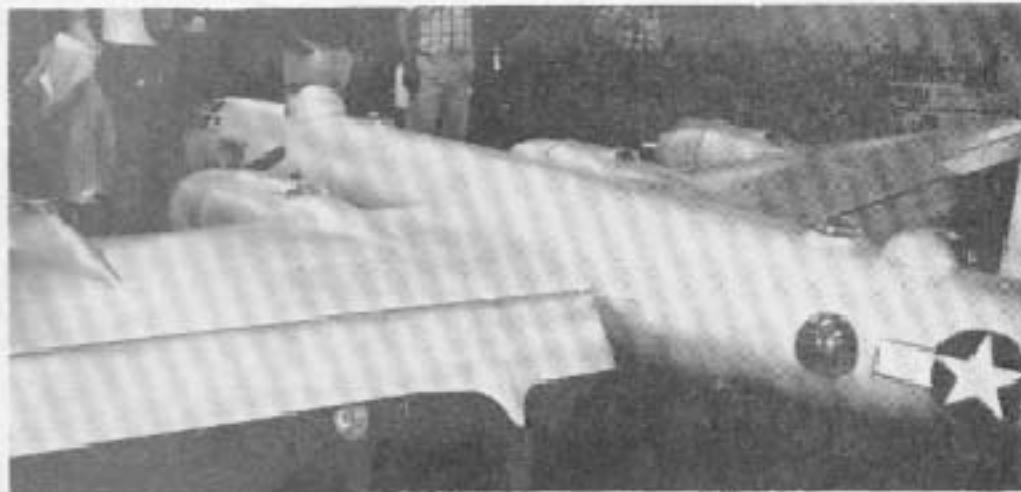
We traveled across the highway, main street, in Ida Grove and went into the "boat trailer" factory which is also owned by Byron Godbersen where the real money maker for Mr. Godbersen is taking place. They are approaching the 100,000 mark for boat trailers made annually. This factory is called "Midwest Industries, Inc."

We all enjoyed a wonderful evening dinner at the Camelot restaurant in downtown Ida Grove. Mr. Godbersen was unable to be with us during the visit because of a business meeting but Joe Schumacher certainly did a fine job in making us feel at home.

A comment, "We were in the middle of Iowa corn and soybean country and we toured two factories that make toys for big kids. Radio controlled airplanes to fly and trailers to haul boats to and from lakes and oceans, neither of which we have many of here in the State of Iowa."

Our next midwest regional Priest Pilot meeting will be in Salina, Kansas, on Monday, April 24, 1989. Our host will be Al Werth. Aviation "Expo '89" will be in Ida Grove, Iowa on August 9 - 13, 1989. It would be well worth you time and effort to fit these two into your schedule.





P-51 Mustang
 1/5 Scale
 Wing Span: 85"
 Length: 76"
 Flying Weight:
 22 lbs. (approx.)



A6M5 Zero
 1/5 Scale
 Wing Span: 88"
 Length: 75"
 Flying Weight: 25 lbs. (approx.)



F4U-1 Corsair
 1/6 Scale
 Wing Span: 85"
 Length: 68 1/2"
 Flying Weight:
 23 lbs. (approx.)

