



NATIONAL BUCCANEERS NEWSLETTER

FEBRUARY 2015

The Central Florida Buccaneers

CFBs February 11th luncheon in Ocala:

While the attendance was thinner than we would have liked I, for one, enjoyed the folks that were there. It's so much more pleasant to see our friends in person rather than trying to keep up with events via e-mail alone. If you happen to agree, we will reconvene again on **March 11th** and would love to have you there. Attendees this month were: DON and DORIS

MORGAN, JACK and GAYLE THEISEN, DAN PIERCE, JON and GIGI COCKES, FRANK SAVINO, JACK and SANDI GORDON, BOB THRASHER, BILL GRISCOM, RON CHATLOS, ROEHNER, JIM and HILDA O'REILLY, DAVID BLESSING, and LINDA and JOHN WENTWORTH.

The enormous riches of the 50/50 went home with Jack Gordon and Hilda O'Reilly. (a copy of this newsletter is being sent to the IRS for their records). Until next month, be well!

Miami Group News

Our Miami group has still not found a new meeting place. I expect the loss of Frank Twomey has complicated things.

Hopefully we will be hearing from them again soon. Hey Miami, we care about you guys, so, please, let us know when you get reorganized OK?



Sad News Department: This month we say good bye to **F/E Vern Bergman** who passed away on January 21st at the age of 86.

Vern came to National in October of 1969 from Northwest and stayed through Pan Am, acting most of the time as a supervisory F/E. Vern was always welcome on any airplane I flew and found equal acceptance everywhere he went. We will miss this good man, we will NOT forget him. May his last flight West be fair of wind and free from turbulence.

www.nalbucs.com

2015 NAL BUCCANEERS CONVENTION APRIL 17-19

The 2015 National Airlines Buccaneers Convention will be held on April 17-18-19 at the Embassy Suites-Airport/Westshore Hotel in Tampa Fla. The address is 555 North Westshore Blvd. For reservations call their toll free number [1-800-362-2779](tel:1-800-362-2779). Please advise them you are coming to the National Airlines Convention in order to get our rate which is \$119.00.per night...Our group code is NAL. We are having an event on Sat. the 18th which will take us on a little bus trip up to Tarpon Springs for a 1 1/2 hour boat cruise. We will be leaving the Hotel at 0930AM arriving in time for our cruise which leaves the dock at 1030AM. We will return to the dock at Noon. There are some shops and restaurants near by so we will have and until 1:30PM to shop and grab a bite to eat before the bus leaves for the Hotel. We should be arriving back at the Hotel at 2:15PM. Sunday morning (19th) after breakfast we will be having our Member Meeting at 1000AM. The meeting will last about 1 hour. All members are invited to

attend. Sunday evening (right after Happy Hour) we will be having our Banquet Dinner beginning at 7:30PM in the Grand Ballroom at the Hotel. There will be dancing & live entertainment for all to enjoy. There is a courtesy bus from the TPA airport to the hotel.They pick up at the baggage claim area every 30 minutes..if you need to call them just dial 813-875-1555.This is the front desk number at the Hotel and they can assist you. We will also have our Hospitality Room open each day for all to come in and relax & reminisce. Parking will be free for the Buccaneers. Please make your reservations as soon as your able since we have a cut off date of Mar.27 for our rate.The registration fee will be \$90.00 per person and you will see the form coming soon in the bulletin. If you have any questions please feel free to call me at 770-328-6351. Looking forward to another fun filled weekend with the Buccaneers Spread the word / Bob Pierson - Convention Chairman

Hi Guys Sorry I didn't include the reason for the \$90.00 registration fee. Thanks for letting Alana know. The money goes to a lot of different areas in case anyone else inquires. Here is a list/ Banquet Dinner-Hospitality Room-Bus Ride-Boat Ride-D.J --Bartender (at banquet dinner) Supplies for Hospitality

Room--- Meeting Room (sun)-Flyers at Check-in. Even at \$90.00 we will still have to go into our reserves when its all tallied up. Thanks for all you do to keep the Buccaneers alive and well..Have a very Merry Christmas & Happy New Year...

Bob Pierson-convention chairman

BUCCANEER MEMBERSHIP RENEWAL FOR 2015

It is once again time to renew your Buccaneer membership. Due to a by-law change a few years back, full membership is offered to ALL former employees of National Airlines and their spouses. We ask that dues be paid by **March 31, 2015**. Keeping track of everyone's status is a bigger job than you may realize so earlier attention to this will be most helpful to us. Dues have been **reduced to \$18** per year and covers the newsletter production and mailing costs as well as certain administration costs involved. Please make your check payable to the National Airlines Buccaneers and include it with this form. MAIL TO: National Airlines Buccaneers, P.O. Box 120835, Clermont, FL 34712

Name_____

Address_____

City, State, Zip_____

Phone_____

E-Mail_____

Position held @ NAL_____

CONVENTION REGISTRATION, TAMPA, APRIL 17, 18 and 19, 2015

Number attending__ If attending the banquet ONLY, please check here__

Names_____

Your street address_____

City, State, Zip_____

Phone_____

E-mail_____

Please indicate dinner entrée preference for EACH person:

Chicken_____ Beef_____ Fish_____

Please include a check for \$90 PER PERSON if you are attending the entire convention or \$45 PER PERSON if attending the banquet only. Checks should be made out to the National Airlines Buccaneers. Mail the registration form and check to: National Buccaneer Convention, P.O. Box 120835, Clermont, FL 34712

Larry Helms first approached me with the idea of printing this article some months ago. He originally sent me a longer version of it and told me to edit it as I saw fit. It arrived at a busy time for me so the project was set aside temporarily. When I explained to him what happened he went ahead and revised it in the form that appears here. Many thank yous Larry! That was really kind of you to do that! Great write up!

On board National Airlines Aircraft N-4736, Cruising @ FL360,, Approximately 60 miles East of El Paso, Tx, Traveling Between LAX and HOU-APRIL 30, 1974

Conversation between Head Flight Attendant, and Captain-----

Flight Attendant---"Captain!, We just lost our Number Three Engine. A passenger called it to my attention"

Flight Captain---"Yes dear, we did, as our instruments show us here in the cockpit. and we have accomplished our engine out check list, and are proceeding normally, everything is fine".

Flight Attendant---"BUT Captain!!! I mean we have literally LOST the engine---it's GONE! I looked out the passenger's window, And the engine is GONE!!!!"

Flight Captain-----"WHAT? I'll be right back to check that out".

What follows here is an abbreviated report of the findings related to the "Engine Lost" report above.

The engine was wrenched from the aircraft by the torque forces of an apparent sudden stoppage of rotation of the first stage fan blade and disk assembly. It fell on a 60,000 acre West Texas cattle ranch and was found and reported to the air force, by a ranch hand on a Texas mesa, tending the cattle, who saw the sun reflecting off the nose cowl in a 'wash' below him./

The engine left the aircraft 'cleanly' only leaving some minor paint smudges from the nose cowl on the lower side portion of the fuselage. (Note-On the B-727 the engine mount bolts are designed to release an engine just as in this case, to prevent further damage to the structure of the aircraft).

The engine departed the aircraft in three major assembly's, namely the nose cowl, with the engine inlet case and front fan case still attached; the first and second stage disk and fan blade assembly; and finally the remainder of the engine with skirt cowling and thrust reverser.

Essentially, within the human capability to distinguish sequence of events, the engine assemblies left the aircraft all at once. (Pratt and Whitney calculated the interval of separation was .006 seconds. This being based on rotational speed, and the number of fan blades broken, 18) The engine assemblies fell in an triangle shape about two miles per side; first along the flight path the fan assembly, then the main engine, two miles further along the flight path, with the Inlet cowl and cases about 2 miles to the northwest(probably because of the nose cowl's 'sailing' characteristics

Examination of the first and second stage disk assemblies, still bolted together, exhibited evidence of extremely high rota-

tional torque, the result of the sudden stoppage of the fan while still being driven by the rest of the engine. The forward assemblies separated from the basic engine at the third stage disk and blade assembly (this part was never found.)

Close examination of other parts in the vicinity of the third stage disk indicated this disk did not fail, but was at the 'separation point' between the 'being stopped' and 'being driven' portions of the engine.

The fourth stage hub and disk assembly transmits the engine rotational forces to the first and second fans.

Actually, it is conceivable the rear portion of the engine might have continued to rotate, at least until it hit the ground.

Examination of the remainder of the engine showed no indications of any other failure mode. The main engine assembly, and the fan assembly were found in position exactly as they hit the ground. Of course the round engine was somewhat 'flattened', but neither bounced or tumbled on impact. The soil in this area is like face powder, and absorbed the impact at the point of impact. The engine and its assemblies were all totally destroyed, perhaps at the 'sudden stoppage when they

hit the ground.

Following examination of the engine parts, the engine and aircraft historical records, and other related facts, it was concluded that an object foreign to the engine entered the engine and resulted in this catastrophic failure.

Based on log book/maintenance history it was concluded that ice had formed on the outer fuselage skin in the vicinity of the forward lavatory service panel, ultimately being released and entering the engine.

There were two log book reports of light lens in the right wing root being broken a few flights before this flight, and the lavatory drain seal had been replaced at least once in the recent past. At the subzero temperatures at FL360 ice can form quickly and get quite large. As the size builds up, the ice itself becomes an insulator of the fuselage/ice interface, and the heat from inside the fuselage can melt the interface, releasing the ice.

Moral of this story – Don't use "Blue Ice" in your 'Happy Hour' imbibing

Let us thank God that we can write and you can read this just as an interesting story, instead of one that-----

Attention Conventioneers:

As of this writing there are 55 days remaining until the opening bell in Tampa. So, that means there are about 38 days left to make your plans and reservations and send us your paper work so we can make OUR plans to accommodate everyone to the best of our ability. The sooner you

commit and send in your information, the easier it is for us here to handle the details. Believe me, it gets hectic during the last week or two trying to coordinate everything that needs to be done. Your consideration will be APPRECIATED!

OUR FIRST CONTRIBUTOR, BILL MAULDIN

Bill Mauldin volunteers to be FIRST!

In last month's letter Bill suggested that people write in about their activities over the last five years or so for printing in the newsletter. He has graciously started the ball rolling with the following article. It is our hope

My suggestion to John was because as we all get older, many of us in the National family may never see each other again, yet if others knew where you were living and what you were doing, at least we could say "Hi!" if we passed through your town. Everyone has a story to tell:

I'm living in Greensboro, NC, my old hometown, and currently running a voice-over studio as part of William Mauldin Productions, Inc. The company has a website, (<http://www.mauldin.net>) with auditions, details about the studio, and audio you can listen to from past projects. Click all of the links on the site. The new political season is coming, and that means good money for the right voices. I only accept political voice jobs from conservatives.

My wife, Pegi, passed away after a six year fight with breast cancer in January of last year. Living alone with a Corgi has been an adjustment for a guy who never learned to cook. I'm a devoted ham radio buff, WG4R, and stay in touch with Blosser, Doug Burnett, Howard Morgan

that others will follow suit and contribute to our readership's enjoyment keeping up with the happenings in the lives of our friends. PLEASE consider doing just that! It only takes a short while but gives much!



and others on the air. Email is bill@mauldin.net and the phone is [336-632-9801](tel:336-632-9801).

Bill Mauldin

News you can use: Have a couple of hours to kill? Are you interested in National history? Do you have a computer? OK, try this. Go to your search engine and type in National Airlines. Go to Wikipedia National Airlines 1934-1980. Pour a glass of wine and enjoy the site.

Monthly Mysteries Solved

Last month's Mystery Airplane and Airport: The airport gave little trouble it seems as there were 9 correct IDs sent in which means that there were probably double or triple the number of people that recognized SAN. Sending in were Bob Massey, Larry Helms, Rusty Heard, Bob Pierson, Larry Riddle, Stan Barfield(via Bob Pierson), Joe Fricks, Jim Gannon and Curt Briggs.

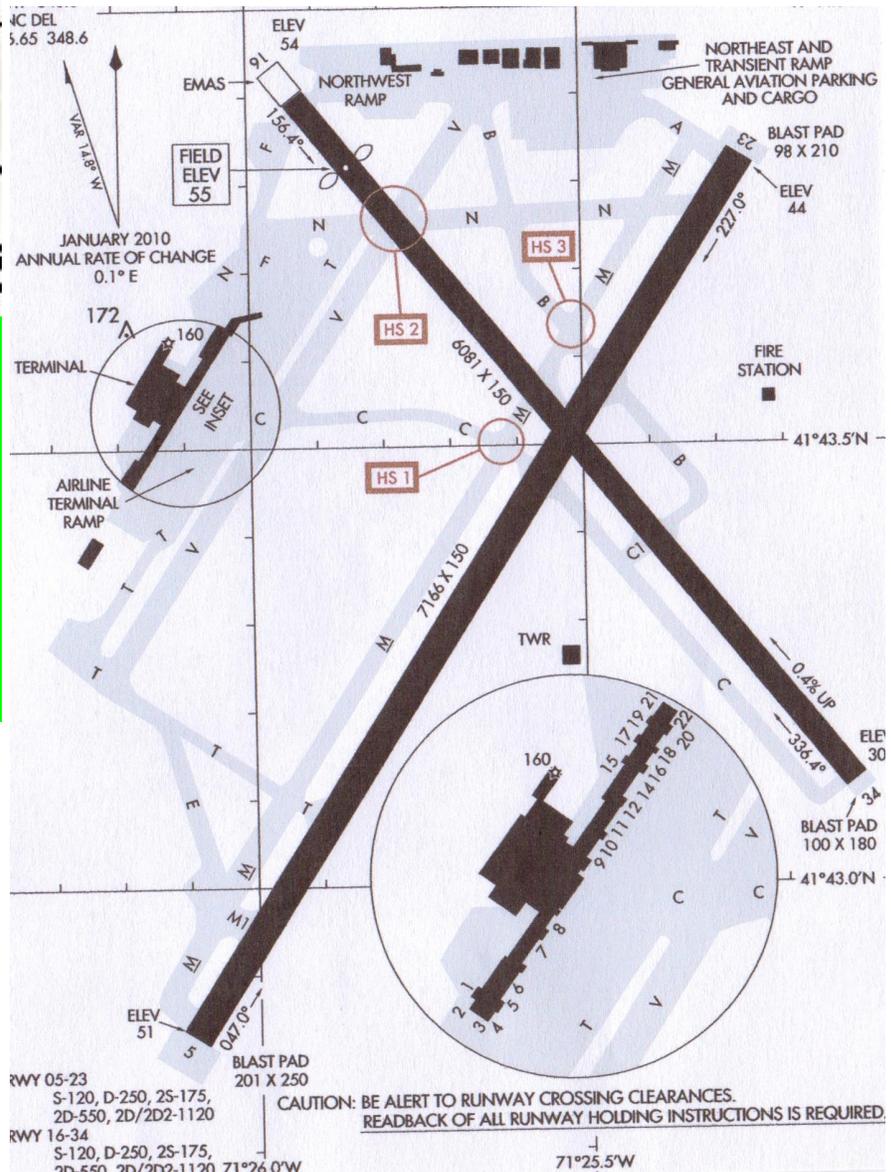
The airplane was a different story. I would like to recognize Curt Briggs and Jim Gannon as the only two people who got both the airplane and airport! Well done Curt and Jim! And, of course, no airplane ID would be complete without Bob Wilson's name in the offing. As always, thank you all for participating!



Here's an old NAL stop that you may remember.

MARK YOUR CALENDARS!!!
Don't be left out of the fun April 17, 18, and 19 for our Tampa Convention!! Reserve your place today by sending in your registration form. We look forward to having fun with YOU!!!

Questions or comments...
John can be reached at
johnhd500@gmail.com
or
407-469-7015



NATIONAL BUCCANEERS

P.O. BOX 120835

CLERMONT, FL 34712

ADDRESS SERVICE REQUESTED

Presorted-Std
U.S. Postage
Paid
Mid-Florida, FL
Permit # 57120



Find us on the web!

www.nalbucs.com

Maybe this one will be easier than last month's offering

