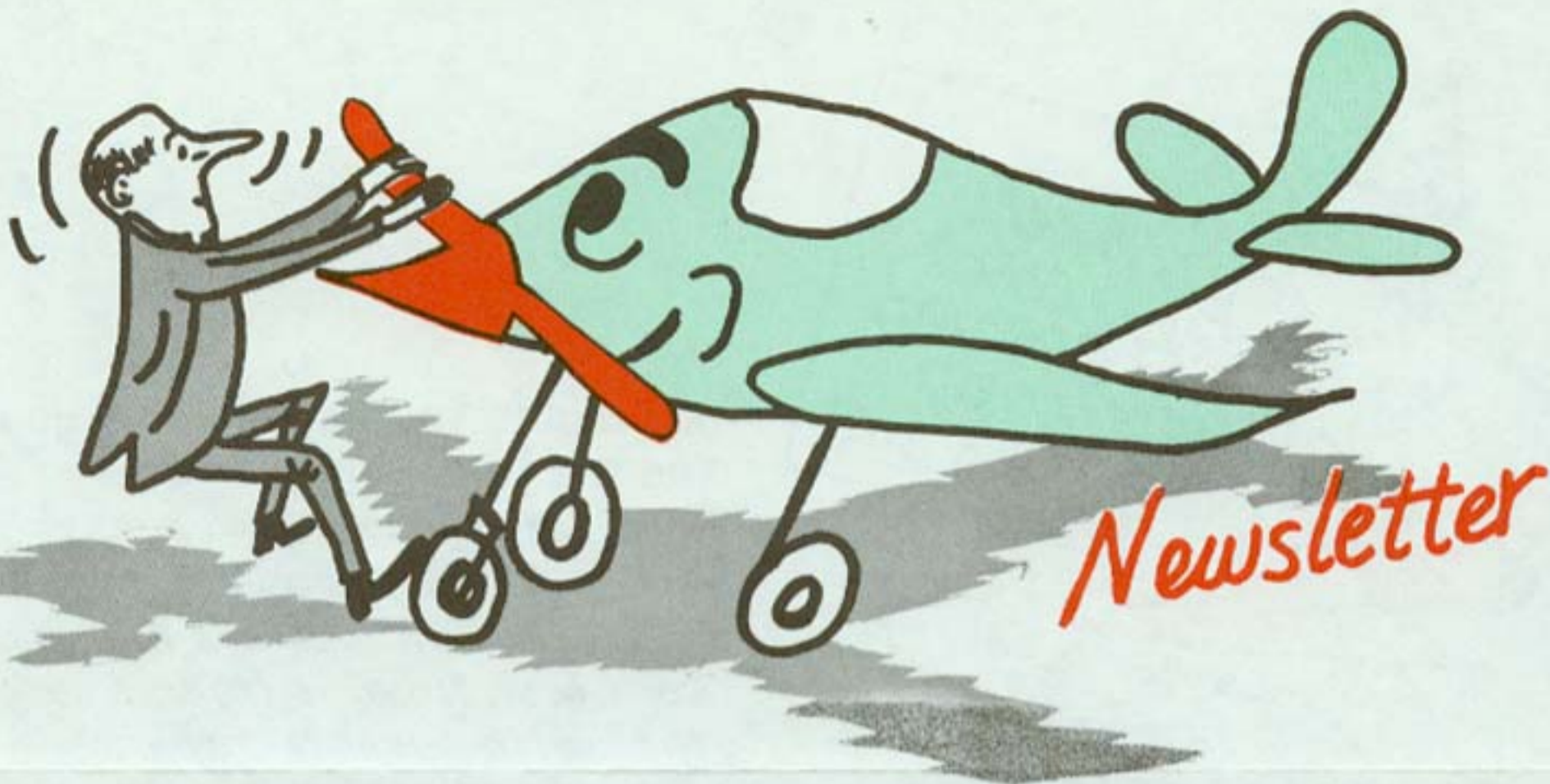


N.A.P.P.



VOLUME XVI

APRIL 1989

NO. 5



THE PRESIDENT'S MESSAGE

Dear Padres,

Happy Easter Season. If your parish is like mine you have an increase in activity at this time - First Communion, Confirmations, class trips, graduations, etc. It is an exciting time for young people and for all of us. A good many persons are joining the Church through RCIA.

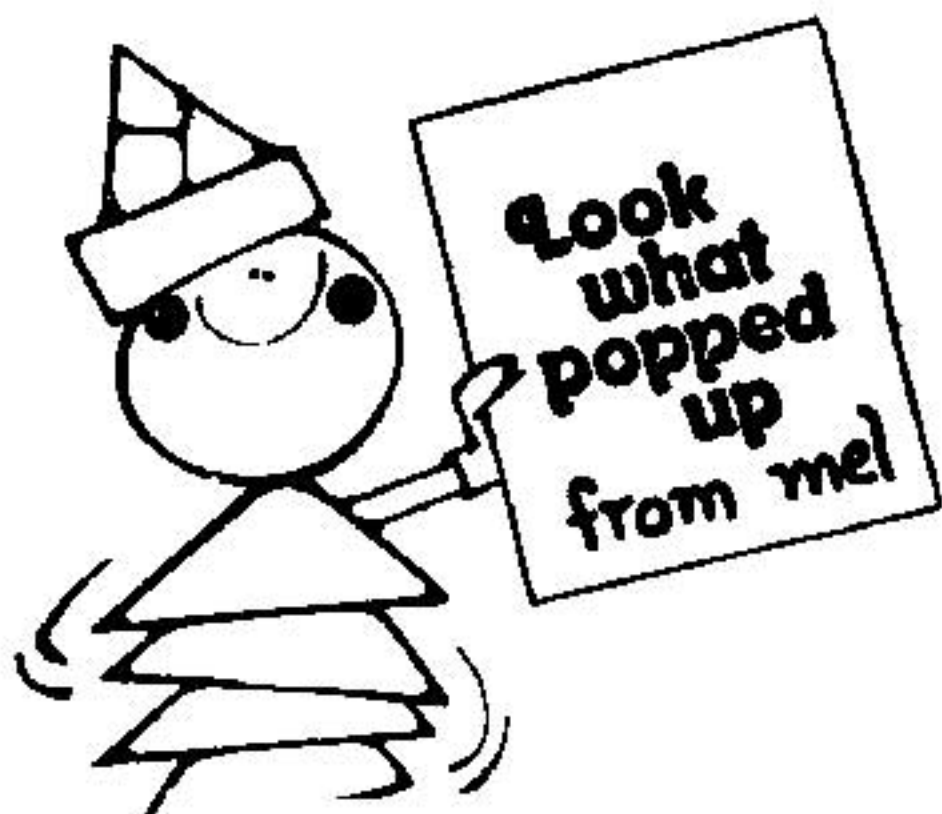
Among the "neophytes" are three girls, triplets, who were baptized together. It was good for the parish to see the excitement and joy of these students and their many young friends. Faith, religion and belonging matter.

I am happy to report that circumstances have allowed me to get up into the sky again. I checked out in a Cessna 172 through Omni Aviation at John Tune Airport recently and have a card that allows me to rent their aircraft there or at Metro Airport. I have not flown from the latter in some time. The amount of traffic has more than doubled during the last three years because of the new American Airlines hub.

Thanks to our Boston hosts for their preparation for our July meeting. The Lord willing we shall see you there.

Bill

Bill Bevington



Included in this newsletter you will find the following:

1. A letter from Fr. Lagesse in which he mentions the fact I forgot to include his membership card last time. I think I forgot that with several others.

Hopefully I have corrected that this time. If you didn't get a card this time, please let me know and I'll see that you get one. I work at this piece-meal and sometimes I forget where I left off. SORRY ABOUT THAT!!!!

2. Pictures and a little write up about the Midwest meeting in Salina, Kansas. The Fall meeting will be hosted by Jack Paisley in Decorah, Iowa on Monday, October 2.

3. Information on the July Annual Convention in Boston. Jack Lawler has lined up quite a program for us. He is still looking for YOUR input so please help him out on that.

4. We welcome to our ranks Archbishop Roger Mahony of Los Angeles. Our latest and newest member brings a uniqueness to our organization in that he is the first member to use a helicopter in the Lord's vineyard. His gift has generated some controversy but that is nothing new among flying padres. We are reproducing an article from the February 26th LOS ANGELES TIMES. Obviously some of the statements are the usual thing from non-flyers. Others are those that come from varying points of view. In the end, as we all know, you must do what is best in the situation you are in. Thanks, Archbishop, for going ahead with your venture. We need that kind of witness today to help lead us into the 21st century.

5. Along those same lines, Bob Kirsch informs me that Bishop Jose Llaguno has come to grips with the fact that in the end it is cheaper to fly than to spend all those hours on the ground. Bob has helped him get a plane to use in his rugged mountainous Mexican diocese and he is back in the air. Happy flying Bishop!

NAPP NATIONAL CONVENTION

Boston, MA. July 11 - 12, 1989

LETTERS FROM JACK LAWLER

ST. MARY'S RECTORY
796 BOSTON ROAD
PINEHURST, MASS 01866

Dear Mel, (5 Feb. 1989)

Bob has been in PL so I have started the ball rolling. We will be working out of HANSCOM FIELD, Bedford, MA - 8 miles from Pinehurst and NW of Boston. 2 Runways 7000' & 5000' and ILS. It butts Hanscom APB so DAYS' INN is next to the Base. All the Religious spots are gone. The final dinner will be at the Officers' Club and I will have an interesting speaker. A friend of mine for years, a general Officer in the Air Force, retired, and an historical figure. I will keep him a mystery speaker.

I am giving thought to a Clam Bake at my place as I have a grove next to the rectory and if weather is poor, there are 2 halls. But I will need to know if steamed clams are accepted on the menu. Some like myself are not into steamers. Lobster would be a part of this.

I have the Chapel at the Base available for Mass as it is near DAYS' INN and there is a Denny's at the INN for breakfast.

Most of the rest will be side trips or a flight as they would desire. They could fly to Nantucket and go into town. They could see historic Boston including the Kennedy Library.

(Early March)

To bring you up to date and give you some information for the next mailing:

Enclosed are folders on Boston and the Freedom Trail. Hanscom Field is poorly marked with the figure of a plane in the southeast corner of the Town of Bedford. It is in the Boston TCA but at 2500' one is below the TCA so no sweat. It is not necessary to work Boston Approach, only the Tower. I will send airport info and frequencies at a later date.

The Clambake is set and will plan it at the parish as I have a nice grove for dining, church hall if inclement, and the caterer is all set. Clams sometimes pose a problem in the summer so the menu will be Clam Chowder (New England style) as opposed to the New York variety which is vegetable soup, lobster, chicken, potato salad, corn, etc. We will forego steamers which is not a great favorite anyway.

The Wednesday dinner will be at the Officers' Club and all set along with the speaker I mentioned.

We will be able to hit the Freedom Trail, Old Ironsides in Charlestown and the Kennedy Library indicate on the smaller map Bayside, which is just south of the City. That will take a day in itself. Concord and Lexington we will work in one way or another. If weather is flyable, Nantucket is a 40 minute flight, quaint, unique and enjoyable. If anyone wants to see some of the Universities it can be arranged.

With little idea of how many to expect it is important that I learn as soon as possible who is coming. The main concern is transportation. The hotel deadline has already been established and I cannot alter that. Let the fellows know that it will be greatly appreciated if they would let me know if they are coming, arrival date, mode of travel, places they may wish to see, etc. as soon as their decision is made. I will make every effort to keep expenses at a minimum.

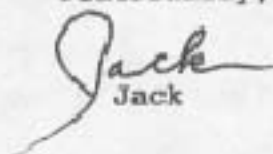
(13 March 1989)

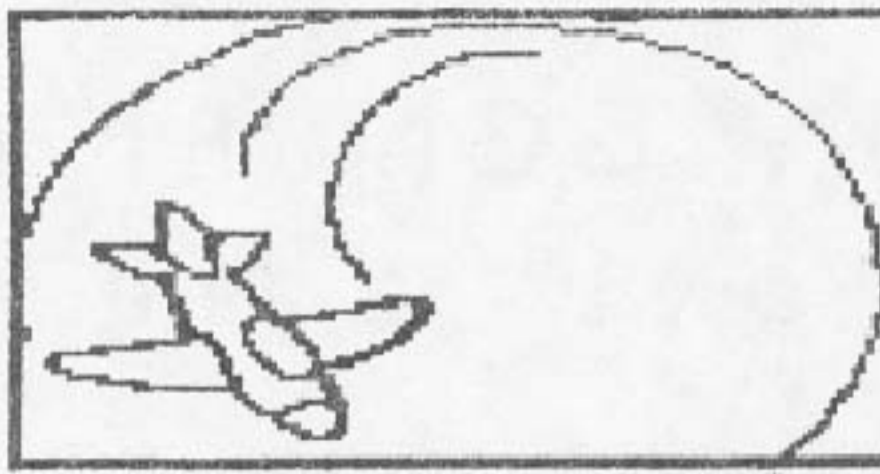
I am feeding you this bit by bit but this will take care of the airport info. Enclosed are the approach info and the airport layout. To make it very easy when they get to Ground Control, tell them "unfamiliar" and ask for the Beech Terminal. It is a new and small building I have marked. I keep my plane at the small hangar that is also marked. It will be possible to park a couple of planes at this hangar or they can use the large ramp area at the terminal. Parking is \$4.50 a night. I will have a setup outside the small hangar to give assistance and we will have transportation at that gate.

The number and type of planes arriving will be a help if the fellows include that in their report to me. If there is anything else I have forgotten, drop a line. I figure you will run off copies of what you will put in the mailing so I refrained from that aspect.

Confirmation here in two days and things starting to wind down which is fine by me. Only ten inches of snow in 1" segments. One great winter. Had a chance to get to Florida but some of my crowd are dying off. I refuse to read the message.

Fraternally,


Jack



BRIEFS FROM HERE AND THERE

Los Angeles Times

Sunday, February 26, 1989

Gift of Helicopter Will Keep Archbishop Mahony

By ALLAN PARACHINI, Times Staff Writer

Above the Fray

COPTER: L.A.'s Busy Airspace to Test Flying Prelate

A group of private donors has given a jet-powered helicopter to Roman Catholic Archbishop Roger M. Mahony, who intends to fly it on business trips around the sprawling archdiocese.

Mahony—who received his helicopter pilot's license last summer—declined to discuss the donation. But a church spokesman said the archbishop will use the helicopter to avoid traffic congestion as he conducts the business of his office at locations throughout the 8,300-square-mile archdiocese, which includes Los Angeles, Ventura and Santa Barbara Counties.

Acquisition of the helicopter apparently makes the Los Angeles archdiocese the only entity of the Roman Catholic church anywhere to own and operate a helicopter. Spokesmen for the Vatican and at the Vatican's embassy in Washington said Pope John Paul II is flown in helicopters owned by the Italian military.

David Moore, executive director of communications for the archdiocese, said, "My impression [is] that he expects to use it for inter-diocesan and intra-diocesan work."

The archdiocese said that, in preparation for Mahony's anticipated extensive use of the helicopter, several Catholic high schools and two seminaries have been directed to prepare landing sites. The archdiocese has also embarked on an attempt to secure landing rights for Mahony's chopper in downtown Los Angeles.

The archbishop lives at the downtown St. Vibiana Cathedral rectory. The donor group was organized by prominent Los Angeles attorney Richard J. Riordan, a close friend of the archbishop, and involved a gift of the \$395,000 aircraft and related support services. Riordan said he and four other people—whom he declined to identify—organized a nonprofit corporation to buy the helicopter and give it to Mahony.

Riordan and Moore declined to answer most questions about the helicopter acquisition.

The archdiocese has scheduled a press conference for Tuesday to announce the gift.

Both aviation-safety experts and social activists contacted by The Times raised questions about the helicopter acquisition.

Catherine Morris, a spokeswoman for the Catholic Worker organization, was critical of the helicopter arrangement. "It seems like there are a lot of fairly important needs in the diocese that \$395,000 could help along," Morris said. "The problems and needs of the homeless . . . and the refugee and immigrant populations far exceed what is being done by the diocese."

"If he [Mahony] is going to set a good example, he'd say, 'Thank you very much' and give it [the helicopter] back."

The Rev. Alice Callaghan, an Episcopal priest and former Roman Catholic nun who heads the Skid Row agency Las Familias del Pueblo, also expressed concern. "The poor become the touchstone against which owning [a helicopter] must be justified," Callaghan said. "If an ethical case can be made, may he fly in peace."

Experts on helicopter safety said the skills of a relatively inexperienced pilot like the archbishop may be tested to the limit by the demanding atmosphere of the urban Los Angeles airspace.

Helicopter industry sources said that, because of the complexities of flying here, virtually all pilots in the Los Angeles airspace are professionals. Those complexities range from airspace overcrowding to variations in weather conditions. Officials of both the McDonnell-Douglas Helicopter Co. and Bell Helicopter Textron, the two major manufacturers, said they are aware of just a handful of Los Angeles corporate executives who personally fly business helicopters.

Barry Schiff, a private Los Angeles-based aviation safety expert, characterized

helicopters as more demanding and "unforgiving" than fixed-wing aircraft. "It [a helicopter] is not the kind of vehicle that amateurs generally fly because helicopters require a bit more skill and cunning," Schiff said.

Insurance restrictions on Mahony's flight activity so far prohibit him from flying his helicopter alone. He is required to take a certified instructor on any flight, according to one of the archbishop's flight instructors. The instructor said Mahony is "an excellent pupil" who is "just learning" the complexities of the turbine-powered aircraft he is to fly. Mahony took a two-hour flying lesson on Wednesday; information on his total flying time was not available.

Mahony's helicopter is a 7-year-old Hughes 389D that was owned until late January by a Carlsbad aviation service. The gift by the Riordan-organized group also includes operating costs, insurance and maintenance. A spokesman for McDonnell-Douglas, the Mesa, Ariz., manufacturer of the Mahony craft, said the archbishop's helicopter costs about \$175 an hour to fly.

Mahony's chopper, said a spokesman for La Jolla Aviation, which previously owned the craft, was extensively refitted within the last few months.

At least three American Catholic dioceses—Anchorage and Fairbanks, Alaska, and Gallup, N.M.—own fixed-wing aircraft used to transport bishops and other clerics over long distances in often rugged terrain. Enough Catholic clergymen fly that there is even an

organization called the National Assn. of Priest Pilots, which claims a membership of 230 worldwide. A spokesman for the association said Mahony is not a member and only one priest other than the archbishop—a U.S. Navy chaplain—is known to be licensed to fly helicopters.

The chaplain, Capt. James Kelley, of the Alameda Naval Air Station, expressed concern about Mahony's plan to fly himself around the Los Angeles archdiocese. "He could be asking for a lot of trouble," said Kelley, who also holds a commercial pilot's license and instructor certificate. Kelly said inexperienced pilots—particularly novice helicopter pilots—"can just kind of blunder into this and that and not even know what's going on."

"Flying a helicopter is no easy task. He [Mahony] has a lot to offer the church and it might be better for him to just get a driver and sit and do his work in the back of the car."

However, Bishop Francis Hurley, of the Diocese of Anchorage, said he could "see a great use for it in Los Angeles considering the communities to which he [Mahony] is going." Hurley, who has been a priest-pilot in Alaska for 19 years and knows Mahony, said, "I've always thought that a helicopter would be very useful in areas of high traffic."

"If you wanted to have a real flight of fantasy, what would happen if he [Mahony] kept [the helicopter] at [St. Vibiana] Cathedral and used it to hop from parish to parish, other than petrifying all the parents [when he landed]?"



ADDRESS ALL CORRESPONDENCE TO:

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

Holy Family Church

2728 Center Road

Poland, Ohio 44514

phone (216) 757-1545

Dear Mel,

My name must be added to the list of transfers. I moved into H.F. the day after Thanksgiving. This is a nice parish with a little over 1500 families. We are located on the S.E. side of Youngstown, OH about 5 miles from the Pennsylvania border.

Also, I am interested in attending my first NAPP convention this summer in Boston. If any of the brothers is flying through in July, I would be happy to share the cost and flying. If anyone is interested, have him contact me.

Looking forward to meeting many of you in Boston,

Fraternally,

Michael Mikstay

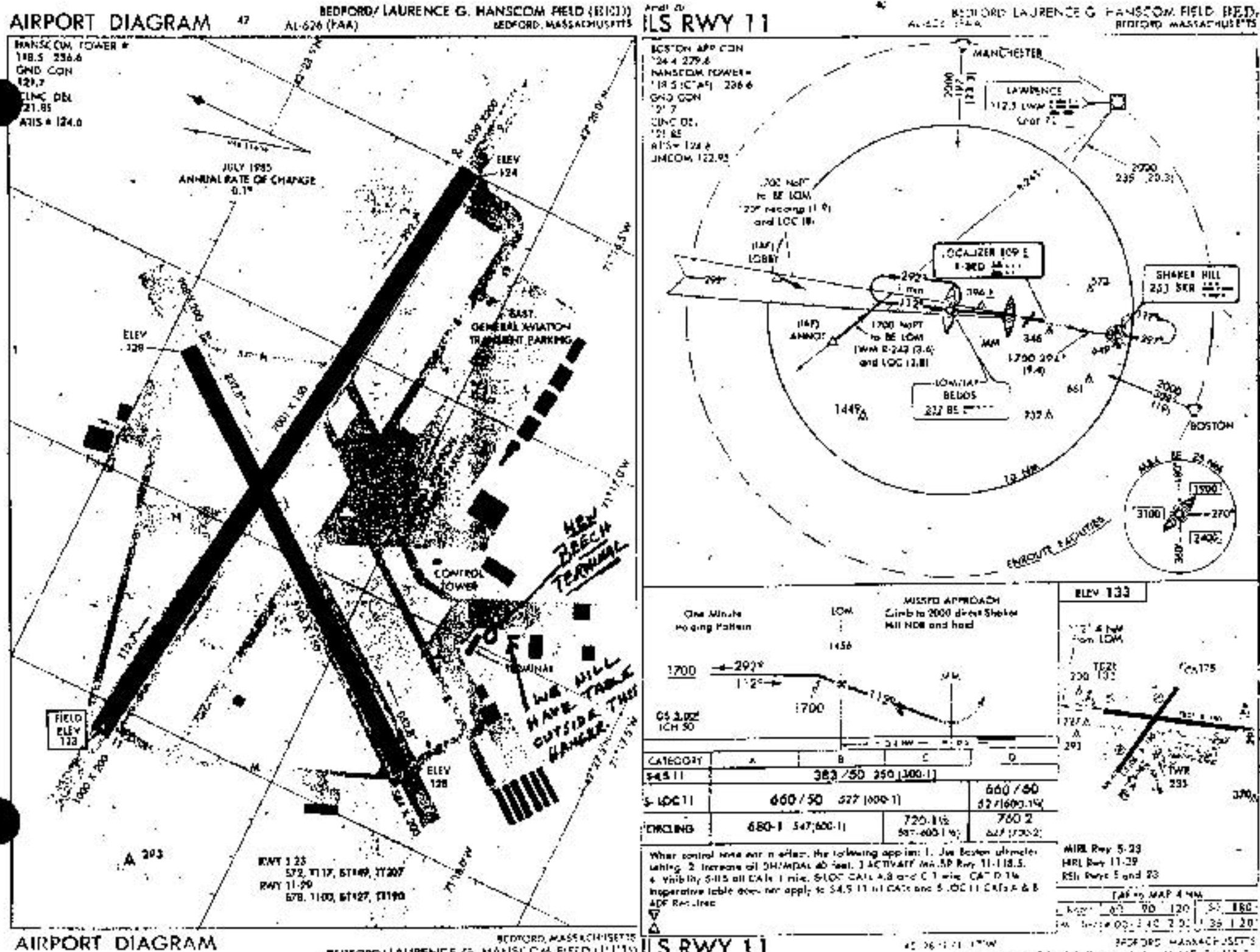
Michael Mikstay

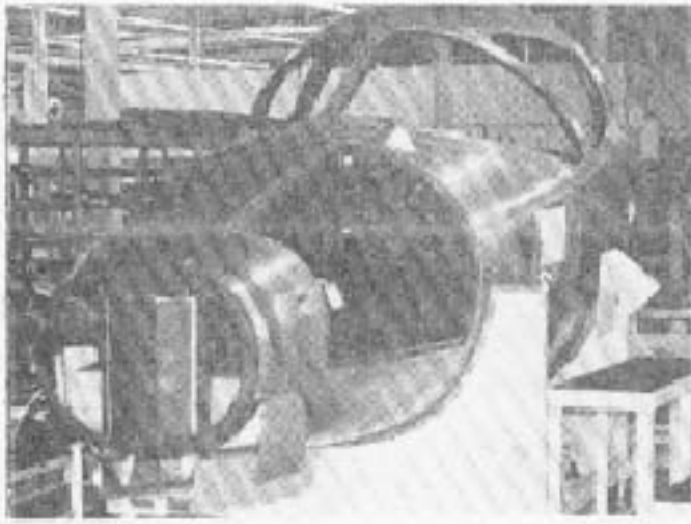
P.S. I also got my instrument rating last year.

COMMERCIAL / INSTRUMENT

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

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





NAPP MIDWEST REGIONAL MEETING

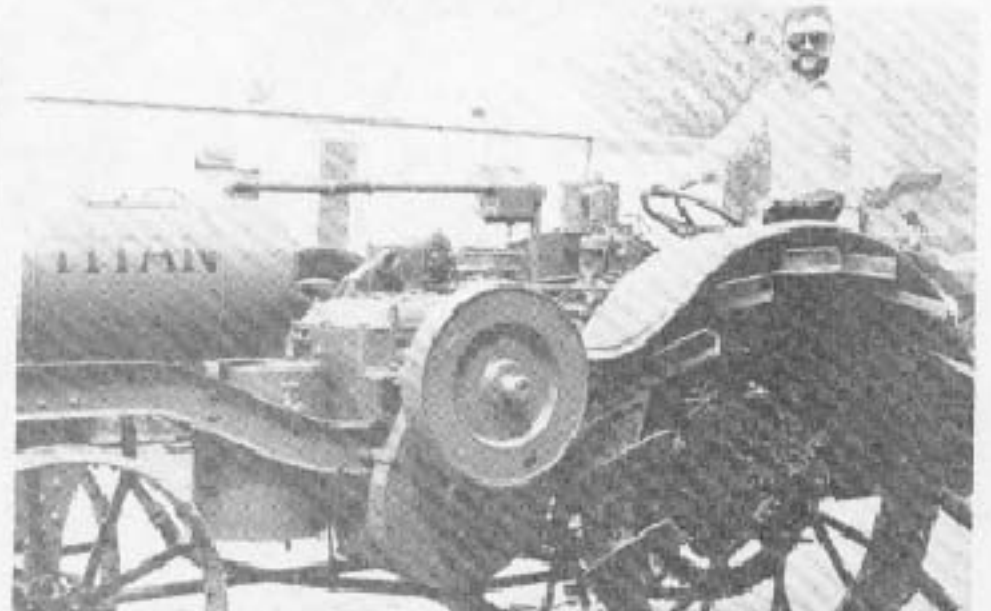
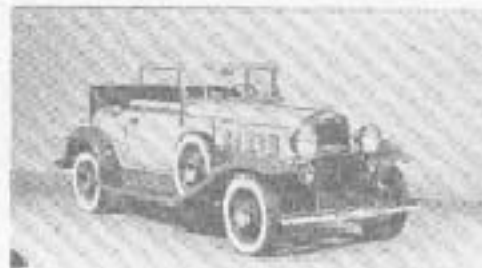
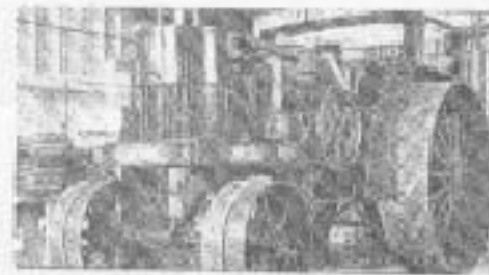
Pictured above: Mel Hemann, John Wolesky, Ev Hemann, Phil Schmitt, Jack Paisley, Al Werth at the the Salina, KS airport. Missing: Charlie Teufel.

Tour included Beechjet assembly line above. Also plant where T-34 is assembled.

Next on the agenda a visit to the GRAVES MUSEUM(below). Large collection of antique cars, trucks and tractors all of which were auctioned off April 29. Lower right shows Ev on the Titan.

Former Navy pilot Bishop George Fitzsimmons of Salina and several other guests joined us for lunch and dinner. 'Twas a good day!

GRAVES' MUSEUMS



Jesuit Community

AT SAINT LOUIS UNIVERSITY

Jesuit Hall
3601 Lindell Boulevard
Saint Louis, Missouri 63108
(314) 658-2588

March 11, 1989

Rev. William Bevington
6401 Harding Rd.
Nashville, TN 37205

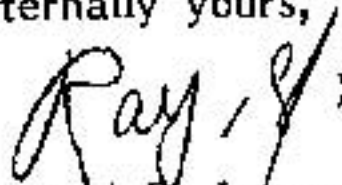
Dear Bill:

I am writing to share some information with the padres and to ask prayers for God's blessings on missionaries. Bro. Normand Berger, FIC, was not a member of NAPP but was one with us both as a pilot and as a servant of the Church. Normand was a missionary and pilot in Zaire around Dangu. He was formerly a missionary in Alaska working with the Jesuits at radio station KNOM in Nome. He then got his aircraft mechanic's certificate from Parks College of Saint Louis University and also assisted me in campus ministry while I was director of campus ministry at Parks. Two years ago he left for Africa. On February 15th the plane he was piloting crashed into the side of a mountain on approach to an outback landing strip. I understand that three other Christian Brothers and a couple from the Netherlands were killed in the crash.

Normand was young and was developing several useful programs for the people of Zaire; his loss will be felt. Let us pray for Christ's eternal glory on these six people and for strong consolation on those who grieve this tragedy. May the Church in Africa grow by the service and death of these missionaries.

If all goes well, I hope to be able to attend the NAPP National in Boston in July. Also, could you do me a favor and check with John Wolesky if I am properly listed as current for this year; my January dues check has been cashed but I have not received a 1989 membership card. Thanks. May the joy of Easter brighten your skies and get you beyond hanger flying.

Fraternally yours,



Raymond R. Lagesse, S. J.

NAPP NATIONAL CONVENTION

BOSTON, MA

July 11 - 12, 1989

NAME _____

ADDRESS _____

CITY/STATE _____ ZIP _____

Arrival by:

Private Plane _____

ETA _____

Date/Time

Commercial Flt _____

Car _____

ETD _____

Date/Time

FBO: Beech Terminal
Hanscom Field
Bedford, MA

Lodging at:

DAYS INN
440 BEDFORD STREET
Lexington, MA 02173
617-861-0850

Reservations to:

REV. JACK LAWLER
St. Mary's Rectory
796 Boston Road
Pinehurst, MA 01866
508-663-2215

Make reservations with cards. We are short a few so I tried to guess who might be coming and sharing a room. CALL if you need a reservation.

Co-host, Jack Lawler, would appreciate you indicating your preferences for "things to do" while in Boston for the Convention. To take in all the suggestions he has received to date would take a week. Perhaps some plan on staying that long and you'll be able to do the whole circuit. Jack says it would be possible to divide the group and some could go one way while others take in something else. So you see your EARLY response is important.

___ FREEDOM TRAIL
___ OLD IRONSIDES
___ KENNEDY LIBRARY
___ BUNKER HILL
___ LEXINGTON/CONCORD
___ PIER FOUR RESTAURANT

___ HISTORIC BOSTON
___ NANTUCKET
 (40 min flight)
___ PLYMOUTH PLANTATION
___ PLYMOUTH ROCK
___ BOAT