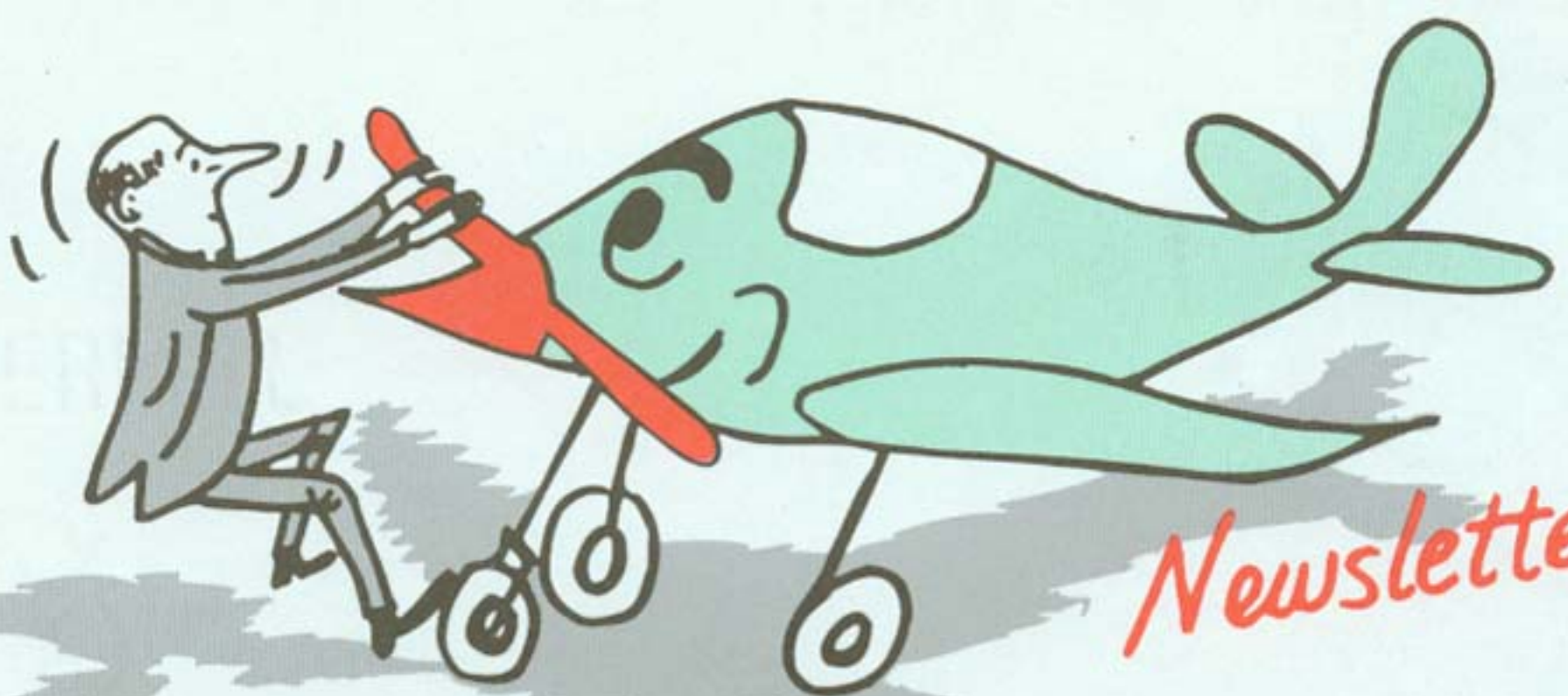


N.A.P.P.



VOLUME XL APRIL 2003 NO. 5



FROM THE PRESIDENT

CENTER: American 521 heavy [level at FL310] climb and maintain FL350 for noise abatement.

AA521: – Noise abatement at FL310?

CENTER: – Yes sir. Have you ever heard the awful sound two 747s make when they collide?

Our perception, our perspective on reality is so important. When we are forced to look at a reality very familiar to ourselves from someone else's perspective, it frequently is shocking, or at least surprising to us. "I have never thought of it that way."

We celebrated the Easter Triduum. Now we are in the middle of 50 days of celebrating. WHAT? A new way of looking at reality. As we get older, we must be careful that we don't rule out new ways of looking at life. Easter

helps us keep that fresh, open approach to reality. As the men and women at the cross and tomb discovered, things are not always what they seem at first glance.

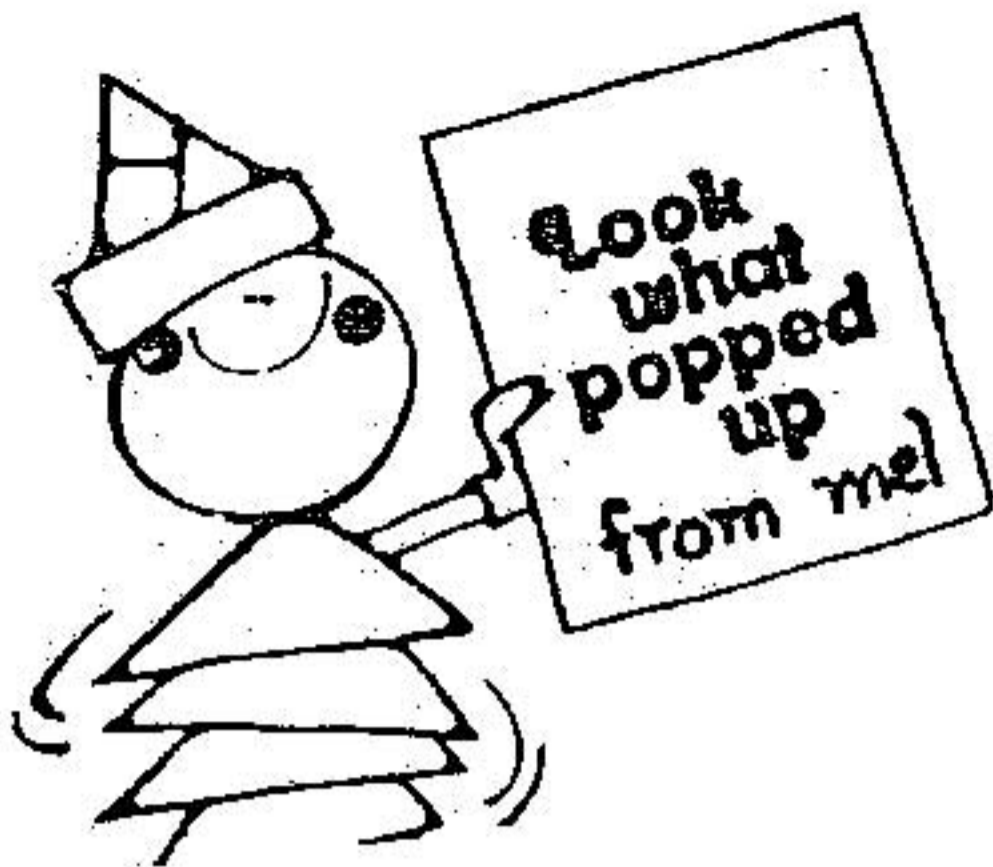
When you come to Ames this summer (you are coming, right?) you will have an opportunity to look at some things differently. Perhaps you can tour the Taj Mahal while standing at Iowa State University, or in that same room, fly in a National Guard helicopter. ISU has the world's premier virtual reality room.

In addition to prayer, banquets and hangar flying, we hope the weather will allow us to actually fly to the Grotto of the Redemption in West Bend, IA. Learning about aviation accident animation and actually flying radio controlled aircraft are some of the other activities you will enjoy.

I am especially delighted to announce that the world famous author, Paul Berge will be with us for the main banquet to educate and entertain.

Please do not forget to register for the NAPP Convention and to reserve your room. Do both today.

Rev. Everett Hemann



Mel,

Just writing to confirm the Spring Regional Meeting date and place and agenda.

Date: May 6, 2003

Place: Great Planes (aka Lincoln Co. and Marv Skie) Airport
Tea, South Dakota

Agenda: Arrive at Tea 11 - 12 am. We will park at the EAA Chapter 289 ramp which has its own taxiway just south of the FBO ramp. Lunch will be in the lounge at the EAA Hangar. If the weather is good we will fly out to Larchwood (YOO) to visit Dakota Airframe where certified PA 12 airframes are manufactured. We will return to Tea for a cookout at the Bill Murray home which is near the Tea airport. Tea is in the class D airspace of FSD (Sioux Falls) and you may want to get the numbers for Joe Foss Field.

In case anyone needs to fly in IFR we can arrange to pick them up at Business Aviation at Foss Field.

My cell ph. no. 712 470 0317

Gene Murray

We have a couple of new members. Fr. Bernard McCoy, a Cistercian from Sparta, WI recently got his private license. You can read his article in the newsletter.

A young flight instructor, Mike Essner from the Kansas City area, called me about NAPP. Mike is a graduate of Creighton University in Omaha. He is considering joining the Jesuits and wondered about the future of being a priest-pilot. We welcome Mike to NAPP and the contacts that may make his future much more interesting than he ever dreamed.

Congratulations to Archbishop Roger Schweitz in Anchorage. He recently entered the world of private pilots. May there be many happy hours of flying in your future.

REMINDERS

NATIONAL MEETING

*Ames, Iowa
July 8 - 9, 2003*

REMINDERS

2004 NATIONAL CONFERENCE

*Frasca Field
Urbana, Illinois
July 6 - 7, 2004*

**Get your reservations in for the
May Regional Meeting**

and

July National Convention

ADDRESS ALL CORRESPONDENCE TO:



REV. MEL HEMANN

127 Kaspand Place
Cedar Falls, IA 50613-1683
319-266-3889

Email: DBQMhemann@arch.pvt.k12.ia.us

NATIONAL ASSOCIATION OF PRIEST PILOTS
Spring Midwest Regional - May 6, 2002
Marv Skie - Lincoln County, Tea, SD

Travel Information:

Whether flying or driving come to Y14 Airport in Tea, S Dakota. Park at EAA Chapter 289 ramp which has its own taxiway just south of the FBO ramp. Lunch will be in the lounge at the EAA hangar.

Arrive between 11:00 and 12:00 A.M. on Tuesday, Tuesday, May 6, 2003

Contact Person and Host:

GENE MURRAY
1841 14th Street
Rock Valley, IA 51247
712-476-2060
Gene's Cell: 712-470-0317

Airport: Great Planes Airport
Tea, South Dakota
[aka Lincoln Co. and Marv Skie]

Identifier: Y14

Unicom: 122.8



If anyone needs to fly in IFR we can arrange to pick them up at Business Aviation at Foss Field in Sious Falls, South Dakota

SPECIAL ATTRACTION

If the weather is good we will fly out to Larchwood (Y00) to visit Dakota Airframe where certified PA 12 airframes are manufactured. We will return to TEA for a cookout at the Bill Murray home near the TEA airport. TEA is in the class D airspace of FSD and you may want to get the numbers for Joe Foss Field.

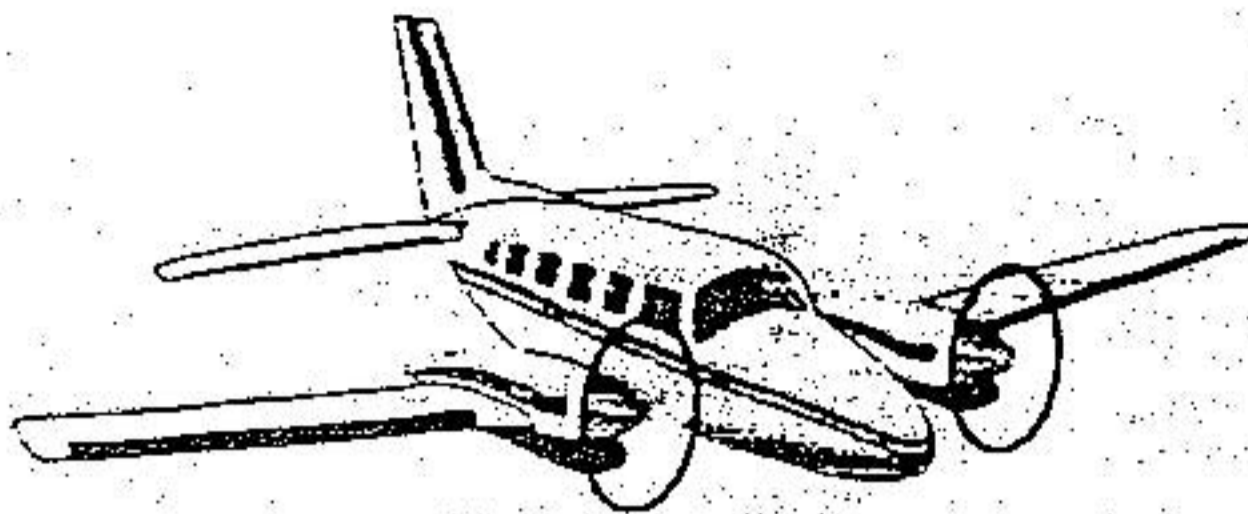
If you want to come early or stay late please let Gene know before arrival

RESERVATION FORM

NAME _____
ADDRESS _____
CITY _____ **STATE** _____ **ZIP** _____
ETA _____
ETD _____
 PLANE **Number** _____
 CAR

MAIL TO: Rev. Gene Murray
1821 14th Street
Rock Valley, IA 51247
712-476-2060
Cell: 712-470-0317

**SEE YOU
THERE**



BRIEFS FROM HERE AND THERE

2003 NAPP DIRECTORY CORRECTIONS

John Vakulskas, Jr. EMail: fjav@earthlink.net

Jack Devine; 16 Denis Ln. Cheektowaja, NY

14227. Phone: 716-894-1624

Paul Ayoub; New EMail: ayoub@adelphia.com

Tom Bishop; 801 Airport Rd (Tract 1, Suite B)

Marty Winnert; 6630 Milestrip Rd

Orchard Park, NY 14127

Dear Fr. Hemann,

Greetings and peace.

Thank you for your kind note and invitation. I would be very much interested in being a part of NAPP. Please send me any information you have available.

Abbot Brendan and the community of New Melleray near Dubuque are good friends/brothers of ours. One of the priests gave our community retreat a couple of years ago. The remodeled church is lovely. We try to make a visit down once every year or two just to keep up the friendships.

As a Cistercian, my flying is more-or-less a quiet sort of hobby. Since our community is contemplative, with no official outside apostolates, I try to keep my flying somewhat out of the spotlight, lest someone who doesn't quite understand the Benedictine/Cistercian life be scandalized. Americans tend to have a Franciscan poverty image of any religious, which is simply not where monks are coming from. We have tools, useful things, and beautiful items. We do pursue fruitful leisure. (Fr Robert, our Prior, is into model trains.)

My flying came about through an interesting turn of events.

I am a young monk and priest (age 35) originally a Methodist from North Carolina. (From Mayberry RFD, my mom and dad grew up with Andy Griffith) I began studying physics and aeronautical engineering at Georgia Tech as an undergraduate after quitting high school at age 16. I joined the flying club there and was well on my way to my license when The Big Fellow up there guided me down a different runway. I moved to California to a small Great Books college, Thomas Aquinas College, became Catholic, and soon discovered my vocation. I never thought to finish my license or return to flying. I joined our monastery soon after college. After studies in Europe and here in the States I returned to the Abbey to be Steward, responsible for trying to put food on the table. We are a small community, so the workload has been enormous. Fr. Robert (our superior) ordered me under obedience to find a leisure activity to pull me away from the overtaxing business work. I have no real hobbies, well, apart from our Pharoah Hound and Doberman. All work and prayer makes Brother a dull monk..... I decided God wanted me to fly again. So I was "ordered" to continue my youthful dream.

The decision on my part was also one of friendship. I mentor a number of young people in the Superior, WI area, which is a dreadful 4 hour drive by car. Among the folks up there is my best friend, a young contractor I baptized, confirmed and married to another spiritual directee of mine last Fall. We decided together (both he and his wife) that our friendship was among the more important things in our lives, and that whatever it took to cultivate and keep the relationship was worth it. I was further along the license route, so I went first. They will both follow, using one of our planes to get their licenses.

Through the generosity of the good Catholic

owner of Colgans FBO in LaCrosse I was able to complete my license last year for next to nothing. Through the generosity of several other benefactors and some internet ads I was able to acquire a 54 TriPacer. She was in a wind storm down in Texas and needed a little skin work, but otherwise is in good condition. And a couple of months back, I was given another TriPacer, a 59, that I trailered back from New York last month. I begin working on her Monday (St. Patrick's!). (I bet I'm the only monk in the world who has towed a plane through downtown Manhattan... - - what a trip - hangar talk for a future meeting with NAPP?)

I would be very interested in flying down to meet you, or meeting in some mutually convenient place. I've never been to Cedar Falls. Believe it or not, none of the other members of the community can fly. Either they get sick, have medical conditions, or have flying phobias in small planes. So what "pleasure flying" I do has been minimal in this area. You would also be more than welcome to the Abbey. Sparta/Fort McCoy (CMY) is adjacent to our monastery (pretty convenient, eh?)

Thanks for offering me the opportunity to join your club. I look forward to being a member. Do you have any other flying monks? (By the way, our Pharaoh Hound also flies with me - flying monk and flying Pharaoh.)

May this Lent and Spring find you abundantly blessed with new life.

Sincerely yours on the wings of the Spirit,

Fr. Bernard McCoy, O.Cist.
(aka LaserMonk)

Fr. Bernard McCoy, O.Cist.
Steward of Temporal Affairs
frbernard@MonksOnline.org
business phone: 608.269.2930
cellular phone: 608.797.4888
Cistercian Abbey
17304 Havenwood Road
Sparta, WI 54656

phone: 608.269.8138
fax: 608.269.2800

Porter@MonksOnline.org
www.MonksOnline.org

*From Archbishop Roger Schwietz, OMI
Anchorage - March 28, 2003*

They say that some people see life as an adventure, to be embarked upon with enthusiasm and optimism. Other people, according to conventional wisdom, see life as a burden to be endured. I tend to belong to the former category, although that outlook nearly met its match in the just concluded process of obtaining my private pilot's license.

It all started when I was transferred to Anchorage as coadjutor archbishop in 2000. Upon getting a sense of the vastness of this archdiocese after arriving, and witnessing the value as well as necessity of small aircraft travel to get to far-flung towns and villages, it dawned on me that perhaps I might be able to realize my long held secret desire to learn how to fly an airplane. My enthusiasm was given a boost when I went flying with Archbishop Francis Hurley (then the Archdiocesan Ordinary) the day after I arrived in the archdiocese (and prior to my official ceremony of welcome). While the thought of the two of us taking off in the archdiocesan airplane made archdiocesan officials nervous, I was delighted. So, after a number of months getting settled, I decided to take the plunge and sign up at Aero Tech flight school in Anchorage and begin lessons, with the help of a grant received from the Extension Society.

Reality set in very quickly. During my first flight, in which I was at the controls and my instructor firmly assisting from the right seat, I was constantly reminded by him that I could not fly the airplane if I kept holding my breath, and that, no matter how hard I tried to strangle the yoke, it would not die. I still remember remarking to my instructor, upon disembarking after that first harrowing flight, that now I knew why the Pope kissed the ground upon landing. Things got worse when, upon landing a few flights later, I thought I caught a glimpse of my instructor kissing the ground. He left the flight school shortly thereafter and I was passed on to a new instructor. I went through several instructors, in fact, until I was partnered with a stalwart ex marine named Leigh who, with great patience and endurance, guided me through the long process to completion.

There were memorable moments of exhilaration along the way, as when, upon successfully completing my first solo flight, the controller in the Merrill Field tower radioed me

his congratulations. Then there was the joy of catching sight of my destination airfield, on my first solo cross country flight. How I marveled, and sighed with relief, that it was there exactly where it was supposed to be. And, most memorable of all, when upon landing at the end of my final check ride the other day, my examiner, Dick Ardaiz, turned to me and said, "Congratulations, I'm making you a pilot". That day, March 10, 2003, filled me with gratitude that God had given me the opportunity, health and support to complete this exciting adventure.

There were times when I questioned whether that day would ever come. The process took longer than usual because of my schedule. The vast array of facts and theories, the new language of radio communication, and - the practical skill of keeping the plane right side up, the proper altitude and pointed in the right direction all to be learned concurrently - made me wonder at times if one really could teach an old dog new tricks. But my goal of increasing my accessibility to the people and the encouragement of others kept me going. I guess it is a good lesson for all of us, especially as we face the daunting call to holiness during Lent. If we believe in ourselves and trust in the Lord, a great deal is possible. We do not have to be perfect - there may be moments of wondering - but setbacks are no reason to give up.

Upon my receiving my pilot's license, the staff at the Pastoral Center thought it might be appropriate to have a contest: the loser would receive the honor of being my first passenger. That is fine with me, because I really feel like I am the winner - just another one of those joys of living in Alaska.

Bob Kirsch, having missed his Christmas message deadline, is busy sending his Easter message to friends and benefactors. Some of you may have already received it. In the event you haven't his letter explains why he is tardy in his endeavors.

In October Bob was planning to land "Queenie," his faithful Cessna 210 on one of the Mexican strips he has been flying medical personnel and supplies into for many years. As Bob and the two doctors with him approached he noticed the field was covered with barrels placed there to avoid drug runners from landing. Bob says he dragged the field several times

hoping those standing by waiting for his passengers would get the hint that the barrels were an obstacle to a successful landing. They did nothing. Bob tried to land on a nearby road but that proved an impossibility and with fuel shortage becoming a real problem Bob decided, unsuccessfully, to land. As he said, "Queenie was wiped out." He and the passengers received some minor injuries.

Bob hired local police to guard the plane over night. When they returned in the morning the police and \$10,000.00 worth of instruments and avionics were also gone. Since then Bob has taken thousands of dollars worth of medical supplies to the area via truck and a borrowed Baron. He hasn't been able to get them to the outlying areas as before. They have been left in a centrally located storage facility for distribution. Almost all of these supplies have been stolen. Adding to Bob's frustration is the fact Avemco has been dragging their feet the past six months in coming up with a financial settlement for Queenie. He thinks the past week is beginning to show progress in the settlement area.

You are in our thoughts and prayers as the San Martin Flying Mission continues to rise from the ashes. After all it is Easter!!! Come to Ames in July to get a first hand verbal report from Bob himself.

FOR THOSE WHO TAKE LIFE TOO SERIOUSLY

- *I wonder how much deeper the ocean would be without sponges
- *Despite the cost of living, have you noticed how popular it remains?
- *I intend to live forever - so far so good
- *Borrow money from a pessimist - they don't expect it back
- *The only substitute for good manners is fast reflexes
- *Support bacteria - they're the only culture some people have
- *If at first you don't succeed, destroy all evidence that you tried
- *No one is listening until you make a mistake
- *Success always occurs in private and failure in full view
- *To steal ideas from one person is plagiarism; to steal from many research
- *To succeed in politics, it is often necessary to rise above your principles
- *Two wrongs are only the beginning
- *The problem with the gene pool is that there is no lifeguard

NATIONAL ASSOCIATION OF PRIEST PILOTS CONVENTION

Ames, Iowa

July 8 - 9, 2003

Arrival: July 7 - Mon. Gather at Ames Airport
Hospitality at airport 1:30 PM till last arrival

July 8 - Tue.

***Tour C-6 "the cave" at Iowa State University**

The world's only 6 sided virtual reality room

*** Demonstratives, INC**

An Ames based company which illustrates aviation accidents

***Cookout dinner and annual meeting**

July 9- Wed.

***Fly to West Bend Grotto**

Alternate weather possibilities:

Botanical Garden; Historical Museum; Boone Railway

***Mass at St. Thomas Aquinas**

*NAPP dinner with Paul Berge, editor of IFR magazine, as speaker. .

July 10- Thu. Departures

OUR HOME AWAY FROM HOME

IOWA STATE MEMORIAL UNION

St. Thomas Aquinas is located
across the street from the Union.

NB: *Make your own room
reservations there:*

Reservation Desk: 515-294-1031

Two twin beds @ \$54 per room

Two double beds @ \$64 per room

Room with either a queen or double bed @ \$54

Announce that you are with NAPP

Return Reservation Form to: Fr. Everett Hemann

2210 Lincoln Way Ames IA 50014

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ETA (DATE) _____ TIME _____ ETD (DATE) _____ TIME _____

ARRIVAL BY:

CAR _____ PLANE: MAKE _____ N _____

COMMERCIAL: AIRLINE & FLT NUMBER _____