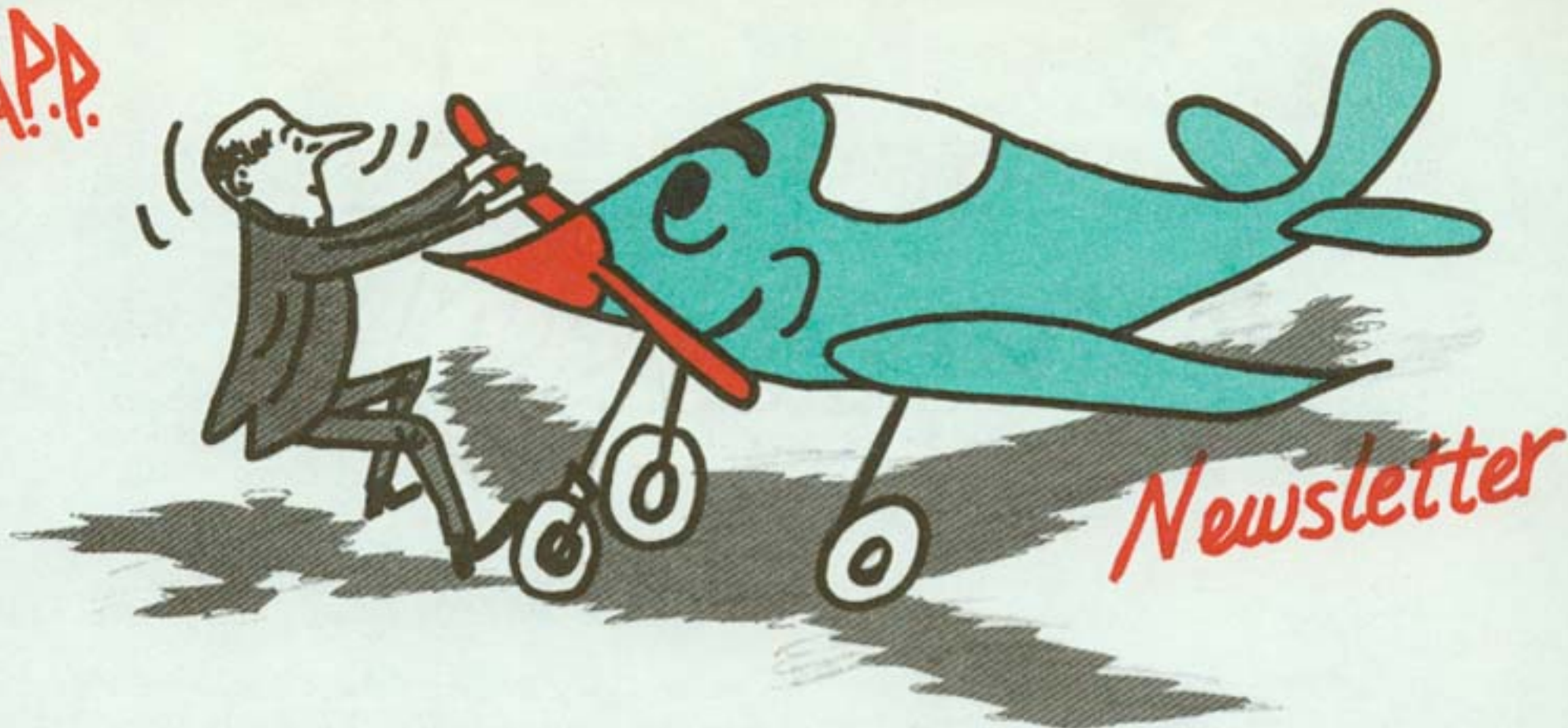


N.A.P.P.



VOLUME X

JUNE 1973

NO. 5

The following is a letter from Frank Weidinger, our convention coordinator, in Great Falls:

ST. JOSEPH'S CHURCH  
416 SECOND AVENUE S. W.  
GREAT FALLS, MONTANA 59401

P. O. BOX 2266

5 - June - 1973

Area Code 406

TEL. 453-5558

Dear Mel,

Suppose you want to get out a newsletter soon and want some information for it. Will give you what I can. We have about 25 that have indicated they wanted to make the trip to Juneau; hope we can increase that to 30. Bishop Hurley is most anxious to host us and has been very helpful; without him we would have a difficult job making arrangements. I asked him to make reservations for about 30 on the train and ferry trip for Wednesday evening and Thursday, July 11 and 12, in case we can't fly all the way into Juneau.

If possible I think we should take off Tuesday afternoon, even a late hour would be all right, and fly to say Edmonton for an overnight stop. That is 400 miles from Great Falls. This would give us about 1000 miles for Wednesday either into Juneau or Whitehorse. Skriba suggested leaving Wednesday and we may have to if all the fellows don't get here by Tuesday noon or early afternoon.

I will line up sleeping quarters for all arriving in Great Falls. My address and telephone number are on this letterhead. A call from the airport will bring transportation in ten minutes. I take only parishes close to airports! In Chinook I was two blocks from the end of the runway. I will be ready for guests Sunday evening and earlier if anyone chooses to come.



As for a meeting here before we leave as Skriba suggested, I will leave that up to you to announce and when. I will line up some food and fun items that we can enjoy while waiting for all to arrive. Hope the flying weather is good all over the country that week. Will ask the good Lord to so bless us!

Some planes are filled, others seem to be open for passengers. I don't have a rundown on the planes coming for sure, so will not attempt to indicate, but some are coming from all parts east of here. Nothing south and west to this date at least. Mears will take his plane if it is needed but not if there are places available on other planes. Mears, Geisen and I plan to go and will take spaces if available or go in Mears' plane if not. There would be one space left in his plane.

Mel, if there is anything more you would like to know give me a call. You may know of other information that would be helpful; I may have missed some!

Gilman Chaloult, 112 Silver St, Waterville, Maine, Tel. 207-872-5691 wants to go and inquires if anyone from the east is going. Also V.J. Schaefer, Byron, Minn, Tel. 507-775-6687 is going and has two empty seats. This info may help someone.

Good flying and good weather to all coming!

Sincerely,



The letter pretty well outlines the proposed itinerary. The reference to a meeting in Great Falls was a suggestion from some that we have a short business meeting there. However, at least one plane load from the West Coast won't be coming to Great Falls, so it seems the more prudent thing to do would be to hold the meeting in Juneau so all can be present.

If you haven't told Frank of your plans, please do so soon. We want to have a general briefing in Great Falls and leave together.

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## BUSINESS MEETING

A couple of items on the business meeting agenda. One will be the election of officers. Positions open this year are: (1) President - currently held by myself, Mel Hemann; (2) 2<sup>nd</sup> Vice President - Jack Lawler of Pinehurst, Mass. is presently filling this post; (3) Secretary - currently filled by Tony Attea of Dunkirk, N.Y.

I will not run for re-election as I have held the position for two terms - four years - and it's time for a change. Jack won't be able to attend the meeting due to a conflict with Guard duty. I don't know what his and Tony's feelings are, but you might give thought about likely prospects for these offices.

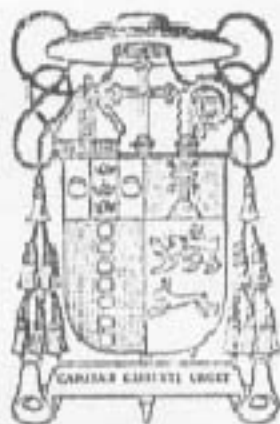
Thought will also have to be given to next year's convention. The master plan calls for it to be somewhere in the Midwest.

# CENTRAL REGION MEET

Sixteen members gathered at Chicago's Midway Airport on May 14 for the Central Region's Spring Meeting. A large part of the afternoon was spent at A.T.E. (Aviation Training Enterprises) touring their operation. Some took advantage of the opportunity to get some time in their Frasca simulators. Others paid a visit to the tower. The day concluded with dinner at "Ship Wreck Kelley's" in the Terminal.

Thanks to Dick Skriba for making the arrangements and hosting the NAPPers from five states.

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BISHOP LEO ARKFELD

*Diocese of Wewak, New Guinea*

CATHOLIC MISSION  
WEWAK, NEW GUINEA



May 22, 1973

Dear Flying Confrers,

Bishop Hurley and I met by chance at the 40th International Eucharistic Congress in Melbourne, Australia. We, naturally, exchanged a few flying experiences, but our time was short.

Bishop Hurley, however, had the presence of mind to have a picture snapped, which I enclose. God bless you all up there in the sky near the Lord.

Yours in Christ,

+ Leo Arkfeld

Bishop Hurley, Bishop Arkfeld





John Hemann is a member of a 4-man Team Ministry serving St. Jahn's in Waterloo and St. Nick's in Evansdale, Iowa. His particular area of ministry is Family Life, Marriage and Communications.

He is also beginning his eighth year as Chaplain for the Iowa Army National Guard.

In December he sold his Cherokee 140 to the Blackhawk Flying Association Club. As a member of that club he not only flies that, but also the 150 and 182 which the club owns.

John Birk is on the move again. He was recently made administrator of St. Joseph's, Dayton, Washington, with a mission church in Waitsbury - ten miles away. He says the charismatic movement is growing in their diocese.

James Harney of Louisville, Kentucky, continues in his position as Rector of the Cathedral.

Don Eder of Logansport, Indiana, joined forces with four other Padres, bought an Aztec, and formed THE FLYING PADRES, INC. Notification of the 2<sup>nd</sup> annual meeting indicates it was held January 14 in Anderson, Indiana. The business card lists the following services of THE FLYING PADRES: Parish Administration, Diocesan Consultation, Fiscal Management, Mental Health Services, Personnel Deployment, Theological Development, Educational Administration, Traditional Roman Catholic Services, and Aviation Services.

Treasurer, Charlie Teufel, of Thomas, West Virginia, left February 10 on a Blue Army around-the-world tour for three weeks. One item on the itinerary is the Eucharistic Congress.

Charlie says his good friend, Raymond Radzieta, is too bashful to write in any information, but that he has started flying again and is working toward that private ticket.

Mike Nagle of Taunton, Mass. keeps his Cessna 140 at the Fall River Airport. He recently finished an instrument ground school and passed the written with an 86. His plans call for having a commercial license and an instrument rating in a few months.

Last July he took the 140 from Fall River to Nassau - a 20 hour trip - his longest and best trip so far. He says, "It's a little frightening when you lose sight of West Palm and can't see Freeport and have to depend upon that little needle."

Co-founder Henry Haacke resigned his pastorate in October and is presently helping out a sick pastor at St. Cecilia, Independence, Ky.

Joseph Miksch of Hartington, Nebr. is a full time teacher at Cedar Catholic High School. He teaches Latin, Religion and Aviation Science and is also chairman of the local airport board.

Joe writes, "We introduced our Aviation Science course last year. The textbook we are using is entitled Aeroscience by Ted G. Misenhimer. The course is accredited by the Nebraska Department of Education and covers all aspects of aviation: Basic Aeronautics, Meteorology, Navigation, FAA regulations, High speed aerodynamics, Physiology of flight, history of aviation and space, and Job Opportunities. The course involves about three hours of flight during which students are given an opportunity to observe the operation of flight instruments, radio navigational equipment, navigation by dead reckoning and pilotage, etc. Also there are field trips to controlled airfields and weather bureaus. The final exam of the second semester consists of taking the written exam for a Private Certificate. The test is given at Department Headquarters in Lincoln, thus necessitating another cross-country flight of 300 miles round trip.

"The course is demanding, but has been well received. Many films and other audio-visual materials are available at no cost from the State Department of Education, NASA, McDonnell Aircraft in St. Louis, Good Year Rubber Company, etc. These aids make the course a valuable learning opportunity for the instructor as well as the student.

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Clarence Ludwig of Hurley, Wisc, writes: "Anybody interested in skiing? Come to our country. Gogebic County Airport, Ironwood, Michigan, is the airport in the center of the really big ski hills."

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James Close of Niles, Ill. started flying for fun with a parishioner, and then took the opportunity to get a license when his brother bought a Cherokee 180F. Both he and his wife are pilots. Jim got his instrument ticket last year from A.T.E. at Dupage County Airport. Presently he flies out of Pal Waukee Airport in Sheeling where his brother keeps his plane. He concludes, "Sorry to say Alaska will not work out for me this year, but it sure sounds like a great shot."

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Jack Lawler writes from Pinehurst, Mass.: "lest you think I got off course and was lost this is just a note to bring things up to date. My being with the Air Guard, 102nd Fighter Interceptor Wing, at Otis AFB has hindered me from the annual gatherings. There were hopes that I might make it last year and again this year but the dates of the convention coincide with the annual summer tour. The plans for the coming convention sound great and wish I could make it but 14 July is the opening date and that will be the kiss of death. With 24 years behind me and 4 to go, I live with the expectation that I will soon be back in the fold.

"I am still with the twin Commanche and headed for the Bahamas in January. Last summer I went out to Jackson Hole on my way to LA but ran into miserable weather so did not really enjoy the scenery. The mention of Montana brings to mind the fact that the Fighter Group at Great Falls is a part of our Wing and will be out there on an Inspection but do not know when right now.

"Aside from seeing Bob Sennott periodically, the organization in these parts is totally inactive. No get-togethers, etc. I saw Max at Norwood last week -- ferrying an Aztec to England. I told him of the plans for the summer but he evidently cannot make any long-range plans for himself.

"Hope all is well with you and the gang."



Chaplain John MacGillivray is still serving with the Canadian Armed Forces in Dartmouth, Nova Scotia, but after five years is expecting a change this spring.

He flew the Hawk to the EAA Convention last August and had an enjoyable out since a local homebuilder flew his Emeraude out and they did the 1500 mile trip together. He goes on to say, "I put a new Gypsy Major motor in the Hawk last winter so it should last as long as I'll be flying (1500 hrs between OH). Have been in the Service now for 19 years and will be retiring in 1978."

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Charles Young is Diocesan Director of Religious Ed for the Baker, Oregon diocese. He flies some charter and fire patrol. He just returned from an extensive trip to Mexico, Hermosillo, Mazatlan, Acapulco, Oaxaca, Merida, Cozumel Island, Villahermosa, Veracruz, Monterrey. The trip was made via C-180.

Charlie is now working toward an ATR and is willing to instruct free of charge any member who comes with his own plane.

Next winter he is planning a trip to Central America and is looking for interested persons.

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Navy Chaplain Joseph Zemites writes from his new assignment at Moffett Field next to San Jose, Calif., "that last was my LAST sea duty -- DEO GRATIAS AND TE DEUM AND ALLELUIA!!! So glad to be back with the Aviation Navy again, the one I really know and love. (It's really different from the "other" Navy!) This Base flies the Navy's P-3 "Orion" -- long range Patrol -- a beefed up and newer/exotic version of the old Lockheed Electra. Best of all, the local Senior Medico is a big man with the FAA in the vicinity here and says he just may be able to have my medical revalidated in spite of the drugs I have to take for hypertension! And after not flying now for nearly six years -- has it REALLY been THAT long?? -- that would be like "resurrection-alleluia" again! There is a great flying club here at Moffett -- I'll be getting in it even if I have to settle for teaching Ground School. (I did "sneak" a short X-country when I was home on leave in Kansas last year -- with an Instructor friend in the right seat of course -- you never really "lose it" -- the landing was a bit rusty but...little Cessnas are "light" anyway! Hey, wonder why we have practically no one in NAPP here in the Bay Area...maybe I need to do some recruiting. Just moving into a new house in San Jose so want to welcome any NAPPers who are in the Bay Area for business or pleasure -- can provide bed and board at least.

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Emil Sages of Blue River, B.C. writes, "I'm still trying to serve the six little towns in this 200 mile stretch in the Rockies where I've been for 8 years. I cherish the contact with NAPP, but often do not get to even reading your circulars."

"Since being forced down in the Cariboo mountains in September 1969, I've not flown. Altho' with the snow fast disappearing now and the blue sky I itch to get in the air. There is some hope for that soon as we're just starting anew to work on the rebuilding of my Jodel. The main work is completed, but the assembly, painting and paper work may take some time yet. I'm on the road so much that I seldom get to work at it myself."

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Hugh Rodman, S.J. of Loyola University in Chicago writes, "In my fifteen years at Loyola my flying has been mostly an hour of local practice once every few months, with, on rare occasions, a trip. Two years ago I took a sabbatical from the university and taught one semester in the seminary at Kingston, Jamaica, then took care of a parish at Ocho Rios for three months. I rented planes a



few times in Jamaica, where the flying is a sort of controlled VFR. Before takeoff the tower at Kingston would want to know who was aboard, how much gas you had, and where you would be going. In mid-flight they would call you to find out where you were and what was your altitude and to let you know of any traffic (usually commercial jets) on that side of the island. All quite consoling to one used to the swarms of every type of planes here in Chicago. The older I get, the less I fly, and I probably won't renew my physical when it expires a year from now. But your newsletter and the thought of the meeting in Juneau made me renew membership as I hope to be there with you in July. I have always approved your purposes, but just was not enough of a flyer to keep up membership. Let me wish you continued success."

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Gilman Chaloult of Portland, Maine, is planning to make it this year to the NAPP Convention. "However," he says, "since 1969 I've been saying the same. Something always pops up at the last minute that curtails the plans."

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Louis A. Foley, O.F.M. of Friar Magazine, Butler, N.J., flies only commercially because a heart condition precludes any hope of private flying. He enjoys hearing about priests who can and do fly, so he renewed his membership.

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Francis Smalley is still pastor of the fastest growing parish in the Fargo diocese. He presently is without a plane but is getting checked out in the CAP Arrow of which he is a member and the Wing Chaplain.

Frank goes on to say, "Since I expect I will probably receive a new assignment which if it comes to pass will be effective in July, I will hardly be able to get to the Convention. Hopefully next year with a smaller parish I may have a bit of time to do some of the things that I would like to do.

"I sincerely hope the Convention is a success and that all arrive safely and return safely."

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Tom Currier of Nashua, Iowa, uses the plane to attend USAR meetings in Des Moines and scattered units in Minnesota.

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John E. Porter was just made Pastor of St. Stephen's Church in Cincinnati, Ohio.

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John Blethen, Provincial for the O.S.A.'s in Los Angeles, got his instrument rating in January of '72.

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Frederick Loeper of Reading, Pa. writes, "at present I am Pastor at St. Catherine's Church in Reading. We have 1425 families and about 385 children in school.

"This past summer we flew to Florida, New Orleans, Atlanta. Saw Disney World, the Space Center, St. Augustine and other interesting places enroute. Next summer we are planning a cross country trip to Washington, and perhaps the inland water boat to Alaska. Unfortunately July is out of the question for us, so we'll have to miss the convention.

"My brother, the Pastor of St. Joseph's, Reading, is learning to fly — is already at the solo X-country, so we may have a new member soon."

Fred owns a Comanche 180 with 3 other priests and got his instrument ticket this past year.

T. T. Thielen is a professor at the Josephinum in Worthington, Ohio. His duties there are Pastoral Care Prof, Pastoral Theology, Marriage Counseling courses, and Marriage Counseling supervising. Regarding other pertinent information he writes, "I am moving from Chaplain, 121st Tac. Ftr. Wg. of Ohio National Guard to Air Force Reserve assignment at Chief of Chaplains Office, USAF, Washington, D.C. Had usual annual summer flying up, down, and across the Sierras and Cascades while substituting and vacationing in California. Working a lot in Marriage Encounter. In fall of '71 was on a Career Development Seminar for USAF Chaplains in AAF and PACAF, for a month. Also on a study tour of educational organizations and facilities of Socialist Countries of Eastern Europe, Finland, Russia and Siberia, for a month. Am hoping to get the Marriage Encounter Movement started at Lockbourne AFB (Columbus, Ohio) and Wright-Patterson AFB, Dayton. Next summer I will be going to Athens, Greece, to help the Navy get it moving at the new Navy Base near Piraeus. Wish I could get to your Alaska pow-wow this summer, but I think I'll be on some other continent right about then — so have a good time — keep flying speed — happy landings all."

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Navy Chaplain Jim Kelley took advantage of his stay at Great Lakes. He's taken advantage of ATE at Midway and now boasts of a commercial license, SEL and MEL, Glider, instrument and CFI-A&I. His 350 hours last year put him over the 1000 mark.

Jim recently was transferred to the Mid East theater of operation.

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## SANDERSON COURSES

WE GOOFED!!! Lost names of several who had scheduled the Sanderson courses. In fairness, new schedule will be:

IFR

Charlie Mears - July & August  
Jim Harney - Sept. & Oct.  
Bernard McMeel - Nov. & Dec.  
Marty Pfab - Jan. & Feb.  
V. J. Schaefer - March & April

PVT

Jim Harney - July & August  
Joe Zemites - Sept. & Oct.  
Emil Sasges - Nov. & Dec.

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NAPP needs YOUR news!

Send it all to Mel Hemann  
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