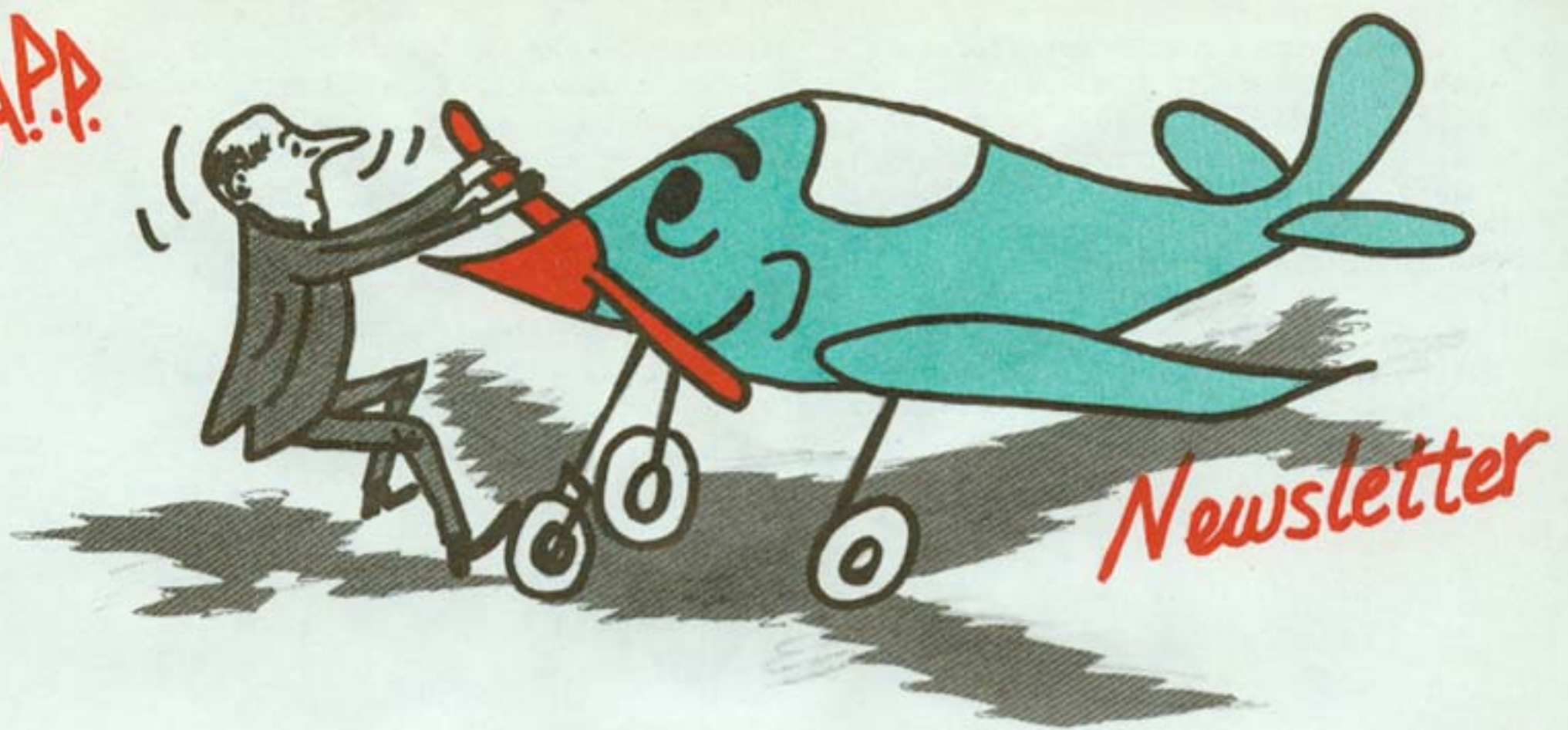


N.A.P.P.



VOLUME IX

DECEMBER 1971

NO. 2

Would you believe it's that time of year again? This issue bears the glad tidings that the annual dues are due! The NAPP Board of Directors is happy to announce that it is cooperating wholeheartedly with Richard (The President) Nixon's price freezes and the dues remain at \$10.00.

In retrospect 1971 seems like a good year for NAPP. The number of paid members went from slightly under 100 to 135. The decision to make the Sanderson materials available to members is definitely a move that will be beneficial to many in the organization. There also seemed to be more sharing tid-bits about their travels and flying experiences. So from this desk it looks good, and I hope is only a small sign of what is yet to come.

The form we ask you to return is basically the same as last year's. We have added a place for you to indicate whether you are a charter or regular member. The information will be used to compile the 1972 NAPP Directory and will then be filed by the secretary. News items, of course, will appear in the newsletter.

We ask you once again to return the dues as soon as possible. I know it's awfully easy to forget and all that good stuff so do it right away. Or put this notice where you put those other bills you pay at the end of the month. That way you won't miss it.

The policy we adopted last year will be the one we use this year. Another notice will go out with the February newsletter. Those who have not responded by March 15 will have their names pulled from the file.

One thing we will try differently this year is the manner in which we send the membership card to you. In the past it was mailed as soon as your check arrived. To save time and envelopes and postage, we will include it with the next issue of the NAPP newsletter. All of us on this end are doing this in our spare moments so I hope this meets with your approval. If you want it immediately, include a note and we'll get it to you. Otherwise look for it in the next issue.

We ask for your cooperation. We ask for your continued support by paying your \$10.00 dues. We thank you. Most of all we want YOU. If you can't afford the \$10.00, as some can't, please send in your form anyway.

OPINION

Msgr. Bob Sennott of Norwood, Mass. suggests that we think of having a Fly-in to a place like Alaska or Mexico. Hold our meeting there and then fly back. Some place could be designated as a gathering place to study and plan ahead and load the planes and then go as a group. Such a plan would lessen the load on the local priest who usually has to do all the preparations and planning alone.

We'll welcome comments and further suggestions.

Wishing You The Special Joys Of Christmas

CHANGES OF ADDRESS - NAPP MEMBERS

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Ship's Chaplain
USS Oklahoma City (CLG-5)
FPO San Francisco 96601

Rev. Raymond Radzieta
St. Patrick's Church
Coalton, West Virginia 26257

Rev. William L. Travers
2326 Fairfield Ave.
Apt. 43
Fairfield, California 94533
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NAPP

CONVENTION

July 1972

Emporia, Kansas

I highly recommend the book WORLD FLIGHT by Ann Holtgren Pellegrino. Good friend of mine! Delightful and exciting reading.

Briefs from here and there...

Overdue congratulations are in order for Msgr. A. O. (Al) Sigur of New Orleans who celebrated his 25th Anniversary with his classmates on September 14. Al presently is president of the Seminary in New Orleans.

Fr. John Birk of Spokane, Washington was back home in Chicago in September because his mother passed away suddenly.

He, also, has some advice on helping married couples get a quick start in their married life. John had a wedding some months ago and one of the parishioners had a helicopter land next to the school to whisk the couple away on their honeymoon.

As CAP chaplain for the Spokane group, John is discovering there are some problems that go along with gifts. The city is giving the group for 5 years, rent free a building at Geiger Field that use to be used by the Air Force. It is located right next to the Air National Guard and has 7,000 square feet of space. The problem is figuring out how to heat it during these winter months.

Fr. Ray Churchill wrote about some of the goings on in Alaska. I'll try to get across a few of his items.

BIG NEWS!! The diocese of Juneau was in danger of being decommissioned by Rome but instead a new Bishop, Frank Hurley, has been appointed. The diocese covers 32,000 sq. miles, has 6 parishes, only 5 incardinated men (and only 2 of them enjoy good health).

Bishop Hurley checked out in the Cessna 180 on floats and is now winging his way around the diocese.

Members of the Assembly of God Church in Ketchikan formed a flying club. A few memberships were opened to outsiders and was accepted. Two days later, he wiped out their plane because the plane he was flying was pushed by the wind into theirs. No injuries but embarrassing.

Former President, Msgr. Bob Sennott of Norwood, Mass. sent the following letter about his summer trip.

Dear Mel,

Thanks for your note - sorry I missed Pittsburgh - that is my first missed meeting. I'll have to plan better next year - which can be done more easily when the meeting is not near home.

In re the Alaska trip - it was marvelous - a great trip, beautiful scenery, fine people and fine priests, challenging flying and more still to be done in the future. A long dream precipitated almost overnight - a card from a parishioner saying they needed flying priests up there and that P. J. Bell was there. One usually features the hardships and challenges when writing - on the over all the trip was without serious incident. I was glad I had the instrument rating - used it about 4 out of 74 hours total trip time (log time). Had a one day delay at start due to altimeter failure - after that not a moment's trouble with the plane. Plenty of airports in Alaska - sparse in Canada except along Alaska Highway route. I followed Don Downie article in "Places to Fly" Vol I AOPA - still valid all the way. Used the 3 strip charts put out by the Bureau of Mines in Canada plus Geodetic for Alaska and lower 48. I travelled alone - a little monotonous but wrote a diary and countryside is interesting in variety - Lake of Woods beautiful - mountains from Fort Nelson to and in Alaska magnificent - enormous rivers writhing their way to the sea - very interesting particularly the Yukon and its

valley. Mt. McKinley awe inspiring as also being on top - Anchorage to Fairbanks and having cloud cover open up over unlimited snow covered peaky peaks. The cities don't interest me in Alaska but the country terrific. Weather and pilot briefing 24 hours a day in Canada - well covered in Alaska also. Listen to the locals - they know. I was lucky on weather - very essential in the passes - but it can change rapidly and stay bad a long time.

Did a trip by car with P.J. Bell - a great host filling in for pastors during the vacation period and looking forward to an isolated winter Tour of Duty - car goes on flat car from Portage to Whittier thru tunnels then by Ferry to Valdez - Bob Reeves Glacier Pilot area (oil pipes waiting for green light) and by road through Richardson & Glenn Highways. Copper valley - Glenellen through Chickaloon pass to see by road what had been seen from air - air is better. Beautiful country. One of biggest thrills - flying up a glacier - what a sight!! deep crevices with a blue all its own - forced landing? Ugh!! Most pleasant surprise - Dawson City - real ghost town inhabited by live people - was Provincial Capital until a few year ago. Most unwanted experience - no gas at Watson Lake (supply contaminated) with thunderstorms ahead and gas-remaining critical.

I would say it is a trip not beyond the limits of an ordinary pilot but mountain experience and IFR very valuable. The willingness to ask advice and to plan carefully very necessary. Priests and people and indeed everyone happy to see you but they are scattered widely. I did the Alaska Highway to Northway then to Palmer (outside Anchorage where P.J. was acting Pastor) then local trips until I took off for Fairbanks and Fort Yukon inside Arctic Circle (beautiful and hot day there). Then along Yukon River to Dawson City and to Whitehorse and back the Highway. Went up by International Falls, Winnipeg, Yorkton, Edmonton and back from Edmonton to Lethbridge, Cutbank, Chinook (Frank had left the day before for assignment in Great Falls) Marquette, Sault Ste Marie, Sudbury, Ottawa, Burlington, Concord, Boston. Look forward to getting back to visit South Eastern Alaska - Juneau, Sitka, Ketchikan. But if you like mountains, rivers, lakes, snow (on mountains) wonderful scenery, people and priests, I would say its a must.

My best to you,



And then there are the Hemanns. Mel (yours truly) got in 5 hours of good, solid IFR in October flying to Chicago, Minneapolis, Cedar Rapids, and Mason City. He's also getting in a few hours of instructing each week.

John in Mason City worked out a deal with the cheerleaders to bomb the football field with various colored marshmallows as part of a pep rally. It was a very successful venture. I suppose you could say that they all got bombed!

Ev in Cedar Rapids has joined a Club with a 150 and two 172's. He recently flew to St. Meinrad, Indiana where he spent the past two years to visit some of his old school mates.

Fr. Bill Travers retired from the U.S.A.F. on May 1 and spent the summer going across country to New York and Florida meeting old friends and helping to celebrate four weddings of young people whom he baptized over 20 years ago when he first entered the A.F. He then used his retired privilege and caught one of the MAC birds from McGuire AFB (NJ) to fly over to Spain where he spent the month of August and part of September.

Upon his return, he drove across country and has settled in Fairfield, California which is right outside the main gate of Travis AFB. He has applied for the GI bill and plans to work on his commercial license and IFR and multi-engine ratings.

To refresh his mind theologically, he will be attending a few classes at the Graduate Lay Theology School in Berkeley.

Bill is anxious to meet any West Coast NAPP'ers and is most anxious to host any gatherings. How about taking him up on it?

Our flying-singing troubadour, Fr. John Dee of Winona, Minnesota has had some rather interesting encounters in his work the past few months. Because of his insistence on presenting a liturgical program that is ecumenical in scope, he has been banned by episcopal decree on two occasions from spreading the WORD in his unique manner. He was also shown on the front page of many papers about a month ago chained to the embassy gate in Vietnam.

I guess life is just more interesting for some than for others.

DIG THIS

This is Where it's All



In the past two months, I have received several inquiries about NAPP. One was from the Gale Research Co. of Detroit which publishes the Encyclopedia of Associations and wanted the corrected and up-dated information about NAPP for their publication.

Another inquiry came from Geneva, Switzerland for similar information to be placed in the World Directory of Aviation and Astronautics. Several companies have asked for a list of members so they might send them information on their products.

Finally, from Luray, Virginia, we have received several brochures on the Luray Caverns and the fact that the Luray Caverns Airport is now open. So if you're looking for a spot, this may be it.

On October 5 our Community here at St. Thomas Aquinas was shaken with the unexpected and untimely death of Lyle (Bud) Warren. Bud was the husband of Jan Warren, our secretary, who does all the typing for the NAPP newsletter. On November 1st I offered a Mass for the happy repose of his soul for all members of NAPP. Our sympathy goes to Jan and daughter Terry.

National Association Priest Pilots

MEMBERSHIP
REGULAR: ()

CHARTER: ()

NAME _____
last first

INSTITUTION _____
church, school, office

ADDRESS: _____
street or p. o. box

PHONE _____

CITY: _____ STATE _____

ZIP CODE _____

DIOCESE: _____ RELIGIOUS ORDER _____

MILITARY: BRANCH _____ HOME DIOCESE: _____

DATE OF BIRTH: _____ DATE OF ORDINATION _____

SOURCE OF INFORMATION ABOUT NAPP: _____

BEGAN TO FLY: DATE: _____ SOLD (fee) _____ FAA CERTIFICATE _____

RATING: _____ DATE: _____ APPROX. TOTAL HOURS _____ LAST YEAR _____

TYPE OF PLANE: _____ CLUB ()
OWNER ()
RENT ()

OTHER PERTINENT INFORMATION

PRESENT ASSIGNMENT: _____

NEWS