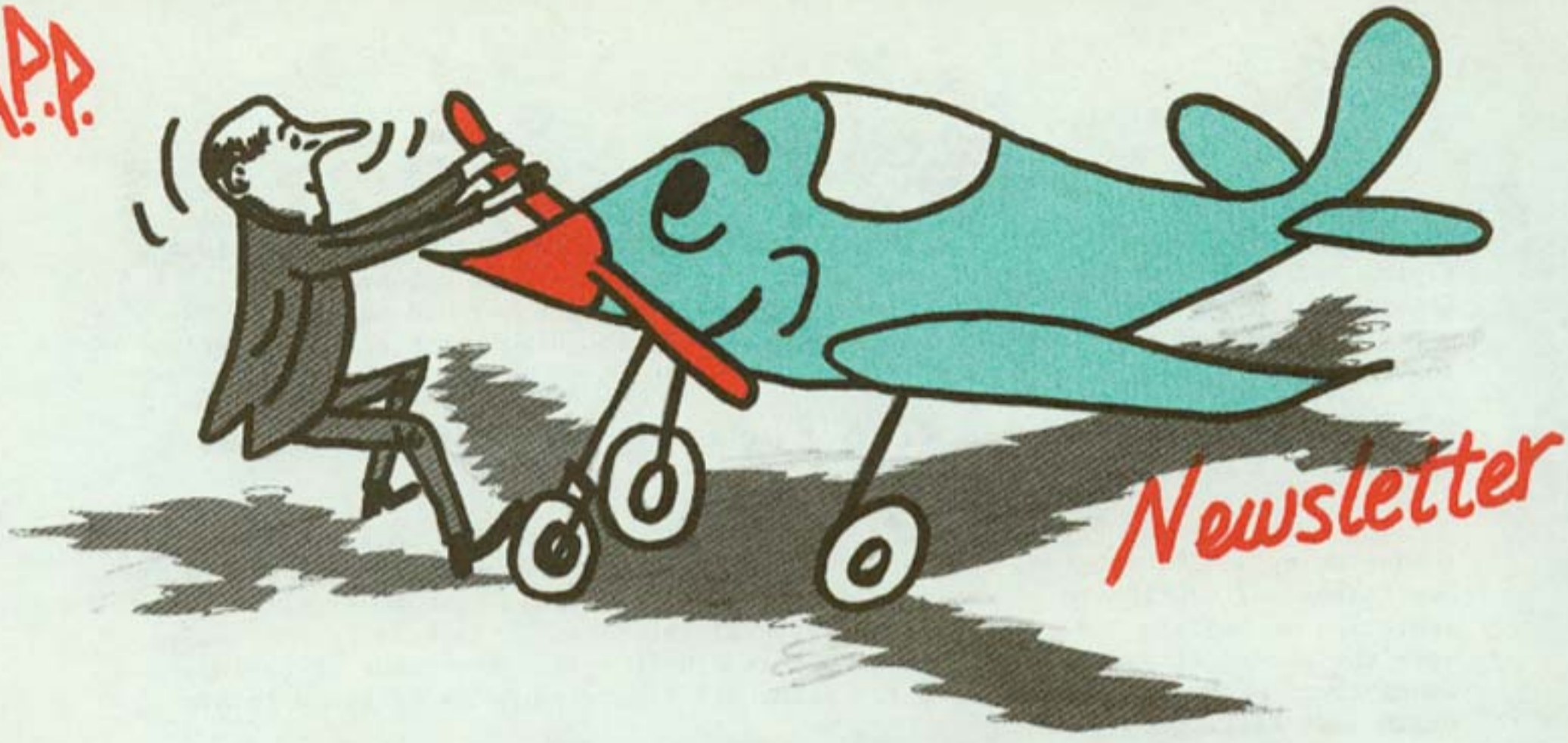


N.A.P.P.



VOLUME VII

AUGUST 1970

NO. 1

The first of the priests attending the 1970 NAPP Convention arrived in Ames on Sunday, July 12. By Wednesday this number had swelled to 35 representatives from 15 states. From the time they arrived till their departure on Thursday, they participated in a variety of activities.

The first officially scheduled event on the two-day program was the 9:00 a.m. departure from Ames for the Algona airport. Here the group was met by Fr. Louis Greving and taken to West Bend, Iowa to see the world's largest grotto. With Father acting as their personal guide, the NAPP members were given a first-class tour of the story of GOD'S LOVE FOR MAN as it is depicted in stone in the nine Grottoes that go to make up the Grotto of the Redemption.

Concelebrated Liturgy of Flight



National Association
of
Priest Pilots

Arriving back in Ames about 4:30, there was ample time for all to relax and eat before the scheduled 7:30 p.m. CONCELEBRATED LITURGY OF FLIGHT. Twenty-six Flying Padres joined the parishioners of St. Thomas Aquinas in celebrating this Liturgy which would have been attended by a much larger number had not a storm appeared on the scene at 7:30. This was definitely the high point of this year's convention.

The annual business meeting followed and minutes of this meeting are found else where in the newsletter.

On Wednesday the Flyers convened at 10:00 a.m. to take part in a seminar conducted by Joe Harrington, the Safety Specialist connected with the FAA Office in Des Moines. Tim Griffith of the Iowa Aeronautics Commission gave an excellent presentation on hypoxia and its connection with flight safety. Especially impressive were the actual slides of planes whose pilots didn't follow the rules of flying. Among these shots were pictures of the plane which carried Rocky Marciano to his death last Fall.

Tim was followed in the afternoon by Bob Ford and Norm Spencer of the Des Moines tower. They gave an excellent presentation of an IFR flight from Des Moines to Waterloo in which they demonstrated an aircraft going from a radar controlled to a non-radar area and then back again. The sessions, with their question and answer periods, proved very informative and worthwhile to both VFR and IFR pilots.

At 6:30 the group convened in the Campanille Room of the Iowa State Memorial Union for the closing banquet. Guest of honor was Bishop Francis Dunn, Auxiliary of the Archdiocese of Dubuque. Also invited were the ladies who have been doing the work on the newsletter and their spouses.

Thursday morning most of the Padres left for their respective homes and things sort of returned to normal till late that night. About midnight Bob Kirsch from Abiqui, New Mexico (who was conspicuously absent during the Convention) arrived. Bob was down with a touch of the flu and he either came a day late or 11 months and 29 days early for the 1971 convention. The following day, Friday, John Friederick of Dubuque arrived to spend a day. So counting the late arrivals this year's convention saw 37 priests from 16 states in attendance.



the Chasuble

Many Priests asked for a picture of the psychedelic Chasuble worn at the Con-celebrated Liturgy of Flight. We tried to re-produce it in color but the cost was prohibitive. At left is a black and white shot along with my new beard. If anyone wants a color print, please let me and we'll see about getting picture for you.

In Genesis we read that God said, "let birds fly above the earth within the vault of heaven." From this moment millions of years ago, winged creatures have flown above the earth, and have been the envy of man as he yearned to free himself from the earth that held him. In our century this dream has become a reality but, as the TV beer commercial says, "it's been a long time a'brewin'."

Man's dreams regarding flight come to us in a variety of ways. The mythology of the ancients tells of gods flying through the air. Artists have depicted in their works the dreams of men in flight and various inventors through the centuries have left us drawings and models of machines that could lift man into the heavens. In Sacred Scripture we find on occasion that the eagle in flight is used as a form of comparison. For example, the great horses of an army are compared to eagles swooping down from the heights.

But man by nature does more than dream. While he himself could not fly he began to use the birds that could. In the account of the great Deluge we read, "At the end of 40 days Noah opened the porthole he had made in the ark and sent out the raven. This went off and flew back and forth until the waters dried up from the earth. Then he sent out the dove to see whether the waters were receding from the surface of the earth. The dove, finding no where to perch, returned to him in the ark, for there was water over the whole surface of the earth; putting out his hand he took hold of it and brought it back into the ark with him. After waiting seven more days, again he sent out the dove from the ark. In the evening, the dove came back to him and there it was with a new olive branch in its beak. So Noah realized that the waters were receding from the earth."

Sacred Scripture also records for us the first time man was able to free himself from this earth. We are all familiar with the story of Elijah ascending into the heavens in the fiery chariot. What today's Scripture scholars have to say about this particular phenomenon is not our purpose to consider tonight. The passage does tell us something extraordinary about Elijah leaving this world.

The first time that air travel became a means of transportation is also recorded in Sacred Scripture. Once again it is a story that we have heard many times but some of the details may have escaped our memory. The story I refer to is the story of Daniel in the lions' den.

Daniel had been imprisoned for some time and he was hungry. Yahweh called upon the prophet Habacuc to feed Daniel. This was a very wonderful and noble thought on the part of Yahweh, but there was a very practical problem. Habacuc lived in Judea; Daniel was imprisoned in far-off Babylon. Yahweh solved the problem by sending an angel to Habacuc who grabbed him by his hair and transported him to Daniel's den. Habacuc fed Daniel and then the angel took him back to Judea.

This story points out two things: First, Habacuc obviously had more hair than some of us do. Secondly, Yahweh used the fastest and best means of getting something done.

When we look through the Scriptures we find that Yahweh has always used, or permitted to be used, the best means of transportation of the day in spreading the Word, the Kingdom of God. We read, for example, of the stables of wonderful horses that Solomon had to spread the kingdom. The New Testament tells us of the travels of the Apostles and the reading tonight reminds us of the Apostle Paul's journeys. They used what was at hand. They walked, they rode on animals, they used ships. We are told of our Lord's ride through the city of Jerusalem on Palm Sunday. As a baby Joseph found it necessary to get Jesus out of Judea as quickly as possible so he set Mary and Jesus on a donkey. We call this the flight into Egypt, and, no doubt, if Joseph were living today he would have taken

a jet.

All the dreams of travel in the skies became a reality only in our century. It was on December 17, 1903 that the Wright Brothers at Kitty Hawk, North Carolina flew the first heavier than air machine a distance of 120 feet - a distance less than the length of this Church - in a flight that lasted 12 seconds. Another milestone was reached in 1927. On May 20, the Lone Eagle, Charles Lingbergh, took off from Long Island and 33½ hours later landed in Paris. The first crossing of the Atlantic Ocean by air had been accomplished. And this weekend we will celebrate another milestone in man's accomplishments with the first anniversary of another eagle under the command of Neil Armstrong landing on the moon.

Man has achieved what he dreamed about for thousands of years, but problems still remain. One of these problems is the mentality of people. Statistically speaking, most people in the world have never flown. To many people the concept of flying is tied in with an image of a pilot in helmet and goggles with a scarf wrapped around his neck. Looking at the 26 concelebrants should certainly dispel any thoughts that being some type of superman is a pre-requisite for flying. If we can fly certainly anyone can. Another problem is the cost of flying. In some respects it is costly; in looking at it in another way, it often times is the cheapest mode of transportation.

When we consider the miles travelled and the number of people ministered to in the shortest possible time, then air travel is the cheapest. For example, Bishop Arkfeld, a native Iowan and now Bishop of New Guinea, says that by flying the farthest point of his diocese is 28 minutes away. The other mode of transportation - by boat - is a 30 day trip.

Our Scripture reading tonight reminds us that the Church has a Mission. We sense the urgency of this mission in the person of Ananias who is sent to Saul. We also sense it in the converted Saul as he goes out to preach the word of God.

We too feel we have a Mission in our group. A Mission that is unique because we are a unique group within the Church. Many of our original members have become discouraged because nothing seems to be happening. We have been in existence for seven years and we don't know exactly where we're headed because there is no precedent. We have made mistakes and we'll continue to make them I'm sure.

Martin Luther King had a dream. We have a dream in which we see the plane accepted as an acceptable means of transmitting God's love and mercy to others. This afternoon we toured the Grotto of the Redemption and were reminded in stone of that love. Flying back we could see the storm now brewing outside already building. At present, the clouds are dark and forboding but after the storm there is always something fresh and new in the air that surrounds us.

So it is with our dream. Sometimes it's there-bright and clear; sometimes it's dark and obscured. Perhaps John expressed it best in the book of Revelations when he said, "And I saw another angel standing in the sun. And he cried with a loud voice saying to all the fowls that fly in the midst of heaven, 'come and gather yourselves together unto the supper of the great God'."

We invite you now as we struggle with our dreams to pray with us - struggle with us - rejoice with us as we gather unto the supper of the great God.



NAPP Officers

Pictured are the elected officers who will be directly responsible for the direction of NAPP during this coming year. Left to right they are:

Treasurer: Charles B. Teufel
St. Joseph Seminary
Vienna, W. Va. 26101

2nd Vice-Pres: John Bellon
407 22nd Ave. N.
Clinton, Iowa 52732

President: Mel Hemann
St. Thomas Aquinas Church
2210 Lincoln Way
Ames, Iowa 50010
Phone: 515-232-4160

1st Vice-Pres: Frank Weidinger
St. Gabriel's Church
Chinook, Montana 59523

Secretary: Richard Skriba
Saint Simon Rectory
5157 S. California Ave.
Chicago, Illinois 60632

Individual biographical sketches will be forthcoming on Charles Teufel and John Dompka and Dave White. The latter two are the new Eastern and Western Regional Directors.

NAPP Brochure

Enclosed you will find the informational brochure promised long ago. It was to be ready at the time of the Convention but arrived the afternoon everyone left. There are three copies enclosed, and we hope that you will pass these on to Priests who you know that fly. We know that Priests are interested in NAPP once they hear about it. The fact that many have not was pointed out this past month by the fact that three Priests asked about NAPP because they saw the notice of the Convention in the PILOT magazine. So please use the brochure—spread the word that we're around.

Directory Corrections

NEW NAPP MEMBERS

Rev. Antoine Attea
717 Central Ave.
Dunkirk, New York 14048

Rev. Charles B. Teufel
St. Joseph Seminary
Vienna, West Virginia 26101

Rev. James Mott, O.S.A.
200 Carpenter Road
P.O. Box B
Modesto, California 95352

Rev. John Dee Czapski
1814 W. 5th St.
Winona, Minnesota 55987

NAPP MEMBER-CORRECTION

Rev. John Friederick
(not Frederick)

CHANGE OF ADDRESS-NAPP MEMBERS

Brother Boniface Weather, O.S.B.
Box 453
Elkhorn, Nebraska 68022

Rev. Richard P. Funke
Mount Carmel
Dubuque, Iowa 52001

Rev. Gilman Chaloult
Route # 1 Box 54
Modowoska, Maine 04756

Rev. Lowell Stieferman
P.O. Box 708
Woodward, Oklahoma 73801

Rev. John Hemann
St. Joseph's Church
10 River Heights
P.O. Box 1128
Mason City, Iowa 50401

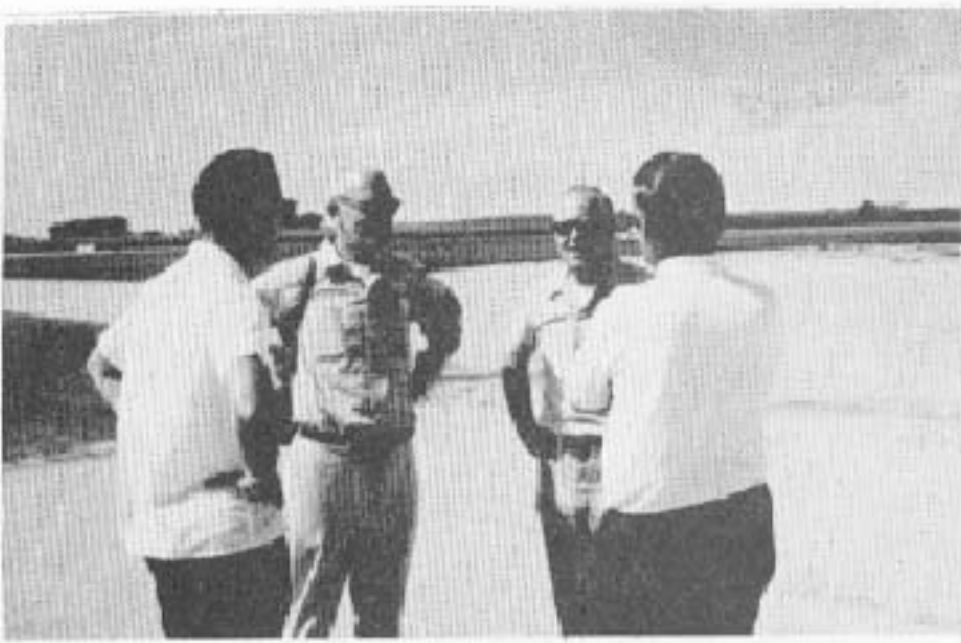
Rev. Justin Herzog
St. Ludmilla's Church
209-21st Ave., S.W.
Cedar Rapids, Iowa 52404

Rev. James Cronin
Naval Air Station Rota
Box 12
F.P.O. New York, New York 09540

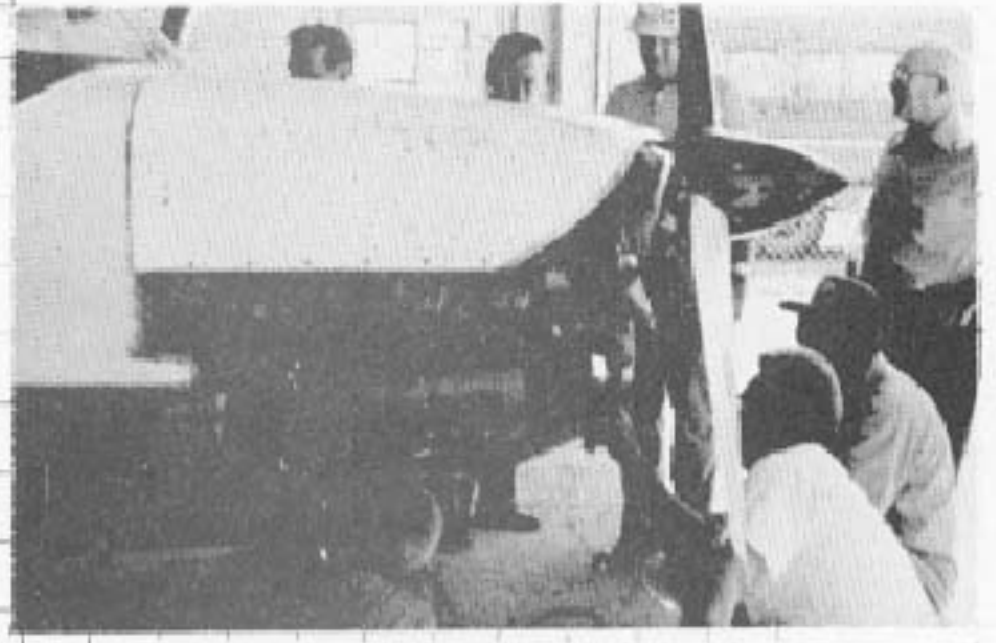
Rev. Joseph F. Schwartz
P.O. Box 32
Warrenton, Virginia 22186

Pass out the
NAPP brochures...

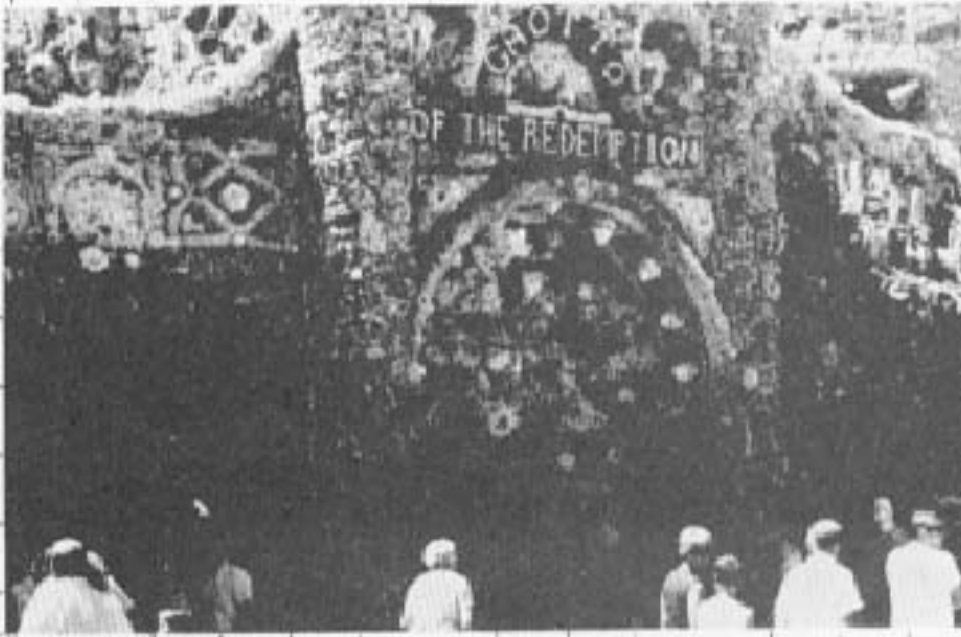
please!



NAPP'ers at Algona strip



Kremeier's cracked engine mount



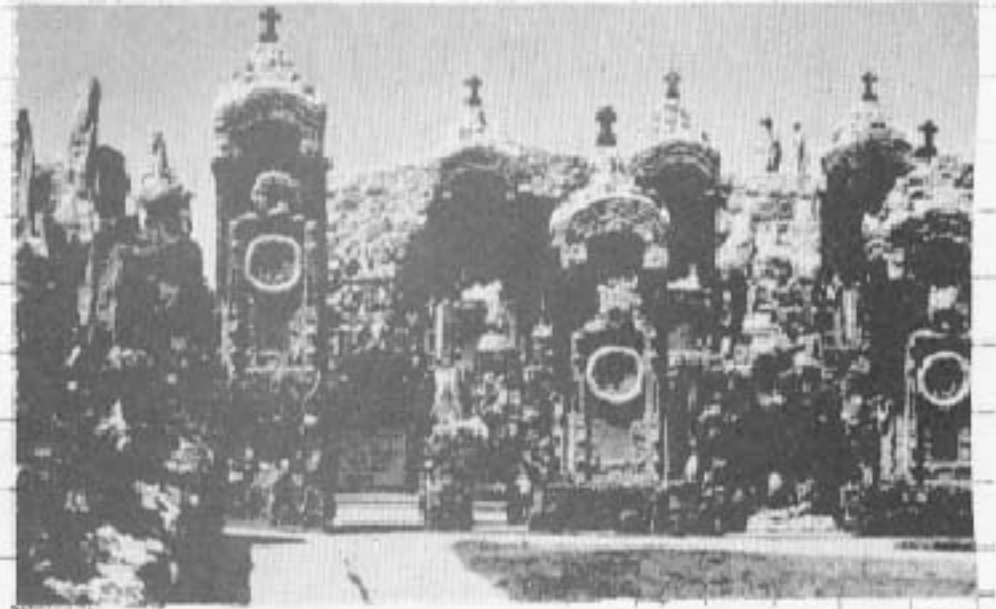
Grotto Entrance



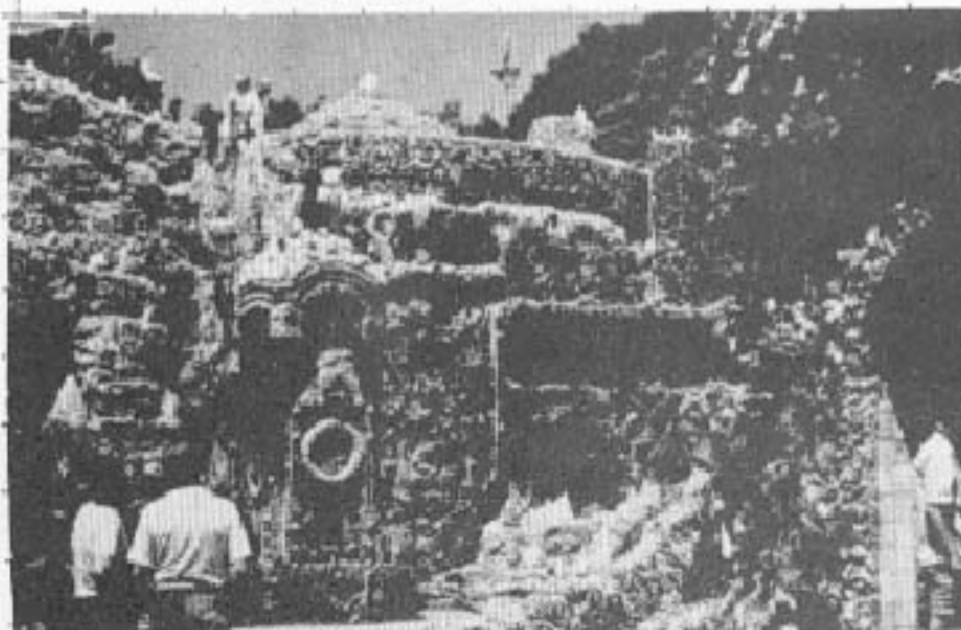
Beginning of tour



Fr. Greving shows how it's done



Way of the Cross



God's Love In Stone



Tours are exhausting

HIGHLIGHTS OF THE GENERAL MEETING OF NAPP, HELD ON JULY 14 AT ST. THOMAS PARISH CENTER, AMES, IOWA.

After the Concelebrated "LITURGY OF FLIGHT" the meeting got down to business about 8:45 p.m. The main thrust of the first portion was a lengthy discussion about abandoning the 9 regions into which NAPP is presently divided and settling on 3, East--Central--West with the options that:

1. if a regional group of NAPPers is large enough, the region can split into North and South.
2. any member can belong to whatever region appeals most to him and not be bound by an imaginary geographical boundary.

As a matter of fact, there will be no specific boundary between regions. The 3 regional directors are John Dompka (East), John Bellon (Central) and David White (West).

The Convention site for 1971 will be in the Eastern region with Fr. Dompka in charge of determining the location.

Elections for 2 offices were held then. Frank Weidinger won over Bob Pool and John Dompka for the 1st Vice-president's seat and a new member, Charles Teufel from West Virginia squeaked past John Hemann for the Treasurer's job by one vote.

Finally, Bob Pool tried to interest the assembled Padres in an scheme to help missionaries get equipment (aircraft, parts, etc.) by contacting laymen who would donate money to his idea. He withdrew his plan after many of the Padres felt that if the scheme failed, NAPP would be the butt of criticism.

Dick Skriba, Secretary

**We
need your
NEWS**

Send it all to:

Rev. Mel Hemann
2210 Lincolnway
Ames, Iowa
50010