

N.A.P.P.



Newsletter

VOL. XVIII

DECEMBER 1980

NO. 3

BLESSED CHRISTMAS AND HAPPY NEW YEAR

Officers ---- National Association of Priest Pilots

President:

Rev. John W. Hemann
Sacred Heart Church
204 S. Jackson
Eagle Grove, Iowa 50533

Secretary:

Rev. John C. Paisley
Immaculate Conception Church
North Washington, Iowa 50661

First Vice-President:

Rev. Henry Haack
P.O. Box 82
Kenton, Kentucky 41053

Treasurer:

Rev. Charles B. Teufel
St. Joseph's Church
219 Robinson Street
Fairmont, West Virginia 26554

Second Vice-President:

Rev. Robert J. Kirsch
St. Martin de Porres
6108 Gonzales S.W.
Albuquerque, New Mexico 87105

Editor:

Rev. Mel D. Hemann
St. Joseph's Church
P.O. Box 98
Chelsea, Iowa 52215

From the November 2nd Bulletin - John Dompka - Coraopolis, PA

Reverend Richard T. Brown will be ordained to the Priesthood on Saturday, November 8, at noon in St. Margaret Mary Church. The ordaining prelate will be Bishop Thomas Tschoepe of Dallas, Texas, in whose diocese the new priest will serve.

Richard graduated from St. Bernard School in Mt. Lebanon. After graduating from St. Fidelis High School and Duquesne University, he entered the Air Force, as did two of his three brothers.

Father Brown was Commander of a B 52 Bomber when he left the active Air Force to enter the Reserves as a fighter pilot. During this time, he also served as a pilot for American Airlines and attended the University of Dallas where he received a degree in Theology. Father Brown attended Holy Trinity Seminary in Irving, Texas. He was ordained to the Diaconate in March of this year. Upon his return to Texas he will receive his first assignment as a priest.

One of five children, Father Brown's oldest brother Bob lives with his family in the Chicago area. He works for the government. An older brother, Bill, is a captain with Delta Airlines. A sister, Kathleen McCusker, lives in Illinois. The youngest member of the family, David, is a pilot in the Air Force. Fred and Clare Brown, parents of the new priest, now reside in Richardson, Texas.

Father John A. Dompka, an Assistant Pastor during Father Brown's grade school days, will deliver the homily at the First Mass on November 9.

NAPP's official pictorial historian, John Bellon, sends the following requests for the albums.

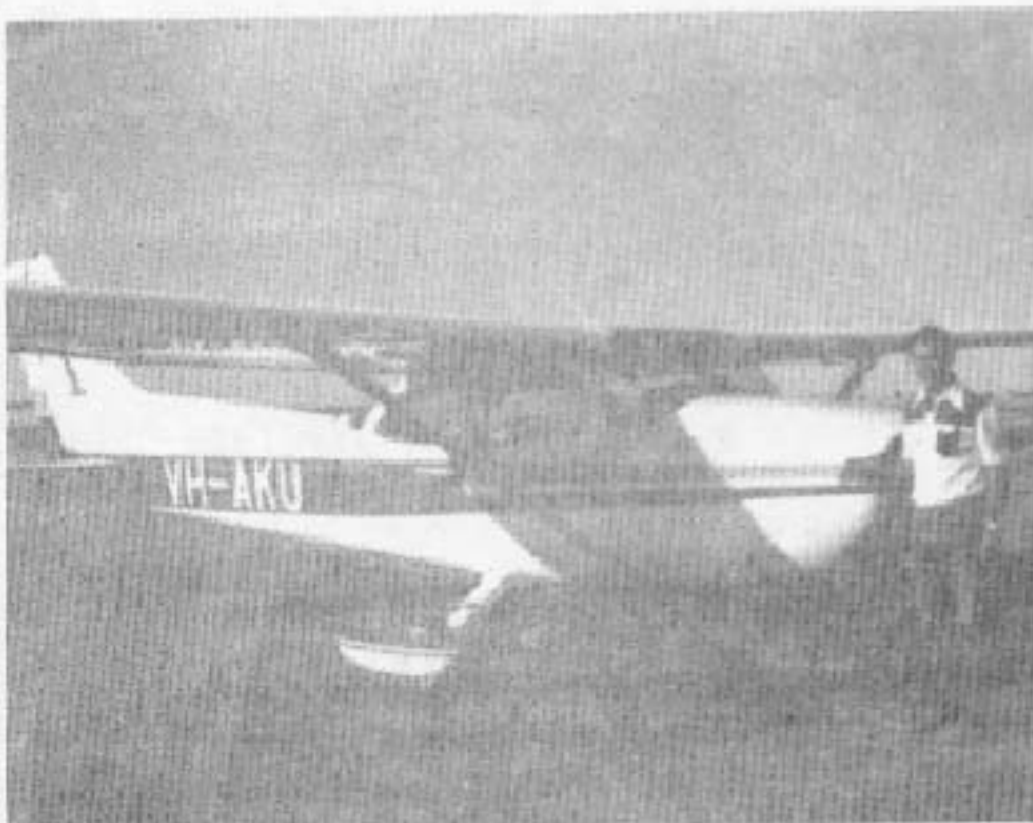
"Just went through 500 slides Bob Sennott sent and have some now for Boston (could use more though) and some for Carrollton - but lack Lewiston and Pittsburg - so hope some one out there in the great beyond hears this feeble voice and helps me fill in the missing years."

A reminder on the years of the Conventions mentioned above:

- 1964 - Carrollton
- 1966 - Chicago-Lewiston
- 1967 - Boston
- 1971 - Pittsburg

John can take pictures of pictures, so send anything you have to him at:

Saint Brigid Church
Redemptorist Fathers
207 Ashman Street
Midland, Michigan 48640



John Friederick, Dubuque, IA, sent the following letter and picture from a friend in Australia whom he visited last summer.

"Many thanks for your letter after returning home from holidays. Good to hear you got home safely and soundly. You will be pleased to hear I have made great inroads into my pilot license. The photo enclosed shows the Cessna 172 that I have learnt in. I have a restricted license and I have done all the exams for the unrestricted private license. I started holidays today and hope to do my cross countries in the next couple of weeks. Maybe by the time you get this note I will be fully licensed."

(Editor's note: In April I wrote to Marc Tilia in Bahia, Brazil asking for a picture we might include in our informational brochure. This is his reply).

In flight to Brazil via Miami - 7 November, 1980.

"I'm rushing to answer your letter of April 21. I don't have the Newsletter here but I'm guessing you are the one that was transferred to Eagle Grove. (ED: Nope, that was brother John).

It was in the fourth grade there that the visiting vocations priest asked (after giving his pitch) what we would become. Up till then I only wanted to be a pilot, but I stretched a point and said I would be a priest-pilot - God's ways.

I have 60 towns in brush country and fly 200 to 400 hours a year in an Interstate and a 206.

I have a Vari-eze in Arizona almost ready to mount the engine, and hope to take it home in a year or two. God willing, it will be my eighth trip in a light aircraft. Hope it won't be as interesting as the trip in the Interstate.

I do a lot of short field and the occasional flight from and to unlit strips at night in emergency. In the two weeks before coming here I had 147 baptisms and 32 weddings. Any NAPPER wanting to visit is more than welcome.

Hi to classmate Frank Nemmers of the Sioux City Diocese."

From John Lysogorski:

"it's not often that I have the opportunity to write, so this letter is a real gem.

I'm just informing you of my recent appointment and change of address. I am presently assigned as Associate Pastor at St. Edward the Confessor Church, 21 Hemlock Drive, Clifton Park, NY 12065.

Keep up the good work in the association. I hope to be able to make this year's convention."

The following is from the Algona (Ia.) Upper Des Moines - Thurs., Oct. 16, 1980

What goes through an airplane pilot's mind when he suddenly realizes he'll have to make an emergency landing?

"The main thing on my mind was 'Where am I going to put this thing,'" said Msgr. W. B. Bauer, pastor of St. Cecelia's Catholic Church in Algona, when faced with just that predicament recently while flying over southwestern Montana.

The story of Msgr. Bauer's emergency landing in the late afternoon last Sept. 29 was reported in the paper at that time. In an interview this week, Msgr. Bauer told of his thoughts during those crucial minutes over the rough Montana terrain.

"I'd made the same flight a dozen times and never had a problem," said Bauer, who was going out there to attend to some of his sister's business.

"I left Rapid City about 1:30 p.m. on a routine flight. I was only about 10 or 15 minutes out of Billings, Mont., and was just ready to call approach control for landing instructions."

Suddenly he noticed a mist of fluid on the windshield and surmised it was oil and not rain, since the sky was clear. Billings control cleared him for immediate landing.

"I was hoping it would get no worse, but in a matter of minutes the oil was streaming across the windshield. I looked at the oil pressure gauge and it read zero. I told approach control I had to land immediately.

"I set the plane in a glide and killed the engine so it wouldn't burn up. I let the prop windmill. Then it was a matter of looking for a place to land.

The windshield was covered with oil by that time, forcing Bauer to peer out the sides to see where he was going. He had been cruising at 8,000 feet and the terrain's elevation was 3,600, leaving him about 4,000 feet in which to work.

"I was getting fairly low by the time I saw this two-lane track. It was in rough, hilly terrain, but it was the only possible place I could see to land.

"I lowered the landing gear and started the engine again so I'd have a little power."

Bauer got the wheels on the ground all right, but the craft bounced down the rutted cow path, out of control. "It seemed like it rolled forever," Bauer said. "It was like a car skidding on ice - you just wonder where you'll end up.

"When the plane came to rest, I simply unbuckled my seat belt, opened the door, and got out. I wasn't even shook up." The undercarriage and propellor of the plane received substantial damage, but the rest of the craft - including the radio - escaped damage.

A pilot of a twin engine plane quickly appeared after hearing Bauer's distress signals and picked the lucky priest up, after just a half hour on the ground.

"I wouldn't describe it as a crash," said Monsignor Bauer. "It was a successful forced landing under very difficult conditions. He alluded to the pilot's saying, 'Any landing you can walk away from is a good landing.'"

Bauer explained that as part of flight training, every pilot is taught to be aware of how to land in an emergency. "During the flight the pilot is always aware of the terrain, wind direction and other factors as part of a mental exercise. He's observant to what may be of use to him in an emergency."

Bauer said he remained cool and confident during the ordeal, no sweaty brow from panic. He said his life didn't flash before his eyes as he tried to land the plane safely, and he didn't even make an Act of Contrition - the prayer Catholics are taught to say in times of peril - because he never even thought about the prospect of crashing. "My only concern at that time was, 'Where am I going to set this down?'"

"Of course, after it was all over, I was extremely thankful to the Good Lord for a lot of things: for watching over me, for making it a safe landing, for having it happen close to Billings and having someone nearby to help me."

The plane was a four-seat Piper Aero, owned by Monsignor Bauer and Father David Hogan, who was pastor at St. Joe until last year. The recently overhauled engine had only 85 hours on it.

Monsignor Bauer is a veteran pilot who has logged over 1,800 hours of flight time in 22 years. He holds both commercial and instrument ratings.

This experience hasn't diminished Monsignor Bauer's love of flying. He flew back to Iowa aboard a commercial airliner. With God as his Co-Pilot. And St. Christopher navigating.

SANDERSON

IFR

Jan. - Feb. ----- Nick Rossello
March- April ---- Frank Hurley

PRIVATE

Jan. - Feb. ----- Ev Hemann

Convention 1981

Archbishop Hurley has reserved the Holy Spirit Retreat House for the week of July 13 to 17, 1981, for the NAPP meeting. It is located just a few miles south of Anchorage, up in the hills overlooking the city. It should be a lovely spot for the meeting -- and on a good day Mt. McKinley can be seen from there.

Official meeting dates: Wednesday and Thursday, July 15 - 16. A reservation sheet will be in the next issue of the newsletter!

annual DUES

Included with this newsletter is our annual dues envelope. It seems things are starting to happen, so your support - financial and moral - becomes increasingly more important.

Report From Bristol Bay



Richard K. (Preacher) Smith, Dillingham, Alaska, is our featured Padre this issue. To quote from his letter to President John:

"I'm sorry I missed you in May. I was outside, getting a fresh engine in our 1962 Skylane. The Tomahawk is a kind of spectacular but will be more ordinary when it donates it's panel to the Ordinary. With the Aztec's new paint and a worthy panel, Bishop Hurley will be in style.

"It looks as if we will be forming an Augustinian Community here in Southwest Alaska and I may be here for a long time. A whole new society is forming in this wilderness country and the rules haven't been written yet. I hope to be part of the Formation.

"The next issue of Extension (July/August, 1980) will have a feature of Sister Ida, SSA, and her sidekick Sister Margaret, SSA. Sister Ida was chosen by Extension as the Lumen Christi of 1980 and she was honored in Chicago in late April. The two of them presently are 2/3 of this pastoral team.

"Here are some pictures. Please show them to some of my old NAPP friends."



Toksook Bay, Alaska, on the Bering Sea, June 1980
 One old walrus (Fr. R. K. Smith OSA) framed in another.



Sand Point, Alaska, March 1979

Sand Point is an island at the beginning of the Aleutian Chain, a community of about 800 souls. With almost no Catholics, the area has yet to be evangelized. N3266Y is the Augustinian Skylane that ties the vast parish together.



Dillingham, Alaska, June 1980

Holy Rosary mission is rising anew from the ruins of the former Jesuit mission built in the fifties as a boarding school for native children and later abandoned. Some lay volunteers can be seen working on the buildings, demolishing the one in the foreground and building up the residence behind. Holy Rosary mission parish includes the territory southwest of Anchorage, roughly the distance from Chicago to Los Angeles. Any of the NAPP want to come to frontier America and help?



Goodnews Bay, Alaska, on the Bering Sea, January 1980

Traffic jam at the village airstrip. The airplane is the common carrier in roadless western Alaska. Parked nearest the village is N3266Y, the Augustinian Cessna 182.