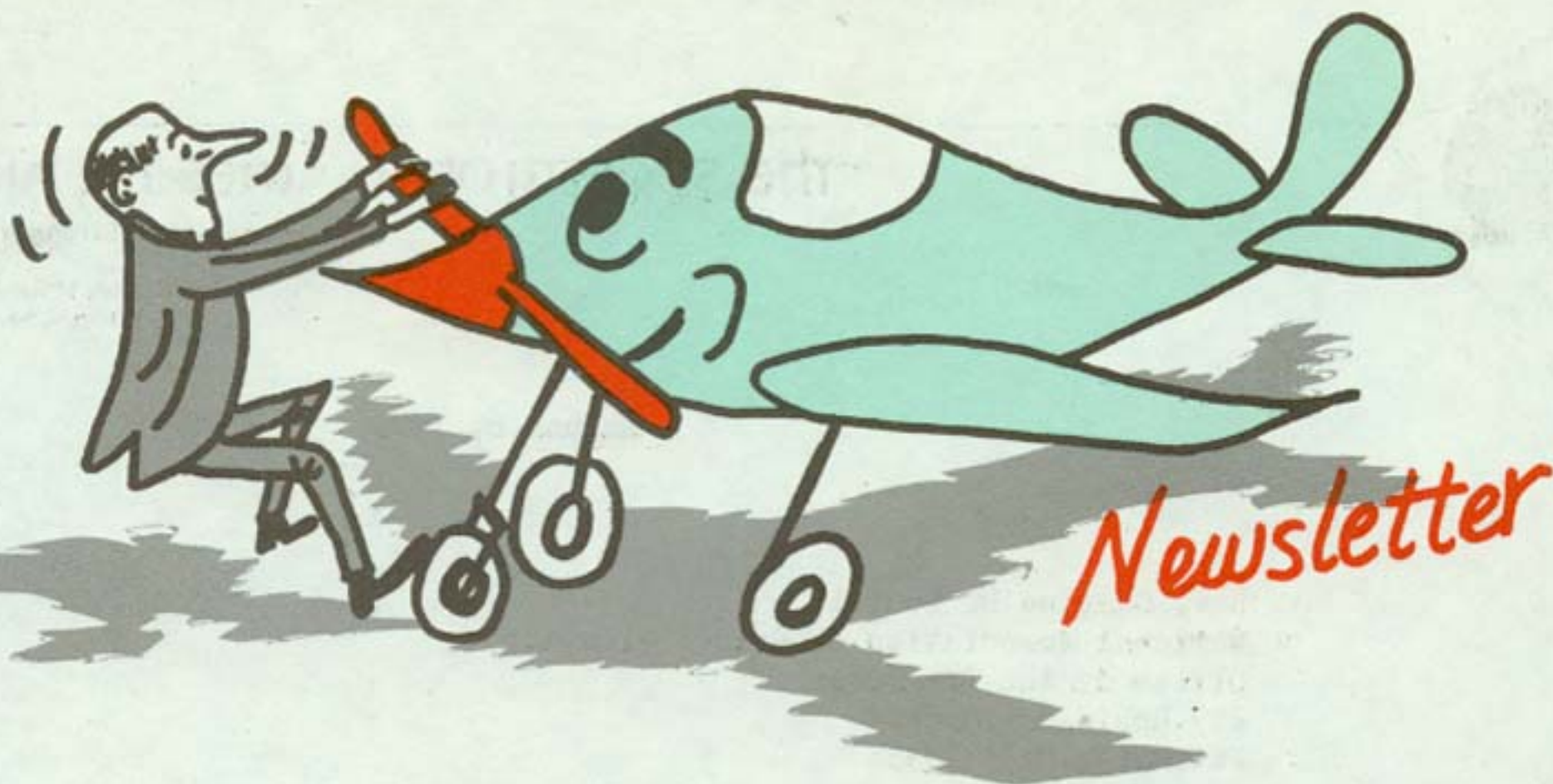


N.A.P.P.



VOL. XVII

OCTOBER - 1979

NO. 2

Your President Says This

----- ABOUT AN INTERESTING "PILOT LOGBOOK" (my own)

This month, October 17, I took a flying trip around Northeast Iowa and viewed the many colorful nature provided as the leaves were changing. Not only was it a spectacular trip of sightseeing, but, it provided a historical point in my logbook. I logged my 1,000th hour during that afternoon flight which took me back to the Hemann farm where I landed in the hay field to have a "pepsi" with my brother and his family.

As I reflect on those 1,000 hours in the air my logbook records that I've touched down in every state West of the Mississippi river except Idaho, North Dakota, Hawaii and Alaska. (I was in Alaska for the 1973 N.A.P.P. meeting but landed in Whitehorse, Yukon so never did fly as pilot into Alaska). I count eleven states East of the Mississippi river to which I have not piloted the plane. However, I have flown over, as pilot in command Idaho and North Dakota plus four of the eleven states out East. That leaves the airspace over only nine States in fifty which I haven't flown through, or to. Would you believe they are mostly S.E. and E. along the coast. Who ever heard of Florida?

My log records that I've flown through air space or landed in every Province in Canada which borders the entire North of our states from Quebec to British Columbia.


Early lessons were in a Cessna 120 and I soloed in an Aeronca Champ. Got my private ticket in a Piper Tri-Pacer and the instrument ticket in a Bonanza A-35. I've logged 400 hours in the Bonanza since we purchased the 1949 model in August of 1973. Many other makes and models are part of the flight record. Most aerobatic, and the only one I've done aerobatics in, was an air force T-34 which our Civil Air Patrol in Dubuque had some ten years ago.

Most traffic in a pattern was flying into South Bend for a Notre Dame-Prudue football game on 9-24-66. They had 23 planes either down wind or on final at the same time, almost forgot who I was following and what number I was, and that was before radar. Least traffic (and most hospitable receptions and service) was the hay field on the Hemann farm. Always had free limousine service, free nights lodging, free meals and lots of "T.L.C.".

Largest airplane to follow on final approach was 707 into San Francisco. Largest airplane to follow me was a B-52 into Amarillo (at 10:30 p.m. he was practicing night "touch & go's"). Largest airplane on the run-up pad with me and to follow on take off was an S.S.T. out of Dullas International, he was departing for Paris. (WOW)

There was a little "nostalgia" present last week as I set the Bonanza down in the hay field on the home farm. A long way from the horse drawn single row cultivator which I used to ride up and down the corn rows. Never did dream as a kid that I'd come back in a plane to the "good soil" on which I was raised. Have drunk so much of God's creation and beauty during those 1,000 hours. I can only say THANKS brother MEL and EV. THANKS also to my PRIEST brothers and all my brothers and sisters in Christ for making the unwriteable experience possible.

Father John



THE SOCIETY OF ST JAMES THE APOSTLE

Diocesan Priests Serving in Latin America
24 Clark Street
Boston, Massachusetts 02109
Telephone: (617) 742-4715

August 6, 1979

Rev. Charles B. Teufel
National Association of Priest Pilots Inc.
Office of the Treasurer
219 Robinson Street
Fairmont, WV 26554


Dear Father Teufel,

The generous gift of \$350.00 from your organization arrived at my desk today. Many, many thanks. It is most welcome and deeply appreciated.

As you know, two of our priests are pilots and both are stationed in Bolivia. They have found the plane an invaluable help in reaching many small settlements of people in their parishes.

Please extend our thanks to all your members and ask them to keep us in their prayers.

Sincerely in Christ,


Rev. Leo R. Mahoney
Executive Secretary

BRIEFS from here and there

REQUIESCAT IN PACE

Fr. John Brickley, Britt, Iowa, received the following information in a letter dated September 9. It concerns Clement F. Borchers, Glenmary Father from Vidalia, Georgia.

"He died last week and was buried a couple days ago. He was on an outing at a lake or beach with the Glenmary Priests in the area and one of the Brothers swam out too far so Father Borchers went out after him. Another priest came with a boat. Father Borchers and the Brother went down and never came up. I'm sure this is a real loss to the community as he was still so active and a vital part of the community. He had just finished the church and community center at Vidalia, Georgia."

(Ed. note: Some of the old timers will remember Clem from some of the early meetings. He was superior of the Community for a number of years).

A HAPPIER ENDING

From the DAILY NEWS - New York

"Providence seems to be keeping a particularly friendly eye on the Rev. Richard Reder.

Marooned in the Atlantic by the crash of his homemade aircraft, The Spirit of St. Francis Xavier, the Brooklyn priest was rescued after seven hours by the Coast Guard. Then the plane was salvaged by Jerry Kenney, outdoor editor of the Daily News, who found it floating in the Atlantic while he was fishing in his boat - the St. Patrick.

Pure luck? A saintly coincidence? We prefer to believe it was a demonstration of the power of prayer."

Fr. Vic Schoenberger, who sent me the article, writes, "I called Rich last Tuesday evening (August 21) to get the full story.

Rich told me he was making a direct flight from Long Island to Virginia when the propeller disintegrated about 20 miles off shore opposite Asbury Park, N.J. He landed safely but he has a foot infection because he siphoned the gas out of the tank and it came into the cockpit.

With all that foam in the KR-2 it stayed afloat. He was drifting around for about 6½ hours or more when he was picked up by the Coast Guard about 6:30 p.m. The plane was recovered the next day but Rich says he will be able to salvage only the spars. He says he learned a lot about prayer in those hours afloat. I can believe that. Thank God he is safe and sound.

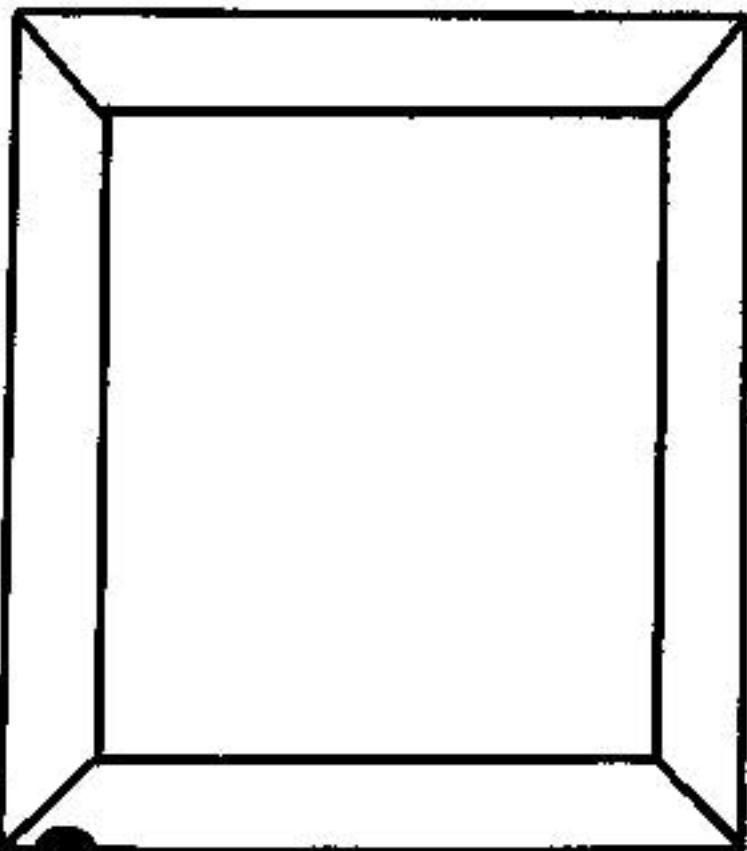
The propeller was one he had just carved and balanced. He doesn't know yet why it broke up.

Since our annual meeting I flew out to Jamestown and had a good time with Tony and Nick. That's a story in itself flying a 65 mile an hour home-built across New York State. It's not exactly a cross county airplane.

DUBUQUE SENATE OF PRIESTS

At the last meeting of the Dubuque Senate of Priests NAPP members were selected as officers for the next two years. Your editor, Mel Hemann, was

Napp. Bomb-out



Shown at left is the non-picture of the non-group of Midwest NAPP members who gathered at the non-meeting on October 1 at Chicago Center.

In attempting to analyze the reason for such a radical rise in the number of no-shows we offer the following:

- a). Poor publicity
- b). A number of priests who moved and didnot get their new address to us. Ergo, no newsletter to bring the good news
- c). Deaths that caused funerals on the same day
- d). Bad weather
- e). Someone by the name of John Paul II choosing "our day" to begin doing his thing.
- f). All or none of the above.

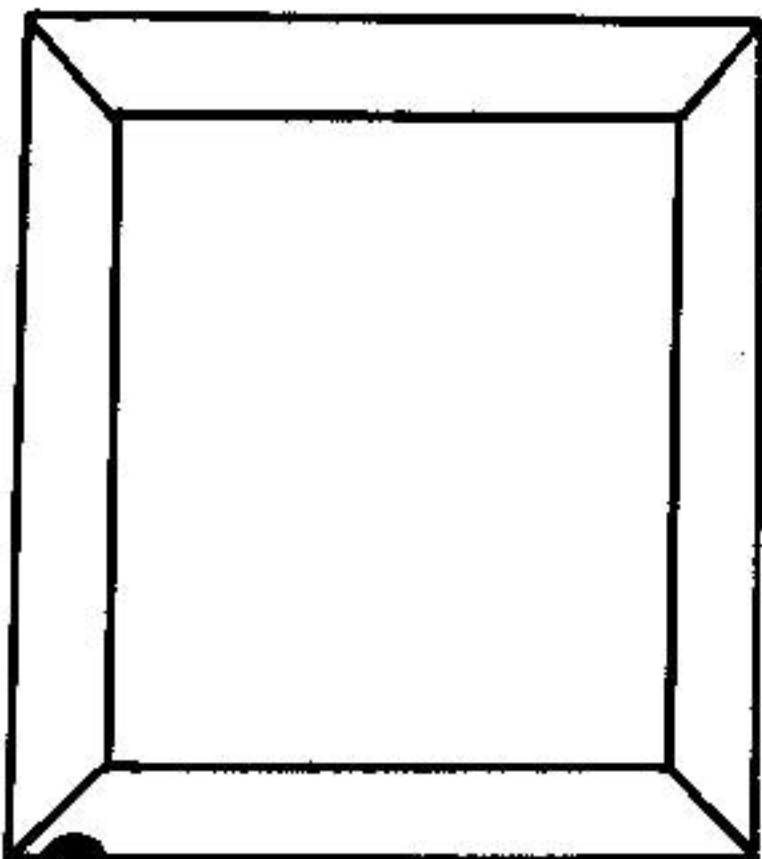
But hang in there gang! We'll try a repeat performance in the Spring at the same place. The date will be finalized by the time we put out the December newsletter. It will be late April or early May.

1979 Convention Financial Report

<u>INCOME</u>	
Fees collected from attendees...	\$1212.40
Donations from friends	\$ 303.22
	<hr/>
	\$1515.62

<u>EXPENDITURES</u>	
Meats, refreshments, groceries	\$ 365.10
Antique Aerodrome tour.	\$ 49.50
Bus (Little Sisters of the Poor) - donation.	\$ 200.00
Lake George Tour	\$ 119.80
Formal Dinner (Mario's)	\$ 331.22
Housekeeping Assistance	\$ 200.00
Postage & Telephone ...	\$ 50.00
To Seminary for Lodging	\$ 200.00
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Changes of Address

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Rev. John Vakulskas, Jr.
St. Mary's Parish
Oto, Ia. 51044

Rev. Nelson A. Waguespack
P.O. Box 2250
Lafayette, La. 70502



1980 Convention
in Wisconsin
featuring
a day at E.A.A. in Oshkosh