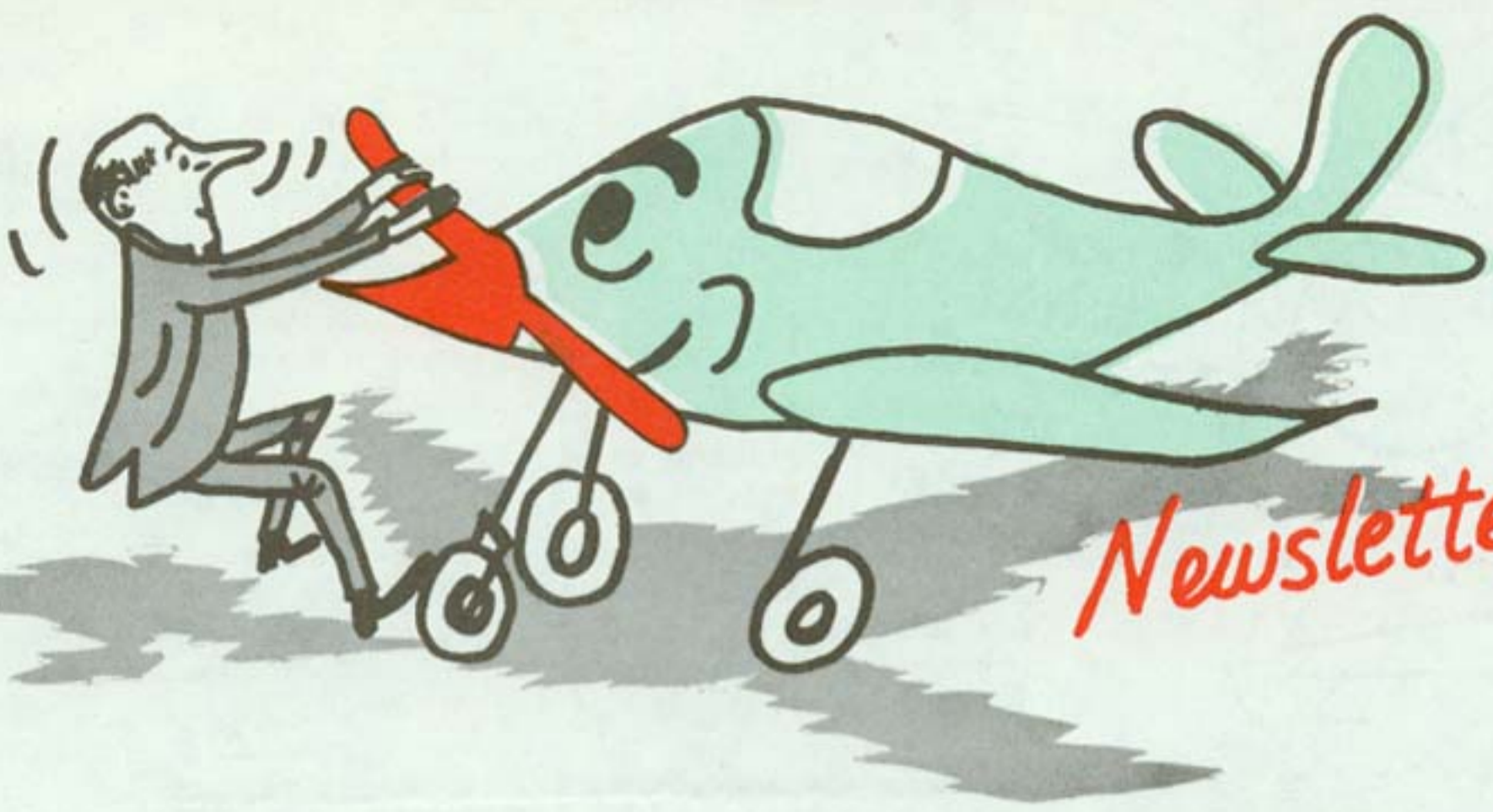


N.A.P.P.



Newsletter

VOL. XXIII

JUNE 1986

NO. 6

A MESSAGE FROM THE PRESIDENT

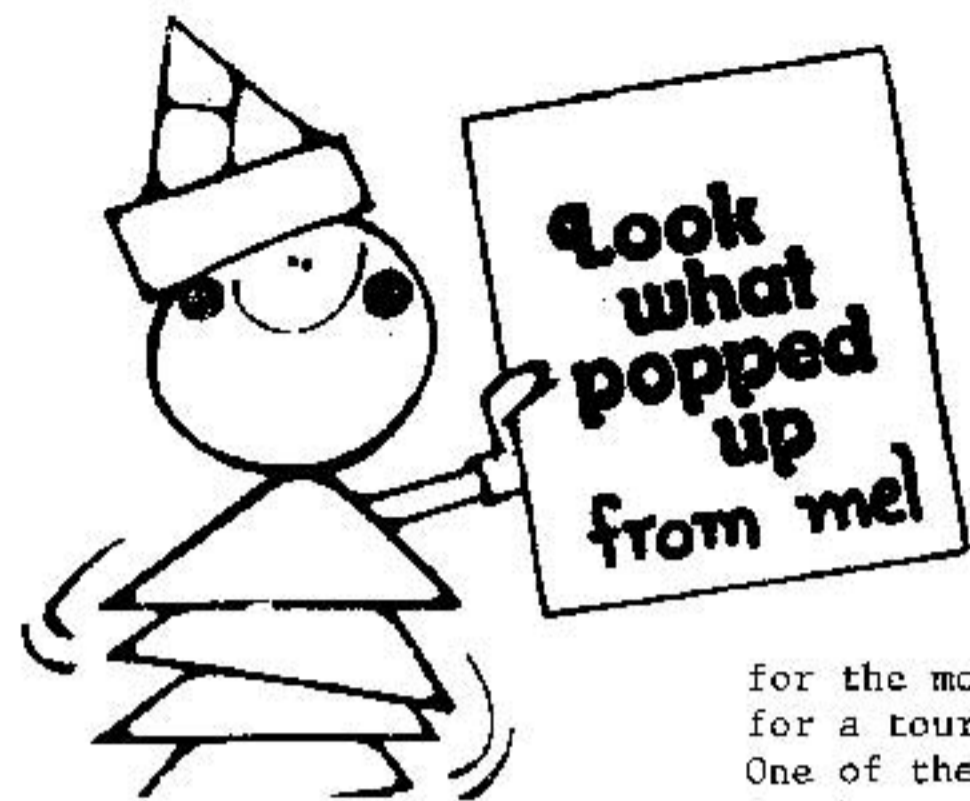


On June 9 I called Edwina Tabares, the reservationist for this year's convention. She informed me that as of that date 26 flying padres and friends were registered for the annual convention in Las Cruces, NM July 8 and 9.

The early part of the week of June 8 Bob Kirsch down to Las Cruces to make final arrangements. We are looking forward to another great meeting of the Flying Padres.

Edwina plans to send out more details of the convention to all by June 15.

John Dompka



At this time I don't think the number of items I will have to put in this particular column will be that great. However, one item of personal interest did come to mind as I began my preparations this morning - June 12 - for this newsletter. This issue completes 16 years of co-editing this newsletter with Nancy.

It was at the 1969 San Diego convention that I offered to assume this role, never realizing that it would turn into this kind of commitment.

At that convention we all gathered around a TV and watched Neil Armstrong and crew blast off

for the moon. I recall our plane stopping on the way home for a tour of the plant that built the capsules at that time. One of the highlights of that tour was spending some time in the capsule that the astronauts trained in when they were at the plant and to realize that Neil was about half way to the moon as we played around with the trainer.

When I took this over I set a goal of putting out a newsletter every other month - 6 issues a year. In 16 years we have missed two times. One was due to a change and I didn't have the time to locate the proper printing facilities, etc. to get it out on time. The second time was during my sabbatical in Rome almost two years ago. I have no record of how many hours I've flown or the miles I've driven to Cedar Rapids during these 16 years so Nancy could help with the newsletter.

Anyway, after 16 years, the large three ring binder that I use to keep one copy of the newsletter in is full. One expense item that will be included on the next bill to NAPP will be a new three ring binder.

The North Dakota Midwest regional meeting on May 5 was somewhat "dampened" by the weather. It was a good IFR time. In spite of that it was a great time for those who made it.

The Fall Midwest meeting will be hosted by John Hemann in Cedar Rapids. That gathering will begin on Sunday afternoon, September 7, with a special performance by the Thunderbirds and continue on into Monday, September 8.

Next month at the annual meeting we will be electing the two following positions: 1st VP, currently held by Bill Bevington, and Treasurer, the position held by Charlie Teufel. Charlie has already made it known that he will not accept the position again because of his growing duties in the parish. Think we can find another priest to fill this position that deals each day in

INSTRUMENT - COMMERCIAL

- | | | |
|---|---|---|
| 1. Don Eder
114411 Hague Road
Noblesville, IN 46060 | 3. Charles Teufel
P.O. Box 471
Wellsburg, WV 26070 | 5. Br. Barry Gearman, OSB
c/o Holy Redeemer Church
1301 NW 71 Street
Miami, FL 33147 |
| 2. Frank Mouch
307 N. Nassau
Venice, FL 33595 | 4. George Remm
223 W. Central Blvd.
Kewanee, IL 61443 | 6. Rev. William M. Carr
1810 North Roosevelt
Wichita, KS 67208 |

WHEN YOU FINISH WITH THE TAPES, PLEASE SEND THEM TO THE NEXT ONE ON THE LIST.

Sacred Heart Church

311 RIVER STREET

WALTHAM, MASS. 02154

ADMINISTERED BY THE STIGMATINE FATHERS

February 14, 1986

Reverend Mel Homann
Saint Joseph Church
Preston, Iowa 52069

Dear Mel:

Although I do not hold a pilot's license, I have been a "plane nut" (some would say "plain NUT") since my earliest recollections of childhood. Lack of time and \$\$\$\$ have conspired to keep me out of reach of the necessary requirements for a license.

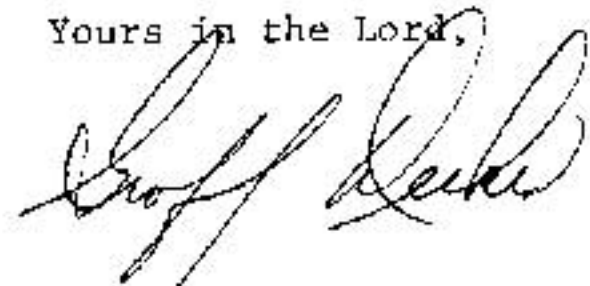
When I saw the NATIONAL ASSOCIATION OF PRIEST PILOTS listed in this issue of PRIVATE PILOT magazine, I just had to drop you this line to whet my curiosity about the group.

Back in 1961 and 62 I was at the Pastoral Institute at Conception Abbey in Missouri, and helped out at a couple of parishes in Des Moines on a weekend here and there. I must admit, though, that this is the first time I have heard of the NAPP!

Good luck with the association. I am afraid that I will have to content myself with continuing to hitch rides whenever and wherever I can.

With every good wish, I am:

Yours in the Lord,



(Rcv.) Geoffrey J. Deeker, C.S.S.

PLEASE NOTE

Charlie Teufel moved to Wellsburg, W. Va., on June 27th. His rectory is 14 minutes, 30 seconds, north of the Wheeling-Ohio County (HLG) airport. He has 3 beds and 2 baths. Since he does not sleep on the floor, you are welcome to use the other 2 beds at anytime. (He can find extra ones if needed!) Call 304-737-0429 for reservations. He has a housekeeper who can cook! HLG has an ILS RWY 3 off AIR and a VOR RWY 21 off HLG. Take your pick and stop by. Address change: St. John the Evangelist Parish, P. O. Box 471, Wellsburg, WV 26070.

NATIONAL ASSOCIATION OF PRIEST PILOTS, INC.
 FINANCIAL REPORT
 YEAR ENDING DECEMBER 31, 1985

RECEIPTS

	1984	1985
Dues	\$ 1,290.00	\$ 1,380.00
Interest	784.13	665.80
Convention refund	200.00	0.00
Donations	40.00	55.00
NAPP Caps	70.00	0.00
TOTAL RECEIPTS	2,384.13	2,100.80

EXPENDITURES

Postage	300.00	400.00
Newsletter, including labor	373.36	880.72
Administrative (labor)	0.00	7.00
Telephone	75.00	25.00
Convention advances	100.00	0.00
Ground School (IFR video cassettes)	0.00	236.86
Donation to Jose Llaguno (1984: Fr. Marc's Mission)	1,000.00	1,000.00
Photo album	63.00	64.00
Pictorial directory	0.00	165.39
TOTAL EXPENDITURES	1,911.36	2,778.97

SUMMARY

Assets, beginning of year	6,122.85	6,595.62
Receipts for the year	2,384.13	2,100.80
Expenditures for the year	1,911.36	2,778.97
ASSETS, END OF YEAR	6,595.62	5,917.45

ASSETS

Checking (overdrawn in 1985)	595.62	-82.55
Savings certificate	6,000.00	6,000.00
TOTAL ASSETS	\$ 6,595.62	5,917.45

Charles B. Teufel

Charles B. Teufel, Treasurer



March 28, 1986

Rev. Mel Hemann
National Association of Priest Pilots
St. Joseph Church
Box 309
Preston, IA 52069

Dear Rev. Hemann:

I am sure you are familiar with the Experimental Aircraft Association and its sister organization, the EAA Aviation Foundation. Our Oshkosh Convention is aviation's premier annual event and our EAA Aviation Center houses one of the world's most prominent aviation museums. However, we would like to introduce you and your members to one of the Foundation's other important programs, the EAA Air Academy.

The Air Academy is an intensive introduction to aviation for youths age 14-17. The program, initiated in 1984, meets a growing need to encourage young people to look to aviation as both a recreational and career opportunity. The completion of the new Aviation Center, with its 200-plus historic aircraft, restoration and research workshops, and complete library facilities, provided the Foundation with an unequalled environment for an educational experience touching on virtually every aspect of personal flight.

In years past, aviation progress had its greatest impact when youthful minds were allowed opportunities to personally observe or experience the realm of aviation. The "airport kids" who hung around fields to watch airplanes takeoff and land, or who washed or fueled them in exchange for a few moments in the sky, frequently became the designers, builders, and pilots who have moved us onward.

For the most part, those days are gone. Airports of today are often distant from cities, and maintenance and liability concerns require sophisticated aircraft to be hangared or fenced from onlookers. The surging popularity of airshow and aerospace activity such as our annual Convention prove beyond a shadow of a doubt that enthusiasm for flight still exists, and simply needs the opportunity to be developed.

Furthermore, in a world growing increasingly competitive, a compelling watchword for success is quality. More than any other endeavor, aviation requires quality-mindedness at every turn, in design, construction, pilotage, and maintenance. Surveys have identified future shortages of individuals skilled in these disciplines. The EAA Air Academy is designed to instill appreciation for quality without compromise through

applied crafts technology, safety awareness, and "hands-on" experience with a wide range of aviation related skills.

For the 1986 EAA Air Academy, 40 participants will be selected from hundreds of applications based on prior aviation experiences, adult references, and the applicant's self-stated goals in aviation. Students participate in classroom activities for half of each day and workshop activities the other, focusing on the restoration of an aircraft for the museum's collection. Supervised by Foundation restoration staff and highly qualified volunteers, results of the students efforts will be presented at the Oshkosh Convention. Additionally, evening hangar sessions provide opportunities for informal discussions with EAA staff and aviation personalities such as 1930's racing pilot Steve Wittman, World famous test pilot Chuck Yeager, and other leaders in our field.

Naturally, such an extensive educational experience costs money. With tuition and fees of \$800 each, we try to provide scholarships to students with financial need, to make sure that the brightest and the best can participate. As a result, the Foundation depends upon tax deductible charitable contributions to enable us to fulfill this important mission. We would like you to consider a gift to the EAA Aviation Foundation as a way of showing support for this vital program and the future of aviation as a whole.

A donation of \$800 would enable your organization to sponsor one Air Academy participant for his or her full tuition expense. Smaller gifts could provide partial scholarships to enable students from throughout the U. S. and the world to attend. Please consider such a gift at your next Advisory Board or Executive Committee meeting. Should you decide to contribute, your support will be specifically identified with a student or students whose progress and success will be reported to you. Additionally, your organization may wish to nominate individuals for Air Academy participation in future years. As donors, your input would receive special consideration and enable you to help young people who are affiliated with your group to develop their enthusiasm for aviation.

If you or your members would like more information about the EAA Air Academy, contact me directly. Your support is needed and I would be delighted to discuss it with you in greater detail.

Sincerely,

EAA AVIATION FOUNDATION



Chuck Larsen
Education Director

cr
#0648E



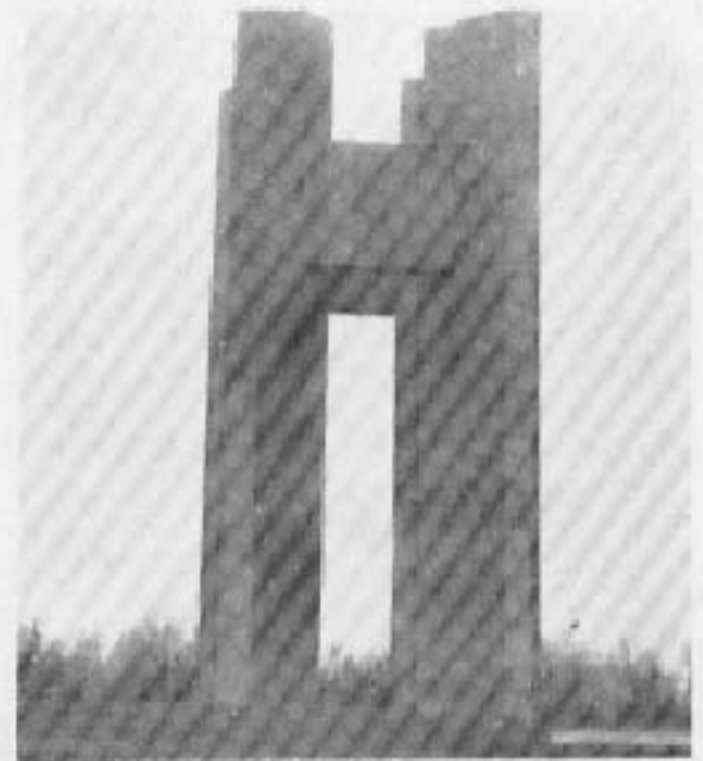
Entrance to N.D. Peace Park. Overhead bridge with separation in middle is on U.S. - Canadian border. Canada to left.



Host Adam Engelhardt fills us all in on the local history. Was it history or good BS???



Peace Park Entrance -- looking into the park. Twin towers in the the background is the peace monument.



Close up of the peace monument on U.S. - Canadian border. Canada on left.



Entrance to the Indian reservation. St. Ann's Church and school where a number of us spent the night.



NAPP'ers always seem to gather where there is good food. About 20 padres - the fly-ins and neighboring priests did justice to a fantastic meal

BRIEFS FROM HERE AND THERE

FROM WILLIAM M. CARR, WICHITA, KANSAS

Dear Mel,

The info on NAPP has been setting on my desk for months now...covered by all the other stuff which has come in since then. My desk always looks like a Kansas tornado just hit it.

Anyhow thank you for the information. My brother had told me about meeting someone, so I wasn't surprised to hear from you.

I am enclosing the dues for NAPP. Unfortunately, my brother is getting married in KC on July 12, and it is going to cut it a little close to go to Las Cruces on the 8th, I'm afraid. If it should turn out to be possible, I'll be there.

I am part owner of a Beech Debonair -- an oldie but goodie. There are four of us in the partnership, but I never have trouble getting the plane. Am not as yet instrument rated, although I have about 900 hours. I just started flying in 1980 when I came back to Wichita. My brother Tom taught me. He lives with me. He's the test pilot for Beech Aircraft --- the one who is in charge of the certification of the Starship I -- the one you met when he was visiting Collins. Tom has about everything you can get in the way of ratings except pur jet. He is also a CFII and a Designated Examiner for the FAA for all other categories. Another brother of ours, John, is an air traffic Controller at KCI. So we try to keep things sewed up as far as air goes. Our Father thinks we're all nuts.

Don't know how many of the padres have youth groups...especially college-aged ones, but we found a good money-making project here at the Center by "plane washes." It is tough work, as you know, but it brings in the money. Last week, we had one -- washed and waxed three planes at my little airport (Wichita - Riverside) for \$55.00 per plane. We're thinking of doing it on a regular basis -- posting a notice on the bulletin board at the field's office which tells them to call us when they want a plane washed/waxed.

I'll enclose dues in the envelope which you sent -- if it should go on to the other address, you can mail it; if not, open it.

Here at this Newman Center, we have several pilots. Since WSU has a good aeronautical engineering degree, we have many students who are majoring in it and who are pilots. Each spring and summer, we have a couple or three sky trips to KC to see the Royals plays. We'll usually take about three plane loads. It's a good outing.

How much does it cost to get on the list for the commercial-instrument rating? Would like to be added to the waiting list.

Thanks again for the info.

EDITOR'S NOTE: I was not the one who met Bill's brother. It was Barry Brown, my co-editor's husband. Barry is a Collins pilot and was the pilot consultant for all the avionics on the Starship I. It was he who met the test pilot, Bill's brother.

There is no cost for the

IFR tapes. You're on the list Bill.

1986 CONVENTION

The official 1986 NAPP Convention dates are July 8 and 9. The hosts will be ready to receive conventions goers on Sunday, July 6 and Monday, July 7.

*Fly into LAS CRUCES INTERNATIONAL, 9 miles west of the city.
NDB approach.*

Sunday: Happy Hour at the Retreat where we will be housed.
Monday: Barbecue and swim at a private home.

Tuesday: A.M. - fly to Carlsbad Caverns. Lunch and tour there.
- Time to go to the White Sands Missile range.
P.M. - siesta around 2:00
- bus tour to Juarez, Mexico

WEDNESDAY:

A.M. - Executive Board meeting.
- 9:30 - General meeting.
- 10:30 - leave for airport
- opportunity for air work: with instructor.
-- competition: sport landing contest; flour bombing, etc.
-- practice NDB approaches
-- prizes for winners
P.M. - siesta ----- 5:00 P.M. - Mass at the Cathedral
- evening banquet

Thursday: A.M. - departures.

Anyone wanting to fly into Mexico will have an opportunity that morning for a thorough briefing. Charts will also be available.



Aviation Book Company

NEWS RELEASE

May 15, 1986

For Immediate Release

NEW 1986 AVIATION CATALOG

Readers with an interest in any facet of aviation will want a copy of Aviation Book Company's new 1986 "mail-order catalog of aviation books, video cassettes, pilot supplies, and specialties".

This large 56-page catalog describes more than 1000 available and forthcoming aviation books of all publishers! Also listed are aeronautical audio and video cassettes, pilot supplies, and aviation specialties like aircraft posters, postcards, jewelry, computers, and aviation gadgets that are available from the Aviation Book Company. Items of interest are easy to locate since they are grouped by subject, and handy indexes are provided for the books and for the video cassettes.

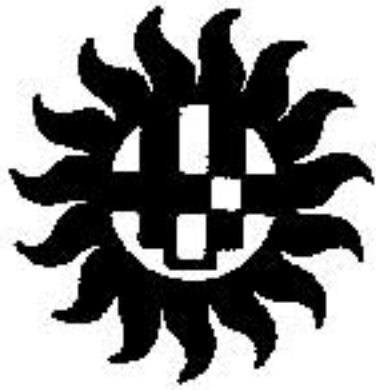
The books cover every conceivable aviation subject, including pilot training, FAA tests, aeronautical history, weather, instrument flying, military aviation, instructing, ultralight aircraft, aerobatics, flight engineering, airport directories, pilot proficiency and safety, soaring, helicopters, balloons, blimps, airliners, homebuilt aircraft, aviation careers, aircraft design, construction, maintenance, aviation electronics, biographies, early aviation, WWI and WWII, the Vietnam War, aviation novels, airline histories, civil aircraft, military aircraft, space travel, aero engineering, and home-study cassette courses for pilots.

There are video tapes on flight training, WWII air combat, air shows, current military aircraft, and other aviation subjects.

The Aviation Book Company has been a leading aviation book supplier since 1964. Mail and telephone orders are shipped promptly and satisfaction is guaranteed on all purchases. Liberal discounts are allowed to aeronautical schools, dealers, instructors, and public libraries. For the convenience of Southern California customers, a special Aviation Bookstore is located in Glendale at the same location as the corporate headquarters.

A copy of this new catalog can be obtained free-of-charge by writing to the Aviation Book Company, 1640 Victory Boulevard, Glendale CA 91201, or telephoning (818) 240-1771. (Residents of countries outside the USA, other than Canada and Mexico, should send \$2.00 to have the catalog mailed to them).

- It's Las Cruces, N.M.



For Sun & Fun

Since 1535-



JULY 8 - 9 -- 1986

NAME _____

ADDRESS _____

CITY/STATE _____

ARRIVAL BY:

___ private plane N _____

ETA _____

___ commercial flight # _____

date/time

___ car

ETD _____

date/time

RESERVATIONS TO:

Edwina Tabares
5409 Punta Alta NW
Albuquerque, NM 87105
505-836-4676