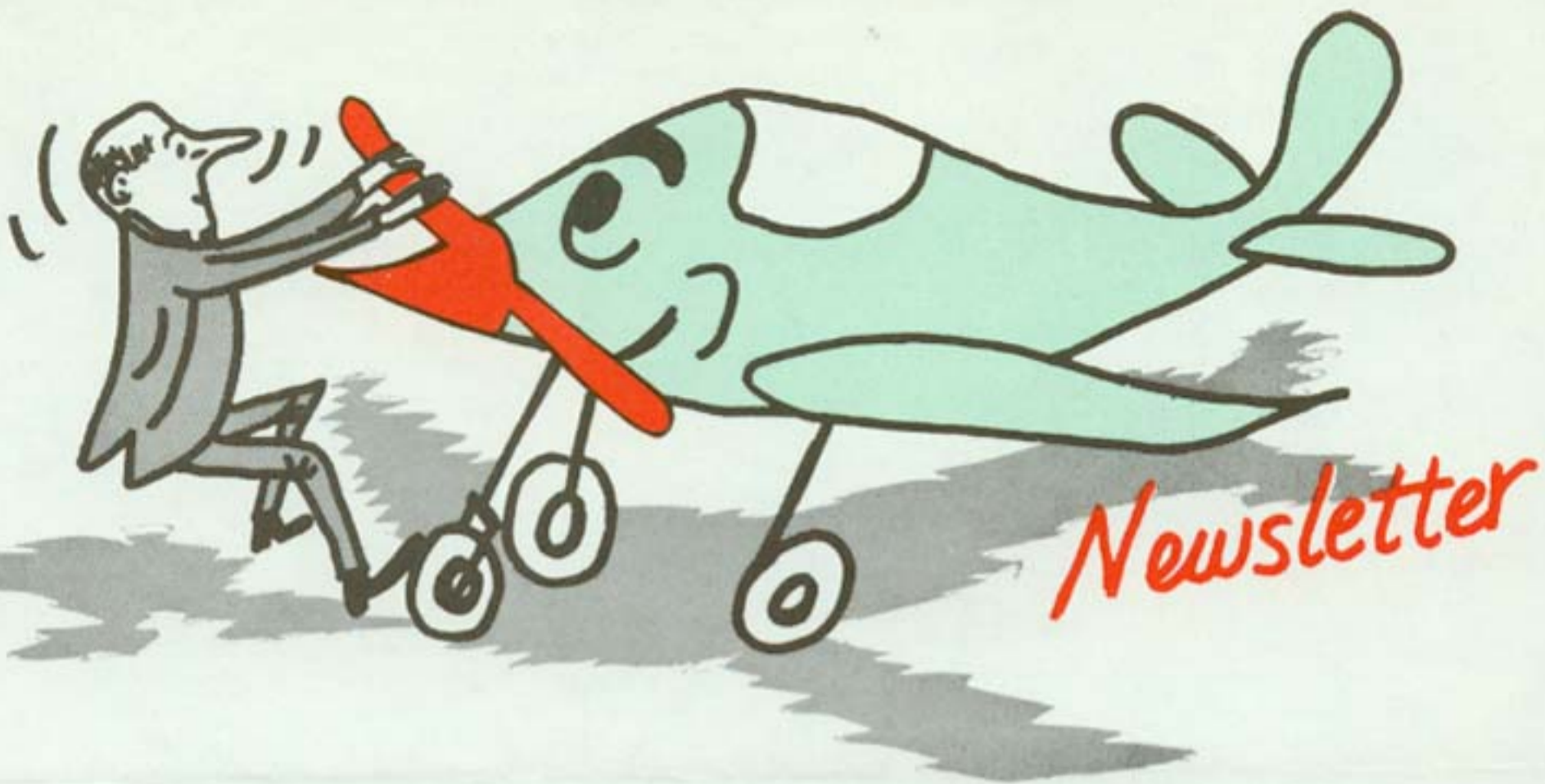


N.A.P.P.



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NO. 2

A MESSAGE FROM THE PRESIDENT

Father Charlie Teufel of the Diocese of Wheeling-Charleston in West Virginia and our illustrious Treasurer has informed me that the following people have paid their dues as renewed members or new members or associate members of the Flying Padres:

Father Tom Boekelman  
St. John Church  
Bancroft, Iowas 50517

Father Joseph W. Kaiser  
1771 Kaneville Road  
Geneva, Illinois 60134

Father William O. Schrempp  
Our Lady of the Valley  
Rt. 2, 2511 North Elmway  
Okanogan, Washington 98840

Father Peter J. Sweeney  
St. Joseph Church  
9400 Landover Road  
Landover, Maryland 20785

Miss Edwina Tabares  
5409 Punta Alata, N.W.  
Albuquerque, New Mexico 87105

Father Patrick Trujillo  
St. Mary Magdalene Church  
837 Center Street  
Evanston, Wyoming 82930

One of my classmates, Father Dick Scherer of the Archdiocese of Miami, Florida, said that his bishop was so impressed by the informal meeting of the bishops last year in Collegeville, Minnesota that he decided to have a similar group meeting for the priests of his diocese. About 90% of the priests were present. Mass schedules were cut to a minimum and priests from neighboring dioceses filled in where necessary to take care of the spiritual needs of the people. Dick said it was a gala, friendly affair.

I think all of us should make plans to attend something like this in July of 1984 when the Hemann Country Fair will be held in Iowa. Usually about 35 or 40 members of our group are in attendance. Since our meeting will be in the Middle West, nobody will have that far to travel. Let's make an extra effort to make this the largest and best convention in the history of our organization.

Have you ever heard of a 74-year Diamond Jubilee? Well, this year



Sister Camilla joins him in celebrating twenty-five years, while John will celebrate twenty-four years in the service of the Lord. It all adds up to a seventy-four-year Diamond Jubilee.

Mel has informed me that plans are being made for an unforgettable gala event. We can always depend on the priests from Iowa to attend in large numbers. Now it is up to the priests from the remaining states as well as Canada to get together to join the festivities. Lectures and tours will consist of watching the corn grow and the cows being milked, as well as special aviation events.

Now is the time to make plans for a friendly get together with the Flying Padres at the Hemann Country Fair in Iowa.

More details just before Christmas.

John Dompka

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## Midwest Regional Meeting

On Monday, October 3rd, 19 NAPP members converged on Minden, Nebraska for the annual Fall Midwest Regional meeting. Five states, Iowa, Illinois, Nebraska, Kansas and New Mexico were represented. Iowa again took all the honors with 11 attending.

The event's main course of action was to simply enjoy each other's company at host Irv Weber's rectory.

The remainder of the time was spent at Minden's PIONEER VILLAGE, the creation of Harold Warp, a native of Minden. The village is designed to show the present and future generations the settling of mid-America from roughly 1850 till the late 1960's. Housing, churches, schools, almost every type of farming equipment, modes of transportation, etc., etc. are featured. Everyone found it extremely interesting and a rather nostalgic trip that makes one come to grips with the reality that "time indeed does march on."

If you're looking for a place to visit, or a place to recommend to family friends, this would certainly be a wonderful suggestion to make. To spend an entire day for only \$4.00 admission fee is a real bargain.

Plans are tentative for the Spring meeting. Details should be finalized by the next issue of the newsletter. Once that occurs, we'll get it in that issue.

As I write this the pictures haven't returned so I'll stick them on another page.



# Priest reaches lofty goal

By FRED SCHLEGEL

The Rev. James A. Quinn started building model planes when he was a child. He still does, only now his planes take him flying through the atmosphere.

Quinn recently finished building his second full-sized plane from scratch, a blue, 18-foot Sonerai-II. It took three years to build and cost about \$3,400, he said.

Because he built most of the parts himself, the cost for building materials was cut in half, he said.

Quinn teaches religion at Seton Catholic Central High School, 70 Seminary Ave., Binghamton. He is also a chaplain for the deaf in the Diocese of Syracuse.

The plane, which was dedicated "YAHMH '81" for his students last year, can travel at 150 mph and will hold two adults. Quinn said the name stood for several things in relation to the students.

Quinn said he enjoys flying because, "... it's a real spiritual high to get physically high (in the air) with the plane."

Very often, people get caught up in the "here and now" of everyday life, he said. But he said flying creates a different attitude in that a person gets to see the world from a different perspective.

"When a day is dull and gloomy on the ground, it can still be wonderful up in the air, Quinn said, adding that breaking through the clouds instills a beautiful feeling.

Why does Quinn build and fly his own planes?

"It's like an ultimate kind of challenge," he said.

Quinn said he had to be careful to catch any mistakes he made in building the plane



FRANK WOODRUFF

For now, the Rev. James A. Quinn has to keep his homemade plane on the ground while he awaits the approval of the Federal Aviation Administration.

before he took off for the first time.

"... when your at 4,000 feet, you can't just park it (the plane), go home and come back later to fix it," he said.

Quinn said the precise work it takes to build and fly a plane provides a relief from the frustrations that come with everyday life.

"It's nice to have a part of the world that is clear cut," he said.

Before Quinn will be able to fly his plane it will have to go through a final inspection by the Federal Aviation Administration.

He said his students also have shown a great deal of interest in the plane.

"I use it as a reference for a variety of things in class," he said. "It becomes like a focal point for the class."

Quinn said he started to build full-sized planes because of the high cost of renting or buying a plane. But he has been constructing model planes most of his life.

Quinn said he was unsatisfied with paper

airplanes even when he was 6 years old because they weren't very realistic. So he bought a model plane kit.

By the time he was 8 years old, Quinn was trying to build planes that looked realistic and would fly. In college, he began to build radio-controlled model planes.

"It took me two years to get my first success," he said.

But after some practice and several plane crashes "... it got to the point when I had paid my dues and I could make one (plane) and keep it flying," he said.

Even with his experience with smaller model planes, building a full-sized plane was difficult, Quinn said. But, being a member of the Experimental Aircraft Association, other members in the association gave him advice and help in building the plane.

What will Quinn do now that the plane is finished? Build another plane, he said. Quinn expects to start on his next plane by the end of the year.

The NAPP designated charity for this year is again WINGS OF HOPE. During this past year this organization has been instrumental in two of our members getting a plane that might be used in their missionary work. One 206 went to Tanzania where Pat Patten will make it available to a variety of that country's needy. Another of our new members, Jerome Odbert, S.J., will be taking a plane to Africa when he completes his preparatory work.

At the convention last summer, Pat Trujillo, Associate member of Evanston, WY, informed me of a young man, highly qualified, who was interested in giving a few years as a missionary pilot. I sent his name and address on to Ray McKee, C.S.S.R., charter member of NAPP, and asked that he forward the information to the proper personnel in Wings of Hope We received, several weeks ago, a letter from William D. Edwards, executive director, saying that Mr. Watson of Fort Bridger, WY, had indeed been contacted.

He also included the information on the Ed Mack Miller Memorial Airplane. In the early days of NAPP, Ed Mack was a writer of national recognition in the Denver area. A very devout Catholic and an airline pilot/instructor, he gave NAPP some very good press in some of the aviation journals at the time of our infancy.

I was attending summer school in Boulder in 1967 and spent the 4th of July weekend with the Miller's at their home in Denver. It is good to see his memory being preserved in such a wonderful fashion because the Missions was one of Ed Mack's special interests. He ferried several planes to the missions.

It was also good to see Ray's picture and his involvement in this particular bit of tie-in with NAPP.



★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ **Wings of Hope**  
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# ED MACK MILLER MEMORIAL AIRCRAFT



Chaplain Ray McKee invokes a blessing on the Ed Mack Miller Memorial Airplane at St. Louis before its departure for the dedication ceremony in Denver. From left, Rev. McKee, Joe Fabick, Margaretha C. Jordan, Capt. Pierre Swick, and Guy Gervais.



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William D. Edwards, Executive Director  
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FOR IMMEDIATE RELEASE:

The Ed Mack Miller Memorial Airplane, now operating on the north coast of Papua New Guinea, has expanded its service with the addition of volunteer Wings of Hope pilot, James R. Lachendro, an American who has joined veteran pilot, Duncan Adamson, in Vanimo and Aitape. Among the missions carried out by the pilots are flying injured persons to medical facilities for treatment; transporting crops and artifacts to market; delivering desperately-needed tools, products and mail; and bringing an occasional visitor, technician, family member or teacher to an isolated village.

The Cessna 206 equipped for short take-off and landing, which is flown by these two pilots, provides support for the development activities of humanitarian and missionary groups already operating there -- like Franair and Dovair. The Ed Mack Miller Memorial Airplane, donated by friends and family of the late Denver aviator-writer, arrived there over a year ago making it the seventh Wings of Hope plane to operate in Papua New Guinea.

Wings of Hope is a non-profit, non-sectarian, non-political international organization that provides aircraft and radio communication equipment and services for human betterment in remote parts of the world. Highest priority is given to medical mercy missions and support for sound development programs.

"Wings of Hope is fortunate to receive the time and talent of so many volunteers including pilots, instructors and mechanics like Lachendro. It is only through their dedication and the generous support of our donors that Wings of Hope has been able to help put more than 50 aircraft into humanitarian work during its 22-year existence," states Wings of Hope Executive Director and Founding Member, William D. Edwards.

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1964 - NAPP - 1984

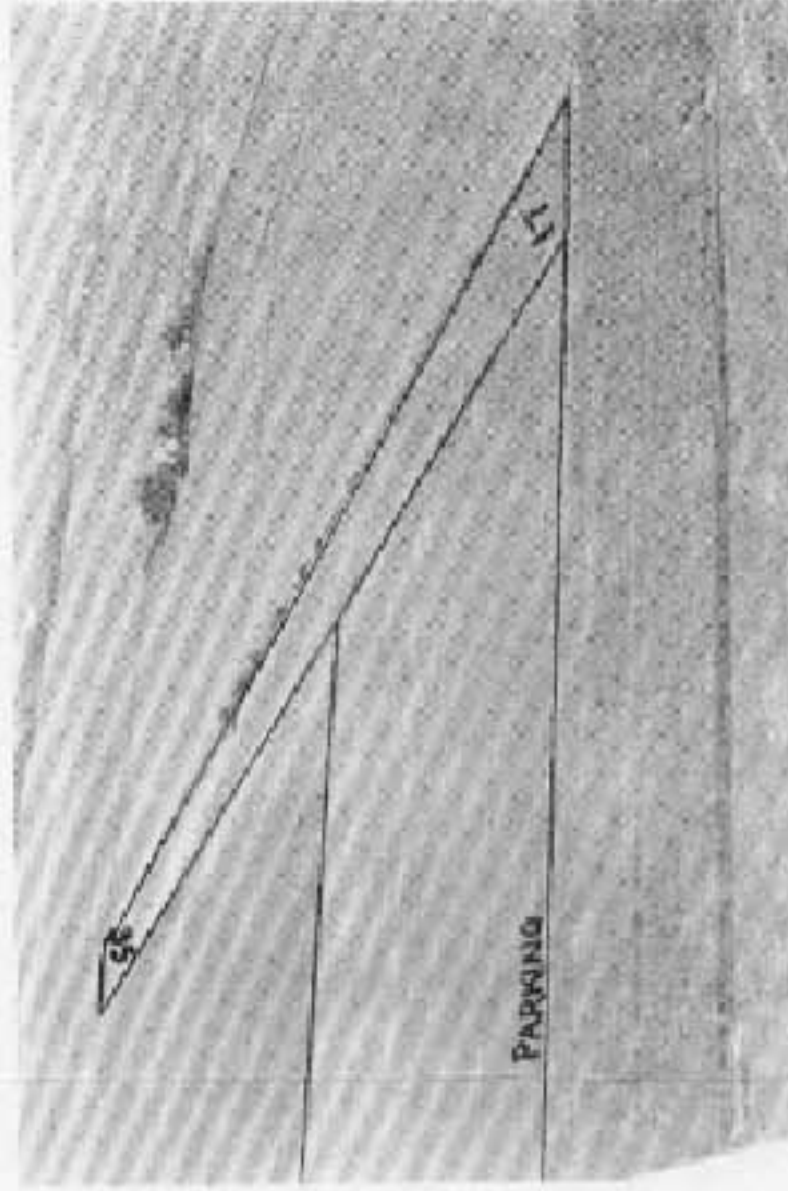


VISITATION CHURCH - 1984 CONVENTION HEADQUARTERS

1959 - HEMANN - 1984

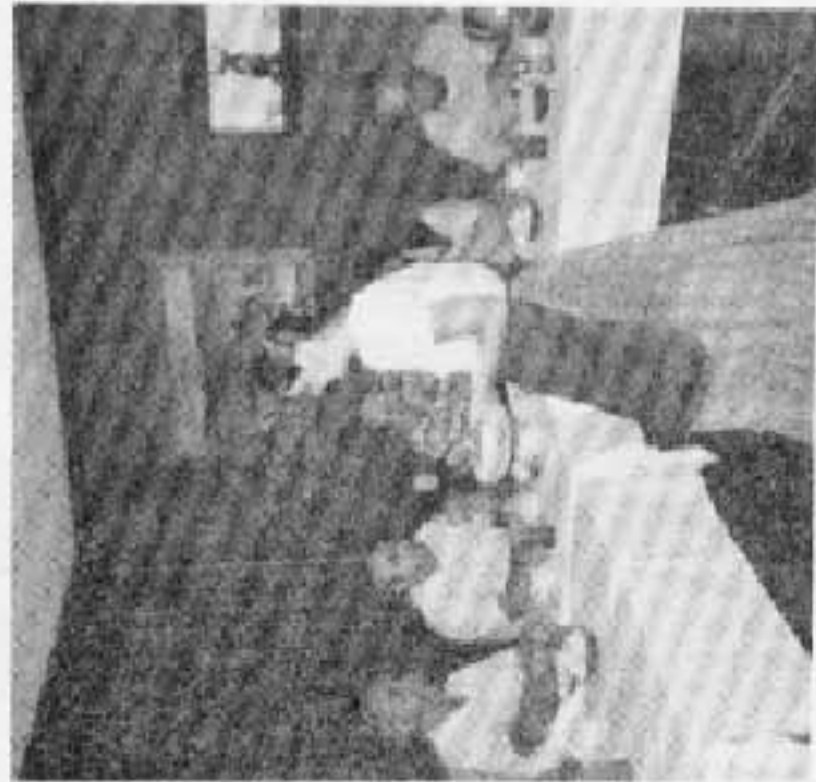


MEL, MATT & JOHN - HOSTS

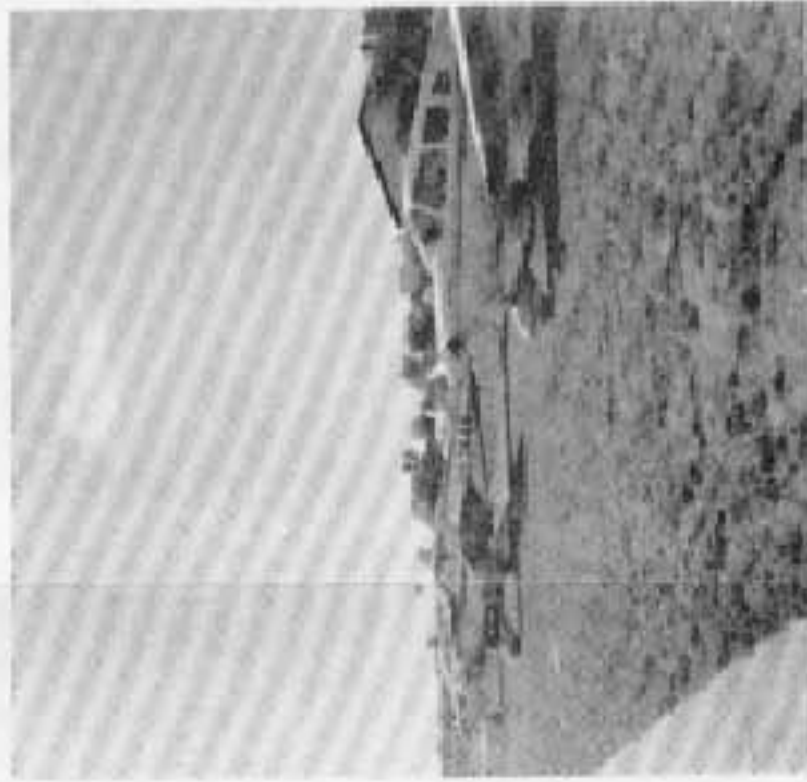


1984 CONVENTION AIRPORT - JULY 10 - 11

## Midwest Region Meets



AT LEAST THE WAITRESS IS PRETTY!



ALL HAVE ARRIVED EXCEPT ONE...WHEN, OH WHEN?



ST. JOSEPH CHURCH, OUR HOST