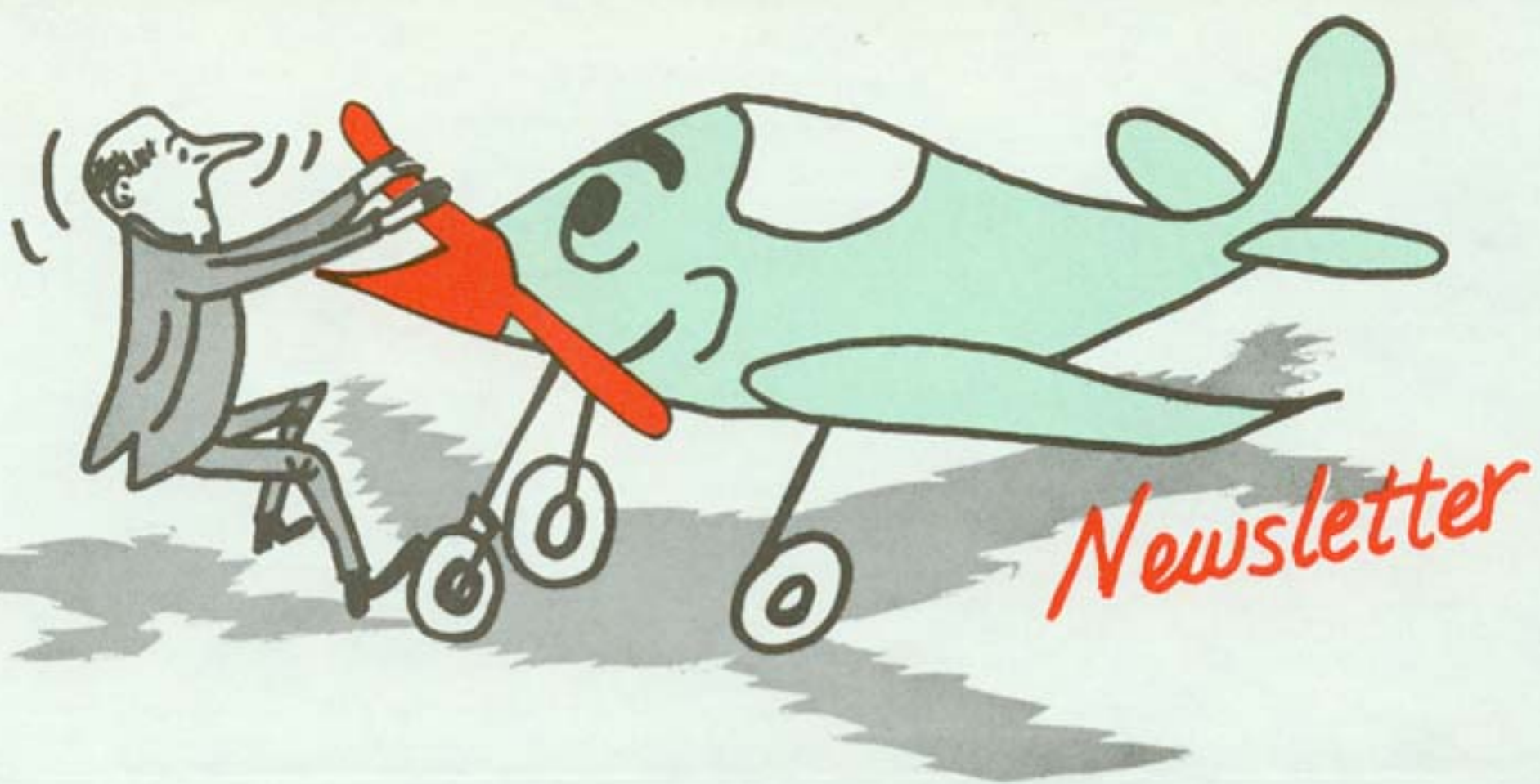


N.A.P.P.



VOL. XI

FEBRUARY 1984

NO. 4

MESSAGE FROM THE PRESIDENT

HUSH PUPPIES - On the Feast of the Presentation of Our Lord in the temple on February 2, this thought came to me as I read the names of Simeon and Anna. I would imagine that in all our parishes there are certain lay people who edify us priests. Such a person in our parish is Joseph A. Vogel. Joe will be 85 this May. Now a widower, his daily schedule runs something like that of a Monk. He is up at 5:30. After dressing, he gets his breakfast and then begins a long list of prayers. Shortly before 7 o'clock, he drives to the local shopping center and walks around the property...a distance of three miles. Then Joe is off to church. He lights candles, pauses for a few prayers at the statue of our Blessed Mother and begins the Stations of the Cross. He attends two Masses daily and is our chief bell ringer. Following Mass, Joe returns home, writes letters, and keeps himself busy. He prepares his own lunch and then takes a nap. He has dinner at the rectory every Monday; at the Rotary on Tuesdays. He eats dinner with neighbors the remainder of the week and spends Sundays with his son.

Some years ago when Joe was vice president in charge of sales for the Wolverine Shoe Company in Michigan, he happened to be in Nashville, Tennessee. That was the scene of one of our most successful conventions hosted by Father Bill Bevington. While at table, he and the maitre d' struck up a conversation. The question was what the hotel restaurant did with meat that was left over. The maitre d' said it was given to the local hunters who made up some concoction called Hush Puppies to quiet the barking dogs. He thought this would be a catchy name for a new type of shoes. The president of the company was impressed; so were the salesmen. The advertising company was not. So Joe had to sell his idea to them. They saw his point. And that is how the name Hush Puppies came into existence. They go back to Joe Vogel - a fine Catholic man who edifies all of us at St. Margaret Mary.

I talked with Mel Hemann on Saturday. He said that plans for our summer convention are moving right along. Mel and John would appreciate receiving your names and approximate times of arrival so they can make the necessary arrangements. Archbishop Frank Hurley of Anchorage, Alaska expects to be there. So get your Hush Puppies ready for a gala event.

JOHN A. DOMPKA

BRIEFS FROM HERE AND THERE...

Rummaging through my disorganized NAPP file I came across a couple of items that pertain to some of the brethren that are still newsworthy, although they are bit on the "old news" side.

From the K of C chaplain's magazine a couple of years ago there is a picture of Msgr. Gilman Chaloult, St. John Valley Council No. 2638 chaplain, Madawaska, Maine. Gil was being honored along with the area priests and nuns at a special banquet and program.

The Winter issue of DIVINE WORD MISSIONARIES, 1981, has a lengthy article on Mission Air Service in New Guinea. The SVD's began flying there on July 9, 1935.

On August 6, 1939 Willy Schafhausen, pilot, and three Divine Word priests were killed. Since Willy's fatal crash in 1939 four pilots of the Catholic Mission of Madang Airways have lost their lives in plane crashes, and along with them, three passengers perished.

On December 31, 1948 Father Glover, an Australian priest crashed upon approaching a strip in the Chimbu Highlands. Loaded with supplies, it was caught in a draft and crashed a few hundred feet from the strip. Father Glover's body was crushed and he died almost instantly.

Bishop Appelhans and Father William Backus lost their lives on July 16, 1951 when a three-engined commercial Dvoer lost its center and main propeller as it was approaching the air strip in Lac and plunged into the waters of the Lac Harbor.

In 1961 on June 17, Father Harry McGee was making a flight to Goroka in the eastern highlands. After being delayed for several hours due to bad weather, he was finally given clearance and took off from Madang. He cleared the main ridge of the high mountains in spite of poor visibility but was unaware of a lone mountain peak standing ominously above the valley. The mountain was covered with rain clouds and fog. At a higher altitude of only 200 feet Father would have cleared the peak, but as it was, he crashed into the mountain head-on.

One of the most tragic plane crashes in the whole history of the Catholic Mission to date occurred in June of 1965. Father Joseph Walachy, the pilot and assistant Regional of the vast province of New Guinea was bringing the Regional himself, Father Payer, to the highest main station in New Guinea, Denglagu. This airstrip is about 8,000 feet above sea level and reputedly the second highest strip in the world. Nothing is more unpredictable in New Guinea than the weather and even though the plane took off on a clear and sunny day, by the time they reached the gap, there was no visibility. From evidence gathered after the crash, it seemed that Father Walachy momentarily saw that his plane was headed toward the peak of the mountain. He tried to stall the plane and so it was that the belly of the plane hit the mountainside instead of its nose. Unfortunately, beneath them was nothing but a sheer mountain drop of hundreds of feet. The bodies of the two priests were found several days later and the engine was located nearly intact.

One of the most experienced pilots in New Guinea was Father Hoff, with twenty thousand hours of actual flying time to his credit. Yet, he too, became a flying statistic.

Perhaps the most ironical casualty in the history of aviation in New Guinea was the case of Brother Ben Seng, a native of Australia. For several years he had flown in the service of the Mission, but decided to give up flying. He did continue to fly commercially as a passenger and in early 1981 he became a statistic when a pilot error caused him to lose his life.

Still, Divine Word Missionaries continue to risk their lives in the service of their people. Among others still flying in New Guinea is Archbishop Leo Arkfeld, the oldest flying Divine Word Missionary in that Country. He has flown so many miles that if put together he would have traveled to the moon and back two times.

(Editor Mel's note: Old timers in NAPP may remember that NAPP member Arkfeld informed us of the death of fellow NAPP member Walachy after the accident occurred. We still hope and pray that fellow Iowan Arkfeld will be home for a visit this summer and join us at the annual convention).

Bert Papowski, OFM, writes from Pulaaski, Wisconsin:

Just a quick note to wish you a blessed New Year and I certainly hope that the gathering at the joint jubilee celebrations at the Remann farm will be a great success and I hope that the tentative dates of a scheduled Mission will change thus allowing me to attend.

Another reason for this little quick note is to let you and the association know that I've earned CFII rating on Dec. 10, 1983. It seems like a good way to keep current and there is some opportunity of flying a little bit more in doing a little instruction here and there. I don't even know if you keep track of those kinds of things among your files but it represents some concentrated effort to achieve and I just wanted to share the good news.

Sincerely in Jesus.

(Congratulations, Bert, from all of us).

Jerome K. Odbert sent the following on December 30th from Cleveland:

The Peace of Christ!

The reason for this letter is not to make you think you have to attend the Missioning Ceremony, but rather to ask you for Prayers as I begin my work in Wau, Sudan.

After 2+ years of talking about going to Wau and 2+ years of lessons as a pilot (in case we get a plane there), the actual departure date is set for January 16, 1984. After about a week in London and maybe a week in Rome, I will be joining 4 men already in Wau--where there are no phones, almost no roads, and no electrical power except what we generate ourselves for a few hours in the evening. The residence and the school will be finished by the start of their school year in April, 1984.

Since no "sugar daddy" has come down the Pike to give us an airplane, I will be teaching at Loyola Secondary school and finding out about the local "aviation scene" for the first year. When I've answered the many questions involved in having/using a "Missionary Aircraft" in a Third World country, maybe WINGS OF HOPE (St. Louis) and/or MIVA Washington, D.C. & Holland) will be able to help us locate the funds for a plane.

I expect to be at Wau at least 2 or 3 years, so lots of your prayers will be needed! My address will be: Loyola Secondary School, P.O. Box 2 Wau, Sudan, AFRICA

(The above was sent to many. He added to the letter the following):

Dear Mel,

Peace!

This is by way of telling you I will not be sending in my dues and to ask you to take my name off your mailing list -- unless you want to more than double your postage and send the letter to the Sudan in Africa. Thanks for all the info the past year. Please pray for me and for us at Wau. (Editor's note: It has always been the policy of NAPP to include all those engaged in missionary work as members. At present we are sending the newsletter to 7 members in foreign lands, exclusive of those in military chaplaincy. So, Jerome, you will continue receiving the newsletter. It will be good to hear from you periodically).

Our other African missionary, Pat Patten, sent the following dated December 14, from Tanzania, East Africa.

Happy Christmas! And thanks to all of you for making this Christmas even possible for some who, for sure, would not have lived to see it otherwise.

The airplane, which my Bishop asked me to raise funds for and to purchase, is finally here and in service after a year-and-a-half of preparation. Many of you played a part in its purchase and outfitting. And many more of you gave the moral support and encouragement I needed to see through all the paperwork, buying, and personnel coordinating involved in getting a \$250,000.00 project off the ground. Despite the frustrations that were part of many stages of the process, it has all been very worthwhile.

In its first week of operation, the plane brought medical help to more than 400 people who otherwise would not have received it. Four of them almost surely would have died - a child bitten by a poisonous snake; a woman whose unborn child died and so infected her that she needed immediate surgery and amputation of one leg; a man with an infected appendix; and another with severe malaria. There were others: lepers, nearly terminal TB carriers, children severely dehydrated from diarrhea, and on and on. The advent of the airplane brought lots of raised hopes, a multitude of new possibilities, and of course the usual share of frustrations.

One afternoon while testing a radiocall unit we had just installed, a mission 150 miles from the hospital asked for help. A Landrover had overturned on a bush road and the driver was paralyzed. The Flying Doctor plane from Nairobi couldn't get there for four more days because of other emergencies. Our plane had not yet arrived in the country. All I could do was to sit and share the frustration of the doctor. That won't happen anymore with the plane now in service.

Tanzania still has its lion's share of problems. In the new capital city three thousand people died of malaria this year because there was no malaria medicine. We flew a man with severe TB to the hospital there. He was admitted, but was asked to leave a few days later along with hundreds of other patients because of cholera outbreak. The doctors feared that the sick would be more susceptible, so they asked those still able to walk to leave. The sick man said in frustration and desperation: "In the hospital I'd die of cholera; out of it I'll die of TB."

Fortunately the Diocese has its own TB hospital. And the airplane makes transport to the existing, but widely scattered facilities, much easier. In fact, with the fuel shortage still severe it is often the only transport available. And people live.

I can't describe how great it is to see the faces of people who have returned well from the hospital who otherwise would have died were it not for the airplane and radio network. For me, these past few months have been a really high experience. The enormous possibilities that the plane has to offer are unbelievably uplifting. It's like standing week after week at the top of a mountain, forgetting the small troubles and being thankful for a larger creation. I'm the one who feels it. But you're the ones who've made it happen.

Were I to try to say thanks to all who were involved in turning the airplane dream into a reality, I would surely miss some very important persons. But let me still name a few: (I am taking the liberty of editing out a few names. Editor).

My parents who let me turn their kitchen into an office for a year-and-a-half; who ran countless errands, and who loaned me a van for all that time to pick up tons of supplies.

The Irvin L. Young Foundation and Mrs. Fern Young who donated the plane and its navigation and communication radios.

The Raskob and Koch Foundations that supplied the ground-based radio-call units and spare parts for the plane.

Bill Edwards and Wings of Hope who outfitted the plane and gave many thousands of dollars of supplies, spare parts, service, and advice.

Jim Creighton of Ozark Airlines who flew the plane 64 hours from Saint Louis to Nairobi, free of charge, and who said after the flight: "You can't pay someone enough to fly a single-engine airplane across an ocean, so I might as well do it free."

Darrel and Mary Yoder, a Pan Am 747 pilot and hospital social worker who volunteered two months of their time to help us begin the project.

Leopold Gattringer, our pilot, who daily flies doctors and medicine into, and critically ill patients out of, airstrips that most other pilots wouldn't even recognize - or if they did recognize the strips, wouldn't ever dream of landing on them.

Doug Grates, my cousin, who volunteered to return to Tanzania and use his formidable skills as an aircraft mechanic to maintain our plane.

The many of you who contributed to the \$132,412 that the project has already raised, and the promise of \$104,000 still needed till it becomes self-supporting within the next few years.

I wish you could see the difference that you make in the lives of people here. Thanks for letting your lives touch ours. You really make the meaning of Christmas come alive.

(You will recall that the past two years our contribution went to Pat and Wings of Hope).

The Winter issue of SHARE, C.D. of A. publication in 1981, contains the following: Parishioners, friends and relatives of Msgr. Alexander O. Sigur of Lafayette, LA filled our Lady of Fatima Church at Saturday Mass on September 19 to celebrate with him his 35th ordination anniversary. During the celebration, Msgr. Sigur renewed his commitment to the priesthood and Sacrament of Holy Orders. Principal concelebrants with the jubilarian were Bishop Jude Speyrer of Lake Charles, Bishop Lawrence Graves of Alexandria-Shreveport, and Msgr. Irving A. DeBlanc, Lake Charles, who was also homilist.

Msgr. DeBlanc described Msgr. Sigur as "servant, listener, teacher," and praised his zeal, enthusiasm and capacity for friendship. Msgr. DeBlanc, a former chaplain of the USL Catholic Student Center with Msgr. Sigur and Bishop Speyrer, noted that four generations of chaplains were in attendance, including Father Don Piraro, the present chaplain.

Special concelebrants with Msgr. Sigur were his associate pastors at Fatima, Fathers Blessing and Trahan, and two Jesuit priests in residence, Fathers Eugene Bannin and Ignatius Fabacher. Also joining in were some 25 area clergy. Msgr. Sigur, a native of Crowley, was ordained for the diocese in 1946, earned a Doctor of Canon Law degree from Angelicum University Rome; was assistant chaplain at the USL Catholic Student Center. He was editor of the "Southwest Louisiana Register," a diocesan newspaper from 1954 to 1967; pastor of St.

Genevieve's Parish, Lafayette 1967-70; rector of Notre Dame Seminary, New Orleans, 1970-74. He was appointed Vicar for Pastoral Planning and Development in 1974 and in 1975 was appointed to his current post, pastor of Our Lady of Fatima Parish, Lafayette.

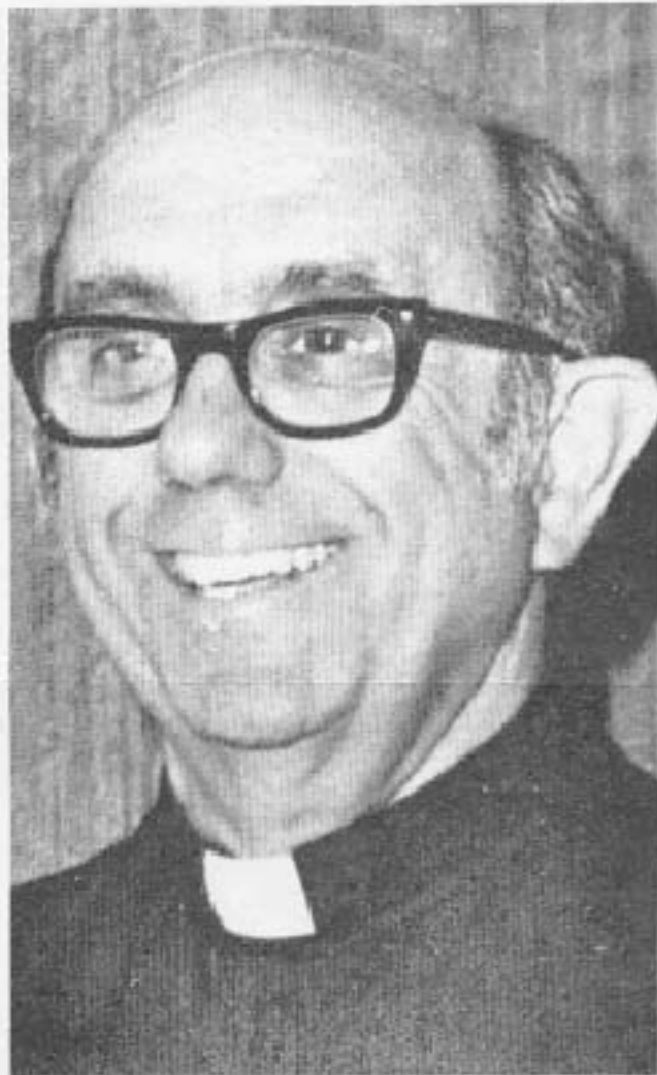
He was made a monsignor in 1961; has served as national chaplain of the National Newman Club Federation; state chaplain of the Catholic Daughters of Louisiana from 1952-1956; and diocesan chaplain of the Knights of Columbus. He has served on the diocesan tribunal, and been active locally and nationally in the Federation of Priests' Councils. Since 1979 he has been vicar of the Lafayette City Deanery

Following the anniversary Mass, members of Court Our Lady of the Rosary helped host a reception in the parish gym. Several hundred parishioners, friends and relatives joined Msgr. Sigur.

Don Eder sends the following note from the Logansport State Hospital in Indiana.

For some reason or the other I get the compulsion to drop a few lines of news or something to you. I hope to get out for the great gathering of the clan in July... but then who knows what might happen by then. My V35 is

getting some work done on it in the manner of overhauling the autopilot..and maybe a new paint job if I can wing it. Right now thought I find myself in a real dizzy world. I'm full time director of staff education/training at this hospital. The other Catholic Chaplain got killed two weeks ago so I fill in for him too. I'm the pastor of a small parish ten miles north of town where we have a church, hall, CCD program, etc, etc. Then for Christmas I got from the chancery office another parish in Logansport that I'm now pastor of with 250 plus families, a parish school, gym, and all the trimmings. So, in case you think I'm not too active in the NAPPers it's something that has to be down the line in priorities right now....and it all looks like so much fun too!



Msgr. Alexander O. Sigur



A REMINDER! The Midwest Region will have its Spring meeting in St. Louis April 30th. Highlight of the get together will be host Fr. Ray McKee, CSSR, giving us time to have a look at WINGS OF HOPE.

Ray's address: St. Alphonse Liguori Church
1118 N. Grand Blvd. St. Louis, MO 63106
314-533-0304

Ray is presently on the West Coast so haven't been able to finalize plans with him. However, there will be another newsletter before the meeting date. What is important now is to get the date on the calendar.

PLEASE!!! When you move, fill out one of the P.O. change of address cards and include NAPP in your mailing. It's unbelievable how many letters come back each time because YOU didn't notify us. It costs us 25¢ for each one of those.

This summer's convention will have another twist to it in that it's not only the celebration of three of us in the religious life but also that our co-host will be one of the charter members of FOPP, Inc.

Those of you who were in Anchorage in 1981 recall that while we NAPPers were slaving away at all the important issues on our agenda, our guests departed to one of the local establishments for a meeting of their own. It seems that after a few (hic) drinks it was determined that the friends should organize. Hence was born FOPP. Friends of Priests Pilots. Officers were: Katie Kelley, SND, president; Gil Miller, VP & Corporate Pilot; Secretary, Edwina Tabares; Treasurer & Sp. Director, Dick Remmes; Associate Corp. Pilot, Matt Hemann; Assistant Corp. Pilot & Corporate Clothier, Dale Heimer. Due to extremely hectic schedules FOPP has not met since July of 1981. Matt Hemann, the Associate Corporate Pilot, is hosting this year's NAPP convention on his farm. To date FOPP president, secretary and corporate clothier have indicated they will be present. We hope that more FOPPers join the NAPPers for this convention and reunion.

To date (2-13) we have 9 reservations in for the July convention. Plans on this end are going along as planned at this point in time. The three of us are meeting within a few days to begin the planning of the Liturgy for Wednesday, July 11 at 2:00 PM. One thing we would ask each of you to bring is your alb and stole since this Mass will be a Mass open to all our friends and relatives.

On the right you see the parking area at the Hemann municipal cow pasture is already beginning to fill up. There are still parking spots available but get your reservation in EARLY to be assured of a good spot.

The next issue of the newsletter will carry more details as to location, nearest nav aids, airport elevation, etc., etc. Meanwhile, get the reservation in.

Last night I spoke with President John Dompka and Treasurer Charlie Teufel about the need for doing some culling on our NAPP membership list. As mentioned in the last newsletter it has been some time since anyone took the time to go over the list and take out those names of individuals who probably, for one reason or another, are no longer interested in membership in NAPP.

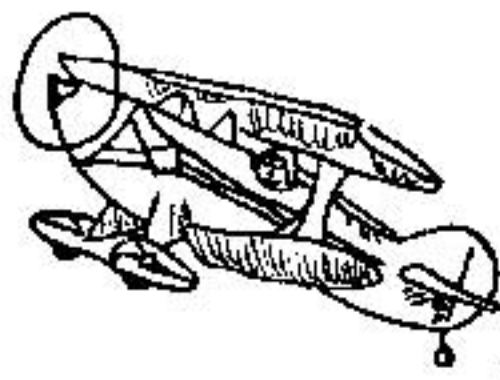
Those who have not sent their dues in the envelope that was in the last mailing will find another dues envelope within this mailing. Those who have not responded by April 15, when the next issue will be published, will have their name taken off the mailing list. It is our hope to do some serious thinking on this matter at the convention this summer.

After reflecting on the letters from Pat Patten and Jerome Odbert in Africa and reading the article on the SVD's in New Guinea the \$10.00 annual dues premium is a small price to pay for the support we can offer these men who are so vital to so many people in the Third World. While our ability to financially support them is very limited I know they do appreciate the moral support we give in that we do help bring about the needed changes in attitude with fellow clergy and laity that enables them to see that the airplane is indeed a viable tool in evangelization.

NAPP policy has always been that those who couldnot afford the \$10.00 but wanted to belong would automatically be considered members in good standing. Charlie tells me that one member sent in \$40 in addition to his annual dues to pay for someone who couldnot afford it. Anyone else wishing to follow that good example certainly does all of us a big favor. Send that ENVELOPE in TODAY!!!

SEND ALL NEWS ITEMS TO:
Mel Hemann
P.O. Box 309
Preston, IA 52069





Come join the fun at the
NAPP CONVENTION and
HEMANN SILVER JUBILEES.

July 10-11, 1984

Visitation Church and the Hemann farm
Stacyville, Iowa

Hog
Roast

Sky
Diving

Convention
Meeting

Hangar
Flying

FAA
Seminar

Mel Hemann
319-689-5161

Matt Hemann
515-737-2167

Name _____

Address _____

City/State _____

Arrival by:

- private plane N _____
- commercial flight # _____
- car

ETA _____
date/time

ETD _____
date/time

Reservations to:

Mel Hemann
PO Box 309
Preston, IA 52069