

N.A.P.P.



VOLUME XXVIII

DECEMBER 1990

NO. 3



HOLIDAY GREETINGS FROM THE PRESIDENT

I hope the December chills were warmed by the joyful expectations of Advent and the hope filled celebrations of the Christmas season. EMMANUEL. And if He is with us, who can be against us! He is the wind beneath our wings.

Bishop Thomas Lobsinger of Whitehorse says it was -41 degrees F. there in November. Somebody sent him a Tanis heater for the C-182RG.

Are you planning a winter vacation? Getting there and back with you as pilot is half the fun. May the time off refresh the body and soul for an even more effective ministry. Perhaps someone will organize a January NAPP get-together on some tropical aisle. SIGH!!!!

Oremus pro invicem,

Frank Nemmers

Frank Nemmers



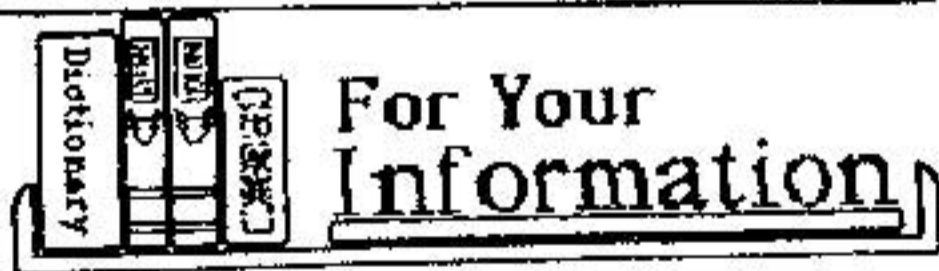
It is that time of year again. Christmas - New Year - and all that entails. It also means we include in this letter the annual dues envelope. Once again we urge you to respond as soon as possible. It certainly makes our work a bit easier when you do that although I have resigned myself to the fact that some of you just will not cooperate. Once again - PLEASE - get that \$15 to Treasurer Bill.

Pat Patten has sent a rather interesting letter from Tanzania. The letter is reproduced elsewhere for your reflective consideration. What Pat has to say is something I have thought of a number of times myself. Perhaps some of you would like to share further on this subject in future newsletters. Our sharing may be of benefit to all us sky pilots.

Included are thank you notes to Treasurer Bill Roche from Archbishop Frank of Anchorage and Bishop Tommy of Whitehorse in response to MAPP gifts. Frank was given \$500 for hosting us in such grand style last July; Tommy was the recipient of our annual \$1000 donation.

At the suggestion of my brother Ev I wrote to Pat Patten and asked if we might send his excellent article in the last newsletter on to other Catholic publications. Parts of that letter are included in the BRIEFS FROM HERE AND THERE

Dave Hogan is just finishing a sabbatical at Notre Dame. Before leaving the parish he "forgot" to send the Commercial/Instrument videos to Tom Geelan. Ergo, Tom will have them till March 1. Tommy, you're on after that.



Thomas Geelan
921 12th St.
Boone, IA 50036-2245

(January - February)

COMMERCIAL/INSTRUMENT CONTACT:

[or]

Bp. Thomas Lobsinger
5119 - 5th Ave.
Whitehorse, Yukon Terr.
Y1A-1L5

(March - May)

MEL HEMANN
P.O. Box 309
Preston, IA 52069



Flying Medical Service



P.O. Box 3044, Arusha, Tanzania, East Africa

14 November 1990

Dear Mel,

I recently received a copy of the 1990 N.A.P.P. directory. As I was reading the introductory page, a rather disturbing thought crossed my mind. I thought it might be worth sharing with other N.A.P.P. members.

The descriptive note on our membership application brochure indicates that the Flying Padres are among the safest groups in aviation. The facts show otherwise. Alarminglly otherwise.

On page 72 of the July 1990 AOPA magazine it states that "during a recent year, one out of every ... 1,230 [pilots] had a fatal accident." That means that if the average American pilots a plane for 50 years, he has a slightly more than one in 24 chance of dying in his plane. That's not too bad considering that during the same 50 years the average American has a one in 100 chance of dying in a car crash.

What's disturbing, though, from the death announcements in our membership roster, is that we members of N.A.P.P. have a 44% chance of dying in our airplanes! Nearly half of us will be killed in plane crashes. Now that's scary. What's happening?

I do think that it would be a worthwhile topic of discussion at the next convention.

I say this because, as one who has worked with hospitals and in health care for many years, I know that the vast majority of car crashes into freeway bridge abutments are considered suicides. I also know that priests, because of lifestyle and expectations and ever decreasing numbers, are often under much pressure, often overworked, and often lonely for reasons which need not be elaborated on here.

The question, then, is: are we doing enough as an organization to address this alarming safety issue?

I am not, of course, suggesting that most or even many of the accidents that claimed the lives of almost half our dead members were suicides. But perhaps some were. Almost certainly some, maybe most, were due to pressure, overwork, stress, depression, or fatigue. I do think it an important topic to address.

Your thoughts?

Pat

Pat Patten, C.S.Sp.

Director
Flying Medical Service



BRIEFS FROM HERE AND THERE

NEWS ITEM FROM PRESIDENT FRANK NEMMERS:

The brother of Father Henry Haacke (d. 1988), Paul Haacke of Covington, Kentucky died of cancer on 28 November, 1990.

Paul's daughter, Mrs. Ann Haegele, is a FOPP member. She took care of uncle Henry during the 1989 25th anniversary convention in Kentucky. Since then she has attended several other conventions, including Alaska 1990.

Our prayerful sympathy is extended to the family.

May Paul and Henry rest in the peace of the Lord.



*Diocese
of
Whitehorse*

8119-5TH AVENUE
WHITEHORSE
YUKON TERRITORY
Y1A 1L5
14031 667-2052

November 8, 1990

Dear William;

Methinks it doth behoove me to get with the writing and let you know that your cheque and note were received yesterday. Thank you very much. I really do appreciate the great thoughtfulness and generosity of all these characters called "priest pilots."

I do believe the camaraderie was even more satisfying than the monetary fringe benefits. By the way, we'll use that to help build a small missionary church away out in the boonies - in a small native village called Telegraph Creek.

The flying in the new plane went well this summer - managed to put on about 30 hours. It flies well in snowstorms also! We we could send you our present weather -5 degrees F. - and a real blizzard in progress.

Many thanks again William and lots of blessings on your endeavours.

Sincerely,

Bishop Tommy

FROM THE LORAS COLLEGE, DUBUQUE, IOWA ALUMNI MAGAZINE:

Rev. John W. Hemann (class '56) will celebrate his 25th year of serving as a Catholic chaplain with the Iowa Army National Guard in April of 1991.

Hemann was promoted to the rank of Colonel as a Chaplain with the Guard and was appointed the Senior Staff Chaplain for the State of Iowa on September 9, 1989. He became pastor of St. Boniface Parish in Garner, Iowa, on July 10, 1990, having been transferred there from St. Patrick Parish in Cedar Rapids, Iowa.

[EDITOR'S NOTE]: On December 10, 1990, John was called to 139 days of active duty. He reported to Ft. Dix, NJ, along with 8 other priests and 10 Protestant chaplains, for several days of orientation. The 19 then left for Germany where they will take the place of active duty chaplains who are being deployed to Operation Desert Shield. John will be stationed in Nürnberg.



ARCHDIOCESE OF ANCHORAGE

October 2, 1990

Rev. Bill Roche
Church of the Good Shepherd
3200 Harbor Street
Pittsburg, CA 94565

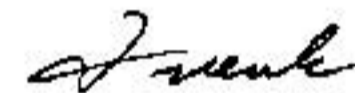
Dear Bill,

Many thanks. It was my pleasure to have the gang.

I heard about your "overnight" on the tundra.

God bless.

Sincerely in Christ,



+Francis T. Hurley
Archbishop of Anchorage

Flying Medical Service

P.O. Box 3044, Arusha, Tanzania, East Africa

Mel Hemann
P.O. Box 309
Preston IA 52069
United States of America

21 November 1990

Hi Mel!

Just yesterday I dropped a letter to you into the post box. What a nice surprise getting one from you today.

You're right. I didn't get the N.A.P.P. newsletter yet. They come surface mail and usually take about seven to ten months in transit. I'm honored that you published my Easter letter. And even more so that you felt it worth sending to some other publications. Of course you're welcome to use it in any way you wish. I had thought of sending it to the National Catholic Reporter early next year along with some other reflections as part of a Lenten series. But I really don't have time to put it all together. So welcome!

I've been so busy trying to write up some funding proposals, and keeping two aircraft flying full time, and a 30 student boarding school for handicapped adults in operation, that there is precious little time for anything else. Actually, I was thinking -- and having mixed feelings -- about using that letter to try to raise funds for a small ambulance which we need badly to transport patients from the airport to the hospital. In the Easter letter I mentioned that we didn't have an ambulance. Something will work out.

By the way, if you do hear of anyone who would like to contribute to our work, we're in a particularly tight situation right now, needing soon a new engine and prop for one of our planes. That in addition to nice wishes -- the ambulance and a couple of oxygen bottles and regulators for patients. My mother handles all of my Stateside finances. If you know of anyone who might be interested, checks can be made out to *Fr. Pat Patten, C.S.Sp., mission account*; or to *Flying Medical Service c/o 1758 Manchester, Detroit MI 48236*.

But please, Mel, use the letter as you see fit. I did not write it to raise funds. In fact, I sometimes think that using experiences like these as fund-raisers somehow cheapens the message. Others don't share that feeling. But it's one reason I never ask for funds in my circular letters.

Congratulations on the possible new position offered to you by the archbishop. You sounded enthusiastic. And I do think you'd be good in the work. I hope it develops along lines that continue to look good to you.

Enjoy your week in Florida.

Hope you had a happy Thanksgiving.

And best wishes for a beautiful Christmas.

Pat

Pat Patten

