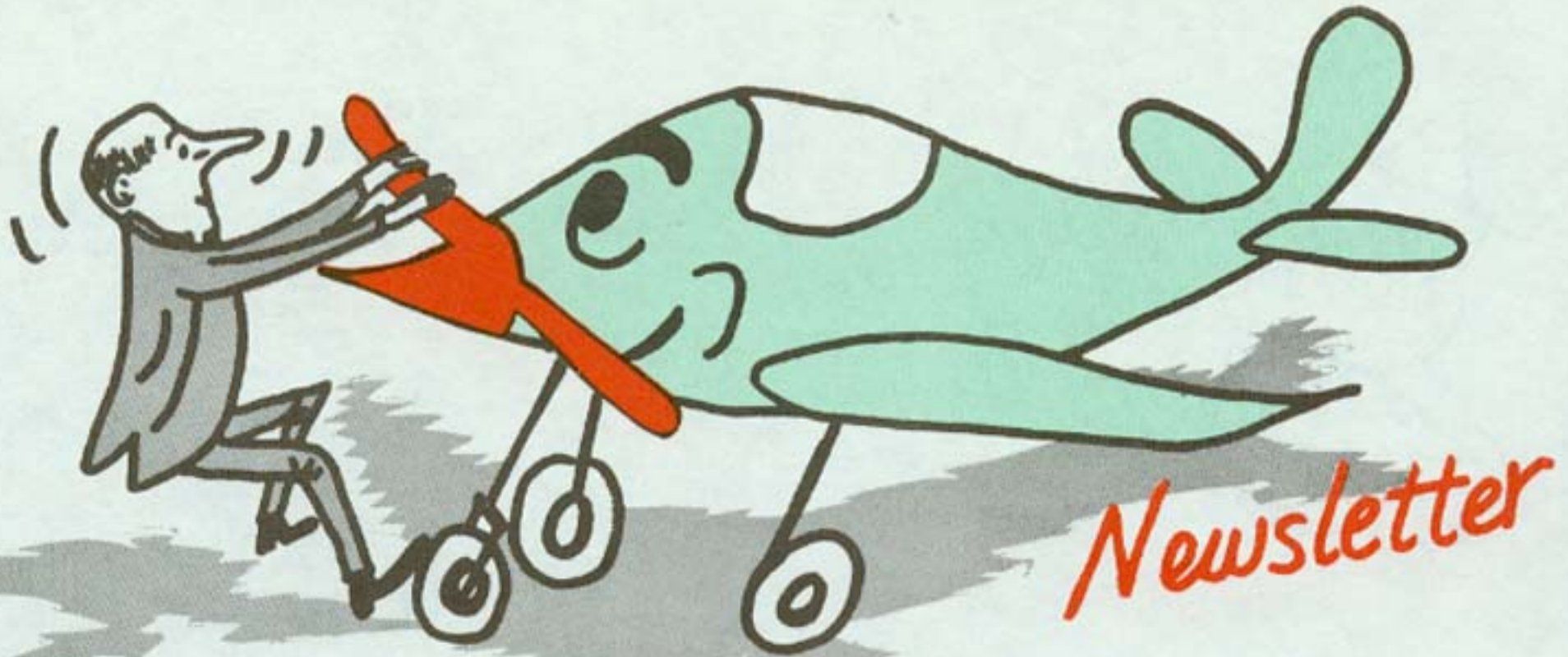


N.A.P.P.



VOLUME XXV

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1987

### THE PRESIDENT'S MESSAGE



"SHEPHERD I" -- What an appropriate name for our Holy Father's jumbo jet that brought him to our country for nine exciting days. If anyone ever had any doubts about the value of the airplane in church missions this trip should dispel them all, for his trip was essentially missionary, like some of those of St. Paul, visiting members of the family, encouraging them, assuring them of his love and compassion, teaching, correcting and inviting others to know Christ.

We were fortunate in the Nashville area to have complete coverage on Cable Television, another powerful missionary tool. Thanks to the programming produced by CTNA and EWTN, two Catholic T.V. enterprises that worked together on this one, an interesting combination of the institutional and prophetic. Mother Angelica, an example of a modern miracle, has a number of devoted followers from our parish. She has visited here several times and two of our members serve on her board.

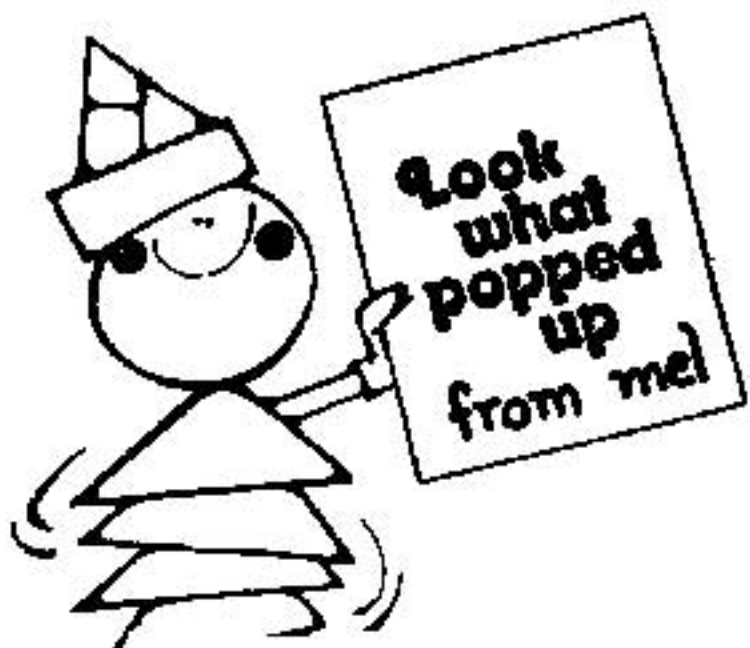
One cautious reminder to us pilots from the trip -- the power of the wind, as evidenced by the toppling of the two towers at San Antonio, Texas.

I am sorry I missed the meeting in Urbana, but the time you receive this letter, I will have been to Kentucky to confer with Henry Haacke and Al Ruschman on the 1988 Convention.

Best regards,

*Bill*  
Bill Bevington





1. By this time you have read Bill's interesting reflection on the Holy Father's trip. I'd never thought about it in exactly that way. That's Bill!

2. This letter will also contain the first informative news on the 1988 convention. Co-founder Henry's letter indicates that we will have a lot to look forward to next July. For those of us who were there 25 years ago it should be interesting. If you haven't already done so, mark July 12 & 13 as a MUST for next year.

3. The bad news is we have another of the brethren's tragic death to report. Richard (Rickie) Réder of New York went in with his KR-2 home built. I'll include some of the newspaper articles that were passed on to me.

There are a couple of very glowing testimonials of his love for others. The tragic thing is there is also one that describes the condition of the plane. Many of us have seen it in the past and unfortunately it is true. Perhaps his haphazard approach to maintenance should give us all cause

for reflection. Just because we are priests I don't think gives us any special privileges. As one of the members said after Preacher Smith's crash earlier this year, "When you consider the number in our organization our record is really not very good." Rickie, may you rest in peace and may the rest of us be just a bit more careful.

4. George Kern did a masterful job of hosting the Fall Midwest Regional meeting. We began with a tour of the University of Illinois' flight school at Champaign. Then off to Frasca Field in Urbana. The field is owned and operated by Rudy Frasca, developer of the Frasca simulator. Rudy also has an antique museum. That was the first thing on the tour. The rest of the afternoon we had the simulators all to ourselves. One single engine complex set-up, a multi-engine and a helicopter. Needless to say the three hours went very quickly. Dinner brought the day to a close. Just as we were ready to go a wild storm - high winds and heavy rain - came through. That held up the departures for about 15 minutes. Once air born all went well.

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PROGRESS REPORT NAPP

FROM HENRY HAACKE FOR WM. S. BEVINGTON

Al Ruschman and Henry Haacke came by auto to Capital City Airport, Frankfort, Ky., Oct. 1, at 11 a.m., to meet Bill Bevington to plan 1988 convention. Bill was delayed by mechanical problems and did not arrive until 3 p.m. Meanwhile, Al & Henry visited Father Theodore Keller, pastor, Good Shepherd Church, Frankfort, who is happy to be the host parish for the 1988 convention. After Wendyburgering together with Ted, Al and Henry utilized the time by visiting Booker Robertson of the Capital Plaza Hotel. Robertson assured us that 40 rooms are reserved for the NAPP meeting at \$40 per room regardless of number of occupants. Hotel is very nice and only four years old. Hotel is easy walking distance of Good Shepherd Church and only two miles from Frankfort Airport. Al & Henry then visited the Chamber of Commerce, which promised full cooperation supplying literature and any assistance available. We also made sure of our welcome at the Frankfort Airport for the convention and that sufficient tie downs could be made available, if necessary, on the grass as the concrete ramp is extensive but only a portion is equipped with tie down rings. Scotty Mitchell, manager of the Airport, was most helpful and said tiedown was only \$1.00 per night.

Bill eventually arrived four hours behind his original ETA and was reminded that even DELTA does better! After a brief introduction to Ted Keller, Fr. Bevington rode with us by auto to Carrollton. En route we stopped at a beautiful summer resort, Perry Peak, and were assured we could be served lunch at Perry Peak on July 13 on the way by van or bus to Carrollton.

In Carrollton we paid our respects to Father John Werner, pastor of St. John Church, who assured us use of the parish hall of Charter meetings memories for pre-prandial gustatory activities following the Silver Jubilee Mass. Mrs. Elmer Moorman, helper at the first convention offered to recruit other helpers at that first meeting to staff the conviviality hour. Al wistfully remarked later that the girls would be considerably older than the U.S. Air stewardesses at Pittsburg. We then had dinner at the Butler Park Lodge and were assured by the management that everything possible would be done to make our 1988 banquet memorable. We then visited with Lou Bunning, Sr., who had hosted Mr. and Mrs. Jerry Mock for us in 1964. He assured us cooperation of his sons in advertising the convention and providing souvenirs. We then returned to Frankfort, where Bill spent the night with Fr. Keller. Al & Henry headed home. A good start had been made.

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INSTRUMENT/COMMERCIAL

1. Joseph M. Nettekoven  
St. Irenaeus Church  
5201 Evergreen Ave.  
Cypress, CA 90630

2. John L. Friederick  
221 3rd Ave. West  
Cresco, IA 52136

3. Ev Hemann  
Loras College  
Dubuque, IA 52001

4. Art Kieve  
3421 W. 9th St.  
Waterloo, IA 50702

5. John W. Hemann  
510 1st Ave. N.W.  
Cedar Rapids, IA 52405

6. Edwina Tabares  
5409 Punta Alta NW  
Albuquerque, NM 87105



# Priest-Pilot Killed in Crash

*Passenger also dies when homemade aircraft plunges into field*



The scene of the crash in Mattituck----- Southold Town police investigate

By Donald Mace Williams

A small homemade airplane crashed head-first into a Mattituck field yesterday morning, killing its passenger and pilot, a Brooklyn priest who had told a fellow pilot he didn't worry about flying the light craft because "God was looking after him."

Witnesses and investigators said the plane hit the ground near a row of houses just before 9:30 a.m. The cause of the crash was not immediately determined, but investigators said the plane had been flying in turbulent weather, with winds of 20 to 30 knots. A Mattituck pilot who owns a homemade plane said no plane of the type should have been flown under those conditions.

The priest, the Rev. Richard Reder, 54, of St. Patrick's Church in Bay Ridge, Brooklyn, had crashed in a homemade plane at least once before, on Aug. 14, 1979. He blamed a faulty propeller for that crash in the ocean, which left him sitting for seven hours on the floating craft, about 20 miles south of Kennedy Airport, until the Coast Guard picked him up.

Reder had repaired that plane, and Arthur M. Schwartz, a Mattituck pilot who has his own homemade plane and was acquainted with Reder through flying, said he believed it was the same one that crashed yesterday.

The identity of the passenger killed with Reder was withheld because her relatives had not been notified. A spokesman at the Suffolk County medical examiner's office said a church official had identified her as an employee of the church. Investigators said the bodies were found on the ground several feet from the wreckage.

The two were believed to have been enroute from Bayport, where the plane was kept, to New London, Conn., for a chapter meeting of the Experimental Aircraft Association, of which Reder was a member. They were in a "KR II" plane weighing about 700 pounds - less than half the weight of a typical small factory-made plane such as a Cessna 150, according to Schwartz.

Schwartz said he last saw Reder's plane about two years ago. At that time, it had been poorly maintained - some repairs had been made with staples - and it "did not look airworthy," he said. He added that no plane of its size should have been flying in yesterday's turbulent conditions. Schwartz said the priest used to joke about repairing his plane with staples.

The KR II is built on plans from Rand Robinson Engineering of Huntington Beach, CA., which are sold for \$165. It normally uses a Volkswagen engine and has a cruising speed of 180 mph.

Kevin Kelly, an engineer with Rand Robinson, said in a telephone interview yesterday that KR IIs have a better safety record than standard factory-made craft, though he did not know how many had been involved in fatal crashes. He said the plane was stronger than the Cessna 150 "and perfectly capable of flying in the same weather." He said 15,000 sets of the plans had been sold since 1973 and 1,200 of the planes were now in use.

The cofounder of the engineering firm, Kenneth Rand, was killed in the crash of a KR II during a snowstorm over the Southern California mountains in 1979. Rand's widow, Jeanette, said in a phone interview from the company headquarters that she knew Reder and that his previous crash occurred because he had built the propeller out of the wrong materials.



Schwartz said the plane is designed so the fuel tank is almost in the cockpit, but the priest persisted in smoking when he flew. "He felt that God was looking after him," said Schwartz.

There was no indication that Reder was smoking during yesterday's flight or that there was an explosion or fire. Geoffrey MacMurdo of Coram, president of the Long Island Pilots Association who was called in by the FAA to assist in the investigation, said it appeared likely that Reder had overreacted to turbulence and pulled loose a control cable. He said a witness, whose name he did not know, had told him the plane seemed to roll sharply and then head straight down.

Asked whether it was prudent to fly the plane under yesterday's conditions, MacMurdo said that he would not have. A witness, Bob Rutkoski, 25, of Mattituck, was spraying a corn field when the plane came down about 100 feet away. "He just went over my head and straight down," said Rutkoski, who ran to a house on Elijah's Lane and yelled to the occupant, Joseph Sullivan, to call police. The house, one in a row of a half-dozen, is 150 yards east of the crash site.

A letter from the Federal Aviation Administration, giving the pilot permission to fly the plane under stipulated conditions, was found in the wreckage, according to Bruce Schery, a physician's assistant with the medical examiner's office. A FAA investigator, Dale Stoughton, would not comment on the crash.

After the accident in 1979, Reder told a reporter he had sat calmly while waiting to be rescued. "I was saying my prayers a little better than usual," he said.

"He was very attentive to his duties, very popular and well liked by parishioners," said Msgr. Joseph K. Parks, pastor of the 9,000 member St. Patrick's Catholic Church, where Reder was an assistant pastor.

#### TRIBUTES TO FATHER REDER

Dear Sir: I am writing this letter in response to the most untimely death of Father Richard H. Reder. Granted, his zest for life would seem foolish to some, but knowing him the way I did only made me realize what a profound effect he had made upon my life.

Our relationship spanned some 27 years and goes back to the time I was a student at St. Nicholas H.S., Brooklyn. He was more than just a priest, he was and became teacher, friend and brother to me. He administered "tough love" with a gentle touch and instilled a deep desire within me to serve the people of God.

He will be greatly missed and fondly remembered. One thing's for sure, his spirit lives on in the lives of all those he came in contact with.

LINDA G. FERRARI

Dear Sir: The funeral of Father Richard Reder was the occasion of a warm, affectionate, dignified farewell by loving parishioners and a multitude of saddened friends to a wonderful priest who had endeared himself to so many.

For a long time the parishioners of St. Patrick's parish will feel the sad loss of Father Reder. They will draw comfort from the recollection of the beautiful, dignified tribute shown to him at the time of his funeral by bishops, priests, former parishioners and friends. It was a loving expression by grateful people to a beloved priest.

MSGR. JOSEPH K. PARKS  
Pastor, St. Patrick's

#### FATHER RICHIE'S GOODNESS

Having known Father Richard Reder from grammar school days in St. Luke's, Whitestone, I was very saddened by the comments both from the pulpit and the press in reaction to his sudden death.

The up-beat references to his "dare-devil antics" and the listing of his unconventional accomplishments created the illusion of a man who was something of a clerical clown. If Father Richard was a clown it was not on the style of Bozo, or of Pagliacci, but more like the character depicted in the film shown at the Protestant Pavilion in the 1964 World's Fair at Flushing Meadow. If Richie was a fool; he was a fool for Christ.

He wrestled with his faith, he danced in the presence of God, he was sometimes scorned by the learned and - always - he touched the hearts of God's children with joy.

God give us all something of Richie's goodness for "...unless we become like little children..."

FATHER JOHN McVERNON  
Whitestone



*For the Rev. Richard Reder, it was not the first time he had crashed. On Aug. 14, 1979 — apparently in the same plane — he plunged into the Atlantic and sat on the floating aircraft for seven hours until the Coast Guard picked him up. Afterward, Reder told a reporter, "I was saying my prayers a little better than usual."*



**ADDRESS ALL CORRESPONDENCE TO:**

REV. MEL HEMANN  
ST. JOSEPH CHURCH, BOX 309  
PRESTON, IOWA 52069



briefs from here and there

This letter comes from new member, Brian Ballard, OMI, Church of Our Lady of the Snows, Fort St. James, B.C. It is addressed to Everett Hemann:

Thank you for your letter and invitation to join NAPP. I didn't know such an organization existed.

Altho I won't be able to attend the meetings (my little putt putt doesn't have the extra putt) I would like to be in touch.

I'm not sure what Chris said to you but here is a poster we have used for vocations and fund raising and a letter I've sent out to a few places regarding what I do and what's up my sleeve.

God bless you and your ministry and air time.

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Northern B.C. is a big chunk of land. The north begins just a bit south of Cache Creek in central B.C. called the Cariboo. Rural towns along the only highway snaking northward are the few landmarks indicating human habitation.

The territory I see is from a small 1948 bush plane. Looking across the expanse of rocks and trees far away from the highway I see other signs that people live here. Logging and mining leave their tell tale tracks of clear-cut forest patches and gouged holes. Nestled unobtrusively in the surroundings are small groups of native aboriginal families. Their log cabins and river boats are welcoming hands for me as I land at their campsites and villages.

There are six major villages comprising 40-300 people each. There are some 20 smaller one and two family seasonal dwellings that I also go to when time permits. All in all there is 55,000 square miles of Canadian bush from the Cariboo to the end of the Rocky Mountains that is my parish.

Over a hundred years ago Oblate Fathers and Brothers came into this land by snowshoe, dogsled and horseback. At times they used Chevys and bush cycles. Twenty years ago Fr. Ivan was trudging across a lake during a snowstorm when a Beaver aircraft landed beside him. The commercial "Bush pilot" encouraged him to consider a light plane with which to travel the back country. Since then we have had a plane to travel in due to the persuasiveness of that pilot and warmth of the plane.

As the outlying villages receive electricity or have access to light generators we try to bring in audio-visual aids and other means of expressing our faith to the children and adults. In conjunction this year with a Frontier Apostle volunteering her time as a catechist some great things have been happening in the villages of these Carrier and Sekine Indian peoples.

These great things are consistent quality in adult and elementary faith formation. Alongside leadership initiatives and a deepening awareness of Christ through sacraments is the presence of a priest and resource personnel.

Due to weather conditions, distances and other commitments we only stay in each village from two to five days before moving on. Besides survival gear we carry supplies, catechetical aids and personal effects that will be needed. Often times a guitar comes along for the ride.

Originally a PA-18 or Supercub was purchased to carry just the priest, gear and an occasional passenger. Those were the days when Indian residential schools were operating. The children were able to receive excellent religious instruction from the sisters, brothers and priests. Now that the residential schools (that were centrally located away from the reserves closer to the main centers) have closed their doors it is up to the missionary to provide all that he can in these smaller out of the way places.

Four years ago a PA-14 or Family Cruiser was obtained. Having the same horsepower as the "Cub" but with more room it was able to pack quite a load load plus two daring people. It was adequate most of the time. As interest increased and stability fostered due to the work of the Frontier Apostles, our services and supplies increased. With full long range tanks in the wings we were often overweight. We still managed to pull out of the water with floats during the summer or out of the snow with skis during colder months.

The terrain I fly through comprises the interior coastal mountain group. The coastal glaciers and continental Rockies are my borders. It's a rare day that I see flat land. If God speaks in the gentle breeze then He is mostly silent in these parts. Sometimes I think it was the wind and not water that carved the mountain canyons.

Over this past year there have been more than a handful of "by God and by golly" moments. Those moments have been a matter of fact thing when I had been alone in the past. With a wide eyed catechist on board this year I felt we had better add a bigger engine to compliment the grace of God.

I am in the presence now of putting the necessary pieces to fit a remanufactured O-360 180 Lycoming engine on my plane. The estimate is around \$15,000 in U.S. funds for the total package. I have already raised \$5,000. If you can contribute toward the operation of this "fly by day" missionary experience be assured of our prayers and appreciation. All of our benefactors are prayed for daily.

Thank you.

Fr. Brian Ballard O.M.I. Church of Our Lady of the Snows; Box 10,  
Fort St. James, B.C. V0J 1P0

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## Scenes from the

MIDWEST REGIONAL MEETING  
URBANA, ILLINOIS  
September 28, 1987





