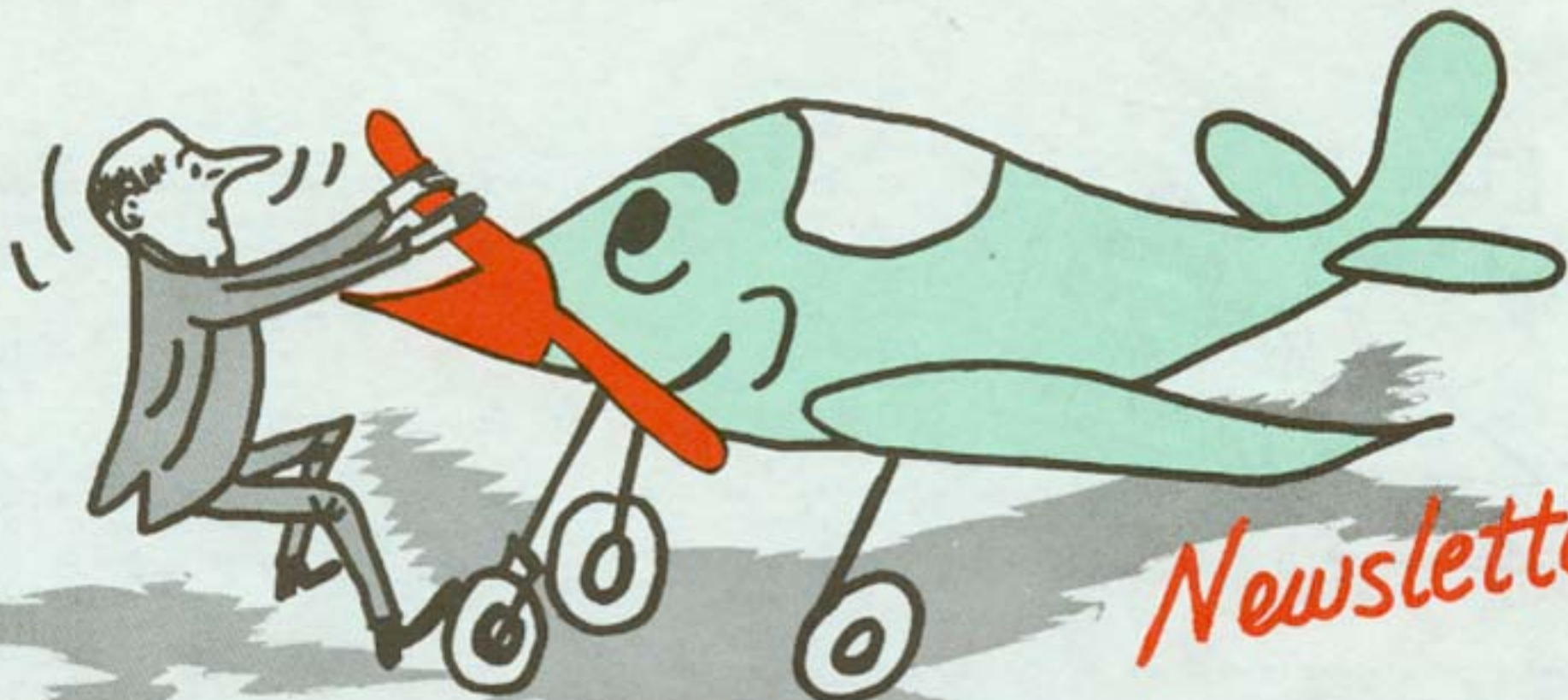


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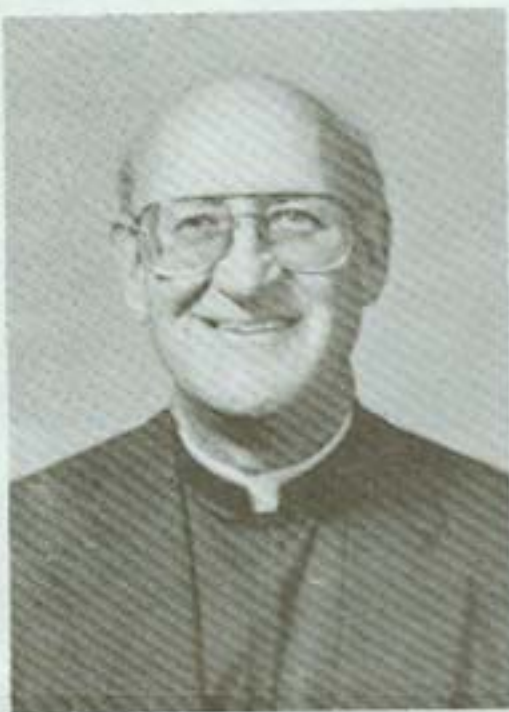


Newsletter

VOLUME XXV

FEBRUARY 1988

NO. 4



THE PRESIDENT'S MESSAGE

Dear Padres & Friends,

Of interest to all of us perhaps is the creation of the new Diocese of Lexington (Kentucky). Our 1988 NAPP Convention will be centered in Frankfort, KY which is now in the Lexington Diocese. The new Bishop is The Most Rev. Kendrick Williams, D.D. One of the side trips I understand may take us to Lexington itself which is noted among other things for its thoroughbred race horses. I am looking forward to the meeting and hope "you all" can come.

My home town of Nashville is a growing city. One of the keys is airport expansion, especially since American Airlines has placed a north-south hub here. They would like to add other services, but it depends on the construction of a new runway which is being opposed by a group of nearby residents who use the acronym N.O.I.S.E. (Neighborhoods Organized to Insure a Sound Environment). Everyone is scurrying to assure that the many millions of dollars required to solve noise problems will be available in time. If all goes well, we shall have a new north-south runway in a couple of years. But even so, we small guys are being encouraged more and more to use smaller satellite airports. A new one, John Tune Airport (named after a deceased parishioner), opened near the Parish. A grant has been received to upgrade it already.

With the Super Bowl over and Lent around the corner, we can get back to reality. May God bless all of you and help us all grow a little during this time.

Bill



1. On this date, February 19, I have received 81 paid membership forms from treasurer Joan Wolesky. Hopefully there are more on the way. Quite a number of you have included pictures. It would be nice if others would send one to make this 25th anniversary directory special. You can include that picture with your dues or send it directly to me.

Those who have paid their dues will find their 1988 membership card in this mailing. Those who have NOT paid by the time this mailing goes out will find a DUES ENVELOPE as a gentle reminder to send in the \$15.00. PLEASE DO SO AS SOON AS POSSIBLE!!!!

2. 1987 was an interesting year for me in the flying department. I flew the least number of hours in a year since I began in 1960. The FAA lost my medical file and it took me from June till January 21 to get that straightened out. I probably still wouldn't have that certificate if John Herzog hadn't told me about his experience a few years ago. He said the only effort that got any action was telephone calls. When I called I had it within 10 days. I thought I'd pass

this information along in case any of you ever get in that predicament.

3. Bill included a copy of the Articles of Incorporation. I thought I'd include that in this newsletter since few of us had seen it before. This is one of the items needed in filing for the tax exemption status. Also needed are (1) copies of minutes and financial reports for the past three years. (2) List of officers. (3) Copy of the charter. (4) Description of purpose, benevolent work, etc. (5) Constitution and By-laws. I'll get those items to Bill within a week or so and he will take it from there.

4. You will find in the BRIEFS an article on Archbishop Arkfeld. He is a charter member of NAPP and in my mind is the one who really gave NAPP a boost in the beginning. In a letter at that time he said, "I've been waiting for something like this for years because the plane is considered by most people in the world as the richman's toy. For us it is a valuable means of transportation." It would be great if you could join us this summer, Archbishop.

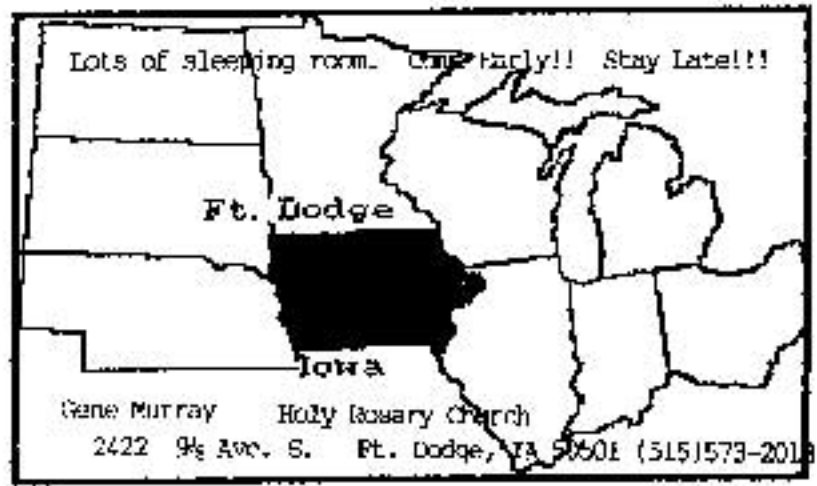
4. I am also including the letter that I received from Max Karant of AOPA. I thought you might enjoy that.

There is an increasing number of things that come this way for NAPP. A lot of it is advertising that ranges all the way from invitations to visit the new "fly-in" community near Ft. Lauderdale to information on a doctor's success in teaching pilots how to do a much better job of seeing other planes and also scanning the panel. If I'd include all of the that in the newsletter we'd be broke all the time paying the printing and mailing bills.



25th
NAPP
NATIONAL
July 11-12
Frankfort
KY
Details
Follow

Midwest
Spring Meeting.
Ft. Dodge, IA
Mon., April 25.
Gene Murray
515-573-2018
3:30 PM. Tour
new FSS Center.
5:00 PM Dinner



Commonwealth of Kentucky

Department of State



Office of Secretary of State

THELMA L. STOVALL, SECRETARY
DOMESTIC CORPORATION DEPARTMENT
NON-STOCK CORPORATION

I, THELMA L. STOVALL, Secretary of the State of Kentucky,
hereby certify that Articles of Incorporation of the
NATIONAL ASSOCIATION OF ROMAN CATHOLIC PRIESTS PILOTS, INC. (Carrollton, Ky.)

has this day been filed in my office.

It appearing from said Articles of Incorporation that the said Corporation has no capital stock, and no private pecuniary profit is to be derived therefrom, the said Corporation is not required by law to pay a tax on organization; and it further appearing that the aforesaid Corporation has complied with all the requirements of the law, this certificate is issued as evidence of the fact that the said Corporation is now authorized and empowered to do business in this State under its charter, subject to the restrictions imposed by the statutes of Kentucky.



Given under my hand as Secretary of State,
this 13th day of July 1964

By Thelma L. Stovall Secretary of State
Frances M. Lewis Assistant Secretary of State



AIRCRAFT OWNERS & PILOTS ASSOCIATION

421 Aviation Way, Frederick Municipal Airport, Frederick, MD 21701, Telephone (301) 695-2000/Telex 89-34454

122887

Fr. Mel Hemann
NAPP Inc.
Box 309
Preston IA 52069

Dear Father Hemann:

Many thanks for your 1218 letter. I suspect that, by now, Fr. McGee has found that there are quite a number of priests with ATPs! He's sure proud of his ticket.

Yes, I remember your organization. In 1964 I was still editor of the Pilot; I retired in 1978. And Max Conrad was a long-time personal friend. We used to kid each other when we turned up at the same aviation function. People frequently got us mixed up, so I'd explain to the audience that I only had two children while Max had 10--and was away from home most of the time. He got a kick out of that; you probably know how shy and retiring he was.

Many thanks for the invitation to your next convention in Kentucky. It's a little early for July but I'll keep it on my calendar "just in case."

Thanks again for writing.

Cordially

Max Karant

I just this past week as a result of the 'giving tree' we have at our parish, delivered over 300 gifts for psychiatric patients to the hospital for Christmas. Our parish alone and unaided, came through with over \$6000 worth of Christmas for the patients.

I hope one of these days to make another meeting or two of the clan...such a group the likes of which there ain't no other.

Cheers and blessings,

Donald Eder

ps. - a couple years ago I got a gold decal airplane blessing..are those around yet that I could get another one to replace the worn one in my cockpit?

(EDITOR'S NOTE: Those were printed some years ago by a printer friend. I think they are all gone. If I find one I'll send it on).

TONY GENDUSA, MSC writes from Rabaul, Papua, New Guinea: January 8, 1988



I just got this so I wonder if I am paid up...take 15 out and the other 15 send to the good Sisters of the Precious Blood, Villa, IL. They always are my knees.

Thanks for the newsletter. I am sending some pictures. The clear one is with 2 brothers MSC (Frates) and the effigy is a memorial of Bishop Alfred Stemper, MSC...1984 Jan+...class mate also. Both of us got our private licenses from Wings of Mercy 1946 April. We wanted to fly for the missions. But the Widgeon sank in Lake Calumet before it came...and so we walked until 1966. In '69 we got a Skymaster and then a 206. In the last 6 years we had not good maintenance and pilot...so I sold the 206. We know how helpful a well organized and run 206 could be so we are going first for a pilot who will give us 3 years volunteer. Then I will get another 206 from the States. But first the pilot. If any one wants to volunteer - if he is a CPI or retired, OK. I had 10 years of

shepherding 80 or 160 hr. pilots. He would get his 500 hours and go off to the airlines. This was OK but we had to keep looking ahead 6 months for the next pilot. Maybe you know of one. Put out the good word and maybe one will say, "OK, I am the man. Get the plane and we will fly it to Rabaul." JERRIE MOCK DID THIS for us in 1969. Oh well, we have to consult very strongly and perseveringly St. Joseph of Cupertino, patron of the Aviation world if this is to be.

Your NAPP papers always come 4 months later. It is the way of the game here at the 4th & 153rd Easter!! In fact Anir island looks right into Los Angeles if you have a 8000 mile long neck!! Airmail comes to us very good but then I enjoy looking at 6 months old news as of today.

Give regards to Mel, etc. Last meeting was in 1980 and an Oshkosh attendance. There are some real fast and 4 place composite planes. White Lightning..having a 2000 mile range and 230 mh. Sure they cost money, just like the second hand plane today. That WL has the same engine as the 210 and at 10 gph it sure could do the thing. In the tropics here speed is better. You get more trips out of the 100 hr mandatory. Planes cost very high maintenance, etc. We here get a plane once a week to our Anir island. The Baron takes 40 minutes and NBIslander 60. The buildups come real fast and with a speedy plane you get thru and around.

Thanks for the Newsletter and hope these pictures come thru alright. Cheerio and God's blessings. Oremus pro invicem.