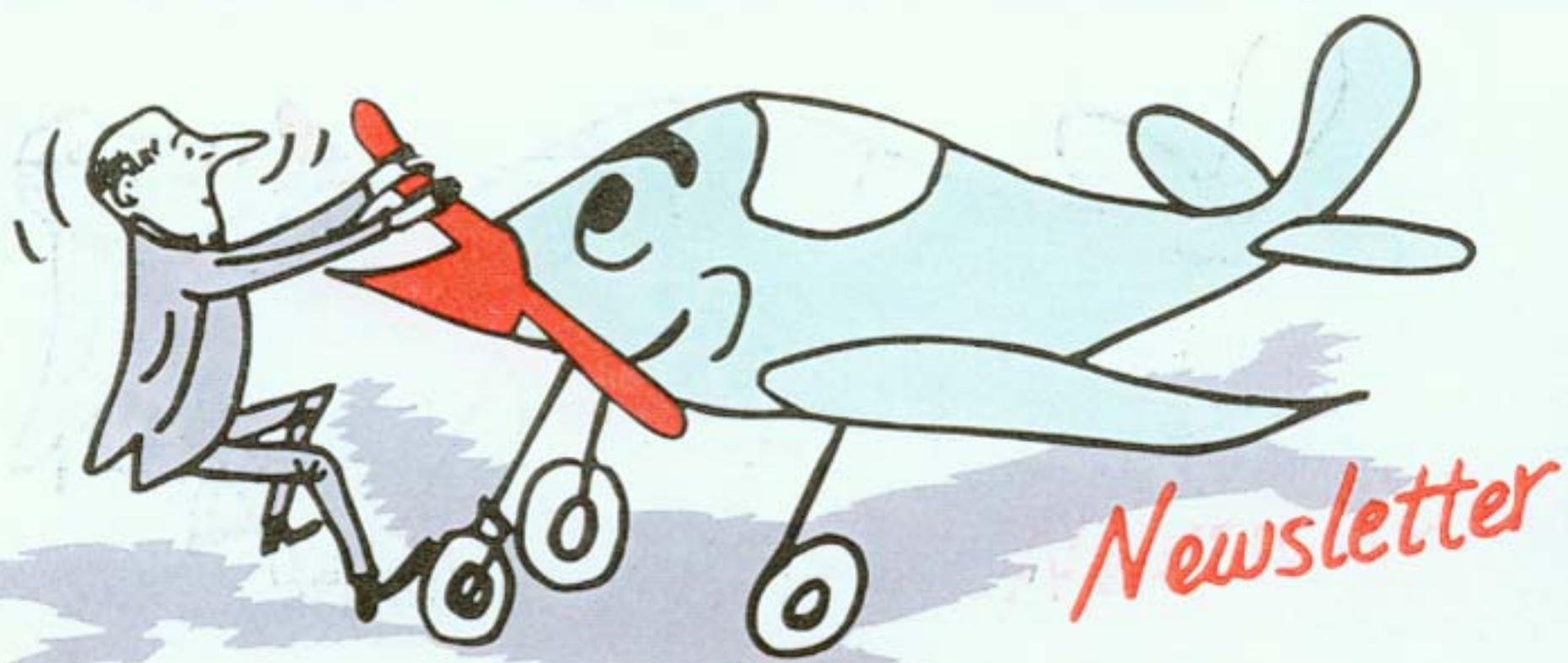


N.A.P.P.



VOLUME XXXIX APRIL 2002 NO. 5



FROM THE PRESIDENT

On Sunday March 24 I made a memorial flight in honor of Jim Kelley. It is a tradition I started about 15 years ago. When a pilot I know dies in an aviation accident, I fly a "memorial" flight in his honor. It is my way of remembering the deceased, a personal variation of the traditional flyby. Fortunately I have made very few of these.

On Good Friday, 1954, my grand father died. It is the first death that I can remember dealing with in my life. On the vigil of Palm Sunday, 2002, Jim Kelly died enroute to celebrate with one of his parishes. Two significant deaths in my life. Temporal bookends, the first and the last. Both in Holy Week when we solemnly celebrate the Paschal Mystery of Jesus Christ, our Passover.

I remember meeting Jim at one of my first NAPP Conventions, perhaps in 1971. He

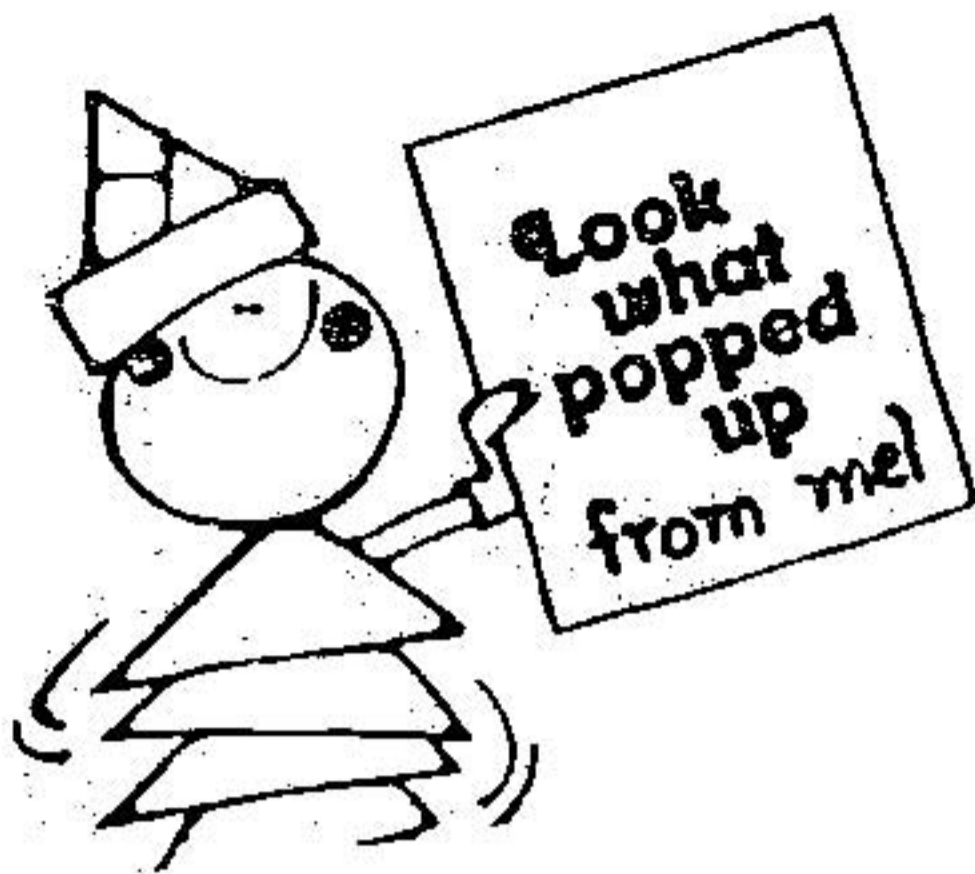
impressed me as a professional pilot and priest. I was a young, newly ordained priest. Here was a man who loved serving as a priest and did a marvelous job at it. It was evident in the casual discussions which we have at our Conventions. He was also a professional flight instructor in his free time.

It seemed to me that Jim was one of the members we all looked forward to seeing annually. Talking with him always left me feeling good about being a priest and pilot. But, at least with me, I was almost always challenged by some question, insight or discussion. Despite all of his experiences, he always inquired about what I was doing, in ministry and in flying. Some of the NAPP officers were talking about giving him a special honor at our Convention this summer for his commitment to flying the bush for 11 years and his dedication to NAPP.

I know that you have said a prayer for Jim. Go take a memorial flight to honor him.

RIP

Everett Hemann



Once again it's my unpleasant duty to share with you the fact three more of our fellow priest/pilots have taken their last flight.

In making preparations for an Eastern regional meeting on April 1 Charlie Teufel was informed that Earle Newman, SSJ, died of natural causes on June 6, 2001 in Baltimore, MD. Earle's death continues the increasing number of charter members who have gone to their eternal reward.

Long time member Tony Gendusa, MSC, passed away at the home of his sister in Pleasant Prairie, WI on January 8, 2002. The obit from his community's newsletter in Aurora, IL is enclosed.

Jim Kelley is the last name on our list. On Saturday, March 23, 2002, the Cherokee 235 Jim was piloting met a mountain head on near Manokotak, AK en route to Palm Sunday services in Togiak and King Salmon. Because of bad weather rescuers were not able to reach the crash site until Monday morning.

Jim and I are three months apart in age. As his elder he always introduced me as his

"Mentor." I always felt there was something special between the two of us. In the past week the many I've talked to in Alaska and many other States have shared that same thought with me. Isn't it wonderful when you discover that specialness you felt you shared with a person is exactly the same feeling others experienced? Thank you Jim for being such a special friend, model and inspiration to all of us. Thank you for allowing ME to be YOUR mentor!

As expected I did get some changes for the directory. They are listed in the BRIEFS section.

REMINDERS

This issue has the reservation forms for the following gatherings. If you are coming to Cedar Rapids April 29 get that information to Neil Manternach NOW!

MIDWEST REGIONAL MEET

CEDAR RAPIDS, IOWA

APRIL 29 2002

2002 NATIONAL CONFERENCE

Albuquerque, New Mexico

July 9 - 10, 2002

I downloaded a lot of news info about Jim Kelley. I'm including some of that for you to read. Paul Harvey mentioned Jim on his radio broadcast. That generated a lot of calls and letters from people who suspected I knew Jim. I'm sure many of you had similar experiences.

ADDRESS ALL CORRESPONDENCE TO:



REV. MEL HEMANN

127 Kaspand Place

Cedar Falls, IA 50613-1683

319-266-3889

E-Mail: DBQMhemann@arch.pvt.k12.ia.us

**NATIONAL ASSOCIATION OF PRIEST PILOTS
Spring Midwest Regional - April 29, 2002
Rockwell Collins -- Cedar Rapids, IA**

Contact Person and Host:

NEIL MANTERNACH
St. Elizabeth Ann Seton Parish
1350 Lyndhurst Dr
Hiawatha, IA 52233
319-743-3339 (R) 319-393-3778 (O)
EMail: DBQ103@arch.pvt.k12.ia.us

Travel Information:

Whether flying or driving come to the Cedar Rapids Airport. Meet in the office at the Collins base of operations, west of the tower.

Arrive between 11:00 and 11:30 A.M. on Mon, April 29, 2002

Airport: Cedar Rapids Municipal

Identifier: CID
ATIS: 124.15 TWR: 118.7
APP: 119.7 GND: 121.6
Collins Discrete Freq: 123.52
Call Sign: KAW-6
Collins Work Number: 319-295-5221



If you need fuel we recommend getting it from PS Air. They will come to Collins if you notify them when you land.

SPECIAL ATTRACTION

Following lunch, about 1:00 P.M., we will go to the Rockwell Collins plant. A tour of the facility and the products they manufacture has been arranged for us.

Following the tour we will assemble for a short meeting, fellowship, dinner and then home.

If you want to come early or stay late please let Neil know before arrival

RESERVATION FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ETA _____

ETD _____

PLANE

Number _____

CAR

MAIL TO: Rev. Neil J Manternach
St Elizabeth Ann Seton Parish
1350 Lyndhurst Dr
Hiawatha, IA 52233

**SEE YOU
THERE**



BRIEFS FROM HERE AND THERE

NAPP Directory corrections to date:

Bill Bevington: Delete the street address. No longer valid. His new address does not have a mail drop so just use the PO Box for address.

John Wolesky: Email. jwolesky@ikansas.com
Delete Fax number: 315-536-9797

Jim Falsey: Email. stmark@centurytel.net

Joe Kleinstuber: new address
13715 Notre Dame Pl
Bryantown, MD 20617
301-870-2220
Email: smcfrk@stmarysbryantown.com
Joe should be listed as CHARTER

Rev. Leo McGee
1201 Springfield St
Darby, PA 19023
610-522-8369

Mike Mikstay: Phone: 252-264-2513

Rev. Richard D. Demers
PO Box 609
Massena, NY 13662-0609

Rev. Joseph J. Kleinstuber
13715 Notre Dame Pl
Bryantown, MD 20617-2110

*From Fr. Ray Diesbourg, MSC, Aurora, IL
March 29, 2002*

Dear Mel,
Your letter arrived this morning asking about

Fr. Tony Gendusa. You guessed rightly "that Tony has gone somewhere else" on his final flight! He died on January 8, very peacefully and full of grace. We are all quite confident that his pilot's license flew him directly over the pearly gates, where he was cleared for immediate landing and received a grand welcome.

I am enclosing the obit that we published in our local Newsletter. We still miss him. I know that he truly enjoyed belonging to the National Association of Priest Pilots. Thank you for all you meant to him.

May your Easter be glorious,


Ray Diesbourg, MSC

*Portion of letter from Fr. Joe Burg, Jamaica
March 2, 2002*

Dear Fr. Mel Hemann,

I am a priest in Jamaica West Indies and also a pilot. I am from Canada and worked in Electrical and Mechanical engineering. In 1981 I started studying for the priesthood and was ordained priest in Jamaica in July 1994. So I am still a young priest of 67 years. I began flying in 1967 got my license in 1968 and bought my own plane in June that same year. Of course the plane went when I started my studies but not my license. I am still an active pilot and still flew during my studies..... Now in my dreams I am looking for an other project and looking at different homebuilds; the Pulsar or the RV 9A seems the best be for me looking at the range and cruise speed. I could fly to Toronto & FL easy with one of them....(We have Joe on the list).



On January 8, 2002, Fr. Tony Gendusa completed his journey as a Missionary of the Sacred Heart and returned to the Lord. For many of his confreres and people in Papua New Guinea, he was the embodiment of all that we mean when we say missionary.

Fr. Tony was born in Kanopolis, Kansas, on November 26, 1914, to Salvatore and Mary Gendusa, who had come to the United States from Sicily. Very soon the family moved to Chicago, where Fr. Tony grew up and began studies for the priesthood at Quigley Preparatory Seminary and later St. Mary of the Lake Seminary in Mundelein. But the Lord was calling him to a special service, and in 1934 he entered the MSC novitiate in Reading, Pennsylvania. That year the novitiate was transferred to Shelby, Ohio, where he made his first profession of vows on October 12, 1935. He continued his studies in Shelby at Sacred Heart Seminary. On June 23, 1940, Bishop Karl J. Alter ordained him to the priesthood in Toledo, Ohio.

His first years as a priest were dedicated to parish ministry and vocation work. He had to deal with a disappointment when the army turned him down to be a chaplain in World War II because of a weak heart! In 1946 he was one of the six men sent by the US Province to help in post-war Papua New Guinea. Here he became something of a legend for his arduous patrols to visit his parishioners in difficult and remote places. After the creation of the Vicariate, later Diocese, of Kavieng, he served as pastor at several parishes on New Ireland and nearby islands. Throughout his life he had a great interest in the potential of aviation as a tool for mission work. He held a pilot license and missed no opportunity to extend his ministry by plane. He was an energetic builder and constructed churches, houses, roads, airstrips, and several buildings to serve the mission stations.

After fifty two years in Papua New Guinea, Fr. Tony returned to the United States in April, 1999, for surgery. He was living in Aurora and recovering well when he experienced some difficulties with the heart (actually the same problems detected by the army doctor over fifty years earlier!). He decided then he would delay his return to Papua New Guinea until after his Sixtieth Anniversary of Ordination, which he celebrated in the Millennium Year 2000, presiding at a special Anniversary Mass during the Province Retreat in June. He continued living with the community in Aurora and enriched us with his story telling, communicating humor, energy, and a tremendous love for Papua New Guinea and everything missionary. He shared his deep faith, untiring hope, and now at last, great patience and peace, with young and old. For him God was a daily personal experience. Fr. Tony did not recognize generation gaps. The spark of light in his eyes bespoke an always young and enthusiastic priest and Missionary of the Sacred Heart.

His last illness was brief; the heart had weakened more. He died very peacefully, sitting at the kitchen table with his niece, Mary Gendusa, at her home in Pleasant Prairie, Wisconsin. The Mass of Resurrection was celebrated by his relatives, friends, and confreres in St. Therese Church in Aurora on January 11, 2002. He was buried in the MSC plot in Mt. Olivet Cemetery in Aurora. Besides his niece, Mary Gendusa, his brother, John, of Long Beach, California, and his nephew, Michael Gendusa of Merrimack, Wisconsin, survive him.

FLYING PRIEST MISSING

(Anchorage Daily News - March 24, 2002)

The Catholic Parish priest for Western Alaska is missing, and searchers say his single engine plane might have gone down on the way to Togiak. The Rev. Jim Kelley, who was alone, left Dillingham on Sat. morning, preparing for a series of Palm Sunday Masses today around Bristol Bay. By Sat. night, the cleric and his Piper PA28 still hadn't arrived. Heavy fog and snow were hampering an intensive search that included about 15 local volunteer search parties on snow machines and an Army National Guard Black Hawk helicopter from Bethel. A C-130 carrying Air National Guard pararescuers was en route from Kulis Air National Guard Base to the search area Sat. night. They were expected to arrive about 10:30 p.m. Rescuers had zeroed in on the signal from an emergency beacon on Acorn Peak, 2 1/2 miles from Manokotak, which is about 25 miles southwest of Dillingham. "The weather's closed in such they can't get up that one particular mountain. They can't confirm there's a crash up there, but the signal seems to be coming out of the general area," said Maj. Mike Haller.

A 73 year old retired US Navy chaplain, Kelley is a veteran pilot who logs about 500 hours a year and \$70,000 in fuel and maintenance bills ministering to hundreds of Catholics in 23 villages stretching from Bristol Bay to the Aleutian Islands, according to Brother Charles McBride of the Archdiocese of Anchorage. Kelley always carries winter survival gear, such as extra clothing and food, flashlights, sleeping bags and heaters, said Henry Strub, a Dillingham parishioner. "There doesn't seem to be many people giving up hope at this time," Strub said Saturday afternoon. "It's just one of those things you live with in Western Alaska."

...Friends describe Kelley, a Massachusetts native, as a humorous man with twin passions: his mission and aviation. The two planes he relies on to visit the villages in his mission are dubbed St. Peter, a twin-engine, and St. Paul, the Piper he was flying Saturday. Kelley flew his latest twin-engine plane up from Portland last week, McBride said. McBride saw Kelley off at Merrill Field in Anchorage on Friday. "He was very, very enthused about that (twin-engine) aircraft, just elated," he said.

STORM BEATS BACK RESCUE EFFORT

(Anchorage Daily News - March 25, 2002)

Rescuers from a small town near Dillingham have found the downed plane of a Catholic priest who was missing since Saturday, but blizzard like conditions kept rescuers from getting to the man they believe is inside. A rescuer discovered the Rev. Jim Kelley's plane flipped on a mountain near Manokotak, about 25 miles southwest of Dillingham, but couldn't see inside the plane. By Sunday afternoon, the AK National Guard and US Coast Guard had suspended an air search for the day. Kelley is one of two priests who fly to parishes and missions in the 160,000 square mile Anchorage Archdiocese...Rescuers Sunday evening hadn't given up hope that he might be alive. "In Alaska we've had some pretty superb miracles over the years. People are able to survive some serious crashes," said Guard spokesman Maj. Mike Haller. Dan Salmon, a pilot and Kelley's sole parishioner in the Lake Iliamna community of Igiugig, wasn't optimistic. "I understand the area and elevation and the circumstances," Salmon said. "After this amount of time, it's usually not too good." Rescuers first picked up an emergency locator transmitter signal from Kelley's plane sounding a possible crash about 2:15 p.m. Saturday but bad weather blocked early rescue efforts. A C-130 flew over the downed plane's general location Sat. night, but high winds and poor visibility kept the plane from parachuting in emergency workers. On Sun. morning a rescuer from Manokotak found a plane with Kelley's tail number. The plane's wings were sheared back. The rescuer knocked on the plane near the cockpit but couldn't see inside and didn't get a response. He fetched other people in the search party but couldn't relocate the plane. Blowing snow and winds about 30 to 40 knots hampered the hour long rescue effort, said Herman Paul, a member of the Nanokotak search team. Rescuers took snow machines and then climbed the mountain to get to the plane, which was over 1,100 ft in elevation. An afternoon search party from Manokotak also failed to relocate the plane. Poor visibility and high winds also prevented a Coast Guard H-60 Jay Hawk and a National Guard Black Hawk from attempting a rescue. Hope for Kelley's survival was fading at the priest's home parish in Dillingham on Sun. afternoon, said parish council president Henry Strub. After recent tragedies, such as the plane that crashed in October, killing 10 people just after take off from Dillingham, people know how to help one another. "This isn't something that's a stranger to us here," Strub said.

Kelley has served 23 communities from Bristol Bay to the Aleutian Islands. He would go out to Dutch Harbor about once a month and sometimes hold Mass in people's homes. Archbishop Roger Schwietz said, "He had two great loves, we always said: the love of ministering and the love of flying." Flying made Kelley feel closer to God, said Paula Niedermeyer, who hosted Kelley every third or fourth weekend in King Salmon for nine years. Kelley would tell her that every day of his life, especially when he was flying, he was with his best friend. Salmon, the pilot, first met Kelley in an ice storm in Igiugig in the early 1990s. Salmon was plowing the runway during halftime of a football game when Kelley landed. "Who are you rooting for?" he asked the priest. "Notre Dame. I'm a Catholic boy from way back. I'm Jim Kelley. I'm a Catholic priest, and I got you," Kelley said. From then on, Kelley would stop and hold Mass just for Salmon, in locations ranging from Salmon's office to a house or rental unit. "He never had a problem. He always had the time to offer advice and encouragement," Salmon said. "He was probably the finest man I know."

Father JAMES F. KELLEY
(From the Archdiocese of Anchorage web)
March 26, 2002

Father James F. Kelley, 73, died in an airplane accident near Manokotak, AK on Sat, March 23. His remains were not recovered by the Alaska Air National Guard until Mon, March 25. He had been a priest for 41 years.

A Vigil Service was held for Fr. Kelley at Holy Rosary Parish, Dillingham, AK on April 2 in the Dillingham High School, with Archbishop Emeritus Francis T. Hurley, Archbishop Roger L. Schwietz, OMI, and priests of the Archdiocese concelebrating. Father Kelley's remains will be flown to New Bedford, MA for burial.

A Memorial Mass was celebrated for Father Kelley in Anchorage on Wed, April 3 at Holy Family Cathedral by Archbishop Roger L. Schwietz, OMI.

A funeral Mass will be said in his hometown of New Bedford, MA on Wednesday, April 10. Most Rev. Sean O'Malley, OFM Cap, the bishop of the Diocese of Fall River, will officiate.

Father was one of two boys and three girls of Frederick and Margaret (Norton) Kelley and was born February 25, 1929. All of Father Kelley's siblings are still living.

Father attended Mt. Pleasant Grammar School and New Bedford High School. He graduated from high school in 1947. After graduating from

high school he joined the Navy for four years, prior to studying for the priesthood. From 1953 to 1961 he attended Cardinal O'Connell College in Jamaica Plain, MA and St. John's Seminary of the Archdiocese of Boston.

Father Kelley was ordained for the Diocese of Fall River, MA on Feb. 2, 1961. It was at his first assignment as an assistant at St. Mary Parish in Mansfield, MA (1961-68) where he learned recreational flying.

In 1968 he became a Navy chaplain and served the Archdiocese of the Military Ordinate in Washington, D.C. from 1968 until his retirement from the Navy in 1991. He earned the rank of Captain in the Navy. He had many assignments as a Navy chaplain. He served in Guam; Asmara, Ethiopia; the Mediterranean Sea; Japan; and on a number of aircraft carriers. In the United States at the Alameda Naval Air Base in CA, Bethesda Naval Hospital in Bethesda, MD and the Marine Air Station in New River, NC.

Father came to Alaska on March 24, 1991, at the invitation of the then Archbishop Francis T. Hurley. When he first came to Alaska he was living at the King Salmon Air Base. Sr. Marie Ann Brent, SHF was the Pastoral Administrator in Dillingham. Fr. Kelley would come there twice a month for Mass, and for any Baptisms or weddings. He did this for the first years in the Bristol Bay. Sister Marie said, "We were a great team." Sister went to St. Francis Xavier, Valdez, in 1993 and Father Kelley became pastor of Holy Rosary Parish, Dillingham.

Once living in Dillingham, where his flying skills were needed, he also served the established mission of the parish, St. Theresa, Naknek which he had been doing for over three years. His other mission, St. Christopher by the Sea in Dutch Harbor, had a resident pastoral administrator with most services being served out of Anchorage. He was incardinated as a priest of the Archdiocese of Anchorage on December 17, 1993.

His calling was to "Bring the Church to the people" and he did this by establishing his "St. Paul Mission" which includes 23 villages. He would visit these villages every couple of weeks. They are: King Salmon, Port Heiden, Chignik Lake, Chignik Lagoon, Perryville, Ivanoff Bay, Port Moller, Sand Point, King Cove, Cold Bay, Dutch Harbor, Keys Point, Port Alsworth, Nondalton, Iliamna, Igiugig, Ekwok, Ekuk, Clarks Point, Togiak, Dillingham, Naknek and South Naknek. He had about 190 families and 600 parishioners in the parish, which has been called the "largest in the world."

RIP