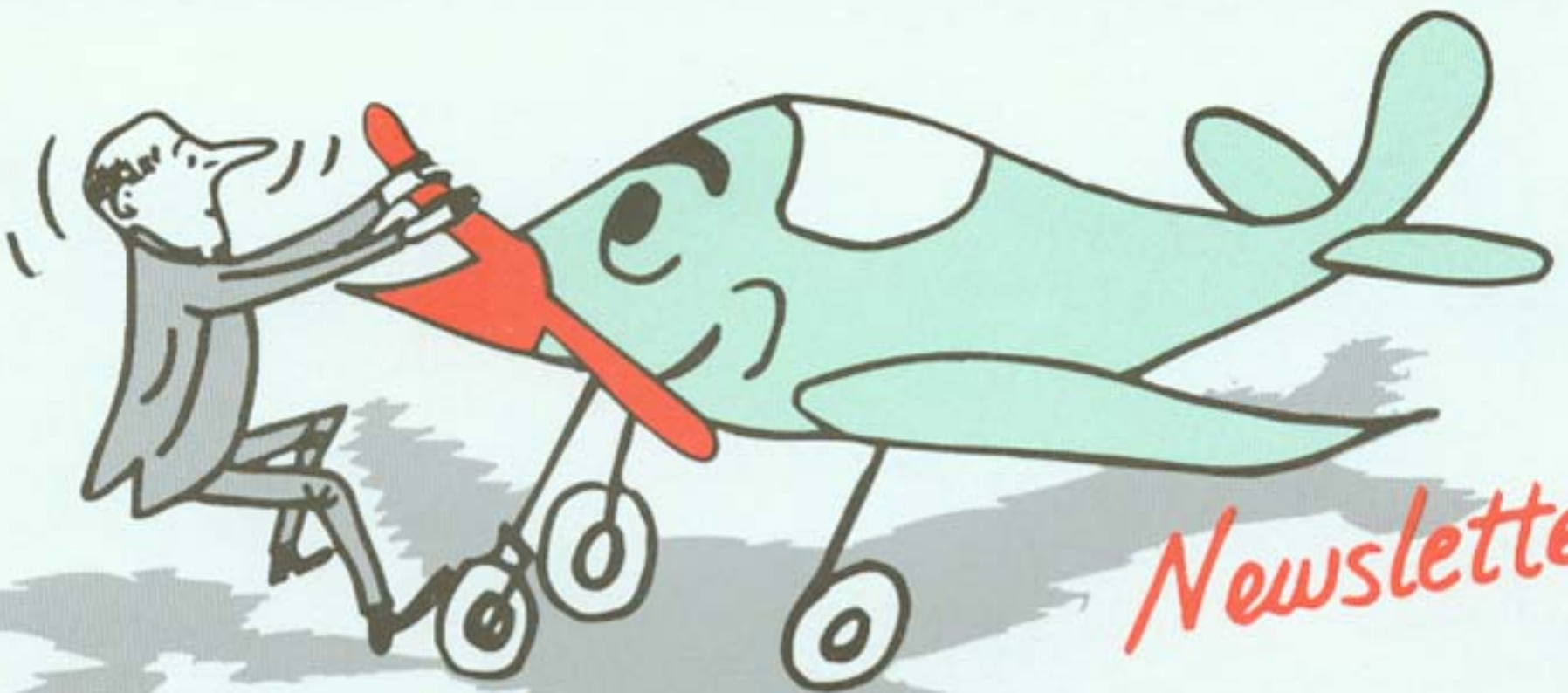
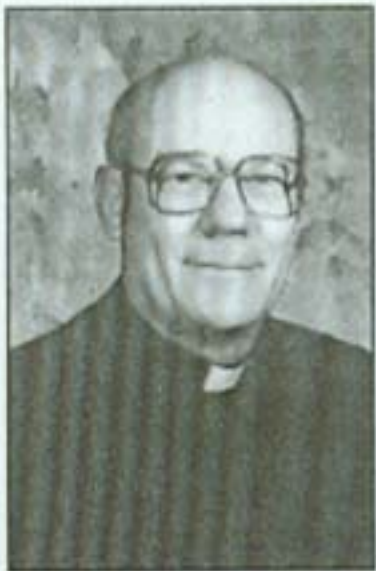


N.A.P.P.



VOLUME XXXVII DECEMBER 1999 NO. 3



FROM THE PRESIDENT

Greetings to all priest pilots and all associated with our great organization!

I read this story, a lesson about Advent, especially about the call of John the Baptist "proclaiming a baptism of repentance for the forgiveness of sins." It tries to illustrate that our lives sometimes don't quite work out as we planned and therefore a need to make straight the crooked paths in our lives.

A man was training his dog to "speak" for his meals. He would hold the dog's food just out of reach and bark a few times before giving it to him. He hoped the dog would associate barking with food and begin to speak for himself. After a week of this routine, the master held the food

out of reach and waited for the dog to bark. The puppy did not respond, but the man, who loved the dog, put the dish down for him anyway. Then came the shocker: the dog refused to eat until his master barked.

Christmas blessings upon all of you! May God bless you, give you joy, happiness, peace and good health!

I was contacted by the St. Anthony Messenger Press about a possible story on our Anchorage meeting in July. I gave them some basic info and names and addresses. It sounded good. I hope you can attend.

I heard this one on Kansas City Center: Cessna 12 Bravo: "Kansas City Center, Cessna 12 Bravo is VFR to Denver Centennial requesting flight following." Kansas City Center: "Cessna 12 Bravo, KC Center, roger, say position and altitude." Cessna 12 B: "12B is about five miles west of Topeka at 6500 feet." KC Center: "12B, ah, radar contact. (pause). Are you squawking 6500?" Cessna 12B: "Affirmative." KC Center: "Why is that?" Cessna 12B: "The last controller told me to squawk my altitude."

SAFE FLYING

al

Al Werth



After the last mailing I received word from the church secretary at St. Kevin's Church, Montreal, Canada that Fr. Tom Brady passed away on August 29, 1999. Although Tom had not attended any convention gatherings for some years he did co-host the 1983 NAPP convention in Montreal. No details were in the letter. May he rest in peace

TOM GEELAN UPDATE

December 9, 1999

Some of you are aware of the fact that past-president Tom Geelan underwent major surgery in Rochester, MN on Nov. 3. Tom had an acoustic neuroma on the brain near his right ear. The surgery resulted in the loss of hearing in that ear. Five days after the surgery he suffered a stroke that has very seriously affected his right side. He is now in a rehabilitation therapy program and hopes to get home next week - the 6th week of his hospital stay. They assure him he should be in full recovery 3 months from now. Whether or not he will get his medical back remains to be seen but he is looking forward to joining us in Anchorage next July. Meanwhile he appreciates all the prayers to date and asks that you continue holding him in your daily

prayers.

Tom, we all look forward to seeing you up and around!

This issue has the latest update on Fr. Denis Kitenge, the recipient of NAPP's donation this year. The Lord is certainly at work. Not only is this a wonderful Thanksgiving story but an even more astounding Christmas story reminding us of God's abiding presence in our lives and our world.

Jerry Schmeltz of Kansas City, Brother Julius in a previous life, sent an interesting reminder of his attendance at some early NAPP conventions. A look at his listing is a nostalgic trip for some of us as we recognize the names of wonderful brother priest pilots who have gone to their eternal reward.

Jerry's efforts may even prompt me to come up with a similar trip down memory lane.

A few have not returned their 2000 year NAPP dues. A final reminder is included in the form of a dues envelope. To date we have over 120 dues paying members. The annual NAPP directory will be mailed to you with the February newsletter.

Remember: If you can't afford the \$20 U.S. we will gladly keep you on the list.

REMINDERS

May 8, 2000 - Midwest Regional
Pella, Iowa

July 12-13, 2000 - 37th Annual
Meeting

Anchorage, Alaska

Details on both events will begin appearing in the next and following issues.

ADDRESS ALL CORRESPONDENCE TO:



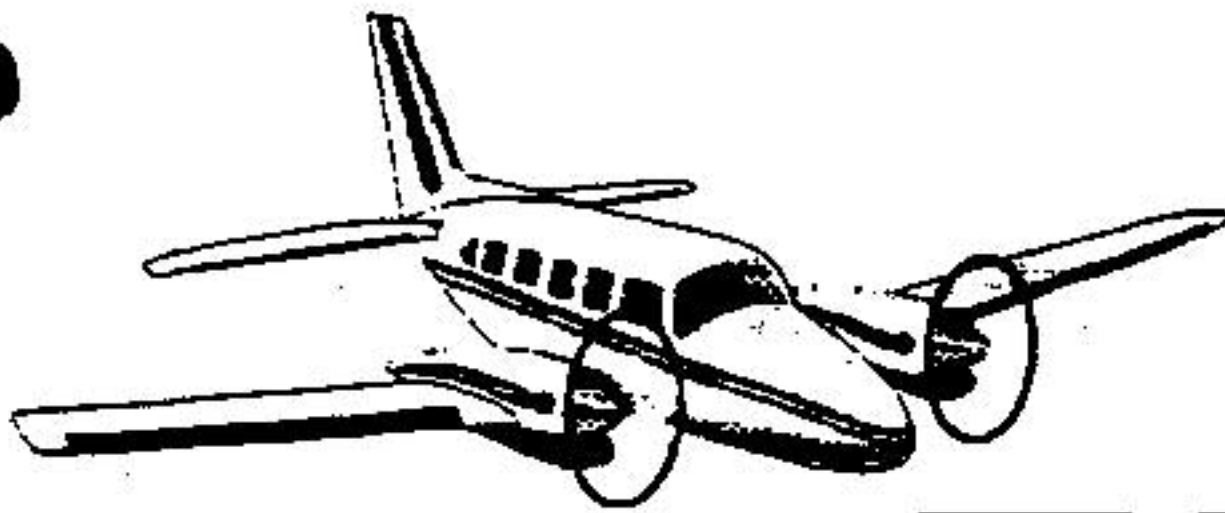
REV. MEL HEMANN

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BRIEFS FROM HERE AND THERE

A FR. DENIS KITENGE UPDATE

Jim McPherson, Dunedin, Florida

Hi Fr. Mel -

It has been awhile since our last E-Mail and I have allot to catch you up on but I just had to update you on this wonderful "Thanksgiving" story, the goodness of man and the limitless bounty of God. I have thought of your comments in your early E-Mails, frequently in the past day, about the wonderful goodness of men.

Our campaign for Fr. Denis has been going very well accumulating about \$72,000 in the past four months. If you recall I thought in the beginning we should aim for a Cessna 152, about \$50,000. After meeting with Fr. Madden, he felt that the OLL Parish could raise \$100,000 so our goal turned to a 172 and then a 182. The fund grew and grew with many sizable donations along with many donations from the heart coming from such sources as the OLL school kids "Doughnuts for Fr. Denis" sale every Friday and a group that sold paper airplanes that people could sign their name to and hang from the ceiling in the DuBoise Center.

About 4-5 weeks ago Fr. Denis' Bishop was in the U.S. visiting some Bishops in N.J, Indiana and Washington D.C. The Bishop, Nicholas Djomo, is unable to return to his Diocese due to the Civil War. Denis flew to Washington to meet with him. His direction was for Denis to continue with what he is doing, learn as much as possible working as an apprentice at the Cessna facility and to learn about computers. He could not give a timetable for Denis' return home only that he would let him know when it was safe for him as well as secure to bring in an aircraft. Denis was thrilled to hear from him and to also learn that his parents and family are all safe. The first

communications he has had in almost three years.

Denis has been busy working and flying almost every day working on his Instrument Certificate and doing very well. Due to the uncertainty as to when Denis' would return home, the nice pace that contributions were coming in we decided with Fr. Madden to keep the campaign at a low key.

The Lord was still working. About a week ago Fr. Madden got a call via the St. Petersburg Diocese regarding a contact from the Diocese of Baton Rouge that a local Catholic businessman there, after reading the Associated Press article on Fr. Denis and inspired by a homily he heard in his Parish, was interested in giving him (free and clear) an airplane that he owned. Frs. Tom and Denis flew there yesterday courtesy of another friend who sells Beech Aircraft. The family in Louisiana presented Denis with a 1965 Cessna 206. The family has their own personal mechanic/pilot who has thoroughly renewed the aircraft and is completely overhauling the engine. Denis will receive the aircraft and bring it here where he will have the opportunity to continue working on it. Denis, needless to say, is in total disbelief. A side story you would appreciate is that on the return trip yesterday the pilot/friend let Denis fly the \$560,000 Beech Aircraft back to Tampa, down through the clouds with a landing at TIA.

There are many other side stories but I wanted to get this E-Mail off to you since it is such a wonderful Thanksgiving story about the wonderful goodness of man and the bounty of the Lord.

By the way, Denis now has E-Mail and is learning computers. His address:

frdeniskitenge@aol.com

Happy Thanksgiving,

Ann & Jim

Fr. James Falsey, AuGres, Michigan included an extra \$20.00 as a gift membership for Deacon Paul Perreault of the Fairbanks, Alaska diocese. Paul was featured in a recent two-part series in *The Alaskan Shepherd*. James's interest is a very personal one because the 172 Paul is flying is the one James flew during the years he served in the diocese.

Thanks James and welcome Paul

As Jerry Schmeltz, formerly Brother Julius, mentions on another page of NAPP nostalgia, he has re-recruited George Seufferling. George includes the following about himself.

I once hosted the convention (9th annual) in Emporia, KS, but have been inactive except in my imagination & desire--can't afford flying & a sailboat--hope to retire 7/01. Have done the bicycle across Kansas in 1997.

Welcome back George. Hope we'll see you at some future gatherings. Remember: airplanes can take you where your sail boat never will.

**FRIENDSHIP FLIGHT '99
TAKES OFF IN NOVEMBER**

CAP October 1999 News

In early November, the four-member crew of Friendship Flight '99 plans to take off in a Cessna Caravan from Owatonna, Minn., on a six-week aviation adventure to the Antarctic and circumnavigation of South America.

Diary entries and trip pictures will be downloaded to a Web site three times weekly so the flight's progress can be tracked.

The flight's Internet site - www.dot.state.mn.us/aero/friendshipflight99.html - is being developed by the Aviation Education Section of the Minnesota Department of Transportation's Office of Aeronautics. Staff members from the Heritage Halls Museum in Owatonna, a transportation and adventure museum founded by R.W. "Buzz" Kaplan, are assisting.

The southbound trip will cover more than 8,500 miles in almost 60 hours of flight time. The northbound portion will be about 8,100 miles in 56 hours. The flight's crew is made up of Kaplan, team leader and pilot, Betty Kaplan, team member, Jim Hanson, pilot, and Maryalice Hanson, educator.

During this trip, Kaplan hopes to fulfill his dream of flying over every country in Central and South America, and the Caribbean, along with a planned stop in Antarctica. The trip will also complete his goal of circumnavigating the continents in the Western Hemisphere.

Kaplan, an avid diarist, intends to update the site with information and insight, and provide a sense of the adventure. Educational activities are being developed around the flight to help make it a unique aerospace learning adventure. According to Kaplan, teachers should be able to adapt the activities on the site for different age groups and curriculum areas.

Now retired, Kaplan was chairman and CEO of Owatonna Tool Company and Truth Hardware. A longtime adventurer, he has flown his aircraft to five continents and explored Siberia and Mongolia, the northernmost reaches of Canada and the Arctic. He completed numerous trips across the North Atlantic in single engine aircraft. Mr. Kaplan and other crew members of Friendship '99 traveled through Europe and North Africa on a previous Friendship Flight in 1996.

Editor's Note: September 21, 1998 the Midwest NAPP group had its Fall regional gathering at the Heritage Halls Museum in Owatonna.

Earle Newman sent another of his interesting updates with his dues. His letter can be found on another page.

**May you all have a very
WONDERFUL, HOLY
and
BLESSED CHRISTMAS
and
may you survive Y2K**



November 8, 1999

Dear Fr. Mel,

The number of times I thought to write the NAPP approaches the exponential. My re-recruiting of Fr. George Seufferling served as effective trigger for getting with it. Enclosing membership fees for both Fr. George and myself for 2000—no bugs about it.

The objective behind my earlier intentions of writing was a nostalgic one—one of revisiting the bygone conventions when I so thoroughly enjoyed offering my flight instructor services to the Padres... with the moniker of Bro. Julius, FSC in those days.

It was in Chicago of 1965 that Fr. Paul O'Connor, the White Father missionary from Zambia, introduced me to the NAPP, and invited me to participate in the second convention in Columbus, Nebraska. An enjoyable time and filled with fond memories. Reviewing the old log book reveals these instructional flights from Columbus, NE:

7-27-65	BE-Musketeer	8798M	Basic Instruments	1:10 hrs	Fr. Ron Haverlandt
7-27-65	Cessna 182	2893Y	360 AOPA Crse	1:00	Fr. Jim Harney
7-27-65	Cessna 172	9175B	" " "	1:00	Fr. Clem Borchers
7-27-65	Mooney 21	6533U	A/C checkout	1:30	Fr. Paul O'Connor
7-28-65	" "	"	" "	1:00	" " "
7-28-65	Cessna 182	2893Y	Basic Instruments	2:15	Fr. Jim Harney
7-28-65	Cessna 172	3948S	" "	1:25	Fr. Jim Kelly
7-28-65	Cessna 172	8146A	" "	1:15	Fr. Ron Haverlandt
7-28-65	Mooney 21	6533U	Ok for solo	:15	Fr. Paul O'Connor

Note: Very regrettably I read about Fr. Jim Harney's sad accident in a later year.

Checking the third convention at Lockport, Illinois turned up:

8-22-66	Cessna 310	-----	A taxi trip to MDW and back to Lewis-Lockport		
8-22-66	Cessna 210	9576RE	Taxi trip to ORD with Fr. Bob Kirsch		
8-23-66	Cessna 172	9175B	VOR, stalls, steep 720's	1:15	Fr. Vince Dowling
8-23-66	Cessna 172	9175B	VOR, radar vectors	1:15	Fr. Paul Jakobi
8-23-66	Cessna 172	9175B	Re-Fam./stalls, turns/ climbs/glides/TO-Ldg	1:10	Fr. Ray Radzieta
8-23-66	Cessna 172	3616L	VOR orient'n/time chks	1:15	Fr. John Bellon
8-23-66	Cessna 172	9175B	Instruments & VOR	1:15	Fr. Paul Jakobi
8-23-66	Cessna 172	9175B	" "	1:00	Fr. Vince Dowling
8-23-66	Cessna 172	9175B	Instrum. Orientation	1:05	Fr. Ray Radzieta
8-23-66	Cessna 172	3616L	Radar vectors to MDW	1:10	Fr. John Bellon
8-24-66	Cessna 172	3616L	" " " "	1:00	Fr. Nick Rosello
8-24-66	Cessna 172	9175B	" " " "	:50	Fr. Paul Jakobi
8-24-66	Cessna 172	9175B	Basic Mnvr./Airwork/ Instrum. Orient'n	1:00	Fr. Ray Radzieta
8-25-66	Cessna 172	9175B	" " " "	1:30	Fr. Ray Radzieta
8-25-66	Cessna 180	3639C	Wheel Idgs & X-wind	1:00	Fr. Paul O'Connor

Reminiscing is fun. Thanks to all for the opportunity—then and now. God be blessed!

Jersey Bro. Julius
-5-

Rev. Earle A. Newman, S.S.J.
St. Joseph's Society of the Sacred Heart
1130 N. Calvert Street
Baltimore, MD 21202

410-727-3386

1 December 1999

Dear Mel,

Although I have not done any flying in several years, enclosed is my check in the amount of \$25, for dues and/or whatever [postage?]. If I am short on this, please let me know. I don't want to be caught NAPPING, even if the housekeeper has to say "he's in chapel at prayer."

My flying days ended several years ago when my older brother suffered a paralyzing stroke; as his only relative, I wanted to be certain he would be cared for, which worked out until his death nine years ago.

The plane I owned and flew was a Cessna 207. I sold that, while on assignment in Birmingham, AL, to 'someone' in Alaska, presumably a bush pilot. A few years ago, I inquired of AOPA as to the status of the plane, 91059, and was informed it was in a barn in Nome. Not having the funds to do anything about it, I dropped the matter. It was one sweet flyer.

With every good wish and assurance of daily remembrance in prayer of your and all NAPPers' needs and intentions, and wishing you-all a joyous Christmas and a safe new year, I am

Fraternally in Christ Jesus,

