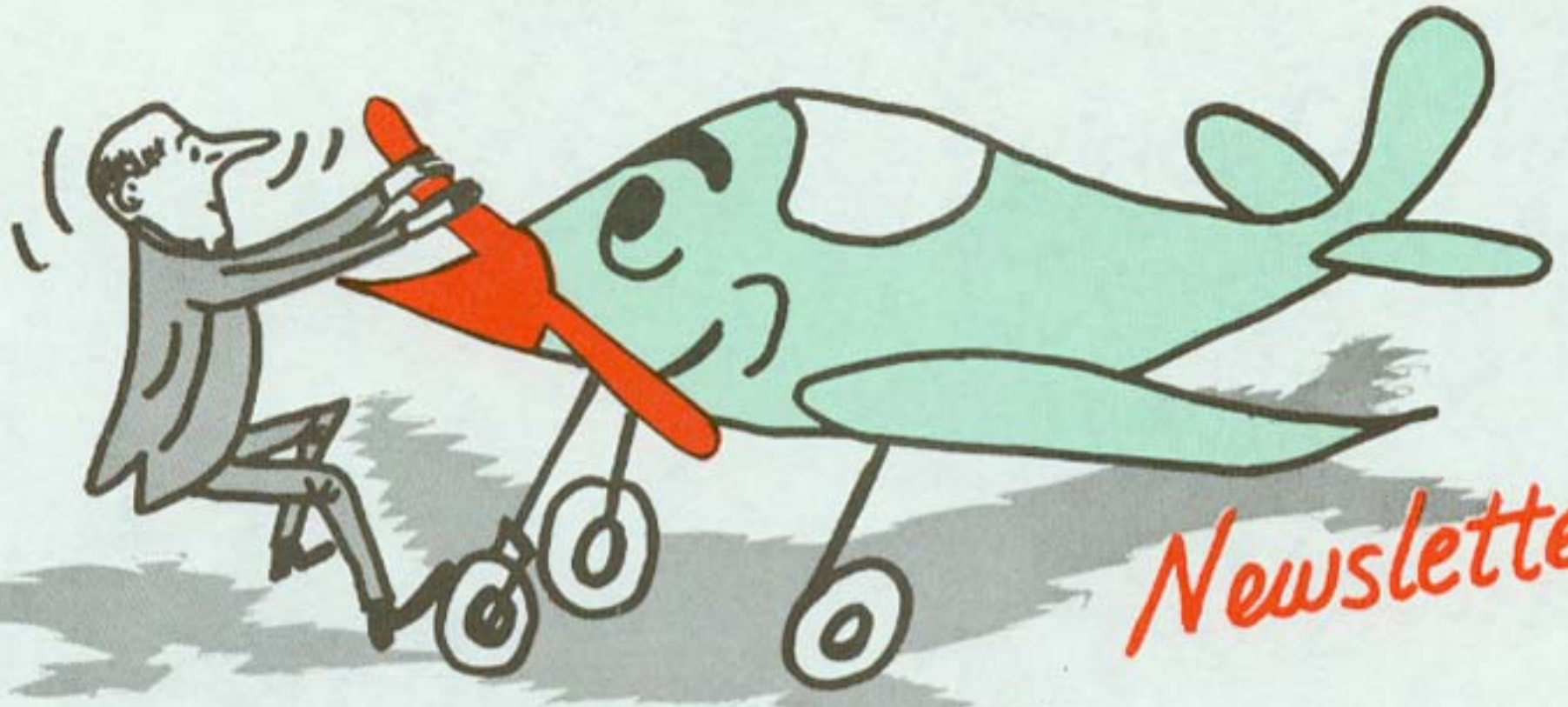


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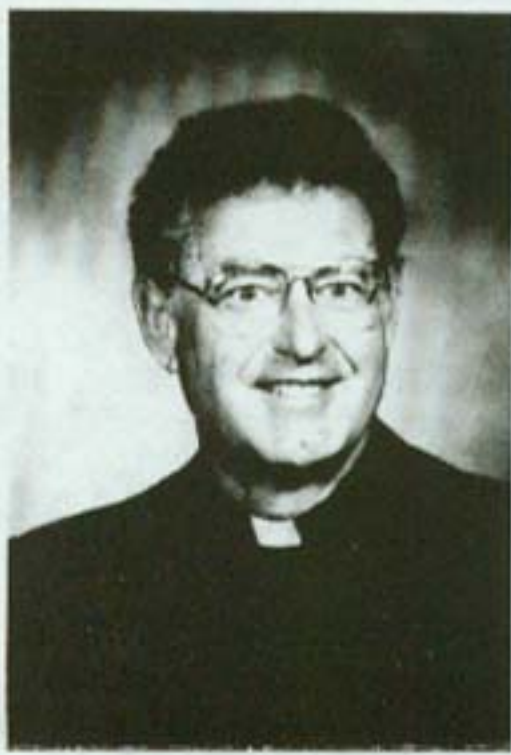


Newsletter

VOLUME XXX

FEBRUARY 1993

NO. 4



FROM THE PRESIDENT

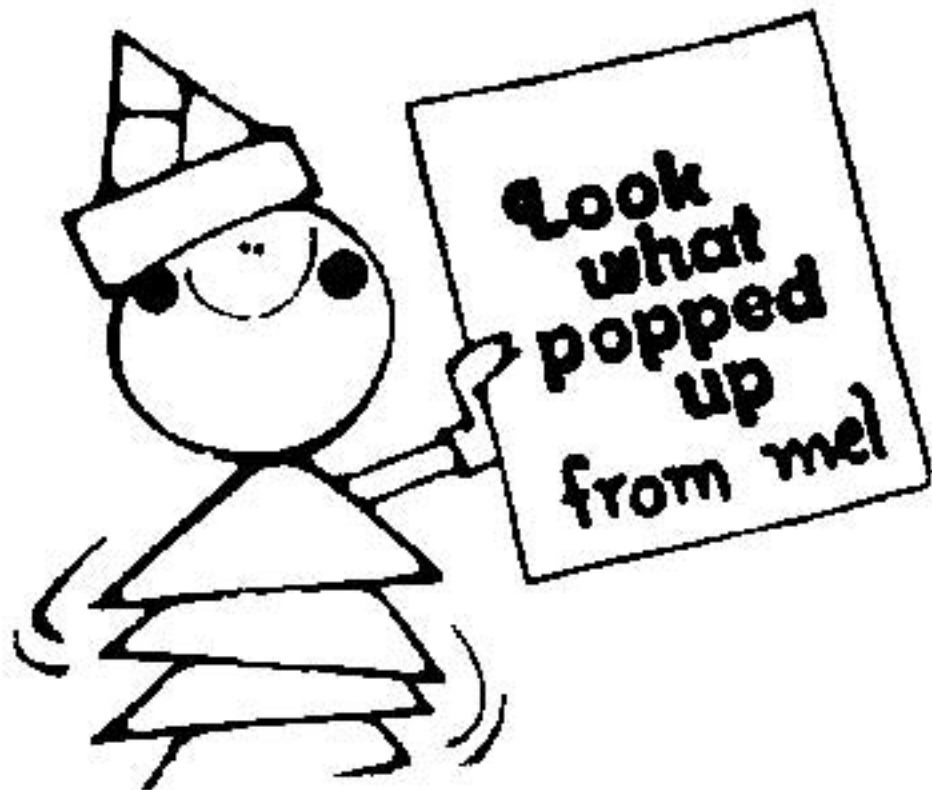
Thanks to John Hemann for the many and ongoing labors in arranging for our annual convention in San Antonio. Our response should not only be gratitude, but thoughtful cooperation ---- like early reservations.

PILOT REPORT: Who ever heard of head winds in wintertime flying southeast. All the way (1505 SM) to southern, Naples, Florida. (Thank you generous, General Jack). Furthermore, the cloud cover was almost 100% both ways. An autopilot was a blessing. The ever present icing forecast came true at 8:00 p.m. The 180 degree turn allowed us the sleep we needed anyway.

MECHANIC REPORT: Jump starting a run-down battery may not be sufficient to activate the starter/bendix gear. It gets expensive to remove (twice) the starter for repair only to find out - five hours later - that the recharged battery would solve the problem. Sigh!

Best wishes to all for safe and joyful flying. Ut in omnibus glorificatur Deus!

Frank Hemmers



A strange, strange thing happened to me before Christmas. A glitch developed in the trusty computer. My brilliant mind decided it could easily be rectified by reinstalling the backup. Little did I know the revised version of the backup program also had a few bugs. It cross referenced 422 files, a mess of monumental proportions. A week of exasperating endeavors necessitated the unloading of everything and beginning anew. My restoration was done through older backups. In the process, I lost some NAPP names and addresses. Obviously, the 98 who have sent in their dues are correct. Hopefully, the enclosed dues envelope /reminder will reach those who haven't renewed. Please send the \$15 as soon as possible.

The Spring Midwest regional meeting will be hosted by Ed Higgins in Pontiac, Illinois on Monday, May 10. The afternoon program will be a tour of the local penitentiary. Ed needs your name and social security number. Please provide that info on the registration form which Ed must have to obtain security clearance. For us "older" priests, this could be a nostalgic visit to seminary life. I've often thought the only difference between life behind seminary and penitentiary walls was the "possibility" of a little more religion in the sem. Don't you even wonder about that at times?

San Antonio is the site for the annual national convention. The dates are July 8 and 9. My brother John and I are handling the planning and reservations here in Iowa. That reality will make this another of our unique assemblies. This reservation form will be included in this and succeeding issues. Please note the time

line. Reservations must be in by JUNE 21. PLEASE! PLEASE! observe the requirements imposed on us by the Retreat House. We don't want you sleeping outside once you get there. Details will come your way in future issues.

CONGRATULATIONS



Bishop Jim Timlin of Scranton, PA, has been a pilot for more than 30 years and has a great interest in aviation. He was recently named episcopal liaison to airport chaplains. Congratulations Jim!

NAPP treasurer Ev Hemann says, "Thanks to all who promptly sent in their dues. I think members should know that thirteen members generously contributed an additional \$5 to \$15. Their combined contribution to date is \$120."

Four of us bought a Garmin GPS 55, the portable hand held model. The portable antenna fastens to the windscreen via suction cup. We adapted the power cord so that it could be plugged into the cigarette lighter. We have a small carrying bag for it and it makes a nice cheap way to get into the high tec end of flying. So far there has been no conflict in scheduling the GPS as three of us belong to the same flying club.

I thought I'd pass that information on in case any one is interested in this idea. Works well!

ADDRESS ALL CORRESPONDENCE TO:



REV. MEL HEMANN

20245 ST. JOSEPH DRIVE
RICKARDSVILLE, IA 52039

319-552-2233

SPRING NAPP MIDWEST REGIONAL MEETING

Monday, May 10, 1993 Pontiac, Illinois

Host: Ed Higgins

AGENDA

Arrival: Whenever... In time for noon lunch on Monday, May 10

After Lunch: TOUR OF STATE PENITENTIARY

Dinner: July Convention up-date; Decide time & place of Fall meeting.

Departure:Whenever??

PLEASE NOTE: Pontiac's new airport opened a few weeks ago. It is located on the north end of town.
If you don't have a current sectional, be sure to head north to the new field.

MAIL THE FOLLOWING TO: Rev. Ed Higgins
119 E. Howard P.O. Box 374
Pontiac, IL 61764
815-844-7883

RESERVATION FORM

NAME _____ SS number _____
(For security clearance)

ADDRESS _____

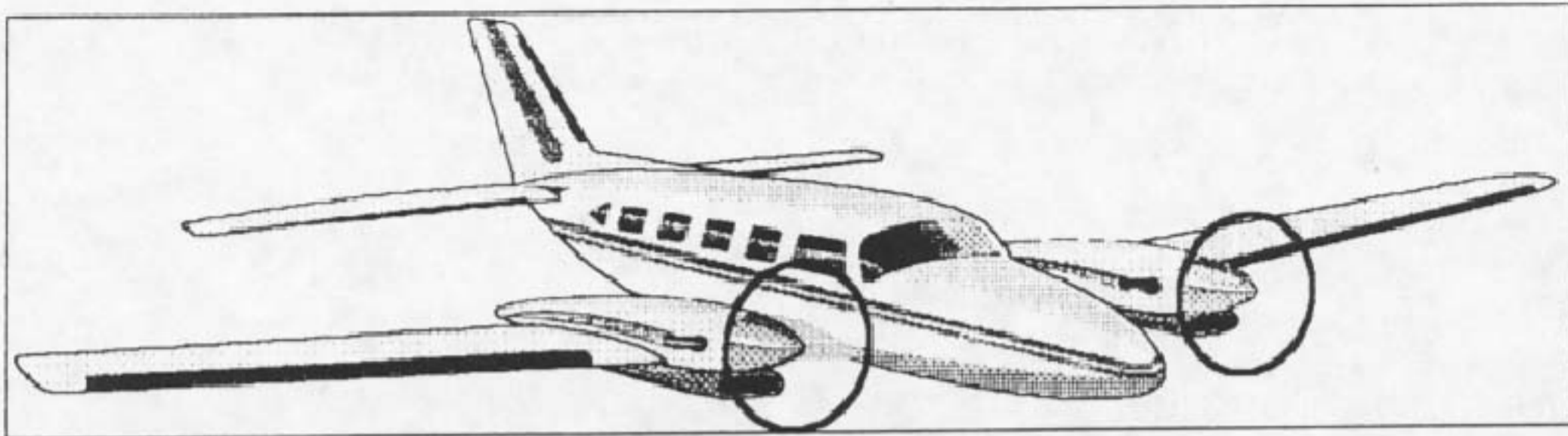
PHONE _____

ARRIVAL BY:

PLANE: TYPE _____ N _____ CAR _____

ETA: DATE _____ TIME _____

ETD: DATE _____ TIME _____



[This promo from the Archdiocese of Anchorage]

After a short taxi down a bumpy stretch of gravel, the '68 Cessna 182 single engine climbed on its journey from Sand Point to its last stop at Cold Bay on the Alaskan Peninsula in southwest Alaska. The 15 mission stations in the Bristol Bay area are accessible only by plane, and only by such a skilled pilot as Fr. James Kelley.

Fr. Jim Kelley, a 63-year old retired Navy chaplain and a pilot, is their only link with the church. Fr. Kelley averages 30 hours of flying a month, regularly visiting mission stations of Holy Rosary Parish in Dillingham, Alaska. Holy Rosary Parish stretches from Lake Clark to False Pass, Cold Bay to Dutch Harbor. It is the largest parish in the United States, and, no roads.



Fr. Kelley is based in King Salmon, one of the mission stations. The weather in this area and along the Aleutian chain is often unfriendly. Fr. Kelley often flies into a 30 knot headwind for hours at a time. The weather of U.S. Cities, Fourth Edition, printed in 1922 describes the King Salmon weather--"From December through March the area experiences rather strong winds... Winds of greater than 50 mph have occurred in all months with extremes above 90 mph."

As for visibility--"When the wind movement is inland from the southwest...this action contributes to the frequent fog occurrences all months of the year... During the winter months, the high moisture content of the air causes substantial accumulations of frost on outside objects."

When Fr. Kelley arrived, the 24-year-old plane needed to be fitted for its new service in the remote areas of Holy Rosary

parish. Large wheels were added for landing on soft gravel airstrips. Shoulder restraints costing \$500 were added for pilot and passenger safety in gusty winds. Most of the parts were originals in the 24-year-old plane. After a few months of continuous flying, a new engine became necessary. As soon as a new engine was installed (for \$20,000), other parts started giving out. The plane has since received a new transponder for \$1,300; new ELT and radio antennae, new EGT, RPM, and manifold pressure gauges; and a refurbished propeller and governor for \$2,000.

"Well worth it," commented Archbishop Hurley who has personally flown about 500 hours in the Cessna himself. "Fr. Kelley is the first priest to hit all the villages. I had flirted with some tricky passes and weather over the years, but Fr. Kelley has plunged in. It was necessary to re-equip the plane."

Because Fr. Kelley serves a mission parish where people make their living from seasonal work like fishing, his expenses must be subsidized. The Archdiocese, with help from the people in the missions and the Extension Society, cover his costs. Many people must live the entire year off what they earn during the few short months of summer. Collections cover barely half of his necessities--aviation fuel, oil changes, yearly maintenance. In remote places, these things become quite expensive. On the average, aviation fuel costs \$2.50 per gallon; oil changes every 50 hours are \$85 each.

Despite the long nights in the winter--sunrise at 9:00 a.m. and pitch dark by 4:30 p.m.--Fr. Kelley manages to fly eleven months out of the year. Sometimes, nature takes its toll. Last year, he was snowed in eight times in blizzards lasting one to three days. Just recently, the elevators and tail section were damaged when the plane was torn from its mooring into a ditch by winds gusting to over 80 knots at King Cove.

These missions are not places with large numbers of Catholics. Fr. Kelley flies in to Chignik Lake to celebrate Mass for four school teachers and their families. They look forward to his regular visits and draw comfort from the continuity of the sacraments. Many villagers are finally able to count on First Communion services, marriage ceremonies, regular Eucharistic celebrations, and reconciliation services. At his home base of King Salmon, Fr. Kelley often has 40 Catholics attending weekly Mass. Fr. Kelley is committed to his parishioners. The people are far removed from the kind of life Catholics everywhere else take

or granted. When Fr. Kelley lifts off a rough gravel landing strip, often with equally rough turbulence, he knows he has given his people a direct contact with Christ. He also knows he is fulfilling Christ's mandate to his apostles, "Go to the end of the earth...teach...and baptize."

This one from Bob Kirschi, Albuquerque

Dear Brother in the Lord, Mel: A shower of all good blessings upon you and all your loved ones (and unloveable as well). The copy here is not that good, but it does give a little peek into the environment of the high Sierra Madre Mountains of western Chihuahua, Mexico, into which our "Queen of the Missions" ("Queenie") flies regularly on her mercy missions. [Editor's note: Pictures on copy not reproducible]. St. Jude Express is a satellite of San Martin Flying Mission which reaches a much wider area of interested folks, Doctors, Dentists, Agronomists, etc. Our main thrust is bring our Tarahumara and Tepuan Indian people to a point of medical self-support. As Pope John XXIII would put it, "It is better to teach a man how to fish than to give him a fish."

With much Love and Admiration,



Bob

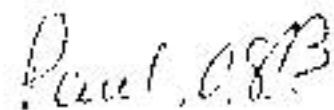
Paul T. White, O.S.B. writes from Conception Seminary College

Dear Mel,

It seems like every time I send in a check for dues I ended up moving before the check clears the bank. Sorry for the trouble, but I have returned to the monastery and have taken up the job of Director of Recruitment and Admissions here at Conception Seminary College beginning January 3 of this year.

Enclosed is another check for dues for this year and this account is not closed.

Sincerely,



Fr. Paul White, O.S.B.

Director of Recruitment/Admissions

Jack Lawler writes 4 December, '92 from Naples, Florida

Dear Mel:

I felt it time to write a note but four months of idleness left this machine inoperable.

Yesterday life was restored and a note from one of the aged was due.

Then last evening there was a call from our worthy president relating to weather, temp and Florida. As to any of the gang, they are most welcome to stop by and refresh body if not soul.

It was most unfortunate last summer as Bob Sennott and I were all set to come to the conventio and I was looking forward to it since I have a habit of putting myself in a bind. The past three years I tried to show compassion to the fellows in Boston and cover their parish so that they could have a vacation. There I was two weeks down and two to go but arranged for a three day hiatus. Some friends in the parish asked if I would like to go for a ride and being an old hand at this, I bit. (no joke intended). The horse was very skittish when saddled but it was suggested that I mount. The steed, his bridle being held by my friend, increased his desire to back up, his rear feet slipped, he landed on his ass and I slid down his back. It was not a western saddle. I was not in control of the reins, and so I slid down his back still astraddle. He rolled on the leg in getting up and snapped the hip bone right where the ball enters the socket. And this two days before your get-together.

One week in the hospital for surgery, eleven days in rehab and I was walking sans crutch or cane. There is still life in the old man. I found that I could get in and out of the plane and the next day I was on my trip around the country. I came back south and play golf, accept the fact it will never be 100% but it will do.

Presently I am working on my 50th anniversary back in the old parish in Billerica (Pinehurst) on 10 January and a Mass with the eight members of the class of twenty-four ordained 6 January, 1943, with Cardinal Law.

For the pundits in the group who wonder why I was on a horse remember that I was riding since a child or before many of this crowd were born. One added satisfaction: I may have been done in by a horse's ass but it was a creature with four legs not two.

All my best to the gang and if they would like to come south give a call after 15 January and will be happy to have company. (813) 732-0156. Call about 10 PM or as John will recognize, 2200 hrs.

Wish all a blessed Christmas and a safe flying New Year. My Bonanza is still sound and willing.

In friendship to all,



On December 28, Tony Altea send the following picture and this letter.

Dear Mel,

Thought you'd like to know what's happening with Vic Schoenberger, who had been a very active member up to two or three years ago. I notice that his name has been removed from the latest directory.

Nick Rossello and I flew to Albany, NY to visit him. We heard through the grapevine that he had been ill. After a bit of running around the Albany area, we finally found him at a Catholic Home for the well-aged. Vic has Alzheimer's disease and it has taken its toll on him. He cannot converse with anyone, although I feel he recognized us and was happy that we dropped by. It was a very hot day, and still he insists in dressing in his black clericals, so unlike our visits only two years ago where, dressed in old clothes, he'd have us help him finish up a homebuilt or invite us to fly around the patch in his favorite homebuilt, a 76 hp cub-type plane, which he flew from Albany to Jamestown a couple of times.



Vic had been to most of the NAPP conventions, even to ones that I couldn't make. Most often he hooked up with us and joined us to Alaska on two occasions.

As long as I've known him, Vic has been a real gentlemanly priest and friend. It's hard to accept him in his present condition, and sadder yet to find his name off the most recent list of NAPPers. Vic loved everything to do with flying - loved the priesthood, loved people. Please remember his health in your prayers.

Sincerely yours in Christ,

Tony Altea

About a month ago, John Herzog from Colo, IA called and gave me the latest up-date on his saga with the "medical powers that be" in Oke City. He said, "I've got some good news and bad news. Friday I am scheduled for a BFR. I got word today that I am approved to fly once again. The bad news is my next medical is due in May." John, we hope you make it through the May

exam in great shape.

Ed Murray sends the following from Whitlemore, IA
Mel,

Read "Nostalgia" with interest and might I add:

You are before Loren, IFR (maybe), ARSA, TCA, etc. & NASA.

Before AWOS & clearance delivery; before Pulsars, RV2-B, Kilfoxes, Quickies & Explorers, Glasairs, Lancairs & SX300's. I'm not sure if you aren't older than Mooney's - right Frank? You're before digital, ultra lite, hang gliders and GPS. Before C172's & Cherokees and toe brakes.

My God, you guys are getting old!



Owen Shanley sent the above picture of his new "baby."

Mel,

Purchased N12364 in August, 1968 PA2BR 180.
New paint and interior. Flies great. Keeps me poor.

*This short note from Craig Storm in Minnesota:
Sorry, but I must cancel my membership. I am on leave from the active ministry and attending medical school. My piloting days are over for a few years. Best wishes.*

Craig Storm

Everett Hiller, Warren, Illinois, writes:

Mel,

How are you doing? Flying? I'm still at it. Fly to my workshops more often now. Fly about 175 hours a year. Love it more and more. This fall and winter have not been too conducive to fly. Take care and regards to the family.

As ever,

Ev

Ev

LATEST NAPP CONVENTION UPDATE

July 6-7, 1993 San Antonio, Texas

AIRPORT FOR FLY-INS

Stinson Field ---- T & M Aviation 210-924-8634

\$2.00 per night tie-down. Possible waiver on this if you buy fuel

Possible?? discount for all fuel if you identify yourself as NAPP member

COMMERCIAL FLIGHTS

San Antonio International.

RETREAT HOUSE

OUR LADY OF THE PILLAR MARIANIST RETREAT CENTER

\$55.00 per day in double room with private bath less money deducted for meals not taken.

No noon meals are planned at the Retreat House as everyone will most likely be "out and about."

ROUND TRANSPORTATION

We are borrowing an idea from Pete Sweeney's hospitality last year and will rent eight passenger vans. Advantage Rent-A-Car rents for \$44.00 per day with unlimited mileage. That price may be reduced to \$39.00 because summer is the slow season.

Once reservations are in - BY JUNE 21 - we will reserve the required number of vans.

DAILY EXCURSIONS

The Chamber of Commerce is sending literature on things to do in San Antonio. We will pass this on in future bulletins and also have it available at the Retreat House. One suggestion: Plan a "noon meal" on the river walk and an evening return to take in the night life.

REMEMBER THE ALAMO.

BUSINESS

The chapel is available for our liturgies. We will do some pre-planning on those. There will be the usual business meeting, election of officers and dinner. Positions to be voted on are Pres (Lame Duck Frank Nemmers), 2nd VP (Jack Paisley) and Secretary (Bob Kirsch).

BIG REMINDER

We are depending on you to meet the June 21st deadline for registration. It's going to be a mess if anyone shows up unannounced. Get your act together and send in the reservation sheet ASAP.

NATIONAL ASSOCIATION OF PRIEST PILOTS

1993 ANNUAL CONVENTION

SAN ANTONIO, TEXAS JULY 6 - 7, 1993

STINSON MUNICIPAL For those arriving in PRIVATE AIRCRAFT

FBO: T & M AVIATION 209-924-6634

CONVENTION SITE:

OUR LADY OF THE PILLAR MARIANIST RETREAT CENTER

2507 N.W. 36TH STREET

SAN ANTONIO, TX 78228

(512) 433-1408

CONTACT and/or SEND RESERVATIONS TO:

MEL HEMANN

20245 ST. JOSEPH DRIVE

RICKARDSVILLE, IA 52039

(319) 552-2233 (H) (319) 556-2580 (O)

PLEASE NOTE: *We are dealing with a Retreat House and the terms of the contract state we must confirm the number attending by June 21.*

Their rules; not ours!

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

ARRIVAL INFORMATION

ARRIVAL: Date/Time _____

Commercial Flight Number _____ at SAT Int _____

Car _____

Private Plane N. _____ Make _____

DEPARTURE: Date/Time _____