

VOL. XX

JUNE 1983

NO. 6

YOUR PRESIDENT'S PROFUNDITIES

I hope you are making plans to be at the Convention in Montreal. It is looking better all the time as Iowa climbs to 110% humidity. You say you would like to come to Montreal but the Bishop is coming to your parish in response to the petition the parishioners took up? Postpone his visit. Tell him you have more important things to do.

Seriously, I imagine a few of you are kicking yourself for not getting organized sooner and now must be absent from our gathering. Don't let it happen again! Start planning now for next July's 20th anniversary gathering in Iowa at the Hemann farm. Probably all of Iowa will be in the PIK program next year and you will be able to land anywhere. Maybe by next year I'll be finished fighting with the FAA and have my medical restored. It has been a year and a half since I have been in my beloved 181 and I am sick unto death. I'll have to take a sick leave to deal with the sadness. If you are flying high, appreciate it. I hope to see you soon.

BRIEFS FROM HERE & THERE

This letter from Pat Patten. I think it is self-explanatory:

17 May 83

Dear Mel,

Just received the new directory. Unfortunately, as is usual with most things like this, I'll be moving on in a few weeks, and my address will be back in East Africa:

Pat Patten Catholic Mission Box 40, toliondo Tanzania, East Africa

OT

Pat Patten c/o 1758 Manchester Grosse Pointe Woods MI 48236 (313) 881-8787

The good news is that after many months of letter writing to more foundations than I like to think about, we've got the plane. It's a very nice 1973 Cessna 206 with a Horton STOL and undercarriage pod installed by Wings of Hope. King Avionics donated the radios at 50% off (which is below dealer price). And Jim Creighton, an Ozark airlines pilot and professional ferry pilot has donated his time to take the plane over. He'll tank it up, 1500 pounds over gross when he leaves Newfoundland, and fly non-stop to the Ivory Coast, about a 22 hour trip. Then the next non-stop leg from the Ivory Coast to Nairobi, Kenya. It should be in the field, fully operational, by August.

In addition, we've shipped \$28,000 worth of spare parts, including a zero time engine, prop, tools, and just about everything that we could think of that might keep the thing out of service for more than a day or two.

My pilot (unfortunately I won't have time to fly it other than to relieve the full time pilot) is an Austrian technical worker who has put in three years already with the Catholic mission in my area. He's a top notch mechanic and has a wonderful rapport with the people. A newly retired Pan Am pilot has volunteered three months of his time (including all travel expenses) to transition the Austrian to the 206 in bush work.

Amidst the heavy schedule working on this project, I've managed to do a bit of updating myself. Just finished my commercial multi-engine rating last week. It could prove handy as the Flying Doctor Service in Nairobi files an Islander, a Partenavia, and a Cessna 404.

I would like to thank all of the NAPP members once again for their most generous contribution last year of \$1,000 towards this project. That, and even more importantly, all of your encouragement, has helped make this dream into reality -- a reality that will make the difference between life and death for many thousands of people for many years to come.

We really don't have the full funding for the project that I had hoped for. The \$81,500 already received has been enough to purchase the plane and spares and a net-work of ground-based radios to keep in touch. Another \$52,000 is promised in the near future. That will handle our fuel and insurance and pilot's salary for the first year. But we still remain \$50,000 short for each of years two and three of operation. Knowing that for each day this plane sits on the ground here, there are people dying over there, made for the decision to go ahead with the project for the first year, and just trust that it'll all work out. At least there's a very bright light at the end of this tunnel.

Mel, I'm enclosing a project summary and financial update just in case some people might like to see where their thousand dellar contribution has gone. I'm also enclosing a couple of newspaper reprints which you might find interesting. I won't be able to make the convention this year, as much as I'd like to. But I'm with all of you in Spirit.

Thanks again for everything. It's great being associated with you.

Pat Patten

FLYING DOCTOR SERVICE, DIOCESE OF ARUSHA, AIR-MEDICAL PROJECT SUMMARY

OBJECTIVE: To provide preventive and curative health care to 150,000 people living in an area of over 23,000 square miles of largely inaccessible territory in Tanzania, East Africa.

RATIONALE: Tanzania is one of the ten poorest countries of the world. The desperate state of the economy does not allow it to implement its well planned medical programs. The area mentioned above suffers even worse because of its remoteness. It has only one doctor. For all practical purposes, except through his services, no medicine is available to the 150,000 people living there. Helf the children die before they are five years old. Average life expectancy is 35.

METHODOLOGY: Field-experienced people with previous air-medical experience in East Africa are trying to secure funds for the purchase and initial operation of a Cessna 206 single-engine six-passenger airplane, and for ground communications equipment. The aircraft would carry the doctor and/or nurse or locally trained medical aid to otherwise fnaccessible areas for regular preventive medical visits and vaccination campalgns, and for regularly scheduled under-the-wing clinics.

Ground-based radios in key locations would call in the airplane for emergency airlift of critically injured or ill people; as well as allow rural medical aids to keep in daily contact for

3

advice from the doctor concerning specific problems or questions.

This is a purely medical project. People would be served without regard to their race, creed, or ability to pay for services needed.

PEOPLE RESPONSIBLE:

Doctor:

Requested by: Dennis Durning, C.S.Sp., Bishop of Arusha, Tanzania, since 1962 (native of Philadelphia).

Project Coordinator: Pat Patten, C.S.Sp., missionary priest and pilot serving in Tanzania since 1974 (native of Detroit).

Chief Pilot: Leopold Gattringer, pilot, mechanic, and hospital technician serving Wasso

hospital in Tanzania since 1979 (native of Austria).
Herbert Watschinger, priest-doctor serving in Tanzania since 1964 (native

of Austria).

Project Holder: Congregation of the Holy Ghost, an international missionary congregation with 4,000 members serving in the poorest areas of the world (U.S. headquarters

in Pittsburg).
Current Financial Status:

Total needed for project initiation and three years of peration till self-sufficient..\$238,258
Total thus far received through grants\$62,000
through individual donations\$19,427

Amount still needed to initiate the project and provide first year service......\$ 53,859

Amount still needed to bring project to self-sufficiency (year 2 & 3 of operation)....\$102,972

The following from CRUX - May 30, 1983 on NAPP member Rene H. Gracida:

Named Bishop of Corpus Christi, TX, 59 year old Bishop Reme B. Cracida, first Bishop of Pensacola-Tallahassee, FL, since 1975. Native of New Orleans, ordained for Archdiocese of Miami, 1959. Served in US Air Force (World War II); holds degree in Architecture (Rice, Houston, TX); former teacher prior sem studies. Served Miami as pastor, chancellor, vicar general, Auxiliary Bishop prior taking possession of Pensacola-Tallahassee, 1975. Replacing retiring 75-year-old Bishop T.J. Drury (Corpus Christi Ordinary since 1965; first Bishop of San Angelo, TX 1961).

The following letter from new member, J.K. Odbert, SJ, Cleveland. He's responding to an earlier letter and correspondence with acting NAPP President John Hemann:

The Peace of Christ! Thanks for your letter and your answers. I had forgotten that I wrote to the Nat'l Association of Priest Pilots. But I understand, from your letter, about the delay. Yes, I am a Jesuit priest. The departure date for Wau, in the Sudan, Africa, has been "set" for January of '84. Our major Superior was over there just last month and came back with encouragement for me to continue my flying, my instrument lessons (almost done) because he sees the needs that an airplane would fill and he has "promises" from the Bishop who asked us to set up the High School there fuel would be available.

Since writing you I have already found out that the Beech Duchess is not the way to go. I've been told to aim at the type you mentioned -- specifically we are looking for a Cessna 206 (6 seater) because I'm told there are other such Cessnas there and repairs/parts might be more readily available. I know there would be very little need for IFR over there, but to get the Wings of Hope organization in St. Louis to help us get \$\$ I have to meet their requirements. They say the ideal is have a pilot around 25 years old (nothing I can do about that since I am 45), have at least 500 hrs. (I am coming up on 200), and an IFR rating.

Enclosed please find my membership fee check. And thanks again!

CHANGES

Rev. James A. Black (zip code correction: 37203

Most Rev. Rene H. Gracida 4109 Ocean Drive Corpus Christi, TX 78411

Rev. Msgr. Joseph J. Morrell Box 204 Sioux Narrows Ont Can POX 1NO

Cdr. J.F. Kelley, CHC/USN Pastoral Care N.H. Beth C-83 Bethesda, MD 20814

NEW

J.K. Odbert, SJ St. Ignatius High School 1911 W. Thirtieth St. Cleveland, Ohio 44113

Send all news items to:

MEL HEMANN P.O. BOX 309 PRESTON, IOWA 52069

St. John Fisher Parish

120 SUMMERHILL AVENUE POINTE-CLAIRE, P.O. HOR 2L7

Tel: (514) 695-0205

Dear Father,

May 23, 1983

WELCOME TO MONTREAL AND THE NAPP CONVENTION. The following information may be useful to you to make your stay in Montreal more pleasant.

The Seminary will be available at \$10.00 per night plus \$2.00 for breakfast (optional) before, during and after the convention. You cannot do justice to Montreal and the convention in two and a half days - try to plan to stay longer.

The premium on the American dollar is now some 22 or 23 cents at the bank. If you can, bring some Canadian cash with you to tide you over until banking hours which are the same as at home.

The Expos are playing the Atlanta Braves on the evening of the 11th then they will out of town until the 19th of July.

The Convention Airport is the Montreal/Dorval International.

Ask approach control or tower for 24 left or 06 right to GENERAL AVIATION. Transponder preferred but not required. It is a positive control zone (PZC). NORDO aircraft should flight plan for either St-Jean, Quebec (25 miles south east of Montreal) or St-Hubert (15 miles east of Dorval) airports and phone ahead to the tower to advise ETX and receive appropriate instructions. Also "phone me at 695-0205 or 636-7090 Innotech to arrange escort from St-Jean or St-Hubert to Dorval. Customs are to be passed at St-Jean or St-Hubert. All aircraft entering Canada must indicate ADCOS on compulsory flight plan.

Customs is the first stop for all aircraft entering Canada. Ground control will direct you. After customs, taxi to Innotech Aviation (636-7090) at intersection of Romeo and Lima taxiways. Innotech is the Convention FBO and free parking will be provided. Ground transportation will be provided by the reception committee on the hour and the half hour. Busiest times at MONTREAL/DORVAL (YUL) are 7 A.M. to 9 A.M. and 4 P.M. to 6 P.M. If possible, adjust ETA. However, they will work you in in any case. Tower supervisor assures hospitable reception.

There is a Montreal sectional and both IFR chart services provide coverage. AOPA publishes a Canada booklet. ENROUTE ALTITUDES VFR and IFR are now the same in Canada as in U.S.A.

N.B.: VFR-ON-TOP is not legal in Canada.

TENTATIVE SCHEDULE

		12011121276 00116		
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY
Morning	Arrivals	Visits to Canadair Air Canada Base CAE (Simulators)	Bus Tour of Montreal	Departures
After- noon		with "" lunch	Free	
Supper	Snacks in Sem meals on own in town	Dinner on own in town	Annual Meeting Banquet	11 10 17 07 10
Evening	Free	Free	Free	

If there are any questions prior to the Convention that you would like to check out with Emmett Johns, our convention host, his number is: 514-695-0205.



- We ran out of colored letterheads last issue. I didn't realize we were that low. Six reams have been printed in the interim. That should hold us for a few years.
 - Our pictorial directory was all set up on Nancy's Apple II computer and then taken to the printer. For a first try it didn't come out too badly. The printer informs us that after using most of the pictures several times they have pretty well run the course.

SEE YOU IN MONTREAL IN JULY.

Midwest Region Meets in Albuquerque



NAPP members after a tour of the new church under construction



Some of the adobe made by Parishioners for the new church



The Old Cathedral -Old Town, Albuquerque



Sight Seeing is Exhausting -Dick Skriba grabs a few winks



The Regional meeting in full swing



President John Hemann's load getting ready for departure

ERV WEBER, NEWLY APPOINTED TO MINDEN, NEBRASKA, HAS OFFERED TO HOST THE FALL MID-WEST REGIONAL MEETING IN MINDEN. THE DATE IS MONDAY, OCTOBER 3. ONE OF THE ITEMS ON THE AGENDA IS TO TOUR THE COUNTRY'S LARGEST PRIVATELY OWNED MUSEUM.

Details will follow in future issues. Mark your calendars now!!!



CONVENTION 1983

Montréal

JULY 12-13



NAME		00000		
ADDRESS				
ETA	DATE	AND	TIME	
ETD	DATE	AND	TIME	
théâtres		Chil	95	arts
Elin.	cinémas		shop	ping
restaurants	-32			pop & jazz
ants	dis	cos	1	bob a

ARRIVAL BY

- PRIVATE PLANE N____
- COMMERCIAL FLIGHT #____
- O CAR

SEND RESERVATIONS TO

EMMET JOHNS
ST. JOHN FISHER PARISH
120 SUMMERHILL AVENUE
POINTE-CLAIRE, P.Q. H9R 2L7
514-695-0205

NATIONAL ASSOCIATION OF PRIEST PILOTS, INC. FINANCIAL REPORT YEAR ENDING DECEMBER 31, 1982

INCOME

	1981	1982							
Dues Interest Convention refund NAPP Caps sold Donations TOTAL INCOME	\$ 1,300.00 571.64 \(\frac{25.00}{1,896.64}\)	\$ 1,160.00 768.76 933.00 171.00 10.00 3,042.76							
EXPENSES									
Postage Newsletter Envelopes, checks Photo album NAPP Caps Telephone Convention advances Pictorial directory Donations ('81 Hurley) Kilimanjaro Holy Ghost Fathers	140.00 425.39 25.00 100.00 1,200.00 1,890.39	360.00 416.15 27.63 75.00 166,00 25.00 665.00							
ASSETS									
Beginning of year Receipts Expenses End of year	6,049.48 1,896.64 1,890.39 6,055.73	6,055.73 3,042.76 2,734.78 6,363.71							
Checking, end of year Savings certificate, end of year TOTAL ASSETS, end of year	36.78 <u>6,018.95</u> 6,055.73	363.71 6,000.00 6,363.71							

Charles B. Teufel, Treasurer