

N.A.P.P.



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NO 2



PRESIDENT'S COMMENTS

Fr. John Schmitz

DID YOU SEE THAT?

The summer heat has ended and the cool of fall and winter are setting in. I am so glad to have been able to catch up with some of the brothers in Greenfield, IA at the mid-west fall gathering. I planned ahead for this trip and traveled a little closer to Greenfield Sunday night to (KIRK) so as not to have such a long day of flight on Monday. I

ended up awakening to a fogged in airport the next morning. This left me waiting for Mother Nature to burn off the fog, delaying my planned arrival time. Even well planned flights leave us with the need to reevaluate our limits and abilities, remembering that safety is first.

As a VFR pilot, I was grounded and left to remain patient till the visibility cleared to my set minimums. The day was very enjoyable even though I had to arrive late and missed an hour of the presentation.

There, we loaded up on a small bus to go to town for lunch. About a mile down the road we experienced an engine out. Our pilot remained calm and executed a safe roll off the highway onto a side street. Not often do we have an engine failure in a car but it reminded me again just how important it is for us all to remain alert and sharp in the safe procedures for an engine out while flying.

In late October, I was enjoying an early evening flight and was landing just a few minutes after sundown. As

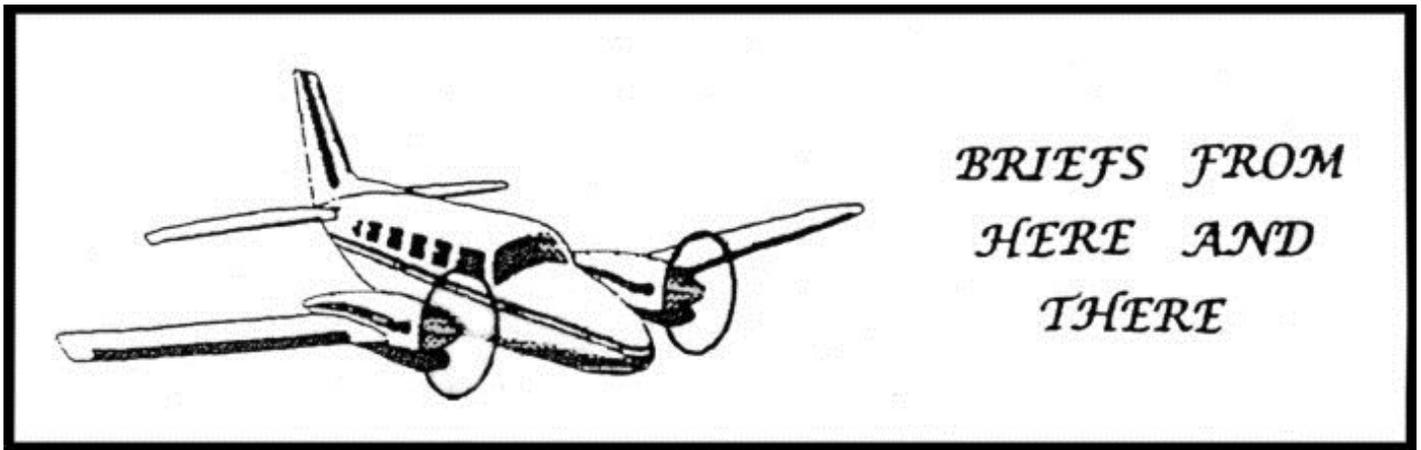
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“To promote the use of private aircraft as a practical, safe, and efficient tool of the apostolic work of a priest while working with ecclesiastical groups to promote aviation in the cause of the church.”

- Mission Statement

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Fr. Mel Hemann was given a big ol' going away party at Livingston Aviation in KALO, Waterloo, IA. These are the regretful respondents:

Say hello to Fr. Mel for me. Last Friday and Saturday I went to Tullahoma. There were over 500 airplanes. AOPA puts on a good show.
- Vincent Kearns

I hope you have a great party. Best wishes Mel.
- Fr. Tom O'Neill

Thanks for the invite to Mel's farewell party.

As you would understand, being the other side of the pond it is rather a long way to come! But I would have loved to have been there since Mel taught me at Livingstone Aviation for my IR, and later my commercial license.

Many thanks. I hope to arrange a visit again sometime during the National Convention so I can be with you all again.
- Fr Peter Geldard

(We would like your return visit very much - HG)

While I have not been the most active member, I certainly appreciate all that Mel has done for NAPP. Sorry I cannot join you on the 18th
- Msgr. Frank Mouch

(We are glad just to have you as a member! - HG)

Thanks for the invite but I won't be able to attend. Thanks for your good work.
- Fr. Lewis Brown

I'll be on retreat that week and will be unable to make the farewell party. Please give my best wishes to Fr. Mel.
- Blessings, Dcn. Dennis Kudlak

I am sorry that I won't be able to make it on that day! I would love to be there!
- Fr. Allen Corrigan

HOWDY! WELCOME TO ...

Nicholas Radlof, a Captain in the USAF; for the past 15 years he was a navigator on HC-130's! Better news is that he is departing the military in December to become a SEMINARIAN for the Archdiocese of Dubuque!

Nick is a native of Monticello (KMXO), Iowa where his father is in partnership in a C-172. Nicholas has some flying hours and did solo after he finished college. He hopes to join us in Mason City in April for the Midwest regional meeting.

GONE WEST

Fr. Mel sent us this: I just got the enclosed word from Jim Falsey in Alaska. Associate member **John Kinsler** died recently in Michigan. I'm attaching the info which might be filler for the next newsletter. I do recall meeting him a couple of times. I arrived in FL around 4 on Thursday afternoon so am trying to get my things stashed away. Peace! Mel ...

I thought that you would like to know that John passed away on Oct 30th quietly in his sleep at home. He had been ill for a long time and the last couple years were really bad for him. Fr. Rick from St Thomas gave him The Last Rites in September, Laura came home from California the last weekend in Sept. and son John came from Illinois the next weekend and Sharon and her 4 girls came too. He said he had done everything and wanted to die at

(Continued on page 9)

THE GREENFIELD GATHERING

THE IOWA AVIATION MUSEUM

Midwest Regional Meeting at KGFZ

29 September 2015

Attending were: John Wolesky, Al Werth, Mel & John He-
mann, Mike Makelbust, Jack Paisley, John Herzog, Phil
Gibbs, and John Schmitt (Pardons to Any Overlooked).



Top Left: John Wolesky, John He-
mann, and Mike Makelburst cool
their heels after some hot time on the
rudder pedals getting to the Iowa
Heritage Museum

Right: A Bell AH-1 Cobra reminds
us of Fr. Bill Appel and Jack Boyle's
time in rotorcraft. *Thanks for your
service, all Veterans!*



Harty Grace and her
pilot, Fr. Bob Lacey, of
Plankinton, SD., are the
newsletter editors. -->

Since she is such a
nice flying bird, a 1946
Cessna 140, she does
most of the commentat-
ing and editorial work.

<-- A horizontal sta-
bilizer for parts from
Gene Martin, 7K8, is
pictured in the back of
the pilot's car.





Top : A spectacular assortment of truly vintage aircraft awaits the visitor inside of the Iowa Aviation Museum hangar. Phil Schmitt is pictured here in front of a Kari-Keen aircraft made in Sioux City and donated by the Graham family of the same town.

Below: Here John Hemann shows off his muscles to the stewardess. We did not want to tell him that she was a mannequin. Counter-clockwise, Mike Makelburst, Phil Schmitt, a guest, Mel Hemann and Al Werth round out the pictured visitors.



Never Again by Patrick J. McDonald

- Brief Bio: P.J. has completed 7500 hours of flight time, since earning his private license in 1966 He holds a single engine ATP rating, CFI aircraft and instrument certificates, as well as multi-engine and glider ratings. Aviation has been primarily a focus for enjoyment. He is formally a mental health practitioner in Des Moines and is licensed in Iowa under Licensed Independent Social Worker and Licensed Marital and Family Therapist

All I requested from the weather gods was an open window to fly from Des Moines to Oelwein, Iowa, to drop off my 1973 Piper Arrow for its annual inspection, then to get retrieved by a friend for an easy road trip home. I needed a total flight time of only forty-eight minutes, but a weak low pressure area decided to complicate matters by parking over eastern Iowa about the time I wanted to depart.

By mid-afternoon, the weather associated with the low (snow to the north, rain to the south) had moved into Illinois and Minnesota, leaving behind a cloud deck with tops at 5,000 feet. Surface stations along my route reported 1500 foot ceilings and ten miles visibility and conditions were forecasted to remain that way for the late afternoon and evening hours. I found no reports of icing during frequent DUATS briefings.

I have owned my Arrow for twenty-two years, have accumulated 1200 hours of IFR flying, and I know the area. I felt no anxiety about the flight, so I was soon on top at 7,000 feet, enjoying the warm sunshine while pushed along with a helpful tail wind. My satellite link weather system gave me the readout I wanted: both Oelwein and Waterloo weather reported 1000 foot overcast and ten miles visibility. The rest of the trip

seemed downhill.

"What approach do you want into Oelwein?" the Waterloo approach controller asked. "I'll take the VOR-A," I answered. I affirmed that I had the current Oelwein weather and the controller came back with my request. "Descend to 4,000," he said, "cleared for the approach." Since I was still ten miles southwest of the Waterloo VOR, I asked to remain at 7,000 until I was closer to the station. When I asked again about any icing reports, the controller reported, "none for the entire afternoon."

I crossed the VOR at 4,000 feet, entering the clouds as I began to track outbound to Oelwein on the ALO 062 degree radial. I expected about 10 minutes of pleasant IMC until I broke out underneath and landed. In case I ran into icing, I anticipated making a rapid descent. The only difficulty in my strategy is that the approach is a step-down ap-

proach, with 10, 15, and 20 mile radar or DME fixes and appropriate minimum altitudes to go with them.

As I started down toward 2700 feet at the ten mile fix, my weather link noted that visibility at Oelwein had dropped to 2.5 miles. The controller asked me if I was getting any ice, and I reported back, "only a trace of light rime."

Just that quickly, I was in serious icing conditions, and I watched the buildup of what looked like a mixture of rime

and clear ice stick to the leading edges then stretch back over the top of the wings. The windshield also started to ice over with a milky mix of ice and the defroster was soon overwhelmed. Now I had no forward visibility. I was level at 2700 feet, still icing up, but could go no lower for five more miles until I hit the 15 mile fix. A lower ground speed, due to easter-



Anchorage Daily News/Marc Olson

Flying fathers

The Rev. John W. Olesky peers into the cockpit of an F-4 Phantom jet at Elemendorf Air Force Base Thursday while other priests look on. Capt. Brent Brown, far right, explains the aircraft to the priests who were in Anchorage Wednesday and Thursday for the 18th annual convention of the National Association of Priest Pilots.



Contact Fr. Joe McCaffrey
 cell 412-576-8638 ofc 724-935-2104
 email Jmccaffrey@stsjohnandpaul.org

Details, DETAILS, DETAILS

NAPP Convention 2016 Pittsburgh PA
 July 11 - 13. Fly out 14.

Airport for fly-ins
 KPJC. Zelienople, PA
 located just north of Pittsburgh, PA.
 CTAF 122.9 C ASOS 118.45
 Commercial flights
 KPIT Pittsburgh International Airport

Our hotel. The Double Tree by Hilton, in Cranberry Pa. Reservations phone 1 800 222 8733.

We are getting this high end hotel at a very good price. \$99.00 + tax per night. *Includes* two free breakfasts! But you **MUST** make your reservation by June 17, 2016.

If your plans change you can always cancel. But to get your room at the discounted price make your reservation **TODAY!** Call 1-800-222-8733.

Don't wait and lose out. Tell them you are with NAPP and get the discount rate.

We have many exciting events planed for our time together. Please let us know if you will attend as soon as possible! This will help us in our planning. Thanks!

When you let us know you are coming *please also give us your* golf shirt size.

Looking forward to seeing ALL of You in July! We will have a blast!

(PRESIDENT'S GREETINGS, Continued from page 1)

I turned to final, I made a deliberate and focused search to check far beyond each side of the runway for any "extra-terrestrial" unwanted four legged creatures that might be in close vicinity. It seemed quite clear until just before I was to cross the threshold. At that moment at mid field a nice buck walked up to the edge of the runway. Had I not been aware of this possibility I would have easily not seen the present danger.

Of course I reached out to blow

the horn to scare the deer off but realized at the same moment I had no horn to blow. Watching closely I decided that if things didn't change in a few seconds a go around would be in my best interest.

Fortunately, it was then that the buck wondered off and no other deer were around. This is not the first deer I have encountered close to a runway and it will not be the last.

I hope we all will continue to keep our skills sharp and know our

true limits at all times. As we know a good pilot is always learning and willing to realize that it is perpetually better to be on ground wishing we were up there, rather than find ourselves up there wishing we were down there because we failed to plan or pushed ourselves past our limits or skills.

May you all have a great Thanksgiving and a blessed, peace filled upcoming Christmas. Stay safe and enjoy keeping the blue side up.

ly winds from the low pressure system and drag from the ice accumulation, didn't expedite matters.

The Oelwein AWOS was still reporting 1000 overcast and 2.5 miles visibility with a ground temperature of 33 degrees, but no precipitation. I thought about deviating to Waterloo for an ILS 12 approach, but that would mean climbing to a higher vectoring altitude and making several turns with an increasing load of ice. My best option still seemed to be straight ahead as planned.

I kept my airspeed as high as full power and lots of parasite drag from the ice would allow and finally crossed the final approach fix. Five more miles to go to MDA, but I could finally descend. As the clouds thinned and the ground appeared, my only visibility was through the arrow's side windows, but my GPS unit offered a refreshing pictorial of the Oelwein airport, now two miles dead ahead. The full color image of the approach runway environment precluded me from making unnecessary turns to keep the airport in sight.

I kept my game plan alive to believe the GPS pictorial, fly over the runway, get the landing gear down and ease my way through left turns to land on runway 13. The wind had diminished to 8 knots at 080 degrees. As the landing gear came down and locked without incident, I had trouble holding altitude, even with full power.

Now I was really afraid of a turn, knowing I was flying an unpredictable aircraft. I knew that if I turned with any aggressiveness at all, I could easily stall out. I know every behavioral quirk of my arrow and it was sending me subtle messages to maintain sufficient airspeed and minimize the turns.

I relied on the GPS pictorial as a final authority about the runway position. I maintained visual contact with the runway with my left peripheral view,

made sure I had plenty of room to maneuver, then entered a five degree left bank in order to teardrop my way back to a final course to runway 13. The defroster and warmer air finally worked together to offer a forward view through a small ice-free clear spot in the right windshield.

I was deliberately high for the final, so I forced the nose down, kept the airspeed on about 100 knots and reduced power at the same time. The arrow came down without much coaxing and settled onto the runway at 80 knots. "No more lift needed for this day, with plenty of room left for a rollout; thanks God," I said to myself as I turned to taxi to the FBO.

My maintenance man was waiting for me and we rolled the plane into his heated hangar. "That's about a quarter of an inch of ice all around," he said, holding up a crescent shaped piece of clear ice that he peeled off the leading edge. "Listen to your cell phone," he continued. "I tried to head you off. This stuff came out of nowhere. The AWOS is now calling it 1 mile in freezing mist."

"I figure you called about the time I started the approach," I said after listening to the saved call. The lessons about icing were digested by the two of us into a series of brief statements that are now even more deeply embedded into my winter flying consciousness.

I am convinced that icing can occur at any time during seasonal IMC and it is likely to catch you when you assume it won't happen. It's not necessarily the icing that can cause an accident. Safe

procedures work – for the most part. It's a panic state or exaggerated maneuvering or the impulsive efforts to catch the airport before it's gone, that push a pilot to make some critical errors. During the last segments of the approach, I instructed myself to hold the course, treat this as the most realistic option available and to take all the time I needed to align myself safely and properly with the runway center-

Des Moines Convention Coverage Cont'd: Jack and Bill Boyle enjoying a few good laughs with Frs. Joe McCaffrey and Gene Murray while libations are prepared in the background!



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THROWBACK

35 YEARS!

"Waiting for weather and passengers at Merrill so that we can fly to Dillingham. Bob Kirsch, Sister Ida, Al Werth, Matt Hemann, Mel, and others."

Convention 1980,
ALASKA!



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REV. JOHN HEMANN
481 N Shore Dr, Apt 301
Clear Lake, IA 50428

Home: 641-357-4539
Cell: 641-430-4413
dbqjhemann@dbqarch.org

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KINDLY DO SO AS SOON AS POSSIBLE! THANKS



All digital

**BLASTS from
the PAST**

Are courtesy of the Boyle
brothers and Jack Paisley!

home which he did.

Please remember John Kinsler in your mass intentions or your prayers, especially during this month of November dedicated to the deceased. - HG.

HARTY GRACE

My pilot is doing his penance for some bad decision making - he has been grounded since coming in short during a night landing when he dented the leading edge of my horizontal stabilizer tailfeather.

My pilot, a far more humble man now, has reflected that this was but the conclusion of a long chain of events - an early morning, a time of ministry, another drive, a flight, strenuous exercise with the mechanic on his hangar, then an evening flight into a night landing.

Since I have listened to his *ad nauseum* self-recriminations, I'll just sum up that he now knows he got in a hurry to keep up his night proficiency. He was going to land early, stop (like every pilot is supposed to a night), then take off on remaining runway.

With night depth perception limitations, slightly higher wind than expected, and likely a lot of fatigue after such a long day, he *more than* ruffled my tailfeathers.

For all of you who have written him to inquire as to my well-being, thank you. I am flyable, just not for long trips, only one to my mechanic. However, if you would, please, say a prayer to Our Lady, Undoer of Knots, that my mechanic is able to untie all that prevents me from being healed up.

With the conviction that all you priests and pilots are supposed to become safer aviators, my pilot has included a number of SAFETY thoughts in this issue.

HE GOT IT WRONG!!

George Remm sent along his brand-spanking new email address and my pilot forgot the extra 'm'!
georgefremm@comcast.net - HG

My rather youthful pilot was in ERROR, and Jack Fitzgerald helps us out:

As a member of a younger generation who may not have built the model airplanes I did, nor saw the movies FLYING TIGERS, GOD IS MY COPILOT, TORA

TORA TORA or even 1941, the aircraft suspended in the photo of newsletter is a Curtiss P-40 in AVG colors, Nationalist Chinese markings. American Volunteer Group aka Flying Tigers. Not trying to be a pain, but not a Supermarine Spitfire.

Looking into purchasing a Piper Vagabond! Keep 'em flying!

(My wet-behind-the-ears pilot tells me that he likes watching movies since he's not flying, he will get his education in soon. - HG)

TRAINING AND FUN

I had a wonderful time in GTMO Naval Station and look forward to another visit.

Hope your Fall is safe and healthy with time to fly.

I'm enjoying being home. Covered a women's retreat for three days last weekend and have 3 Masses at two parishes here in Cape May this weekend so 'retirement' is going well.

During the mornings last a Cirrus RS22 pilot friend with new GTN 650 wanted an IPC and was in no hurry...all week...0800 breakfast a flight and lunch... shooting approaches to Atlantic City and here and area airports until he felt comfortable.

I learned as much as him and he let me fly a lot of takeoff and landings. That autopilot and GTN 650 did almost everything if it was set up right and used as designed. Amazing system. The GTN app is \$4.99 but worth it if anyone has a 750 or 650 out there.

- Fr. Miles Barret

He also has a nice article on the GTMO visit and flying SIC on a Cessna 510. It is viewed here: <http://tinyurl.com/ngqf2dq> *(Of course, my pilot was green, but I just thought he had a tummy ache. - HG)*

NEW ADDRESS

Rev. Msgr. Ivan Vap, 3301 Sheridan Blvd., Lincoln, NE 68506

THANK YOU!

The Iowa Gold Star Military Museum sent a nice note along with their gratitude for our gift of \$100 during our visit. It was good to be a part of their mission: *"to preserve the history of the men and women of Iowa who have served in defense of their country."*

(NEVER AGAIN, Continued from page 7)

line. I had plenty of fuel and good visibility, so I could take all the time I needed to do it right. The temptation to do a quick turn to final, while trying to hold the airport in the side window, is an invitation to a stall-spin accident.

Can I say, "Never again"? For the most part, yes. If I had known this kind of icing encounter awaited me, I'd have cancelled the trip. Only the last fifteen minutes of an otherwise pleasant trip made it problematic. That was when the weather changed without warning. I saw no signs of change on GPS satellite cloud mosaic page. The nexrad radar page was clear of precipitation. The METAR readout for

ground stations is updated every twelve minutes. I was on the ground when it updated. The AWOS did the same thing. During the approach, I was lost in the gap between technologies. I had plenty of fuel left to buy time until I had everything right for a safe landing.

Weather changes in unpredictable ways. Next time, I'll be even more cautious, but we can't remove every hazardous element from aviation any more than we can guarantee safe passage to the grocery store and back on a day of freezing mist. Some things happen before we have adequate information to help us form sound judgments, but that's also one of the great challenges of aviation. It's also what keeps it interesting and satisfying.

National Association of Priest Pilots

National Association of Priest Pilots
PO Box 430, 308 E. 3rd St.
Plankinton, SD 57368

ADDRESS SERVICE REQUESTED

Contact Us

Give us a call for more information or to put an item in the newsletter

NAPP Newsletter editor
c/o Fr. Bob Lacey
PO Box 430
Plankinton, SD 57368

(605) 290-0550

frbob10@gmail.com

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www.priestpilots.org

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**Thanks to all
who paid
their dues!!**