



**VOLUME LIV**

**AUGUST 2016**

**NO 1**



**PRESIDENT'S COMMENTS**

**Fr. John Schmitz (at left)**

As we all headed off into the sky or down the road for home after the convention in Pittsburgh, PA I would like to extend on behalf of us all, our deepest appreciation for the work and attention of so many people that assisted our host Fr. Joe McCaffrey for a fun filled gathering and aviation awareness. Many gen-

erous business people and members of St. John and Paul's parish made this year's convention easy on the pocket book and one not to be forgotten. From a "Quaky" Duck Tour ride, to the Aviary Zoo, to midair refueling simulators with the Boeing KC-135 Stratotanker at the 171<sup>st</sup> Air National Guard and tour at the joint 911th Airlift Wing's C-130's. Great information was gleamed by the presentations of Dr. Pete Lambro, AME on FAA medical recertification as well as the personal experience of FBI special agent Mr. Andrew Gray and his breathtaking journey on US Airways Flight 1549 into the Hudson river. May God's blessings be given to each of you as we remember all of you in our prayer.

We are a unique group who share in the joy of assisting God and Church as priest and laity through our

*(Continued on page 8)*

*"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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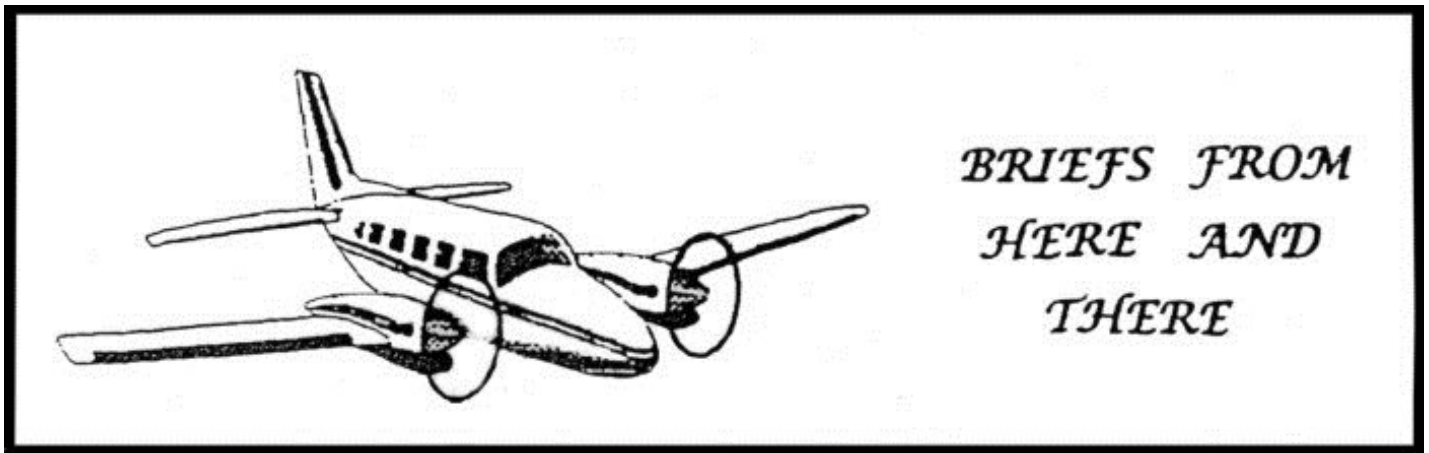
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In whimsical fashion, Harty Grace, Fr. Bob Lacey's 1946 Cessna 140 fills in our membership:

We remembered those whose last flight was with the Angels to paradise. Many good memories of these gentlemen. One reward of membership is to receive the prayers and Masses from our members. Now, if they could pray for us planes!

**GONE WEST**

Evert Hiller	June 21, 2015
T.J. Scanlan	September 27, 2015
John Kinslet	October 30, 2015
Thomas Weinzapfel	January 1, 2016
Frank Hurley	January 10, 2016
James Kiernan	May 15, 2016
Frank Nemmers	June 13, 2016

May the Angels lead you into Paradise!  
Eternal Rest Grant Unto Them, O Lord.

**HE GOT IT WRONG!!**

Yes, my pilot goofed *again*. Nick Radloff, our seminarian member has two 'f' s in his last name! He was in the Air Force for 8 years, not 15 - oh how Fr. Bob LOVES to exaggerate. A native of Dyersville, IA, he started flying at Monticello (KMXO) in high school.

**THANK YOU! MUCHAS GRACIAS!!**

Sts. John and Paul Parish, Fr. Joe "MAC" McCaffrey, Ed Adams, The Sts. John and Paul Men's Club,

Visit Pittsburgh, Dan griffin, Bill Garrity, Pat Stewart Family, the Pittsburgh Steelers, the Pittsburgh Pirates, Dr. Steve Conti, Karl Foesterster, and Guide Book Publishing all went above and beyond for an AWESOME convention.

Its RARE that my pilot gets amazed, but he was truly wowed at the hospitality and generosity of the Pittsburgh area. He mentioned that "everyone seems to be a member of Sts. John and Parish." All the places he went, people said " I'm a member of Fr. Mac's Church."

A very clean UBER car took my pilot away, and I didn't even have the chance to talk with it. My pilot said he was the best chauffeur he's ever known!

Speaking of generosity, my pilot was nearly overweight for departure with all the "swag" and welcome gifts to Pittsburgh. I really had to use a lot of runway - for me, a lot, - to get airborne!

*(Continued on page 11)*

**SPECIAL THANKS** to Tom Enwright for his editorial skills and Nick Radloff for his social media presence!

**REQUEST:** We want MORE of YOUR fond memories of past NAPP'ers. We want to feature them in a regular Mem-oir's section of the newsletter.

# THE BIRDS PERCHED IN PITTSBURGH

11-14 July 2016

## HIGHLIGHTS OF CONVENTION 2016



**Clockwise from top left:** All Aboard the Duck boat for a “Ducky” tour. Four guys earned their Captain’s bars! Lined up for a group photo, George R. got a quick side shot! Harty Grace’s altimeter - pretty good for a ‘46 C140! Think its tough to have your landings reviewed by hangar pilots - we could watch the simulated air refueling at the 171st ARW. Here Gene M, Bill B, and Jack B give the scrutiny!



Harty Grace says: “My pilot, Fr. Bob Lacey of Plankinton SD, and I are the newsletter editors. I didn’t know my altimeter went so high!”





**Clockwise from top left:**

Everyone excited for the Duquesne Incline ride. The guys on the ride. The actual INCLINE! How were they so composed? Could it be these pilots had made a good confession recently or it was in such good order? You had to be there to know!

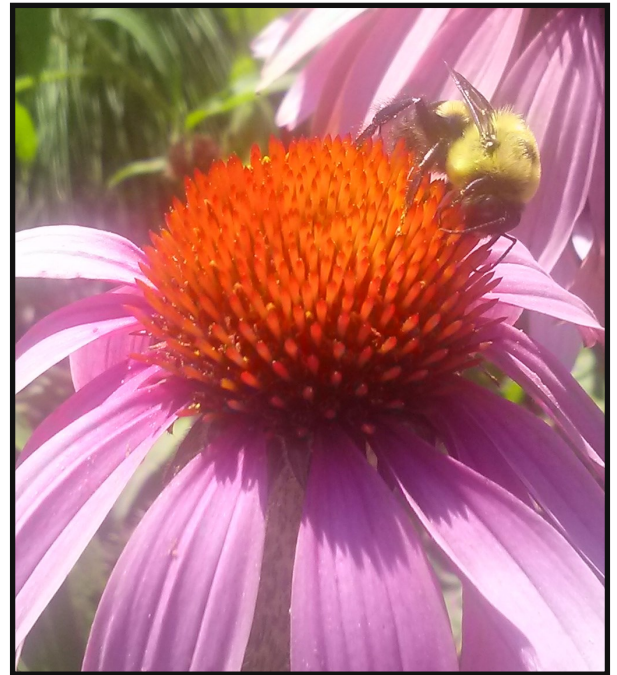
**Continued** on Bottom Right. T-hangers for ALL flights! The Kansas crew is all smiles with that kind of hospitality! Especially John W.'s plane!



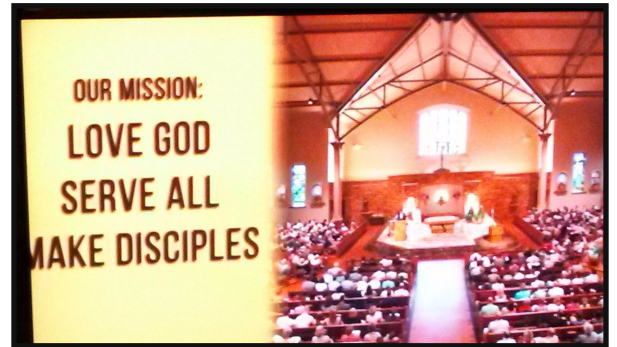


**Clockwise from top:** The “Crew” on tour at the 171st recently returned KC 135. Merlin K. loves the dials! John H. staring down the reporter. Fr. Joe is “good-to-go” not much harder than a Cardinal RG. Jack F. in good cheer with an ARW shirt to keep him cool!





**Clockwise from top left:** Peter D. (Grand Rapids) and Nick R (Covington) enjoy a good laugh after being just “Ducky.” Of all the winged things at the National Aviary, this lone bumblebee made it to print! The Mission of Sts. John and Paul Parish - they were “Mission First” for NAPP’ers! Fr. Joe or Fr. Mac - depends on how you know him, proudly shares the parish crest of the Eagle and Sword with NAPP embroidered underneath. He kept Miles B, Nick R. (yes, two Nicks!), and Al W. enthralled with their lovely church.



## *Air Traffic Modernization*

by Jack Boyle

[a.k.a ADS-B] - H.G.

This is a brief over-view of changes to air traffic surveillance systems around the world.

As part of the air traffic modernization program, the FAA has issued FAR 91.225 and FAR 91.227 mandating that by January 1, 2020 all aircraft flying

in most controlled airspace must operate with “Automatic Dependent Surveillance – Broadcast OUT” (ADS-B Out) equipment. That airspace is basically the same airspace which requires us to have a mode C transponder now.

ADS-B Out will use GPS to transmit our airspeed, altitude and our location to air traffic ground stations and to other aircraft near us. The airspace around our aircraft, commonly referred to as the “hockey puck”, will be a 15 nautical mile radius i.e. 7 n.m. in any direction laterally and 3, 500 feet above and 3,500 feet below our altitude.

There are two ADS-B technologies that we can use. Although the international standard is 1090ES, it only provides Traffic Information Service (TIS-B). The other, 978UAT, provides TIS-B and Flight Information Service (FIS-B). FIS-B includes weather information, pilot reports and other valuable flight information. The FAA plans to add additional functions in the future.

How do we decide which system to install? Do we intend to fly in Class A airspace or internationally (including Canada)? If so, a 1090ES system is required. For flight in the USA, below flight level 180, the 978UAT will be adequate.

Due to the vast number of systems and the varying costs, I cannot review every possibility in one article. Check out these online resources for accurate information: [www.faa.gov/go/equipadsb](http://www.faa.gov/go/equipadsb) and [www.aopa.org](http://www.aopa.org) for an ADS-B Out Selector Tool.



The comradery at the Lake Erie Retreat house. Date: pg. 9

## *Building A Private Pilot and “Friends” Community*

By John W. Hemann

In the fall of 2009 several of us General Aviation pilots were grilling Iowa steaks at one of the hangers at the Mason City (KMCW) airport and having such a great time we decided, “why not do this on a regular basis”. We pilots all know that GA needs support if it is to survive. Thus was born the Third Thursday “BURGER BURN”.

(Continued on page 9)



**FR. FRANK NEMMERS  
1932-2016**

*Email announcement from Msgr. John Hemann, June 18, 2016:*

**Fr. Frank Nemmers**, 84, longtime member of NAPP, died this past week (June 13, 2016). Father had been in a care center in Algona, Iowa, for the past few years.

Funeral Mass will be on Monday, June 20, 2016, in St. John Church in Bancroft, Iowa. This is his birthplace and hometown. (He was born February 6, 1932.)

Fr. Nemmers was our NAPP President, 1989-1993, and flew his Mooney ALL OVER the USA, Canada, Alaska and

the Bahamas (many times). MAY HE REST IN PEACE.

*Link to obituary for Fr. Francis J. Nemmers:* <http://www.oakcrestfuneralservices.com/obituary/155728/Fr-Francis-Nemmers/>

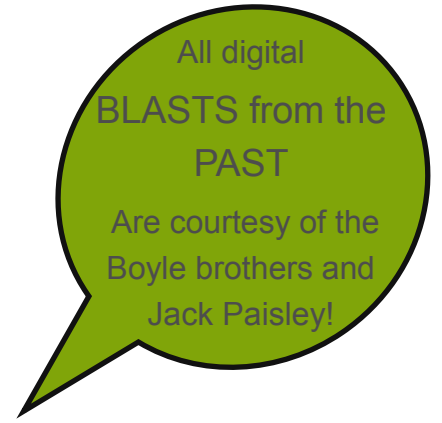
*Excerpts of remembrances from NAPP members:*

**Fr. Frank, RIP.** We buried Frank yesterday in his hometown of Bancroft, with the Bishop and several priests concelebrating.

The WX was VFR with light wind, balmy temps and blue sky. It was a beautiful day for Frank to take his last flight. I pray that the flight plan was VFR direct with no intermediate stops.

His passing – along with Bob Kirsch, Jim Kelly, Henry Hockey, Preacher Smith, Knobby Walsh, Bill Roach, etc., priest pilots all, who added much to the lore of the organization – leaves a large gap in our membership.

In ‘80s and ‘90s, I had occasion to take many long trips with Frank in the Mooney, some over large expanses of



All digital  
**BLASTS** from the  
**PAST**

Are courtesy of the  
Boyle brothers and  
Jack Paisley!

**Answer Key to  
Convention Dates!**

**1976 Jack Paisley, ppl,  
Dubuque 3**

**1986 Las Cruces, NM 2**

**1996 Niagara Falls /  
Lake Erie 5, 6**

**2006 Oshkosh, WI 4**

**2006 Fall Midwest Re-  
gional Wisconsin  
Rapids 1**

**2016 Pittsburgh**

*(PRESIDENT'S GREETINGS, Continued from page 1)*

interest in aviation and its use to help others from Alaska to receive the sacraments to medical assistance of those in Africa through the use of planes.

We are glad to share this joy not just to other priest pilots but with all who are interested in great comradery and supporting the efforts of NAPP. If you are interested, I invite you to contact me [presidentof-](mailto:presidentof-napp@gmail.com)

[napp@gmail.com](mailto:napp@gmail.com) and I would be glad to answer your questions and assist you in becoming a member of NAPP. Please browse our web site to learn more and catch up on all we have done over the past 52 years through the archived newsletters on line. It has been our pleasure to have helped so many through donations and at times even planes to the mission works around the globe. If you missed this year's convention set your calendar to join us in

Charleston, SC July 10-13, 2017 and or give a tweet on our twitter account. Fly safe and let's proclaim the Good News always.

*Fr. John is joined by Bp. Malesic as they were on the tour of the National Aviary. Bp. M. is a classmate of Fr. Joe M., the Pastor of the neighboring diocese of Greenville and came over to join the NAPP! - H.G.*



Using e-mail, facebook, internet and person to person conversations the word got out. Come to the Mason City airport on the Third Thursday of every month for a "BURGER BURN" and enjoy wonderful fellowship and conversation with pilots and friends from near and far. Bring your food, the grills are lit at 6:00 p.m., and stay as long as you like. If coming by plane you can taxi to the hanger, if by car or motorcycle you can drive to the hanger or whatever other choice you make in coming

On the Third Thursday of August, 2016 it will be the Eighty-Ninth monthly "BURGER BURN". We gather, twelve months out of the year and haven't allowed the Iowa winter snow or ice stop us. We've never missed a month.

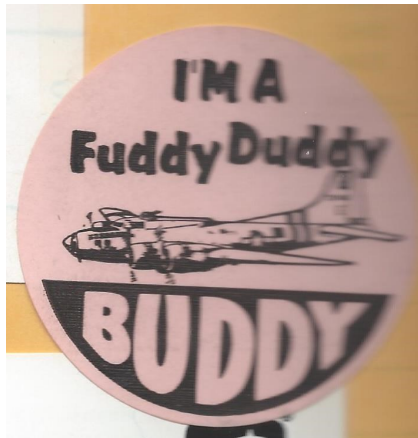
Attendees over the years have included a female Captain on the 777 for Northwest Airlines, a Captain on the 737 for Suncountry, a B-I-B Air Force Pilot, numerous corporate and commercial jet and fixed wing pilots, pilots who fly WW II fighters regularly, air show pilots, many EAA members, flight instructors, private pilots who've logged many hours, pilots who've recently obtained a license and student pilots are always welcomed. Usually this group receives encouragement to continue on and get that coveted plastic card, an FAA Pilots License.

# OUR LADY OF VICTORY BASILICA AND NATIONAL SHRINE

FATHER BAKER'S HOMES OF CHARITY  
South Park Avenue & Ridge Road  
Lackawanna, New York 14218



Guess these locations & dates! 5 up, 6 dn



Based at KMCW we have three business jets, numerous multi engine aircraft, a Beaver on floats, one Stearman, several acrobatic planes, many Cessna's and Pipers, Beechcraft, a Mooney and those ever popular RVs. Usually there are around 73 aircraft that call KMCW their home which means we do have a goodly number of active pilots.

Let this article be an invitation to all of you to come on any Third Thursday to the KMCW airport and enjoy the "BURGER BURN" while you share your story and listen to the stories of fellow pilots who probably are most happy when flying.

Just for your information. I am the only pilot who has had PERFECT ATTENDANCE every month at the Third Thursday "BURGER BURN". I learned in school years ago one should always try for PERFECT ATTENDANCE. Furthermore, I don't miss Mass on Sundays either AND that has trained me to be faithful to the "BB" and I only have to go ONCE A MONTH.

TREASURER'S NOTES

**N.A.P.P. DUES -- U.S. \$25.00**

*If you haven't done so already, Your 2016-17 NAPP Dues are now due.  
Use this form to send your dues to me  
Or  
Use Pay Pal electronically.*

(Go to: [www.priestpilots.org](http://www.priestpilots.org) and click on **Pay Now**)

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

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

*Any questions contact me!*

**Thank You** to the 39 members who have made their \$25.00 payment and received their 2017 membership card.

**Thank You** to the members, who while attending the 2016 Annual Meeting in Pittsburgh made a "contribution" to the NAPP treasury. This amounted to a total of \$1,315.

**Please fill out *this* form! Make check payable in U.S. Dollars to N.A.P.P., Inc.**

**NAME** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**Email** \_\_\_\_\_ **Phone:** \_\_\_\_\_

**Type of Member:** \_\_\_\_\_ Charter \_\_\_\_\_ Regular \_\_\_\_\_ Associate

*(TREASURER'S NOTES on page 12)*

**KINDLY DO SO AS SOON AS POSSIBLE! THANKS**

*(Memoir: Continued from page 8)*

water, some over mountains and a couple with unplanned and unscheduled landings.

He could fly the Mooney as well as anyone and his skill at the controls saved our bacon a few times.

Most of us understand that there are inherent risks in flying and we minimize them by weighing plane and pilot capabilities against the obstacles. Sometimes, Fr. Frank would push up against the limits pretty hard.

One time flying back from Rogers,

Arkansas, in the Mooney at 7,500 feet VFR in smooth air and on Kansas City Approach, I was in the right seat and advised Frank that he should stay awake because I was going to take a nap. When I woke up after a few minutes, I looked over at Frank and he was sleeping.

Another time we were at 11,000 feet in IMC over New Mexico in a snowstorm and the engine quit. We came gliding out of the clouds and there was a road on which he made a very good landing. We waited for the snow to melt out of the engine fired her up and flew to Gallup, New Mexi-

co, where we stayed until the storm passed.

That was how Frank flew. Though he had a lot of trust in his skill, I think he had a pretty good guardian angel.

All in all, I enjoyed many flights with Frank and look back on them with fond memories and with a sense of gratitude that I was gifted with his friendship and was able to share a passion that we both enjoyed.

He was an experienced, competent and confident pilot. He kept his skills current by flying often in a well-

*(Continued on page 12)*

Now, my pilot gets to snooping around the archives that the Boyle brothers made from Jack Paisley's fine photo albums. These are Flashbacks to the 10, 20, 30, and 40 years ago. Each, with two exceptions, is a convention photo! On page nine, Fr. Bob gives the answers - NO PEEKING! But he was too lazy to figure out which plane is in the second from bottom photo.



1. At Top
2. At Left.
3. At Right
4. Bottom



All the way home, my pilot sang "Row, Row, Row Your Boat." I nearly went goofy listening to him. Thankfully, I had the real work of flying to do. Bill Menzel, of course, put it in his head, IN LATIN, OF COURSE! Here it is for you!

Duc, Duc, Remos Duc  
Flumine Secundo;  
Vivitur, vivitur, vivitur, vivitur,  
Velut in Somnio.

Pronounce Duc - "Dook" and "V"  
as a "W" and you'll do well.



Blue Skies and Tailwinds to you!

Harty Grace.

maintained airplane.

When we all come to the end, may we be as fortunate to have had such a full life of flying. May he rest in peace.

– *Fr. Gene Murray*

**Fr. John Walsh (aka Knobby)**

and I were doing our winter-avoidance duty in south Florida many years ago. Fr. Frank had just wrecked his Mooney, and although pretty banged up, was recovered enough to be in his Lake Placid, Florida, apartment/condo for the winter, and playing golf, and some tennis, too.

We spent a few days with him, and

he came down to visit us. He had saved the Mooney door to remind us of the need to do a really good pre-flight – even in pre-dawn darkness with a flashlight.

The plane was lost, the lesson was not!

– *George Gratton*

**Frank was a good man**, a good pilot, and a good priest. May he rest in peace.

– *Fr. Leo Walsh*

**Fr. Frank was just ordained** when he came to our parish, the Sioux

City Cathedral of the Epiphany, when I was in the new elementary school Epiphany. He was one of the priests that influenced me to even think of serving as a priest there at the Cathedral. May Fr. Frank rest in peace in Christ’s love – enjoying the final heavenly clearance to the finest golf course with all the saints in the Kingdom of God.

– *Fr. Miles J. Barrett*

(TREASURER’S NOTES from page 10)

Help us keep our membership list UP-TO-DATE. If our were at the July Meeting, send the envelope which was addressed to William E. Boyle, now (if you haven’t already done so) and if you haven’t already given to me at the meeting.

Unless you let us know WHO YOU ARE and WEHRE YOU ARE, we can’t keep in touch with you. THANK YOU.

**Have You Read** the interesting story of flying a Piper Navajo from St. Louis, MO to Tanzania, Africa? Go to our website [www.priestpilots.org](http://www.priestpilots.org) and click under “Checklist and read “Journey to Tanzania”. As a NAPP Member and your charitable donation, you are part of the story.

# ← Important

## MIDWEST FALL REGIONAL FLY - IN

Monday, September 26, 2016

AMES MUNICIPAL- (KAMW)

HOST: Mike Makelbust

### SCHEDULE FOR THE DAY

- 10:30 ish Arrive at Half Fast Flying Adventures hanger  
2516 Airport Dr. Ames IA 50010  
( yellow hanger SE corner)
- 11:30 Lunch brought in from Hickory Park BBQ
- 1:00 Viewing of hanger and classic Stearman aircraft  
- Talk with Doug Rosendahl and view his P-51 Mustang
- 3:15 Meeting
- 4:00 DEPARTURE

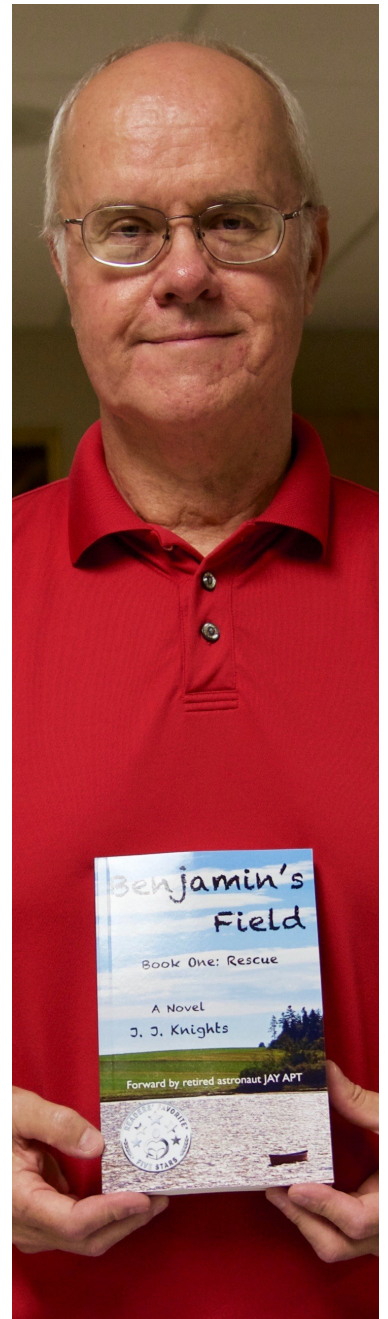
RSVP by Tuesday, September 20  
RESERVATIONS TO: Mike Makelbust  
204 21st  
Ames, Iowa 50010

[515-231-3380](tel:515-231-3380)

[mmakelbust@mchsi.com](mailto:mmakelbust@mchsi.com)

BRAND NEW : Click on this Link or type it into your internet browser.

<http://tinyurl.com/jlq5oz2>



Clockwise from Top L.: Robert Mulvihill, Dr. Peter Umbro, J. Knights, The swag ladies and gent.



## In Our Next Issue

Priest's Emergency Checklist

MORE Convention photos and Flashbacks

Minutes from Convention '16 for the membership

Midwest Fall Regional - a fond look back.

Memoirs of Deceased NAPP'ers.

## How to Join!

Send us an email at

[presidentofnapp@gmail.com](mailto:presidentofnapp@gmail.com)

OR

Call Msgr. John Hemann

641-357-4539

OR

Send in your dues form

Pg. 10 of this newsletter.

## Contact Us

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

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National Association of Priest Pilots

**National Association of Priest Pilots**

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