



**VOLUME 55**

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**NO. 3**

## **Advent, a time of waiting and preparing, offers a reminder to pilots getting ready to fly**

### *Maranatha, "Come, Lord Jesus"*

This greeting of the early Christian Church expresses the anticipation of the people who awaited the second coming of Christ as they also anticipated and prepared to remember that first coming of Christ at Christmas.

The Advent season we celebrate, a time of waiting and preparing for the coming of Christ, gives similar importance to some of the basic procedures and checklists that we, as pilots, must follow each time we fly.

In our anticipation of the joy of soaring above the earth, we must make ready the flight. We prepare the flight plan, evaluate our skill limits, and the weather we may encounter.

As the flight grows closer, we further prepare the plane that will carry us to our destination with a close, watchful preflight ground inspection. When finished,



we are ever closer to defying gravity and taking to the air, but even in flight we must remain watchful and alert of other planes, (reindeer?), communication frequencies, engine condition, and course corrections.

Nearing the end of the journey we anticipate the final procedures and communications necessary for a safe descent back to earth.

As we celebrate Christ's birth and the beginning of a new year, may

we always rejoice at the majesty and wonder of the "heaven" we prepare each day to fly toward.

Merry Christmas to you all,

**Fr. John Schmitz**  
*NAPP President*

*P.S. Remember to be careful and check the Dec. 24th TFRs for flying reindeer.*

## **Mystery solved: Our Lady of the Skies**

**By Fr. Jeffrey Moore**

I recently had the good fortune to serve as a missionary priest in Tamarindo, Costa Rica, and so from time to time I found myself in the capital city of San José.

Last summer, I was walking down a street just a block off the main drag when I came upon a most unusual

statue of the Blessed Virgin Mary. The design of Mary herself was quite normal with flowing robes, a vine and the branches motif, hands outstretched with her palms upward, but there was an element that I had never seen before in my life. Our Lady was standing

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# Annual convention news: Join us in July in Ohio

As previously reported, the 2018 NAPP annual convention is in the Diocese of Cleveland, based at Medina Municipal Airport (1G5) and St. Victor Church in Richfield, Ohio.

The theme for the year is “Flying,” since the airport is so close to the hotel; in fact our hotel site (Holiday Inn Express & Suites, Medina) is within the landing pattern for all runways. The schedule has been designed with a large block of time Wednesday afternoon for flying expeditions.

Also, Mel Hemann has offered to make himself available for instruction and sign-offs.

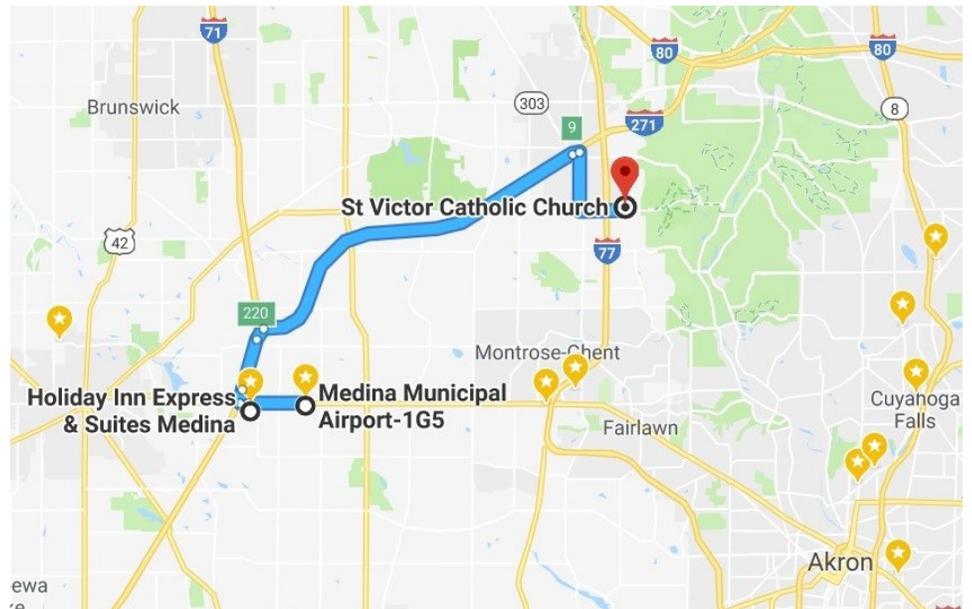
Fly-ins are Monday, July 9, with departures on Thursday, July 12. The convention is Tuesday and Wednesday, as usual. Those seeking to fly commercial should check for flights at both Cleveland Hopkins (KCLE) and Akron-Canton Regional (KCAK). Our convention location is about 15 miles northwest of Akron and 20 miles directly south of Cleveland (please see map).

We are still making plans for various excursions, but it seems that one stop will be the maintenance hangar for United Airlines at Hopkins. We plan a nice lunch somewhere interesting on Tuesday, and of course the banquet on Wednesday evening.

There are many, many restaurants in the Montrose-Ghent-Fairlawn area, one of which is my favorite Mexican restaurant, Los Potrillos. There is a small, private room there, so if for one of our casual, pick-up meals a group of eight guys or so would like to meet there, it's a lot of fun.

For ground transportation, we are planning a bus for Tuesday, but Wednesday will most likely be private cars and Uber. If you have not tried Uber, please check it out; it's very inexpensive and convenient.

We hope to have more details in the next newsletter. For now, the plan is for a nice excursion on Tuesday morning with a theme luncheon,

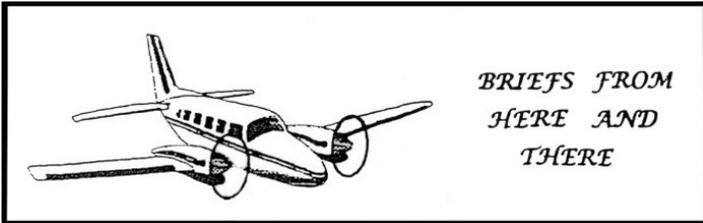


then return to the hotel around 2:00 or 3:00 for free time. Dinner is on your own, with maybe a group choosing Los Potrillos. The meeting will be early, after breakfast on Wednesday, and then the large block of free time.

There are many interesting locations for flying trips, including the Lake Erie Islands. Carrollton (KTSO) is a 30-minute flight, and there is a great restaurant there with excellent homemade pies. Right across the street is the Bluebird Farm with hiking trails, and you can work off the pie (or build up an appetite for a second piece before the flight back to 1G5).

**Fr. Allen Corrigan**  
[Acorrigan56@gmail.com](mailto:Acorrigan56@gmail.com)





**Peter Etzel, S.J., has moved** from the plains of western South Dakota to the city of Detroit. He is pastor of Gesu Church and School, located across the street from the University of Detroit Mercy. New cellphone number is 313-969-1689.

### Welcome to our newest member, Fr. Dutch Voltz

Thank you for allowing me to join NAPP. I am deeply grateful to be a member of an organization sharing my faith, as well as my joy of flying.

I am a diocesan priest for the Diocese of Alexandria, Louisiana. I have been flying full-scale planes since 1975 and enjoyed model plane building and flying since about 1960. I even helped my dad restore a Piper PA-16 Clipper from the ground up into show quality in the late 1960s while I was still in high school.

I presently fly a Beechcraft Debonair 35-33B. I have approximately 1,300 hours PIC time. I have a private pilot, single-engine land with an instrument rating certificate, and I have complex, high-performance and tailwheel endorsements.

My favorite plane to fly to date is a 1958 Bellanca 14-19-2 Cruisemaster, which I owned from 2003-2011. I had to sell it in order to go into the seminary. It, too, was show quality and won many EAA awards while being owned by both me and the plane's previous owner.

My legal name is Gus Aloysius Voltz III. (I am best known by the nickname "Dutch.")

Again, many thanks and God bless you.

### *Dutch Voltz*



*Fr. Dutch Voltz pilots his Beechcraft Debonair with Fr. Joe Pallermo (spiritual director for Notre Dame Seminary, New Orleans) in the copilot's seat and Fr. Derek Ducote (Cotton Port, Louisiana) in the rear seat.*

### Before there was the GPS

Have you looked at the back side of your NAPP membership card? Printed there is the "Flyer's Rosary," a gift to the National Association of Priest Pilots from the author, Max Conrad (1903-1979).

Max was an invited guest at the NAPP organizational meeting in July 1964.

Max was known by several priests, who were pilots at that time, and knew of his many flights that were becoming a part of aviation history. Some of his world aviation history records still remain.

The "Flyer's Rosary" was composed on one of his many flights from the continental United States, across the North Atlantic, to Europe. There was no GPS, and very few opportunities to communicate with anyone below on earth or sea. Those were the days when REAL NAVIGATION and FLYING SKILLS were a matter of success or failure.

I suggest you take time to read (pray) the "Flyer's Rosary." You may gain more confidence in your own FAITH JOURNEY, whether by land or sky, and know that the HAND OF GOD is a more reliable presence than a GPS.

To know more about Max Conrad, "The Flying Grandfather," you can Google ([Max Conrad - Wikipedia](#)). The information there has been updated as of August 8, 2017.

**This message is provided to you by your NAPP treasurer, John W. Hemann, who is happy to give you your NAPP membership card upon which the "Flyer's Rosary" appears.** I was present, as a charter member, when Max Conrad "prayed" this gift to us at the end of his talk.

[More about that rosary:](#) *Winona Daily News (2004)*

#### Flyer's Rosary

By night on swift enchanted wings I fly.  
Bright stars above become my Rosary  
Each star a lonely prayer which bids me  
try

To live in faith and hope and charity.  
At times I seem to question truth above  
And even doubt sublime eternity.  
Yet countless stars tell me a Holy Love  
Will watch and care for me, Eternally.  
All through the night I prayed my Rosary  
On Heavenly Beads where only Angels  
trod.

How can I ever doubt Life's mystery  
When first at dawn my humbled soul is  
awed?

The generous sun gives me so tenderly  
Another day--that I may live for God.  
--Max Conrad

The final words of an address given by Mr. Conrad at the Charter Banquet July 15, 1964, in Carolltown, Kentucky

# NAPP connections never end

By Mel Hemann

Last spring, I got an email from Florian Bapst in Switzerland saying he and his brother Roman were interested in coming to the U.S. to get their private pilot licenses.

They had grown up on a ranch near Arusha, Tanzania and have known Pat Patten most of their lives. Their intent is to assist Pat in the Flying Mission Services and he suggested me as an instructor. That email began a series of endeavors to achieve that goal.

TSA presents the first challenge for an “alien.” (Isn’t that a terrible title to identify a fellow human being?)

An application must be sought which requires the usual personal information plus **WHY** you are coming to the U.S. When TSA discovers **flying** is the reason, they must submit where, when, etc., plus the flight school. In this case, since I am registered with TSA as an individual not connected with a certified flight school, that is the information they supply.

When the above is submitted, it comes to me so I can verify the information is correct and provide the agreed-upon time frame and location where the flight training will occur. Upon completion, it all goes back to TSA for approval to move to the final required step, photo ID and fingerprinting. After all this, and only then, may the applicant go to the U.S. embassy or other designated place. It was at this point Florian, Roman and myself had our eyes opened.

On the visa application, one must explain why you are coming to the U.S. The response *learn to fly* raises all kinds of red flags. Only a certified Part 141 flight school has the authority and the proper documentation to teach an alien to fly. In researching this, I discovered the rule has been on the books for some time but only recently is being enforced.

The AOPA rep I spoke with said, “Today you can get a visa to do anything when coming to the U.S. except learn to fly. I do know some continue to do it, but if you get caught, you lose everything.” At that point, the three of us decided it was in everyone’s best interest to play it safe. Fortunately, through Wings of Hope, Pat knew a gentleman in Crystal River, Florida (KCGC) who operates a school that meets all the requirements.

I am happy to announce that in late September, Florian and Roman both achieved their goal and are now certified **private pilots** and came to visit me in Palm Coast (KFIN).



*Noon day lunch at HiJackers Restaurant, left to right, Roman, Mel and Florian*

## THANKSGIVING DAY POSTSCRIPT

Roman decided to stay behind and work on his IFR ticket. In an email today, he informed me he had just fulfilled his required long cross-country IFR flight and hopefully will soon be ready for his check ride.

The other exciting good news is the fact he, his brother and a third party are very likely purchasing an IFR-certified Cessna 172. I am looking forward to the days ahead when Roman will probably come for a visit in **his C172**.

If things work out, we may fly together as he seeks a high performance and maybe complex endorsements. His deepest desire is a tail-dragger sign-off, but unfortunately, I don’t have access to one right now. **We’ll just have to wait and see.**

### NAPP Executive Team

President	John Schmitz
1st Vice President	Joe McCaffrey
2nd Vice President	George Remm
Secretary	Allen Corrigan
Treasurer	John Hemann

### Regional Directors

East	Al Ruschman
Midwest	John Hemann

# CFI Corner: Highlights from Flight Instructor's Renewal Certification

By Fr. Ed Moran, CFI, CFII

Being my time in the cycle to recertify, I thought I'd share highlights from a recent biennial Flight Instructor's Renewal Certification (FIRC):

- Most General Aviation (GA) accidents happen in approach to landing and VFR flight into IMC.
- The tendency to overcompensate in turning from base to final, especially if final is overshoot, is exceeding angle of attack and ending up in an unrecoverable stall-spin.
- Without good instrument skills or knowing how to execute a 180-degree turn, flying into Instrument Meteorological Conditions (IMC) will be deadly.
- Angle-of-attack indicators are becoming widespread additions to onboard instruments.
- Building a culture of safety should be a part of every aspect of flight.
- The FAA has retooled the WINGS program. Sign up for these new courses at [FAASafety.gov](http://FAASafety.gov). Being registered and actively taking refresher courses for WINGS credit mitigates FAA actions.
- Navigating with 21st century avionics is killing a lot of pilots because of screen fixation. Always fly with paper back-ups.
- ADS-B is required by 2020. It will give each aircraft an identifying code tied to the registration. An instructor referred to it as new "EZ Pass of the sky" if privatization leads to pay-fly-services.
- Student pilots now get plastic flight licenses. The tear-off at the bottom of the flight physical has gone away. Student pilots submit an 8710 and are put into IACRA. See AC 61-65F.
- Take a course with AOPA to learn the new medical allowances for the new Basic Med law.
- Practical Training Standards (PTS) are out. Airman Certification Standards are in June 12, 2017. In addition to the references and objectives, there are now knowledge standards tied to risk-management areas in addition to the skills required. For example, see FAA-S-ACS-6A for Private Pilot-Airplane Airman Certification Standards.
- The FAA has published a new AC for Flight Reviews: AC 61-98C. It's more now than just the hour of ground and hour of flight.
- Review airport signage to avoid runway incursions; SafeTaxi App superimposes aircraft position over the airport runway schema in a moving map giving great spatial awareness.
- Scenario-based teaching is the way the FAA wants pilots to learn.
- FAA is strongly checking for English proficiency.

Any questions? Rev. Ed Moran CFI, CFII [mo-ranec13@gmail.com](mailto:mo-ranec13@gmail.com)

## Advent Blessing

Lord our God, we praise you for your Son, Jesus Christ: he is Emmanuel, the hope of the peoples, he is the wisdom that teaches and guides us, he is the Savior of every nation.

Lord God, let your blessing come upon us as we light the candles of this wreath. May the wreath and its light be a sign of Christ's promise to bring us salvation. May he come quickly and not delay. We ask this through Christ our Lord.

Amen.

—*Catholic Household Blessings & Prayers*

**Please send newsletter articles, notes and photos to: Tom Enwright, [napp.editor@gmail.com](mailto:napp.editor@gmail.com); 419 Chestnut St., Sauk City, WI 53583**

**Deadline for the February edition: January 31.**

### NAPP Dues – U.S. \$25.00

**2018 fiscal year began July 1, 2017**

Use this form to send your dues or use Pay Pal (go to [www.priestpilots.org](http://www.priestpilots.org) and click on Pay Pal).

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Mail to: Msgr. John Hemann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368

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on an airplane propeller. That's right! Standing on the globe between two of the blades!

I surmised, Our Lady of Good Propellers? Our Lady of the Holy Propeller? It was a mystery to me. I tried to think of an explanation; perhaps there was an air force base or something in that order that would have had a special meaning to the Costa Rican faithful.

I was curious, so I wrote for an answer. In spite of sending an email to the church for an answer a few months ago and not having received a reply (my curiosity wouldn't let it slide), I decided to write again, and I found out that the email on their church website erroneously contains a .com rather than a .org domain, which is why it didn't go through.

So, this time the good fathers at the Iglesia La Soledad wrote back to me right away with the explanation and a beautiful picture of both the church and the statue together.

There is a good chance that many of you have seen the statue before because it is from the JFK Airport chapel! The concept for Our Lady of the Skies Chapel began with a U.S. Customs agent who was on leave while serving in the Army during World War II. In prayers, he promised the Virgin Mary he would do something for her if he returned alive to his wife and baby daughter.

Apparently, his prayers were answered, and he built a big beautiful chapel, but after a number of displacements and reconstructions, the statue known as Our Lady of the Skies, which originally dates from the 1950s, was no longer to be used. What were they to do with the statue? It went into storage in Brooklyn.

Fr. Thaddeus Abraham, a native of India who was serving at St. Sebastian's in Brooklyn at the time, organized a group and formed a not-for-profit called San José: Pilgrimages of St. Joseph the Pilgrim and it consisted of priests, doctors and other professionals who would assist mission dioceses.

Fr. Abraham had already spent some time in Costa Rica learning Spanish and this visit was the instigation to form the pilgrimage group. As fate would have it, priests from Costa Rica were visiting priests from Long Island one day and somehow they ended up in the Patrimony Office of the Diocese of Brooklyn. There

it was, this big beautiful Statue of the Blessed Virgin Mary!

With the permission of Bishop Nicholas DiMarzio, the statue and other artifacts were made available to the San José Diocese for just a small donation that the members of the pilgrimage group took care of. Thanks to the work of the group and special donations

from people like Milton D'Souza and Sam Mendonca, the group was able to fill a 40-foot container with vestments, statues and tabernacles and ship it all to San José.

In order to bless the 18-foot statue in the true Catholic ritual, there was a ceremony at the Iglesia La Soledad in San José only last year on December 10, with Archbishop Jose Rafael Quiros officiating.

The mystery is solved! How wonderful to venerate the Blessed Virgin under the title of Our Lady of the Skies considering the millions of people who fly every day, not to mention the thousands who fly to Costa Rica for vacation!

