



VOLUME L

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PRESIDENT'S COMMENTS

Dear Members and Friends,

With the exception of Sandy our relatively mild fall weather has permitted many training flights. My flying partner Dr. Myron (Ron) A. Bodman and I have had many opportunities to practice our tracking, approaching and holding. We usually take turns as PIC and safety pilot on a week-by-week basis. As usual we are now getting into the season for potential icing right at the time when our proficiency and eagerness to fly are at their highest. It's never fun to be on the ground while wishing to be up in the air; however it is better than the opposite.

Due to its proximity to 1G5 (Medina Muni) most of our practice approaches are conducted at KCAK (Akron-Canton Regional). We can usually knock out three approaches and a hold in about an hour. Usually that includes two ILS approaches and the VOR 27 back into Medina. I'm sure Ron would attest to my expertise in keeping that glide slope indicator as solid as a rock inbound on the VOR 27.

That VOR 27 is a perfect illustration of what the term "non-precision" is all about. With a final approach fix that is 21 DME from the VOR it's easy to be a half mile or so on either side of the inbound course. We've found the hand held devices very helpful in terms of fine tuning the OBS.

Speaking of hand held devices, I've been having great success coupling my ForeFlight-equipped iPad with the Dual Electronics XGPS150A Universal Bluetooth GPS Receiver. Maybe in a couple years the Stratus with ADS-B and similar units will come down in price. Right now that \$799 price tag seems well fixed across the product line.

Between now and the next newsletter we will be celebrating the Christmas holidays, so in my capacity as president on behalf of the NAPP I wish everyone a very Holy Christmas and a Blessed New Year!

Sincerely,

Allen Corrigan / N6172D /
1G5 (Medina Muni, Ohio)

acorrigan@email.com



We have been in contact with Bishop Bob Gruss, our 2013 NAPP Convention host, and plans are moving along well. Bob and his group have arranged events that can only be experienced in the Black Hills of South Dakota. It should be a wonderful time together.

Our home away from home will be the Terra Sancta Retreat Center.

In the next newsletter, February of 2013, we will have the information put together and the required reservation forms ready for you to fill in to be assured of a place for you when Convention time arrives. Meanwhile put the dates in your calendar.

The NAPP Midwest Regional meeting will be held Monday, April 29, 2013 in Davenport, IA. Mr. Ken Hopper, founder and President of the Quad City Air Show, will be the presenter. He will share with us what goes into the making of an air show. It should be an interesting time. As with the national gathering, more details with follow in the February newsletter. Meanwhile, get the dates listed below on your calendar.

Longin Buhake, Lake City, FL, has a new phone number. 352-460-2562

John Wolesky's local newspaper did an article on him and his flying. We have reproduced the article in this newsletter for your perusal.

**UPCOMING ATTRACTIONS
NATIONAL NAPP CONVENTION**

July 9 – 10, 2013

Rapid City, South Dakota

MIDWEST REGIONAL MEETING

April 29, 2013

Davenport, Iowa

(Details of above events will follow)

We wish all of you a

Most Blessed. Holy

and

Merry Christmas

and a

Happy New Year

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TWO WINGS AND A PRAYER

By Gordon D. Fiedler, Jr

Wolesky is a Catholic priest and a chaplain at Salina Regional Health Center and professionally deals with birth, death and the cycle of life on a regular basis. But one incident came back to haunt him, only in a good way. It was the first time he carried three passengers – only one among the living.

More than 30 years ago, he was flying two bodies to Concordia, one from Kansas City and another that he picked up in Topeka. The passenger manifest included the wife of one of the deceased, who rode up front with him.

“Six or eight months ago, there was a lady in the hospital who said she remembered me,” Wolesky said, “You flew my sister back here with her dead husband.”

Wolesky wasn’t always a pilot, although he always wanted to be one.

As a high school student in southern Minnesota, he inquired about lessons but the \$500 cost was too high.

“It might as well have been \$50,000,” he said.

A reason to fly

When he was ordained in the late 1960s and living in Kansas, he had the money, as well as a reason: to be able to visit family back in Minnesota in a timely fashion.

“All I wanted was to get from place A to place B quicker,” he said.

An all-day trip by ear could be knocked off in three hours in the air.

A Junction City parishioner was a flight instructor and agreed to give Wolesky a shot at the controls.

“He said, ‘If anybody can teach you backward collars how to fly, I can do it,’” Wolesky said.

The belittling had a purpose, he came to realize.

“What he was doing was making sure I knew who was boss,” he said.

With a private pilot rating in hand, Wolesky never considered flying to be more than a hobby, but it did evolve into more serious purposes.

He was working on his plane one day when someone with the local chapter of the Civil Air Patrol approached him about enlisting.

He accepted and was the chaplain and pilot for the CAP for 15 years. During his time with the CAP, he helped the American Red Cross fly blood from Wichita all over Kansas. One trip was to western Oklahoma.

He also joined a group of fellow flying priests and has attended fly-ins all over the country.

Paul Harvey feature

His “flying priest” appellation caught the attention of Paul Harvey, the late radio entertainer, who picked up the item from a 1960 Salina Journal interview and used it as a filler in one of his daily commentary programs.

These days, Wolesky is more grounded because of the demands of his priestly duties. But even with more free time, Wolesky said the price of gas, at \$6 a gallon, prevents him from taking his plane up for the air borne version of a Sunday drive.

He maintains a 40+ year old Cessna 210.

“I’ve got the price of good car in it,” he said. “It does what it’s supposed to do.”

He flies now primarily to maintain proficiency.

“Once you have the skill, it needs to be kept up,” he said.

Having the ultimate co-pilot is not far from his mind.

“You have to trust and believe in the Lord,” he said. “Flying is unforgiving . You have to be at the top of your game.”

-Gordon D. Fiedler, Jr. can be reached at 822-1407 or by email at gfiedler@salina.com

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PLEASE RESPOND ACCORDINGLY