



VOLUME XLVI DECEMBER 2007 NO 3



President's Comments

When I saw the letter with pictures of Pat Paten's crash in Africa my first reaction was that the Holy Spirit was with him and that he was very fortunate. We all breathed a sigh of relief that Pat is safe and will be able to fly again. The nature and and a horseshoe in his back pocket when he flies. All that may be a little uncomfortable but you can't be too careful.

circumstances of flying in Africa are certainly more demanding and by their nature less forgiving than in the lower 48 states. They require greater skill and more attention to planning and detail. We can only imagine the flight conditions that Pat must face on a regular basis.

So we all pray that Pat will have CAVU flying conditions. Baring that, I suggest that he take a cue from Bob Kirsch of happy memory who used to have an "Our Lady of Perpetual Help Medal" on the cowl of his C 210. I suggest that Pat cover the bases by pinning a St. Christopher medal to his visor, shamrocks on his shorts Good flying Pat and glad to hear you are all right.

Gene



A few members inquired when paying their annual NAPP dues about the possibility of paying with a credit card. I checked with the bank. The expense involved in setting it up and the percentage costs of maintaining this small account would be prohibitive. Sorry about that!

Associate Edwina Tabares sent some updates on the San Martin Flying Mission.. You'll recall this was the creation of the late Bob Kirsch. Those two pages asking for support are included in this newsletter. Edwina says they have sold nothing. They still have the Cessna 210, the motorcycle and the van. If anyone is interested or knows some one who is, the 210 is for sale. Contact Edwina for details

Recently I received an article written by a former SR71 pilot. Although rather lengthy, it is well written and shares info I've never heard before. I hope you enjoy it.

2008 NAPP CONVENTION

July 8 - 9, 2008

Savannah, Georgia

Monday, July 7: Arrival - Pizza at 6:00

Recommended airport for fly-ins:

Hinesville (2J2)

Tuesday, July 8:

9:30 AM – Gulf Stream Tour

Noon – Mighty 8th AF Museum-lunch

Afternoon tour of Museum

Wednesday, July 9:

9:30 AM – Old Town Trolley tour of Old Savannah

Thursday, July 10: Departure

(Yet to be determined are Mass times; airport for fly-ins; dinner; annual meeting time and site..)

PUT IT ON YOUR CALENDAR

SPRING REMINDER

**The Spring NAPP Midwest Regional meeting will be in Knoxville, IA
April 21, 2008**

MARK IT ON YOUR CALENDAR

If you haven't paid your 2008 NAPP dues please do so upon receipt of this newsletter. The next issue, February, will have the 2008 NAPP directory. Help keep it up to date.

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN
127 Kaspand Place
Cedar Falls, IA 50613-1683
319-266-3889

email: N298MH@cfu.net





*BRIEFS FROM
HERE AND
THERE*

Jack Fitzgerald from Pittsburgh included the following information with his 2008 dues Mel,

I was able to make the wake for Charlie Teufel in Wheeling, WVA the Friday before his funeral. I expressed my sympathy and that of NAPP.

I had a Mass for him here at the airport chapel.

Fr. Jack Fitzgerald

John Costello, SJ, writes on 10/18/07

Dear Mel,

Thank you for the reminder about the NAPP dues, please find enclosed. (Any possibility of using a credit card?)

Read with interest the account of surviving the crash in Tanzania. Wow! Angels or aliens that's one lucky pilot.

I'm in my 6th year here at Loyola University Chicago. I was assigned here to help the then new president turn it around. He's done a bang-up job and we're out of the terrible tail spin of the early 90's.

Since I left my work with the Province I haven't had as much travel – land or sky! A good pal just bought a new Piper Mirage and let's me fly it occasionally with his CFI. It's all systems and glass and a lot to handle, a far cry from the reliable and predictable Warrior of old!

Thanks again for your service to NAPP and here's to centered needles and CAPB days.



John

On Oct 19, 2007 Bishop Timlin included with his 2008 dues the following.

Dear Mel,

Thanks for the reminder. Enclosed please find my check for dues – Regular member. E-Mail: jctimlin@comcast.net.

At 80 I am still flying all over the place – Albuquerque, New Orleans, Pittsburgh, Philadelphia, New York, Philadelphia, Washington, Baltimore, etc. So far so good.

Thanks again for all your good work for the priest pilots.

Sincerely

James C. Timlin

IT IS A SMALL WORLD

On November 23 I flew commercially to Portland, OR to pick up a 2000 PA28 for a local FBO here in Waterloo. My instructions were to call the local broker on his cell phone and he would pick me up.

When I got into his car he gave me his business card, **FLIGHTCRAFT**, and said, "Now what is your background?" I told him I am a retired Catholic priest. "Fr. Norociss married my wife and me," he said, "and he did some flying here once upon a time. I also sold a Seneca to a priest in Alaska." I said, "Jim Kelley." "You know him?" He was killed in an accident in Alaska." All this led to a wonderful talk that can be experienced only in the aviation community.

Incidentally, Tom Bishop of Palmer, AK, Jim Carrell from **FLIGHTCRAFT** in Portland, Oregon sends his regards.

IT IS A SMALL WORLD

Subject: SR-71 ... at speed

In April 1986, following an attack on American soldiers in a Berlin disco, President Reagan ordered the bombing of Muammar Qaddafi's terrorist camps in Libya. My duty was to fly over Libya and take photos recording the damage our F-111s had inflicted. Qaddafi had established a "line of death," a territorial marking across the Gulf of Sidra, swearing to shoot down any intruder that crossed the boundary. On the morning of April 15, I rocketed past the line at 2,125 mph. I was piloting the SR-71 spy plane, the world's fastest jet, accompanied by Maj. Walter Watson, the aircraft's reconnaissance systems officer (RSO). We had crossed into Libya and were approaching our final turn over the bleak desert landscape when Walter informed me that he was receiving missile launch signals. I quickly increased our speed, calculating the time it would take for the weapons - most likely SA-2 and SA-4 surface-to-air missiles capable of Mach 5 - to reach our altitude. I estimated that we could beat the rocket-powered missiles to the turn and stayed our course, betting our lives on the plane's performance.

After several agonizingly long seconds, we made the turn and blasted toward the Mediterranean. "You might want to pull it back," Walter suggested. It was then that I noticed I still had the throttles full forward. The plane was flying a mile every 1.6 seconds, well above our Mach 3.2 limit. It was the fastest we would ever fly. I pulled the throttles to idle just south of Sicily, but we still over ran the refueling tanker awaiting us over Gibraltar.

Scores of significant aircraft have been produced in the 100 years of flight, following the achievements of the Wright brothers, which we celebrate in December. Aircraft such as the Boeing 707, the F-86 Sabre Jet, and the P-51 Mustang are among the important machines that have flown our skies. But the SR-71, also known as the Blackbird, stands alone as a significant contributor to Cold War victory and as the fastest plane ever-and only 93 Air Force pilots ever steered the "sled," as we called our aircraft.

As inconceivable as it may sound, I once discarded the plane. Literally. My first encounter with the SR-71 came when I was 10 years old in the form of molded black plastic in a Revell kit. Cementing together the long fuselage parts proved tricky, and my finished product looked less than menacing. Glue, oozing from the seams, discolored the black plastic. It seemed ungainly alongside the fighter planes in my collection, and I threw it away.

Twenty-nine years later, I stood awe-struck in a Beale Air Force Base hangar, staring at the very real SR-71 before me. I had applied to fly the world's fastest jet and was receiving my first walk-around of our nation's most prestigious aircraft. In my previous 13 years as an Air Force fighter pilot, I had never seen an aircraft with such presence. At 107 feet long, it appeared big, but far from ungainly. Ironically, the plane was dripping, much like the misshapen model I had assembled in my youth. Fuel was seeping through the joints, raining down on the hangar floor. At Mach 3, the plane would expand several inches because of the severe temperature, which could heat the leading edge of the wing to 1,100 degrees. To prevent cracking, expansion joints had been built into the plane. Sealant resembling rubber glue covered the seams, but when the plane was subsonic, fuel would leak through the joints.

The SR-71 was the brainchild of Kelly Johnson, the famed Lockheed designer who created the P-38, the F-104 Starfighter, and the U-2. After the Soviets shot down Gary Powers' U-2 in 1960, Johnson began to develop an aircraft that would fly three miles higher and five times faster than the spy plane-and still be capable of photographing your license plate. However, flying at 2,000 mph would create intense heat on the aircraft's skin. Lockheed engineers used a titanium alloy to construct more than 90 percent of the SR-71, creating special tools and manufacturing

procedures to hand-build each of the 40 planes. Special heat-resistant fuel, oil, and hydraulic fluids that would function at 85,000 feet and higher also had to be developed.

In 1962, the first Blackbird successfully flew, and in 1966, the same year I graduated from high school, the Air Force began flying operational SR-71 missions. I came to the program in 1983 with a sterling record and a recommendation from my commander, completing the weeklong interview and meeting Walter, my partner for the next four years. He would ride four feet behind me, working all the cameras, radios, and electronic jamming equipment. I joked that if we were ever captured, he was the spy and I was just the driver. He told me to keep the pointy end forward.

We trained for a year, flying out of Beale AFB in California, Kadena Airbase in Okinawa, and RAF Mildenhall in England. On a typical training mission, we would take off near Sacramento, refuel over Nevada, accelerate into Montana, obtain high Mach over Colorado, turn right over New Mexico, speed across the Los Angeles Basin, run up the West Coast, turn right at Seattle, then return to Beale. Total flight time: two hours and 40 minutes.

One day, high above Arizona, we were monitoring the radio traffic of all the mortal airplanes below us. First, a Cessna pilot asked the air traffic controllers to check his ground speed. "Ninety knots," ATC replied. A twin Bonanza soon made the same request. "One-twenty on the ground," was the reply. To our surprise, a navy F-18 came over the radio with a ground speed check. I knew exactly what he was doing. Of course, he had a ground speed indicator in his cockpit, but he wanted to let all the bug-smashers in the valley know what real speed was. "Dusty 52, we show you at 620 on the ground," ATC responded. The situation was too ripe. I heard the click of Walter's mike button in the rear seat. In his most innocent voice, Walter startled the controller by asking for a ground speed check from 81,000 feet, clearly above controlled airspace. In a cool, professional voice, the controller replied, "Aspen 20, I show you at 1,982 knots on the ground." We did not hear another transmission on that frequency all the way to the coast.

The Blackbird always showed us something new, each aircraft possessing its own unique personality. In time, we realized we were flying a national treasure. When we taxied out of our revetments for takeoff, people took notice. Traffic congregated near the airfield fences, because everyone wanted to see and hear the mighty SR-71. You could not be a part of this program and not come to love the airplane. Slowly, she revealed her secrets to us as we earned her trust.

One moonless night, while flying a routine training mission over the Pacific, I wondered what the sky would look like from 84,000 feet if the cockpit lighting were dark. While heading home on a straight course, I slowly turned down all of the lighting, reducing the glare and revealing the night sky. Within seconds, I turned the lights back up, fearful that the jet would know and somehow punish me. But my desire to see the sky overruled my caution, I dimmed the lighting again. To my amazement, I saw a bright light outside my window. As my eyes adjusted to the view, I realized that the brilliance was the broad expanse of the Milky Way, now a gleaming stripe across the sky. Where dark spaces in the sky had usually existed, there were now dense clusters of sparkling stars. Shooting stars flashed across the canvas every few seconds. It was like a fireworks display with no sound.

I knew I had to get my eyes back on the instruments, and reluctantly I brought my attention back inside. To my surprise, with the cockpit lighting still off, I could see every gauge, lit by starlight. In the plane's mirrors, I could see the eerie shine of my gold spacesuit incandescently illuminated in a celestial glow. I stole one last glance out the window. Despite our speed, we seemed still before the heavens, humbled in the radiance of a much greater power. For those few moments, I felt a part of something far more significant than anything we were doing in the

plane. The sharp sound of Walt's voice on the radio brought me back to the tasks at hand as I prepared for our descent.

The SR-71 was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cutbacks, the Air Force retired the SR-71. The Blackbird had outrun nearly 4,000 missiles, not once taking a scratch from enemy fire. On her final flight, the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 minutes. The SR-71 served six presidents, protecting America for a quarter of a century. Unbeknownst to most of the country, the plane flew over North Vietnam, Red China, North Korea, the Middle East, South Africa, Cuba, Nicaragua, Iran, Libya, and the Falkland Islands. On a weekly basis, the SR-71 kept watch over every Soviet nuclear submarine and mobile missile site, and all of their troop movements. It was a key factor in winning the Cold War I am proud to say I flew about 500 hours in this aircraft. I knew her well. She gave way to no plane, proudly dragging her sonic boom through enemy backyards with great impunity. She defeated every missile, outran every MiG, and always brought us home. In the first 100 years of manned flight, no aircraft was more remarkable. With the Libyan coast fast approaching now, Walt asks me for the third time, if I think the jet will get to the speed and altitude we want in time. I tell him yes. I know he is concerned. He is dealing with the data; that's what engineers do, and I am glad he is. But I have my hands on the stick and throttles and can feel the heart of a thoroughbred, running now with the power and perfection she was designed to possess. I also talk to her. Like the combat veteran she is, the jet senses the target area and seems to prepare herself. For the first time in two days, the inlet door close flush and all vibration is gone. We've become so used to the constant buzzing that the jet sounds quiet now in comparison. The Mach correspondingly increases slightly and the jet is flying in that confidently smooth and steady style we have so often seen at these speeds. We reach our target altitude and speed, with five miles to spare. Entering the target area, in response to the jet's new-found vitality, Walt says, "That's amazing" and with my left hand pushing two throttles farther forward, I think to myself that there is much they don't teach in engineering school. Out my left window, Libya looks like one huge sandbox. A featureless brown terrain stretches all the way to the horizon. There is no sign of any activity. Then Walt tells me that he is getting lots of electronic signals, and they are not the friendly kind. The jet is performing perfectly now, flying better than she has in weeks. She seems to know where she is. She likes the high Mach, as we penetrate deeper into Libyan airspace. Leaving the footprint of our sonic boom across Benghazi, I sit motionless, with stilled hands on throttles and the pitch control, my eyes glued to the gauges.

Only the Mach indicator is moving, steadily increasing in hundredths, in a rhythmic consistency similar to the long distance runner who has caught his second wind and picked up the pace. The jet was made for this kind of performance and she wasn't about to let an errant inlet door make her miss the show. With the power of forty locomotives, we puncture the quiet African sky and continue farther south across a bleak landscape. Walt continues to update me with numerous reactions he sees on the DEF panel. He is receiving missile tracking signals. With each mile we traverse, every two seconds, I become more uncomfortable driving deeper into this barren and hostile land. I am glad the DEF panel is not in the front seat. It would be a big distraction now, seeing the lights flashing. In contrast, my cockpit is "quiet" as the jet purrs and relishes her new-found strength, continuing to slowly accelerate. The spikes are full aft now, tucked twenty-six inches deep into the nacelles. With all inlet doors tightly shut, at 3.24 Mach, the J-58s are more like ramjets now, gulping 100,000 cubic feet of air per second. We are a roaring express now, and as we roll through the enemy's backyard, I hope our speed continues to defeat the missile radars below. We are approaching a turn, and this is good. It will only make it more difficult for any launched missile to solve the solution for hitting our aircraft.

I push the speed up at Walt's request. The jet does not skip a beat, nothing fluctuates, and

the cameras have a rock steady platform. Walt received missile launch signals. Before he can say anything else, my left hand instinctively moves the throttles yet farther forward. My eyes are glued to temperature gauges now, as I know the jet will willingly go to speeds that can harm her. The temps are relatively cool and from all the warm temps we've encountered thus far, this surprises me but then, it really doesn't surprise me. Mach 3.31 and Walt is quiet for the moment. I move my gloved finger across the small silver wheel on the autopilot panel which controls the aircraft's pitch. With the deft feel known to Swiss watchmakers, surgeons, and "dinosaurs" (old-time pilots who not only fly an airplane but "feel it"), I rotate the pitch wheel somewhere between one-sixteenth and one-eighth inch location, a position which yields the 500-foot-per-minute climb I desire. The jet raises her nose one-sixth of a degree and knows, I'll push her higher as she goes faster. The Mach continues to rise, but during this segment of our route, I am in no mood to pull throttles back.

Walt's voice pierces the quiet of my cockpit with the news of more missile launch signals. The gravity of Walter's voice tells me that he believes the signals to be a more valid threat than the others. Within seconds he tells me to "push it up" and I firmly press both throttles against their stops. For the next few seconds, I will let the jet go as fast as she wants. A final turn is coming up and we both know that if we can hit that turn at this speed, we most likely will defeat any missiles. We are not there yet, though, and I'm wondering if Walt will call for a defensive turn off our course. With no words spoken, I sense Walter is thinking in concert with me about maintaining our programmed course. To keep from worrying, I glance outside, wondering if I'll be able to visually pick up a missile aimed at us. Odd are the thoughts that wander through one's mind in times like these. I found myself recalling the words of former SR-71 pilots who were fired upon while flying missions over North Vietnam. They said the few errant missile detonations they were able to observe from the cockpit looked like implosions rather than explosions. This was due to the great speed at which the jet was hurling away from the exploding missile. I see nothing outside except the endless expanse of a steel blue sky and the broad patch of tan earth far below. I have only had my eyes out of the cockpit for seconds, but it seems like many minutes since I have last checked the gauges inside. Returning my attention inward, I glance first at the miles counter telling me how many more to go, until we can start our turn. Then I note the Mach, and passing beyond 3.45, I realize that Walter and I have attained new personal records. The Mach continues to increase. The ride is incredibly smooth. There seems to be a confirmed trust now, between me and the jet; she will not hesitate to deliver whatever speed we need, and I can count on no problems with the inlets. Walt and I are ultimately depending on the jet now - more so than normal - and she seems to know it. The cooler outside temperatures have awakened the spirit born into her years ago, when men dedicated to excellence took the time and care to build her well. With spikes and doors as tight as they can get, we are racing against the time it could take a missile to reach our altitude. It is a race this jet will not let us lose. The Mach eases to 3.5 as we crest 80,000 feet. We are a bullet now - except faster. We hit the turn, and I feel some relief as our nose swings away from a country we have seen quite enough of. Screaming past Tripoli, our phenomenal speed continues to rise, and the screaming Sled pummels the enemy one more time, laying down a parting sonic boom. In seconds, we can see nothing but the expansive blue of the Mediterranean. I realize that I still have my left hand full-forward and we're continuing to rocket along in maximum afterburner. The TDI now shows us Mach numbers, not only new to our experience but flat out scary. Walt says the DEF panel is now quiet, and I know it is time to reduce our incredible speed. I pull the throttles to the min 'burner range and the jet still doesn't want to slow down. Normally the Mach would be affected immediately, when making such a large throttle movement. But for just a few moments old 960 just sat out there at the high Mach, she seemed to love and like the proud Sled she was, only began to slow when we were well out of danger. I loved that jet.

Dear Friends of St Jude --

These last few years our organization has had a rough time. We have hosted fewer projects, and attendance at our meetings has dwindled to the point that we have trouble doing business. We've been at this for about 45 years, and as people have gradually retired or moved or passed away we've had trouble finding replacements.

In recent years we have discussed from time to time how to keep the flame alive. Recently we decided the best way to honor the spirit of St Jude and make it possible to continue our efforts in the face of these changes would be to formally close St Jude Express and disburse ourselves into two local like-minded charities.

Both are non-profits that have 501(c)3 status with the government and both have goals aligned with our own; in fact, St Jude members are active in both of these organizations.

One organization is the San Martin Flying Mission. We gave our van to San Martin Flying Mission, and our St Jude members who have been active in what we called our "Van Committee" will continue to do their good work as San Martin Flying Mission.

The other organization is Global Health Partnerships, Inc. Our St Jude members who have been active in what we called our "Medical Committee" will continue to do their good work as Global Health Partnerships.

Although St Jude Express is formally ended, the spirit of St Jude Express continues as if reborn.

To correspond with San Martin Flying Mission, write to PO Box 1080, Albuquerque, NM 87103-1080.

To correspond with Global Health Partnerships, write to 1505 Harvard Court NE, Albuquerque, NM 87106.

San Martin had a newsletter ready to go, and to save postage since the mailing list has been combined we asked to include this letter with their newsletter. Future newsletters will be separate. Thank you for your support and good will.

Dennis Valliant
President, St Jude Express

-----The following is the regular San Martin Flying Mission newsletter-----

Dear partners in our mission.

On August 15, 2007 St. Jude Express held their last meeting. It was decided by St. Jude to dissolve the organization and distribute the remaining assets 50-50 to Global Health Partnership and San Martin Flying Mission. The St. Jude van was donated to San Martin Flying Mission.

San Martin Flying Mission will continue working in Mexico with the Tarahumara Indians as St. Jude has all these years. The closure of St. Jude Express saddened us but it seemed the best way to assure that the work continues. San Martin Flying Mission will continue the work as long as funds are available.

We would like to thank all our contributors for helping us help so many of the needy. Our prayers are with you and hope that yours are with us. God Bless you.

San Martin Mission has also published a book on the life of Fr. Bob Kirsch who was our founder of these missions. This book was written after his death but by his own words. He spoke of his life as we recorded it. It will be available for a donation of \$20.00.

Also available is the San Martin cookbook, "El Cocinero Martin" for \$10.00. These items are on sale to raise funds to continue our mission.

With yours and Gods help we can do it. Blessings on you and yours.

Edwina Tabares,

San Martin Flying Mission

ORDER FORM

Please send me the following books:

Book	Price	Quantity	Sub Total
Father Bob, Peoples' Priest, Bishop's Cross	\$20.00*		
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FAX Completed Order to:

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* Price includes New Mexico sales tax.

**REV. MEL HEMANN
127 KASPEN PL
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*Any questions contact me at
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