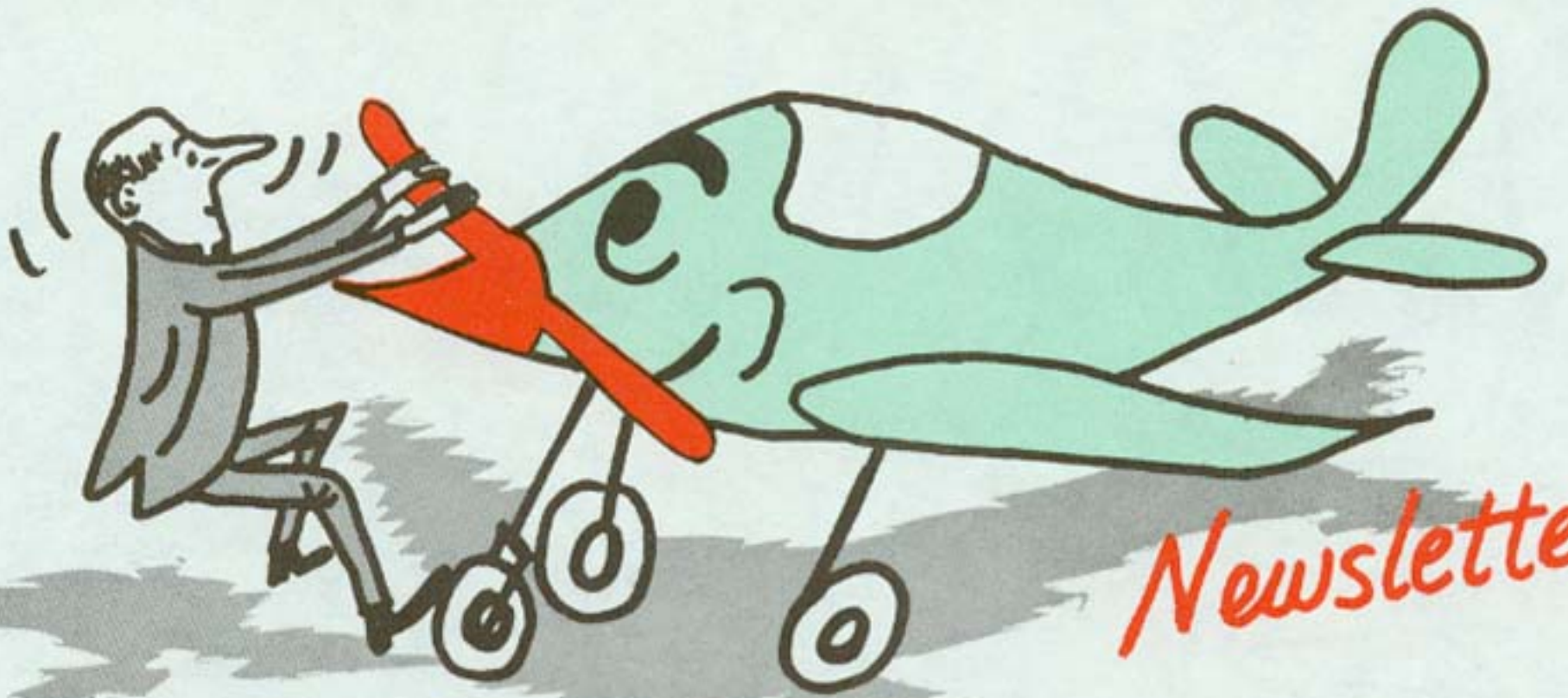


N.A.P.P.

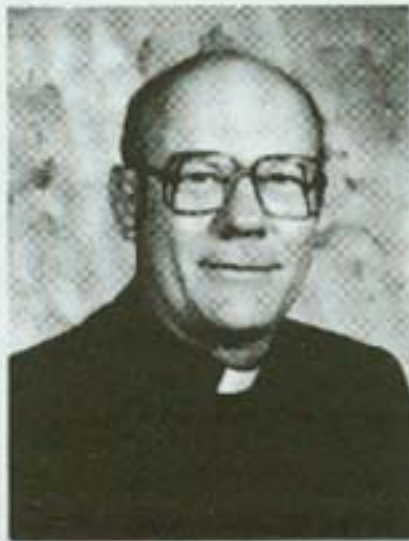


Newsletter

VOLUME XXXV

FEBRUARY 1998

NO. 4



FROM THE PRESIDENT

Greetings brother priests and fellow pilots!

My sympathy to the family and friends of Father Jack Lawler. Sorry the complications of the plane accident finally took its toll. Jack will be remembered as a fine parish priest and as a fine chaplain in the Air Force retiring with the rank of General.

Flying in Kansas was limited in January and in the first half of February. Lots of moisture, not only snow but mist, drizzle and rain. That, of course, meant a whole lot of ice.

I had my Arrow annualized at the end of January. At first it looked like I was going to get by easy this year. But, again, it turned out a bit more involved. A defect in the muffler was discovered and several hoses seemed a little hard and were replaced. I noticed they never bill you right away for an annual or any extensive repair work. I suppose the time in between serves as a

shock buffer. I am expecting the bill at the end of the month.

Are you ready for Lent? It takes planning as you know. Your schedule, no doubt, will be much more intense. But its rewarding. As I am writing Ash Wednesday is next week. Along with the Lenten schedule there is also the preparation for the new Millennium celebration. I suppose all of you have a good handle on these things.

I will be looking forward to a break after Easter and plan to attend our MIDWEST REGIONAL meeting in Sioux City, Iowa, April 20. Are you ready for us, Tom Geelan?

Mark your calendars for the Vancouver Island Convention July 7 & 8. Come be with us. I am told it is a great area.

One night I was flying in northern Illinois when thunderstorms were building all around. Controllers were firing non-stop and voices were at least an octave higher than normal. I heard this:

120P: "One Two Zero Papa requests vectors around weather." ATC: No answer

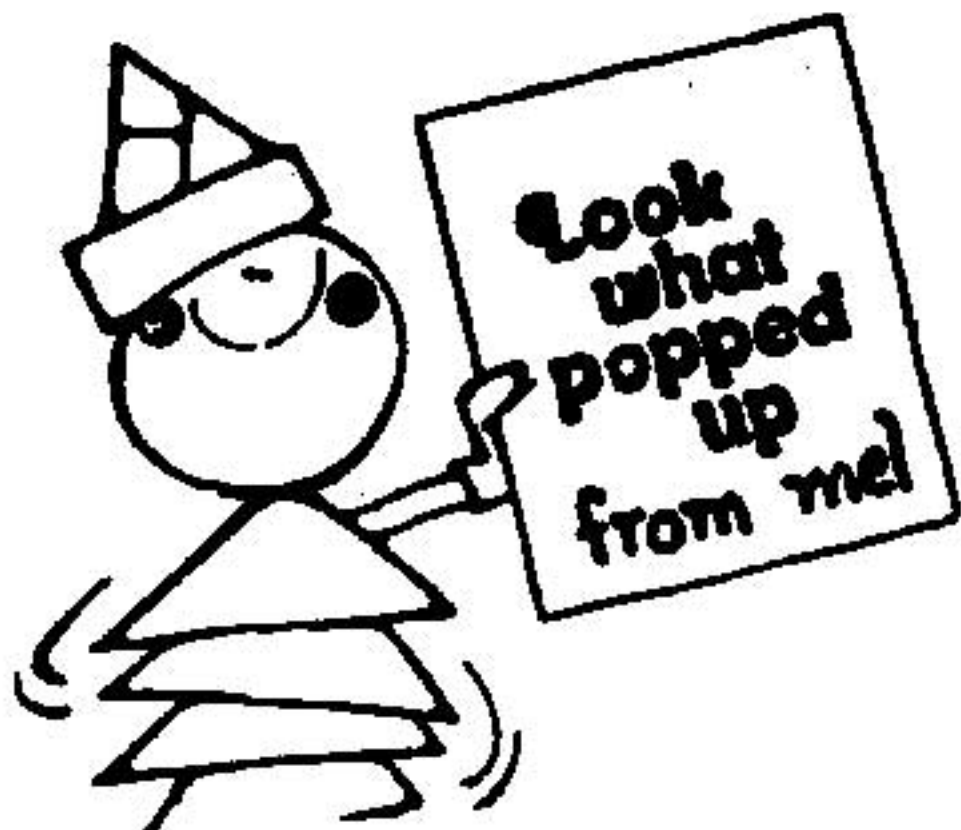
120P: "One Two Zero Papa, request left of course around weather." ATC: No answer

Finally, ATC replied: "One Two Zero Papa, what are you doing up there? Are you deviating?"

120P: "Oh no sir, we wouldn't do that. Just going around some weather."

Fly safely!

Al Werth



I am sure many already know at this point that our beloved friend, Fr. Jack Lawler, gave up the ghost on Saturday, January 17, 1998. He never recovered from the crash in his Bonanza on October 5, 1997. His niece told me his kidneys shut down on Friday and by Saturday night his heart followed suit. All the Flying Padres who knew Jack recall the many happy times he spent with us over the years. We extend our sympathy to the family as we pray God may grant him eternal peace in the heavenly kingdom.

I had a rare experience on January 28 & 29. I and another CAP member flew the Iowa CAP Wing's oldest Cessna 172 to Independence, KS to pick up a new one at the factory. After signing the papers and a brief check out to make sure everything worked I prepared to head back home. FSS gave me a very unfavorable report - 1/4 mile, indefinite ceiling 100' overcast, freezing drizzle - for the anticipated 10:30 PM arrival in Cedar Rapids. On the way home the next morning the mode C went out. On the ILS 27 approach to CID I was informed I was 2 miles north of the localizer. The needles hadn't moved. After completing a 360 & the vectors to

intercept I was informed I was a mile south of course. #1 radio was out. By that time I had learned enough about the Bendix/King approach approved GPS, and with the help of the #2 radio, we did get on the ground safe and sound. I think that was the first new plane I've flown in 20 years. Retail cost: \$142,500.00. It's still a 172 and has 13 places to sump in preflight!

For you Midwesterners, and any one else interested, we do have our Spring regional meeting in Sioux City, Iowa on Monday, April 20. Tom Geelan and Dave Hogan are hosting. There is a registration sheet with this newsletter.

Tom O'Neill, our Vancouver Island host, called the other evening and informed me that he is being moved this summer. The good news is it won't be until August. Tom plans on spending some time with his mother in June. In his absence some one will be checking his mail, faxes and e-mail. He suggests the earlier you make your plans the better so arrangements can be made. The convention reservation goes to Tom; the Long Lake Inn reservations are made directly with the Inn.

On Sunday evening, February 22, the Dubuque EAA chapter sponsored an afternoon and evening with 4 members of the Tuskegee Squadron. Now in their late 70s and early 80s we were awed and inspired by these four men as they recounted their dream of flying (something all of us can identify with) and the barriers that had to be overcome in the process. At first allowed to fly only P39s and P47s in non-combat patrols in the Mediterranean they finally were assigned P51s. They have the unbelievable record of a bomber never being shot down that they escorted. On Monday night there was a public forum at Loras College with over 800 people in attendance. When some younger people challenged them on racism their response was, "We don't believe in hyphenated Americans. We're Americans. Period."

ADDRESS ALL CORRESPONDENCE TO:



REV. MEL HEMANN
20245 ST. JOSEPH DRIVE
RICKARDSVILLE, IA 52039

319-552-2233

MIDWEST REGIONAL MEETING

Sioux City, Iowa

Monday, April 20, 1998

Airport: Sioux City municipal

Parking: FBO north of the tower

Contact Host: Tom Geelan
Blessed Sacrament Church
712-277-2949 Phone
FRTEG@AOL.COM E-mail
712-277-2963 Fax

Arrival: When ever you get there.
Preferably before noon.
Coming early or staying late,
arrange with Tom.

FEATURED EVENT OF THE DAY

- Afternoon tour of 185th Fight Wing of Iowa Air National Guard
- Located at Gateway, SUX municipal
- They fly F-16s
- Some of the unit is in or soon to go to Kuwait
- Expect to return before April 20

RESERVATION FORM

NAME _____

ADDRESS _____

ETA Date: _____ Time: _____

ETD Date: _____ Time: _____

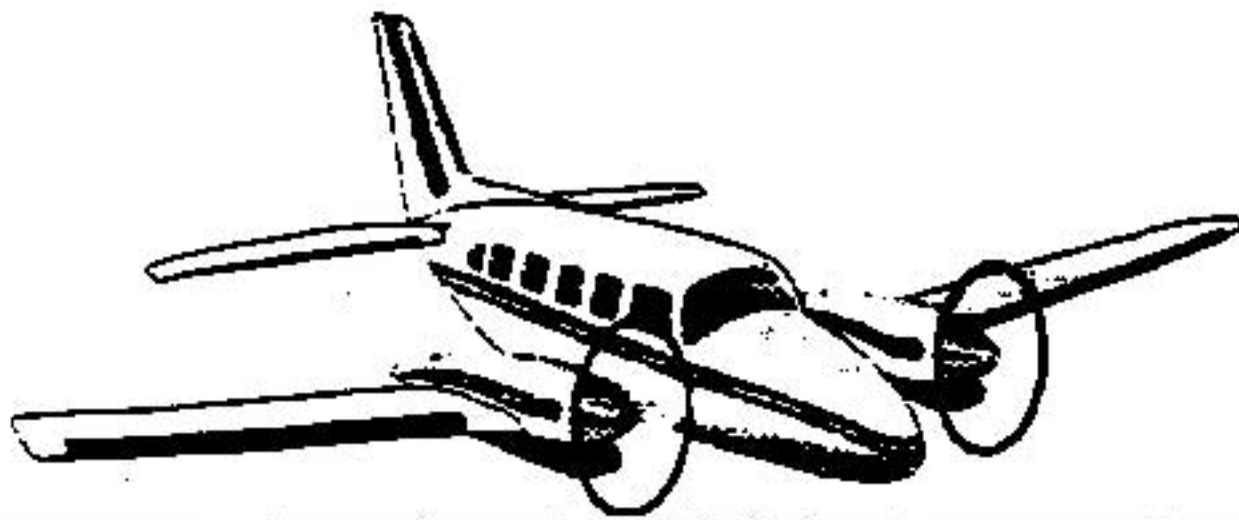
ARRIVAL BY:

Private Plane N _____

Car

Commercial Airlines _____ Flt _____

Bicycle



BRIEFS FROM HERE AND THERE

Here are some changes/corrections in the NAPP Directory. Once again proves that things just never stay the same.

New Addresses:

Rev. Gary R. Norman
Christ the King Parish
1126 Long
Richland WA 99352
509-946-1675 (O)
509-946-8006 (H)

New Member:

Rev. Edward C. Moran
PSC 94 Box 1677
APOAE 09824

Changes:

Rev. Thomas De Young
Basilica of St Adalbert
650 Davis Ave NW
Grand Rapids MI 49504-5149
Phone/Fax 616-458-2553

E-Mail deyoung@classic.msn.com
tjdeyoung@juno.com

January 27, 1998

Hi Mel,

Thanks for the copy of the new directory. I feel a little bit neglectful, however, as I have not updated you good folks with my current information.

I'm still usually enjoying my assignment as pastor of the Basilica of Saint Adalbert, but please pass on a few corrections for me. (*See changes for Tom above*).

Juno is a FREE internet e-mail service, by the way. It is advertiser supported. The software can be downloaded from juno.com, and is also free. There are no connection charges.

Should anyone be traveling in the Grand Rapids area and need a place to stay for a few

days, I have inherited with this assignment a large, old rectory which used to house six or seven folks, but which I now occupy alone. When people remark on the house, I merely say, "Well, with six bathrooms, three suites, two guest rooms, a housekeeper's apartment, and a third floor dormitory, and four furnaces... it's small, but for one guy living alone, quite adequate." Such is the state of the church, I guess.

Flying takes a bit of a rest during the Winter months here in Michigan for me and many other part-time pilots. Low overcast prevails most of the time, often with nasty things going on in it, and even with an instrument rating, I leave flying through that kind of stuff to the pros. I figure I've already used up most of my nine lives. I can hardly wait for a sunny day.

Peace!

Tom

February 1, 1998

Dear Mel,

I met recently with a classmate and friend of mine, Fr. William (Bill) Winkler, OFM in Jerusalem. Bill had the left seat of a United Airlines "Heavy" before ordination. Bill then served the Diocese of Tennessee for several years, then, fulfilled a life long ambition of joining the Franciscan Friars of the Holy Land.

Last month I had the honor of visiting the Holy Land as Spiritual Director of a pilgrimage. I had Bill's address from previous correspondence with him from when I was in Alaska, so I wrote to him, mentioning that myself and a group of good folks from Quincy

Washington would be there to visit.

I invited Bill to dinner with our group one evening. We had a delightful evening of story telling of what life is like in the Holy Land. Too many stories to relate here. However, I can tell you that he is enjoying his decision in spite of the major cultural difference between the United States and Israel. Despite being spit on, despite being soaked with kerosene and having your church put on fire, despite having major thieves right in your own courtyard and not being able to do much about it due to lack of interest by Jerusalem police. Despite being attacked with rocks and shoes. God bless him! Keep him and his work in our prayers!

Your brother in Christ,



Fr. Gary R. Norman

P.S. Please note my new address. I have returned from a year in Alaska. (*New address listed above in changes*).

February 7, 1998

Dear Mel,

Frank Nemmers sent word of his annual trip to the Bahamas. Lots of golf and fishing, plus helping out in 5 different parishes while there. In the past Frank spent a little time with Jack Lawler in Naples, FL. Because of Jack's death that one was out this year.

Frank sent an obituary of Jack that was given to him by a Sioux City classmate. I'm using some of that information in another part of the newsletter.

(*This article is from Gene Murray. He wrote it for their EAA newsletter.*)

WHY I DON'T LIKE DIGITAL WATCHES

or

HOW TO USE YOUR WATCH AS A COMPASS

Last September while fishing on Lake of the Woods I learned a little navigation trick that came in handy recently. We were riding out in a guided boat to our fishing spot which was about 30 minutes by fast boat. The guide was driving and we were talking and not paying much attention to where we were going. Most of the

trip we didn't know which direction we were going because we were zigzagging around islands all the way. Jim, my fishing partner and fellow pilot, asked me if I knew how to tell direction with my watch. I said, "Sure, I do it all the time and I always carry a compass so I can tell the time of day!" "No really," he said, "It's quite simple. All you have to do is aim your watch at the sun and line up the sun with a spot halfway between the hour hand and the 12 and the 12 is 180 degrees on the compass."

Recently while returning from Shell Lake, Wisconsin flying Fr. Ed's newly purchased PA-12 I had occasion to use the compass-watch technique to determine a heading. It was about 3:00 P.M. on Nov 17. The sun was getting low in the sky. I was flying low because the winds at altitude were about 20 kts and right on the nose and I had about 230 miles to go in the Super Cruiser. So I didn't have the advantage of height to help pick out check points.

Departing Shell Lake I discovered that neither my handheld radio nor GPS would work and the plane's compass didn't much help. It was indicating 40-50 degrees off (which I later discovered was affected by the hand held radio lying beside it). I picked out a highway which I thought was headed in the proper direction and started to follow it. But in that part of Wisconsin the highways meander and I soon suspected I was taking a wrong heading. The sun seemed to be coming from the wrong direction. At this point, I discovered another thing about disorientation. When you lose your sources of navigation and you become a "little" disoriented and panic begins to set in it is easy to miss a heading by as much as 30 or 40 degrees even in bright sunlight. It was then that I remembered the watch-compass trick and took up what I estimated was about a 210 degree heading. About 20 minutes later I recognized a check point which was only about 2 or 3 miles off course. It was a wonderful discovery and the rest of the trip was more enjoyable. I didn't make it home but I made it to Waseca, MN before the sun went down. The rest of the trip was reasonably uneventful the next day. Nevertheless I am thankful for a couple of things: *A watch with hands on it and the bright sunshine.*

Keep 'em flying.

Gene Murray

Nanaimo, Vancouver Island

Long Lake Inn



**NAPP
INTERNATIONAL CONVENTION**

July 7 - 8, 1998

**CONVENTION HEADQUARTERS -
Long Lake Inn**

ROOM RESERVATIONS:

250-758-1144
Fax: 250-5832
Toll Free: 1-800-565-1144

Rooms are double or twin.
Convention rate per room:
\$104.00 Canadian (Very cheap U.S.)
Rate applicable all days you stay

Reservations must be made by **6-1, 1998**

NAPP CONVENTION HOST in Nanaimo, B.C.

- **Rev. Thomas O'Neill**
- 5469 Kenwill Dr
- Nanaimo British Columbia V9T 5M5 CANADA
- 250-758-7587 Fax: 250-390-1142

Activities Galore:

- Hiking & Biking
- Fishing & Swimming
- Golfing
- Sightseeing
- Ferry rides
- Just loafing around



NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ETA (Date) _____ (Time) _____ ETD (Date) _____ (Time) _____

ARRIVAL BY: _____ BOAT: _____

PLANE: Make: _____ N _____ Commercial: Airline & Flt _____