

N.A.P.P.



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April 2019

No. 5

The South Pacific is back

By Fr. Mel Hemann

Several weeks ago, I ran across an article about the **Flying Bishop of Gizo Diocese**. Google informed me the diocese is located in the South Pacific, which in the early days of NAPP played an important role in who we are today.

[Bishop Leo Arkfeld, SVD](#), bishop of Wewak, New Guinea, at that time, wrote and said “NAPP is one of the greatest things that has happened. For many, airplanes and flying are considered a rich man’s hobby. For us it is a way of life as we share the Good News with the people in the islands we serve.”

I recall the discussion at the next NAPP gathering and the decision to begin offering our meager assistance to those who use the plane in their work.

Because of Bishop Leo’s words 50 years ago, our support has gone throughout the world: The South Pacific Islands, Mexico, Central and South America, Africa, Canada and Alaska in the U.S. The Good Lord alone

knows the numbers who have had the gospel preached to them because the bearer of good news arrived by air.

Bishop Leo died in 1999 and most of the Flying Padres of that era have joined him in eternity. Though fewer in numbers, the challenge still exists as the work goes on.

I contacted [Bishop Luciano Capelli](#) and I have attached his gracious reply to these thoughts. We welcome him to NAPP and look forward to more adventures to inspire us as Bishop Leo did half a century ago.

Dear Fr. Mel,

Thanks for the

kindness of reaching out to the peripheries of the world. I did visit the website [priestpilots.org](#) and found out you are a real solid organization built and consolidated through the years

I have been in PNG (Papua New Guinea) and visited the tomb of the flying Bishop Leo.



Bishop Luciano Capelli uses a two-seat amphibious aircraft to reach the remote areas of the Diocese of Gizo in the South Pacific.

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Midwest regional gathering in Missouri on April 29

By Fr. John Schmitz
NAPP President

Spring greetings to all! I believe many of us have had a full winter season with plenty of snow, ice and other cold conditions that delayed some hopeful winter flying. Thus, it is good to see things warming up and more conducive flying weather on the horizon.

In light of that, I want to remind everyone of the Midwest regional fly-in on Monday, April 29, at Lake of the Ozarks, landing at Camdenton, Missouri, airport (KOZS) by 10:30 a.m.

Hope to explore the wonders of Bridal Cave and enjoy a relaxing boat trip on the Lake of the Ozarks, with the opportunity to catch up on our winter journeys and savor a delicious lunch. Plan to return to the airport around 3:00 that afternoon.

Please RSVP by April 22 to me at: presidentofnapp@gmail.com or you may call or leave a text on my cellphone at 573-619-6889.

Please leave the normal info:

- **Your contact phone number**
- **Plane type**
- **Tail number**
- **ETA**
- **Souls on board**
- **Needed departure time if not 3 p.m.**

There are also a few rooms at the rectory if you need to fly in early or spend the night Monday.

In checking in on the NAPP president email, I am pleased to let you know that we recently were contacted about a possible new member interested in joining our national organization. Fr. Mario Hatakeyama, a private pilot in the Archdiocese of Vienna, Austria, is looking forward to being a part of the association. What a blessing for us. I look forward to finding out more about his story soon.

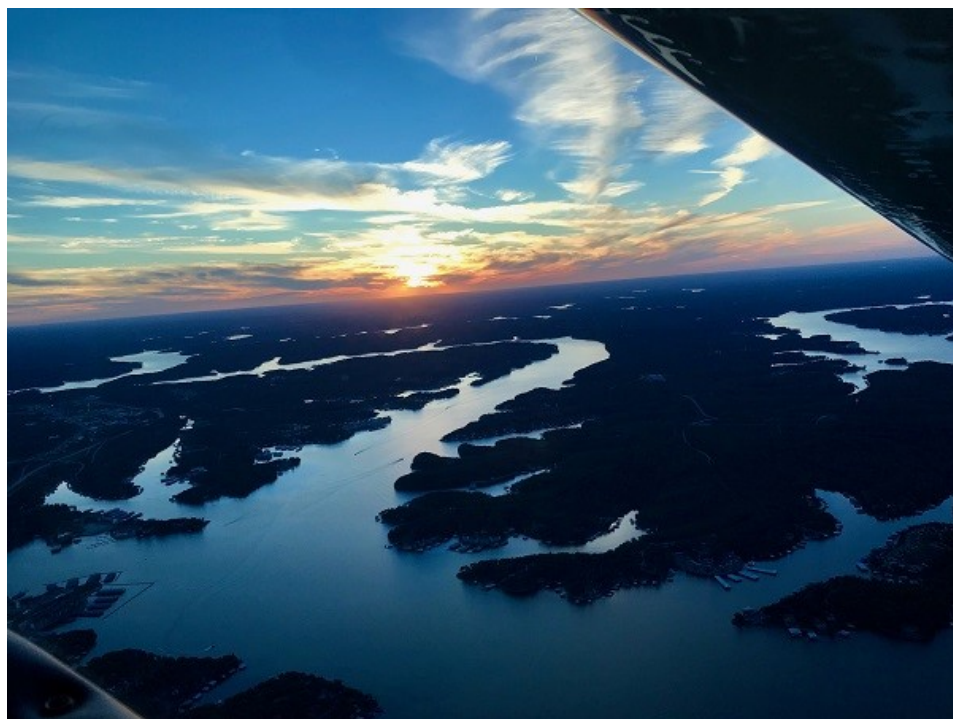
In keeping an eye on the weather around the states, I also send my prayers to all those areas dealing

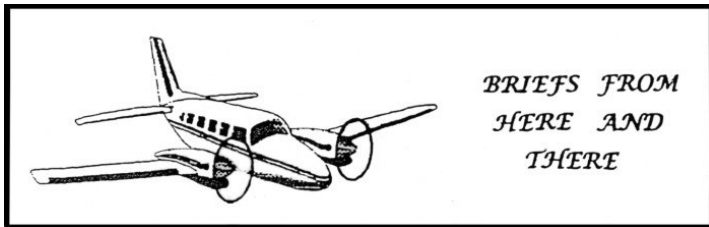


with the flooding and destruction of so many communities at this time. May the Lord bless all who are displaced and are suffering the loss of their jobs, homes and farms. Our prayers are with all of you.

In this traditional month of April showers, I hope good flying weather is in store for our gathering and that none of you will be in need of floats on your plane to get out to Missouri on April 29. If you are float rated and have a plane, let me know and we can pick you up on the lake (maybe, if I can find some water moorings for the plane).

May the remainder of your Lent be fruitful and may all have a glorious Easter. See you soon.





The passion for flying

By Fr. Gene Murray

Ever since I saw my first airplane, a J-3 Cub, up close at 5 years old, I have been afflicted with the chronic illness called “Aeromania.”

I have been treating its symptoms for all my conscious life and for over 50 years certifiable as a pilot.

Aeromania manifests itself in different ways: flying airplanes, living and sleeping with them, dreaming about them, building them, attending air shows, owning, giving rides, cleaning, polishing, caring for them when they are sick, etc.

Its symptoms include recurring chronic compulsive activity such as taking off and landing while grinning, or frowning, and occasionally cursing.

During the celebration of the Sacred Mysteries, if



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2019 NAPP Convention in Sioux Falls

Fr. Bob Lacey has prepared a brochure with details about the hotel, activities and an RSVP form. *See the back of the newsletter for his convention brochure.*

- Arrival on Monday, July 8
- Convention activities on July 9-10
- Depart on Thursday, July 11

Jim Stoltz joins NAPP

My aviation interests were first inspired by our parish priest, Fr. George Kruzick at St. Mary's in Derby, Kansas. Fr. Kruzick also taught me how to water ski during the summer between 2nd and 3rd grades.

Once in high school, Fr. Martin Whelan, SJ, pulled two classmates and me from Latin 2 class at Chaplain Kapaun Memorial High School in Wichita, Kansas. We weren't sure what we had done or what our discipline was about as the Jesuits were very creative. We soon discovered we were taking flying lessons from Fr. Whelan. I took a check ride and was awarded a single-engine, fixed-wing pilot license in December 1973.



The demands of a career and raising a family kept me grounded until retiring at Lake of the Ozarks. Once again, a Catholic priest, Fr. John Schmitz, re-introduced me to flying and the NAPP.

I look forward to meeting members at the Midwest fly-in April 29 at Camdenton, Missouri.

– *Jim Stoltz*
Gravois Mills, Missouri

Treasurer is accepting fiscal 2020 dues

NAPP Dues – U.S. \$25.00
2020 fiscal year begins July 1, 2019

Use this form to send your dues or use PayPal (go to www.priestpilots.org and click on PayPal).

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

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



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Ten years ago, I got my license for flying alone, a second one for taking a passenger with me and a third one for the seaplane. I have been flying for the past seven years.

The farthest point of the diocese is one hour and a half flight with 30 liters normal pure fuel.

By small boat, it used to take me 7 hours and 150 liters mixed fuel with very dangerous, frightening sea conditions.

With a bigger boat (15-meter fishing vessel), 14 hours and 600 liters.

There were no public flights, no ships except when there was a group of passengers.

Then you were not sure when you could go nor if and when you could come back.

One boat went down and we lost 6 persons; 4 survived (including the parish priest).

The highest payment for going with a small boat was paid by the spinal cord. With a bigger boat, sea sickness was normal

With a small 2-seat ultralight plane, I solved all my problems.

Not everything has been smooth, especially landing or taking off at sea during storms.

The biggest problem is the Meteo. It changes from sun to rain and back to sun again in no time.

Thanks for getting me into the group.

I am proud to be one of those who bring the good news by air.

Thanks and hoping to hear from you soon for a great long-lasting relationship

**Bishop Luciano Capelli, SDB
Flying Bishop of Gizo Diocese**

(You are invited to Gizo.)



Bishop Capelli piloting the diocesan aircraft.



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More from Mel: Thoughts on AI and basic flying skills

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As I was preparing this article, I spent some time reflecting on Fr. Ed Moran's last CFI column and the increased emphasis on AI, artificial intelligence, and accompanying technology that grace the panels and manipulate the controls of today's planes.

As a flight instructor with many years under the belt and God only knows how many hours on my butt, I have experienced how the development of electronics has affected flight training. Along with that is the increased taking over flight training by academic institutions.

Added to that are the great advances in drone technology and the military use of remotely operated aircraft. These occurrences influence the way people approach flight training.

What we are overlooking in training tomorrow's pilots is the sad reality that another AI, actual and real intelligence, is being lost in the process.

In flying with 250-hour pilots who have all the ratings, loads of acronyms and memorized V-speeds, many lack the actual feeling of the plane and what it tells the pilot.

We are dealing with pilots who never look out the window and rely almost totally on what the gauges tell them. They cannot trim a plane for level flight by simply looking at the horizon and end up constantly trying to make the trim tab do it.

Growing up in a digital age, many have no idea where to look when advised there is traffic at 11 o'clock.

The smoke from a fire, blowing grass or the dust on the road caused by a car below and ocean waves give most of them no idea what direction the wind is coming from. When asked about wind direction they look at the panel and announce 150 degrees but have no idea where to point when asked to point the direction out the window.

On final approach with the plane crabbed into the wind and the wind sock verifying the crosswind, many



NAPP member Fr. Alex Carandang of Florida passed his private pilot check ride in 2018. His flight instructor was Fr. Mel Hemann. ([See article from December 2018.](#))

have difficulty tying together what is happening and how a good crosswind landing is done.

It seems to me the basics are being ignored. As I reflect on the current AI training, it attempts to bypass the basics. Most of them would have difficulty flying with Jim in Alaska – or – Pat and Jack in Tanzania – or – Bishop Luciano in Gizo.

Likewise, the above mentioned, as well as many NAPP members currently flying, would have difficulty in flying a plane with a glass cockpit.

What is needed is a solid foundation on which to build. Once that foundation exists, the sky is the limit. Maybe that's why I've often heard it's easier to go from the "old six-pack" to the glass cockpit than vice versa.

Considering the condition of the Church today, there just might be a lesson for all of us.

DON'T FORGET THE BASICS.

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

Deadline for the June edition: May 31.

CFI Corner: The electric airplane!

By Fr. Ed Moran, CFI, CFII, AGI, AGII

If you have been around the flying community for a long time, the ability at being shocked with “the latest, greatest, new improvements” to flying might get at best a raised eyebrow.



But that changed for me last month with eyes on the latest in aviation development: *the electric plane*.

Pipistrel from Slovenia has developed and produced a fully electric plane called the Alpha Electro. It is currently certified for flight in Australia with certification through the FAA coming in about 8-10 months to the United States. The \$100,000 plane has been expressly designed to be an efficient and inexpensive pilot training aircraft. After its successful first test flight in Australia, the plane marks the beginning of a new frontier for electric aircraft.

While there are other models in development, I had a chance to see the new Alpha at a flying symposium in Dallas. It reminded me of the two-seater Tecnam, which is a sport-category single-engine land aircraft, has about 98 horsepower and is great for local cross-countries and general VFR flying.

The Pipistrel is also a two-seater, single-propeller light aircraft, powered by two lithium-ion batteries that sit toward the rear of the fuselage and carry about 60 minutes of flight per battery with 30 minutes of extra power in reserve. This makes it ideal for short flight-training segments that run between .5 and .8 on the Hobbs.

What makes this achievement so amazing to the flying community is the low cost of flying and maintenance.

The plane’s batteries are easily replaceable for quick flight turnarounds. They can be charged in less than an hour.



The simplicity of an electric engine means significantly cheaper running and maintenance costs when compared to gasoline or diesel-powered engines. Here is where I think the revolution will be.

Today, renting an old Cessna 172 runs between \$125 and \$150/hour wet. Add the instructor for checkout and we could be talking about \$200 for an hour of



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there is one thing that I find more distracting than crying babies, ringing cellphones, clumping kneelers, it's the sound of a low-flying airplane engine overhead. It just seems to overtake all my senses. In over 50 years of flying, I have met many people from all walks of life with the same affliction. It is chronic and there is no cure.

So, the last few years I have spent six to eight weeks at an "Aeromania Sanitarium" called Indian Hills Airpark in Salome, Arizona.

The treatment routine is quite rigorous. About three times a week, we arise at dawn for a voluntary group fly-out to breakfast at which we discuss various and sundry things aeronautical. All destinations include food and many include landing at dirt strips at places like Wayside, Bouse, Quartzite, Crooked Tree, White Rock, Vinegaroon, and occasionally to places like Kingman, Seligman, Wickenburg, Parker, Lake Havasu, Casa Grand, Buckeye, etc., that have real airports with hard surfaces.

After we return from the fly-outs, there is generally group therapy at Dr. Tim's Hangar sitting around in a circle for the "debrief." These sessions can last for up

to two hours at which various manias, phobias, tics and tactics and other aeronautical disfunctions are discussed, dispelled and cured for the day.

We have a great variety of clinicians on staff, including: CFII, CFI, IA, A&P, aerobatic pilots, back-country flyers, ag pilots, corporate and airline pilots, recreational pilots, race pilots, and just "plane" pilots with opinions.

In the evenings, there is the "beverage brief" at about 5 to 6 p.m. in someone's hangar where the more social aspects of Aeromania are addressed, usually concluded by returning to their own hangar homes for dinner.

There is no aeronautical malfunction that is beyond the scope of the debrief sessions, however inadequate the resolution might be. So, you can understand that I fit in quite well.

In conclusion, after three years of returning for treatment at Indian Hills Airpark, I find that I am no less afflicted by my Aeromania. I am no less distracted by the sound of an airplane engine, no less addicted to the smell of avgas, no less thrilled by the kiss of a smooth landing, but at least I feel better about myself.

[See Gene's Arizona article from February 2018.](#)

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touch-and-goes.

The Pipistrel will cost about \$35/hour to run and rent somewhere between \$50 and \$75. There's no need to calculate gas costs. Hundred-hour strip-downs for a complete annual will easily be under \$1,500 versus the \$3,000 to \$5,000 for midrange 125-hp aircraft.

The solid-state motor is easy to preflight with less moving parts than a combustion engine. This means a lot less in maintenance costs to keep up and how I believe small aircraft flying will once again financially become available to many more people.

It took a little getting used to. For me the first issue was to fit into the airplane. If you have time in small sports aircraft and prehensile legs, there is no problem. Luckily, I taught a lot in European gliders made for really small people. The Pipistrel is not made for big pilots of 6'4". But if you really like to fly, limited cockpit room is one of the sufferings implicit and worth the pain to fly for about half of what you are paying today.

After pre-flight and checklist preparation to run-up, I was struck by the simplicity of the checklist. There is only an "ON" button to start the engine. It starts right

away. It is quiet. The low noise in the cockpit reminded me of a motorized glider. The wing design is very efficient (think Diamond DA-40 here). Flight characteristics are very docile like the Cherokee 140 in which I took my primary training back before the Great Flood.

The plane has the latest glass cockpit making integrated flight an ease with overlay GPS and battery power indicators very prominent. The warning indicators tell you when the power decline has moved from full to used to half way to critical to "you need to land NOW." The plane has great gliding characteristics and carries only two folks and not a lot else. The video of the air operations in Australia showed a cross-country landing to a one-hour distant field with a pre-planned generator to recharge the batteries to fly back.

As battery engineering improves, I can see the day in the not-too-distant future where three- to four-hour sorties will be possible. Then the economic benefit over gas engines will gradually shift the fleet to cheaper, more environmentally-friendly flying – and that will make knowing when to apply carb heat a thing of the past.

YouTube video: <https://youtu.be/VXHW1pP5ziU>

Contact Fr. Ed at moranec13@gmail.com

Hotel



The Country Inn and Suites

AMENITIES

Continental breakfast, Shuttle Service, Wi-Fi, in-house restaurant, free parking, and pool/exercise room

CONTACT

200 E. 8 th St, Sioux Falls SD 57103

Phone: 605-373-0153 Fax: 605-334-3410

RESERVATIONS

Room rate: \$119.00

Individual reservations

GROUP ID NUMBER:

190708NAPP

Schedule

July 8 (Monday)

Arrivals - Maverick FBO, KFSD or Hotel Shuttle for commercial; rides, drive in. Courtesy lounge with snacks & drinks

July 9 (Tuesday)

AM: EROS Data Center Tour

July 10 (Wednesday)

PM: Tour and Mass at Cathedral Evening banquet

July 11 (Thursday)

Departures home bound Shuttle service for commercial flights Rides to Maverick FBO, KFSD



NAPP

National Association of Priest Pilots

2019

Convention

9-10 July

Sioux Falls, SD

KFSD

Reservation

NAME _____

CELL PHONE _____

EMAIL _____

ARRIVAL DATE _____

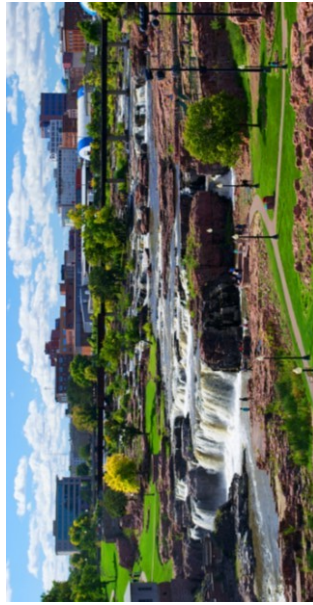
By: *Pvt Plane* N _____ -ETA: _____

By: *Car* _____ ETA _____

DEPARTURE: _____

Welcome to Beautiful Sioux Falls!

I look forward to your presence in my hometown! We have a super nice hotel right on the Big Sioux River in the vibrant downtown.



Overlooking the valley is our Cathedral Church of St. Joseph, the place of our convention Mass.



Our group outing will be to EROS, the Earth Resources Observations and Science Center.



Of course, there will be plenty of time to talk with friends, pick up a BFR or



IPC, mosey through the downtown for a good stogey and beer, or admire the falls - the city's namesake!



Host: Fr. Bob Lacey 605.290.0550

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Fax: 605.942.7130