

N.A.P.P.



Volume 57

April 2020

No. 5

President's column:

Coronavirus challenges parishes to adapt

By Fr. Joe McCaffrey
NAPP President

Could any one of us ever imagine that we would not be able to have Mass or celebrate the sacraments with our people in person? I know I certainly could not. But here we are hearing confessions in parking lots and celebrating Mass for our people over the internet!

Desperate times demand desperate means. My seven churches, now all combined into one parish, found it particularly difficult not to be able to gather for Mass! So through a lot of trial and error and great frustration, we managed to get our daily Mass livestreamed on [YouTube channel](#) and our [website](#).

As I write this article, we are anticipating doing our Holy Week liturgies in the same fashion. We were in the process of welcoming 18 people into the faith this Easter Vigil, 12 of whom were to be baptized! This

pandemic is not convenient, to say the least! Of course, those who have contracted the virus are certainly more inconvenienced than any of us.

My youngest brother, who has two children, ages 5 and 3, asked me how it felt to be laid off! He said, "Never thought you would be laid off, ha ha."

Well, I don't feel laid off because I'm running around busier than ever talking to people on the phone, doing emails and coming up with doing confessions in our parking lot! We are also busy collecting and delivering food to those in most need. These are times when

our love of God and love of neighbor can truly shine!

Probably by the time you read this newsletter, we will have celebrated Holy Week and Easter and, hopefully, we will be beyond the dreaded virus! We will be celebrating literally a resurrection from the tomb of social distancing! People will be emerging from their homes

like the resurrection from the dead!

Right now, I just wish I could jump in the plane and fly over my parish and maybe even the whole diocese to bless it all from the air!



Fr. Joe McCaffrey, pastor of Holy Spirit Parish in the Diocese of Pittsburgh, preaches the homily during a livestreamed Mass for the Fourth Sunday of Lent, March 22.

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Time alone in the cockpit above the fray would truly be a resurrection of sorts for my soul. I plan to do this if the Lord will provide the window of opportunity with flyable weather. So far, the weather here has been as ugly as the social distancing! If I can do it, I will pass that story along in our next newsletter.

Please know that I am keeping all of you in my prayers and especially our older members. May God bless you all with good health of mind, body and spirit. May He allow us to gather for our much needed and anticipated July convention in beautiful Dubuque, Iowa!

In the meantime, remember what Mom always said: “*Wash your hands and say your prayers!*” Little did we know how right Mom was all those years ago!

God love ya,

Mac

Editor’s note: After Fr. Mac wrote his column, he did find a day with decent weather to fly over Holy Spirit Parish in Pennsylvania and offer a blessing from the air. Here are some photos from N1986Q.



DRIVE-UP CONFESSIONS: Fr. Mac and his parish made headlines in the New Castle News by offering drive-up confessions in a church parking lot. Click [this link](#) for the story and photos. Later, because of the rapid spread of the coronavirus in the Diocese of Pittsburgh, Bishop David Zubik suspended celebration of the sacraments, including drive-up confessions.

ON THE RADIO: Fr. Mac was a guest on KDKA radio to talk about the coronavirus and faith. Links to two audio clips: [March 17](#) and [March 24](#).



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.

NAPP Leadership Team
President: Joe McCaffrey
1st VP: Nick Radloff 2nd VP: Bill Menzel
Secretary: Allen Corrigan Treasurer: John Hemann

Regional Directors
East: Al Ruschman Midwest: John Hemann



MIDWEST MEETING CANCELED: The NAPP Midwest Regional Meeting, originally scheduled for April 20 in Dubuque, Iowa, has been canceled because of the coronavirus (COVID-19).

SAVE THE DATES: NAPP Convention, July 7-8, 2020, in Dubuque, Iowa (arrivals on July 6; departures on July 9). Watch for details in the June newsletter.

NOTE ABOUT ORDINATION: As of this writing, Deacon Nick Radloff's ordination to the priesthood is still scheduled for May 23 in Dubuque, Iowa, but that may change depending on the medical situation in the coming weeks. Nick is First Vice President of NAPP. Please pray for him.



NEW MEMBER: Welcome to James Knights of Evans City, Pennsylvania. James is a friend of Fr. Joe McCaffrey, NAPP President.

NAPP has new instrument pilot

By Fr. Alex Carandang

In the midst of the global lockdowns and social distancing caused by the COVID-19 pandemic, I passed my instrument rating check ride on March 24 at Flagler County Airport (KFIL) Florida.

A lot of hard work was put not only on the knowledge and experience requirements for me, the pilot, but much work was also done to fulfill all the aircraft checks and paperwork. With diligence, despite the pandemic restrictions, we were able to fulfill all that is required and proceed with the check ride that fine Tuesday morning.

After the successful exam, I was congratulated by my Designated Pilot Examiner, Tripp Wacker, doing the virus-approved IFR congratulatory handshake as seen in the picture. Aside from giving me a great time during the check ride, he took time to teach me a lot of essential details about IFR flying, which complemented the fundamental things that my CFII, Fr. Mel Hemann, an NAPP charter member, had taught me.

The whole process truly made me a better pilot,

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

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

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

2021 DUES ACCEPTED: If you pay in advance for fiscal year 2021 (July 1, 2020), please make that notation as you send your \$25, to assist with the treasurer's bookkeeping.

thanks to those two great pilots. I consider them both now as my mentors.

I would also like to thank the NAPP for choosing me to be the recipient of the financial aid from last year's convention, which had been a great help during my instrument training. I am so blessed and honored to be part of this association.

Now I can look forward to building time and training again with Fr. Mel for the commercial license, and hopefully one day become like my mentors, teaching other pilots how to be a safe and proficient pilot.

And aside from social distancing up in the sky, I'll continue praying more and practicing "virtual ministry" through streaming Masses and prayers through social media, so that this COVID-19 pandemic will come to an end soon.

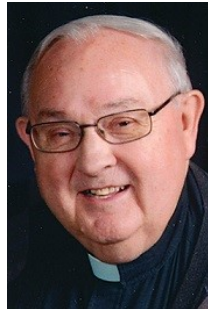


Msgr. John Hemann celebrates 60th anniversary

The Witness, newspaper of the Archdiocese of Dubuque, recently had an [article](#) about Msgr. John Hemann, NAPP charter member and current Treasurer, who is celebrating his 60 years of priesthood in 2020.

Here are some excerpts:

Msgr. John Hemann, who was born Nov. 22, 1934, to Bernard and Olive (Halbach) Hemann, was raised in Stacyville. He is now retired and lives in Clear Lake and continues to provide priestly support in many parishes in northern Iowa on a regular basis as well as priestly support to the Newman Catholic School System and MercyOne Hospital, both in Mason City.



He graduated from Visitation Catholic School in Stacyville in 1952 and from Loras College in Dubuque in 1956.

He attended Mount St. Bernard Seminary in Dubuque where he studied dogmatic and moral theology, Scripture, liturgy and canon law.

He was ordained on Jan. 30, 1960, at St. Raphael in Dubuque by Archbishop Leo Binz. Since ordination, he has done graduate studies at Aquinas Institute of Theology in Dubuque and St. John's University in Collegeville, Minnesota.

Pope John Paul II named him a prelate of honor (monsignor) in April 2003.

Msgr. Hemann enlisted as a chaplain in the U.S. Army on April 19, 1966, and served in the Iowa Army National Guard until his retirement from the military on Sept. 9, 1994.

His active duty assignments took him to Neu Ulm, Germany, in November 1987, the Pentagon in Washington, D.C., in March 1980 and Nuernberg, Germany, from Dec. 10, 1990, to June 2, 1991, during the Persian Gulf War.

During the last eight years of his military career, he served on the Iowa Adjutant General's Staff as the state chaplain for the Iowa Army and Air National Guard. He retired after 28 years of military service with the rank of brigadier general.

He has been a licensed pilot since July 1963, with an instrument rating, and is a charter member of the National Association of Priest Pilots, which was founded in July 1964. In April 2017, the Federal Aviation Administration presented Msgr. Hemann the "Wright Brothers Air Safety Award" for having flown airplanes for 50 or more years without an incident. Msgr. Hemann celebrated his ordination anniversary in January with the Hemann family at their annual family gathering. On Sunday, March 1, St. Patrick Parish in Clear Lake honored him with a special celebration liturgy and reception.

Virus teaches us how important we are to each other

By Fr. Mel Hemann

Isn't it interesting? The world's wealthiest and most powerful nation on earth is having problems. A Church with a glorious tradition of wonderful buildings, courageous, devoted and holy members, wonderful teachings, beautiful liturgies finds itself in a position of **not interested** to a vast majority of today's people.

Despite the heroic efforts of many, the lies, deceit, cover-ups, and internal dissent has its toll. The good and hard works of millions utilizing the latest in gadgetry, workshops, pilgrimages and varieties of prayers and piety helps many, but it seems does not reach God's favored.

After all the attempts, who would have ever suspected that a tiny invisible **VIRUS** would bring the whole world to its knees. This invisible **VIRUS** has done in a few months what we poor mortals could not achieve

with all our supposed power, wealth and wisdom.

This Lent and Easter, the **VIRUS** is teaching us how important we are to each other, the love, care and concern is real in our lives.

For me, the **VIRUS** is the Word of God speaking to us in a way more powerful than any of us could ever anticipate. We are that **WORD** and it is very important that we not forget how powerful we are to those we minister to.

We can't see it, but the world is hungry and yearning for that special something. As we continue moving forward, hopefully we will not forget what we are accomplishing today. The **VIRUS** has forced us into a creativity that brings God's **WORD** directly to the heart and soul of God's people just like Jesus did. As St. Francis said, "**Preach always and if necessary, use words.**"

CFI Corner: Using energy management concepts for approach

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

The new pilot certification standards are good places to discover what the FAA wants aviators to demonstrate for flight checks and qualifying for new licenses.

In the “golden oldie” days of the Practical Training Standards (PTS), we could check off the *steps* to accomplishing the maneuver in order to demonstrate *proficiency*. With the latest addition of Knowledge Proficiency Standards to the PTS, known now as Airmen Certification Standards (ACS), life for the aviator has become more complicated.



You now must know the *why* for the maneuver in addition to the *how* to do it. This new *why* introduces new concepts especially to general aviation pilots that the military and commercial “heavy metal” folks already use and understand. I came across these new energy management concepts in reviewing some pertinent ACS for a recent lesson. Here is a simplified version especially applied to the flight profile where it is most needed: at the approach to landing.

First off, here is the definition of energy management: ***“The energy state of an airplane is the balance between airspeed, altitude, drag and thrust.”*** In other words, it takes thrust to put an object into motion, so airspeed reflects energy at work. Drag always exacts a penalty, so it is trying to drain energy away. Altitude can be thought of as stored energy like that car parked at the top of the hill with the parking brake set and the engine off. You can trade altitude for airspeed by pitching the nose down, thus tapping into that stored energy.

Aerobic pilots and dog-fighting military pilots know the energy management regime as the basis for how they can pull off such amazing maneuvers. While some of us have done some aerobic flying, the place where all pilots need to understand energy management is in the approach to landing.

Coming in low and slow or high and diving will lead to a world of hurt by either stalling or overshooting. The stalling speed of the aircraft could be thought of as the point when you are out of energy. When you compare the recommended approach speed versus the stall speed in the landing configuration, you will see many pilots typically carry a 20 to 30 percent margin above the stall speed, especially in gusty weather. This represents reserve energy to help against unintentional

stalls and energy that must be bled off during the flare to land.

While some pilots get into the habit of automatically adding 10 or 20 knots to the recommended approach speed out of a fear of stalling, it is not good energy management.

One of my students told me his designated examiner for his private pilot’s license asked him to discuss why we want to stay at our recommended approach speed in light of the energy management concept. Approach to land at a faster speed will add significantly to the landing distance required. Thus practicing short-field approaches makes the pilot focus on energy management by good airspeed control.

Building good energy management habits early on will form a good foundation for later aircraft upgrades. The key to stabilized approaches, which the FAA wants demonstrated, requires good energy management within the recommended profile for the aircraft being flown. A flying profile is defined as using predetermined power settings and making incremental configuration changes (flaps and landing gear) at specific points during an approach.

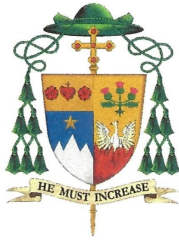
Flying a profile helps a pilot to manage energy because a given power setting and configuration for the airplane will give a predictable speed and rate of descent. This concept is true for a Cessna 172, a Learjet or a Boeing 737. The combination of flying a good profile with using an aiming point gives a good sense of the rate of closure that helps with energy management.

Practice setting the power on the approach that establishes a stabilized rate of descent at a set airspeed. Such a combination of predictable factors will help the pilot when something unpredictable happens like a strong gust or a herd of deer across the runway.

Think about using the energy management concept the next time you fly and see once again the relationships between airspeed, altitude, drag and thrust. See what happens when you keep them balanced. Then apply this thinking to approaches by flying a profile and striving for a stabilized approach. Also strive to be humble if you must go around. No one is less of a pilot for going around. Doing so when appropriate demonstrates your professionalism.

With thanks to my AOPA CFI friend Mark Henshall for help with this article. Your questions or suggestions for topics are always of interest to me.

Email moranec13@gmail.com



DIOCESE OF FAIRBANKS

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OFFICE OF THE BISHOP

28 January 2020

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

Dear Msgr Hemann,

New Year's greetings from Fairbanks, Alaska. As I type this note it is literally -26 F here today amidst 6 hours of daylight. So, I hope you are enjoying some moderate temperatures in IA with a full day of sunshine.

I cannot thank you enough for your most generous donation of \$2,000 to the Diocese of Fairbanks to assist us with airplane expenses to assist Fr. Jim Falsey in his ministry here in northern Alaska.

For Christmas, I visited our villages of Nulato and Koyukuk. The first photo below is our church in Koyukuk with the one room residence beside it. The second photo shows that it really was 50 below zero when I was there, burrrrr. In the last photo is a picture of the parishioners and myself after Mass.

Please keep us warmly in thought and prayer.

God bless,

Chad W. Zielinski
†Most Reverend Chad W. Zielinski
Catholic Bishop of Northern Alaska
Diocese of Fairbanks



CWZ/las





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Email: fms@fms.or.tz
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 Website: www.flyingmedicalservice.org



January 23, 2020

Dear National Association of Priest Pilots
 c/o Msgr. John W. Hermann

Thank you for your generosity and support. Your donation helps us meet medical needs in parts of Tanzania that are distant from ordinary health care facilities.

Flying Medical Service is a nonprofit 501(c)(3) tax exempt charitable organization. Our tax ID Number is 25-1501364.

We have been in continuous operation since 1983. We provide medical assistance to anyone in need, regardless of religious affiliation, ethnic origin or ability to pay. Sponsored by the Spiritan Missionaries and the Catholic Church in the Diocese of Arusha, Tanzania, we strive to help people living in remote areas where sufficient health care and normal communication links simply do not exist.

Flying Medical Service now serves the health care needs in a large part of northcentral Tanzania. We provide regular medical care to dozens of remote areas by means of two single-engine aircraft (*see photos above*). Flying Medical Service also supplies rural hospitals with medicines and staff and makes emergency air ambulance service available throughout Tanzania, Kenya, Uganda, Rwanda and Burundi.

We see an average of more than 80 patients each day through our regularly scheduled visits to remote communities, mostly among the Maasai people. Patients can come to one of 26 grass-strip locations every two weeks. These vital services continue to operate thanks to donations such as yours which we acknowledge today with our sincere gratitude and appreciation.

Gratefully,

Pat Patten
 Fr. Pat Patten, C.S.Sp.

We acknowledge your donation of \$ 2,000⁰⁰ made on January 10, 2020

We have not returned to you, as a donor, any goods or services in exchange for this donation.

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| <p>Donations: Due to foreign banking issues and occasional difficulties in the delivery of overseas mail, please send U.S. correspondence and donations to: Fr. Pat Patten, C.S.Sp. 1758 Manchester Blvd. Grosse Pointe Woods, MI 48236-1920</p> | <p>Other U.S. contacts: Michael Patten (Fr. Pat's brother) 1758 Manchester Blvd. Grosse Pointe Woods, MI 48236-1920 313-881-8787 thisismichael@att.net</p> | <p>Nancy and Don Danko (Fr. Pat's cousins) 2689 Wareing Dr. Lake Orion, MI 48360 248-391-1330 ddanko@comcast.net</p> |
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