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Volume 57

August 2019

No. 1

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## President's column: Mixing our interest in aviation with our love of the faith

By Fr. Joe McCaffrey  
*NAPP President*

I should have known it was not good to miss a convention! I received a call from President John Schmitz that I was the newly elected president of NAPP on July 10, 2019. Thank you and I forgive you all!

I understand it was another fabulous time. Thanks to Fr. Bob Lacey, Fr. Gene Murray and everyone else who made the convention a success. Unfortunately, I was tied up finalizing establishing one parish out of the combination of seven! But that is a story for another time.

God is always good and although I was not able to visit with all of you, I was able to fly up to EAA AirVenture in Oshkosh and visit with Fr. Gene Murray, George Gratton, Dr. Steve Conti and about 100,000 of their closest friends. The weather was perfect and the shows were impressive as always.

It has been over 10 years since I had the opportunity to go, so this made being there all the more special. Mixing our interest in aviation with our love of the faith and our priesthood makes for a most refreshing and rejuvenating time. We stayed at the Jesuit Retreat House, began each day with Mass at 7 a.m., then it was off to the show!

If you have never been there, put it on your bucket list



and go! If you have gone, I hope this little reminder brings back your own happy memories and puts a smile on your face. These are the kind of times in our lives that give us hope and encouragement to face our everyday burdens and make life worth living! It causes us to have a grateful heart and, hopefully, trust all the more in God's never-failing love for us!

Thanks again to Tom Enwright for making this newsletter possible and to all of our authors. Thanks for taking the time to share your stories. Your efforts enrich all of us.

Safe flying, my friends! Blessings on you and yours,

*Editor's note: The photo accompanying this column is from Joe's flight with the U.S. Navy Blue Angels in Latrobe, Pennsylvania, on June 4, 2014.*

*"I was chosen to be the VIP ride-along to advertise the show," he says. "It was a 45-minute ride. We went through their whole routine! The part I liked the best was the takeoff when we went straight up! Wow, what a feeling, like riding a rocket!"*

*"Afterwards, they presented me with a photo of the flyover of New York. All the pilots signed the framed photo with my name on it. It was definitely a once-in-a-lifetime experience!"*

**NAPP MIDWEST REGIONAL MEETING**

**Monday, September 30, 2019**

**Mason City, Iowa, Airport (KMCW)**

**Please call, email or mail reservation by  
Wednesday, September 25**

NAME \_\_\_\_\_

CELL PHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

ARRIVAL DATE: \_\_\_\_\_

By private plane: N \_\_\_\_\_

ETA: \_\_\_\_\_

By car: \_\_\_\_\_ ETA: \_\_\_\_\_

DEPARTURE \_\_\_\_\_

**Reservations to: John W. Hemann**

[DBQJHEMANN@dbqarch.org](mailto:DBQJHEMANN@dbqarch.org)

481 N. Shore Dr., Clear Lake, IA 50428-1368

Cell: 641-430-4413 Home: 641-357-4539

**SCHEDULE**

**10:30 a.m.** — Arrival at Mason City airport, KMCW

**11:15 a.m.** — Tour historic Clear Lake sites

**12:30 p.m.** — Lunch at the Hemann condo

**1:15 p.m.** — Meeting (where in spring 2020?)

**2:45 p.m.** — Departure

**NAPP Leadership Team**

President: Joe McCaffrey

1st Vice President: Nick Radloff

2nd Vice President: Bill Menzel

Secretary: Allen Corrigan

Treasurer: John Hemann

**Regional Directors**

East: Al Ruschman Midwest: John Hemann

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

**Deadline for the October edition: October 4.**

**Please send your dues to  
support the work of NAPP**

*A message from the office of the NAPP Treasurer:*

The NAPP Membership Directory lists 118 names. As of August 6, 2019, 44 have made a contribution of \$25 (or more) representing their interest in being “current” with the requested annual membership dues.

NAPP is a non-profit organization, and one action that the organization is faithful in doing is to provide financial support to members who are using aviation in “ministry and service.” Your generosity makes the donations possible.

At the annual July 2019 NAPP meeting, the membership approved the following distribution of funds:

**\$2,000 – Diocese of Fairbanks, Alaska**

**\$2,000 – Flying Medical Service in Arusha, Tanzania, East Africa**

**\$500 – Catholic Medical Mission Board**

**\$500 –Scholarship for Fr. Alexander Carandang (IFR training)**

If you have not paid your 2020 dues, please do so. The \$5,000 approved, as noted, can only happen if you provide the funds. Thank you!

**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](http://www.priestpilots.org) and click on PayPal).*

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

Member: \_\_\_ Charter \_\_\_ Regular \_\_\_ Associate

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

# 56th Annual NAPP Convention in Sioux Falls

By Fr. John Schmitz  
Past President

Sunshine, waterfalls and a destination to fly to and see friends again occurred in July as the members and friends of the National Association of Priest Pilots arrived in Sioux Falls, South Dakota.

Fr. Bob Lacey, who graciously hosted us in this wonderful city in the Midwest and whom we thank very much, offered us an opportunity to catch up with one another and to explore the beauty of this city and its cascading falls.

This historical city, named for the Sioux Indians, revolves around the cascades of the Big Sioux River. These cascades/falls, found just north of the downtown district and a short walk from our hotel, were created about 14,000 years ago when the last glacial ice sheet redirected the flow of the river into the large looping bends of its present course.

This setting was quite wonderful and made it easy to walk and explore the exposed underlying Sioux quartzite bedrock that makes up the hard, pinkish stone of the falls.

For July 9, Fr. Bob set up our tour to the Earth Resources Observation and Science Center, just outside of Sioux Falls. Here we learned that since 1972, EROS has worked to map, monitor and analyze land change across our nation and around the world. They are able, with two satellites orbiting north to south several



miles above the earth, to map the whole Earth surface every eight days, thus providing the largest collection of remotely sensed images of the land surface.

This information is used to study land change and how it impacts ecosystems, economics and everyday life.

Following this tour, we were given a short history of the Sioux Falls and enjoyed a delightful lunch of some of Bob's family favorites, his Aunt's famous pulled pork and Mom's freshly baked monster cookies.

On the morning of July 10, we convened for the annual meeting where we elected our new President, Fr. Joe McCaffery, and our new 1st Vice President, Nick Radloff. Many thanks to each of them for accepting these new positions.

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Our afternoon included some sight-seeing, with a visit, tour and Mass at the St. Joseph Cathedral.

We then ended our day with a wonderful banquet dinner looking over downtown Sioux Falls.

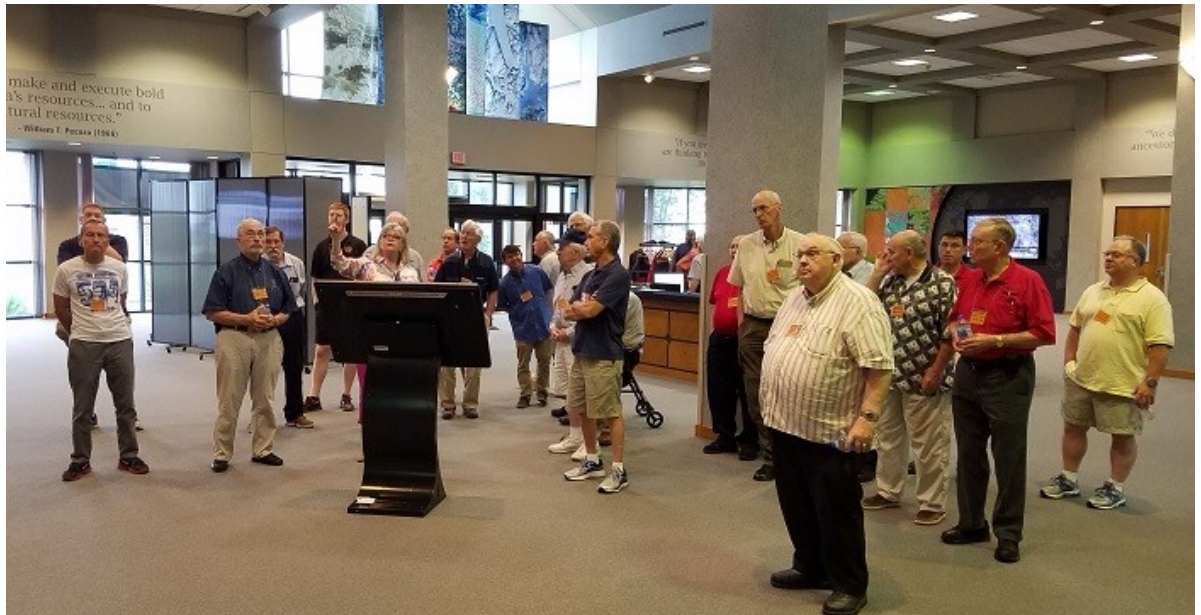
Our speaker, Oliver Hohbach who is a pilot for a major airline, reminded us of the grave importance of always being ready for the latent, known and unknown dangers before and during all phases of flight. His personal experiences gave a wealth of knowledge and reflection for us to take home.

May we practice all we learned at our convention in being safer pilots as we look forward to getting together again July 7-8, 2020, in Dubuque, Iowa.

Keep the blue side up and the wheels down.



**Tour of Earth Resources Observation and Science Center**



**Checking out the dining options in Sioux Falls**





**Visiting the falls**



**Tour of Cathedral of St. Joseph and the annual Mass**



**Fr. Bob Lacey (left), convention host, addresses the NAPP banquet**

## NAPP welcomes 3 new members

### **Bishop Donald J. Kettler** *Bishop of Saint Cloud, Minnesota*

A native of Minneapolis, Donald Kettler and his family later moved to Sioux Falls, South Dakota. He received undergraduate and divinity degrees at Saint John's University in Collegeville before being ordained to the priesthood on May 29, 1970. In 1981, he entered The Catholic University of America, where he obtained his licentiate in canon law.

On June 7, 2002, he was appointed the eighth bishop of Fairbanks, Alaska. Pope Francis named Bishop Kettler the ninth bishop of the Diocese of Saint Cloud on September 20, 2013.



### **Rev. Mr. Maurice Culver, MD**

I first became interested in flying as a young child and watched any movie that contained airplanes, especially World War II movies. I began taking lessons after joining the Civil Air Patrol at the age of 15. I would pay for my lesson by working in the corner drugstore, earning enough each week to purchase a lesson, pay for lunches at school and public transportation to and from my lessons at PNE airport.

In my senior year in high school, I applied for and was awarded a scholarship through the CAP to earn my private license, which I completed at Purdue University during my freshman year there.



## Nick Radloff ordained a transitional deacon

*Editor's note: NAPP member Nick Radloff was ordained a transitional deacon for the Archdiocese of Dubuque on May 24. God willing, he will be ordained a priest in 2020. Here are excerpts from an article in The Witness, newspaper of the Archdiocese of Dubuque:*

Nick Radloff, 33, is the son of Ron and Mary Radloff. He was born in Cascade and spent his grade school years in Charles City, before the family relocated to Dyersville. The Basilica of St. Francis Xavier in Dyersville is his home parish. Radloff has one sister who lives in Minnesota with her husband and two children.

"Deacon Moe" is a seminarian for the Diocese of St. Augustine in Florida. He is enrolled in the Class of 2020 at the Pope St. John XXIII National Seminary in Weston, Massachusetts.

This summer, Deacon Moe served at St. Elizabeth Ann Seton Parish in Palm Coast, Florida, where Fr. Mel Hemann, a charter member of NAPP, is a retired associate.

### **Christopher Hoffmann**

I am a seminarian for the Diocese of Jefferson City. This summer I have been serving the parishes of St. Patrick in Laurie and St. Philip in Versailles at the Lake of the Ozarks, where Fr. John Schmitz is the pastor. I am entering my first year of theology at Kenrick Seminary in St. Louis this fall.



I completed my two years of pre-theological studies at Conception Seminary in Northwest Missouri this past May. Before entering seminary in the fall of 2017, I worked a few months as a drafter in the engineering department of Waterloo Industries, which produces toolboxes and chests in my hometown of Sedalia, Missouri. I was also a bartender at the Sedalia Country Club after graduating from Iowa State University in December 2016. I started studying agricultural engineering, but ended up graduating with a bachelor's degree in agricultural systems technology.

I enjoy disc golfing, fishing, hiking, and just being outdoors. I have only been up in Fr. John's Cessna 177 Cardinal a few times and logged maybe a whole hour flying thus far. I hope to find some pilots around St. Louis to continue learning, and perhaps work on getting my license.



Radloff graduated from Beckman Catholic High School in Dyersville in 2003 and went to St. Louis University to study aerospace engineering. He was part of the Air Force ROTC program there.

Though the priesthood had been something he had thought about since childhood, it wasn't until college, after a trip to Rome, that Radloff said he began to discern a vocation to the priesthood more seriously. Because of his commitment to the Air Force, however, seminary wasn't an immediate possibility.

Radloff received his B.S. degree and was commis-

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# Full load of drama with takeoff from bush airstrip

*Editor's note: Jacek (Jack) Rejman is co-founder, director and chief pilot of [Arusha Medivac](#) in Tanzania. He sent this report in July.*

Many greetings from Arusha! I thought I would share a little note from my last night flight.

We got a medevac call around 5:15 p.m. yesterday. One of the park rangers from Serengeti National Park had a serious motor-bike accident and needed urgent evacuation. Because of our location (3 degrees south of the equator), it gets dark quickly; 15 minutes after sunset, you can't see a thing. This time of the year, it happens around 6:30 p.m., so we had 1.5 hours to go to the airport, prep the plane and fly 150 nautical miles to get to the Fort Ikoma bush airstrip with no lights. Pretty tight, but someone needs us!

I drove to the airport like crazy (ironically, on my motorbike), did quick preflight and together with our flight medic Adam (from Australia), we took off at 5:42 for the 150-mile flight to Serengeti. It is always so beautiful watching the sun go down while flying; I never get tired of it!

We got there after 55 minutes and, as usual, I did a low pass to check the airstrip for any animals or holes in the runway and – there are hundreds of wildebeests right there! Not one – hundreds of them!

We had 5 minutes before total darkness, so not a lot of time to chase them. We did another low pass, but this time, I saw several park ranger cars clearing the runway. In the next minute or so, we were safely on the ground.

"Where is the patient?" I asked. "We need to depart



right now! It is almost dark."

One of the rangers replied, "They are on the way from Mugumu," which is a small town about an hour's drive away.

Well, there was no chance to depart before darkness, so we decided on a plan of action: How to depart safely at night in the middle of migrating wildebeests. I was not concerned about the lights. Our plane's LEDs are so powerful that you can see with no problem, but the animals were a serious concern.

The patient arrived in the next 40 minutes in critical condition and while Adam was preparing the patient for the flight, I was working with rangers on clearing the runway. They managed to gather eight cars, chase the wildebeests and park the cars on both sides with lights facing down the runway.

When the cars moved to take their position along the runway, it suddenly became very dark near our Zoggy plane. It is such a weird feeling to be climbing into the plane's cockpit in the dark, clearly hearing wildebeests around! (You should try that!)

We fired the engines and taxied to the beginning of Runway 09, I turned around and stopped to have a good idea where to aim looking at the red taillights of ranger cars (eight cars, so 16 lights, which are not aligned; that might get confusing!).

Once I had a good idea of where to go, I pushed the power. Zoggy got airborne in no time (310 horsepower with turbo each side).

The only thing with taking off at night from the bush airstrip is that once you lift the nose wheel from the

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ground, it becomes very dark. It's IFR flying 5 feet from the ground, but it lasts only a few seconds!

After climbing to cruising altitude, we arrived safely to Mwanza airport that has 4 kilometers of runway and a VOR approach to Runway 30. The ambulance was waiting for us and our patient got transferred to Bugando hospital.

Well, another day!

I have been flying in Tanzania for more than 15 years and still get a thrill while doing that! Thank you very much for your support and prayers!

If you look closely at Zoggy's cockpit, you will notice a little square electronic attitude indicator on the left side. That is direct NAPP support that gives me peace of mind at night (there is no VFR flying at night here; very little outside light). One more time, thank you!

All the best and fly high!

**Jack**



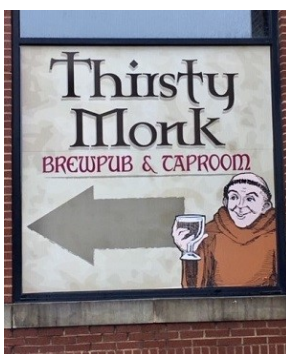
*From the NAPP archives, read Pat Patten's 2016 account of the Piper Navajo's 9,300-mile ferry flight from the United States to East Africa: ["Journey to Tanzania."](#)*

## **There's a Monk's in Ashville, too**

**Editor's note:** Barry Brown, associate member from Cedar Rapids, Iowa, sent this note after seeing a photo of an ale establishment in the 2019 NAPP Convention flyer.

I just saw the photo of Monks House of Ale Repute in your email and wanted to share the attached photo of an ale house with a similar theme. I took this photo in Asheville, North Carolina, this past February 12 while on a corporate contract pilot trip (Cessna Citation XLS+) with RON's there. We walked past this place while going to a breakfast place near our hotel. Asheville is a beautiful place to visit, but I would recommend doing so in a warmer month than February.

Thirsty Monk is in a neat little district of restaurants, shops, theater complex and other attractions. We stayed at a nice Hilton Hotel in the middle of it all. Their scenic KAVL airport is just a short distance away.



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sioned as an officer in 2008, becoming a navigator in the 79th Rescue Squadron. His discernment continued, and he began graduate theology studies while flying full time. He was deployed three times with the 79th. He left the Air Force when his commitment was complete in 2015 and began seminary the following January. He completed his B.A. in philosophy from Loras College in 2017 and his M.A. in theology from Catholic Distance University in 2018. He currently attends Mundelein Seminary, where he has one year of formation remaining.

Outside of his seminary studies, Radloff said he still likes to fly as much as possible. He has a private pilot's license and wishes to incorporate aviation into his ministry through membership in the National Association of Priest Pilots.



# CFI Corner: Are you ready for that medical?

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

Before taking my overdue aviation medical, I try and do some reading on the state of aero medical science. I learned something new from this year's medical experience in the form of a 2018 National Transportation Safety Board study.



It looked at the potential for pilot impairment from medications and drugs. This is because, in aviation, we have carefully annotated random drug and post-accident screening data, plus extremely detailed toxicology testing for all pilots involved in fatal accidents.

Over 22 years, the NTSB found an increase in positive toxicology results – from less than 10 percent in 1990 to 40 percent in 2011. While a positive test does not mean that the pilot was impaired, it does show that pilots, like the general population, are taking more medications than in the past. With advances in medical pharmacology, we have become great adherents to the idea of “better living through chemistry.”

There is the issue of sedating antihistamines, like Benadryl, which can be found in many sleep aids and treatment of allergies. There has been a 10 percent growth in this area in the tox test aftermath of accident investigations, a trend worth reporting. Another area that has seen dramatic increase of around 12 percent has been in the area of cardiovascular drugs including those for treatment of high blood pressure, control of heart rate or the treatment of heart failure. If you have any of these conditions, know that it is important for you to work with your flight doc when selecting treatment options.

Interesting, too, in the NTSB study was the steady rise in the percentage of those studying to become pilots who tested positive for at least one of the potentially impairing drugs such as THC from marijuana, and opioids in antidiarrheal medications. Despite its smoking-cessation benefits, medications like Chantix has been linked with psychosis and, in rare cases, suicidal thoughts. Even some medications that treat migraines can be disqualifying.

The Federal Aviation Administration has many guidelines and policies for airmen with different kinds of medical issues for which they are receiving treatment. It's always of benefit to get general practitioners (GPs) to consult with your FAA medical doctor to screen for any disqualifying treatments or to find alternative treatments that do not risk disqualifying an airman from powered flight.

The FAA's initiation of the BasicMed program on January 10, 2018, included relief from holding an FAA medical certificate for certain pilots. Possess a U.S. driver's license and a medical after July 14, 2006, get a physical exam with a state-licensed physician using a comprehensive medical examination checklist, complete a BasicMed medical education course, then go and fly – just so long as you are not carrying more than five occupants and operating a plane with a takeoff weight of not more than 6,000 pounds, operating under VFR or IFR within the United States at less than 18,000 feet MSL, not exceeding 250 knots of airspeed or operating for compensation or hire!

*Your questions and suggestions are always fruitful sources for the next column.*

Contact me at [morane13@gmail.com](mailto:moranec13@gmail.com)

**Fr. Bob Lacey shared photos of himself with two NAPP members while at EAA AirVenture in Oshkosh in July. Fr. Joe McCaffrey, NAPP President, is in the photo at far left. Deacon Nick Radloff, 1st Vice President, is with Bob in the photo at left.**

