

N.A.P.P.



Volume 58

August 2020

No. 1

President's column:

NAPP comes together, safely and virtually

By Fr. Joe McCaffrey
NAPP President

Well, we made history this July with our first virtual national convention via Zoom! My sincere gratitude to all who participated and especially to Vice President Nick Radloff who put together the Zoom account for us.

On Tuesday evening, July 7, at 5 p.m. Central, we had a social hour via Zoom for about 12 guys who logged on. It was a fun and enjoyable time catching up with everyone. I was disappointed there weren't more who participated but I also understand that technology can be challenging for some of our members.

The following day at 9 a.m. Central, we had our first "virtual" annual meeting! About 18 were in attendance. Because of the unusual circumstances with the COVID-19 pandemic, we felt it best to maintain our present roster of officers until hopefully next year when we can meet in person and pick up where we left off, so no elections were held this year.

Without gathering for our convention, our revenue has also declined and we were not able to award funds as we have in the past. It was suggested to encourage everyone to consider offering a \$50 donation in addition to our normal \$25 dues. This additional \$50 will go to support our charitable work.

If you are willing to offer an additional \$50 or any amount that you can to our charitable cause, that



would be very deeply appreciated. We know that the coronavirus has strapped everyone throughout the world. And we are especially concerned about the charities that we support to use aviation in the service of the faith. Given our own reduction in funds, we had to reduce the charity that we would offer to our friends in the Fairbanks Diocese and in Africa. Your additional support may help us to increase our charity to those who need it most, especially during these challenging times.

Thank you for considering this additional donation to the **NAPP Missionary Gift Fund**. You can send your offering to our Treasurer General, Msgr. John Heermann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368. (Or see page 2 for the PayPal option.)

The draft minutes from our meeting were emailed to members on July 25. Thanks to Fr. Allen Corrigan for his excellent service in this regard as our secretary.

Continued on Page 2



2021 NAPP Convention: Dubuque, Iowa

- Arrivals: Monday, July 12
- Convention activities: July 13-14
- Departures: Thursday, July 15

NAPP Virtual Social on October 19

Save the date for a virtual social gathering via Zoom. It will be at 5 p.m. Central (2200 UTC) on Monday, October 19.

[Join with video via Zoom:](#)

Meeting ID: 804 624 6299

Password: 6xBRBu

To join via phone, dial one of these numbers and use the Meeting ID and Password listed below.

- +1 312 626 6799 US (Chicago)
- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Germantown)
- +1 346 248 7799 US (Houston)
- +1 669 900 6833 US (San Jose)
- +1 253 215 8782 US (Tacoma)

Meeting ID: 804 624 6299

Password: 432700

[Tutorial on how to join a Zoom meeting](#)

Continued from Page 1

Our sympathy to Fr. Miles Barrett on the passing of his sister. In fact it was during our Zoom meetings that he expressed the need to keep her in our prayers and then he got word that she had passed. So our prayers and love to Miles and his family.

Please know that you are all in my daily Masses and prayers. I hope and pray you are staying well and free of the coronavirus and any other ailments. As we all grow older and more frail, we are reminded of the precious blessing of God’s love poured out upon us through sacraments, our friendships and the great joy of aviation.

I hope you are also finding some time to get in the air whether flying in person or with a friend or even virtually through video and the internet. Aviation has a way of keeping us “grounded” in the joys of what really matters in life!

**NAPP Dues – U.S. \$25.00
2021 fiscal year began July 1, 2020**

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

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

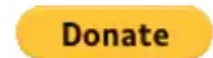
EMAIL: _____

PHONE: _____

Member: Charter Regular Associate

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

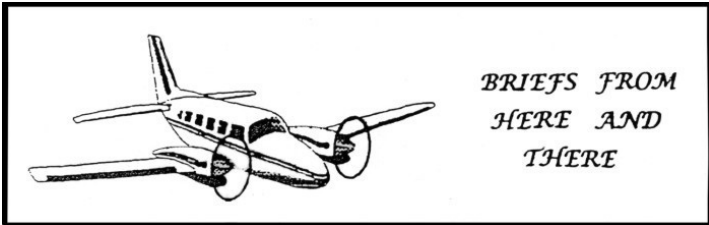
In addition to the \$25 annual dues, we encourage members to make a separate donation to the **NAPP Missionary Gift Fund**, which will be used to support the organization’s charitable grants.



Donations can be sent to the same address or you can use PayPal. Go to priestpilots.org and click on the **Donate** button.

We are all looking forward to being able to get together next year in Iowa for a national convention hosted by Fr. Phil Gibbs. In the meantime, we hope to do some quarterly Zoom meetings. It’s not really all that difficult to get connected. I hope as many of you as possible will take the challenge. If you can fly a plane, you can certainly log onto a Zoom meeting. Or maybe someone you know could give you a hand in doing so. I am certain that once you experience the opportunity to see your friends and hear their voices and communicate a bit, it would be well worth the effort.

This social distancing business can be depressing and difficult for many of our friends. So let’s do all we can to stay connected and communicate with one another. This is an amazing group of people. I always feel a certain joy after having been involved in one of our outings or meetings, even if it’s a virtual one. There’s something about the camaraderie of this group of priest aviators and associate members that makes the time spent worth every second!



Special thanks to Fr. Mel Hemann for reaching out to many of our members in July to encourage their support for NAPP through membership dues. Thanks to Mel, the list of “current” members is looking much better. Thanks to everyone who has paid!

News from Fr. Bill Appel:

I'm coming up on the three-year mark of becoming a Navy chaplain (hoping to serve in my beloved Corps again, but that hasn't happened yet). I've been on destroyers, which is rare for a priest. I'm currently on my third deployment with lots of underway time between deployments. In fact, since January of 2018, I've only had two months without some portion of underway time.



Ministry is tough. I'm glad I'm here for the few who have taken this opportunity to renew their faith – it helps their distance relationships, helps their outlook on military service in general, and of course helps their prayer lives.

I'm also grateful for the ecumenism of the chaplaincy. Some of my closest friends have been Baptist or Pentecostal chaplains. However, I do miss the parish. I miss the people with questions, the families that always want to spend time, the kids in the grade school. I shouldn't complain – many of those facets of parish life are being denied now anyway with no end in sight.

I've attached a photograph. It's current (but I never flew the 60). What's pictured is an SH-60R. Haven't logged any hours at the stick, but they are nice enough to hook me up with a pilot's helmet when I do have to travel from ship to ship while at sea. A good rapport. (That's Fr. Bill on the right. He is a priest of the Diocese of Covington in Kentucky, currently serving the Archdiocese for the Military Services.)

New assignment for Fr. Scott Jabo: He has been [appointed](#) Vice Rector of [St. Mark Seminary](#) in Erie, as well as Associate Director of Seminarians. New ad-

dress: Rev. Scott W. Jabo, St. Mark Seminary, 429 E. Grandview Blvd., Erie, PA 16504. (See the “Members Only” section on the NAPP website for phone numbers and email.)

A note from Christopher Hoffmann:

Greetings from sunny northern California! It seems I missed the social and will miss the meeting in the morning. I am currently on a 30-day Ignatian retreat (today was a day of reprieve) at St. Patrick Seminary between San Francisco and San Jose. Please pass along my prayers and well wishes.

Being 30 minutes from two international airports and a GA airfield even closer, I see (and hear) many CA and GA craft overhead and still have the itch to get back in a cockpit; eventually it will happen.

Peace,

Christopher Hoffmann

[Seminarian for the Diocese of Jefferson City, Missouri](#)
July 7, 2020



Frontline workers should reap rewards: Fr. Thomas O'Neill of Middletown, Rhode Island, shared a copy of his letter that was published in the [Rhode Island Catholic](#):

During this pandemic, essential workers in many capacities have been protecting the rest of us from COVID-19 at the risk of their own lives. Some have caught the virus with at times fatal consequences.

Terms like war, invasion, combat, etc., have been used to describe engagement in this pandemic, with no certainty as to when it will be completely over.

The praise and respect given to these frontline workers, many of them not well paid, is well deserved. However, their future prospects and our society would be well served, I believe, if they were offered at some point opportunities such as college, technical school or

Continued on Page 4

Continued from Page 3

other post-secondary education at no cost, as a concrete expression of genuine gratitude.

I hope and pray that the people of our country will engage in a serious conversation about these and other concrete ways to help all who have served, are presently serving and will serve so sacrificially and so faithfully. (July 9, 2020)

Notes from George Gratton:

- I want to thank the many of you who included me in your prayers during my illness. COVID-19 diagnosis was wrong, the UTI diagnosis just as wrong. I spent 14 days in hospital for a blood infection that attacks the ol' ticker. The worst part was four days of total isolation. I'm a social animal and cabin fever got to me quick, real quick! I sure miss you guys and our annual meeting. The camaraderie of friends and my faith in God are an increasing priority as age takes its toll, blessings and all. Sometime today I expect my doctor to say I am fit for travel from New York. Then it's off to Savannah for my personal physician to approve my flight worthiness. Comanche is still for sale, cannot get reasonable "in flight" insurance for complex RG planes; they find me too old to remember to put the wheels down for landing.

- **Word for the wise:** If you have the plane of your dreams (as I do) and it is complex, do not let it lapse out of airworthiness or insurance, if you are 70 or over 70. Insurance company will not want to talk to you for anything other than big bucks. If you do not have that plane now and are still young enough, it is wise to establish a solid relationship with an underwriter prior to age 70. A decent way to continue insurance while not flying is to carry liability only, still pretty cheap, and add hull coverage when airworthy again. I've done it twice, and it will maintain your relationship with your company. I cannot recommend running "Naked" (sans any insurance) as it is too risky for me. Another thing, my property (homeowner) insurance company has an exclusion of aviation. Currently looking for a new company. Any ideas? I thought of putting the insurance in my wife's name, but that probably won't work for most of our members.

- **Fr. Lew Brown** was co-host of the Corning NAPP convention. He has recently been diagnosed with a severe non-COVID ailment and had too little energy to get together with Irene and me. He begins chemotherapy this week and the pursuit of a clear diagnosis continues. Could you pass this on so the power of prayer can travel with him on this journey?

- **Rickey Bevington**, guest speaker at the 2017 NAPP meeting in Charleston, South Carolina, has been appointed to the new position of Trustee, [Georgia Council for International Visitors](#). I sent her our best wishes. She is the niece of the late Fr. Bill Bevington.



Pre-retirement photo of Barry Brown beside the Rockwell Collins Challenger 605

A note from Barry Brown: Unfortunately, for listening in on the convention activities, I was teaching at Monticello ([MXO](#)) yesterday and was able to get my student his first solo while the wind conditions were finally suitable, thus I was not able to check in virtually to the NAPP convention.

I completely suspended all flight instruction back in March; just began again on a limited basis about three weeks ago with a focus on taking care of my expired Flight Review clients and those needing an Instrument Proficiency Check or delayed spring proficiency work. I have been very busy! I worked another FR in today around the very active convective conditions here. The FAA did that special authorization a few months ago for expiring Flight Reviews but it did little for the average rental or many private pilots, requiring that the pilot had flown 50 hours in the past 12 months, an activity level that many non-business or non-aircraft owners don't achieve in a year. Even those that met the requirement were only extended to the end of July, a date approaching quickly.

I hope that the virtual convention went well. I have been doing quite a few Zoom meetings in the past few months myself. At least the NAPP members don't have to contend with any adverse WX on their way home from the convention this year!

Barry Brown
Cedar Rapids, Iowa
July 9, 2020

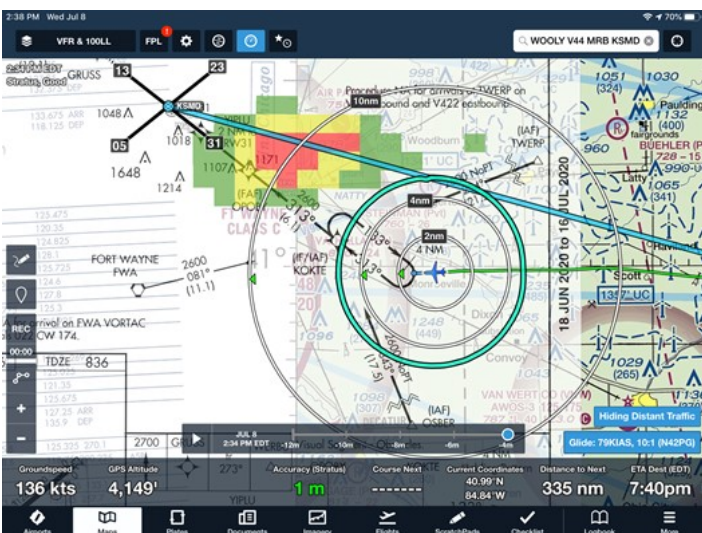
A series of 'God-incidences' as a family gathers for Connie

By Fr. Miles Barrett

NAPP has often thanked God for the gift of aviation in ministry. I'd like to add another. This 8th July, 2020, so many "God-incidences" (G-I) flowed beneath my wings.

Death of a sibling is never easy and Connie Barrett, my 72-year-old sister, died after fighting lung cancer for five years on Tuesday night the 7th July in Chicago. She was in hospice care. My last Mass on her kitchen table was 19th March and Southwest canceled my flights three times resulting in a 30-hour train ride home due to COVID-19.

WX drives travel by plane and my first G-I had N42PG in the air westbound with little to no headwind and only a little rain and mild chop in IMC on Wednesday morning. Westbound always has headwinds. But it was not headwinds this time.



My second G-I was one of the many rain cells kindly drifted north of the field as I arrived into [KLOT](#).

The 6.6-hour flight from [KWWD](#) (Cape May, New Jersey) safely had me in KLOT, Lewis University, with free parking, a short Uber ride to Chicago and cheaper fuel. On Thursday, Chicago had heavy rainstorms and on Friday, Cape May had 4 inches of rain in a tropical windstorm. Only that Wednesday was a safe flight day. My third G-I.

Arriving early for the Saturday funeral let me help clean out my sister's apartment with siblings in *The Claire* and share more good healing family time instead of travel time. My fourth G-I.

My fifth G-I was my five sisters and two brothers and their spouses and a nephew all were healthy and safely traveled by air and car from Wyoming, Colorado, Ne-

braska and Iowa in this COVID-19 pandemic phase.

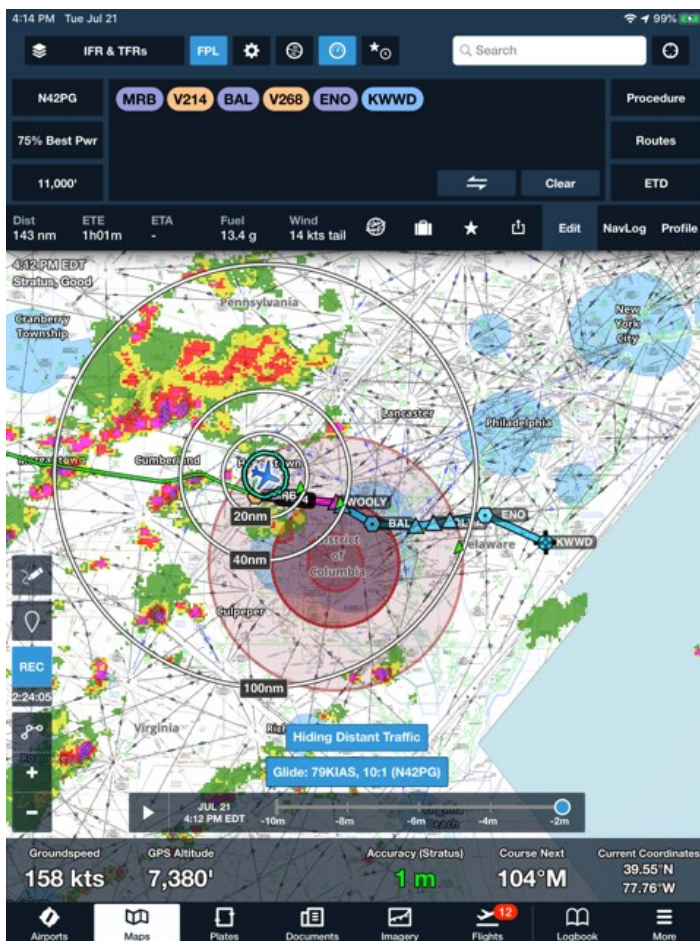
Connie's full-casket funeral in her parish, Our Lady of Charity in Cicero, Illinois, had her sister Mary Pat playing organ and Terri singing while I celebrated the Mass and gave the sermon to masked family members and friends. It was the first Mass since COVID-19 shut down the parish Masses (our sixth G-I as a family and friends).

16 July I flew her ashes to Omaha and delivered a plane full of heavy bags and items Connie gave other siblings too costly to ship or take on commercial flights home. My seventh G-I was a 2.7-hour flight in smooth, cool air.

Driving my sister Janice's car Friday to Sioux City with Connie's ashes, I arranged for her 12th September Mass at the Cathedral; and, interment in Calvary with the Barrett clan. It was a good time to visit Bishop Nickless briefly, old friends and my elderly aunts in Marcus, Iowa. Driving was less WX driven and allowed a flexible, more spontaneous schedule.

Returning on Tuesday the 21st [shows in FlightAware](#) the route back to Smith Field Airport ([KSMD](#)) for fuel

Continued on Page 6



New member profile: Jim Knights

My membership in NAPP is the direct responsibility of our president, the good Father Joseph McCaffrey.

Fr. Mac and I met 30 years ago after he was appointed the chaplain for the FBI's Pittsburgh Division where I was assigned as a Special Agent. Fr. Mac was in the "first class" of FBI chaplains, and he's still there. One wonders when he's going to finally graduate.

Since Fr. Mac is also my parish priest, my words here are necessarily guarded. On the other hand, I do give him his flight review every year, so that may give me some leeway.

I'm an ATP and CFII with just over 3,600 hours. I've owned four airplanes; Cessna 150; Cessna 210; Taylorcraft BC12D; Beechcraft Sport. If I had a hangar, it would now be empty.

The largest airplane I've flown was a Beech King Air (right seat) when I took a corporate job after retiring from the FBI in November 2009. After a few years of part-time corporate flying, I decided it wasn't for me.

I was in the Bureau for 26 years, during which I was assigned to Baltimore, Dallas, Newark, NJ, and finally, Pittsburgh, where I arrived in 1991. While in Newark, I earned my private certificate and began moving up the ratings. I was lucky to "land" an assignment as an FBI surveillance pilot, which ultimately got me a transfer to Pittsburgh, my wife's home (I'm a Massachusetts Yankee). Along the way I had several temporary duty (TDY) assignments, notably at the legal attaché office at the American Embassy in Moscow and

90 days in Iraq in 2007.

My other FBI assignments included property crimes, fugitives, civil rights, counter-intelligence and "technical investigations" (employing audio and video recording, intercepts, etc.). Lastly, I was an applicant coordinator/recruiter for the last few years, which meant people were actually *happy* to see me coming.

Prior to the FBI, I was in the U.S. Coast Guard and Coast Guard Reserve. After graduate school, I worked for a Washington, D.C., contractor (read: beltway bandit), then did just over three years with the National Security Agency.

I was a Civil Air Patrol pilot for 10 years, having joined with my son. I also served in CAP as a squadron commander (Sqd 603, 911th US Air Force Reserve Base, Pittsburgh) and safety officer.

Some of you who attended the annual conference in Pittsburgh have read my first book, *Benjamin's Field: Rescue*. A few, thankfully, went on to read the second and third books of that trilogy about the struggles of a Pennsylvania farm family between the wars. Flying plays a significant role in the story, as does religion. My fourth historical novel, *Soldier Girl Blue*, was inspired by the true story of a young woman from New Brunswick, Canada, who disguised herself as a man to fight for the Union during the Civil War.

You can reach me through JamesKnightsBooks.com or check Fr. Mac's confessional.



Continued from Page 5

went through some light rain and smooth IMC in 3.4 hours and [3.2 hours to KWWD](#). Chicago and DC airspace had the growing rain cells. ATC did a great job keeping N42PG out of the red and magenta as they grew.

Mild chop in IMC copying amended routes is always a challenge to balance aviate, navigate and communicate as Mother Nature gives her turbulent winds her own spin. Her power-washing rain not only cleaned N42PG quite well, it took off paint on the tail leading edge and a little on the wings' leading edge and cowling. That surprised me!

It was nice and cool at 11,000 feet, 8 degrees Celsius, 187 TAS and 215 mph ground speed. It was 91-plus degrees Fahrenheit on the ground. ATC needed N42PG down for traffic and between DC and Baltimore class Bravo airspace, they had traffic mixed with

WX. They were amazing. Like God's little angels watching over us and keeping us separated from each other and the summer cells for 2,400 miles.

I plan to use my 1977 Piper Turbo Arrow III in September (God willing) to join family at our old parish where many of us Barrett kids played organ since fifth grade through college, sang in choir and served Masses.

I just wanted to share with fellow NAPP members my gratitude for all of God's generous gifts, "God-incidences" that have been part of being a priest pilot this month. God gave Connie and our Barrett family a most healing rite of passage into Christ's arms. Eternal rest grant unto her, O Lord.

Pax Christi, carpe diem!

Fr. Miles

[Here is a link to Connie's obituary.](#)

NAPP member ordained a priest for St. Augustine

Fr. Maurice Culver, M.D., a member of the National Association of Priest Pilots, was ordained a priest for the Diocese of St. Augustine on June 20. He has been assigned as parochial vicar at [St. Catherine of Siena Parish](#) in Orange Park, Florida.

The following profile, by Lilla Ross, was published in the May/June edition of the [St. Augustine Catholic](#), the diocesan magazine. (Reprinted with permission.)

Maurice Culver will become only the second African-American ordained in the diocese. The first was Father James Boddie Jr., who was ordained in 1978.

When he was growing up in Philadelphia, he never imagined he might become a priest. For starters, he wasn't Catholic. His father was AME, his mother, Southern Baptist. And, he had known since he was 3 years old that he wanted to become a doctor.

While he was a freshman at Purdue University, a friend invited him to accompany her to Mass.

"When I walked in the church, it was like no other building I had ever been in in my life. I knew it was holy ground. I felt it in the center of my soul; I am at home and at peace. I knew Jesus was there in the Eucharist. The Holy Spirit hit me, and that was it," Deacon Culver said.

He attended a few more Masses and then approached the priest about converting.

Daily Mass became a part of his life while he finished college, joined the Navy and went on to medical school at Howard University. As a Navy doctor, he had several specialties over the years:



pathology, combat medicine and occupational, environmental and preventive medicine.

His final deployment was at Naval Air Station Jacksonville. He also was in the first class to be ordained permanent deacons in the diocese, and he was assigned to St. Joseph Parish in Jacksonville.

When he retired, he worked in the ministry formation program for a couple of years and then taught at Florida State College at Jacksonville.

As he juggled his responsibilities as a college professor and as a deacon, he said he realized he found the work as a deacon more fulfilling. He began talking with Father Peter Akin-Otiko, judicial vicar, about working in the tribunal and maybe going back to school to study canon law.

Father Peter suggested he consider seminary instead. Deacon Culver is now completing his studies at Pope John Paul XXIII Seminary in Boston.

St. Teresa of Avila said, "God writes straight with crooked lines. Where I am is where I am supposed to be," Deacon Culver said. "I had to go through all those things to be the priest God wants me to be."

Deacon Culver said he knows that the coronavirus pandemic will forever change the church he will serve as a priest.



Fr. Culver's first Mass, at St. Joseph's Church in Jacksonville, on June 21.

"It's going to be different. I am hopeful that more people will come back to church. I know people who are regular churchgoers miss the Eucharist, and they'll be back. I'm wondering if those who have fallen away or marginalized will come back so that we will be busier than before."

More from the NAPP archives: [August 2019](#)

CFI Corner: AOPA seminars on making difficult decisions

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

While the shutdown of coronavirus is still being inflicted on communities in general, I thought it would be a great opportunity to put in a word for something I attended last February out at Liberty University in Lynchburg that is scheduled to resume soon around the country in August: AOPA's seminars on difficult decisions.



The Aircraft Owners and Pilots Association is doing these seminars to increase common-sense flying skills, build AOPA membership and get the pilot community to meet and even benefit from one other. Here is what it entails:

The Certified Flight Instructors that AOPA hires to put on these seminars have worked up a cross-county flight that is typical of what we all experience going on a 200- to 300-mile (or longer) flight. It usually is in VFR, but I have attended an IFR Difficult Decisions, so both do exist. They take the audience in attendance at the seminar and divide them into groups of six to eight pilots. Sometimes they ask for a show of total time and put experienced pilots with new or student pilots, which is a great way to benefit from experience as well as meet other pilots.

Using the method of situational learning, the seminar focuses on places in the flight where difficult decisions come up and have to be solved. Since a large percentage of accidents happen at uncontrolled airfields and landing at an unknown airport is a situation we often experience, AOPA presents most of the difficult decisions in this environment especially when flight involves transitioning from IFR to VFR, keeping track of the traffic, changing weather conditions and unforecasted winds or incoming storms. In cases like these, the seminar leaders fully brief about the field conditions, show the maps, airport diagrams, where all incoming traffic has reported and then present an impending conflict. Then they ask what you as the pilot in command would do.

Before any final decisions are discussed, attendees can ask clarifying questions. Answers by the seminar leadership help further clarify the situation. It pays to listen to the questions and answers. The presenters always build in lots of anomaly with the potential for some bad things to happen if you don't come up with a safe decision.

Groups designate a spokesperson and then work among themselves to arrive at their best answer.

While the seminar makes the situations somewhat ambiguous to spur on clarifying questions, listening and learning from the interactions are themselves worth the time spent in seminar since we learn best from one another and how we implement the principles of flight we have learned as well as the practice of good decision-making.

To motivate the group further, the seminar leaders offer prizes for best answers or keen insights shared by the groups. Prizes might be an AOPA hat or a ticket for a chance to win in their fabulous annual sweepstakes. The motivation to win the sexy, sleek and very red upgraded glass-paneled RV-10 certainly helped to focus my attention on making timely responses.

I have to say that these seminars are truly amazing. Even experienced pilots come away with something they had not considered or just thought they knew.

This is one of the most worthwhile pilot training/review sessions I have attended in a long time and something worth sharing with the NAPP membership. You can go online to find out from AOPA when and where they will be held. Make an effort to attend. You will be surprised by what you learn and review. You may even come away with great knowledge refreshers, nifty prizes, as well as some new contacts in the local aviation community that will pay personal benefits long after memories of the seminar have faded.

Don't forget to send me your questions or ideas for future topics.

Email moranec13@gmail.com

Editor's note: The Air Safety Institute has canceled the in-person safety seminars until further notice because of coronavirus. [See the AOPA website.](#)

NAPP Leadership Team	
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East: Al Ruschman	Midwest: John Hemann

<p><i>Please send newsletter articles, notes and photos to: Tom Enwright, napp.editor@gmail.com; 419 Chestnut St., Sauk City, WI 53583</i></p> <p><u>Deadline for the October edition: September 30.</u></p>
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