

N.A.P.P.



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## President's column: Praying for healthy renewal of body and soul as Christmas draws near

By Fr. Joe McCaffrey  
NAPP President

A very blessed Advent and Christmas to all of you!

[N19860](#) is back in the air! It's amazing the difference a new cylinder and overhauled magnetos can make! What a stronger, healthier engine I now have. I didn't realize it had become so weak. Maybe the gradual decline in efficiency was so imperceptible that I didn't notice until things got really bad.

Perhaps that is the way it is with our body and soul. We don't always realize how weak or ill we have become. It can be imperceptible until, all of a sudden, we notice something is very wrong. An ache or pain becomes heightened and we need to see the doctor or we need to seek out the sacrament of reconciliation.

In both cases, a heart-to-heart conversation and good examination with an excellent doctor or confessor can make a world of difference in how we feel and our quality of life. The result is that we feel

so much better and life becomes so much more worthwhile and enjoyable.

My hope and prayer for all of you during these holy days is that you will experience both physically and spiritually a healthy renewal of body and soul! May Emmanuel, "God with us," be something you grasp deep within your soul and give you great joy, whether taking to the sky in the wonders of aviation or simply trotting *terra firma*. Know in your heart and soul you are never alone. HE is with us!

Fly safe, my friends!

Christmas blessings on you and yours,

*Mac*



## NAPP East Coast members gather in Florida

*A note from Fr. Mel Hemann:*

The Sport Aviation Showcase had its annual gathering in DeLand, Florida, November 14-16. A group of East Coast NAPP members and friends took the opportunity on November 15 to gather and share some stories.

The weather was lousy, so attendance at the event was minimal, giving NAPPers quality time to enjoy each other's company. It was bad for the vendors but great for NAPPers.

The highlight of the gathering was to celebrate with associate member John Zapp's 10th anniversary of the founding of the Flying Musicians Association. There was always entertainment in the background from FMA members to create an ambiance not often experienced at "hangar flying" events. It was a great day.



*Person at far left is unidentified. Others are (left to right) George Gratton, John Krainiak, Fr. Mel Hemann, John Zapp (standing), Fr. Bart Gada, Fr. Alex Carandang.*

## A toast to aviation history and NAPP connections

**By George Gratton**

I am in Dresden, New York, to bring Irene back to Savannah, as soon as she is well enough to travel. While picking up a pizza to go last evening, I ran into an old bar stool keeper named Dale.

Dale and I met at the Dresden Hotel bar one night years ago. Irene and I had just heard of the passing of Fr. Everett Hemann, and were celebrating the love and friendship he represented. Specifically, his bartending at the NAPP Savannah banquet, more specifically going out to the porch steps to pick mint leaves for a Southern drink, the Mint Julip.

Ev and I made several that night. So, we repeated the process that night in Dresden. Fresh wild mint from our own garden, simple syrup, lots of crushed ice, good bourbon. It was a quiet night, only Irene, Hatter (the bartender), one guy at the bar (Dale), and me. We shared and celebrated good years gone up.

Flash forward to last night, same bar, same people. Dale recognized me and I him. I was not drinking, just waiting for a pizza.

Dale asked if I would like to see a World War II pilot's log from a recently deceased veteran. The logbooks were reading like a diary. I started to notice the late pilot was from around these parts of the New York, Pennsylvania border, when I stumbled across the Harold Pitcairn name as a pilot endorsement.

Wow! Pitcairn Aviation was the founding lineage of Eastern Airlines. Then the big one, Ensign William Roche. Fr. Bill got me instrument rated and was the NAPP host at San Francisco. He and Fr. Knobby Walsh were my flying buddies for years. What a find! Fond memories of years gone up, but I still think of the privilege of knowing them.

The logbook owner will remain unnamed for the respect of his privacy, but he made 27 carrier landings prior to mustering out in 1946 with less than 700 total-time hours.

Pitcairn's family estate was awarded \$32 million 17 years after his death for his autogyro airplane patents. Msgr. Roche also left the Navy about the same time. He flew for a while employed by Union Carbide, a Park's Air College graduate, and then chose his vocation.

Very small world this is. Very carefully arranged, if you ask me. I did have a drink after all; bet you can guess what!

***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 February edition: January 31.***



## New member profile: Fr. Tom Tureman, SDS

I am a Salvatorian priest ordained in New York City in 1988. For years I served in parishes and as mission director for the Society of the Divine Savior (Salvatorians) for our missions in Tanzania. I often saw, while visiting the mission, the need for aviation, especially in those isolated areas of the country where we served.



I was interested in aviation as a child but, coming from a modest family, the idea of learning was far-fetched at best. I was born in Canada but raised in Richmond, Kentucky. Graduated from the University of Kentucky, then a few years later entered community and received my degree from the Washington Theological Union in Washington. (Sadly, I have outlived the seminary.)

After a number of years serving in parishes and community service, I was invited to take on the mission development office of the U.S. province where I worked serving our African missions.

This latest assignment has been at a multicultural parish in Tucson, Arizona. I have been here for six years. It has been while serving the people at this parish that the interest in flying started to take root again.

Over a year ago, a couple in the parish gave me a free intro flying lesson at the Marana Regional Airport. It was an early morning flight in the summer. The idea excited me, but I must admit it also frightened me. Too many stories of accidents and crazy Arizona sum-

mer turbulence, etc. But the experience was magical and amazing. I was especially excited when the trainer handed over the yoke and allowed me to maneuver the plane. It was incredible and I was hooked.

I decided that I needed to try and explore the possibility seriously. So, last September, with a very limited budget, the local flight school at Tucson International agreed to take me on as part-time student and off we went.

The experience so far has been amazing and it inspired me to learn about other priests flying for ministry, etc. I was especially moved by the guys working the outback in Alaska. While I will never be assigned to Alaska, it was inspiring to know that this skill can be used for many positive things.

As a part of my research, I stumbled on NAPP. I was very pleased to know there are other priests flying and that there is a national association actually associated with flying.

Now I am flying solo and still, like most students, struggling with making good landings. This weekend, if the weather permits, my instructor is sending me out for my big three-stop solo. So, keep me in your prayers. It is my hope that I can have my license by Easter. What a great way to celebrate the season.

**Tom Tureman SDS**

*Most Holy Trinity Church, Tucson, Arizona*



### 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

### 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: \_\_\_\_\_

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Member:  Charter  Regular  Associate

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

# NAPP member sees plight of refugees at U.S.-Mexican border

*Fr. Allen Corrigan, Secretary of the National Association of Priest Pilots, shared this report after returning from the U.S.-Mexican border in September. He is pastor of St. Victor Parish in Richfield, Ohio.*



## ***At the border wall in Brownsville, Texas***

The Papal Society “Catholic Extension” is sponsoring Priest Immersion Experiences in several of the nearly 100 dioceses in which it is active. These trips are funded in their entirety by a grant from Lilly Endowment. Allen Corrigan was invited to participate in a recent trip to the southern border, specifically in the Diocese of Brownsville in Texas and the Diocese of Matamoros in Mexico.



## ***Bishop Eugenio Andrés Lira Rugarcía***

Flores and Bishop Lira spoke eloquently of the plight of immigrants, refugees and asylum seekers.

The group included 18 pastors from across the United States and 10 staff members of Catholic Extension. The group met Sister Normal Pimentel, Executive Director of Catholic Charities of the Rio Grande Valley and founder of the Humanitarian Respite Center in McAllen, Texas. She is known as “Pope Francis’ Favorite Nun.” The group also met Bishop Daniel Flores of Brownsville and Bishop Eugenio Andrés Lira Rugarcía of Matamoros. Sister Normal, Bishop



## ***At the Rio Grande River in Los Ebanos, Texas***

The group learned that the Catholic Church is at the forefront of providing services to immigrants, refugees and asylum seekers. Much of the work is conducted by women religious at several sites that the group visited.

Numerous care

centers on either side of the border were visited, including the Respite Center in McAllen and Fundación Misericordia de Reynosa in Matamoros, a medical clinic that serves the needs of thousands of immigrants and refugees every year, including hundreds who have arrived on “The Beast,” which is a train upon which riders cling on a death-defying trip from Honduras and Guatemala.

Only days before this visit a Mexican priest, Fr. José Martín Guzmán Vega, was murdered not far from the Fundación in Matamoros. Security was tight, and the priests were required to wear typical black shirts and collars since, generally, religious personnel are safe in that area.

We also met with Fr. Roy Snipes, OMI, who is known as “The Cowboy Priest.” He is the guardian of the La Lomita Chapel, a century-old worship site in the Diocese of Brownsville. It is threatened by a border wall that will cut it off from parishioners.

The Immersion Experiences project started about two years ago and will continue for three more years. If anyone is interested in learning more, please contact Allen ([acorrigan56@gmail.com](mailto:acorrigan56@gmail.com)) and he will forward your contact information to Catholic Extension.



## ***Allen with Sister Normal Pimentel***



## ***Allen with Bishop Daniel Flores***



# Dust storm leads to gift of Maasai tribal hospitality

Fr. Pat Patten, Director of Flying Medical Service in Tanzania, shared this report with fellow NAPP members.

Almost all NAPP members would remember the crash of the helicopters sent to rescue the hostages held in Iran during the presidency of Jimmy Carter.

You might also remember that the weather phenomenon that caused the loss is called a haboob. It is a common occurrence in the Great Rift Valley, which extends from Iran, through the Red Sea, Ethiopia, and down all the way to South Africa.

On October 1, I was with our medical team doing regular twice-monthly clinics at four small villages around Lake Natron. Natron is a remote soda lake in north-central Tanzania. I was right seat, training our new pilot, Veronica Ko. The photos are hers.

Enjoy them.

On the first one (above right), you can see one of our airstrips in the bottom of the photo, just about to be covered by the dust storm.

The elderly man has lived at the lake for more than 70 years. Though he has seen haboobs before, he never experienced one like this. He is praying.



We finished the clinics that day, treating 30 sick patients, vaccinating 26 children, and examining 34 pregnant women – a relatively light day.

But evening had come, and we couldn't leave in the storm. We slept overnight in the nearest Maasai cattle corral. We heard lions all night. The people of the households in the corral killed two goats and fed our team and all the patients who couldn't walk home that



night because of the storm. It was very kind and very typical Maasai hospitality.

In the early morning as the sun was rising on a beautiful, clear day, one of the warriors opened the thorn fence of the corral, and as the women were milking the cows, he prayed quietly:

*I greet you, the great red morning sun of our God.  
Good morning to you; good morning to me.*

*I ask your blessing on my family:  
The young and the old, the men and the women.*

*Grant us the rain and the grass and the cattle that we need*

*To live and to love.*

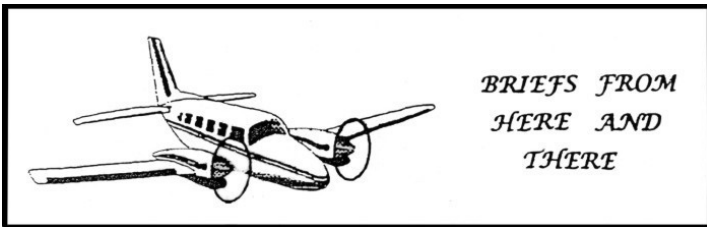
*Grant us peace. And let us stand  
As strong and as firm as these hills.*

And we flew home.

## Pat

*Flying Medical Service is a non-profit, volunteer organization in Tanzania, East Africa. It provides preventative, curative and health-related education services. It also provides medical air transport. NAPP gives financial support to the organization.*





hope to actually meet you guys in the NAPP sometime soon. I got my private pilot's license in March of 2017 and have enjoyed flying whenever I can. Here's a video that our local Catholic paper did: <https://youtu.be/ayDWckZ1b7I>"

**SAVE THE DATES: NAPP Convention, July 7-8, 2020, in Dubuque, Iowa (arrivals on July 6; departures on July 9)**

**Fr. Gene Murray** has a new email address, which can be found in the online directory. (Since the newsletter is available for viewing online by anyone, we keep the directory in the members-only section on the website: <https://priestpilots.org>.)



### Memories of a seminary's Twin Beech

*A note from Msgr. Frank Mouch, one of the NAPP charter members:*

I soloed in 1957. In 1958, having joined the faculty of the Josephinum Seminary, I bought one-third of the Taylorcraft pictured on the school's grass strip. In 1961, the seminary bought two C45 aircraft (Twin Beech) for \$250 each from government surplus, one to be used for spare parts for the one to be used. (Those are patches on the one to be parts; it had to be flown only once from Arizona to Ohio.)

At 200 hours, I was cleared for multiengine and instruments and became the "corporate" pilot.

I concluded my flying career in a Seneca II, which used half the fuel of the C45 and flew 30 mph faster.



**NAPP member Fr. Bob Lacey** (center), chaplain with the 109th Regional Support Group, facilitates a role-playing exercise during the Traumatic Event Management course at Camp Rapid in Rapid City, South Dakota. (Thanks to Nick Radloff for flagging this on the NAPP Facebook page.)

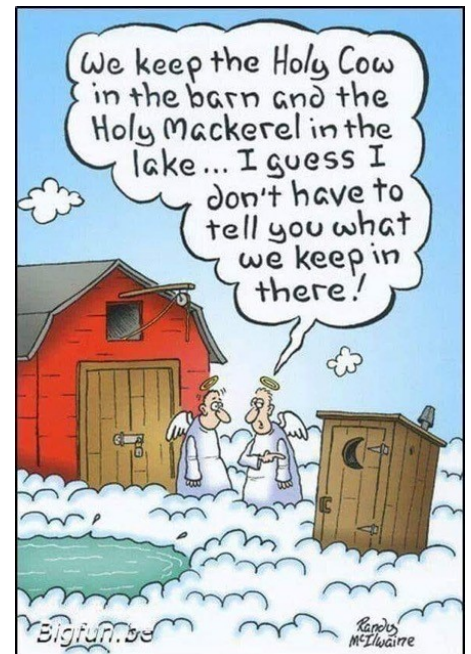


### Fr. Tony Robbins is flying in Arkansas

He's currently serving at St. Joseph in Conway, Arkansas, but prefers that correspondence be sent to the Little Rock address listed in the NAPP directory.

"Also, I plan to get current on my dues (he did!) and

**Fr. Mel Hemann** thought this cartoon would bring a chuckle to your day. He received it from NAPP associate member **Barry Brown**.





# CFI Corner: Night checkouts enhance safety

By Fr. Ed Moran, CFI, CFII

Nights are getting longer now until the end of December. The chance of getting caught aloft after night-fall increases.

For those undertaking night flight, there's the requirement for having logged three takeoffs and landings to a full stop within 90 days to be current to take passengers into the dark.

All of these argue for a night checkout to maintain currency as well as understand the intricacies of flying after sunset both physiological and what I like to call simply good air sense.

We know from our primary days of flight that the body adjusts to darkness in predictable ways. The eyes begin to manufacture visual purple that strengthens the rods and cones in the eye to discern shapes. This is why we use red or green light at least in the preflight and even in the cockpit to maintain the visual purple. White light reduces or obliterates visual purple.

Adjustable red-lens flashlights, with new LED technology, are helpful to carry into the cockpit at night. The ones that have adjustable intensity of focus are great for helping with preflight at night.

When aloft at night, we should remember the technique of scanning instead of spot focusing. Scanning is a good way to compensate for the loss of depth perception. With a scan, our eyes, with the sensitized periphery of those rods and cones, tell us what's out there as well as compensate for the "blind spot" our retinas create at night. This technique of scanning is very important when practicing a no-landing-light landing in addition to the discipline of holding a stable pitch attitude and waiting for the wheels to make contact.

While we are on the subject of eyes for night flight, I like sometimes to take along my portable aviation oxygen used in soaring to give the student or passenger a feel for how sensitive eyes are to the various degrees of hypoxia that occur with altitude ascent. A couple breaths of oxygen at 4,000 feet or higher at night with the resulting clarity and focus convinces even the greatest skeptic that the eyes are very sensitive to oxygen loss even at normal VFR altitudes.

On dark and moonless nights, be ready to use your flight instruments to maintain orientation in the cockpit. I can remember some long and very dark nights flying across New Mexico that were virtually treated



as IMC flight, so I often reverted to instrument flying on a VFR night. So much of the new glass technology with its enhanced situation awareness features really helps at night when exterior visual cues are reduced. Planning and anticipation are also keys to not getting behind the aircraft when approaching our intended landing area.

Nighttime, for the most part, is a great time to fly. The day thermals and a lot of the air traffic are gone making for a smooth and quiet flight. Take time to get a night checkout so your ability to plan and fly safely at night will hold you in good stead.

Any questions, recommendations or subjects needing parsing? Always happy to learn and help.

Email [moranec13@gmail.com](mailto:moranec13@gmail.com)



*"It is with paternal satisfaction that the Holy Father views the efforts of the members of the National Association of Priest Pilots to encourage the use of air transportation to obtain ever more abundant spiritual fruits from their sacerdotal ministry and missionary apostolate."*

*The Vatican, September 29, 1964*

## **Purpose:**

1. To promote the use of private aircraft as a practical, safe, and efficient tool of the apostolic work of a priest.
2. To cooperate with other aviation and ecclesiastical groups wherever possible in order to promote aviation in the cause of the Church.
3. To insist on the safe and proficient use of the airplane by its members.
4. To encourage the use of private aircraft as worthy of the talents and dignity of priests.
5. To further the use of aircraft in the missions.