

N.A.P.P.



Volume 58

June 2021

No. 6

President's column:

Looking forward to gathering in Dubuque, Iowa



By Fr. Joe McCaffrey
NAPP President

In a few weeks, we will be gathering for our overdue national convention in Dubuque, Iowa. A huge thank you to Fr. Phil Gibbs and his crew for welcoming us and providing a few days of fun and relaxation. Let's pray for beautiful weather and safe travels for all!

For those who cannot attend in person, we will try to offer a Zoom connection to our gatherings.

We have some business to take care of that we were not able to address last summer. Some of our elected positions will need to be elected. Since we were not able to gather last year, all the current officers remained in place.

As always, a huge thanks to Tom Enwright, our newsletter editor, and to all of you who contribute content to this publication. Your insights and stories are interesting, entertaining, and make this newsletter better with each edition.

Looking forward to being with all of you. It is always a fun time to reconnect. After the isolation of COVID-19, our camaraderie will be even more appreciated.

Last call to sign up for 2021 NAPP convention in July

Fr. Phil Gibbs, host of the 2021 NAPP convention in Dubuque, Iowa, reports that about 25 members have registered as of May 30. If you plan to attend, please complete the registration form on Page 3 and send it to him today.



Arrivals: Monday, July 12
Activities: Tuesday-Wednesday, July 13-14
Departures: Thursday, July 15

Our convention hotel is the [Grand Harbor Resort](#), which is connected to [Grand River Center](#). It is on the mighty Mississippi next to a beautiful river walk. Deadline for the NAPP block of rooms is June 12. Call the [Grand Harbor Resort](#), 563-690-4000, and

ask for the NAPP group rate of \$109 per night, which includes continental breakfast. The hotel is located at 350 Bell St.

General aviation arrivals: [Dubuque Jet Center](#) at [KDBQ](#).



Airplane parking is outside the FBO. No overnight fees except if you choose to tie down or hangar because of weather. The single-engine hangar fee is \$70 per night.

See Fr. Phil's itinerary on Page 2. If you have questions, please email him at dbq058@dbqarch.org.

Join us for the 2021 convention in Dubuque!

See next page for the reservation form

By Fr. Phil Gibbs
Convention Chairman

You're all invited to the NAPP convention in Dubuque July 12-15.

If you want to attend but haven't registered, please do so today.

If you arrive on Monday before too late in the afternoon, consider signing up – online – for the **Happy Hour Cruise on the American Lady Yacht**: americanladycruises.com/happy-hour-cruise. Click the “Book Now” button at the bottom to make individual reservations; reservations can only be made online. It is \$23.49 per person and includes drinks and heavy appetizers. If we know well enough in advance who is signed up for this, we can provide transportation to and from the cruise. The cruise is from 5:30 to 7 p.m.

We would like to know your shirt size. I was able to work out a great deal for a button-down, collared, light-fabric, short-sleeve shirt (with a left pocket) as the annual shirt of the convention. It would be great to get your shirt size in advance (please don't fib about your physique). They have sizes from S, M, L, XL, 2XL, 3XL, 4XL, 5XL and UTC (Under The Circus Tent). Ha-ha.

Out of care and concern for your health and well-being, the folks preparing our meals want to know if there are any food allergies they should be aware of. If so, let us know. Most times, it is best to self-monitor your own food/drink situations and intake but, just in case, they inquired out of an abundance of caution.

We have a nice day planned for Tuesday. **First stop is the flight school for the [University of Dubuque](#).** The next stop **was to be** the Trappist Casket Factory, but they are not and, most likely, will not be open for tours by the time of our convention. They are considering suspending all tours indefinitely. Therefore, we will bypass the Trappist Monastery and head for **Dyersville**. There awaits us a tour of the [Basilica](#), a lunch provided for us at the [Dyersville Airport](#) (IA8), and a trip to the [Field of Dreams](#). We then head back to the hotel for a few hours of rest and conclude the evening with a social and cookout at the **Resurrectory** (the

rectory of Resurrection parish) hosted by many of my good-natured and fun parishioners.

Wednesday morning, scheduled from 8:30 to 10:30 a.m., there will be a **historic tour of Dubuque** on a trolley. (What is an NAPP convention without a trolley?) Perhaps the annual meeting could follow that? Lunch and the afternoon are on your own. Please be mindful that the casino is within a short walking distance as is the [National Mississippi River Museum and Aquarium](#). Let us know if you are interested in the River Museum in advance. We can get a group discount if we have 20 people committed.

Mass is scheduled at the [Cathedral](#) at 4 p.m. If you

wish to concelebrate, please have a letter of suitability sent ahead of time so there will be no conflicts in those respects. Bring your own alb and stole. Following Mass, the social and banquet will be at the Grand River Harbor. We have a commitment from two speakers who will definitely prove to be “riveting” in content (though not in the home-build airplane sense of riveting – thank God).

Thursday is departure day. Arrangements will be made for transportation to the airport.

So, things are coming together. Again, it would be helpful if you could commit yourselves to attending. **Please use the registration form on the next page.**

Please let us know your shirt size, any severe food allergies, and if you are interested in the [River Museum](#) for our efforts at a group discount.

Looking forward to seeing all of you.

Book your hotel: A block of 30 rooms is reserved at the [Grand Harbor Resort](#), 350 Bell St. in Dubuque.

To make your hotel reservation, call 563-690-4000 and ask for the group rate of NAPP (National Association of Priest Pilots) – \$109 per night, including deluxe continental breakfast.

Reservation deadline is June 12.

RSVP Form — 2021 NAPP Convention in Dubuque

Arrival: Monday, July 12
Departure: Thursday, July 15



YES, I plan to be there!

Shirt size (circle one):

S, M, L, XL, 2XL, 3XL, 4XL, 5XL

I won't be able to attend but want to join the annual meeting via computer or phone

Name:

Email:

Cellphone:

Mailing address:

Food allergies:

ARRIVING BY:

Private plane; N-number

Estimated time of arrival: _____

Airline/flight: _____

Arrival time: _____

Private car

**Interested in Monday evening Happy Hour
Cruise on the American Lady yacht?**

YES **NO**

Cruise: 5:30 to 7:00 p.m. Check-in at the Ticket Office after 4:30 p.m. to get your boarding passes. Boarding begins at 5:10 p.m.

You must purchase your own ticket online:
americanladycruises.com/happy-hour-cruise

Click the "Book Now" button at the bottom to make your own reservation. Cost is \$23.49 per person and includes drinks and heavy appetizers. If we know well enough in advance who is signed up for this, we can provide transportation to and from the cruise.

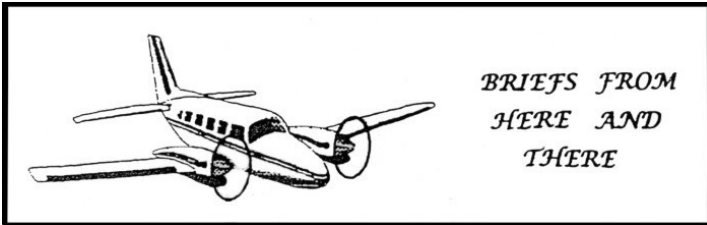
Interested in River Museum ticket?

YES **NO**

Please email or mail your RSVP form to:

Fr. Phil Gibbs, [Church of the Resurrection](http://ChurchoftheResurrection)
4300 Asbury Rd
Dubuque, IA 52002
dbq058@dbqarch.org

Book your hotel: A block of 30 rooms is reserved at the [Grand Harbor Resort](#). To make your hotel reservation, call 563-690-4000 and ask for the NAPP group rate of \$109 per night. Including continental breakfast. Reservation deadline is June 12.



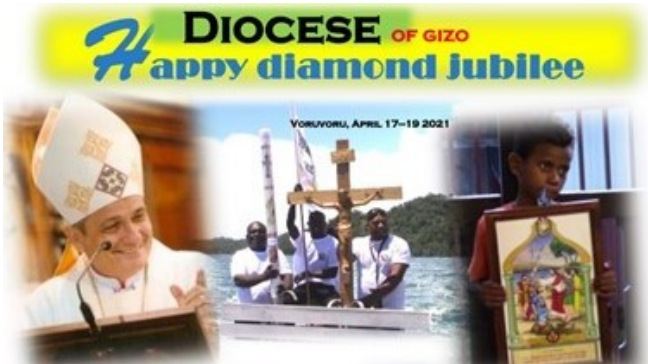
Tribute to heroic chaplain from Dubuque

A renovated veterans memorial in Dubuque, Iowa, was rededicated on Memorial Day weekend to a Catholic priest who was the first American chaplain of any faith to die in World War II.

Chaplain Schmitt Island Veterans Memorial Plaza, 1801 Admiral Sheehy Drive, is named for [Fr. Aloysius Schmitt](#), a priest of the Archdiocese of Dubuque, who served as a chaplain in the U.S. Navy.

On December 7, 1941, Fr. Schmitt was serving on board the battleship USS Oklahoma during the Japanese attack on Pearl Harbor, when the ship capsized. He helped 12 sailors escape through a small porthole in the sinking ship.

(Thanks for Fr. Allen Corrigan for sharing [news](#) of the rededication.)



Diamond anniversary for Diocese of Gizo

The Diocese of Gizo is celebrating its 60th anniversary by taking the Paschal Candle and cross to all the parishes. For the last 13 years, the diocese has been led by Salesian Bishop Luciano Capelli, a member of NAPP. It is one of three dioceses in the Solomon Islands. It covers an area of 12,600 square kilometers (4,865 square miles), with a population of 129,000 of whom approximately 14,000 are Catholics.

Aspiring to be a missionary pilot

NAPP associate member Tim Dugan of North Carolina is interested in doing missionary flying. If you know of an opportunity for him, please contact Tim via the NAPP online directory. See Tim's [new-member profile](#) on Page 4 of the February 2021 newsletter.



Zoom social: We had a good turnout for the NAPP virtual social on Zoom on April 26. Thanks to everyone who joined and to Fr. Nick Radloff, who set up the session. (Photo courtesy of Fr. Allen Corrigan)

NOTE FROM THE TREASURER: *Members who will be attending the meeting in Dubuque are encouraged to pay their 2022 dues at that time.*

NAPP Dues – U.S. \$25.00
2022 fiscal year begins July 1, 2021

*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.



Nostalgic tie-ins

By Fr. Mel Hemann

The recent death of [Astronaut Michael Collins](#) brought back some interesting memories of years gone by for the Hemann flyers, Mel, John and Ev.

When Mike left the Astronautical group, he was offered the opportunity of joining a group planning a new Smithsonian Museum dedicated to Air and Space in the Mall near the other Smithsonian structures in Washington, D.C.

Mike ended up heading the new [Air and Space Museum](#). One thing important to him was a section devoted to general aviation (GA), and notifications went out for suggestions. NAPP member Fr. Dick Skriba of Chicago (died March 17, 1998) recommended the three of us. No one doubted we were weird in many ways, but Dick felt we did offer something unique to the flying world.

3 brothers, Roman Catholic priests, and all priest pilots

Mel:

- ATP (At the time, FAA said I was the first priest with an ATP license. I personally have doubted that statement but?)
- ASMEL
- CFI-I
- Instrument rated

John:

- Private license
- ASEL
- Instrument rated

Ev:

(Everett – died April 24, 2012)

- Commercial license
- ASEL
- CFI-I
- Instrument rated

(John stopped flying two years after Ev's death. Between the two of them, they accumulated over 7,500 hours total. Mel continues his passion for flying and to date has logged over 19,600 total hours, over 11,700 hours of dual given and, while age has slowed him down a bit, he continues providing instruction.)

I got a letter from Mike requesting a picture of the

Remembering Michael Collins

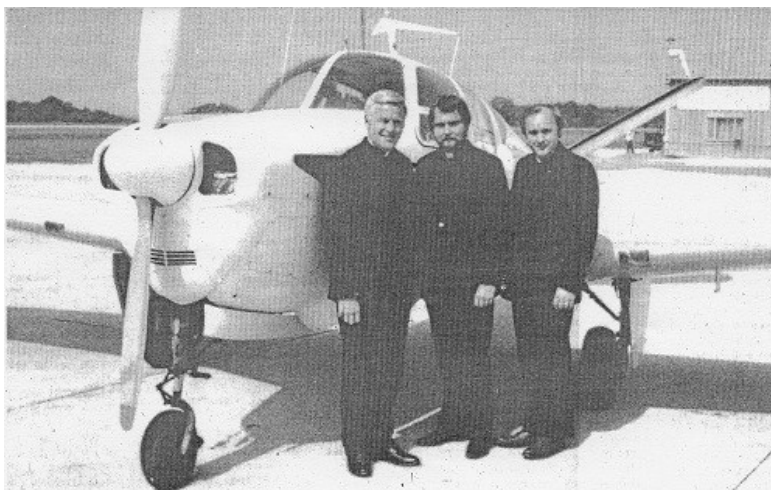
(October 31, 1930 – April 28, 2021)

Michael Collins was an American astronaut who flew the Apollo 11 command module Columbia around the Moon in 1969 while his crewmates, Neil Armstrong and Buzz Aldrin, made the first crewed landing on the surface. He was also a test pilot and major general in the U.S. Air Force Reserves.



After retiring from NASA in 1970, Collins joined the Department of State as Assistant Secretary of State for Public Affairs. A year later, he became director of the National Air and Space Museum and held this position until 1978 when he became undersecretary of the Smithsonian Institution.

Source: [Wikipedia](#)



This is a copy of the famous picture of the Hemann brothers: Mel, Ev and John.

three of us that could be displayed in the GA section in the new Smithsonian. John and Ev were in a club that had a Bonanza. We got a photographer, took the picture and sent it off. And forgot about it.

After the museum opened, John was greeting parishioners one Sunday as they left Mass. A family stopped and one of the kids said, “We saw

your picture yesterday.” “Where?” “The Smithsonian.”

That remark ignited our normal high level of interest in museums to a much more urgent level and a trip was planned to visit THE PICTURE. John Hemann, Mel Hemann, John Herzog and Phil Schmitt, all NAPP charter members, flew the Bonanza to D.C.

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You can often see these brother priests passing through heavens

The following article appeared in the Dubuque Telegraph Herald on February 27, 1983. Reprinted with permission from the Telegraph Herald.

By David Fryxell
Dubuque Telegraph Herald

Visitors to the Smithsonian Institution's National Air and Space Museum in Washington, D.C., can goggle at the Wright brothers' first plane, at Charles Lindbergh's Spirit of St. Louis, and at John Glenn's Mercury space capsule.

They can also gaze at a glossy three-by-five-foot photograph of Iowa's flying Hemann brothers.

The plaque below the picture explains: "The Hemann brothers are all members of the National Association of Priest Pilots. Three members of the same family in the priesthood may not be a rarity, but three priest pilots in the same family certainly is. The Rev. Melvin Hemann is the highest-rated priest pilot in the world, holding the Airline Transport Rating."

The Hemanns hang in an exhibit on "Who Flies?" assembled after an appeal for photographs of interesting amateur pilots in 1978. The brothers still aren't certain who submitted them.

When the photo was snapped, all three served parishes in the area of Waterloo and Cedar Falls, Iowa. The Rev. Melvin Hemann, the oldest, at age 54, now serves St. Joseph's in Preston, Iowa. The Rev. John Hemann, 48, is at Sacred Heart in Eagle Grove, Iowa. And the Rev. Everett Hemann, baby of the family at 37, teaches and counsels at Loras College in Dubuque, where all three earned degrees.

You can get all those clever remarks out of your system right now – about flying getting them a little bit closer to heaven, flying on a wing and a prayer, and how God is their co-pilot.

Actually, flying is more of a family mania than any part of the Hemanns' religious calling. Of eight children who grew up on the family's Stacyville, Iowa, farm, about 120 miles northwest of Dubuque, four be-

came pilots and one married a man who, under the flying Hemann spell, later won his wings. Another sister is a Sister – but, no, she's not a flying nun.

"Whenever the family gets together, there's a plan or three or four," says Everett Hemann, momentarily grounded in his office at Loras. "We have Thanksgiving at my sister's place in Chicago, so that means two or three planes flying from Iowa.

"Flying does allow us the possibility of gathering at Christmas, given priest family members who can't get free until noon or 1:00 Christmas Day. It's a 4 ½ hour drive for Mel, but an hour flight. Otherwise, someone would be coming in just as the others are leaving."

Brother Melvin first got the family off the ground. He joined the Air Force to fulfill a childhood dream of flying, but a medical discharge clipped his wings before he could step into a cockpit.

Melvin entered the priesthood. A parishioner at his first church, in Decorah, Iowa, offered to teach him to fly in 1960.

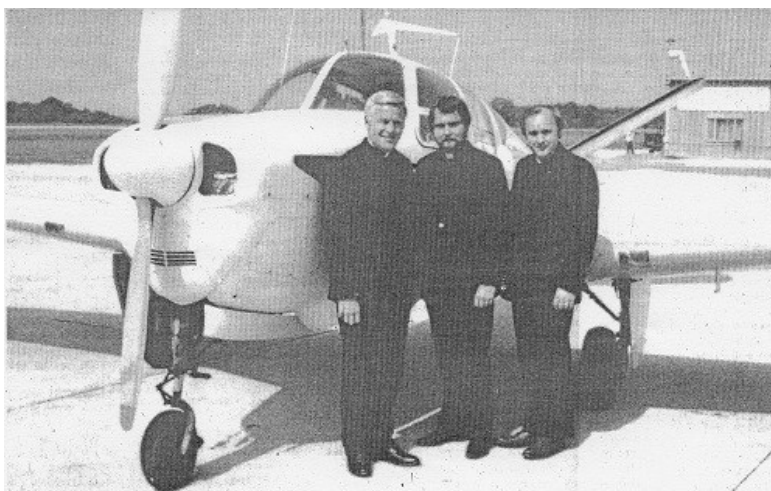
Melvin went on to earn an instructor's certificate himself, along with enough other advanced pilot ratings so that he could fly an airliner. He taught his brother John to fly in 1962.

When the youngest brother's turn came, he'd been staring at the skies with envy for years. "I'd always been interested in aviation," says Everett. He's bearded and dark-haired with a few slivers of silver.

Melvin gave him his first flying lesson as a high school graduation present. Within a year,

Everett had earned his private pilot's license. He went to Loras intending to study aeronautical engineering, but felt called to the priesthood after his freshman year.

He has since flown to the East and West Coasts, to Alaska and to Panama. He's added a commercial license, an instrument rating allowing him to fly in bad weather and an instructor rating. His two or three stu-



This same photo of Mel, Ev and John appeared with the Dubuque Telegraph Herald story in 1983.

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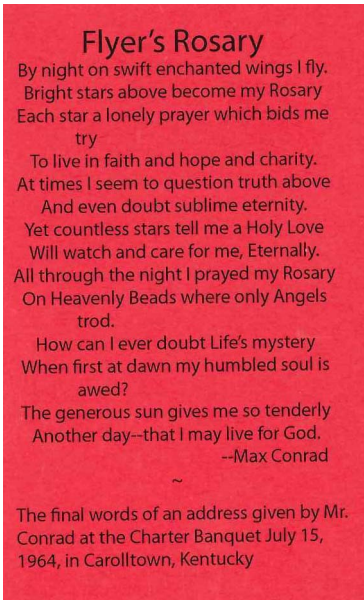
These same four made the trip in a Cessna 170 to the 1964 organizational meeting of the NAPP in Carrollton, Kentucky.

As John and I stood beneath our picture (6x4 feet), a mother with two small children passed, they stopped and one child said, "Look, Mom, those two guys look just like the guys in the picture."

As we moved about the room, we were amazed at our surroundings in the museum. Next to our picture was [Jerrie Mock's](#) Cessna 180. A few months before our initial NAPP meeting in Carrollton, Jerrie had become the first woman to fly solo around the world. She was invited by a friend to Carrollton.

Among other things of interest were items from [Max Conrad](#). At that time Max was the most renowned pilot in the world. He held every record except to fly around the world over the poles.

Max was our principal speaker at Carrollton and the FLYERS ROSARY on the back of your membership card are the concluding words of his talk. NAPP has remarkable connections in the avia-



tion community.

Upon hearing of Michael Collins' death, John and I reminisced on other experiences that tie us together. When the space program was in high gear, a friend informed us he was in charge of the NASA simulator training program in California. "If you are ever in town, give me a call and we will put you in the simulator."

Following our July 1969 meeting in San Diego, we called our friend and took our turn in the simulator. As Apollo 11 was halfway to the moon, John sat in Neil Armstrong's seat. I had the honor of sitting in Michael Collins' place.

Museums must keep interest alive and so revisions are a necessity. After seven years the Hemann picture had run its course and was replaced by other old and more interesting paraphernalia. Supposedly the picture was donated to the EAA Oshkosh museum. There is no record in Oshkosh that it ever happened and the picture's whereabouts remain one of today's archaeological unsolved mysteries.

I often think somehow Ev got hold of it and has been parading around heaven showing that prized possession to Galileo, Orville and Wilbur, the famous and the infamous, until he was able to meet Michael in the heavenly kingdom and say:

***You finally made it! Welcome!
The story is now complete!***

***Join us! Continue your guidance as we struggle to
complete the Eternal Picture, which will include
those on their way to join us in the
ETERNAL PICTURE.***

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dents take one morning a week.

"It's a nice combination," Everett says. "I love to teach and I love aviation. This melds the two together. Primarily, you have to be a good teacher, but you have to be a good pilot, also."

He supposes his students – almost all recruited by word of mouth from the college community – do find it a bit odd being taught to fly by a priest. "They all know me as Father Hemann before they know me as Father Hemann, CFI – Certified Flight Instructor."

But teaching flying does have an advantage over teaching some other students: "Because of the cost involved, as much as \$2,000, the students are highly motivated. It's somewhat easier because they're so eager to learn. My job is to provide the proper guidance and help them learn from their mistakes."

In all his years of flying, Everett's had only one experience where a little divine intervention might have come in handy. Several years ago, in the middle of a long trip, the lone engine on his plane sputtered and died.

"How to deal with mechanical failure is a large part of your instruction," he remembers placidly. "I simply got to do for real what I'd worked at in practice.

"Actually, the timing was very good. I had a strong tailwind and was within gliding distance of an airport. I was able to glide in and land safely at the airport."

That same day, he latched onto another plane and flew six more hours to his destination. Now that's faith.

Being priests has had other effects on the Hemanns' flying. Pilots are a clannish lot anyway, so it was only

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natural that an organization would spring up for priests who fly. As the Smithsonian plaque notes, the Hemann brothers all joined the National Association of Priest Pilots, more commonly known as the “Flying Padres.”

Melvin is a charter member and former president of the organization, founded in 1963, and edits the monthly newsletter. John also served a term as NAPP president.

“It’s nice to get together for fellowship,” Everett explains. “We usually have some aviation seminars, too. The other reason for the group is to foster the use of aircraft in missions.

“We donated a plane for use in Alaska, where you might have three or four parishes each 100 miles apart. The plane is to them what the car is to us.”

The Flying Padres number more than 200. Its members come from across the United States and Canada. Thanks in part to Melvin’s proselytizing, Iowa boasts more flying priests than any other state. Including the Hemanns, the Archdiocese of Dubuque alone has 18.

Of the three brothers, John probably flies the most in his work. He’s chaplain for the Iowa National Guard. He may fly to Mass in Des Moines Saturday morning and then back to his parish in Eagle Grove in time for Mass that evening.

Part of Everett’s job is to visit the diocese’s seminarians in Indiana and Minnesota at least once a year, which gives him a chance to take to the skies. Flight instruction also means precious air time, and he belongs to the Dubuque Flying Club – 50 pilots who’ve pooled resources to buy five planes.

Even so, at a cost of \$22 to \$49 an hour, flight time is dear on a priest’s busy schedule and tight budget.

No matter, Everett says: He’s hooked. “Most people who get into it stay in it. It’s in your blood. It’s so different from what I do with 80% of my life. I feel it is very challenging personally to be a good pilot.

“The appeal is difficult to describe – a sense of wonderment, amazement,” he continues. “Seeing the

physical world more in perspective helps one see oneself in perspective. There’s a vastness similar to what the astronauts must experience.”

Go ahead, the conclusion is irresistible: Flying narrows the expanse, if only for an instant, between heaven and the world below.

The final word

Msgr. John Hemann sent this note with the photocopy of the Dubuque newspaper article from 1983:

When I was on duty at the Pentagon, I lived only a little distance from the Smithsonian, so I would spend Saturdays (often) visiting my picture.

On May 29, 1979, I flew the Bonanza (the pictured plane) to Dulles International Airport (D.C.) and once again visited the display.

However, they wouldn’t let me bring the Bonanza into the museum.



“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.

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

NAPP welcomes 2 new members

Fr. Craig Morley is a new member of the National Association of Priest Pilots.

He was ordained for the Diocese of St. Petersburg on May 19, 2001, and currently is pastor of Holy Family Parish in St. Petersburg.

He is a pilot with Commercial, Instrument, Rotorcraft-Helicopter and Private-Airplane SEL ratings and more than 5,000 hours as pilot in command.

“Prior to ordination I served in the U.S. Army as a helicopter pilot from 1979 to 1983. Then I flew commercially on and off, mostly in Orlando and Miami, until I entered the seminary in 1997,” he says.

“I have been fortunate to know both Msgr. Frank Mouch and Msgr. Richard Funke for many years. Msgr. Mouch has been a longtime friend and was rector when I entered the Pontifical College Josephinum in Columbus, Ohio. I met Msgr. Funke during my second assignment when he assisted at our Cathedral. Msgr. Funke introduced me to this organization.”



Fr. Mike Gould also is a new member of NAPP at the suggestion of longtime member Fr. George Remm.

“I’m a retired Maryknoll Padre, most all my years in Bolivia. I had a private license there and flew 24 years, all in the eastern lowlands,” he says. “I retired in 2017, have been in a Maryknoll residence for old repatriates in California for the last year, mostly in lockdown (because of COVID-19). While lounging around here, I wrote up a ‘bio’ ... my story.”

That story was published as a 198-page spiral-bound book titled, “A Padre’s Mission Journey.”

Here is an excerpt from pages 74-75:

In 2003, I gave up flying. There was too much bureaucracy, because of controls and inspections due to the illicit drug market. Also, I was 75 years old and, in Bolivia, that’s quite old. Their aviation authorities don’t like old pilots in their skies. So, I decided to give up using a plane in mission Okinawa.



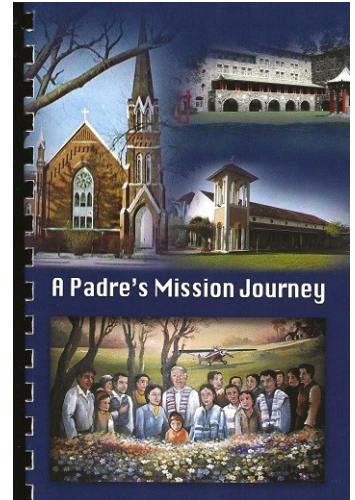
We took the wings and the engine off and put it in a container to ship back to Dick Wagner. The plane in a container went by truck over the Andes Mountains, down to Iquique, the Pacific port in Chile, from there by boat to New Jersey, by rail again to Lyons, Wisconsin. There, my friend Dick Wagner, worked with a group of flying buffs one night a week for two years and completely rebuilt the Piper Cub to better than new. So the Wagners’ generosity was twofold. They provided spare parts and engine repair for the Cub for over 20 years. When it was sold to a commercial pilot in Colorado, Dick sent the money to me and I donated it to the Archdiocese of Santa Cruz, Bolivia. This fund is invested, and the income supports two diocesan commissions, one for Youth & Seminary/Vocations and another for Family Apostolate.

For 24 years, I flew that plane to serve the parish of Okinawa, and estimate that 90% of my flying was within the parish limits. We had 13 landing strips available within

the parish, most of them the folk had made for my plane. At least three were big farm landing strips for crop dusting. When I closed the log-books, I had a

total of 3,300 hours flying. Most all of my flights were short, less than 15 minutes. The parish measured about 40 miles by 20, so all the flights were short. A minimum average of three takeoffs and landings per hour of flying would be conservative, giving a minimum of perhaps 10,000 total rotations through the years. The Piper Super Cub was built in 1961 and served until 2003. Obviously, there’s less depreciation traveling in the air than over the Bolivian roads. I was sorry to give up flying. The Cub had served the mission well indeed. Thanks for the generosity and support of the Wagners and the “Wings of Hope,” who helped locate the plane and had it delivered to Bolivia.

It was a hard day when we closed the doors on the container with my faithful Piper Super Cub inside.



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CFI Corner: What I learned from SUN 'n FUN 2021

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

With full retirement dawning, I have been traveling the states to seek a new residence. I happened to be in Florida the same time [SUN 'n FUN Aerospace Expo](#) occurred, so I dropped by for the first day, having only the impressions from the AOPA magazine to guide me as well as lots of previous visits to Oshkosh.



People told me that going on the first day would be nice since the crowds don't start building until the second day going forward.

My goals were to check up on aviation digital advances as well as attend seminars that ranged from insurance issues for pilots over 70 to visiting the sections on the airfield devoted to special classes of airplanes. George Gratton recommended that I check out Ridge Landing, a premier aviation community in mid-Florida. I found their booth in one of the exhibit buildings and got their material for future planning. He and other NAPP folks came on Wednesday, causing me to miss them by a day.

Back in my Army days of flying, a couple of my friends went off to fly for a mission outfit that worked at providing biblical translations for a diverse range of dialects visited by aircraft. JAARS, which is a part of the Wycliffe Global Alliance, sends pilots everywhere from the Pacific Islands to Africa, South America and Southeast Asia. I visited their outdoor booth, complete with some of the distinctive aircraft they use, to see if anyone knew my old friends.

One of their pilots flying helicopters in the Philippines remembered my friend Bob and his wife Becky, who had moved to Papua, New Guinea, had their three children there and had worked to retirement in 2003.

SUN 'n FUN stages a rebound

By George Gratton
April 23, 2021

[SUN 'n FUN Aerospace Expo](#), the first big airshow of the year, is now completed. I attended and it was great to do some of the "normal" stuff of the pre-pandemic years.

(Yesterday, I got my Special Issuance Class 2 Medical from Oklahoma City, so NAPP, beware, I'm legal again.)

Back when he learned that I had left the service for the seminary, he wrote to say that his was a true ecumenical job. He said that he was even supporting Catholic missions there and their need to get parishioners medical treatment. Trust SUN 'n FUN for making some old and dear connections!

One of my main concerns at SUN 'n FUN, besides the air shows, every possible general aviation airplane imaginable and enough seminars to get an advanced degree, was to see where the digital revolution was taking general aviation.

Seems that most of the digital advances by Garmin, Bendix, Stratus, Levil and others are focused on increasing integration between components as well as pushing out their systems for more and more kinds of planes.

An example, Dynon's new SkyView HDX caught my attention for the beauty of their displays that has everything from angle of attack (AOA), synthetic vision, full engine monitoring with traffic and weather overlays. Because of advances in Artificial Intelligence (AI), components now talk to each other, so that flight planning and navigation work with the flight director with altitude pre-select and coupled approaches.

Standard functions known only in the heavy metal of the commercial transports are finding their way into general aviation, helping even the recreational pilot with superior situational awareness as well as more shops to service their products.

It was a great day with the only regret that I could not stay longer to enjoy the week and meet up with some of our members.

Don't forget to send me your questions or ideas for future topics. [Email moranec13@gmail.com](mailto:moranec13@gmail.com)



The show in Lakeland, Florida, was a real triumph for the promoters. Uncertainty and the need for long-term planning was a huge risk. I wish them all the best. The backbone of the show (and AirVenture OSH) is the

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many volunteers, and again, they came through.

The gate of spectator admission was spectacular from day one. Interest was pent up and just waiting to go to the show.

The headline attraction was the Blue Angels every day at 4 p.m. Precise flying beyond the incredible was on full display. Incredible noise from the power of military jets (to say nothing of your tax dollars doing something we enjoy) was on full blast.

My personal favorites are the Extra and Pitts flyers, proving almost every rule of aerodynamics and gravity are negotiable! Patty Wagstaff has reduced laws to what amounts to an obscure theory, by demonstration. I still believe in those rules of physics, so a crosswind landing is as much aerobatics as I ever need to do!

Hangar spaces for vendors were about one-third empty, sad to say. Many were labeled and set for "no shows." I will try to remember who did and who did not support the enthusiasts, and try to patronize their products and services. Parts for planes remain an issue. Good ol' 8787P is stranded in Bartow, Florida, (KBOW) needing a fuel bladder.

Some neat stuff was located for the experimental Lancair 235 building project. Garmin's latest handheld GPS was the big deal, followed by a Stec starter for the LYC 0-290. Next week, the engine goes together (with an IA helping).

The Swap Meet in Hangar E had good stuff, too. Some do-dads changed hands. The most unusual

transaction was to swap some used avionics for a bottle of expensive gin. Very fine 84 octane with tonic and lime. After the show, Irene and I found it delicious.

Continued battles for insurance at over-75 pilot age has made the Lancair project a proof-of-concept model for fixed (down and welded) nose-gear planes. I am searching for a \$30 million to \$60 million investor to manufacture a high-performance RG Safe nose-gear trainer plane to serve very young and very old pilots. So far, no luck.

Warbirds were, as usual, fewer and fewer, newer and newer. The type-segregated parking, as usual, had the most beautiful planes to feast your eyes on. My friend Barry from Rochester, New York, came in with his Grumman Widgeon seaplane. The nose art was hand painted by my mother-in-law many decades ago. Antique planes and old memories fly together like birds of a feather.

Paradise City (LSA and ultralights) was also a little slower this year. I missed the Flying Musicians (John Zapp) by arriving too late on Wednesday.

The only accident I was aware of was a WWII TBM Avenger landed on the water at Cocoa Beach. No injuries and very little damage suggest the pilot was indeed skilled. So flush out the salt water and fix it up; it should fly again as soon as the insurance check clears the bank.

God willing, we will meet again in KDBQ. Fr. Ed Moran and I should have some good stories.

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With plane parts and repairs from Wag-Aero, it proved to be cheaper than maintaining a vehicle. It certainly was easier on the Padre, but I do miss leaving at dawn on a pleasant day for Mass and a visit to one of the villages.

2019 article from the Diocese of Peoria: [Maryknoll Father Mike Gould, a native of Merna, marks 65 years in priesthood](#)

Address for Fr. Mike Gould: Maryknoll Fathers, 23000 Cristo Rey Drive, Los Altos, CA 94024.

Msgr. John Hemann, NAPP Treasurer, received a copy of Fr. Mike's book and offers his own comments and remembrances:

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(1) St. James Mission Society. In the 1960s, my Archbishop in Dubuque invited diocesan priests to volunteer for mission assignments in Bolivia with the St. James Mission Society. In 20 years or more, at least nine priests, served in Bolivia. I was already in the military, so did not volunteer. One, Fr. Ray Herman, was murdered in his parish rectory.

(2) "Wings of Hope" in St. Louis where Fr. Mike got his Cub and where he returned it.

Jerrie Mock, was a guest at the organizational meeting of NAPP. Later in the 1960s (I can't remember the year), the NAPP arranged with "Wings of Hope" to have Jerrie Mock fly a Cessna 206 to Wewak, New Guinea, for Archbishop Leo Arkfeld SVD (NAPP member and a native of Portsmouth, Iowa). He died in 1999. When his parents were celebrating their 50th wedding anniversary, he was home and I remember flying from Cedar Rapids, Iowa, (in a Tri-Pacer) and

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Cross-country flight in a Cub: Old-school navigation makes for a fun day in Minnesota

By Fr. Gene Murray

Aeromania: A chronic disease that affects people who fly airplanes.

A recent example of my affliction with “aeromania” occurred on May 10 on a flight in Minnesota from Redwood Falls (RWF) to Worthington (OTG), a distance of 58 nautical miles.

A friend, Derek Petersen, invited me to fly his newly purchased and beautifully restored J3 Piper Cub. Because he didn’t have very much tail-dragger time and I have over 3,000 hours in a Cub, he asked me to ferry the plane home for him. He was also aware of my aeromania condition, so he knew I wouldn’t refuse him. Needless to say, I jumped at the chance.

This was a basic 65-horsepower J3 with no electrical system, a wooden prop and a cruise speed of maybe 75 mph on a good day. May 10th appeared bright and clear and cool with light winds out of the northeast. A perfect day for the flight!

So, I took a roadmap and an old Minnesota flight chart in my flight bag and my cellphone (with Fore-Flight, which I did use for planning purposes, but the air was too bumpy to use inflight). The cellphone was in case I had some kind of problem on the flight. Thus prepared, I drove to Sibley, Iowa, where I met Derek and then he drove us to Redwood Falls.



I took off from the grass runway at 1 p.m. with about a 10-mph crosswind and headed southwest to OTG. When you are flying a Cub, a tailwind is appreciated.

I would like to say it was a smooth flight, but it was anything but that. With midday convection and an 800-pound airplane, my cruising altitude was somewhere between 400 and 1,000 feet.

However, navigation was a piece of cake. With the course line drawn on the map open and folded for ease of handling in a bouncy cockpit. It became my primary navigational tool. Highway 60 is a divided highway running from Minneapolis to Worthington, so all I had to do was fly south till I came to Highway 60 and follow it to OTG.

Arriving at OTG, I circled at pattern altitude checking the windsock for wind direction and approximate speed and landed on 36 with a quartering wind from the northeast.

Meanwhile Derek, who had driven me up to Redwood Falls, returned in the car. It only took him 30 minutes longer to drive back to Worthington, but he didn’t have near as much fun.

This was a wonderful exercise in basic navigation and flight without electronic distraction. Wind direction

and speed were estimated using ground surface indications, keeping track of time and distance and checkpoints. I did use a watch with a dial and kept track of time in flight. At 75 mph, you have plenty of time to do the math using your God-given computer.

All in all it, was a memorable flight of fancy all the way back to 1946. If you ever get a chance to do it, you won’t regret it. For me, it was a wonderful way to break out of the COVID slump.

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landing in the hayfield on the Arkfeld farm and enjoying an evening meal with him and his parents.

(3) Rev. Ray McKee, NAPP, (died 1994) was living in the St. Louis area and working with "Wings of Hope" and hosted our 1991 annual meeting.

(4) "Wings of Hope" is where Fr. Pat Patten (NAPP, Tanzania) got his Navajo, which they use in Africa. Refer to [picture](#) of Fr. Mel Hemann, Jack Rejman and Fr. Pat at "Wings of Hope" as they were about to fly away. Remember the story "[Journey to Tanzania](#)," which Fr. Pat wrote in 2016.

Editor’s note: Another NAPP member, Fr. John Swing from Nekoosa, Wisconsin, was a longtime mission priest in Santa Cruz, Bolivia.



**Please send newsletter articles, notes and photos to:
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Deadline for the August edition: July 31.