



Volume 57

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No. 2

President's column: Giving thanks for the dual gifts of priesthood and aviation

By Fr. Joe McCaffrey
NAPP President

How many of you have thought to yourself or made this comment to someone you know?

“Aviation is not a good hobby for a priest!”

This is true not because it is not one of the very best sources of spiritual and psychological enrichment and refreshment, but because it is so outrageously expensive!

N1986Q is down with the need for a new cylinder and an overhaul of its dual magneto system. The engine was overhauled in 2006. It only has a little over 700 hours on the overhaul and yet I now need to replace one of the cylinders because it is out of round! The strange dual magneto system also needs to be overhauled already. And, of course, they are not making any new ones, so we must rely on rebuilt parts.

There is no way that this cylinder should already need to be replaced, but it is out of warranty and there is no recourse in that regard.



Although, financially, aviation may seem like a crazy man's sport for those of us who fly, it may be in the long run much cheaper than a psychiatrist or medical intervention!

I know I would not be able to afford this airplane or the gift of flight if it were not for the generosity of so many dear friends and loving parishioners over the years. Perhaps the same is true for you.

In this month of October when we are mindful of the precious gift of life, let us also give thanks to God for the dual gifts that you and I share of priesthood and aviation. Both really do go hand-in-hand for us. These gifts enrich each other in our very person and help us to be a better and healthier priest, and therefore a better support and service to others!



Midwest Region holds fall meeting in Mason City, Iowa

By Msgr. John Hemann
NAPP Treasurer

NAPP members gathered on September 30 at the Mason City, Iowa, (KMCW) airport. Those in attendance were Phil Gibbs, John Hemann, John Herzog, Mike Makelbust, Jack Paisley, Jerry Scanlan, Al Werth and John Wolesky.

Before leaving the airport, the group visited the local A&P shop. Piper Warrior N41619, which John Hemann flew for 24 years, was in the process of getting a new engine. It was time for the former engine, after almost 4,600 hours, to get a rest.

Next, the group visited a couple of local hangars, in which we viewed the Embraer Phenom jet (also known as the Star Ship because of its paint scheme), a Waco was parked in the corner, and then in the next hangar, we looked at a P-51, an L-2 and a Beech Baron.

Outside these two hangars is the gathering space for local pilots to celebrate every third Thursday of the month with a “Burger Burn.” This event is now in its 10th year and has hosted many folks who fly in from far and near, and some locals who arrive by car.

The group then traveled to the local fire station and viewed the 9/11 Memorial. On September 11, 2014, the local fire department brought a part of one of the towers from New York. May we never forget those brave men and women who died that day.

Two blocks away, we stopped and looked at the Freedom Rock. The Cerro Gordo County Freedom Rock was completed in 2016. It is a 16-ton rock upon which is painted an American flag, a flying eagle and a portrait of Captain Henry Irving Smith, who was awarded the Congressional Medal of Honor for



service in the Civil War in 1865.

Our final stop was at the Surf Ballroom. This is where Buddy Holly played his last dance party in February 1959.

Having left the Surf, and on his way to Fargo, North Dakota, in a Bonanza, the airplane crashed, and all aboard died. Thus, the date became known as “the day the music died” among rock-and-rollers. One of the local volunteers gave an interesting history story of the Surf and the many musicians who played there over the years.

John Hemann hosted a pizza lunch at his condo and business matters

were discussed. Phil shared some plans he has for the July 2020 annual meeting in Dubuque, Iowa. We couldn’t decide on a spring 2020 regional meeting place or date. We plan to gather in Boone, Iowa, in the fall of 2020.

We looked at the calendar for the 2021 annual meeting when travel would be on a holiday weekend, since July 4 is on a Sunday. We might consider July 12-15, 2021. Comments and suggestions are welcome to the president or any member of the executive committee.



NAPP CONVENTION PHOTO, JULY 2019, SIOUX FALLS, SOUTH DAKOTA

SEATED: Francis “Jerry” Scanlan, John Hemann, John Herzog, Mel Hemann, Jack Paisley

STANDING: Vincent Kearns, John Swing, Nick Radloff, Mike Murray, Merlin Kieffer, John Schmitz, Bill Menzel, Donald Kettler, Peter Sweeney, John Wolesky, Christopher Hoffmann, Gene Murray, Phil Gibbs, George Gratton, Allen Corrigan, Mike Makelbust, Alex Carandang, Bob Lacey, George Remm

Save the dates: NAPP Convention, July 7-8, 2020, in Dubuque, Iowa

2018 Convention Minutes, as approved at the 2019 Convention, are posted on the NAPP website under the members-only section: <https://priestpilots.org/napp-members-only/> (Copies will be mailed to members not on the email distribution list.)



NAPP Leadership Team

President: Joe McCaffrey
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 2nd Vice President: Bill Menzel
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Regional Directors

East: Al Ruschman Midwest: John Hemann

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

Deadline for the December edition: November 30.

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

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

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**Mail to: Msgr. John Hemann, NAPP Treasurer,
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Remembering Bob Owens and his priceless gift to EAA

By Fr. Gene Murray

This past week on September 12, Bob Owens died at age 92. If I'm not mistaken, he was one of the original members of the Experimental Aircraft Association Chapter 214 in Fort Dodge, Iowa, and an early home-built aircraft builder.

He was a great friend with whom I shared a passion for aviation. I first met him in 1979 at an EAA Chapter 214 meeting on the Peterson farm strip in rural Webster City, Iowa. We have been friends since then. He was an ordinary guy who exemplified the EAA spirit.

Through the years, I would stop and visit Bob and Janet, his wife of 69 years, and we would "talk aviation" over a bowl of ice cream and a cookie. It was a friendship born of a mutual love for airplanes and an occasional flight together around the patch. I let him fly my experimental Cub and he trusted me to fly his Baby Ace.

Bob never met a man who liked airplanes that he didn't like. He could walk up to a perfect stranger and strike up a conversation as if he had known him all his life – which leads to the story about the Norden bombsight.

The Norden bombsight was the famous top-secret American bombsight, developed prior to World War II, that enabled precision bombing from high altitude.

Bob had acquired one at a war surplus sale and for years he kept it in a special room full of his aviation treasures. He would casually show it to visitors and ask them if they knew what it was. He, of course, knew all about it, how rare it was, and he treasured it and kept it on display in his airplane room. That is until Aluminum Overcast, the B-17 newly restored by the EAA, flew into Fort Dodge in the 1990s.

Bob went out to the airport and struck up a conversa-

tion with the flight crew. The B-17 had recently been restored, but it was still missing a bombsight. The crew mentioned that they had been looking all over the country but couldn't locate one. You can imagine the reaction of that crew when Bob said, "Well, I have one." After they recovered from their shock, they asked him if he would be willing to part with it.

He thought about it for a while and decided to donate it to them. Bob felt that this was his opportunity to share it with the thousands of people who might want to see one.

So, he casually said, "I'll give it to you." And the crew took it back to Oshkosh with them and mounted it on the airplane, perhaps not realizing the kind of a guy Bob was, thoughtful and generous in giving away a treasured possession.

The following summer, Bob went to the EAA Convention in Oshkosh and made it a point to stop at the warbird area where the Aluminum Overcast was on display, to see if "his bombsight" was mounted in the airplane – which it was. One of the crew at the display, not recognizing Bob as the donor, remarked to Bob, "Yeah, the Norden bombsight was donated by some old guy in Iowa. I don't think he even knew what it was worth!"

Bob was deeply hurt but didn't say anything at the time.

Later that summer, Dr. Jim Forbes, Bob's nephew who knew the story, wrote a letter to the EAA headquarters relating to them what had happened and that Bob had never received acknowledgement for his gift. He suggested that the EAA should do something about it.

Dr. Jim received a prompt response in the form of a letter inviting Bob to come to Ankeny, Iowa, where the B-17 would make a tour stop and where he would



Fr. Gene Murray and his friend, Bob Owens

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Decision-making: Preparation is important, whether it's for a storm named Dorian or a routine flight in familiar territory

By Fr. Mel Hemann
NAPP charter member and editor emeritus

It was around noon on Tuesday, September 3, in northeast Florida. The sun shines brightly, a gentle breeze causes the palm trees to wave ever so gently and cool us off a bit.

In the background is the disturbing news that hurricane Dorian is visiting the Bahamas southeast of us and will eventually pay us a visit. She became so enamored with the Bahamians that she decided the islanders deserved an extended visit.



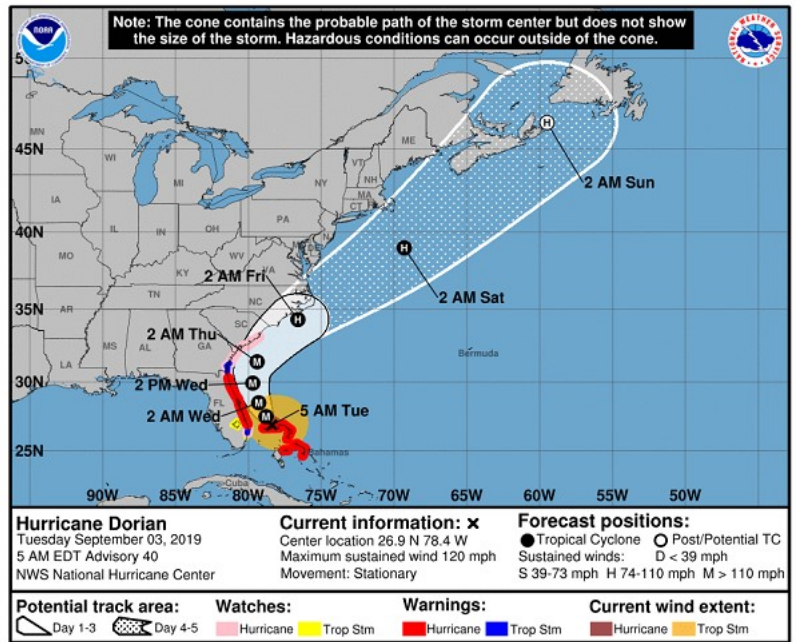
However, during the night, she decided to let go of this love affair and is now slowly moving our way to share her charms with us. According to the powers that be, she should visit our area early tomorrow morning that, hopefully, will last about a day.

The governor and his advisors are urging evacuation. I have spent the better part of two days assessing my situa-

tion. I live about 5 miles from the ocean at an unbelievable elevation of 38 feet MSL. The projected 7- to 10-foot waves will not affect my location. The house is poured concrete. In the past year, I have installed hurricane windows (125+ wind-proof) on the house, but last Friday, as a precaution, I pulled out the old hurricane shutters and placed them over the windows. All the loose stuff is carefully stowed away.

I have a generator and 12 gallons of gas to keep it going. Hopefully, we'll never have to use it. **But we're ready.** Evaluating everything, considering the pluses and minuses, the decision was made not to evacuate. In the end, Dorian treated us well locally, but we now know the devastation she rendered to our brothers and sisters south and north of us.

As I reflected on sharing the above experience, I was struck with all those times in life we are challenged



with decision-making events. The mental prep for a hurricane in many respects is similar to the process of preparing for a good old-fashioned January blizzard in the Midwest.

As pilots, we are repeatedly reminded of the importance of good decision-making. Before undertaking any flight, one should check the weather forecasts, what is trending along the intended route of flight. What will be needed in the flight bag as far as charts, batteries for the electronic equipment, headsets, etc.

As the ETD approaches, last-minute reviews should be double checking the earlier preps. A careful pre-flight of the aircraft, documentation, weather conditions, frequencies, etc.

We all know the routine, but we can become lackadaisical about what might happen. Just as we carefully prepare for a hurricane or other natural disasters, the same diligence should go into any pre-flight prep. In between flights, we should avail ourselves of the opportunities afforded to assist in maintaining our currency. The WINGS program, CFI Corner in our newsletter, seminars, flight magazines and some good old-fashioned hangar flying sharing with other pilots.

Today's flying world is increasingly more challenging because of the rapidly expanding technology that graces the panels of today's aircraft. We're already in a flying world in which pilots are now no longer needed.

As forward-looking NAPP members, our future efforts in maintaining our currency is to consider a possible name change for NAPP. Might our future letterhead be **NARPP? NATIONAL ASSOCIATION of ROBOTIC PRIEST PILOTS.**

How will the Vatican handle that?

We are called to build a monastery in our hearts

Editor's note: In May 2009, the [NAPP spring Midwest meeting](#) was held in Dubuque, Iowa. The itinerary included a visit to the [New Melleray Trappist Abbey](#), about a 10-minute drive from the airport. The abbey is just far enough from the city to provide a genuine sense of peace and solitude, giving visitors the perfect setting to reflect on God's goodness. When I saw this column by Madison's new bishop, I thought it would bring back good memories for those of us who were at the NAPP gathering. In words, Bishop Hying paints a beautiful picture of God's creation while reminding us of the importance of prayer.

By Bishop Donald J. Hying Diocese of Madison

The center point of my spiritual geography is New Melleray Trappist Abbey, just west of Dubuque, Iowa. I have returned there often for retreats ever since I first visited at the age of 19.

Founded in 1849 as a daughter house of Melleray Abbey in Ireland, this monastic community rises at 3:30 a.m. every morning for Vigils, the first liturgical hour of the day. The monks' days are filled with prayer, meditation, work, and silence.

From the first time I entered their beautiful stone chapel, I have felt profoundly embraced by God at New Melleray; some of my deepest prayer experiences have occurred there. If I could have ever convinced God that the Trappist life was my vocation, I would be peeling potatoes and scrubbing floors there as I write now!

Obviously, most people are not called to live a contemplative vocation in a monastery, and many folks do not have the luxury of taking time away for a spiritual retreat. Nevertheless, we all need silence, prayer, reflection, and peace in our lives. We are called as Christians to build a monastery in our hearts where God can speak, act, and dwell within our soul.

The culture of today is so frenetic, anxious, preoccupu-



Photo credit: New Melleray Trappist Abbey

ried, busy, and stimulated that we must struggle to build a practice of prayer and stillness. Sometimes, it feels like everything in our society and life conspires against our spiritual growth.

It is so easy to put prayer and reflection on the back burner, because so many other pressing demands are boiling over on the front burners! We can easily go for days, months, and even years on such a treadmill of activity that a seriously intended spiritual life becomes a distant memory or an unattainable goal. I will really start praying when things get less busy, or so I think.

Ever since childhood, I have always felt the desire to pray, to reach out and make some connection with God. I struggle in prayer with distractions, I give prayer short shrift at times because of busyness, I sometimes despair that I have made any spiritual progress at all.

Nevertheless, I feel that gentle, yet urgent tug at my soul, the voice of Jesus calling me, saying, "Come away for a while and find rest for yourself." God steadily invites us to put aside the things of this world which are fleeting and ephemeral to embrace and live the abundant life of God's eternal love.

Every day, I need to spend time doing nothing worldly productive. Whether it is taking a walk, watching the sunset, cross-country skiing, reading a book, or simply sitting quietly in a chair, I find such pauses refreshing, humanizing, and nourishing. This leisure culminates

in time spent in prayer with the Lord.

I feel blessed to be living in Bishop Morlino's apartment here at the Pastoral Center, which contains a small chapel. I have never lived with the Blessed Sacrament so physically proximate before, and I find the experience transformative. The silence

and peace of time spent before the Eucharistic Christ is deeply restful and renewing.

You probably do not have a chapel in your house, but can you find a sacred place in the basement, in your bedroom, or on the back porch where you can daily pause to discover the beauty of silence, the power of rest, and the presence of God, even for 10 minutes?

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Flying Musicians hit decade milestone

Editor's note: John Zapp, associate member and administrator of the NAPP website, was featured by EAA for his leadership role with the Flying Musicians Association. Fr. Mel Hermann, NAPP charter member and editor emeritus of the NAPP newsletter, writes: "John has worked with me on getting the NAPP newsletter online and continues to this day. About 11 years ago, he contacted me several times about how we got NAPP organized as he was thinking of doing something similar with musicians that are pilots. He has done a tremendous job. It's amazing how far the tentacles of NAPP reach out. Congrats to John and the good work he continues to do for pilots."

**By Barbara A. Schmitz
EAA**

Flying Musicians is celebrating its 10th anniversary in 2019, all while singing the praises of pilots who perform.

John Zapp, president and CEO, said the idea for Flying Musicians was borne out of a chance meeting with country music musician Roy Clark, who was also a pilot, in 2008.

"We talked about how cool it would be for musician pilots to fly into his place in Oklahoma and sit around and play their guitars, harmonicas, and so on," he said. They never did that, but it started John and a few others thinking about how many musicians are pilots, and the Flying Musicians Association, or FMA, officially began in 2009.

John said FMA was immediately embraced by the aviation community, and AOPA became its first corporate sponsor. But the music community also came on board quickly, and the association was selected to be a foundation partner of the National Association of Music Merchants, or NAMM, giving the FMA access to music merchants.

One of its first events was a fly-in music fest in Fort Worth, Texas, which included 115 musicians performing.

Today, the FMA has more than 700 members from around the world, from



John Zapp at the DeLand Sport Aviation Showcase in 2018.

fighter pilots to corporate pilots, student pilots to commercial pilots. Some members have become ambassadors for the group, like Aaron Tippin, country music artist; Louise Vickerman, principal harpist with the Utah Symphony; and Greg Knowles, record producer and professor at the Juilliard School, to name a few.

The 501(c)(3) nonprofit corporation is for pilot/musicians and spans the globe, proficiency levels, and genres. John said FMA has two passions and one goal: to bring aviation and music together. It inspires, educates, and encourages through performances, presentations, scholarships, and networking.

"At AirVenture, we talk about music, but at music events, we talk about aviation," John said. "We feel like we are ambassadors wearing two hats."

Since beginning their scholarship program five years ago, the FMA has given out 11 learn-to-fly scholarships.

"It's a great way to introduce student musicians to aviation," John said. Each award, valued at about \$5,000, includes roughly 15 hours of dual instruction, or getting a student from 0 hours to soloing, online ground school, training materials, a headset, and additional products from sponsors. High school musicians must be nominated by their music director to be eligible, and nominations for 2020 will open in fall.

"We help scholarship recipients find a CFI and navigate the whole system, and then stay in touch to see if there is anything else we can do," John said. "We want to make sure they have a positive experience."

And they also want to ensure the student musician/pilots succeed and pay it forward, he said.

The scholarship is funded mainly by FMA professionals volunteering their time and talents to perform at various



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events, or through corporate donations, John said. Throughout the remainder of AirVenture, the Flying Musicians can be found sharing music and aviation stories around the campsite tonight, performing at a private party on Saturday, and playing taps at the Memorial Wall on Sunday.

FMA members pay a nominal fee to join but receive a shirt and swag from sponsors, John said. “This isn’t about the money; we’re just happy to have them in the network if they are passionate about music and aviation.”

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Maybe it is taking a walk at sunrise, sitting in a quiet corner after school, or slipping away before sleep to reconnect with God. My father would come home from his factory job every day at 3:30, go into his room, take a 15-minute nap, and then pray for 30 minutes. He never talked about it, but we all knew he was in there praying, and it made a difference, not only for him but also for us.

When I am on retreat at the monastery, I find the food tastes better, my sleep is deeper, I breathe more easily, and God appears omnipresent. In a world of fast food, 30-second sound bites, multiple sports activities, endless errands, and frenetic running around, maybe the most prophetic action we can embrace and practice is to slow down, do less, pray more, and be reflective about what really matters.

At the end of life, I do not think God will ask me how much money I accumulated, how successful I was in the eyes of the world, how much television I watched, or how popular I was. I will imagine Him saying:

“I gave you 32,850 sunsets. How many did you watch? How much money and time did you give away



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be given a ride in the B-17, courtesy of the EAA.

That year, Bob was thrilled to receive a great birthday present, a ride in the B-17 alongside the bombsight that he donated.

So, if you ever get a chance to go to Oshkosh and tour Aluminum Overcast, the bombsight in it was donated by Bob Owens from Jefferson, Iowa, a member of EAA Chapter 214. (For the last 10 years of his life or so, Bob dropped his memberships in aviation organi-

They also sponsor student memberships for those not able to pay the \$15 fee, he said.

For more information or to join, go to FlyingMusicians.org or email John at john@flyingmusicians.org.

Reprinted with permission from EAA; originally published July 27, 2019.

<http://inspire.eaa.org/2019/07/27/flying-musicians-hit-decade-milestone/>

AOPA, August 2019: [Flying Musicians marks a milestone](#)

to others who really needed you? How often did you let My sacraments nourish your soul?

“How serious were you about really growing an active and authentic life of prayer? Did you let My love take over your life, so that your existence became a hymn of praise and service to Me and your brothers and sisters?”

We are here to learn to do what we hope to do perfectly in heaven — to love God with our whole heart, soul, mind, and strength. To live purposefully with that goal, intention, and desire always illuminating, guiding, and inspiring our daily actions and thoughts.

I have always liked this quote from Henry David Thoreau, “I went to the woods because I wished to live deliberately, to front only the essential facts of life, and see if I could not learn what it had to teach, and not, when I came to die, discover that I had not lived.”

Reprinted with permission from the September 19, 2019, edition of the Catholic Herald – Madison Diocese.

<http://www.madisoncatholic Herald.org/bishop-hying-columns/8334-hying-9-19-19-column.html>

zations for health and financial reasons, but never lost interest in all things pertaining to airplanes.)

As an early member of EAA Chapter 214, in 1964, Bob and a friend named Les Duoos completed a Baby Ace, N4672T, in his garage in Estherville, Iowa. He flew it to the Rockford EAA Convention in 1966 and participated in the flybys there. It had been built according to plans published by Paul Poberezny, the founding father of the Experimental Aircraft Associa-

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CFI Corner: Shared highlights from a perky FIRC

By Fr. Ed Moran, CFI, CFII

Being my time in the two-year cycle to recertify, I thought I'd share highlights from a recent Flight Instructors Renewal Certification (FIRC). I like the AOPA weekend review with pilots versus the online review.



The majority of General Aviation (GA) accidents still happen in two areas:

1. Approach to landing and VFR flight into IMC. The tendency to overcompensate in turning from base to final, especially if final is overshoot, and exceeding an angle of attack ends up inducing an unrecoverable stall-spin.
2. Without good instrument skills or knowing how to execute a 180-degree turn, flying into Instrument Meteorological Conditions (IMC) is the second highest category that claims 75% of VFR pilot lives.

Angle-of-attack indicators are becoming widespread additions to onboard instruments especially those that emit tones (like variometers in gliders) and audibly tell the pilot when a stall is imminent.

Building a culture of safety should be a part of every aspect of flight. Here is a good check: You have “home-itis” when you catch yourself focusing on your destination before you take off.

LOTS HAPPENING IN THE AREA OF GNSS:

ADS-B, required by 2020, is the first part of the Next-Gen airspace control plan. ADS-B will come to have ADS-direct, ADS-R, TIS-B, and FIS-B. With the building of more ground stations, dual-frequency ADS-B will allow the FAA to offer the kind of data streaming and precise air separation for General Aviation that Part 135 and Part 122 currently have. The “Free Flight Concept” (file and communicate with data stream, FAA passive over-watch, programmed landings) is gaining momentum with the FAA. The FAA is trying REMOTE TOWERS without any personnel at Leesburg, Virginia, and Loveland, Colorado.

You may have already seen the new ICAO Flight plan. It requires some knowledge of the international categories it uses in filing. AOPA has a nice web page devoted to all of the filed codes.

Basic Med summarized:

1. You must have an FAA Medical anytime after July 14, 2006. If you do not, you must take an FAA

medical, even a Class III, to get into Basic Med.

2. Take the online Basic Med course (AOPA) every 24 months.
3. Bring the checklist from the course to your primary care doctor for completion. It is meant to be a very general assessment.
4. Have a current U.S. driver's license. AOPA has small Basic Med cards you can carry. However, **THIS IS NOT REQUIRED.** AC 68-1A (5/3/2017) is the circular on the subject

Under 61.129(a), checkouts are required for complex aircraft, technically advanced aircraft and turbine aircraft. Pilots who begin to fly glass cockpits have been increasingly seen to have a difficult time returning to the old steam gauges. Technology assumes many of the planning tasks that were taught, thus causing a deterioration of important planning and flying skills. My next column will be on flying the Garmin G-1000.

Great mnemonics for required things when you fly to remember the regs:

1. **EATS**: **E**LT (12-month) Annual inspection, **T**ransponder (24 months), **S**tatic system 12 months
2. **ARROWS**: **A**irworthiness, **R**egistration, **R**adio station license (if outside the USA), **O**perating Handbook, **W**eight and Balance
3. **Please, Please Be CareFuL** when you fly: **P**hoto ID, **P**hysical class and currency or Basic Med, **B**iennial Flight Review, **C**urrency, **F**light Endorsement if needed, **L**icense category and class

Any questions, recommendations or subjects needing parsing? Always happy to learn and help. Contact me at moranec13@gmail.com

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tion, in the May and June 1955 issues of Mechanix Illustrated magazine.

Years later, he kept it on his brother-in-law Melvin Miller's farm strip in Cooper, Iowa. A few years ago, it was acquired by the Iowa Aviation Museum in Greenfield, Iowa, where it is being restored for display.

So, Bob's legacy will be carried on, at least in part, in Greenfield, as well as in Oshkosh, where he leaves his mark on a couple of valuable pieces of aviation history. Bob Owens was truly a man who exemplified the EAA spirit.