

N.A.P.P.



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**President's column:**

# Keep focused on Jesus during life's struggles

**By Fr. Joe McCaffrey**  
*NAPP President*

These are certainly challenging times! If the pandemic wasn't enough with all the restrictions as we attempt to celebrate the sacraments with our people, they had to go and throw in a very contested presidential election!



On top of that, we have riots in the streets and senseless killings with the violence and destruction of property! Statues and portraits of historical figures as well as saints have been cast asunder.

Some have said with all of this, the end times are near, but we are men and women of faith and hope!

A few years ago on a pilgrimage to the Holy Land, some friends gifted me with this beautiful olive wood carving of our Lord and St. Peter walking on the water. This is one of my favorite scenes from the Gospels. It is one of great encouragement and hope for all of us who may find ourselves on the stormy sea of life! The secret to Peter's miraculous ability to walk on the water was clearly keeping his eyes on Christ! When he took his eyes off the Lord and began to focus more on the storm, he began to sink into the waters. He cries out, "Lord, save me!" and immediately Jesus catches him and they climb into the boat.

It has always fascinated me that after they entered the boat, the storm died and the sea became calm. Now

the Lord could have calmed the storm much sooner. But he did not. The storm obviously had a purpose. Perhaps the storms we are all experiencing have a purpose also. Maybe the Lord is prompting us to keep our eyes fixed on Him! I'm sure if we do, we will be able



to do the impossible and not sink into the waters of despair.

No matter how challenging 2020 (and perhaps 2021) is going to be, we have NOTHING to fear! Jesus lives! Yes, He lives and so will we! No matter what!

There is that sight picture we all know when flaring to land our aircraft. Where we are looking makes a huge difference in whether it's a safe and soft landing or a disastrous one. I believe the lesson of the Gospel teaches the same message. Where we choose to focus makes all the difference in the most critical part of our flight and our life.

In this month of October, as we remember our Blessed Mother and the dignity of all human life, I ask Our Lady's intercession for all of you. May she embrace you with her tender love and keep you always close to her Son, who is the true source of our hope and our joy!



**2021 NAPP Convention: Dubuque, Iowa**

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

**NAPP Virtual Social on October 19**

*Please joins us 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](#)

**Death notice: Fr. Lewis Brown**

Fr. Lewis Brown, 79, passed away on September 9, a short time after diagnosis of cancer. Fr. Lew was a longtime aviation enthusiast. He was the hosting priest of our Elmira-Corning national NAPP convention in 2012, and a member of the Glen Curtis Museum, site of our banquet.



Fr. Lew was from the Elmira, New York, area, and was ordained by Bishop Fulton J. Sheen in Rochester 53 years ago. He served 22 years with the U.S. Navy both on land and at sea, retiring as a chaplain with the rank of Captain after 22 years in 2007.

He returned to the area as Diocese of Rochester senior priest serving the southern tier communities. He was interred in his hometown with full military honors. Fr. Lew is survived by brothers and sisters, their families, and many friends. [Link to obituary](#)

– *George Gratton*

**A note of thanks from the Treasurer**

From the NAPP President’s column in the August 2020 newsletter:

*“If you are willing to offer an additional \$50 or any amount that you can to our charitable cause, that would be very much appreciated. ... Thank you for considering this additional donation to the NAPP MISSIONARY GIFT FUND.”*

As Treasurer, I am pleased to report that NAPP members have contributed \$1,275 to the NAPP MISSIONARY GIFT FUND since July. If you haven’t made a donation, please try to do so. Follow the process as outlined below on how to pay dues and/or make a charitable donation.

You do know we give ALL THESE FUNDS away in support of the Diocese of Fairbanks in Alaska and the Flying Medical Service in Arusha, Tanzania, Africa.

– *Msgr. John Hemann*

**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](http://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](http://priestpilots.org) and click on the **Donate** button.

# Another dream comes true for Hobie: Private Pilot certificate on his 17th birthday

By Fr. Bill Menzel

In the [June 2020 issue](#) of this newsletter, I told the story of Hobie Lippold and his passion for flying. One of his dreams was to solo on his 16th birthday. That dream, as recounted in that June story, came true on August 31, 2019. The next dream was to acquire his Private Pilot certificate on his 17th birthday.

That day, August 31, 2020, dawned dark and stormy. (Please, no allusions to “It was a dark and stormy night...”!) Hobie’s check ride with Designated Pilot Examiner Kurt Gross was to begin with the oral phase at 8:00 a.m. Definitely not an early riser, Hobie nonetheless set his alarm for 5:00. He wanted to have plenty of time to do all the flight planning before meeting with Kurt. I’m not sure exactly what happened, but it got to be 7:30 and just about time for his parents to give him a ride to the airport, when he realized that he could have used quite a bit more time! (An aside: Hobie hopes to be getting his driver’s license sometime soon. Aviation is so much in his blood that, for the rest of his life, he wants to be able to say that he got his pilot’s license before he got his driver’s license.)

Hobie met Kurt at the Wisconsin Rapids airport (ISW) at 8:00 to begin the oral. He was armed with two checks from EAA Chapter 706. One was for \$500, which is Kurt’s fee for the private pilot practical exam. The other was for \$100, as Kurt charges extra if the exam exceeds five hours. (As an EAA Ray Aviation Scholar, Hobie’s expenses are administered by the local chapter, which was awarded \$6,000 for his training.)

Kurt began the oral. Outside thunder rumbled and rain poured. It wasn’t looking good for the check ride. On top of that, Kurt told Hobie that he had some obligations later that afternoon, so if the weather wouldn’t clear in time, the ride would have to wait. Hobie in the

meantime was doing some of the final flight planning on the fly (no pun intended), since his 5:00 reveille hadn’t given him the time he thought it would.

By late morning, Kurt was satisfied with that part of the practical exam. The lightning and rain had subsided, but the area was blanketed with a low overcast.

Kurt and Hobie parted company with the understanding that they’d fly if the weather improved early enough. From home, Hobie and his family watched the weather. His dad was working in Marshfield, about 25 miles west of Wisconsin Rapids. Shortly before 2:00 p.m., as he was driving back home, he started seeing some breaks in the overcast. Blue sky and sunshine were bringing a rapid change to the earlier gloom. He texted photos to Hobie and me. I could see that it was beginning to look better here, too.

Shortly after 2:00, Hobie called Kurt, who must have said something like, “Let’s go!” Cessna N295ME was rolled out of the hangar as more and more blue sky began to show, and the low clouds

that remained drifted to higher realms.

Hobie’s dad Jimmy was keeping me in the loop, so I knew that the flight was on. Once I saw 5ME appear on Flightradar24 and FlightAware, I headed out to the airport, where I met Jimmy and Sara, who have been very supportive of their son’s aviation aspirations. We kept track of the flight’s location on our apps, and it wasn’t too long before 5ME was back in the pattern for some short- and soft-field takeoffs and landings. Then a crosswind landing on the other runway resulted in a go-around. Hobie didn’t like what he saw and made a command decision. The next one was perfect. The ride was over. The DPE was satisfied that this 17-year-old was a competent private pilot. For the second year in a row, Happy Birthday, Hobie!

*Continued on Page 5*



***Hobie Lippold, giving his parents and little sister the first ride after receiving his Private Pilot certificate, August 31, 2020. (Photo by Jimmy Lippold)***



# A 'plain' aviation junkie

By Fr. Bob Lacey

Well, it was a first for me – to do an online bid on an airplane. I think it is worse than a gambler's addiction. And I hope mine is over!

I wanted to share a little of what's happening for me in the northern plains of South Dakota!

Most recently, I bid on a '69 Bellanca Super Viking (pictured at right). About twice as fast and far more capable than ol' Harty Grace, my 1946 Cessna 140 (shown below). Still, it would have had all the nostalgia of a vintage or classic aircraft.

The backstory to the plane is that it was surrendered without logbooks on a secured creditor auction. It was a local plane, so



my mechanic and I went and took a look. It was in pretty decent shape but would still need some TLC. The hope was that without logbooks, it would sell for about the same money as my 140.

Auction day arrived dawning beautiful and full of hope. I had a set top price of \$25,000. Prior to the bidding, it was announced that logbooks were now in possession with TTAF of 2,400, SMOH 500, SPOH 500 (nice round numbers for the article, close to actual!). My dreams of a low price now vanished. Still, I entered the bidding ...

\$25,000 came. I asked my friend and mechanic: "Well, should I?" "Give it some more." As fast as we arrived at 25, it came and went; the other bidders were also eager! I finally stopped at \$36,000. Just me and one other bidder. It was going to get expensive for me to find out what their top price was!

Looking back, I have no regrets passing on a such a cool piece of aviation. There are a lot of fish in the sea. Plus, I could not fly that off my current grass strip

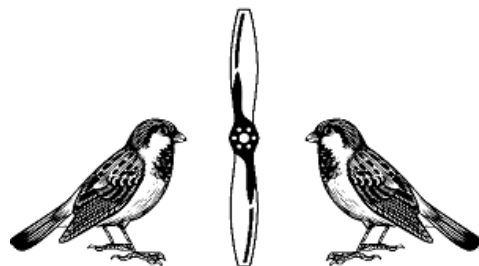


and I don't want to pay hangar rent at a paved airport. I can't see trying to own two aircraft either! And, I'm not out of options.

My uncle has a Cessna 182 that we are very close to putting back into service. I have a Piper Lance that's been offered to use. And lastly, I entered the amateur builder ranks last December 9 with the purchase of a Tailwind fuselage out of Tucson, Arizona. It's sitting in my garage. Little by little, I've practiced my oxy-acetylene welding. I'm growing confident that soon I'll be ready to weld!

On the professional side of things, being a pastor gets better every year, even with COVID to toss its wrench in the mix. I've also been chaplain with the South Dakota Army National Guard; I'm at a point now where I get to mentor and supervise subordinate chaplains. I guess after 15 years of priestly ministry, I have learned a thing or two to pass on to colleagues. However, many of you inspire me with your tremendous experience.

I've included the logo I developed, with help, and used for the "crystal" anniversary and root beer float party!



**Two Sparrows Aviation**

I look forward to our next in-person meeting; sorry to miss the Zoom social; I intend to make our October visit.

Blue skies and tailwinds to you!

## 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

*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 December edition: November 30.***

# New member profile: From cargo pilot to seminarian

My name is Abraham Khadivi and I am 29 years old. I am a [seminarian](#) for the Archdiocese of Kansas City in Kansas, currently studying at [Kenrick-Glennon Seminary](#) in St. Louis, Missouri. I enjoy Catholic young adult ministry, spending time with friends, traveling, camping, drinking wine and beer, flying airplanes, cooking out, and much more.

I have felt a tug on my heart towards priesthood on and off probably since I was around 10 years old. After graduating with a bachelor's degree in Aviation Administration from Utah Valley University, I was blessed to chase my passion for aviation for a number of years working in various jobs. One of the best jobs in aviation I worked was as a flight attendant for Republic Airlines. Being a flight attendant afforded me an incredible opportunity to meet people and evangelize. It really created a desire in me to love people better and care for them. After obtaining all my ratings, I was hired as a first officer at Air Cargo Carriers, flying the Shorts 360 turboprop on contract work for UPS, FedEx, DHL, and the U.S. Postal Service. In January of this year, I



upgraded to captain, which was one of the best experiences of my life. After still feeling the tug towards seminary after all these years, I decided to make the jump.

The journey towards seminary has been filled with tears, laughter, stress, joy, and peace. I was sad to leave my past life behind, but our Lord has shown me His providence time and time again, and I know He will not disappoint. As Pope Emeritus Benedict XVI said, "Do not be afraid of Christ! He takes nothing away, and he gives you everything." I am so happy to be in

seminary now, and to have the opportunity to fully attune myself to the voice of Jesus. I am in awe of the incredible gifts He has given me over the past few years.

In the meantime, I will be keeping all the members of NAPP in my Rosary and Mass intentions. Thank you for the opportunity to become a member of this wonderful organization. Until next time, happy skies!

Peace,  
**Abe**

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## *Continued from Page 3*

The check ride happened at just about the last possible minute. Kurt finished up the paperwork and headed out. Hobie was able to tear up the \$100 check, as the practical exam took less than five hours of Kurt's time. Hobie and his family basked in the sheer joy and excitement of the moment. In the next couple of hours, Hobie took his mom and dad and little sister Emma up for his first passenger-carrying ride. When they returned, he piled his younger brothers Brady and Joey into the back and me into the front for the second ride. Such fun!

There were a couple of interesting sidelights having to do with Hobie's birthday. His CFI, Dick Rodencal, told me a couple of days before the check ride that he went online to fill out the recommendation form 8710 and it was rejected. Turns out that the software detected that Hobie was not yet 17. Dick had to get up real early on August 31 to fill out the form. On a light-hearted note, Hobie's dad told me that Hobie was born

at 9:15 p.m., so until the clock reached that magic moment, Hobie was probably the only private pilot in the U.S. who was actually still 16.

As I noted in the June article, Hobie is doing what any young person should do. He's dreaming about life's possibilities. Many of his dreams revolve around flying. He loves doing aerobatics and has been working hard with an aerobatics instructor in Oshkosh. He'd love to get his Commercial Pilot certificate and instrument rating next year on his 18th birthday. Given the number of hours necessary, that would be quite a reach, but after what he's already accomplished, I won't say he can't. He may have some money left over from the Ray Scholarship funds, and he's authorized to use up to \$1,500 of that for further training. That would help.

If you want to know more about Hobie and his flying, you can check out his Instagram page here: <https://www.instagram.com/hobiepilot17/>

## CFI Corner: AOPA Rusty Pilot webinars

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

Coronavirus still is making it difficult to write about in-person seminars for pilot training. Memories of what training was five months ago now seem very dated and almost from another era.



In place of canceled training seminars, YouTube has for me become a viable alternative by providing ways to stay in touch with what is happening in the aviation community. They provide many free videos on everything from AOPA Air Safety Foundation accident investigations to the latest flight reports on RV-12 upgrades, new electric airplanes in production and training, a review of weather and new ways to effectively watch it.

I find I need to focus on the latest and greatest in new digital cockpit technology to at least be conversant on what is happening in new glass cockpits. But these are very passive kinds of learning. Like our NAPP conventions, I yearn for something interactional where you get to meet other pilots, even if it's online through Zoom or Skype.

Entering the aviation world is the new AOPA Rusty Pilot webinar! With the first beginning in September and planned for subsequent months, pilots who have been away from flying and would like to consider taking up the pursuit again can log in to one of these webinars (free if you are an AOPA member) and get a great review of the basics dealing with airspace, airport runway markings, some of the new digital technology as well as summaries of the latest in Federal Air Regulation updates.

The purpose is to make returning to aviation a little less daunting than it could be otherwise without any such helpful transition. All of this will be done in the same kind of casual environment the in-person gatherings are known for. Did I say that it's also a way to meet other pilots online?

If you are not a member of AOPA, I strongly recommend joining. This organization fights for the general aviation pilot by providing a wide spectrum of aviation benefits: currency training, ways to finance the acquisition of a new or used airplane, pilot insurance, legal services, help with inspection standards and even discounts on car rentals. I have been a member of AOPA since the mid-1970s when I was flying with the U.S. Army and civilian aircraft on weekends. Of an even greater help has been the access to the Air Safety Foundation training, which many of my readers see I typically try to include with many of these NAPP columns. They do such a great professional job and have the ongoing endorsement of the FAA. Oh, and if you join AOPA, it automatically gives you TWO chances to win this year's sweepstakes prize: a brand-new RV-12! Not too shabby, this kind of prize.

Take a moment to check out the [AOPA website](#) to see for yourself. Find out when the next Rusty Pilot online seminars will be given. I think that if the ones for September are successful, they will plan more throughout the coming year.

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

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

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### From the archives: [August 2000](#)

*Excerpts of the NAPP minutes from Anchorage, Alaska, July 13, 2000*

Our dedicated and finally lame-duck President, Fr. Al Werth, reverently and devoutly opened our 37th meeting leading us in prayer at 4:10 p.m. in the conference room of the Holy Spirit Retreat Center in Anchorage, Alaska.

We were adequately and comfortably housed at the Retreat Center. Our airport fly-in base was at Merrill Field. Fr. Mel Hemann arrived in the RV-6, his nifty homebuilt. Other fly-ins were George Gratton in a Piper Comanche, Tony Attea and his twin, Charlie Teufel, in his Mooney, Ev and John Hemann in a

Cessna 182RG, the Juneau Cessna 182 and co-host Jim Kelley in the Seneca. The majority of our conventioners arrived by commercial flights and were efficiently met and transported from Anchorage International Airport through the loving agency of our hosts, Archbishop Frank Hurley and Fr. Jim Kelley and their assistants.

Their "Service above Self" was roundly applauded by the brethren.

44 persons were in attendance: 6 Charter Members ... 23 Regular Members ... 10 Associate Members ... and 5 guests. ...

– Fr. Bob J. Kirsch, Secretary