



VOLUME 55

FEBRUARY 2018

NO. 4

‘Let us give thanks to the Lord’

Greetings from the Lake of the Ozarks, Missouri.

I want to wish weather-warm greetings to all those dealing with a cold winter, and to those enjoying a warm winter, a “cool” hello.

It is a new year with new hopes and expectations for me and the Diocese of Jefferson City as we have just welcomed a new “boss” and leader for the local Church. What a joy it was this past week to be a part of the ordination and installation of Bishop Shawn McKnight to the Diocese of Jefferson City. This young, 49-year-old priest of the Diocese of Wichita, Kansas, is now the Shepherd of mid-Missouri Catholics. We are glad to welcome him and ask for your prayers as we transition with our new Bishop and all the wonderful hopes and dreams that may be ours in the future.

Late last month, I was so glad to be not only a priest, but also a priest pilot. I received a phone call on Sunday afternoon about a co-worker who had passed away in Fort Smith, Arkansas. She was Sister Rose Maria of the Benedictine Order. She had helped me serve the people in the four parishes I had at the same time about 10 years ago.

I had been asked by her to be the main celebrant at her funeral. The sub-prioress called asking if I could be there for the wake and funeral Mass, Tuesday/Wednesday of that week. This is about a five-hour drive but little less than a two-hour flight. (“You can’t get there from here,” as they say.) I quickly looked into the weather conditions and found not only would



it be warmer but also VFR conditions. (I’m still trying to get that IFR training in my schedule.) I thought what a privilege God has given me to be able to use this gift and skill of flight to ease my time of getting to and from a friend’s funeral and also accomplishing her request and last will. Without this, I may not have had the time to make the trip, and by far it was a lot more efficient for me.

As priest pilots, we have so many ways in which we can share our love of flight and bring God’s presence to the people, whether that be in a practical aspect, as in this case, or to share the wonder of God’s creation from on high in a private plane looking out on all His creation.

I hope all have been well this winter and that not too much dust has been collecting on the plane or pilot’s license. Here is wishing you blue skies and calm days to share and enjoy the gift of flight and spreading the Good News of Jesus Christ in the many talents and gifts He has given us to share.

In tribute to the motto of newly ordained Bishop McKnight, “GRATIAS AGAMUS DOMINO.” “Let us give thanks to the Lord.” Let’s give thanks to the Lord for all we have been given in our love of faith and flight and the joy of sharing it with others. God bless you all.

Fr. John Schmitz
NAPP President

NAPP MIDWEST REGIONAL MEETING

Monday, April 30, 2018

**CHEROKEE REGIONAL AIRPORT (KCKP),
Cherokee, Iowa**

HOST: Fr. Gene Murray

**RESERVATIONS: elmurray@evertek.net; cell/text:
712-261-1246**

Please RSVP by Thursday, April 26, 2018

NAME _____

CELLPHONE _____

EMAIL _____

By private plane N _____

ETA: _____

By car _____ **ETA:** _____

Once again, we will have a tour set up at the Hy-Vee Distribution Center. Don't forget to start your novena for VFR WX ahead of time. Remember last year? Had to eat the pie all by myself! – Fr. Gene Murray

- Arrival: 10:00 - 11:00 a.m.**
- Lunch: 11:30 a.m. – 12:45 p.m.**
- Tour: 1:00 p.m.**
- Departure: 3:00 p.m.**

NAPP Executive Team

President	John Schmitz
1st Vice President	Joe McCaffrey
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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; 419 Chestnut St., Sauk City, WI 53583***

Deadline for the April edition: March 31.

**NAPP annual convention:
Join us in July in Ohio**

The 2018 NAPP annual convention will be in the Diocese of Cleveland, based at Medina Municipal Airport (1G5) and St. Victor Church in Richfield, Ohio. Arrive on Monday, July 9, and depart on Thursday, July 12. Convention activities will be on Tuesday and Wednesday.

Our hotel, Holiday Inn Express & Suites, Medina, is within the landing pattern for all runways. The schedule has been designed with a large block of time Wednesday afternoon for flying expeditions.

Those seeking to fly commercial should check for flights at both Cleveland Hopkins (KCLE) and Akron-Canton Regional (KCAK). Our convention location is about 15 miles northwest of Akron and 20 miles directly south of Cleveland.

Watch for details and a registration form in the April newsletter.

Fr. Allen Corrigan
Acorrigan56@gmail.com

**Fr. John Wolesky recognized
by FAA for 50 years of flying**

By Tim Horan
Abilene (Kansas) Reflector Chronicle
January 25, 2018

From an early age, Fr. John Wolesky knew he wanted to fly.

But it wasn't until he learned he was headed to a rural parish 500 miles from his hometown of Owatonna, Minnesota, that he earned his wings.

Last week, Wolesky was presented with the Wright Brothers Master Pilot Award from the Federal Aviation Administration at the Abilene Civic Center for 50 years of flying safely.

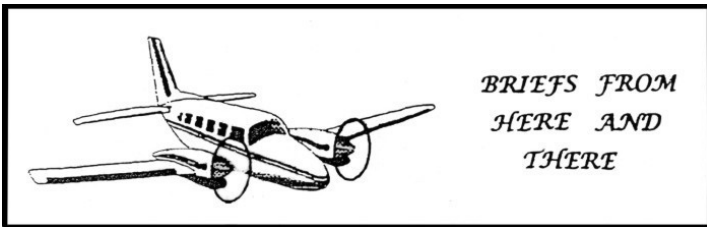
"Flying has allowed me to meet a lot of different people from all walks of life," he said.

"It's like a special fraternity. You (pilots) have your own language and it's a whole different language. And it's an escape," he said.

"It's something you have to pay attention to, or you don't live through it," he said.

He said today fewer people are flying.

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Donations to Diocese of Fairbanks and Flying Medical Service

In January, Msgr. John Hemann, NAPP Treasurer, mailed \$1,000 donations to the Diocese of Fairbanks, Alaska, and Flying Medical Service, which operates in Africa. These aviation-related donations were approved by the membership at the annual meeting in July 2017. See the acknowledgements elsewhere in the newsletter.

Fiscal 2019 dues are being accepted

Msgr. John Hemann, NAPP Treasurer, reminds members that the NAPP fiscal year begins on July 1. He's accepting fiscal 2019 dues now. NAPP Dues – U.S. \$25.00. Mail to: Msgr. John Hemann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368. Or use PayPal (go to www.priestpilots.org and click on PayPal).

Welcome new member Gregory McPhee

Gregory McPhee is an attorney and missionary with the Catholic Foreign Missionary Society of America, aka Maryknoll. I am currently on a two-year assignment at a parish in Dar es Salaam, Tanzania. I expect to be ordained a Catholic priest in June 2019.

I am also a private pilot and want to participate in an apostolic ministry related to law, flying, medical care, pastoral ministry or development in East Africa.

I am a former Ironman triathlete, college athlete and snowboarder. I currently enjoy playing tennis, piano and guitar. I have a lifelong interest in learning and would like to pursue writing in the future.

DOC IS BACK: One of the stellar moments of EAA AirVenture Oshkosh 2017 was the appearance of the newly restored B-29 Doc, which along with the Commemorative Air Force's FIFI brought together two flying B-29s in one place for the first time in more than a half-century.

Doc's Friends, the Wichita, Kansas, group that led the airplane's restoration, will be bringing the airplane back to Oshkosh in 2018. (Source: EAA)

Welcome new member Dean Fazekas

Thank you for allowing me to join NPPA. I have always been drawn to the skies from childhood. I would get excited when my dad would ask if I wanted to go to the airport (Lost Nation, Willoughby, Ohio) to watch the planes. Never understood why he was interested in watching planes but knew it was something I loved doing also.



Many times at the airport, I wished someone would offer me a ride. I did not know until much later that my Dad had begun flying lessons when he was younger. His dreams ended when he was enlisted in World War II. Family obligations put flying on the back burner for him.

On my way to a conference many years ago, I passed Medina Airport (Ohio). The green "Learn to Fly Here" sign was a magnet that pulled my car into the parking lot. The following week, I began lessons.

I remember landing one day, coming back from the practice area, and seeing a group of planes parked. Turning in the keys, I asked why so many planes. The person on duty said they belonged to a "bunch of flying priests." That was the last time the annual meeting was at Medina Muni.

I belong to a flying club in Ohio based at Columbia Station Airport (4G8). The club acquired an IFR-equipped Cessna 172. I have been kicking around the idea of obtaining that rating. Test anxiety (just ask my former epistemology prof) has quieted that urge.

Professionally, I am a therapist/counselor in private practice. My work is focused on those individuals struggling with sexual addictions. Flying provides me the opportunity to clear my head and use my brain in a different way from my professional work.

Dean Fazekas
Olmsted Falls, Ohio

Mission Alaska: The adventures of a flying priest

By Fr. Jim Falsey

Flying is always a pleasure; flying in Alaska is sometimes an adventure.

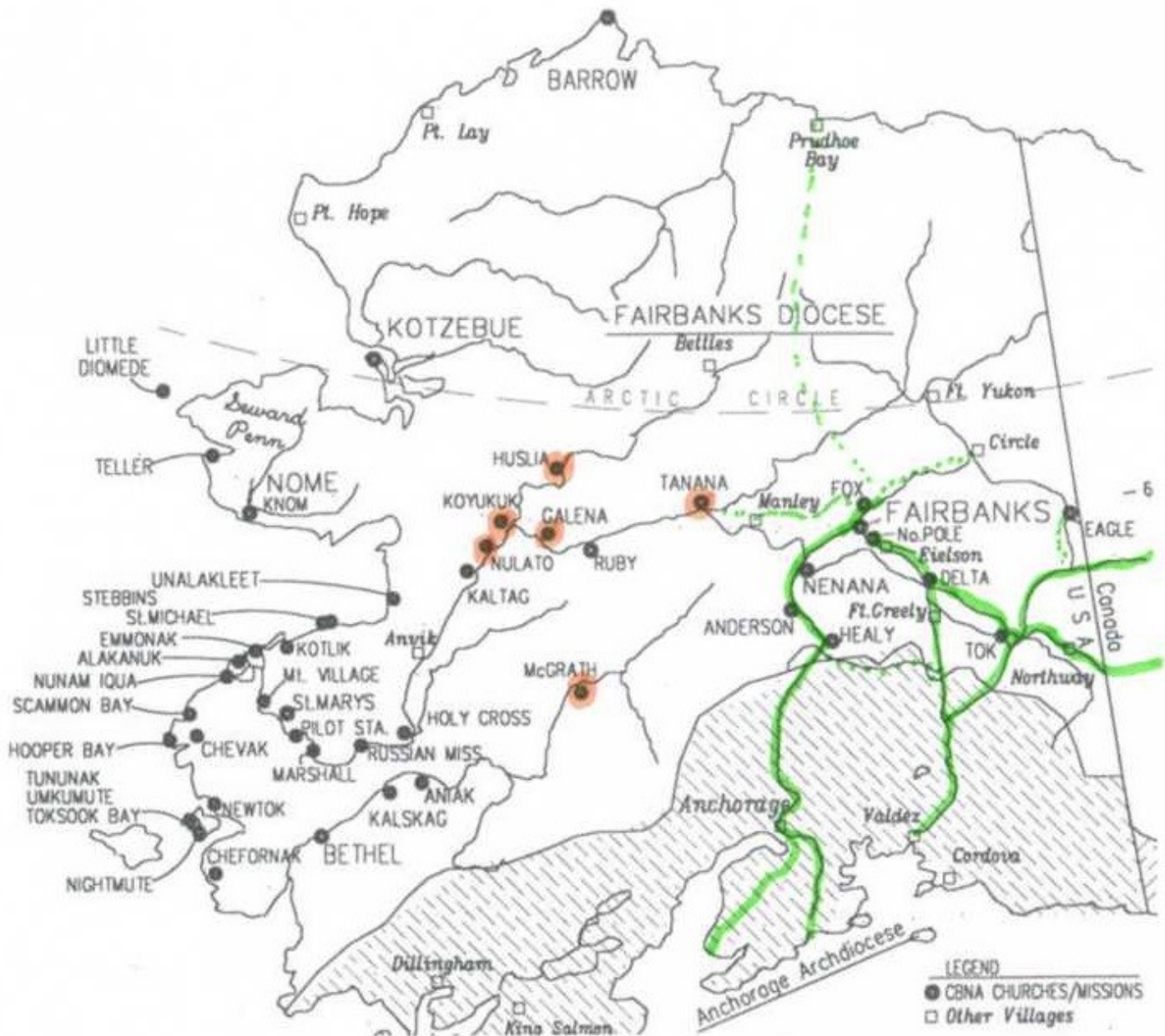
It all began December 15, 2017. I had planned a “quick” trip to Koyukuk for Sunday Mass, bringing only enough clothing for three days.

When I arrived in Koyukuk, I received notice of a death in Huslia. So after Sunday Mass, I flew to

Huslia for the funeral on December 18. (No washer, dryer, or running water. Doing laundry in a bucket; drying overnight.)

In Huslia, I received word of another death in Nulato. Thus, I flew back to Nulato with a stop for fuel in Galena, the only village in the area that has avgas (\$10/gallon).

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This graphic shows the villages I normally serve as well as the other area villages that are mentioned in my account. To give you some perspective, it is 255 statute miles / 220 nautical miles from Fairbanks to Galena. The orange highlighted villages are the ones I normally serve. The green lines represent the “road system.” All other villages are accessible only by air or river travel.

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“It’s very expensive. It was never really cheap,” he said. “People today are just easily entertained with their iPads. They would rather do that than learn a skill, unless it’s going to pay.”

The payoff for him was being able to fly home and see his family.

Fr. John Wolesky earned his pilot’s license in August of 1967 in Junction City (Kansas), said Jerald L. Eichelberger, manager of the Flight Standards Service with the FAA.

Wolesky said his interest in mechanics and flying started long before that.

“When I was just a kid, a priest helped me build a homemade motorbike,” he said. “I have just always had an interest in machines.

“I wasn’t even old enough to drive one,” he said.

Wolesky also often visited the airport to watch the airplanes land and take off.

As a high school student, he checked into being a pilot.

“I was told that to learn to fly was going to cost \$500,” he said. “I had my education ahead of me. That was impossible for me at that time. So I walked away from that.”

He went to college and studied theology.



Fr. John Wolesky receives a pin from Dr. Paul Uhlig for receiving the Wright Brothers Master Pilot Award from the Federal Aviation Administration.

“The last year in school there, they asked me if I would study for a more rural diocese,” he said. “When I moved out to Kansas, I was 500 miles away from my folks. That’s when I took a real interest in flying.”

There just happened to be an instructor in the parish.

Since 1967, Wolesky has had five different airplanes.

His first plane was a 1946 Funk make in Kansas which cost \$1,200.

“I had an old car and that lasted me several years until it fell apart,” he said. “In the meantime, I had this plane.”

He said flying has changed

over the 50 years he’s been a pilot.

“There were things available when a lot more people were flying that are not now,” he said.

He flew across the state of Kansas.

“I flew into Ellsworth before the prison was there and we could actually taxi up and could walk three blocks into town,” he said.

In Concordia, he could taxi up to a nice restaurant, close to a motel.

Wolesky still flies and is planning to fly back to Minnesota to attend his sister’s birthday party soon.

Contact Tim Horan at editor@abilene-rc.com.

Reprinted with permission

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After the funeral on December 20, it didn’t seem reasonable to fly back home to Fairbanks only to return two days later for the weekend Masses at Galena. On Thursday, December 21, I flew to Galena for the Fourth Sunday of Advent and Christmas Eve Masses.

Early Christmas morning, I flew to Kaltag for Christmas Day Mass. The local pastor, 90-year-old Fr. Joe Hemmer, was celebrating Christmas in his other parish in Ruby. There had been a suicide in Kaltag, so I stayed an extra day until Fr. Joe could return.

On Wednesday, December 27, I was supposed to pop over to Nulato to transport another priest from Nulato

to Koyukuk before going on to Huslia for the following weekend.

The day began with a low ceiling over Kaltag. The thin, almost-fog layer varied between 300 and 700 feet AGL all morning. It was clearing from the west by 1 p.m. There was a nice hole over the Kaltag airport. I took off.

About 300 yards off the airport, I ran into that low layer. Rather than attempting to scud run, I popped above the layer and headed toward Nulato, a mere 15-minute flight – I thought.

Nulato was still obscured beneath the layer. It was

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CFI Corner: Airman Certification Standards

Fr. Ed Moran, CFI, CFII, AGI

What are the new FAA Airman Certification Standards (ACS) and what do they mean to me as a pilot? Not so much unless you might want to get another rating. They are also ways to see more about what the FAA says constitutes pilot proficiency, which is something to keep in mind for those biennial flight reviews.



Here are some helpful things to know about the new ACS. The ACS is an enhanced version of the old Practical Test Standards (PTS) that most of us remember

using to get ready for a check ride. It adds task-specific knowledge and risk-management elements to the skill elements in each PTS area of operation. The ACS show what an applicant must know, consider and do to pass both the knowledge exam and the practical test.

In June 2016, the FAA replaced the PTS for the Private-Pilot Airplane and Instrument Airplane ratings with updated ACS for each area. In June 017, the FAA came out with the first version of the Commercial Pilot-Airplane along with revisions for the June 2016

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clear over the hills to the west, but I didn't have the guts to descend between the hills, fly low over the village and attempt a landing at the airport, which is 300 feet above the village.

It is a good thing I didn't, because I later found out that the landing strip was in the fog layer.

Flying to the east of the village, over low, flat terrain, I looked for a hole to get down under the low ceiling. I could find none. Finally, I decided to return to Kaltag. But when I arrived there, it too was under a 300-foot ceiling. It was still clear to the west, so I could have made an approach from that direction and squeaked it in. But I decided that was a bad idea. The terrain is slightly higher and rising to the west.

Next, I decided to fly to Galena, refuel and go on to Huslia. Galena was reporting a ceiling of 600 feet. I attempted an RNAV approach. I got low enough to see the river directly below, but still had zero forward visibility. I went missed and climbed back above the overcast. No wonder I had no forward visibility, a layer of frost covered the windscreen.

I called flight service of the Galena RCO. They informed me that the nearest airport reporting VFR was Tanana, 100 nautical miles to the east.

Watching the fuel gauges (do you trust them? REALLY???), and praying, I flew on to Tanana and landed there safely.

The next day, I added enough fuel to get back to Galena. But now the nose gear tire was flat! Besides, the weather was still marginal in spots along my route of flight. So I decided to wait an extra day.

On Friday, December 29, I walked to the airport at 6

a.m. to start the generator to power the engine pre-heater. Then at 11 a.m., I returned with a parishioner who brought an air compressor to re-inflate the tire.

WHAT? The generator was not running. The engine was cold! I was unable to start the generator. So, we hauled it back to the church to thaw it out. After only five minutes in the warm church, I was able to start the generator. I left it running as I walked back to the airport and again hooked up the engine pre-heater.

Guess what! The tire was flat again. I knew I couldn't fly to Galena and Huslia with the tire going flat so quickly. There was no mechanic, no way to fix the flat in Tanana. So, I made the desperate (and foolish) decision, to re-inflate the tire and immediately fly back to Fairbanks, hoping that there would be enough air in the tire when I arrived. I removed the wing covers, did a pre-flight, and called John to bring his air compressor out again.

With only a little over an hour of pre-heating (marginal), we again inflated the tire, removed the engine blanket, loaded up the generator, engine blanket and power cords.

I taxied, holding the yoke full back to relieve pressure on the nose gear, did a quick run-up, and took off for Fairbanks. On landing, I could tell that the tire was again flat as can be. Again, yoke full back, I taxied rapidly, with the nose gear barely touching the ground. The inner tube had to be replaced. But fortunately, there was no damage to the nose gear or tire itself.

THANK GOD, 2017 IS OVER!

Welcome, 2018. It is a new year. A fresh start. Each day adds more daylight making flying easier. No funerals – yet. God is good!

Report from Africa

*Email to Msgr. John Hemann,
NAPP Treasurer:*

Thank you very much for your email and very generous donation. It is great to be connected with NAPP. I still remember the NAPP meeting in Iowa in 2003, which I was able to attend when Mel (Hemann) was helping me with PPL/IR licenses. Time flies!

Just last year, we managed to start our new medivac company called [Arusha Medivac](#). Tons of paper work that never end.

It is great to be flying medical missions, though. The Navajo that we flew over the big pond with Pat (Patten) almost two years ago is doing a great job! I love the plane! We painted it white and red (red goes faster!). Quite often, I am flying it to some bush airstrips and it performs great; gets off the ground quickly and climbs well. Normally we are crossing about 170 knots. Our average emergency flight is about four hours.

Often, we are flying unfortunate/not-careful tourists after wild animal attacks. Just a few days ago, we flew a lady bitten by a hippo. She was very lucky to survive. Buffalos are also notorious for bothering people.

Most of our cases we fly to Nairobi in Kenya where people can get good medical help. Somehow, half of our flying is done at night, which is exciting. Recently, I changed all Navajo lights to LEDs – huge difference! Highly recommended.

Well, one more time, thank you very much for your great support and good thought. Keep us in your prayers!

God bless!

(Jack) Jacek Rejman, jaceker@yahoo.com

January 23, 2018

Editor's note: For additional background, see this article: [Wings of Hope gives flight to new medivac service in Tanzania](#) (St. Louis Review, May 6, 2016)



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two ratings. The ACS will eventually replace the PTS for all categories and classes. The next phase is set to finish the ATP, the Instructor in all the airplane categories and the Aircraft Mechanic's Rating by the end of December 2018.

An ACS has a Knowledge Section very much based on the old PTS. Let's take the example of steep turns. Does the applicant know what steep turns are in terms of bank angle, lift vectors in the angle and why they are practiced?

The new Risk-Management Section might throw a curve to the preparation. Each area of knowledge has some kind of risk inherent in the operation, which the applicant should know along with some ways of mitigating such risks. Steep turns need to clear the maneuver area to ensure a safe maneuver as well as the tendency to fixate on instruments inside the cockpit. Since the FAA emphasizes scenario-based learning, risk-management assessment usually comes in pro-

posed scenarios the applicant might encounter in the rating under consideration. For example, how would you deal with the failure of a steep bank to maintain prescribed altitude? What safety alternatives could you plan?

The Skill Section requires the applicant to demonstrate the maneuver or knowledge topic. This area is probably the most familiar to applicants who need to demonstrate operational competency for the rating being pursued. Using 35 degrees for a bank angle is very different from using 45-50 degrees of bank angle for steep turns. Anticipating loss of lift for steep bank angles helps you save the altitude loss so you get that nice reassuring 'bump' from disturbed air you just created in the turn.

Send your CFI questions to me at: moranec13@gmail.com. They may become the topic for the next CFI column.

Blessings and great tailwinds.

Discovering the desert's secrets, one dirt strip at a time

By Fr. Gene Murray

I've been staying at [Indian Hills Airpark](#) in Arizona for the months of January and February. There are about 75 airplanes on the field, and three times a week we fly out at 7:30 a.m. for breakfast.

I have a friend here, Tim Steier, who lets me fly his 90-hp Super Cub (he has two here). He has incredible faith in me or my insurance – I'm not sure which, but probably my insurance.

The weather here seems to be pretty much VFR every day of the week, so the weather is no problem and the winds don't usually come up until noon and then dissipate at around 5 p.m., so it is ideal "Cub weather."

Many of the airplanes on the field are taildraggers or suitable for back-country strips.

And so, when we fly out for breakfast, we will fly in a group and land at a predesignated dirt strip and walk to a nearby restaurant for breakfast.

All the pilots here know where the restaurants are that have dirt strips near them. There are about four within 30 miles. Every now and then, we fly to a hard-surface airport, but these are generally a little farther away. Places such as Kingman, Havasu, Seligman, Parker all have hard-surface runways and provide a variety of things to see, and all usually have a restaurant within walking distance.



Gene Murray and Tim Steier with the Cubs.

On January 24, we flew up to Kingman, 100 miles at 340 degrees, where they have a "boneyard" for old airliners that have used up all their useful life. There were probably 100 on the field waiting to be chopped up. It is kind of a sad sight.



On the way to Kingman, Arizona, (IGM), with an air speed of 100 knots and ground speed of 85.8.

On the return flight, we landed at a private strip. It's a one-way strip; you land uphill and take off in the opposite direction. That's not a strip for the faint of heart. The owner is a retired veterinarian from Alaska who lives there in the winter. Had a glass of water and a visit before we headed home.

I'm looking forward to February to discover more of the desert's secrets.



Airliners in the "boneyard" at the airport in Kingman, Arizona.

AROUND THE WORLD OVER THE POLES

MEL HEMANN

In the last NAPP newsletter, my brother John made reference to the Flyer's Rosary on the back of our membership card. That prayer was the conclusion of Max Conrad's talk at the 1964 NAPP charter convention. I thought I would take this opportunity to share what was probably Max's last official contact with NAPP. First, a bit of background to properly orient ourselves.

By the early 1960s, Max was probably the world's most famous GA pilot. He had negotiated special arrangements with Bill Piper to set long-distance records in Pipers. One last record remained...to fly around the world over the Poles. On November 1, 1968, Max left St. Louis in a Piper Aztec headed for the North Pole, Greenland, Iceland, France, Casablanca, western Africa and eventually the Atlantic to Rio de Janeiro, Brazil. There he put skis on the Aztec that would ultimately enable him to land at the South Pole. He left the southern tip of Argentina three times but on January 15, 1969, decided to abandon the attempt due to bad weather. I remember at the time the FAA in its safety clinics and publications saying "Even Max Conrad makes a 180."

On Sunday, November 30, 1969, Max departed



Max on the right at speaker's stand

on his second attempt. This time, he chose to reverse the course by heading to Hawaii, across the Pacific, Australia, etc. His departure point this time was his hometown, Winona, Minnesota. Max called me and asked if it would be possible to be there at 3:00 p.m. He said, "They've got all kinds of TV publicity and talks lined up. I think it would be nice if there would

be a bit of religion involved. Could you come and say a closing prayer and bless the plane as I prepare to leave?" It's hard to say NO to a request like that.



Mel and Max

Unfortunately this 2nd attempt was also problem plagued. Broken starter, alternator problems, mags. Waiting for parts got him way behind schedule and it took three attempts before he finally made it from New Zealand to the South Pole. He landed on January 21, 1970. Two days later, **January 23, 1970**, due to high altitude, over 9,000-foot elevation, grossly overloaded, poor runway conditions and unexpected sudden whiteout, Max crashed. The plane rests there to this day.

The following are excerpts from a letter I received from Betty, Max's wife.



Aztec at the pole

"Heavily loaded, the Aztec, shortly after takeoff from the Pole station, lost altitude and made contact

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with the horizonless white. Result: two bent props, damaged wing and landing gear. For Max: a pulled chest muscle and a cracked rib.”

“They kept him in sick bay a few days at Pole station where the doctor gave him a thorough checkup. All Okay. The aircraft, though not badly damaged, was in an area where parts are unavailable --- the nearest Piper distributor being Airwork, Ltd. in Christchurch, New Zealand.”

“Eventually, with cheerful Navy help, Max got most of the important components like the Collins radio, Bendix Polar-Path compass, others, out of the Aztec and packed into a Hercules bound for New Zealand. The skis are also in Christchurch.”

“On February 14, the men left Pole station until next November. A small carefully selected group remains through the coming nine months of winter, when it can reach 100 degrees below zero with powerful winds. Poor Aztec, how will she survive these next months?”

“The New Zealanders were most hospitable to Max both on the way down and back and for awhile the Flying Grandfather had many plans to take down two props and other necessities next November and repair the aircraft and carry on...but finances rear their ugly heads and so we are collecting the insurance, \$4,000.00 deductible and paying off the balance of the payments due.”

“What will be the next step? I cannot say, but will say that I have never seen Max so good, so vital, so young, so full of ideas...Wings somewhat clipped, he is reduced to his old Continental (car) given to him by a Baltimore fan, or the Aircoupe, standing engineless for lo these many months at Chicagoland airport. He has a new Continental engine ready to put in it, so eventually will be airborne again.”

“For the NAPP meeting in Ames, I’m sure you can count on him. He has much to tell and surely enjoys this group of exciting, air-minded, dedicated men.”



Flyer's Rosary on window of downed Aztec

POST SCRIPT

1. Max never made Ames. Ferrying a plane overseas.
2. Betty died 1971 in Arizona. Max died 1979 in New Jersey.

PERSONAL REFLECTIONS

1. Max had me give his daughter flying lessons.
2. I gave Max his only ride in a Whittman Tailwind.
3. Max had many long-distance records. I've sat in the following record-setting planes when Max visited:
 - a. Comanche N110LF. 1959 Flew non-stop Casablanca to Los Angeles, California.
 - b. Twin Comanche 1964. Non-stop Cape-town to St. Petersburg, Florida.
 - c. The Aztec that rests at the South Pole.
4. Max was a great friend and visited often when, as he said, "Just happen to be flying by."
5. He enjoyed the times he was present at NAPP conventions.

REST IN PEACE, MAX.



DIocese OF FAIRBANKS

1316 Peger Road · Fairbanks, Alaska · 99709 · 907-374-9500 · Fax: 907-374-9580

OFFICE OF THE BISHOP

25 January 2018

Rev. Msgr. John W. Hemann
481 N. Shore Drive, Apt. #301
Clear Lake, IA 50428-1368

Dear Rev. Msgr Hemann,

Please pass along my gratitude to the National Association of Priest Pilots for their generous donation of \$1,000 in support of our flying priest, Fr. Jim Falsey. The only flying I get to do is sitting in the back of an airplane on my way to one of our villages or to the Lower 48! The photo below was from my recent trip to three Yupik Eskimo Parishes: Kotlik, Emmonak, and Alakanuk, on the Lower Yukon River. I spent the two weeks leading up to Christmas in these villages. The photo was taken December 17 upon my arrival to Kotlik. I traveled via snowmobile to the other villages.

Our priest shortage is our greatest challenge with only 17 priests in active parish ministry to provide the sacraments to our faithful flock spread across 409,849 square miles of northern Alaska in 46 parishes. Of those parishes, 37 of them are only accessible by airplane, boat or snowmachine which makes ministry here dangerous, time consuming and expensive. Despite our challenges, there is hope because we currently have four seminarians and multiple discerners. Thank you for your personal donation to our seminarian fund and providing Josh some mentoring and "General" touring around!

God's blessings to you and please keep our diocese in your prayers as I will keep you in mine.

Sincerely in Christ,

†Most Reverend Chad W. Zielinski
Catholic Bishop of Northern Alaska
Diocese of Fairbanks





Flying Medical Service

P. O. Box 508
Arusha, Tanzania
East Africa

Email: fms@fms.or.tz
Facebook: Flying Medical Service
Website: www.flyingmedicalservice.org



January 28, 2018

Dear NAPP, c/o Rev. Msgr. John Hemann

Thank you for your generosity and support. Your donation helps us meet medical needs in parts of Tanzania that are distant from ordinary health care facilities.

Flying Medical Service is a nonprofit 501(c)(3) tax exempt charitable organization. Our tax ID Number is 25-1501364.

We have been in continuous operation since 1983. We provide medical assistance to anyone in need, regardless of religious affiliation, ethnic origin or ability to pay. Sponsored by the Spiritan Missionaries and the Catholic Church in the Diocese of Arusha, Tanzania, we strive to help people living in remote areas where sufficient health care and normal communication links simply do not exist.

Flying Medical Service now serves the health care needs in a large part of northcentral Tanzania. We provide regular medical care to dozens of remote areas by means of two single-engine aircraft (*see photos above*). Flying Medical Service also supplies rural hospitals with medicines and staff and makes emergency air ambulance service available throughout Tanzania, Kenya, Uganda, Rwanda and Burundi.

We see an average of more than 80 patients each day through our regularly scheduled visits to remote communities, mostly among the Maasai people. Patients can come to one of 26 grass-strip locations every two weeks. These vital services continue to operate thanks to donations such as yours which we acknowledge today with our sincere gratitude and appreciation.

Gratefully,

Pat Patten
Fr. Pat Patten, C.S.Sp.

We acknowledge your donation of \$ 1,000⁰⁰ made on January 15, 2018

We have not returned to you, as a donor, any goods or services in exchange for this donation.

<p>Donations: Due to foreign banking issues and occasional difficulties in the delivery of overseas mail, please send U.S. correspondence and donations to: Fr. Pat Patten, C.S.Sp. 1758 Manchester Blvd. Grosse Pointe Woods, MI 48236-1920</p>	<p>Other U.S. contacts: Michael Patten (Fr. Pat's brother) 1758 Manchester Blvd. Grosse Pointe Woods, MI 48236-1920 313-881-8787 thisismichael@att.net</p>	<p>Nancy and Don Danko (Fr. Pat's cousins) 2689 Wareing Dr. Lake Orion, MI 48360 248-391-1330 ddanko@comcast.net</p>
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