



VOLUME LI

OCTOBER 2013

NO 2



PRESIDENT'S COMMENTS

My friend, co-owner and flying partner Myron "Ron" Bodman DPM and I exercised the privileges conferred upon us by the federal government and conducted our annual cross country in early September. Our trip this year was probably one of our best ever.

Rising early on Saturday, September 7 we had our usual preflight weather briefing by phone and since everything looked great for our mission we met at the hanger at Medina Muni (1G5) at 8:45 ETD for a careful

preflight and wheels up by 9:30. The weather could not have been better.

By late morning we were making our approach into Frankfort, Kentucky and Ron's well-executed set up for landing provided me with a beautiful view of the state capital buildings dramatically situated amidst rolling verdant hills a mile northeast of Capital City Airport (KFFT).

As has been our experience on these many cross country trips, the FBO staff was friendly and accommodating. We topped off both the airplane and ourselves and less than an hour after landing Ron and I exchanged seats, switching our GPS devices, iPads and headphones from one side to the other. I fulfilled the duties of pilot in command without incurring any scolds from ATC and not scaring Ron more often than usual.

We landed without incident in Alabama at Madison County Executive Airport/Tom Sharp Jr. Field (KMDQ) much earlier than I had planned. The extremely efficient FBO staff pulled our previously arranged rental car right up to our airplane. We debarked, secured Skyhawk N6172D and checked in at the FBO office, and arrived at the Hampton Inn in Madison for about three hours of free time until the 5:30 Mass at the beautiful St. John the Baptist Church on Hughes Road.

I could not figure out how we ended up with such a leisurely afternoon with time for swimming or napping at the outdoor pool in

Madison, and then it dawned on me that we had unknowingly migrated into the next time zone. Gaining an hour was a pleasant surprise and resulted in Saturday being both exciting and relaxing at the same time. After evening mass we found a good dinner place right down the road from the hotel at the Bison Grille.

Sunday we visited the inspiring U.S. Rocket and Space Center (rocketcenter.com) where we spent several hours. A person could easily spend a few days there. I was happy to see a very large specimen of moon rock and the Apollo XVI capsule that had orbited the moon. These were in a huge exhibit hall built around a real Saturn V rocket. It is most likely the best preserved Saturn V in existence. Obviously it was never launched but it was the first Saturn V to be static tested right there at the Redstone launch facility. We were told that on that day, with all five F-1 engines running together at full throttle, windows a few miles away in downtown Huntsville were shattered.

Once again we had a leisurely afternoon back at the Hampton for swimming, napping, reading or whatever and since we struck gold with the dinner place on Saturday we decided to go back to the Bison Grille rather than look around for another place. We got back to the hotel in time for me to watch a new episode of the greatest television program ever (in my confident opinion), "Breaking Bad." That topped off another great day.

Ron and I met for an early breakfast around 6:30. Unexpectedly we found some critical changes to the earlier weather forecast resulting in a "hurry-up" departure status. We packed up and quickly found our way back to the airport to kick the tires and light the fires. This was the first time Ron and I ever encountered a "GCO" frequency for Clearance Delivery. Three mike clicks on 121.725 and you hear a telephone start ringing as a radio repeater converts the communication from the airplane's

transmitter into a landline. That was pretty cool!

We got our clearance and Ron conducted a smooth, safe, yet expedited takeoff in order to get in front of some advancing cells. The weather remained unremarkable throughout the flight back to Frankfort where we stopped once again for fuel and lunch. You really have to love the software applications that report fuel prices on line. Capital City once again distinguished itself for its hospitality, and also its low per-gallon rate.

Trading left and right seats once again Ron supervised my relatively safe takeoff during which we were once again treated to an outstanding view of the state capital buildings. Then things started to get interesting as our final flight to the northeast at 7,000' MSL included quite a bit of IMC (instrument meteorological conditions). We were in the soup much of the time, and almost never had visual contact with the ground.

Being careful to restrict all turns to the standard rate and all altitude changes to 500 feet per minute we finally dropped through the bases around 3,000 MSL near Wadsworth, Ohio from which Medina Muni could be clearly seen. Canceling IFR we made a visual approach and landing. We fueled and secured the airplane knowing that we had created a wonderful flying memory.

Sincerely,

Allen Corrigan / N6172D / 1G5 (Medina Muni, Ohio)

acorrigan@email.com

<http://priestpilot.blogspot.com>

<http://www.saintvictorparish.org>



Of Interest to NAPP Members

Paul Poberezny died Aug. 22 at the age of 91. Founder of the EAA, Paul was our guest speaker at the 1980 NAPP gathering in DePere and Oshkosh, WI. He flew his helicopter to St. Norbert College campus, our home away from home, landed on the grass outside the dorm, and walked in to the give the talk at our banquet. He also provided FREE ADMISSION to our NAPP group at the EAA gathering in Oshkosh.

May he rest in peace!

Your NAPP at work

In late July NAPP member Pat Patten, operator of Medical Flying Services in Tanzania, East Africa, called and asked if it would be possible for him to send one of his volunteers to Iowa to obtain her instrument license. Of course I agreed.

St Louis native and Wings of Hope volunteer, Elsa Klarich, arrived in Waterloo on August 12. CFI Pat has been checking Elsa out in MFS's Cessna 206 and also utilizing the time to give her initial instrument dual. The FARs require a minimum of 15 hours by a CFII so the first task was to transition Elsa from a C 206 to the mighty Cessna 152. Tuesday, August 13, we began in earnest with the flying and ground school. At 1:00 P.M. on Tuesday, August 20, Elsa drove out of the Waterloo airport with a new temporary instrument

ticket in her wallet ready to spend a couple of weeks with her family before returning to Tanzania.



Elsa, Mel and the C 152

You recall MFS annually is a recipient of NAPP's charity. It's nice to put a face on one who, with NAPP assistance, makes the lives of others a bit better when the Cessna 206 arrives in the bush.

2014 **NAPP NATIONAL** **CONVENTION**

Host: Al Ruschman
DATES:

Arrival Monday: July 7
CONVENTION
July 8 – 9

Departure Thursday: July 10

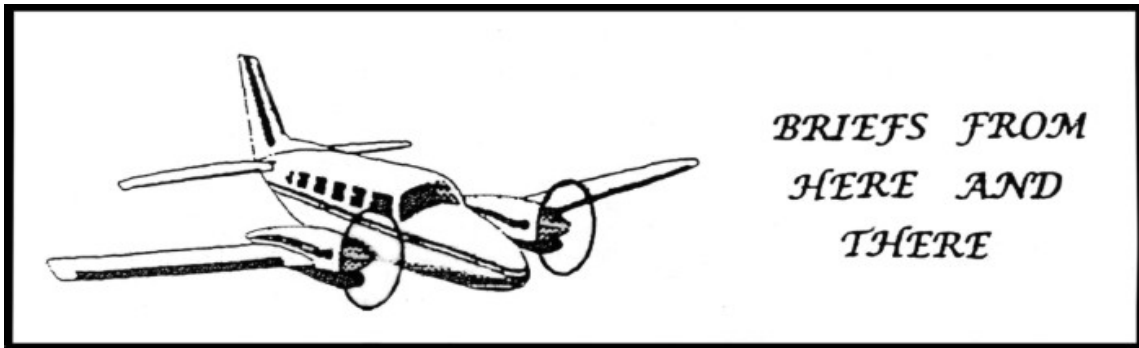
Airport: Private Fly-ins: **Lunken KLUK**
Commercial Arrivals: Cincinnati **KCVG** **Lodging:**
Hampton Inn, Wilder, KY.

*Details will follow in subsequent issues. Meanwhile,
get it on the calendar*

ADDRESS ALL CORRESPONDENCE TO:

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George Remm 8-9-13 writes

Dear Mel,

The new web-site is wonderful. Congratulations to John Zapp for a job well done. And of course thank you for the August newsletter. Sorry to hear of Knobby's death. The annual convention must have been a great event. I enjoyed the pictures and Allen Corrigan's description of the gathering. Enclosed are my dues for the year. I doubt that I will make the Midwest Regional get together on Sept 30 but I've reserved the dates for the National Meeting in Kentucky Best wishes to all.

George Remm

Thomas Weinzapfel from Texas

Hello Mel,

I'm amazed at the large number of charter members of NAPP still living. I'm 92 August 1 - - 1921-2013.

Dick Funke from Florida

Mel,

Thanks again for all you do and have done for the priest pilots.

God bless!

Dick

Of interest to NAPP 2012 Convention attendees

The Corning-Painted Post Airport in New York will receive \$390,000 from the Federal Aviation Administration improvement Program for a 50,000 - square-foot runway improvement. Meanwhile, the Elmira-Corning Regional Airport is in the process of preparing a grant application to upgrade the airports beacon lights.

YNN Central New York

From Tom de Young, Grand Rapids, MI

Hi Mel,

Failing health and the resulting loss of my medical have forced me to sell my plane and give up my love of flying, to sell my motorcycle, my Solstice,

i.e., all my toys. I'm forced to take up old man interests. DAMN! Shuffleboard anyone?

So, you can let my membership in NAPPING lapse. Good luck in your future endeavors.

Tom de Young

Old Spanish proverb: How beautiful it is to do nothing and rest afterward.

Remember what the ancient Romans said:
Edamus, bibamus gaudeamus nam cras moriemur

Ray Crowe, OMI from Tewksbury, MA

Hi Mel,

Keep up the good work. Jim Flavin, OMI, & I would like to go to the next meeting in KY '14.

God bless & be assured of our prayers

Ray Crowe, OMI

.Nick Rossello, Tonawanda, NY

Dear Mel,

Sorry to hear about "Knobby" Walsh. I had no way to hear he had died. If I had known I would have made the funeral. Rochester is only about 60 miles away.

Great newsletter. I enjoyed it immensely. The pictures were great. I just wish I could recognize more of our members. I did recognize some that I really knew.

Oh! Next year. Kentucky. I have some friends there. Perhaps I'll make it.

Keep wings level and you fly through life.

Nick Rossello

Owen Shanley writes from Broadalbin, NY

Mel,

Sorry for the lateness. I was very ill since last Christmas time. I had an operation on my bladder for a tumor. It was successful, but I got an infection from the catheter and everything went downhill from there. I've recovered very well. I've had some very good doctors.

Please keep me in your prayers.

Sincerely in Christ,

Owen

From Galena, IL Everett Hiller writes
Mel,

Thank you for your visit! It was perfect, need to do it again when it is possible. My health is stable – take my medicine as prescribed, insulin infusion every 4 weeks, pray, eat, and sleep quite regularly!!!

Hope your new Archbishop is doing well. Regards to your siblings.

God bless, Ev

William Winkler, OFM, Mount Nebo, Jordan

Dear Mel,

Please keep me current with NAPP. Mail is terrible here & I don't want to become delinquent.

Many blessings. Bill

*Archbishop Emeritus of Anchorage
Francis T. Hurley*

Dear Mel,

I just read the latest newsletter. It brought back many memories. All correspondence goes to you so that gives me a chance to say hello – and to thank the Hemann family for all their support of me.

Retirement is going well. At the beginning I continued to fly but realized soon enough that I was losing my touch, only a bit but enough to bring back a saying I once gave to others: “If you are not flying very much, quit.” It took me awhile to follow my own advice. I stopped just short of 5000 hours and my license and flight review were current. Occasionally I miss the flying, mostly when I recall my floatplane in Juneau. 7904V got me around to many canneries and lumber camps, none of which had been visited by a priest.

Someone once asked me what we flying priests do at the NAPP conventions. My answer: A bunch of priests from various parts of the U.S. get together, tell a lot of “lies” about exciting and daring flying, go to confession, and then go home. I always enjoyed hosting the NAPP in both Juneau and Anchorage.

I'm sorry I missed being here when your friends came through in July. I was in California attending the wedding of a grandniece.

My greetings to all the NAPP. You are all in my prayers.

God bless, As ever, Frank

James Flavin, OMI writes from Tewksbury, MA

Hello Mel,

I'm sorry I missed you and the NAPP Convention in Rapid City. I was hoping so, but life put up roadblocks. Next year for sure.

I am getting checked out in a Piper J3 Cub this September. I've been looking for an opportunity for 45 years.

I am well, thank God. I hope you and your brothers and the others at NAPP are prospering too!

I'll have to learn to hand prop.

James Flavin

P.S. \$50, my dues + for this year.

From Hastings, NE Ivan Vap writes

Mel,

Dues are on board ... keep up the good work! I am very sorry that my ordination class continues to meet the same week that N.A.P.P. meets – we are now 59 years and still going.

Ivan

Seminarian Matthew Giacomuzzi writes

As mentioned in the August Newsletter, I paid a visit to the humble town of Cedar Falls, Iowa the weekend of June 28th-29th. I learned that it was not so humble and took great pride in their native Cedar Falls hero, John Livingston, famous in the 1920s and 30s as a race pilot. (John was the inspiration for Richard Bach's book, *Jonathan Livingston Seagull*). I was studying at Creighton University a few hours away and thought it would be the perfect time to meet this Fr. Mel whom I had heard so much about. What a wonderful time it turned out to be.

I arrived at Livingston FBO, Waterloo Airport, and felt as if I had known Fr. Mel for years. We talked and laughed for a good hour before we flew in his RV 6 and a tour of Cedar Falls from about 800 feet. We even flew over the parish where Fr. Mel celebrates Mass.

At lunch I told Fr. Mel it had been about a year since I had flown and was in need of a Flight Review. The next day after Mass celebrated by Fr. Mel, eating a well prepared breakfast by the KC's, we drove to the airport for my flight review. It was an honor and a privilege to fly with such an experienced pilot, but even better to fly with a man who loves his vocation as a priest of Jesus Christ.

My visit to Iowa turned out to be better than I could have imagined. I thank Fr. Mel not only for his hospitality in accepting me that weekend, my Flight Review, but even more for his witness to the love of Jesus Christ and His Church, his love of aviation and serving God's people through it.

NAPP MIDWEST REGIONAL MEETING Waterloo Airport – September 30, 2013

11 NAPP Midwest members gathered in the Livingston Aviation conference room for a very interesting and informative day. Host Mel Hemann, Tom Geelan, Phil Gibbs, Bob Lacey, John Hemann, John Herzog, Bill Menzel, Gene Murray, Jack Paisley, Al Werth and John Wolesky arrived by car and plane from Iowa, Kansas, South Dakota and Wisconsin about 10:30 A.M. About 11:30 they gathered, along with program presenter Bill Fox, at Z's restaurant for a sumptuous noon repast. At a short meeting the decision was made the next gathering will be hosted by Gene Murray on Monday, April 28, 2014 in Cherokee, IA. (KCKP). (*Put it on the calendar*). About 1:00 P.M. 6 or 7 local pilots joined us for Bill's presentation.



Bill Fox is a retired engineer who spent most of his life working with the fabled Kelly Johnson in his famous "Skunk Works." This group was responsible for the design of many of this country's most famous aircraft. Monday's presentation focused primarily on the design and development of the SR-71 Blackbird while also



touching upon other "birds" created by this group. Everyone was enthralled as Bill shared the difficulties the engineers

encountered as they dealt with Mach 3+ speeds, high & low temperatures, materials to withstand it all and the necessary precautions needed to safe guard the pilots.



An unbelievable incident occurred as two California pilots landed in Waterloo. Jim Barrilleaux, above, was an Air Force and NASA U2 and SR-71 pilot. Jim attended our meeting and the sharing between Bill and Jim gave us an unbelievable account of flying we'll never know.



It was a wonderful day for everyone, NAPP members and their guests.

<http://youtu.be/2TzB0XxsyOQ>

The above you tube connection is a video by Bob Lacey of some of the program we experienced. To view, copy this link in your browser. As Bob says, "the video is not too great but the audio is excellent."

Don't forget the next gathering on April 28, 2014 in Cherokee, Iowa and the national NAPP conference July 8 – 9, 2014. See You!!!

*Your 2014 NAPP Dues are now due.
Use this form to send your dues to me
Or
Use Pay Pal electronically.*

(Go to: www.priestpilots.org and click on **Pay Now**)

**REV. MEL HEMANN
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*Any questions contact me at
319-230-4957*

Or

n298mh@cfu.net

N.A.P.P. DUES -- U.S. \$25.00

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Type of Member: _____ Charter _____ Regular _____ Associate

YOU HAVEN'T PAID YOUR 2014 DUES

KINDLY DO SO AS SOON AS POSSIBLE

THANKS