



VOLUME L

FEBRUARY 2013

NO 4



PRESIDENT'S COMMENTS

Here in Northeastern Ohio my flying partner Ron Bodman and I have not gotten in much aviating for the past few months. The weather has simply not been in our favor. As is probably the case with many of our members, even when the weather clears up the areas around the hangars and the runways may not be very clear. Occasionally we've had great flying weather but a buildup of snow and ice that makes it impossible to open the hangar.

I remember last year at this time I made a few suggestions as to how to best use "downtime" during the winter months. The first of them

was to startup the old reliable MS Flight Simulator and keep the instrument scan sharp.

That reminds me of a story from a few years ago after a flight with an instructor early in the instrument rating instruction. We had gone on a training flight during which I performed rather poorly. Returning to the FBO and the pilot supplies shop there my instructor asked me go up to the counter and ask, "Do you have an instrument scan here?" It took me a few moments to realize that the joke was on me.

This would be a good time for us all to do a calendar check and make plans to attend the annual convention in Rapid City. The dates are Tuesday, July 9 through Wednesday, July 10. I certainly plan to attend and I hope we have a record number of members present.

Meanwhile Ron and I are hoping for some decent weather in February and March. A few months ago, our training flights were great, and both of us were demonstrating proficiency with the instrument flying. But a lot of rust can develop in two or three months, and I'm eager to get back in the saddle!

Sincerely,

Allen Corrigan
N6172D / 1G5 (Medina Muni, Ohio)
acorrigan@email.com



- . On January 1st I mailed the checks to the recipients voted on by the NAPP membership last July. .
- * \$1250.00 to Fr. Pat Patten's Flying Medical Services in East Africa. (FMS)
 - a). \$1,000.00 from NAPP
 - b) \$250.00 gift from the Browns
 - ++ c) \$100.00 gift from NAPP member
 - * \$1000.00 to the Diocese of Fairbanks, AK
-

In this newsletter you will find the following:

1. The President's Comments
 2. Messages from the above named recipients of our annual gift
 3. Several stories about some of our members
 4. An interesting tid-bit from my sister
 5. Gene Murray's adventures in retrieving a Colorado Piper Pacer
 6. Reservation sheet for the 2013 Convention in Rapid City
-

A couple of words about the NAPP Reservation form.

You will notice the information for

attending the convention will be sent to Bishop Gruss's secretary, Teresa Spiess. The only information to be forth coming is the recommended FBO. That will follow in the next issue of the newsletter.

The lower portion of the reservation sheet has the information that pertains to our lodging. We will be staying at **TERRA SANCTA**, the diocesan Retreat Center. As is our custom, **you** are responsible for making that reservation directly with the Retreat Center

To make your reservation on line simply follow the instructions at the bottom of the reservation form. When you open that link all the information regarding the rooms is there.

If you are mailing or calling in your reservation, it is important to know there are two options available:

Family Style - \$68.36/night. Two beds and private bath.

Monastic Style - \$29.30/night. Two twin size bed, in-room sink and bath down the hall.

WE HOPE TO SEE YOU IN RAPID CITY

REMINDERS

**2013 NAPP CONVENTION
RAPID CITY, SOUTH DAKOTA
July 9 – 11, 2013**

**MIDWEST REGINAL MEETING
Davenport, Iowa
Monday, April 29, 2013**

Details will follow

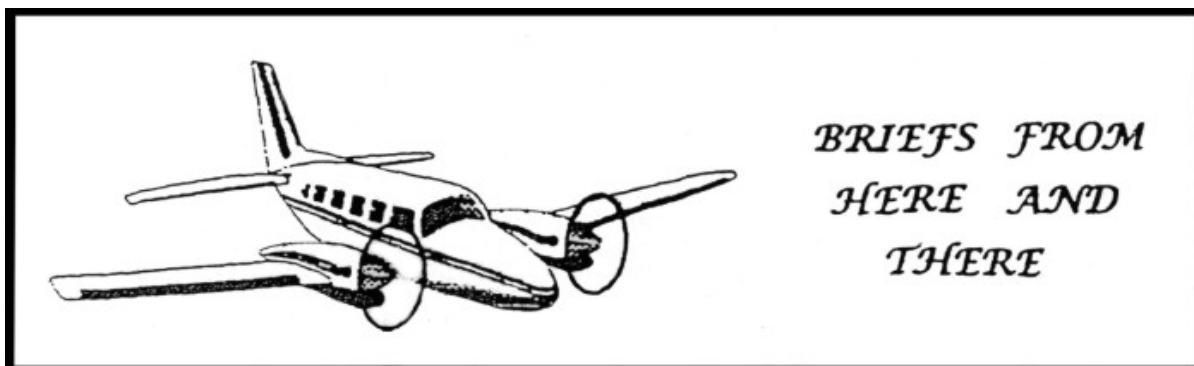
DON'T FORGET

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN
127 Kaspand Place
Cedar Falls, IA 50613-1683
319-230-4957

email: N298MH@cfu.net





*The following comes from Pat Patten.
Tanzania in December*

Hello Mel!

Belated greetings from a grateful NAPP member in a beautifully rainy northern Tanzania. We at Flying Medical Service would like to thank you and all the members for your kind gift of \$ 1,000 to the Flying Medical Service once again this year. We'll use it well.

We've flown our two 206s almost 1,100 hours from January through November. We burn a point-to-point average of about 13 gallons per hour on an economy cruise setting, and pay \$ 9.31 a gallon for that fuel. Fortunately, there is no tax on avgas here!

But that's probably not what we'll spend the money on. More and more we come across cases like this: We found an elderly man lying for two full months at a remote rural hospital 120 miles from here. He had a broken hip. All they could do there was keep it in traction. It wasn't healing. Problems like this can now be fixed at a new orthopedic hospital right here in Arusha. So we brought him after one of the regularly scheduled clinic flights to his area. They fixed him up right away with an artificial femur head, and the next day he was walking. Total cost for a partial hip replacement including surgery, hospitalization, medications and physiotherapy: \$ 933.00. But that's not all. He's blind. He went blind about 10 years ago and moved to this remote area where his daughter lived. She cared for him. But she has since died and he had no one. So we'll arrange to have his cataracts removed when the eye surgeon comes for a visit. He can walk again; and he'll be able to see and to take care of himself once more.

Absolutely life transforming. Thanks for helping make things like this possible.

On a sadder note we heard about your brother Ev's death. I don't know if you remember from your visit here, but we have a beautiful word in the Swahili language which doesn't really translate well. The word is "pole" (pronounced POH-lay). It literally means "cool down." But it is used in all sorts of situations, from weddings to graduations to funerals. It conveys something of the following: While I know that I can never fully appreciate exactly how you feel, to the extent that I can, know that I am with you. Mel, I wish you and all at NAPP "pole" for Ev.

Grateful for another year's membership,

Pat Patten
Flying Medical Service
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Arusha, Tanzania
Phone: +255-(0)27-250-8760
Phone: +255-(0)27-250-8583
Phone: +255-(0)784-416217
Web: flyingmedicalservice.org

*This from Bishop Don Kettler, Fairbanks, AK
January 10, 2013*

Dear Fr. Mel,

Thanks to you and all priest pilots, Inc. for your kind and generous gift. Your \$1,000.00 is a great help to us.

It's not like Florida here. We've already had - 50 degrees.

Do have a blessed, healthy and happy 2013.

God bless!

Bishop Don

A HUMAN INTEREST STORY



MEL and IKE

Early in November I got a call from Ike Leighty and he said, "I want to fly. It's been 10 years and I want you as my co-pilot". Ike had just celebrated his 97th birthday. Needless to say he did a good job and we're scheduled next November to celebrate his 98th birthday.

Last July I got a call from a retired airline pilot in Chicago. He was going to be in Waterloo and wanted to spend an hour with me in the C152. This was the 3rd year we'd been doing this. This time he came in with a current medical with the hope I would solo him – which I did. At the end of his solo flight he came in jumping for joy exclaiming "as I taxied out I realized this was the first time in 40 years I was alone in a plane. I started flying for North Central Airlines 40 years ago and today is the first time I've been alone in a plane. What a great feeling!" When asked what plane he last flew he said, "A 747."

We gave him a shirt saying "I soloed at Livingston Aviation". The thrill is always there.

From my sister Lucy
I Just Realized Something.
It just hit me!

My dog sleeps about 20 hours a day. He has his food prepared for him. His meals are provided at no cost to him. He visits the Dr. once a year for his checkup, and again during the year, if any medical needs

arise. For this he pays nothing, and nothing is required of him. He lives in a nice neighborhood in a house that is much larger than he needs, but he is not required to do any upkeep. If he makes a mess, someone else cleans it up. He has his choice of luxurious places to sleep. He receives these accommodations absolutely free. He is living like a king, and has absolutely no expenses whatsoever. All of his costs are picked up by others who earn a living. I was just thinking about all this and suddenly it hit me like a ton of bricks.....

My dog is a CONGRESSMAN !!!!!!!

This one from Nick Rossello in New York

Dear Mel,

First of all, a note of thanks for your "little script. I have paid my 2013 dues." It's tough for older guys to remember what we did even yesterday. You just saved me from writing another check.

Second. Well, I finally moved to one of our priest retirement homes. Following is my new address:

Rev. Nicholas Rossello
O'Hara Residence
69 O'Hara Road
Tonawanda, NY 14150
716-695-17614

I've been here about two months. It's been good. I don't have to go shopping for food, or cook, laundry, clean the apartment, pay TV. In a way it's great.

It was good being with you and the NAPP members in July. It was good to see, and be with, some good priest friends. Our NAPP is great. It was good that Tony Attea got me into flying. If it wasn't for him I probably never would have learned to fly. I enjoyed it and still do although now I am on the ground.

George certainly did a good job hosting the convention.

Well, I guess that's about it so here's wishing you a Blessed and Merry Christmas and a Happy New Year.

As always in Christ,

Nick

The Saga of the Retrieval of Piper Pacer N8632D from Colorado Springs

Gene Murray

It was early December when Dave McKenna received word from Rudy, the mechanic at Meadow Lake airport in Colorado Springs, that he had completed the annual inspection on N8632 Delta. It was a 1957 Piper PA22-20 that Dave had recently purchased from C. Dewey Reinhard of Colorado Springs. Dave had received word on December 2 that the annual was complete and that he could come and get the airplane. And so Dave arranged for his uncle Gene, a 4,000 hour pilot with 3,000 hrs of tail wheel time, to accompany him to Denver via commercial airliner and fly the airplane from Meadow Lake Airport (FLY), Colorado Springs to Cherokee, Iowa (CKP). Our plan was to fly to Denver early on Tuesday morning, drive to Colorado Springs right away, get some dual instruction and have all day on Wednesday to fly back to Iowa.

There were several concerns about the trip. They centered around the condition of the aircraft, the weather which is very changeable in Iowa in December, short daylight hours (it gets dark around 5:00 pm) and flying an unfamiliar aircraft which has a reputation of being easy to ground loop on landing.

The Aircraft

When we first heard about the aircraft for sale, we heard it was out of annual for three or four years but that it had always been hangared and well kept. It turned out that the plane was last annualized in 1999 but upon a cursory inspection of N9632D by John Capone and Paul Murray, both pilots but non mechanics, recommended that Dave buy it. They said it was in very good condition had nice paint and good radios.

It appeared that it would easily pass an annual inspection. The operative word is easy, not inexpensive. So Dave sent a check for the airplane and arranged to go pick it up after an annual inspection was completed. When Dave and Gene arrived at Meadow Lake on Tuesday 12-11, 32 Delta was in the shop, inspected and ready to go or so they thought. When we went to start it up and run it, the throttle was sticky and extremely difficult to push in or pull out. So we pushed it back in the hangar and tried to limber up the throttle cable with penetrating oil to no effect. The next day, Dave and Gene, frustrated and impatient, drove to Univair in Aurora, Co, a distance of about 90 miles to get a new throttle cable. They returned at 2:00 pm to install it, a procedure that should have been relatively easy task, hoping we might still be able to get a little dual instruction yet that afternoon. By 5:30 pm the throttle was still not installed completely. We drove back to the motel that night fearful that we might not be able to fly it back the next day. The question was would it be ready to go on Thursday in time to fly back to Iowa and would the good weather hold.

Early on Thursday 12-11, we arrived at the airport to find that the throttle was still not working properly, the problem was a 3/16 clevis bolt that wasn't long enough. It was finally completed and cowled by 9:30 am. Gene test flew the airplane with an instructor by the name of Bart Jones, for about 45 minutes while Dave anxiously stood on the ramp watching and hoping nothing went wrong with his new baby. It operated satisfactorily and Gene managed to make three landings before they returned to the ramp as Dave breathed a sigh of relief.

The Weather

The weather in December in Iowa is not predictable with any great accuracy. One day can be nice and the next can be cold and snowy. Nevertheless we watched the weather predictions for a week prior to our departure and the weather was forecast to be good on Tuesday and Wednesday, 12-11,12. The weather was cold and snowy on Sunday and Monday but true to predictions turned sunny and mild on Tuesday. We arrived in Denver

At DIA early on Tuesday (7:30am) and John Capone and Larry Johnston, two good friends from Denver, were waiting at DIA airport to drive us down to Colorado Springs. They had watched the progress of our flight on *Flight Aware* and picked us up as soon as we arrived. When we arrived at Meadow Lake airport we began the *waiting game*. We waited for the instructor who was supposed to come and give us a check ride. He didn't show and didn't answer his phone. About 3 pm and tired of waiting, Rudy, the mechanic, said he would give us a check ride. That's when we discovered the sticky throttle so we pushed it back in the hangar and waited some more. Meanwhile we kept looking up at the cloudless sky, keeping our impatience in check hoping that the penetrating oil would do what it was supposed to do.

Wednesday dawned with sunny sky. There was no wind and mild temp. We were greeted at the airport with the news that we would have to go to Univair and purchase a new throttle cable. There would be no flight to Iowa today. What would the weather be like tomorrow? We had two consecutive days of good weather already, could we hope that we would get there in mid December? All we could do was hope. We rented a car and drove 90 miles to Aurora, Co, retrieved a new cable and returned to

Meadow Lake by 2 pm, in time to replace the old one and maybe get an hour of dual by the end of the day. All the time looking out at the sunny sky and 50 degree weather wishing we could be flying and on our way home.

The forecasters were beginning to speak of a weather change on Thursday afternoon so we arrived at the airport on Thursday morning hoping to get into the air by 10 am. Meanwhile Thursday morning dawned clear, light winds and warm.

Short Days

Coupled with the unpredictability of the weather was the fact that under normal conditions the flight would probably take over 5 hours. It goes without saying, we were anxious to leave Colorado at a fairly early hour because we would cross into the central time zone on the way back and lose an hour on the clock. There were further delays on Thursday morning. The plane was still not back together by 9 am, and waiting for the airplane to get fixed was quite taxing to say the least because I (Gene) thought our absolute deadline for departure would be 11am if we were to get home before dark. I still had to get enough dual to feel comfortable flying the plane and that would take at least an hour. Finally they got the plane back together by 9:30 am. The instructor and Gene hopped in and flew for about 45 min. After we landed we had to top off the plane and Dave had to pay the final bill before we departed. When you are in a rush everything seems to get done in slow motion and this was no exception. Bills paid, we finally loaded up our gear and started to taxi to the other end of the 6000 foot runway. It seemed to take forever. At last, we were airborne at 10:45 am. None too soon. As it was, we thought we would arrive back home by about dark. We were hoping for a tail wind, if it turned

out that we had a head wind we would be in trouble..

Flying the Pacer

We departed to the north and made a right turn slowly climbing to our on course altitude. Since field elevation at FLY is 6840, we only had a short climb to 7500 ft. and the terrain immediately began to fall away so we planned to stay at 7500. We had our 396 Garmin for cohrlenurse guidance along with the appropriate sectionals and a good VOR so situational awareness was not problem. Our first bit of relief came when we noticed at cruise that we were making 122 kts. Over the ground which was about 15 kts over estimated cruise speed. I said a little prayer that the tail wind would keep up for the whole trip. We would need it to get home before dark. Although the Pacer may have a reputation for being easy to ground loop when landing, in the air, it is a pussycat and is very stable as are all the Pipers. Since we didn't have time for Dave to get any dual instruction, I did the take offs and landings and Dave did most of the on course flying.

The first half hour was fairly tense with flying the airplane, listening to the engine for any sign of problems and a sticky mic button. We were in the air about 5 or 10 minutes when I noticed the engine noise was constantly coming over the headset so I pulled out the mic jack and sure enough a call came over the radio. Aircraft that left Meadow Lake about five minutes ago, you have a stuck mic button.

The engine never missed a beat but nevertheless its condition was always on the back of our minds. At one point Dave looked out over the country side and remarked he really didn't see any good places to land down there. I never said anything but I was thinking the same thing.

Flying over the high desert of Eastern Colorado in a 55 yr old airplane that has not been flown for 12 years can be a little disconcerting. As time progressed nothing went wrong with the airplane and we became more confident in its performance.

We had been in the air for 2 hrs and 15 min when we approached Lexington, Neb.

Winds were light and right down the runway. We touched down at 2:00. We had the most difficult 290 miles behind us and had averaged 127 mph. which was good news. After a very quick turn around, topped off the tanks, checked the oil and went to the bathroom we were back in the air in 15 minutes heading north east. At 3.45 we over flew Norfolk and contacted Sioux City Approach. Crossing over the Missouri River just south of Sioux City, we headed for Cherokee, our final destination landing at 4:20, 30 minutes before dark. We were two happy and relieved pilots when we landed.

Epilog

The engine ran well and burned a little over 8 gal per hr and used hardly any oil. There were a few easily remediable glitches but all in all the plane performed well and got us home in good time. I think Dave still has a smile on his face. His very own new-to-him airplane is home and he can go to the hangar and rub its sides anytime he wants.

Jack Wehrlen, New Jersey, had this with his dues.

Mel,

Your brother and your family are in our prayers, I've been flying a Champ but sadly less and less every year.

Safe flying, Jack

NAPP NATIONAL CONVENTION

July 9 – 10, 2013

RAPID CITY, SOUTH DAKOTA

**IFR/VFR Flyins: Rapid City Regional (KRAP) Host airport
FBO:**

Commercial Flyins: Rapid City (KRAP)

HOST: BISHOP ROBERT GRUSS

Please phone, e-mail or mail RSVP by Friday, June 28, 2013

NAME _____

CELL PHONE _____ **EMAIL** _____

ARRIVAL DATE _____

By: Pvt Plane N _____ **-ETA:** _____

By: Car _____ **ETA** _____

By: Commercial Flight _____

DEPARTURE: _____

RESERVATIONS TO:

Teresa Spiess

PO Box 678

Rapid City, SD 57709-0678

Email: tspiess@diorc.org (O) 1-605-343-3541 (Fax) 1-605-348-7985

**YOUR HOME AWAY FROM HOME
TERRA SANCTA RETREAT CENTER**

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Rapid City, SD 57702

Phone: 1-605-716-0925

Email: stay@terrasancta.org

BOOK YOUR OWN ROOM

To make your TERRA SANCTA reservation on line go to the following link:

<http://terrasancta.org/napp-national-convention/>

(click: "Open Hyperlink" to open above)