



VOLUME XLIX

DECEMBER 2011

NO 3



THE PRESIDENT'S MESSAGE

This time we will stay on the subject of technology. As you will recall, in the last newsletter I mentioned how we can use technology in ministry in order to serve more effectively while buying a little bit of extra time each month in the cockpit. An example of that was the utilization of the excellent website www.catholicweddingplanner.com for marriage preparation. The logic presented in the last column was that a little extra flight time each month might have the desired effect of making us better and safer pilots.

Moving another step forward in this direction of technology, I have set up a National Association of Priest Pilots group on the popular social networking site "Facebook." The group name is easy: "National Association of Priest Pilots." Pretty easy to remember!

Do you have a Facebook account? If you do, please do a search for our Facebook group and make a membership request. As

administrator I will accept membership from anyone listed on the NAPP roster. Having our own group in Facebook will enable us to easily keep in touch with each other throughout the year.

If you are not a member of Facebook, setting up an account is easy. Just go to www.facebook.com and sign up. Maybe you never joined because you could not think of a good enough reason to do so. Now we have our own NAPP group. So sign up and let's keep in touch with each other!

I can think of two very important reasons to join the NAPP group on Facebook.

The first one is Pictures! For any of us who have a hard time pinning a face to a name having our pictures and names will be a great help. This is particularly so for those who have not been able to attend a national or regional meeting for a while. So please sign up and post a picture of yourself.

The second reason is also Pictures! But not so much pictures of ourselves, but pictures of NAPP events. We've had guys take lots of pictures at the conventions, but we don't always get a chance to see them. Having a group means we can all have easy access to one another's pictures of NAPP gatherings. So please sign up and post your pictures of recent NAPP happenings.

The last few months have been pretty busy for those of us in parish work due to the implementation of the 2010 Vox Clara transliteration of the Roman Missal. By the time this newsletter is circulated we will have had a few weeks exposure to the new

product. What have your experiences been with the transition to the new text? This is a discussion we could have with each other using our new group site on Facebook.

Another theme in the last column was that of “safety.” What are we doing to stay safe as pilots even though the next few months may present us with weather that will not permit regular flights? Although I’m only a private SEL instrument-rated pilot, I humbly provide a few suggestions for keeping sharp even though our birds are snuggled in their hangars:

- Start reading and study for the next rating.
- Get ready and take the written for the next rating.
- Keep sharp with the instrument scan by using a home-based simulator like MS Flight Simulator. Even though we can’t log the time, it can keep the scan fresh during the winter months!
- Catch up on all those piled-up AOPA and other magazines that stacked up during the summer and fall. Pay special attention to any articles pertaining to safety.
- Visit our a/c’s in the hangar occasionally and keep an eye out for birds and other critters (or their signs) to make sure they haven’t been taking shelter under the cowling.
- Use the winter downtime to review handbooks and instructions on various systems such as GPS and other equipment. Practice inputting flight plans into handheld GPS units so that their functionality becomes second nature. As we know, in-flight is no time to figure out how a piece of flying equipment works.
- The same goes for all of the internet-based flight planning interfaces. Try out some of the new online planners and see if they are an improvement over what you’ve been using.
- Is there some knowledge-based area of flying that has gathered some rust? Buy a couple hours of ground instruction from your favorite CFI and brush up. Even though

there’s ice on the runway, there’s always more to learn about flying.

- Not flying because of the weather this time of year? Maybe use the time to arrange a visit at a nearby tower or ATC facility. Such tours may be hard to arrange in these post-9/11 years, but they can be had and many of us have the connections necessary to make such a visit possible. I’ve always learned something important on tours like that – and winter is a great time to conduct one.

In short, there are things we can do even during downtime to stay sharp and to remain safe pilots. Safety is always key. At least that’s according to your private SEL instrument-rated President. But I can’t imagine that our CFI, CFII and MEI members would say that there’s anything more important than safety.

My weekly flying partner, Dr. Myron Bodman, DPM, and I usually fly on Wednesday mornings. That generally begins at 8:15 AM Local with a conference call to discuss the mission and the weather. Even though often we are virtually sure we won’t be flying due to the weather we still conduct the briefing and discuss the weather and weather systems in detail. During our teleconference we sometimes discuss new weather products available on the Aviation Weather Center (<http://aviationweather.gov/adds/>) website. That way, when the good flying weather returns we are super-sharp with our weather planning and decision-making skills.

So, not flying much this coming winter because of the weather? That’s an unfortunate result of living in a world with “climate,” – but let’s all use the time on the ground to stay sharp and stay safe!

Sincerely,

**Allen Corrigan / N6172D /
1G5 (Medina Muni, Ohio)**
acorrigan@email.com
<http://priestpilot.blogspot.com>



Several weeks ago, Mark Menacher from California sent the following:

It appears as if the FAA wants to charge for downloading approach plates. There is an online petition about which I read in AOPA e-Brief. He then listed several web site connections on which to respond. I won't list them because the appeal date is Dec. 13 and too late for us. What is it about?

Like the Postal Department, Congress requires the FAA to pay its way. The FAA supplies all printed documents to the vendors: Your local FBO, Jeppesen, Seattle Avionics, Sportys, AOPA, etc. When they made available the "download process" and electronic charts the FAA lost a multi-million dollar source of income. E.G., For the Part 135 (Charter) operation in Waterloo the annual cost for all required charts is \$1200+. On my iPad for \$75.00 a year I have access to VFR Sectionals, low/high enroute IFR charts, all approach plates, airport diagrams, A/FD, etc.

I have all this information for the lower 48 states and it is always current. Obviously the FAA decision has saved thousands of trees while simultaneously resulting in the loss of millions of dollars that need to be recouped.

The FAA has a December 13 meeting with all the vendors, etc. to determine what the future holds in store.

Meanwhile, we wait!!!

Several weeks ago Fr. Bob Lacey from Dakota Dunes, SD sent a series of pictures from the July 2011 NAPP Convention. I have forwarded them to John Zapp and he will try to put them on the NAPP website. When he completes that they can be viewed in the GALLERY site.

John has also activated the EVENTS section of the website. Any events that are planned are posted. Take a look and you'll find next July's NAPP gathering listed.

A couple of interesting articles from some interesting members in Pennsylvania:

1. Father Joe McCaffrey sent some info on the dedication of his new church last year and an edited version of his bishop's response in the diocesan paper.
2. Msgr Joe Dooley never loses his sense of humor as is evidenced by the material he shares with us.

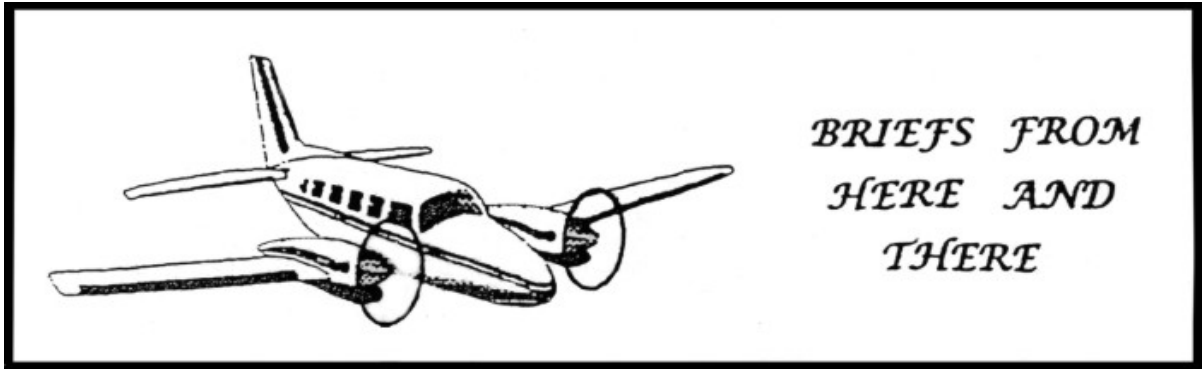
Thanks Guys.

**REMEMBER: NAPP CONVENTION
July 10 – 11, 2012
Elmira, New York**

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN
127 Kaspand Place
Cedar Falls, IA 50613-1683
319-266-3889
email: N298MH@cfu.net





*Bob Lacey sent the following from
Dakota Dunes, South Dakota*

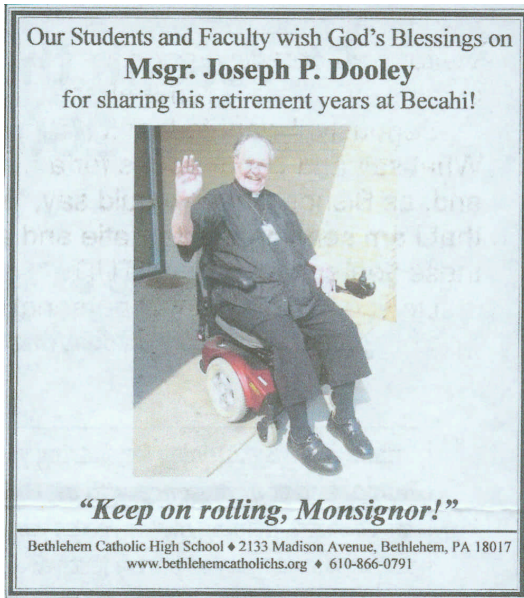
If you have room in the next newsletter, please relay this message: I am thankful to one of our members who gave me a real turn and bank indicator for my little Cessna 140 – I have been flying with only the ‘ball.’ If anyone has any other Gyro instruments or venture systems for a 140 or other aircraft, I would be interested in those items.

Being in the air in the 140 is great and these would make life with the angels just that much more enjoyable!

-Bob Lacey

*From Msgr. Joseph P. Dooley
Bethlehem, PA
On the occasion of his 55th anniversary*

Dear Mel,



Sorry for the delay of the dues ... had all

kinds of physical problems and first things came first. However, for my penance keep the \$50 for this year and I'll be expecting to pay for next year when due. I'm not complaining, in WW II I was left for dead and here I am still perking along.

Perhaps an explanation is due on navy after army: was hinted at discharge I would be a good trainer for new parachutists in national guard ... so navy seemed a good way to cover my tracks. Got early discharge to enter seminary.

Joe Dooley

Associate member John Daughenbaugh's listing from Hendersonville, TN has an error in the NAPP Directory. A portion of his phone number didn't make it. Here are the latest he sent me.

615-579-4815 John's cell

615-822-4815 Katrina, John's wife's cell

John says he is also parting with his C 210. If anyone is interested, you now have the numbers to make the connections.

THE DUES

1. If you get this via USPS and you have not paid your 2012 dues there will be a reminder in the envelope. If there is a new membership card enclosed that means you have paid and are current.
2. If you get this electronically there will be a message at the beginning indicating whether or not you have paid. Those who have paid since last issue will get your new membership card in the mail.



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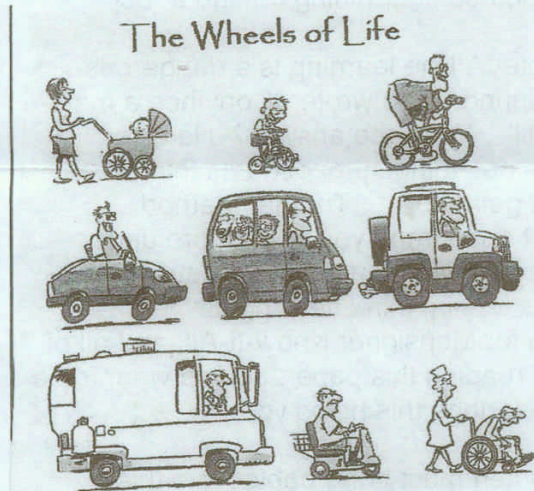
**Monsignor Dooley
Bethlehem 610-216-9259**

Mel, I put this ad I put in the A.D. Times, our diocesan paper ... what a nutsy thing to do! I got 15 offers, now have one at the high school, one in the garage and the rest, were redirected to convents with elderly Sisters. All given to us FREE!!!

As you see in the cartoon to the left in "The Wheels of Life", I am now on my next-to-last vehicle. I gave my Chevy van to St. Joseph's Parish when I left there; besides normal parish usage, on weekends it also takes the Youth Clubs to the Pocono ski area...that is great!!!

In the cartoon they missed three of my favorite wheels: my steering-wheel fishing boat, a Kawasaki motorcycle and Piper Warrior airplane with variable pitch prop and retractable wheels. I have been so fortunate because, like the powerchairs above, these were obtained by wheeling and dealing with many generous people.

Mel, I have been a very lucky person. I tell the kids in high school, the harder I tried, the luckier I was. To be honest, that last item to the left is the Katie-powered chair and that is also being used now. But she's **not** last, My undertaker will be the last to wheel me right up to the altar!!!



THE VIEW FROM 2,500 FEET

Pittsburgh Catholic Friday, July 16, 2010

BRIDGING THE GAP

by Bishop David Zubik

It was two days shy of the third anniversary of “The Call.” July 7, 2010, Wednesday, very hot; very humid. It was two day shy of that third anniversary of the third anniversary of that Monday, July 9, 2007, when at 3:35 in the afternoon, sitting at the desk in my office in Green Bay, Wis., I received the call from the apostolic nuncio (the pope’s ambassador to the United States) telling me that Pope Benedict XVI had appointed me the 12th bishop of Pittsburgh.

On July 7, 2010, two days before that third anniversary of that call, Fr. Daniel Straughn, my priest secretary, and I left the seminary at 6:30 in the morning to travel to SS John and Paul Parish to meet Fr. Joseph McCaffrey, pastor of that parish, and my longtime best friend, Msgr. William Ogradowski. Fr. McCaffrey and I worked together in then Bishop Donald Wuerl’s office more than two decades earlier – he as the bishop’s master of ceremonies and I as the bishop’s secretary.

Fr. McCaffrey is a multitalented guy. In addition to being a very dedicated priest and a very capable pastor, he also serves the FBI as a chaplain and is a licensed pilot. Yes, he flies a plane. For years, he has been teasing me to join him on a flight. On July 7, I took him up on the tease.

After departing from SS. John and Paul, the four of us traveled an additional hour’s drive by car to a small airport in New Castle, where we boarded the four-seater plane. For the better part of four hours, we flew over all six counties of our diocese. From my view from the copilot’s seat – the view from 2,500 feet was breathtaking – I recognized the familiar highways, landmarks and particulars of each of the counties. “Fr. Mac” flew us over our family homes Fr. Straughn’s family home in Carnegie; Msgr. Ogradowski’s former family home in Carrick; “Fr. Mac’s” former home in Muse; my former family home on Longvue Circle in Ambridge. We flew over Queen of Heaven Catholic Cemetery in the South Hills where Fr.

Straughn’s sister, Aimee, is buried and over Holy Savior Catholic Cemetery in Pine Township where my mom is buried. We flew over each of our current respective residences, over Kennywood Park over the cities of Pittsburgh and Washington. But what thrilled me the most was seeing so many of our churches where so many of you meet God – our churches.

As I looked down from the moving perch of a single-engine, four-seater plane, I couldn’t help but think of you, all of you, and how much I treasure you as the faithful of Pittsburgh. At the same time, I felt ever so humbled to be your bishop.

The view I had from 2,500 feet was spectacular, not only because of the beauty of God’s creation but most clearly because of the beauty of you, each one of you, faithful of the Church of Pittsburgh. I reflected on how you, each of you, faithful of the Diocese of Pittsburgh, are a masterpiece of God’s love, created in His image and likeness, the “apple of His eye,” as God Himself describes it.

Let me tell you what it’s like using the refrain from Psalm 136:

“HIS LOVE ENDURES FOREVER.”

Each day, I have to pinch myself to know that it is true, it is real that I have been called to shepherd this local church. How humbled I am.

“HIS LOVE ENDURES FOREVER.”

Each of the 212 parishes seeks to pass on the Good News of Jesus within the Mass, through all the sacraments and with the people coming together in faith. How encouraged I am.

“HIS LOVE ENDURES FOREVER.”

Yes, there is something heavenly seeing the diocese with a “view from 2,500 feet.” If you will, it is a sneak peek of what God sees. May what He sees be what you see. May what He sees be what I see.”

“HIS LOVE ENDURES FOREVER.”

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