



VOLUME XLIX

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NO 3



THE PRESIDENT'S MESSAGE

At present I am hanging out in Mission, TX until mid December. Weather has been hot and on occasion, windy. I drove down the second week of November and have been spending a lot of time with family. Since we have no airplanes here withdrawal usually sets in about the second week and my brothers and I head for some of the local airports to kick a few airplane tires. Kicking tires is a poor substitute for flying but it helps ease the pain and gives us a greater appreciation for the easy access we have to flying back in the Midwest at our local airports. Which brings me to the subject of airport security.

Most of us who have been flying for awhile, especially since 911, are aware of the increase in attention paid to airport

security, not just for scheduled air carriers but for general aviation. Security is especially a great concern this close to the border, In addition to chain link fences and coded gates and locked hangars, we seldom see airplanes tied down; most of them are hangared so you don't see them. Last year I was advised that there was no hangar space available. That pretty much ruled out my flying down here since I am not about to tie the RV outside especially for an extended period of time.

There was an interesting article in the McAllen paper yesterday about Mexican Nationals chartering planes in from Monterey, Mexico to McAllen International, a distance of maybe 100 miles, in order to do their Christmas shopping. The main roads are too dangerous. That's the first time I heard that one, "it's too dangerous to drive so we fly". While the violence is just across the river it seems to stay there and we live in relative security here as in any American city. We keep our fingers crossed.

So if you want to do some tire kicking and hangar flying, this is not the best place to go. At least we haven't found the correct password yet.

Hope you all have a nice Christmas and Santa leaves you a new GPS in your stocking.

Keep 'em flying

Gene



We're still working on getting the NAPP directory on line. When it's done I will mail your special code to access it. Sit tight. It's coming

Two important bits of information

The 2011 Spring Midwest Regional meeting will be hosted by Bill 'Menzel and his Wisconsin cohorts. in LaCrosse, Wisconsin

We are finishing the newsletter during the 12 days of Christmas. Today is December 27, 2010 and it's time to finish the December newsletter.

The printed versions should be in the mail in a day or two. The issue sent electronically should go out, hopefully, before the New Year is upon us.

In this issue we have Miles Barrett's account of flight from New Jersey to Iowa last summer. Some good tips for all fliers.

We have printed the report of Archbishop Francis Hurley recent surgery in California. Fortunately he is recuperating very well

Monday, May 9, 2011

LaCrosse Airport

KLSE

(Details will follow in future newsletters)

2011 NAPP CONVENTION

Best Western Motel

Clear Lake, Iowa

July 12 – 13, 2011

Airport: Mason City, IA

MCW

Hosts: Hemann Brothers

(Under the direction of mid-child John)

Caution: Be aware of mid-child syndrome

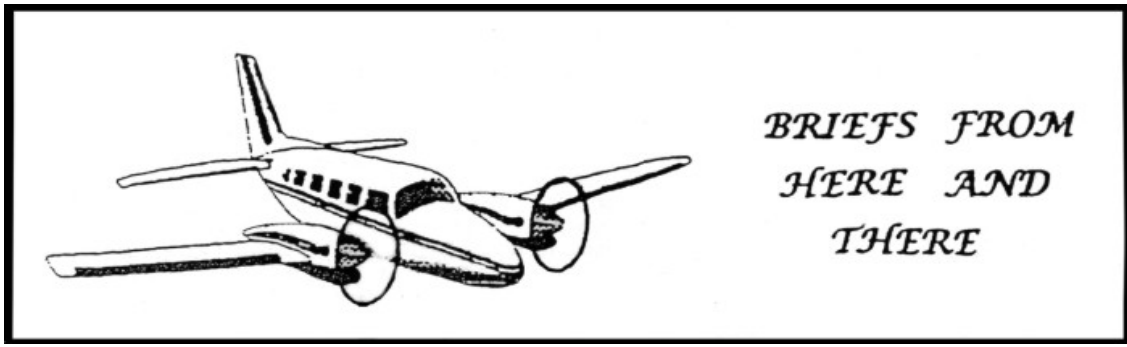
[We wish you a very MERRY CHRISTMAS and JOY FILLED and HAPPY NEW YEAR](#)

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN
127 Kaspand Place
Cedar Falls, IA 50613-1683
319-266-3889

email: N298MH@cfu.net





Ron Teufel writes from West Virginia

Mel,

Hope all is going well and everyone had a hoot at the annual convention.

On this end, been busy setting up a new Catholic radio station broadcasting EWTN Radio. The WLUX studio will be named in honor of our past NAPP President (My Brother Charles).

Peace,

Ron

*In September Peter Geldard sets the following
From the U of Canterbury in England*

Mel,

Good to hear from you.

Benedict XVI visit to the UK has been a great success and has had a good impact on society – even though the media tried to pretend that there was much opposition.

I went to the ceremony when Cardinal Newman was beatified: I have never been to one of these before and it was very impressive. There seems to be a very strong feeling that it will not be long before he is canonized. It has created a great interest in his life and thought.

On the day (two Sundays ago) I was invited to talk about him for 15 minutes on Sky News which is an enormous amount of time. It went down well and I am finding that I am being asked to talk more because of it.

We have started term again last week; so quite busy seeing in the ‘fresher’s’ and getting things going.

Have managed to do quite a few flights in N2CL – many of them IFR – through France. I went down to Sardinia and have been right to the top of Scotland here, to The Orkney Islands which was a good trip.

I remember fondly my times with you and would like to plan to come again for next year’s Annual meeting of NAPP. I will look out for the dates in the newsletter.

Have a good break down in Florida and give my love to all who remember me.

Remember: From tomorrow (?) it is: “Line up and Wait”!

Best wishes,

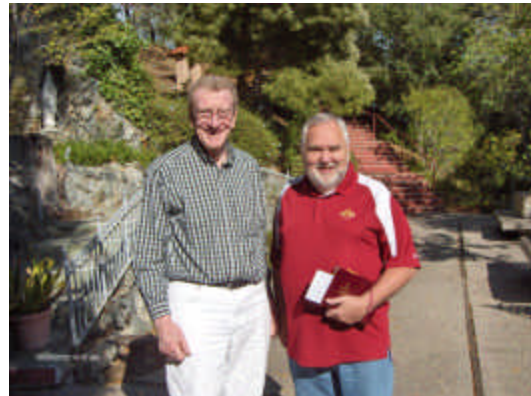
Peter

Brother Ev sends the following from his sabbatical at Menlo Park, CA

Mel,

There is a week long retreat with this sabbatical program. I selected the Jesuit retreat house. When I got there, Bernie Bush was my retreat director !!! Was good to catch up on former days.

Bernie is in good health, and kind of working into retirement. Still teaches a class on the Spiritual Exercises and serves as director for retreats.



MILES J BARRETT'S FLIGHT FROM New Jersey To Iowa

Descending from 8000 feet into IMC at 4000 we were cleared for Ft Wayne/Smith Field (SMD) GPS RWY 13 after a perfect 520 miles from Cape May NJ. Our 72 hour old, brand new 'glass cockpit' and autopilot had made it a very relaxing flight. I had practiced in VFR conditions all the various approaches and felt comfortable, thrilled, with the systems. It was fresh out of annual and upgraded so it was an obvious means of transportation for the over 1000 miles to Sheldon IA for a family reunion. Ft Wayne was a 520 miles mid-way fuel stop.

The first actual use in IMC was looked forward to with excitement. The manual had been read a dozen times over and highlighted and all approaches had been practiced in VFR conditions so this going to be easy. Lance Williams, a fellow Civil Air Patrol pilot friend came along. As he is working for his IFR rating he had instrument questions and we practiced emergency procedures and the use of the Garmin 430W. All systems worked together fine for 3 hours and 20 minutes. Those inviting soft white clouds just enveloped us as we were cleared direct to SIQEK and 3000'. It was going so well but before we descended to 2600 feet at UDOMY our new 'glass cockpit' failed. Black screen! Red Xs. Just like that!

When the whole Aspen 1000 glass screen went black with failure red Xs accenting the obvious, the feeling of denial was only exceeded by a quick analysis of the partial panel options. The STEC-30 seemed to be holding course off the Garmin 430W so it wasn't as bad as it could have been. Disappointing - but flyable. Aspen builds in the GPSS to work even if the screen goes down and it steered the autopilot off the GPS 430W. It worked. We made it around the waypoints to minimums 1240' and 2 miles visibility for a straight in landing as the runway appeared like a ghost ship in the distance.

We had the vacuum Artificial Horizon tucked in the bottom left of the panel but lost the DG with the upgrade. Now we are looking to find room for a DG or a compass card to have a good scan. The VOR

approach was the next option and we had them set up if needed.

A good reason for two pilots on IFR flights is the fact Lance helped set frequencies and options as I flew altitude and airspeed. Aviate, Navigate, Communicate, right? Plans for another 3.5 hour flight to my family reunion in Iowa changed to a rental car and 13.5 hours of driving each way. Lance had to fly home via Commercial air from Ft Wayne to Philo to stay on schedule.

But the good news was the people we met at Ft Wayne International Airport (FWA). After lunch we flew the 5 minute VFR flight south in the troubled plane and met Brian Paugh of Premier Aviation and Steve McMurry at Atlantic Aviation. I just asked for progressive taxi to the maintenance shop at the most pilot friendly (FWA) airport around. Steve's hangar made room for my little Piper Premier Aviation general manager Brian Paugh and his staff set a new benchmark for hospitality and professional service. I was impressed how a 'walk-in' with no appointment on a Friday afternoon was accepted at Atlantic Aviation with such earnest concern and Midwest hospitality. Brian Paugh took in my 1979 Piper Turbo Arrow to a hangar full of corporate jets, twins, and gave it unprecedented care. He arranged for the Aspen 1000 unit to be shipped overnight to his own house on Saturday so he could have it installed for my flight back after the Iowa family reunion by Monday/Tuesday. It took me a full 13 hour day to drive back from Marcus IA. Brian's whole staff was friendly and professional in helping me be ready to safely fly home to Cape May NJ.

Lessons learned? Partial panel practice pays off. Studying the manuals pays off. Fly the plane 1st and it helps in IMC to have a co-pilot to stay calm and use what is working to navigate.

MILES J BARRETT

Archbishop Hurley Recuperates from September Heart Surgery

Catholic San Francisco November 10th, 2010

ANCHORAGE, Alaska. Retired Archbishop Francis T. Hurley, 83, a San Francisco native who was ordained in the San Francisco Archdiocese in 1951, continues to recuperate from heart surgery he underwent in September to replace a defective heart valve.

The surgery was Sept. 27 at Seton Medical Center in Daly City. On Oct. 19, he was transferred to a care center in Oakland, where he was expected to spend four to six weeks recovering.

The problem valve had been causing weakness and physical problems for the archbishop.

"The surgery went well and his medical team is pleased with the results of the procedure," said Father Steven Moore, vicar general for the Anchorage Archdiocese, in an Oct. 15 statement released to the Catholic Anchor, Anchorage's archdiocesan newspaper.

Father Moore added that because of Archbishop Hurley's age, doctors anticipated that full recovery would "take some time. Please remember him in your prayers."

In an e-mail update to friends and colleagues of Archbishop Hurley, his secretary, Joann White, said: "Archbishop Hurley is most grateful for the prayers and concern and asks that you continue to pray for him."

In March, Archbishop Hurley marked the 40th anniversary of his Episcopal ordination. Ordained a priest of the San Francisco Archdiocese in 1951, he was named auxiliary bishop of Alaska's Juneau Diocese in 1970 and was ordained March 19, 1970. About a year later he was appointed to head the Juneau Diocese and was installed Sept. 8, 1971.

During his tenure in Juneau, he expanded Catholic ministry in the smaller and more remote communities of the diocese and helped implement the reforms of the Second Vatican Council, such as promoting more active roles for the laity.

He served as Juneau's bishop until 1976 when he was named archbishop of Anchorage.

Since retiring, he has remained active in the Anchorage Archdiocese, officiating at numerous funerals and other major events and providing a pastoral presence in many parts of the archdiocese. This summer, he delivered the homily at a memorial Mass for the late U.S. Sen. Ted Stevens of Alaska and later delivered an address at the senator's nationally televised funeral.

In recent years, Archbishop Hurley has participated in the antireligious "Engaging Muslims" project sponsored by the Cardinal Newman chair of Catholic Theology at Alaska Pacific University.

He had planned to travel to Magadan, Russia, for the 20th anniversary celebration of the establishment of the Church of the Nativity, a mission parish of the Archdiocese of Anchorage. Archbishop Hurley helped establish the mission in the eastern Siberian port city of Magadan in 1990, shortly after the fall of the Soviet Union. The city is a four-hour plane ride across the Bering Sea from Anchorage.

Over the years, Archbishop Hurley has made regular trips back to his native San Francisco Bay Area, where members of his family still live.

In late November Archbishop Francis Hurley sent this note from California along with his NAPP dues

Mel,

I've told so many guys "If you don't fly much, quit." It took 2 years for me to listen to myself."

I went out fully certified and able to say that I walked away from every landing.

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
127 KASPEND PL
CEDAR FALLS, IA 50613-1683

Any questions contact me at
319-266-3889

Or

n298mh@cfu.net

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

Please fill out this form! Make check payable in U.S. Dollars to N.A.P.P., Inc.

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