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**VOLUME XLVIII**

**February 2010**

**NO 4**

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**THE PRESIDENT'S MESSAGE**

Its that time of the year again when our thoughts turn to Spring and for the priest pilot that means flying. It has been a long winter with five and six foot snow drifts in front of my hangar doors, I have only been able to fly about 5 hr since early November. July and Altus, Oklahoma seems like a long way away right now. So to keep my interest up I read everything I can get my hands on about flying.

A local man called me last week and said he had begun taking flying lessons and wanted to talk to me about buying an airplane. I thought it would be a good way to spend a couple of snowy hours so I stopped by his home. He came to the conclusion that it would be less expensive to take lessons in his own plane. He wanted to buy an airplane but didn't want to buy a chocolate covered onion. My first thought was that he was putting the cart before the horse. Since he was a novice, I thought he might be

rushing things a little by buying before he had a license and a few hours under his belt. There are a lot of airplanes we could afford to buy but never afford to own. Maintaining a used airplane can really be expensive and can be more trouble than a needy spouse--so they tell me. So I hoped he was going in with his eyes open.

He had located a 1977 Piper Warrior for sale in South Dakota and asked me what I thought about it. The price was right and although the engine was high time, it had less than 4000 hours TTAF, it was a clean airplane. It had been a Midwest airplane all its life and seemed to be well kept so it should be free from corrosion. As luck would have it, I called a friend in South Dakota that knew the owner and who could give him further information on the plane and the owner.

Although the buyer is a relative novice about airplanes he seemed to be going in with his eyes open. He understood about things mechanical and accepted that there could be additional expenses. I think he bought the airplane. I hope it will work out for him. I was glad to give what little help I could. Although I never cared much for chocolate covered cherries I hope his airplane turns out to be that rather than an onion. Onions can give you bad breath for a long time.

Keep em flying

Gene



Plans are pretty well completed for the April 26<sup>th</sup> Spring Regional meeting in Waterloo, IA. The main event of the day will be time spent at the new multi-million dollar Veterans Museum. The museum has many interactive displays that date to Civil War times. The center piece, and unique display, is the history of the Waterloo 5 Sullivan Brothers who lost their lives in WW II when their ship was torpedoed by the Japanese in the Pacific. The Sullivan family story was the inspiration for the movie "Saving Private Ryan." At the conclusion of the tour Kelly Sullivan Loughern, the only granddaughter of the Sullivans, will share with us what it means to be a descendant of the "Fighting Sullivans."

*Leo A. Walsh sends his new address  
with his 2010 dues*

Hey Mel,

Hope all is well... I'm in DC now working for the USCCB. The airplane is still in Alaska Not sure what I'm going to do with it. Want to keep flying.

Fair winds,

Leo A Walsh  
1300 14<sup>th</sup> Street NE  
Washington DC 20017  
[walshleo@ymail.com](mailto:walshleo@ymail.com)  
202-422-2656

Fr. Ed Higgins's niece sent his 2010 dues. You will recall Ed's health has been deteriorating in recent years. The note said to contact her, Patti Pokorney, in Buffalo, MN for any information 1-762-682-4625 Our prayers are with you Ed.

One page in the newsletter is entitled **THE CHALLENGE OF NUMBER 3** and pertains to one of the NAPP constitutional purposes. We are offering a seminar in July to assist us in keeping us as pilots up to date. Whether we fly often or only occasionally in a plane or computerized simulator we are never as good as we'd like to be. If we are numbered among those grounded for medical reasons and still dream of those glorious moments up there the seminar is for you. Some among us have been PIC only in our dreams and partially fulfill that dream by hanging out with pilots. The **FAASafety WINGS** program is for you as well. Future newsletters will provide more information. We hope you will keep an open mind and take in the seminar.

As per last year's committee recommendations priests in the Altus, OK area will be invited to join us with the hope our membership will increase. We have no idea what the response will be. This is a reminder that hopefully we'll be challenged to show first hand what NAPP is all about

**IMPORTANT DATES**  
Midwest Regional Waterloo, IA  
*April 26, 2010*  
National NAAP Convention  
Altus, OK  
**July 7-8, 2010**

ADDRESS ALL CORRESPONDENCE TO:

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

email: [N298MH@cfu.net](mailto:N298MH@cfu.net)





*BRIEFS FROM  
HERE AND  
THERE*

*Archbishop Roger L Schwietz, OMI of  
Anchorage sent the following greetings  
with his 2010 dues*

Mel,  
God's blessings for a Happy and  
Healthy New Year!  
+Roger L Schwietz, OMI

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*John Wehrlen sends his dues and  
new address from New Jersey*

Mel,  
Here is my new address. I'm flying less  
but enjoying flying a Champ  
Rev John B Wehrlen  
22 Morning Glory Ct  
Toms River NJ 08755

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*From the Altus AFB newsletter.  
Col John Oates is our co-host in July  
01/20/2010*

The 97th Air Mobility Wing launched six C-17 Globemaster IIIs from the 58<sup>th</sup> Airlift Squadron Jan. 17 and 18 here to assist with the humanitarian relief effort in Haiti, Operation Unified Response.

Altus AFB officials answered the call for help with 50 aircrew personnel who will deliver aid in the form of medical vaccinations and life sustaining supplies. Accompanying the aircrew are 13 C-17 maintainers to keep the aircraft readily available for the constant sorties it will take to provide relief to the island nation, which was ravaged by an earthquake Jan. 12.

"(The aircrews) will conduct stage operations (out of Pope AFB, N.C.), which will allow Pope to manage our aircrews for us to basically provide 24/7 C-17 capability to help with the Haiti relief operation,

"said **Col. John Oates**, the 97th Operations Group commander. "At any point in time, we'll have crews sleeping on crew rest at Pope, we'll have crews flying into Haiti, and we'll have crews flying around the U.S. to gather equipment to get it to Haiti.

"The future of the relief effort is uncertain and will most likely require the Air Force to adapt to changing needs in Haiti as the picture begins to unfold," **Colonel Oates** said. "The personnel assigned to the mission currently have orders that make them available for two missions in the event they are extended.

"It might be a couple of days and they'll come home; it might be a couple of weeks and they'll need them longer," **Colonel Oates** said. "So every day that goes by we're going to learn a lot more about the situation on the ground in Haiti and what we need to do to get all of the relief supplies to all of the people there.

"Altus AFB is home to some of the best C-17 maintainers and aircrew members in the Air Force and will do whatever they can to accomplish the mission," **Colonel Oates** said.

Before the mission orders came down from higher headquarters, 64 personnel were placed on standby with a vague sense of what was waiting for them. When the call came in they were eager to leap into action.

"Nobody really likes to be woken up in the middle of the night, but to have that happen and to see the positive attitude from a bunch of people trying to get the mission done speaks really well for our squadron," said Capt. Michael Pastuzyn, a 58th Airlift Squadron evaluator pilot. "I can't wait to get out there and start doing some good.

"To be able to provide (the earthquake victims) with even the littlest bit of help and comfort you can't put into words what that feels like," he said. "They don't have the

basic necessities like water, medicine and food. It's easy for us to take off in an airplane to take stuff down there and the amount of impact of just one trip is immeasurable.

"It makes me feel great inside that America as a whole can provide that kind of relief effort, and to personally be involved in that is fantastic," the captain said.

As the last C-17 neared closer to its departure time, the enthusiasm of the aircrew members continued to grow. Senior Master Sgt .Mike Cumberland, the 58th AS superintendent, is one of them and he relished the chance to help those in need.

"I'm excited to watch the devastation on TV and hear it on the radio is really incredible and to know that we're going to get an opportunity to help alleviate some of that is great," he said. "Anytime you see that kind of devastation and those people who really have their hands out and are in desperation and we have an opportunity to go in, I would rank it up there with any mission I have ever been on."

Many people believe reaching out to someone in need is an innate response everyone shares. The Air Force today is a prime example of that human instinct.

"There's no greater call," Colonel Oates said. "We have the chance to do something with the might of the military and the Air Force, and in this case the 97 AMW, that results in instant relief of mass suffering; that's as good as it gets."

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*Fr. Bob Lacey from Yankton, SD has been given  
an NAPP scholarship to pursue his  
Instrument rating*

Hi Mel!

Thank you for the note and the scholarship check – boy will that be VERY appreciated!

As I write you this, it seems like a good day to head south: KYKN 251756Z 1/2SM -SN 30030G47 1 1/2 SM -SN BLSN 2600 OVC M08/M11. The FA says you are VFR with OTLK .. VFR! I hope your return to

Waterloo lags behind the ducks and geese of the spring.

I had forgotten how much time I needed to prepare for the knowledge test – I fell asleep on my Jepp book last night! I think I have set a lofty goal of getting the knowledge test done by February, but if I don't give myself any deadline, there will be no goal to miss! Ha!

If you and all NAPPers would pray for me, I would greatly appreciate it so that I keep my eyes on the prize of serving the parish while still staying with the angels in the clouds!

Fr. Bob Lacey  
Sacred Heart Parish  
509 Capital St.  
Yankton, SD 57078

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*Food for Lenten meditation*

## **What is Celibacy?**

Celibacy can be a choice in life, or a condition imposed by circumstances.

While attending a Marriage Weekend, Fred and his wife, Diane, listened to the instructor declare, 'It is essential that husbands and wives know the things that are important to each other.'

He then addressed the men, 'Can you name and describe your wife's favorite flower?'

Fred leaned over, touched Diane's arm gently, and whispered

'Gold Medal All-Purpose, isn't it?'  
And thus began

Fred's life of celibacy.

## THE CHALLENGE OF NUMBER 3

Mel Hemann

When you log on the NAPP website, [www.priestpilots.org](http://www.priestpilots.org), the NAPP logo appears along with portions of the NAPP Constitution. First is a listing of the five purposes of NAPP. Number 3 on that list states the following;

**To insist on the safe and proficient use of the airplane by its members.**

If you have forgotten or are too young to know, in the early 60s the FAA ruled a private pilot's check ride must include recovery from unusual attitudes. Hence the beginning of the required hood time. Shortly thereafter AOPA, in conjunction with the FAA, developed a four hour program to bring pilots in line with the new simulated instrument requirements. The course consisted of a one hour ground school followed by 3 flying hours with a CFI. Upon completion a certificate signed by the instructor attesting the pilot met current FAA private standards was given to the pilot. The pilot presented the certificate to the FAA and was given a Blue Seal. Attaching the Blue Seal to his pilot certificate verified all private pilot requirements had been met

I was fortunate enough to be present at the original meeting in July of 1964 with over 90 other priest pilots. When co-founders Bob Wendeln and Henry Haacke asked for suggestions, as a relatively new CFI, I proposed we offer the Blue Seal option to interested pilots. I recruited 4 CFIs from the Cincinnati area to assist me in presenting the Blue Seal program. I have no idea how many the 5 of us flew with in 3 days but by the end of the charter convention the priest pilots were at least temporarily the most current group of pilots in the U.S.

The approved NAPP constitution was written by Msgr. Bob Sennott of Boston. Over the years we have done well with purpose number 3, much more so in the beginning than in recent years. It might be time to take a look again.

Today's aviation picture is not unlike that faced almost 50 years ago. If we are honest many of us are more than a little gun shy when faced with the harsh realities of flying in today's environment. Airspace, speed, ever changing technology, terrorists, aging aircraft, various restrictions, etc. The list goes on. Fortunately groups such as AOPA and others continue working with the FAA in providing educational opportunities. Many of you have participated in the **WINGS** program over the years to help maintain your proficiency. The Flight Review is compulsory but often leaves much to be desired. In an effort to make the **WINGS** program more effective in promoting safety many changes have occurred. Unfortunately these changes have adversely affected many pilots simply because they were unable to understand it. Working together, AOPA and the FAA have recently refined the program and now the computer based FAASafety **WINGS** program is a much more user friendly tool for all pilots. Each FSDO now has a regional FAASafety **WINGS** team leader. Altus, OK is in the Lubbock FSDO region and Mr. John H. Boatright from that office will present a seminar on the use of the new FAASafety **WINGS** program at our convention. John will start from the beginning on how to log on the [www.faasafety.gov](http://www.faasafety.gov) website and lead us step by step through the various phases of the new program. The on line challenging courses can be done at home – **FREE**. I fly almost every day and I find the current **WINGS** program a challenge for pilots at all levels. The flight part of the curriculum recommends worthwhile actions for review. All this ultimately can be used in lieu of the Flight Review. Obviously the current **WINGS** program meets the 3rd challenge of the NAPP constitution.

Each of us strives to be a good priest. Our goal should be the best **PRIEST PILOTS**. Our Associate members strive to be good friends of priest pilots. Their goal is to be the **BEST PILOT FRIENDS** of priests.

**NAPP MIDWEST REGIONAL MEETING**

Monday, April 26, 2010

**Waterloo, Iowa**

**KALO**

**HOSTS: Ev & Mel Hemann**

*Please phone, e-mail or mail RSVP by Friday, April 23, 2010*

**NAME** \_\_\_\_\_

**CELL PHONE** \_\_\_\_\_ **EMAIL** \_\_\_\_\_

**ARRIVAL DATE** \_\_\_\_\_

*By: Pvt Plane* N \_\_\_\_\_ **-ETA:** \_\_\_\_\_

*By: Car* \_\_\_\_\_ **ETA** \_\_\_\_\_

**DEPARTURE:** \_\_\_\_\_

**RESERVATIONS TO:**

Mel Hemann

127 Kaspand Pl

Cedar Falls, IA 50613

[n298mh@cfu.net](mailto:n298mh@cfu.net) (H) 1-319-266-3889 (C) 1-319-230-4957

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**WATERLOO SCHEDULE**

**11:00 ish** Arrivals at Waterloo Airport

**11:45** Lunch

**1:00 - 2:45** Visit to Sullivan Brothers Veterans Memorial Museum  
*[5 Sullivan Brothers, Waterloo, killed in WW II when Japanese torpedoed their ship]*

**3:00** Meeting with **Kelly Sullivan Loughern**, only granddaughter of  
the Fighting Sullivans. (Editor's Note) She is Good!!!

**DEPARTURE ----** *Whenever!!!!*



**NAPP NATIONAL CONVENTION**

**JULY 6 and 7, 2010**

**ALTUS AIR FORCE BASE**

CONVENTION PROGRAM: TUESDAY, JULY 6 AND WEDNESDAY, JULY 7, 2010  
ARRIVALS MONDAY, JULY 5; DEPARTURES THURSDAY, JULY 8.

FLY-IN AIRPORT: **AXS** Altus/Quartz Mountain Regional

COMMERCIAL ARRIVALS **KLAW** Lawton/Ft Sills 50 miles 275 degrees  
**KOKC** Will Rogers, Oke City -- 100 miles 240 degrees

**CONVENTION HEADQUARTERS HOTEL**

HOLIDAY INN EXPRESS

2812 East Broadway Altus, Oklahoma

Phone Reservations: **1-580-480-1212**

PRIEST PILOT CONVENTION: \$89.00 per room (Special NAPP rate until June 20)

ARRIVING MON 7/5/10 – DEPARTING THU 7/8/10

Hospitality Room for NAPP. Hotel 2 miles from ALTUS AFB.

**Members Must Call the Hotel and Make their Own Reservation!**

**PLEASE MAKE YOUR RESERVATIONS NOW!**

**CONVENTION RESERVATION FORM**

NAME: \_\_\_\_\_ EMAIL: \_\_\_\_\_

CONTACT INFO: ( ) - \_\_\_\_\_ ( ) - \_\_\_\_\_ ( ) - \_\_\_\_\_  
HOME PHONE WORK PHONE CELL PHONE

MODE OF TRANSPORT TO CONVENTION: **Private Car Rental Car Flying**  
(CIRCLE HOW YOU ARE GETTING TO THE HOTEL)

ARRIVAL AIRPORT: **AXS (Altus Regional)** \_\_\_\_\_ **KLAW** \_\_\_\_\_ **KOKC** \_\_\_\_\_  
(CIRCLE YOUR AIRPORT)

AIRCRAFT INFO IF APPLICABLE: N# \_\_\_\_\_ Type \_\_\_\_\_

Commercial: Airport: \_\_\_\_\_ Airline: \_\_\_\_\_ Flight No: \_\_\_\_\_ Airport: \_\_\_\_\_

Date/Time of Arrival: \_\_\_\_\_ Date/Time of Departure \_\_\_\_\_

**Please complete your reservation form now and send it to Co-Host:**  
**REV MEL HEMANN, . 127 KASPEND PL CEDAR FALLS, IA 50613 (319)-266-3889**  
Email: [n298mh@cfu.net](mailto:n298mh@cfu.net)

**More Convention Information will be in the NAPP Newsletter**  
**Monday Evening Pre-Event Hospitality Room (Pizza and Beverages, etc.)**

**TENTATIVE SCHEDULE:**

**TUESDAY: Exciting Tours and Events C17, KC 135 Simulators, Briefings**

**WEDNESDAY: Annual Meeting, Concelebrated Mass and Banquet at Altus AFB**  
**Plenty of Free Time Scheduled for Each Day!**

## **WE ARE IN TROUBLE...**

The  
Population of this country is 300 million.  
160 Million are retired.  
That leaves 140 million to do the  
Work.  
There are 85 million in school.  
Which leaves 55 million to do the work.  
Of this there are 35 million employed by the federal  
Government.  
Leaving 20 million to do the work.  
2.8 million are in the armed forces preoccupied  
With killing Osama  
Bin-Laden.  
Which leaves 17.2  
Million to do the work.  
Take from that total the 15.8  
Million people who work for state and city  
Governments. And that  
Leaves 1.4 million to do the work.  
At any given time  
There are 188,000 people in hospitals.  
Leaving  
1,212,000 to do the work.  
Now, there are 1,211,998 people  
In prisons.  
That leaves just two people to do the  
Work.  
You and me.

And there  
You are,  
Sitting on your ass,  
At your computer, reading jokes..

**Nice. Real nice.**

*Above Courtesy of Jerry Scanlan*