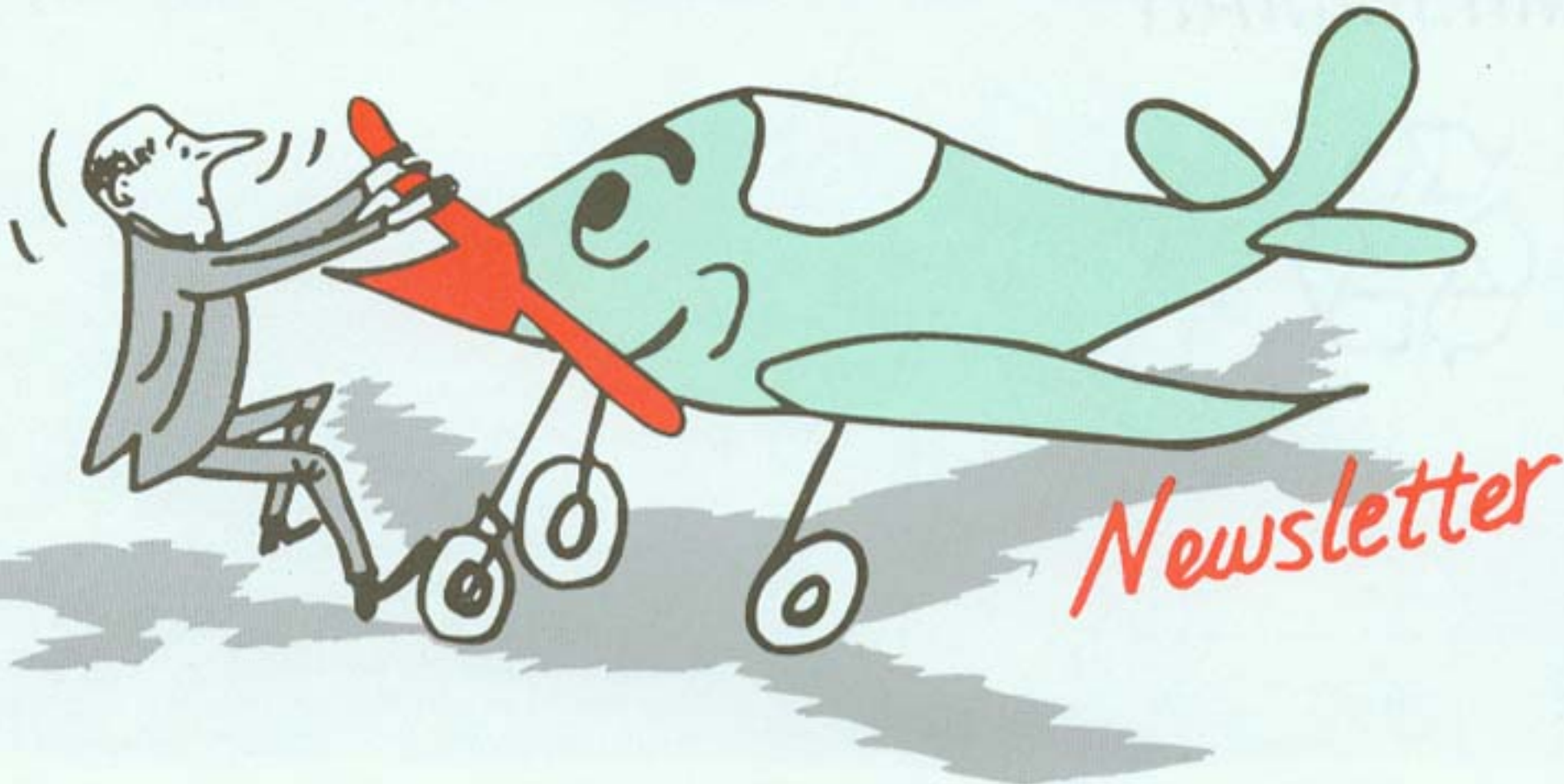
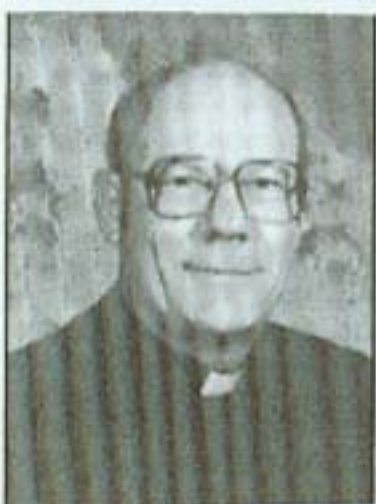


N.A.P.P.



VOLUME XXXVIII APRIL 2001 NO. 5



**FROM THE PRESIDENT**

Greetings from Phillipsburg, Kansas. May the joy, peace and happiness still linger in your hearts even though Easter was several weeks ago. This is a beautiful time. Easter and Spring are so uplifting. Just what is needed after a long, cold winter. To celebrate why not go out and enjoy a little flying.

I hope everyone's health held up this winter and you are able to enjoy this time. I realize many of us have senior citizen status and need a little more medication to keep us functioning well.

Thanks to Mel for another fine edition of the NAPP annual directory. Well done! I like it. It keeps us in touch. It updates me on the membership and I also enjoy going over the history of the NAPP with each new edition.

Our Spring midwest regional meeting will be

hosted by John Hemann in Charles City, Iowa , April 30. I am planning to go. I am looking forward to seeing many of the members from the midwest area there.

It is also time to firm up your plans to attend our annual convention July 10 - 11 in Wing South, Florida. Be assured, there will be lots of things to enjoy, not least of which, will be each other's company. Hope to see you there.

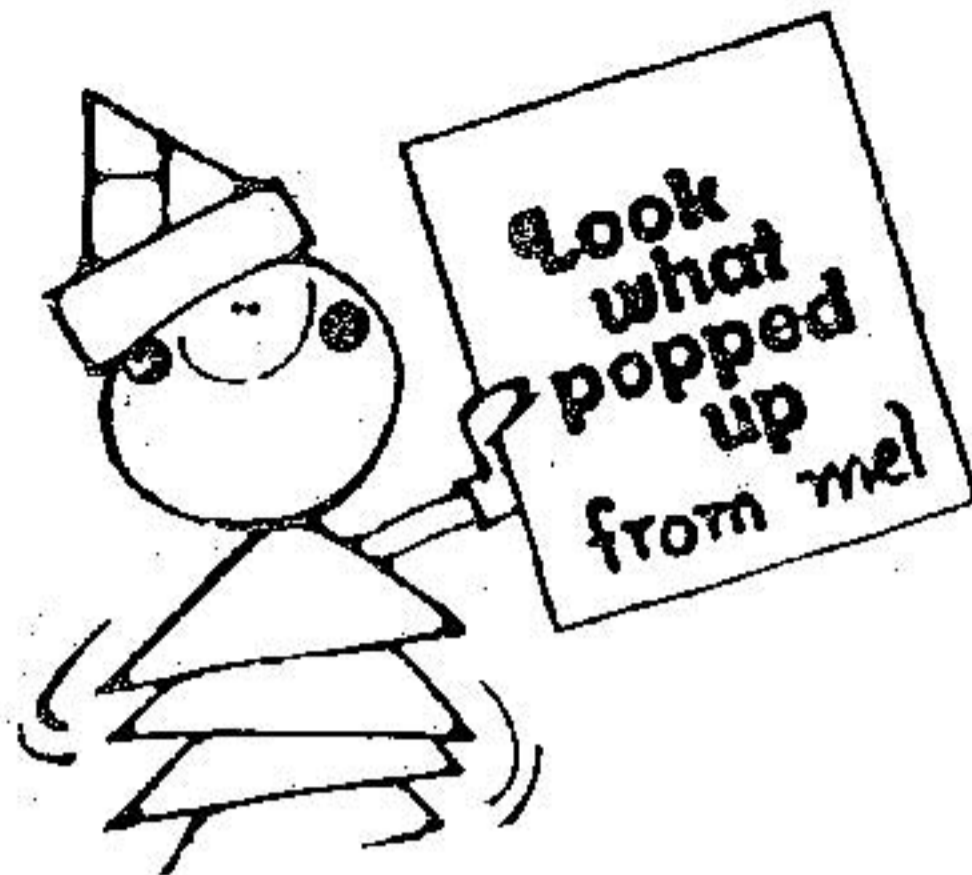
A few months ago I heard this on the radio at Downtown Airport in Kansas City. Controller: "Archer 1234, your Mode C is not operating." Archer 1234: "I'll recycle it." Archer 1234: "Are you receiving my Mode C now?" Controller: "I'm showing 1,400 indicated." Archer 1234 "I'm showing 1,450." Controller: "That's close enough for government work." Unidentified pilot: "If I could just get you to do my taxes..."

Also heard this near Topeka: A light twin had just landed on runway 29. Missing the last turnoff onto taxiway Delta, its pilot started to turn left on to Golf when the controller spoke up. Tower: "Twin Cessna 1234, that taxiway is approved for single-engine use only." Twin Cessna 1234: "That's okay. I'll just shut down one engine."

Have a nice day and safe flying!

*al*  
Al Werth





### MY APOLOGIES

Shortly after the last mailing came out my brother John called and informed me I had forgotten to put Bishop Michael Kaniecki, SJ, bishop of Fairbanks, among the list of deceased members. I have gone back into the data base and have duly entered all the pertinent information. His name will be in all future directories. If you want to enter the information in your current issue, here it is.

Bishop Michael Kaniecki, SJ, died on August 6, 2000 in Emmonak, Alaska of natural causes.

#### **MAY HE AND ALL DECEASED NAPP MEMBERS REST IN PEACE**

Our congratulations to Archbishop Frank Hurley, Anchorage, Alaska on his retirement in March. On behalf of all NAPP members I thank you for the model you have been for us. Your vision of church and leadership have inspired us all. Your special interest and support of NAPP and the flying padres leave us with many cherished memories. May you enjoy your retirement as I'm sure you'll continue to be a

significant presence among those you love and serve.

A couple of interesting developments. John Costello, SJ, recently got his instrument ticket. See his enclosed letter. Jim Flavin, OMI in Miami got back in touch with a Feb. 7 letter you will find in the newsletter. He has rejoined us and I have dutifully answered all his questions. Another interesting new member is John Berry, a professional air show pilot and now Episcopalian seminarian in Wisconsin. I am going to try and put together some of the info he sent and include that in this mailing. Peter Geldard, chaplain at Kent University in England, will be attending his first NAPP convention. He will arrive at my place on June 20 and we will spend the next 2+ weeks working on his U.S. IFR ticket. He will accompany me in the RV 6 to Wing South, hopefully a newly licensed instrument pilot. Last summer I worked with another man from England who had just completed a Cozy IV and came here to get his instrument license. I currently have 2 people from Germany, John Deere employees, working on their private & instrument licenses. They are doing it here because we are so cheap. Let's hope and pray that the fees, etc. that are a part of flying in other parts of the world never become part of our system. It's good for us to remember how privileged we are in our freedom and "low costs" when compared to those in other countries.

#### **PLEASE REMEMBER**

**Midwest Gathering - April 30  
Charles City, IA**

**National Convention in July  
Wing South (15K), FL**

## **ADDRESS ALL CORRESPONDENCE TO:**



**REV. MEL HEMANN**

127 Kaspand Place  
Cedar Falls, IA 50613-1683  
319-266-3889

E-Mail: DBQMHeumann@arch.pvt.k12.ia.us

**NATIONAL ASSOCIATION OF PRIEST PILOTS**  
**Spring Midwest Regional - April 30, 2001**  
**Charles City Municipal Airport -- Charles City, IA**

**Contact Person and Host:**

John Hemann  
St. Michael Church  
612 Cedar St.  
PO Box 308  
Nashua, IA 50658-0308  
641-453-2070

Email: DBQ138@arch.pvt.k12.ia.us

**Try to arrive by 11:00 A.M. on  
Monday, April 30, 2001**

**MEALS: We will share a salad  
luncheon about 12:30 P.M.  
at St. Michael's Church in  
Nashua. Evening meal about 5:15**

**Airport:** Charles City Municipal  
Identifier: CCY

AWOS: 125.525

APP: 118.9 ALO

CTAF: 122.8

FSS: Fort Dodge 122.4

Charles City Aeronautics: 641-228-3553

**OVERNIGHTERS: Super 8 motel in  
Charles City. Make your reservation  
at 641-228-2888 or 1-800-800-8000**

**SPECIAL ATTRACTIONS CONFIRMED**

\*\* Mercy Hospital MEDI-VAC Helicopter demo  
at Charles City airport - 11:15 A.M.

\*\* Afternoon: "Falcon" ----- Demo of falcon  
hunting other birds & wildlife

**IN THE STILL TO BE CONFIRMED**

**CATEGORY**

The DNR has been contacted about possibly having  
an afternoon presentation with one of their "drug" dogs.  
Hopefully by April 30th details will have been worked out.  
It should be GOOD & INTERESTING if it comes together.

**RESERVATION FORM**

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

**ADDRESS** \_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**ETA** \_\_\_\_\_

**ETD** \_\_\_\_\_

**PLANE**      **Number** \_\_\_\_\_

**CAR**

**MAIL TO:** John Hemann  
St. Michael Church  
PO Box 308  
Nashua, IA 50658-0308

**SEE YOU  
THERE**

# CHRIST THE KING

16000 S. W. 112th Avenue, Miami, Florida 33157  
305-238-2485

Rev. Mel Hemann  
127 Kaspand Pl.  
Cedar Falls, Iowa 50613-1683

Feb. 7, 2001

Hi Fr. Hemann:

I'm Jim Flavin and I work here at Christ the King with Fr. Ray Crowe, o.m.i., who was in contact with you, perhaps a year ago, to renew his membership in the National Priests Pilots Association.

I was a member for a few years back when Msgr. Sennott and Fr. Jack Lawlor of Boston were active. I got changed and got busy and lost touch, but I still fly( a little Katana DV20 - They are most fiberglass and resin composition, with a rotax engine, but they sure are light and sweet to fly. Their principle use is as trainers for students.) So I was happy to get a copy of the NAPP newsletter and your address. And I would like to renew my membership in the NAPP. The upcoming meeting in Naples, Fla. Will be happy experience for me. Maybe some of the old faces will still be around.

Speaking of old faces, I appreciated hearing of the death of Msgr. Sennott in the Newsletter. What high class man he was. And I have been wondering about my old acquaintance, Fr. Jack Lawlor. I read in the Miami Herald some years ago he cracked up his plane over around Naples Fla. The paper said he was quite badly hurt.

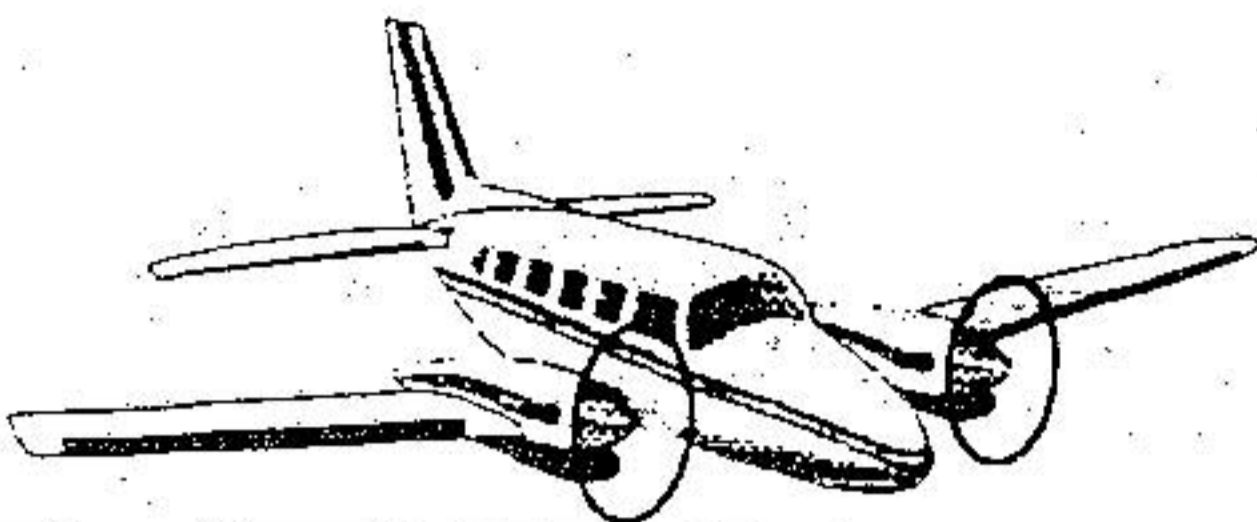
When I worked in Fayetteville, N.C. in the mid 60s, Msgr. Sennott and Fr. Lawlor would stay with us overnight on their fight journeys to Florida. My pastor was a good friend of theirs. If you don't mind, I'd like to call you up some day, and maybe if you have time, you can bring me up to date on some of these men who were so impressive to me.

Also, I tried an email address for you from the NAPP Newsletter. I might have miscopied it but the email kept bouncing back to me. Mine is: [jjfctkmiami@earthlink.net](mailto:jjfctkmiami@earthlink.net), if that helps any. Thanks for your consideration. The winter in Iowa seems to be hard this year. Hope you stay warm, and get a break in the sun. God bless you.

Sincerely,

*Jim Flavin, o.m.i.*





## BRIEFS FROM HERE AND THERE

### It Never Fails! CHANGE

Pat Patten in Tanzania informs me via email that just as our new directory arrived he had some phone number changes:

Phone: 011-255-27-2508583

Fax: 011-255-741-653953

You may want to make that correction in your directory

Joann White, Archbishop Hurley's faithful secretary for many years, emailed me the following: The Archbishop's new phone number in retirement is 907-297-7700. His email address: N222KR@AOL.COM

When she wrote on March 30 she said he was in Maryknoll, NY attending the funeral of Fr. Ben Zweber. He was the first priest to respond to Frank's appeal for help in Far East Russia. Fr. Ben died of cancer.

I had a letter from *Coker Tire* in Chattanooga, TN. Coker Tire specializes in producing and supplying authentic tires for antique and collectible cars, trucks and motorcycles. About 10 years ago they took on a project to supply 2 different tires for vintage airplanes for museum and display purposes. That stock is now almost depleted and they are wondering if there is a future demand for such tires. If any of you are into restoring planes, or cars and trucks, I will be happy to forward their questionnaire so that you can inform them of your need.

Gene Murray and brothers may be interested in the above as Gene had the following note with his renewal dues last Fall.

"Brothers Paul, Ed and I have purchased the PA 18 in a corn crib that I mentioned at our last meeting. We now have a restoration winter project for the next several winters."

Knobby Walsh sent some additional info about the NAPP convention area, and I am including some of it here and on the reverse of the green registration form. We forgot to put a space for the plane type and tail number on that form. I had the printer print enough for 3 mailings so if you're coming in your plane just jot that info down some where when mailing it in. On the back side of that form I have put the information Knobby sent about 15X.

I hope the 9 foot elevation won't present too much of a problem for the high flyers from the west.

For flight planning purposes you may want to include Naples Municipal (APF) as 15X is at the edge of their Class D air space. All the information can be downloaded on AOPA's web site.

<http://data.aopa2.org/airport/detail.cfm?id=11011>

If you haven't used the AOPA Aircraft Directory on the web you're missing an extremely handy tool. For example, all approach plates can be downloaded and printed for your use. It'll always give you the current charts for the places you visit only on rare occasion. Check it out.

When Pat Patten sent his information about the phone changes in Tanzania he also sent his regrets about missing us again in July. It seems he has a conflict every year as we meet.

John Birk in Pasco, WA will also be on the go. He will be visiting some of the missions in Central America as well as projects in other parts of the world.

Hope to see you in Charles City the end of this month - or - in Florida in July.

Your presence is important.



Chicago Province of the Society of Jesus

Rev. Mel Hemann  
127 Kaspand Place  
Cedar Falls, Iowa 50613-1683

March 27, 2001

Dear Mel,

Spring greetings. I can't seem to find a recent copy of the NAPP directory to send some personal flying news to the organization. Would you please forward this on to them? Thank you.

After many years wanting to do it, a couple of days ago I finally completed my instrument training and got the long elusive rating.

Last summer or early fall, you may recall seeing an article in *AOPA Pilot* about a flight school featuring single engine training and where more of the students were older pilots. A long story shortened, I received an extraordinary Christmas present of a stint at the school for the rating. It was a very positive and practical approach to one of flying's bigger challenges.

I highly recommend this school for any of our guys. Located about 100 miles due west of Kansas City, GATIS (General Aviation Training and Testing) specializes in 7 day courses for both the instrument and commercial ratings. They offer other courses and plans as well which are geared to currency reviews, etc.

A Viet Nam vet named Dale Wolcott heads up the school. A good Catholic from the Heartlands, he warmly welcomes any flying padre and told me he offers scholarships to us as one way of 'giving back.' So, if any of the NAPPers need that extra incentive to update, review, or obtain in a practical way, a rating, here's a great opportunity for it. For information, I'd suggest calling Dale or his equally gregarious son, Jason, at this toll free number. 888 778 6676.

Another demanding ecclesial season is just around the corner and I hope that you and the good people of Iowa harvest the very best of the Paschal blessing awaiting us.

Sincerely,

John F. Costello, SJ

c: Mr. Dale Wolcott

-6-



# John Berry

## *Ballet Aerobatics in his Siai Marchetti SF260*



- Elegant Aerobatics
- Lots of Smoke & Sounds
- Experienced Media Support
- Large or Small Shows

Round out your airshow with a performance by the Ferrari of the skies, the SiAi Marchetti SF260. The Marchetti offers a perfect counterpoint to slow speed, Pitts-styled aerobatics. Engaging in speeds of almost 300 mph, the Marchetti uses its fighter plane heritage to show crowds what elegant aerobatics are all about.

### **The Performance:**

Pilot John Berry executes graceful 2000 foot loops, barrel rolls, double loops, immelmans, snaprolls and lots more! The entire show is carefully choreographed to modern jazz and pop music. With lots of smoke, sounds, and beautiful aerobatic maneuvers, the Marchetti/Berry performance is always a crowd pleaser.

### **The Pilot:**

John Berry's solo act draws from his years of experience as a featured solo and formation pilot, with both Team America and Close Encounters. Team America was one of the oldest civilian formation teams and has performed at large shows in the U.S. such as Dayton and EL Toro. The SiAi Marchetti is John's airshow plane of choice. John holds a Commercial, Multi-Engine Instrument rating and is a certified flight instructor.



### **Media Support:**

Having performed at the largest airshows in America, John Berry is an experienced and engaging interview subject and spokesperson. Small shows, which allow John to interact more with the public, will benefit from John's experience with the media. John Berry works both in and out of the cockpit to make your airshow a success.



bonus options : circle jumpers at no charge,  
media support, press rides and photos.

## JOHN BERRY- THE PILOT

JOHN BERRY BEGAN HIS LOVE AFFAIR WITH THE SKY AT THE AGE OF 18. IN HIS HOMETOWN OF COLUMBUS, GEORGIA, JOHN BEGAN SKYDIVING AS A HOBBY. WITHIN A SHORT PERIOD, HE EARNED AN ADVANCED LICENSE AND JUMPMASER RATING. HE LATER EARNED HIS PARATROOPER WINGS IN THE MILITARY AT FT. BENNING. ON CHRISTMAS EVE IN 1971 JOHN CELEBRATED HIS 21<sup>ST</sup> BIRTHDAY BY PARACHUTE JUMPING -21 TIMES!

EARLY IN HIS CAREER, JOHN TOOK UP CORPORATE FLYING TO COMPLEMENT HIS MORTGAGE BANKING BUSINESS. LATER ,HE ENROLLED IN A FIVE HOUR AEROBATIC SAFETY COURSE IN ST. AUGUSTINE FLORIDA THAT SPARKED A NEW PASSION FOR FLYING AIRSHOWS. HE MOVED TO ST. AUGUSTINE, SOLD HIS BUSINESS AIRPLANE AND PURCHASED A CHRISTEN EAGLE, A PITTS AND FINALLY THE MARCHETTI.

JOHN'S REAL PASSION IS FORMATION AEROBATICS. IN 1995 HE JOINED AN AIRSHOW FORMATION TEAM CALLED TEAM AMERICA, WHICH CONSISTED OF FOUR SF260 MARCHETTIS. JOHN FLEW RIGHT WING AND WAS THEIR SOLO PERFORMER. JOHN HAS FLOWN IN SOME OF THE LARGEST AIRSHOWS IN THE COUNTRY SUCH AS DAYTON, OHIO AND EL TORO IN LOS ANGELES, BUT HIS FAVORITE AIRSHOWS ARE THE SMALLER COMMUNITY SHOWS SUCH AS DECATUR, ILLINOIS; FRANKLIN, PA.; AND ATHENS, GA.

JOHN HOLDS A COMMERCIAL, SINGLE AND MULTI ENGINE INSTRUMENT RATING. HE IS ALSO A COMMERCIAL FLIGHT INSTRUCTOR AND HAS A LEVEL ONE ( TO SURFACE) SOLO AND FORMATION AEROBATIC WAIVER FROM THE FAA. CURRENTLY, JOHN HAS FOLLOWED HIS CALLING AND IS ATTENDING A SEMINARY IN WISCONSIN FOR THE EPISCOPAL CHURCH. HE ALSO FEELS CALLED TO SHARE HIS VISION OF A BRIGHT FUTURE IN AVIATION WITH THE YOUTH OF TODAY IN CREATING CAREERS IN AVIATION.

## JOHN BERRY'S CAREERS IN AVIATION SOLO ROUTINE

THIS ACT IS FLOWN WITH A STANDARD CATEGORY AIRCRAFT AND NO INVERTED SYSTEMS

### START MUSIC ON RADIO CALL:

- (1) CROSS OVER FROM BEHIND CROWD- PULL TO VERTICAL- 1/4 ROLL TO LEFT-HUMPTY BUMP- DOWN LINE- FULL CUBAN 8. WINGOVER TURNAROUND
- (2) PULL TO VERTICAL- HUMPTY BUMP-WINGOVER TURNAROUND
- (3) 4 POINT ROLL- WINGOVER TURNAROUND
- (4) SLOW ROLL-ENTIRE CROWD LINE- WINGOVER TURNAROUND
- (5) PULL TO VERTICAL-HUMPTY BUMP- WINGOVER TURNAROUND
- (6) LOLLIPOP ( IMMELMEN 1/2 CUBAN) -WINGOVER TURNAROUND
- (7) LOOP WITH ROLL ON TOP- WINGOVER TURNAROUND
- (8) 8 POINT ROLL- WINGOVER TURNAROUND
- (9) FULL CUBAN 8 WITH POINTS- WINGOVER TURNAROUND
- (10) LOOP, 1/2 CUBAN 8 - WINGOVER TURNAROUND
- (11) HIGH SPEED PHOTO PASS ( OVER 250 MPH)



**NAPP  
NATIONAL CONVENTION**

**JULY 10 and 11, 2001**

**CONVENTION HEADQUARTERS**

**WING SOUTH, NAPLES, FLORIDA**

**ROOM RESERVATIONS : COMFORT INN - TOLLGATE**

Interstate 75, Exit 15, 3860 Tollgate Blvd, Naples, FL,34114

**Phone:1.800.277.7517**

**Local: 941.353.9500 Fax: 941.353.0035**

RATES: STANDARD ROOM \$39; ROOM WITH KITCHENETTE \$44

**PLEASE MAKE YOU OWN ROOM RESERVATIONS BY JULY 1.**

Please inform that this is a NAPP reservation. Our agreement is only with the Comfort Inn at Exit 15

Convention Hosts:

Rev. John T. Walsh  
95 Warren Ave  
Rochester, NY 14618  
Phone: 716.242.0257  
E-Mail: [WALSHJT@prodigy.net](mailto:WALSHJT@prodigy.net)  
Fax: 716.242.7733

Mr. George Gratton  
75 Bastian Road  
Rochester, NY 14623  
Phone: 716.424.3735  
Work: 716.453.5866

NAPLES HEADQUARTERS: George Gratton 4043 SKYWAY DRIVE, NAPLES, FL 34112  
**AFTER JULY 4, CONTACT KNOBBY OR GEORGE  
AT WING SOUTH...Phone: 941.417.0377**

.....  
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE FAX OR E-MAIL \_\_\_\_\_

ARRIVAL BY CAR: DAY AND APPPROXIMATE TIME.....  
INN IS VISIBLE COMING OFF THE EXIT 15 RAMP

ARRIVAL BY PLANE: WING SOUTH AIRPORT:  
DAY AND APPROXIMATE TIME.....

ARRIVAL BY COMMERCIAL PLANE: CARRIER \_\_\_\_\_

FLIGHT NUMBER \_\_\_\_\_

ARRIVAL TIME: DAY \_\_\_\_\_ TIME \_\_\_\_\_



# WING SOUTH

15X  
ELEVATION 9 FEET

N

18

## COORDINATES:

N 26.06.970  
W 081.42.150

UNICOM 122.9  
RWY LIGHTS 122.95  
(5 CLICKS)  
NAPLES ATIS 134.225  
NAPLES TOWER 128.5  
FT MYERS APCH 119.75

VASI RWY 36

CYY VOR 108.6  
120 RADIAL 4.5 nm

TIE-DOWN

AREA

WIND  
SOCKS

## NOTES:

RUNWAY 4400 FEET WITH 300 FEET OVERRUN  
AT EACH END

LEFT TRAFFIC RUNWAY 18

RIGHT TRAFFIC RUNWAY 36

TAXIWAY FROM TIE-DOWN AREA TO RWY 36

NO TAXIWAY TO RWY 18

CIRRUS VERSION 4.0 HAS 15X IN THE  
PLANNING CHART, BUT DOES NOT  
RECOGNIZE IT IN "FLIGHT PLANNER"?

USE NAPLES (APF)

**CAUTION:** 15X IS ON EDGE OF NAPLES

CLASS D AIRSPACE

715 FT TOWER 3nm SOUTH

1035 FT TOWER 7nm NORTH EAST

36