

N.A.P.P.



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NO. 6

To Kitty Hawk like a turtle

(And lessons learned on the way back)

By Fr. Bob Lacey

Columbia, South Carolina, is only a four-day flight from South Dakota. As an Army National Guard Chaplain, I had to complete the Basic Officer's Course at Fort Jackson in the heat of the summer. They would pay me to get there: By commercial aviation, car, or by my own flight. The only clincher is that they'd only pay up to the amount of the cheapest route – commercial. But that is OK; I could pay for fuel, a few overnights, and two months' hangar rent at Columbia Metro (\$250/month) for less than the tickets.

I ran into weather within two hours of the trip. Weather was the theme of the trip! I stayed in Jackson, Minnesota's lounge. My sleeping bag and their couch cushions made a good night's stay. An early departure to visit friends near Viroqua, Wisconsin



The author on the shores of Hatteras. Below: Harty Grace, Fr. Bob Lacey's 1946 Cessna 140, tied down at Cape Hatteras, North Carolina



(Y51), then a midday departure direct for Columbia.

Weather near Janesville, Wisconsin, forced me to down from 7,500 to 1,500. At first, I thought I would stay above the clouds, but it was not to be so. I continued to Crawfordsville, Indiana. I sat down there and had a lovely, lovely reception. I got to see a BIG Polish biplane (tailwheel, of course) and they put my plane up in a hangar overnight. Spent the night in the local motel. I departed at night and was flying over Indy for a

most enjoyable and memorable sight. They vectored me through while I watched the sparkling lights below and dawn breaking in gentle, warm, early dawn colors through high clouds.

I made it as far as Greenville, Kentucky (KGCY) for my final stop that third day. While waiting

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National convention schedule update

By Fr. Allen Corrigan
Acorrigan56@gmail.com

Plans are coming together for the 2018 NAPP convention will be in the Diocese of Cleveland, based at Medina Municipal Airport (1G5) and St. Victor Church in Richfield, Ohio. Arrive on Monday, July 9, and depart on Thursday, July 12. *(See registration form on the next page. Be sure to make your hotel reservation separately, using the discount code on the form.)*

Our hotel, Holiday Inn Express & Suites, Medina, is within the landing pattern for all runways. Those seeking to fly commercial should check for flights at both Cleveland Hopkins (KCLE) and Akron-Canton Regional (KCAK). Our convention location is about 15 miles northwest of Akron and 20 miles directly south of Cleveland.

Here's how things are looking now:

Monday, July 9

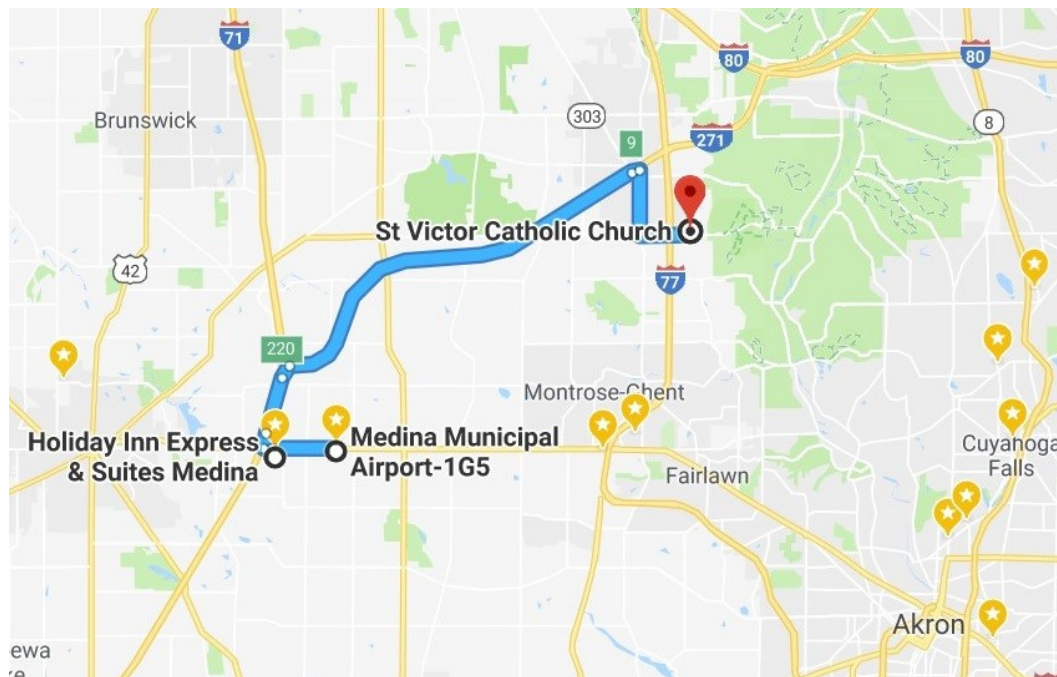
- Arrivals, as usual, with hospitality room.

Tuesday, July 10

- Early departure by bus for a tour of the United Maintenance Facility at Cleveland Hopkins.
- Luncheon in Little Italy; Bishop Perez is scheduled to attend.
- Brief excursion to the world-class Cleveland Museum of Art.
- Back to the hotel around 4 p.m.
- Dinner on your own, but there will be a reservation at a nice Mexican place if anyone wants to go.

Wednesday, July 11

- Our annual meeting will be fairly early in the morning, leaving time for FLYING! "Flying" is the theme of the convention. No tour bus for Wednesday. Please consider Uber, and some members will have cars.
- There will be around five hours of free time to fly



to various places including Carrollton (great diner with excellent homemade pies), Put-in-Bay, Akron-Canton Regional with the MAPS museum.

- Mass and dinner will be at St. Victor Parish in the evening.

NATIONAL CONVENTION SPEAKER: Mark Cantine, from the Catholic Medical Mission Board (CMMB), will be presenting ways that the CMMB utilizes aviation in its various ministries. Earlier in the day, at our meeting, Allen will be proposing the CMMB as a possible recipient of a grant from the NAPP.

NAPP CONVENTION CONCELEBRANTS LETTERS OF SUITABILITY: We have been advised that all priests and/or deacons wishing to concelebrate the 5 p.m. Mass on Wednesday, July 11, at St. Victor Church in Richfield, Ohio, must obtain a letter of suitability for ministry from their bishop or superior.

Letters of suitability should be addressed to: Kathy Lambrix, Office of Clergy and Religious, Diocese of Cleveland, 1404 E. 9th St., Cleveland, OH 44114, USA. Email: klambrix@dioceseofcleveland.org.

In order to allow timely processing, please be sure to submit your requests before June 20.

NAPP NATIONAL CONVENTION 2018

Medina, Richfield and Cleveland, Ohio

CONVENTION PROGRAM: TUESDAY, JULY 10 AND WEDNESDAY, JULY 11.
ARRIVALS MONDAY, JULY 9 – DEPARTURES THURSDAY, JULY 12

FLY-IN AIRPORT: 1G5 – Medina Municipal Airport (FBO: Flight Services of Medina)
2050 Medina Road (Rt.18), Medina, Oh 44256 330-239-1606

COMMERCIAL ARRIVALS: Cleveland-Hopkins International Airport (KCLE)
Akron Canton Regional Airport (KCAK)

CONVENTION HEADQUARTERS HOTEL



HOLIDAY INN EXPRESS and SUITES
5185 Gateway Drive Medina, OH 44256
Phone Reservations 1-330-722-6006

NAPP BLOCK RESERVATION: \$115.00 per night plus tax.

You are responsible for making your own room reservations.

“Start Breakfast Bar”, Hospitality Room for NAPP, Hotel 1.5 miles from 1G5.

PLEASE MAKE YOUR RESERVATIONS NOW USING CODE “NAPP CONVENTION 2018”!

RESERVATION FORM

Name _____ Email: _____

Contact Info: _____

Home Phone

Work Phone

Cell Phone

CIRCLE YOUR ARRIVAL AIRPORT: 1G5 (Medina) KCLE (Cleveland) KCAK (Akron/Canton)

AIRCRAFT INFO IF APPLICABLE: N# _____ TYPE _____ ETA _____

By: Car _____ ETA _____

Commercial: Airline _____ Flight No _____ ETA _____

Date/Time of Arrival: _____ Date/time of Departure: _____

Please complete your reservation form now and e-mail or mail it to the Local Site Host:
Rev. Allen F. Corrigan, St. Victor Parish, 3435 Everett Rd., Richfield Oh 44286, 330-659-6591
stvictor@roadrunner.com

More Convention Information will be in the NAPP Newsletter/Join the Facebook “National
Association of Priest Pilot” page for updates.

Monday Evening Pre-Event Hospitality Room (Pizza and Beverages, etc.)



Fr. Gene Murray (right) helps Fr. Bill Menzel with refueling the Piper Comanche as gray clouds complete the picture.

Midwest regional meeting

Fr. Gene Murray hosted the Midwest regional gathering on April 30 in Cherokee, Iowa (KCKP). Gusty winds were straight down Runway 18 both for the morning arrivals and afternoon departures.

Gene graciously arranged for hangar space for the three arriving aircraft, piloted by Fr. John Schmitz from Missouri; Fr. Bill Menzel from Wisconsin; and Fr. John Wolesky and Fr. Al Werth from Kansas.

Also attending were Msgr. John Hemann, Paul Murray, Dave McKenna, Del Reiff, Fr. Bob Lacey and Tom Enwright.

Members may recall that Del is a former volunteer mechanic with [Wings of Hope](#). At the 2015 NAPP convention, he shared his experience helping with Pat

Patten's Flying Medical Mission in Tanzania, Africa.

There was ample time for "hangar flying" in the terminal and at lunch at Danny's Sports Spot, within walking distance of the airport.



Fr. John Schmitz, NAPP President, refuels his Cessna 177 Cardinal.

Fr. Bill Menzel recognized for 50 years of safe flying

Fr. Bill Menzel of Wisconsin Rapids received the [Wright Brothers Master Pilot Award](#), given by the FAA only to those who have flown safely for at least 50 years.

The presentation was held in conjunction with a safety seminar at the Marshfield, Wisconsin, airport on May 21.

The seminar was the main reason that the FAA presenter, Jurg Grossenbacher, was in Marshfield. "However, it makes for a nice coincidence, as the Marshfield airport is where it all began for me. The Marshfield airport was where I took my first lessons and did my first solo," Fr. Bill said.

The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award is named after the Wright Brothers, the first U.S. pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots."



Jurg Grossenbacher, FAA Team Program Manager from the FAA office in Milwaukee, presents Fr. Bill Menzel with the Wright Brothers Master Pilot Award.

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for weather on the way there, I stopped at Tucker-Guthrie, Kentucky (I35). It is a cute little airport perched on the top of a flattened hill. (A mountain out here in the prairie!) A Bell helicopter was doing some aerial spraying. It was wild to watch him land and take off from the top of the tender truck.



Tucker-Guthrie, Kentucky

The fourth day had a passing rain system move through, which I waited out, then departed for Asheville, North Carolina, and then on to Columbia (KCAE) for my seven-week layover. I gave a few flights to fellow chaplains, but just local flights of 50 nautical miles or less.

Kitty Hawk and the murk

Finally, branch qualified as a chaplain, I loaded up and headed northeasterly. I deviated for weather and deviated some more until Duplin County (KDPL) in North Carolina seemed a welcome nest and indeed it was hospitable. The lounge was comfortable for overnight, the lone staffer kind, and the bathroom included a shower – now that was hard to beat! The old Crown Victoria took me in for supper, but I was wanting the removed lights and sirens for effect!

Day two, I offered Sunday Mass while waiting for dense fog to lift. There was great quiet across the shrouded land. I made Beaufort my entry to the Outer Banks with Marine Corps Air Station Cherry Point on



Offering Mass in the field

my left and Camp Lejeune to my right. The shoals stretched away to the west for miles until they finally met solid ground. The sand underneath was an open highway under my wheels and the ocean a deep blue as far as the eyes could see to the east.

Billy Mitchell Field (KHSE) at Cape Hatteras, North Carolina, welcomed me to perch alongside other visiting aircraft. The new Cirrus and modern Skyhawks made Harty Grace shine all the more. A distant relative, Rita, from the Cape treated me to lunch on the beach. I could return again and again to the beach with its rolling, gentle waves.

Kill Devil Hills is unassuming. It is swathed in green and surrounded by trees and houses. I know it is a far cry from the sand dunes of Orville and Wilbur. Did you know that the brothers took turns on those first powered flights? They grew steadily longer on each successive go. Their after-flight reviews must have been a study in flight review itself. After a nice evening meal, I decided to continue towards home.

The setting sun greeted me as I headed west to Suffolk Executive in Virginia (KSFQ) for fuel. I was pushing hard by this point and decided it was best to set down for the night at Farmville, Virginia (KFVX). A departing Baron gave me the place to myself. A nice bed and a bathroom were part of the “amenities” that could be found. Though, I think the hide-a-bed was supposed to be behind a locked door!

‘Get-there-itis’ sets in

The most stupid thing I have ever done and ever hope to do follows next. I knew that fog was forecast for early in the morning, but overnight was supposed to be clear. I reasoned that an early departure would get me out ahead of it. I got ready, got out, got fueled, and

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looked up to see tendrils just beginning. I hurried up, taxied out, said my prayers and departed. At night. Into patchy fog.

I am IFR trained; I am not, nor was I proficient, even current. The plane's lone gyro is an electric turn and bank. It saved my life. I kept climbing and turning until I exited the fog an eternity later. I was at least 100 degrees left of the runway orientation.

I was in “get-there-itis” mode for Peru, Indiana, and nearly didn't make it.

The rest of the trip was uneventful in comparison: more weather delays, overnights with friends, KC-135 boom simulator time, see the parents and brother, flat prairie lands, and a freshly mowed grass strip.

I will, never, however, replicate fateful Farmville.

My resolutions:

1. Submit and open a flight plan for all major cross-country travel. These new apps make it easy.
2. Never, EVER depart into fog without proper, working equipment.
3. Get CURRENT and PROFICIENT with IFR ticket.
4. Most important – take my time.

Last, I am very THANKFUL to my fellow NAPP members for your scholarship money in 2009, which helped me get my IFR ticket. I doubt I'd be able to write and tell you about it if you hadn't helped me to be a better, safer pilot.

As the saying goes: there's old pilots and bold pilots, but not old, bold pilots. May you and I become old pilots!



Fog at Duplin County, North Carolina

The ‘submarine’ solution?

I was just doing some convention flight planning – hoping to meet up with Peter Damian in the Grand Rapids, Michigan, area (KGRR), then fly into Medina, Ohio (1G5).

It is 79 whopping miles across big, beautiful Lake Michigan without so much as a rubber duckie or pool floatie. This seemed to tempt providence and tax my guardian angel. So, I researched rental aviation rafts. It's possible, but not inexpensive. Plus, the thought of ditching, getting a concussion, and hoping I would wake up before drowning was not desirable!

The flip side is that instead of going over water, I could go “underwater,” meaning around the water and only add about an hour's flight time. (Looking at a map, it looks like you go “under” the water!) At my fuel burn, an hour's flight time was easily worth going around!

One of my close friends, Gene Martin of Martin Field, South Sioux City (7K8), always says: “Pilots live longer – time spent in the air doesn't count as time on earth!”

Fiscal 2019 dues are being accepted

Msgr. John Hemann, NAPP Treasurer, reminds members that the NAPP fiscal year begins on July 1.

He's accepting fiscal 2019 dues now. NAPP Dues – U.S. \$25.00. Mail to: Msgr. John Hemann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368. Or use PayPal (go to www.priestpilots.org and click on PayPal).

Fr. Bob Lacey was the first NAPP member to pay his 2019 dues. Presenting his new membership card are Msgr. John Hemann (left) and Fr. John Schmitz (right), NAPP President.

The photo was taken at the Midwest spring gathering in Cherokee, Iowa.



CFI Corner: Here's how I became a flight instructor

By Fr. Ed Moran, CFI, CFII, AGI, AGII

A response to one of my recent columns came with the question: "As a priest, why did you become a flight instructor?"



Such decisions come as a combination of events and inclinations. My earlier experience as an Army aviator left me with a continued desire to fly. It was during these times on active duty that I had the time and money to pursue many of the equivalent civilian ratings: SEL Commercial and Instrument in addition to the Rotary Wing equivalences I picked up by filing with the FAA while assigned to an AirCav unit as one of their Instrument trainers and, later, Standards Evaluation officer.

This all ended with departure from the Army, entry into seminary, and ordination. When my bishop allowed me to become an Air Force chaplain in May 1995, little did I know that being selected as a chaplain with prior service was easy compared to predicting when induction would actually take place.

New entries into the service were based on funding cycles and the beginning of the fiscal year. Since my Bishop had released me in March, I used the weekends to help out in all sorts of parishes far and wide. During the week, I had the luxury of being unassigned.

Being close to an airport outside of Richmond, there was an opportunity to rent and fly. This "boring holes in the sky" quickly needed more of a challenge. The new Chief Pilot of the Flight School asked if I had ever considered doing the CFI. I had time and some savings, so said "yes." The chance to learn more and go deeper into aviation studies attracted me as did the

chance to teach. Teaching challenges what you know, don't know well or never considered.

In the challenge to build skills in aspiring pilots, the instructor has to be competent in the knowledge as well as its application to a wide variety of learning styles to improve another's flight abilities.

During that summer of three-mile visibilities in the humid southern environs of mid-Virginia, I struggled to learn the Practical Training Standards and then demonstrate them to a demanding new Chief Pilot for whom I was her first CFI candidate. It was ironic knowing that she was so new in teaching CFI candidates. This made cooperation and debriefings more a joy than a burden. She motivated me to make lesson plans for every topic the FAA check ride might present.

The Providential part of the CFI check ride occurred when, in the pre-brief, I learned that the FAA examiner had been the instructor to my private pilot instructor back in 1972. The legacy dimension of the check ride made it more a "family affair" in addition to challenges of teaching, flying and maintaining situational awareness in the cockpit.

Active duty in the Air Force gave me continual opportunities to consolidate teaching skills through the on-base aero clubs, especially when flying with high-time jet jockeys who were making a transition out of the service into the commercial aviation realm. I know I learned more from them than they did from me. But with flying, a pilot must always be a student learning.

Send your CFI questions to me at moranec13@gmail.com. They may become the topic for the next CFI column.

Blessings and great tailwinds!



Please send newsletter articles, notes and photos to: Tom Enwright, napp.editor@gmail.com; 419 Chestnut St., Sauk City, WI 53583

Deadline for the August edition: July 31.

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