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Ohio hospitality and good weather combine for great convention

By Fr. John Schmitz
NAPP President

As the sun rose on a beautiful July 9th morning, my flight planning for the 2018 NAPP convention was coming to fruition.

Check the weather, review the route, and file the flight plan.

Unlike some years past, this was going to be a near-perfect weather week for flight across the route and our two-day convention. How wonderful God is!



Not only this, but this year I could make a non-stop flight from (3VS) Versailles, Missouri, to (1G5) Medina, Ohio, in the Cleveland area in my newly acquired Cessna Cardinal.

Our host, Fr. Allen Corrigan, worked hard with his parishioners of St. Victor to receive the 30-some attending members, with plans set for our activities and their great hospitality.

This year, we had the opportunity to widen our knowledge of the required maintenance on a Boeing 737 thanks to Capt. George Henning, tour guide, and his crew at the United Airlines maintenance facility at the Cleveland International Airport.

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The official 2018 NAPP group photo, taken by Dennis Kudlak, at Hickory Lane Farm.



Guest speaker Mark Cantine of Catholic Medical Mission Board and Karen Napholz of the St. Victor staff visit at the banquet.

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A wonderful Italian lunch followed in Little Italy in downtown Cleveland. We were joined by Bishop Nelson Perez of the Cleveland Diocese.

After a restful afternoon, we were treated to a wonderful evening at Hickory Lane Farm, a local Arabian horse farm. We enjoyed a demonstration of their Arabian show horses and all the work that goes into training them. A great ranch-style barbecue dinner was served outside under the big tent. A few games of Corn Hole were played, along with being able to stroll through the quaint setting of the ranch.

After our morning meeting on Wednesday, the afternoon was set up for flying or enjoying other local activities. Several attendees were able to accomplish their Instrument Proficiency Check (IPC) with Fathers Mel Hemann and Miles Barrett. A few chose to enjoy a local flight to Put-in-Bay, on an island northwest of Cleveland. Others ventured to Canton for a tour of the MAPS Air Museum.

We closed with a Mass and banquet at St. Victor, Fr. Allen's parish. Our guest speaker was Mr. Mark Cantine of Catholic Medical Mission Board (CMMB). He spoke about the mission work of his organization throughout the United States and beyond.

Many thanks to Fr. Allen, his many parishioners, and the parish of St. Victor. Also, special thanks to Tony and Lennie Petrarca for the evening activities at their ranch and for the delicious meal.

May we have safe travels in the days ahead as we await our next

convention in Sioux Falls, South Dakota, hosted by Fr. Bob Lacey July 9-10, 2019. Mark your calendars. Keep the blue skies up and God a part of all your adventures.

If members wish to send thank-you notes to our hosts, here are the addresses:

The amazing parish staff and volunteers who helped Fr. Allen Corrigan host an outstanding convention. (Karen Napholz was our primary contact.)

St. Victor Church
3435 Everett Rd.
Richfield, OH 44286

Hosts for dinner at the ranch:

Tony and Lennie Petrarca
Hickory Lane Farms
3426 Medina Line Rd.
Richfield, OH 44286



NAPP Mass at St. Victor Church. (Photo by Fr. Allen Corrigan)

NAPP convention lands in Cleveland Diocese

By Carol Kovach
[Diocese of Cleveland website](#)

July 10, 2018

Reprinted with permission

The weather was perfect on July 9 as nearly three dozen members of the National Association of Priest Pilots headed to Medina for the group's annual convention July 9-12.

Fr. Allen Corrigan, pastor of St. Victor Parish in Richfield and a licensed pilot, hosted this year's convention. He said it's been nine years since the 55-year-old organization gathered here. Fr. Corrigan, who also is secretary and a past president of the group, said NAPP is recognized by the Vatican.

NAPP promotes the use of private aircraft "as a practical, safe and efficient tool of the apostolic work of a priest," according to the group's website. It also cooperates whenever possible with other aviation and ecclesiastical groups in order to promote aviation in the cause of the Church and to further the use of aircraft in the missions.

"I've been a pilot for 20 years," said Fr. Corrigan, who is instrument certified and has 800-plus hours of flying time. "I love to fly on weekends and days off — when I can," he said. Father and several others co-own a small plane and he often flies from Medina Municipal Airport, where many of the NAPP members landed when arriving for the convention.

He said 11 private planes were parked at the Medina airport. Some convention attendees drove to town while others traveled by commercial airlines. A few attendees are charter members of NAPP.

"This is the biggest group we've had at the convention in a while," he added.

Attendees came from several states, including Iowa, Pennsylvania, New Jersey and Florida. One even traveled from Jamaica. Members include priests and deacons in active ministry, some who are retired and some who are or were military chaplains. One deacon from Erie, Pennsylvania is a retired commercial airlines pilot.

July 10 events included a visit and tour to the United Airlines maintenance facility at Cleveland Hopkins International Airport; a quick tour of downtown Cleveland on a chartered bus en route to lunch in Little Italy with Bishop Nelson Perez; a social, Arabian



NAPP members check out the first-class section of a Boeing 737 while on the United tour. (Photo by Carol Kovach)

equine demonstration and barbecue dinner hosted by some of Fr. Corrigan's parishioners in Richfield.

The annual NAPP business meeting, annual NAPP concelebrated liturgy at St. Victor Church and the banquet were the big events planned for July 11. At the banquet, Fr. Corrigan said NAPP members would hear a presentation from the Catholic Medical Mission Board.

"We are trying to establish a relationship with the Catholic Medical Mission Board," he said, explaining that the organization uses planes to fly to mission sites in Sudan. "Every year NAPP tries to give a donation to an organization that uses aviation in its mission work," he said.

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Bishop Nelson Perez visits with Fr. Allen Corrigan at the NAPP lunch in Cleveland's Little Italy.



Capt. Henning with Fr. Mike Mikstay in the 737's front office.



Retired United pilot and NAPP member Dennis Kudlak with United Capt. George Henning

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Fr. Corrigan said private planes can be very helpful in ministering to people in sparsely populated areas or in places where one priest is responsible for the pastoral care in several remote locations. There are priest pilots in places like Alaska to enable them to regularly celebrate Mass and stay in touch with parishioners. One of the priest pilots at the convention said he used to fly his bishop around Iowa.

During the tour of the United Airlines hangar, members peeked into the engines of a plane undergoing maintenance, checked out the first-class seating and visited the cockpit where they chatted with a United pilot/flight instructor about aviation topics and technology.

The group engaged in banter with Bishop Perez, sharing stories about their aviation experiences. They also compared notes about different clergy members they knew and quizzed the bishop about his experiences as a scuba diver while enjoying lunch at Nido Italia restaurant in Cleveland's Little Italy neighborhood.

After lunch, there was time for a visit to Holy Rosary Church across the street or a stop at one of the nearby Italian bakeries.

Fr. Corrigan said the convention schedule also includes some free time in case any visitors want to fly



somewhere to visit or for lunch. Suggested locations included Carroll County, the MAPS Air Museum at Akron-Canton Regional Airport and the Lake Erie islands.

Convention attendees are scheduled to fly out the morning of July 12.

Postscript from Carol: We will have a short piece in our September/October diocesan magazine. (Mail date is September 7.) The magazine can be accessed in a digital, page-turn format on our website, dioceseofcleveland.org.

NAPP trip shows how much people care

By Tom Enwright
NAPP Newsletter Editor

“Are those two seats available?” I asked the girl sitting row 2 as we boarded the Southwest Airlines flight in Milwaukee on the afternoon of July 9. “Yes,” she replied, so I took the window and my wife, Mary, took the middle spot, next to the young traveler.

It didn’t take long for the two of them to start a conversation. It turns out that 10-year-old Olivia was traveling by herself to Cleveland to meet her grandmother for a visit during summer vacation. As we waited for the rest of the passengers to board, Olivia was texting her mom.

As an unaccompanied minor, one of the Southwest flight attendants in the forward cabin took special care to put Olivia at ease and explain how she would escort her off the aircraft in Cleveland to meet her grandmother. Although it’s part of the airline’s protocol, it obviously was a personal commitment.

Drama in the cabin

The flight attendants were preparing to close the cabin door when a man in front of us got out of his seat, walked the few steps to the galley and advised the crew he didn’t think he was fit to fly. Within seconds, he collapsed, striking his head.

A passenger in the front row on the opposite side of the aisle sprang out of his seat to attend to the injured man. It turns out the good Samaritan was a doctor. He cared for the patient while the flight crew and gate agent worked swiftly to prepare for emergency responders from the airport. The patient appeared to be doing better within minutes, and he was able to explain that this was a known medical condition.

This was Olivia’s first time flying alone, so the medical drama added to her anxiety. Thankfully, between the comforting words of Mary and another friendly woman across the aisle, Olivia was able to settle in for the rest of the flight. She watched a movie on her laptop and, before she knew it, we were landing in Cleveland, ready to meet grandma.

As for Mary and me, we were excited to get a rental car and drive to Medina for the NAPP convention.

A friend in need

Fast forward to the morning of July 10 as NAPP members were enjoying a tour of the United Airlines maintenance facility at the Cleveland airport. It was a hot day, even in the shade of the hangar complex as we received a grand tour of a Boeing 737 that was in

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More convention photos



ABOVE: Fr John Herzog and Nick Patterson sit down for lunch at a Put-in-Bay restaurant during an afternoon for flying. (Photo by Mike Makelbust)

LEFT: Fr. Allen Corrigan gets to ride one of the Arabian horses at Hickory Lane Farm. Tony Petrarca is at left.

Photos from the 2018 banquet



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the shop for service.

We were nearing the end of the visit when one of our members, who was sitting, fell over, landing on the floor. The United personnel quickly came to his aid and called for medical responders. The team effort was remarkable. It was decided to take him by ambulance to a hospital for evaluation, and one of our other members went along, spending the rest of the day with his friend at the hospital. Others went to visit the patient that evening when it became known that he was being admitted for overnight observation.

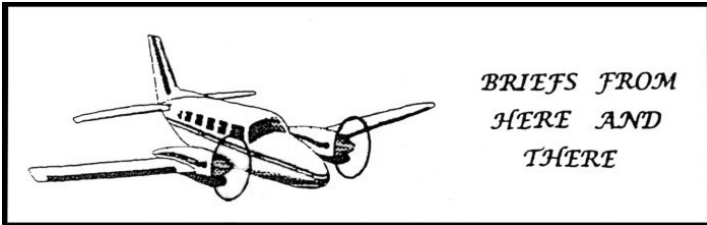
‘Love one another’

The three examples in this story – Olivia flying by herself, the passenger who collapsed on our flight, and

the NAPP member who had a medical incident – all show how people care for one another in time of need. As prayers went out to God, those right in our midst helped to do God’s work. As Jesus would say, “serve one another; love one another.”

Throughout the rest of the NAPP convention, there were numerous acts of kindness and service. The convention committee and volunteers provided outstanding hospitality, but there were others in our midst who quietly went out of their way to offer a kind word, a helping hand – just like Jesus taught us.

In a world with so much political division, criminal activity and an assortment of sad news, it’s easy to despair. But the small acts of kindness should give us hope.



Fr. Gene Murray (left) sent in this photo: He met fellow NAPP member Fr. Pat Patten, from Tanzania, at EAA AirVenture in Oshkosh and spent an afternoon with him.

MIDWEST FALL GATHERING IN MISSOURI

Fr. John Schmitz will host the Midwest Fall Gathering on Monday, October 1, in Camdenton, Missouri ([KOZS](#)), in the Ozarks. He's still working on plans but hopes to offer some sort of tour and lunch.

Arrive by 10:30 a.m. and depart around 3 p.m.

RSVP to Fr. John Schmitz:

- Email: presidentofnapp@gmail.com
- Cell: 573-619-6889
- Parish 573-374-7855

Please include:

- Name
- Cellphone number
- Email address
- Traveling by plane:
N-number
Estimated time of arrival
- Traveling by car:
Estimated time of arrival

THE SCIENCE OF FLIGHT: For pilots and aviation enthusiasts, Fr. George Remm recommends "[The Science of Flight](#)," by James W. Gregory, Ph.D., Ohio State University. The course consists of 29 lectures, 29 minutes each. Available through The Great Courses, 800-832-2412, www.thegreatcourses.com. He says the course is on sale through August 23. DVD for \$79.95, video download for \$59.95.

FR. BILL APPEL SENT THIS NOTE IN JUNE:

Greetings from the Mediterranean. I was in the Red Sea up until recently. Can't say where we're going next.

Very neat to read about your adventures, Bob.

Have a good convention!

GEORGE GRATTON SHARES HIS ADVENTURE TO EAA AIRVENTURE

NAPP associate member George Gratton reported on his trip to EAA AirVenture in Oshkosh in July. Here are excerpts of his notes and his take on a few things.

Departed Savannah with four adult males, full fuel, full baggage. Weather prevented flight plan via Lexington, Kentucky, so we diverted west toward Memphis. More weather. Landed in Bowling Green, Kentucky. R.O.N. at Holiday Inn. Spent afternoon at Corvette Museum. I enjoyed it so much, now I want one. I just cannot decide where to put a museum. Landed within weight and balance.

Day 2 to KSBM, Sheboygan, Wisconsin. No IFR reservation. Landed VFR within weight and balance. Conclusion: Comanche is a monster performer! True airspeed 195 mph at 10,000 feet. Makes head winds tolerable.

We had accommodations at the Jesuit Retreat House in Oshkosh. Convenient to Seaplanes Base and the AirVenture show. Spartan but nice place to stay. Beautiful grounds. Great company. First year that there were no WASP (Women Airforce Service Pilots). Only 45 remain alive, and none able to come to OSH. I am sad as these ladies were a too-little-appreciated treasure to the World War II efforts. We owe them, and they should not be forgotten. Bless them all. Thank God for the two Tuskegee Airmen there. Bless them, too.

AirVenture was as huge as I have ever seen! People and planes everywhere. Hangars full of vendors. Too many not aviation related, like the med devices and

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Fr. Bill Menzel elected Second Vice President

The only office up for election at the 2018 annual meeting was Second Vice President. Fr. George Remm decided not to seek a new term.

Fr. Bill Menzel from Wisconsin Rapids was elected by unanimous voice vote.

Continuing officers are: President, Fr. John Schmitz; First Vice President, Fr. Joe McCaffrey; Secretary, Fr. Allen Corrigan; Treasurer, Msgr. John Hemann

Watch for the annual meeting minutes and financial report to be posted on the website, in the NAPP Members Only section.

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recliner chairs. Light sport aircraft (LSA) from plans to \$389,000 (Icon A5).

Great fish fry of fresh-water fish for this ocean-shore guy! Great hospitality in the tradition of NAPP. I liked going to daily Mass.

Return trip: Line crew fills all 90 gallons. Still headwinds! Landed within weight and balance at Lexington, Kentucky. Hot Brown lunch and off to Savannah. Got to within 15 miles, but weather forced a retreat to Augusta. Landed within weight and balance, with a bolt of lightning right in front of us on roll out! Glad to be on the ground.

Finally arrived home on Friday morning.

My traveling companions were my neighbor, Lew, and two EAA acquaintances. Good souls one and all.

The plane performed great, reasonably smooth, and 160 gallons total fuel. Best part, friends and great company at the Jesuit Retreat House. Life is too short not to be a FOPP! Thanks to all at Campion House.



Your dues support the work of NAPP

The NAPP treasury THANKS the members who have contributed to the financial fund in the renewal of your annual membership dues.

After our annual meeting, you might be interested in the numbers as they appear in the NAPP online directory. There is a total of 116 names and of these, 46 members have paid their 2019 dues. If you glance into the directory and notice that a friend, or someone you know has not made a contribution, you might gently remind them to financially support the fund with their dues.

The bottom number is \$25, but there is NO LIMIT on any extra you'd like to contribute. Send your dues to me through USPS or through PayPal. Thank you!

Msgr. John Hemann
NAPP Treasurer

NAPP Dues – U.S. \$25.00

2019 fiscal year begins July 1, 2018

Use this form to send your dues or use PayPal (go to www.priestpilots.org and click on PayPal).

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____ PHONE: _____

Type of member: ___ Charter ___ Regular ___ Associate

Mail to: Msgr. John Hemann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368

CFI Corner: Choose app first, then ADS-B receiver

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

“Nothing could be finer, than to be in ol’ Medina in the suuummmmer.”

The gathering at Medina was a happy affair. It gave me an opportunity to canvas the brotherhood for ideas, topics, and areas of interest they thought this column could assist in our general knowledge of flying and our NAPP mission.



There was a question as a follow-on to an earlier column on ADS-B out/in. One of our members asked if the investment in ADS-B in was worthwhile in light of the relative benefits. The first tip I always like to share with pilots is to choose the app you prefer first, and then choose the ADS-B receiver that works with the app. Some pilots think hardware before software, which leads to lots of confusion and frustration when sync-up fails to go smoothly.

Our mobile phones teach us that we have to live and learn how to use the apps we load. There’s a temptation in this fast-changing world of digital innovation to move to the “next best and greatest ever.” Whether it is FlyQ, WingX, Garmin Pilot, ForeFlight or whatever else you can find, you have to know it and be comfortable with it especially in the high-stress environment of flying in all sorts of episodes.

The nice thing about flight apps is that you can usually try them all for free as you study the operability, features and relative ease of use as you compare the specs and prices. Because of the deep integration required between hardware and app, many ADS-B receivers are app-specific.

The two key features of GPS and subscription-free weather may not interest you. Beyond these basics, there are the other features of traffic proximity warning, attitude and heading reference systems (AHRS) to deliver back-up attitude information, synthetic vision to your iPad, automatic flight data recorders, Google Earth and digital transcription of ATC transmissions. VFR pilots usually forego AHRS but for IFR pilots there is great value in the added situational awareness it provides.

Also, ADS-B in for weather, like the old VOR receivers, is line-of-sight reception. Flight around hills and mountains often degrades signals, which is why a satellite receiver like Sirius XM is superior for its receptivity and refresh rate.

All receivers are limited in how much traffic they display. Dual-band ADS-B receivers generally pick up more traffic. If you already have ADS-B out, single band is all you need to add.

For those of us who still rent or have a homebuilt, battery life is another consideration. I recommend a built-in battery as an essential feature. It is a great value as a backup.

Despite the consideration of features, which seem to change monthly in this fast-moving market of digital avionics, the basics of price, integration with the app, ease of use, and customer support are key. One can learn much by reading online customer reviews.

There is a model out there that pretty much matches whatever price point you can afford. But don’t make the mistake of buying something you won’t fully use. The distinction between “needs” and “wants” is important here, especially in a market that is changing so quickly and the “next best” is just fixing to arrive!

Remember to first choose your app and then decide VFR or IFR, which typically includes the AHRS package. Check your finances. Talk to installers to get the real skinny on what they see coming in and what they work on and what they recommend. Like a car, it’s not in the purchase but the upkeep that’s important!

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

Blessings and great tailwinds!



“It is with paternal satisfaction that the Holy Father views the efforts of the members of the National Association of Priest Pilots to encourage the use of air transportation to obtain ever more abundant spiritual fruits from their sacerdotal ministry and missionary apostolate.”

The Vatican, September 29, 1964

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

Deadline for the October edition: September 30.

2019 convention in Sioux Falls

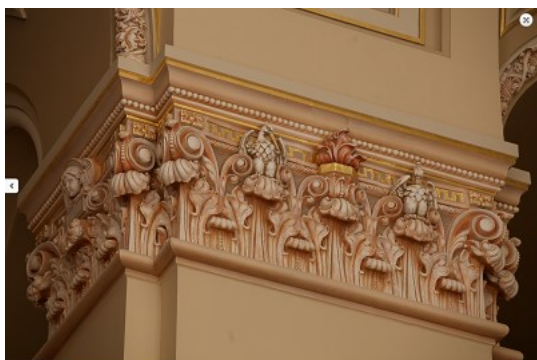
Fr. Bob Lacey says he has two options under consideration for the 2019 convention hotel in Sioux Falls, South Dakota. Watch the October newsletter for an update.

Plans include a tour of Earth Resources Observation and Science ([EROS](#)). “They have dealt with maps for many years,” Fr. Bob says. “They are in our backyard with an excellent, indoor, multi-level, air-conditioned facility.”

The U.S. Geologic Survey’s EROS Center studies land change and produces images used by researchers, resource managers, and policy makers. It also operates the Landsat satellite program with NASA and maintains the largest civilian collection of images of the Earth's land surface, including tens of millions of satellite images.

EROS is approximately 15 miles north of Sioux Falls.

“We will likely get a brief tour of our [Cathedral of St. Joseph](#). We just restored/renovated in 2011. I may be biased, but it is beautiful! Here is a detail from one of the capitals.”

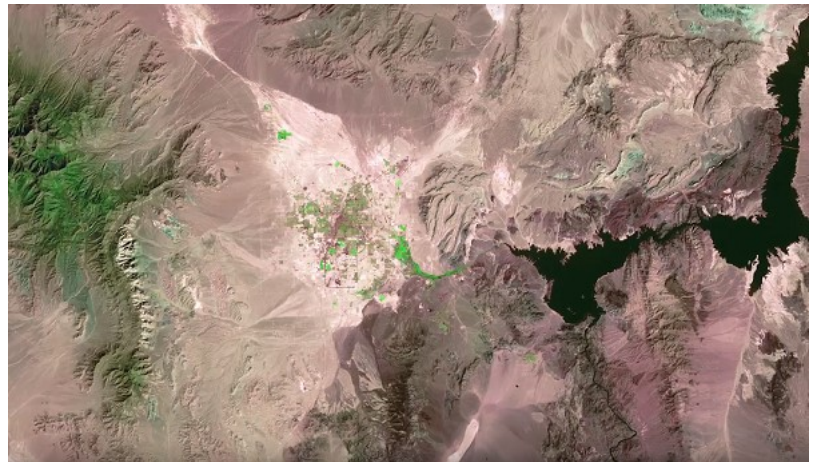


“Most of all, I will ensure we have two very nice windows of flying time or conversation time or ... wait for it...NAPP time!”

Save the dates for [KFSD](#) July 9-10, 2019!



The EROS Center maintains the largest civilian collection of images of the Earth's land surface, including tens of millions of satellite images.



The EROS Center studies land change through satellite images. These photos show the sprawl over time in Las Vegas.

