

N.A.P.P.



Volume 58

June 2022

No. 6

President's column:

Aviation helps brings a sprawling parish into focus

By Fr. Joe McCaffrey
NAPP President

Congratulations to all our holy deacons and priests who are celebrating anniversaries this time of year. Your service to the Lord and to God's people is deeply appreciated! May the Lord in his loving mercy continue to grant you good health of mind, body and spirit.



Just a friendly reminder that it's important to plan early for our extravaganza in September! Please register now for our national convention in Branson, Mis-

souri. Information in this newsletter is on Page 2. Your cooperation is deeply appreciated and will make for a less-stressful time for our host, Fr. John Schmitz, and his team.

I am looking forward to seeing all of you at our convention when we can renew old friendships and make new ones!

Our Catholic faith, priesthood and aviation are gifts that bring us all together! It is always a joy when we can use aviation at the service of God and our faith. I had the opportunity this spring to do that in my parish.

My parish of [Holy Spirit](#) is a combination of seven former parishes into one. We became one parish July 1, 2019. Since then, my team and I have been working diligently on bringing these separate communities into one, not only on paper but in reality. The pandemic has helped our people to reprioritize what really matters. We must focus on what unites us and not on what divides us. Our ethnic heritage or what part of town we come from should not be more important than our unity of faith and the sacraments we celebrate.

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Fr. Mac's photo of an 18-acre site being considered for a new church in Pennsylvania's Lawrence County.

Count is needed soon for the 2022 convention in Branson

By Fr. John Schmitz

Summer is upon us, so we all need to get our “flight plans” for relaxation to “NAPP flight service” for the annual convention September 19-22 in Branson, Missouri. It would be great to have a few items on that plan into the host office so plenty of “routes” and “separation space” will be available by the time you taxi out for departure and receive your “release.”



What I need most is a list of those who are at least thinking of coming but have not informed me of those hopes. Then I can anticipate the number of tickets I need (at \$50 apiece) to a popular show that will sell out – at times months in advance. Knowing the number of attendees also is essential for purchasing food and setting up transportation support and arrangements that need to be plotted.



So, if you could make an effort by the end of June to let me know if you plan to join us in Branson, my parishioners and I will appreciate your response. Please fill out the form on this page and email or call and let us know. If you wait too long, some may have to miss out on some activities. Looking forward to clear skies and all your arrivals.

As of June 1, here’s who plans to attend:

- | | |
|---------------------|------------------|
| Fr. Joe McCaffrey | Mike Makelbust |
| Jim Knights | Fr. George Remm |
| Fr. Jack Fitzgerald | Vincent Kearns |
| Fr. Phil Gibbs | Fr. Nick Radloff |
| Fr Alex Nevitt | Fr. John Schmitz |
| Fr. Bill Menzel | Fr. Gene Murray |

Full convention details can be found in the [February 2022 newsletter](#).

Reservations are being taken for your lodging at the beautiful [Thousand Hills Golf Resort](#).

To hold a room, please RSVP to nappbranson2022@gmail.com. Include your shirt size, date of arrival and first-floor room request, if truly needed. The lodging fee of \$450 for three nights (or \$500 if arriving on Sunday) is not due until August 15.

In addition to the entertainment we have planned,

2022 NAPP CONVENTION RSVP FORM

BRANSON, MISSOURI

Arrive: Monday, September 19

Depart: Thursday, September 22

NAME _____

ARRIVAL DATE _____ CELLPHONE _____

EMAIL _____

Arriving by private plane at [M. Graham Clark Downtown Airport \(KPLK\)](#) : N _____ ETA: _____

Arriving by airline at [Springfield-Branson Airport \(SGF\)](#)
Airline/flight number: _____

Arriving by car: _____

Reservations to: Fr. John Schmitz

129 Fabick Drive, Gravois Mills, MO 65037

Email: nappbranson2022@gmail.com

Cell: 573-619-6889

To hold a room, please RSVP to nappbranson2022@gmail.com.

____ \$450 lodge payment included (due by August 15; check payable to NAPP)

____ I require a first-floor room (unable to do stairs)

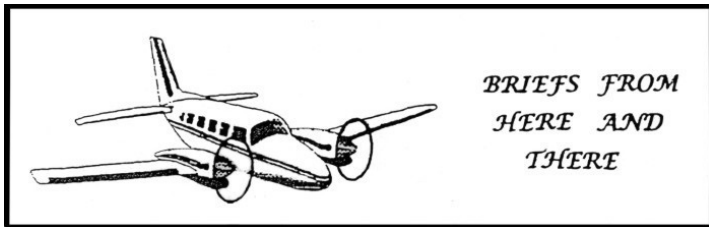
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- The commercial airport we will provide transportation from and back to is Springfield, Missouri (SGF)
- Local airport for general aviation is KPLK

there is much to do and explore in Branson: shows, museums, caves, mini golf, Missouri Ridge Distillery & Brewery, Top of the Rock, etc.

[Check out all Branson has to offer](#)

- [Ripley’s Believe It Or Not Museum](#)
- [Silver Dollar City](#)
- [Hollywood Wax Museum](#)
- [Titanic Museum](#)
- [Celebrity Car Museum](#)
- [Auto & Farm Museum](#)
- [Sail on the Branson Belle](#)
- [Shepherd of the Hills Zipline Canopy Tours](#)
- [Shepherd of the Hills Inspiration Tower](#)
- [Aquarium at the Boardwalk](#)
- [Xtreme Racing Center](#)
- [Branson Jet Boats](#)
- [IMAX Theater](#)
- [Veterans Memorial Museum](#)
- [Helicopter Tours](#)
- [Mini Golf](#)
- [Talking Rocks Cavern](#)
- [Branson Scenic Railway](#)
- [Missouri Ridge Distillery & Brewery](#)
- [Top of the Rock](#)



55 years: Fr. Bill Menzel of Wisconsin Rapids.

60 years: Fr. Jack Paisley of Dubuque, Iowa.

69 years: Fr. Albert Ruschman of Alexandria, Kentucky.

IRA gift honors the Hemann brothers: Barry and Nancy Brown of Cedar Rapids, Iowa, recently gave NAPP a \$1,000 donation in memory of the Hemann brothers – Mel, John and Ev. The gift was in the form of a charitable distribution from Barry’s Individual Retirement Account. We are most grateful for this special gift that honors these three beloved priest pilots.



Nancy was Fr. Mel’s dedicated co-editor and she designed the masthead we still use on the cover of each newsletter. Barry is a retired corporate pilot and currently works part time as a flight instructor. Read more about them on pages 6-7 of the [December 2020](#) newsletter.

Midwest Regional Meeting: The Midwest gathering, originally set for May 9 in South Sioux City, Nebraska, was postponed because of high winds in the Midwest. Fr. Gene Murray has rescheduled it for Tuesday, July 12.



“Again, we will visit the Lewis & Clark Interpretive Museum and Trinity Heights, concluding with a stop at Palmer Candy Company. I would appreciate a reply from those who intend to come. (Cell: 712-261-1246.) Since the days are long that time of year, you will have plenty of time to get home before dark. As before, I will arrange a box lunch for those who come. It should be a nice time.”

See details in the box on Page 4.

Milestone anniversaries: Congratulations to these priest members who are celebrating milestone anniversaries of their ordination in 2022:

40 years: Fr. Allen Corrigan of Richfield, Ohio, and Fr. Miles Barrett of North Cape May, New Jersey.

Fr. Allen Corrigan, NAPP secretary, has been appointed as administrator of Mother of Sorrows Parish in Peninsula, Ohio, effective September 15, upon the retirement of the current pastor. This is in addition to his assignments as pastor of St. Victor Parish in Richfield and adjunct staff of the Tribunal of the Diocese of Cleveland.

Fr. Alex Kreidler will teach at St. Pius X High School, Kansas City, while retaining his office as pastor of St. Gabriel Parish, Kansas City, according to the latest Clergy Assignments announced by the Diocese of Kansas City-St. Joseph in Missouri.

Associate member **Josh Miller**, a seminarian for the Diocese of Fairbanks, is included in the spring edition of The Alaskan Shepherd newsletter. “Josh is currently assigned in Fairbanks where he is participating in diverse ministries as part of his ‘boots on the ground’ pastoral year,” the article says. One of his ministry areas includes teaching religious education classes.

Dubuque terminal dedication set for July 19: NAPP members are invited to the ribbon-cutting ceremony for the dedication of the Robert L. Martin Terminal at the Dubuque Regional Airport in Iowa. The event, which is free and open to the public, will be at 6 p.m. Tuesday, July 19.

Robert was born in Dubuque on February 9, 1919. He was an original member of the Tuskegee Airmen, a Black segregated aviator group in the U.S. Army Air Corps. He died July 26, 2018, at the age of 99.

One of his daughters, Gabrielle Martin, was the featured speaker at the NAPP convention banquet in Dubuque in July 2021.



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Welcome, new member Terry Garrity

I'm 64, just retired from and former owner of Indiana Rubber & Plastics, a technical support and parts supply business.



I'm not currently active as a pilot but I hold a Commercial, Instrument, Multi-Engine Land with 3,500 hours. I was a CFII-advanced and an assistant chief flight instructor and Part 135 pilot with Indianapolis Aviation from about 1978-1982.

I collaborate with Tom Beckenbauer and Ed Jozsa of the Catholic Aviation Association.

I'm married to Susan Garrity for 39 years with two children, Daniel and Katherine, the latter recently deceased in January from pancreatic cancer. Susan is a nurse practitioner in palliative care for Ascension St. Vincent Health, Indianapolis.

We are members of Sacred Heart of Jesus Church in Cicero, Indiana.

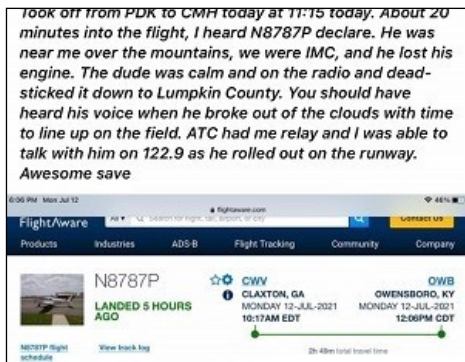
Terence R. (Terry) Garrity

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AirVenture presentation:

Associate member George Gratton will give a presentation at EAA AirVenture about his in-flight emergency over Georgia while flying to the NAPP annual convention in 2021. The presentation will be at 10 a.m. July 27 in the AirVenture Vintage Aircraft quonset in Oshkosh, Wisconsin. George was piloting his Piper Comanche in IMC when an engine failure led to an emergency landing at the airport in Dahlonga, Georgia. Also on board were Lou Bragg and Fr. Mel Hemann. See ["Emergency over Georgia"](#) in the August 2021 newsletter.

"Fr. Stu" film: "The movie is not exactly documentary accuracy, but is worth seeing. Catholic clergy portrayal as a positive is all too rare. I recommend to NAPP members. We have a composite character of a few members' identities personified as Fr. Stuart Long." – *George Gratton associate member*



NAPP MIDWEST REGIONAL MEETING

Tuesday, July 12, 2022 – South Sioux City, Nebraska
Please call, email or mail reservation by July 5

NAME _____

CELLPHONE _____

EMAIL _____

Arriving by plane: N _____

ETA: _____

Arriving by car: _____ ETA: _____

Reservations to: Fr. Gene Murray

Email: elmurray@midlands.net

Cell: 712-261-1246

SCHEDULE

Arrive: 10:00-10:45 a.m.

10:45: Depart for [Lewis & Clark Interpretive Center](#)

12:15: Lunch

1:15: [Queen of Peace Shrine at Trinity Heights](#)

Departure: 3:00 or later

The destination airport for the NAPP Midwest Spring Meeting is Martin Field (7K8) in South Sioux City, Nebraska.

It is a public-use airport, owned and operated by Gene and Ginger Martin. 100LL is available.

Runway is hard surface, 3,323 feet. Note that it's **Right Traffic** for Runway 14.



Gene is excited to have us come. The Martins are members of Sacred Heart Parish in Sioux City and have given flight instruction to some of our NAPPers.

Queen of Peace Shrine is a 10-acre beautiful setting on a hill overlooking the Floyd River valley. Its centerpiece is a 30-foot stainless-steel statue of the Immaculate Heart of Mary and a 30-foot statue of the Sacred Heart of Jesus, plus a life-sized carving of the Last Supper by a local artist.

I hope and pray that we have good weather.

Fr. Gene Murray

2023 NAPP Dues – U.S. \$25.00

2023 fiscal year begins July 1, 2022

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

NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

EMAIL: _____

PHONE: _____

Member: Charter Regular Associate

Mail to: Tom Enwright, NAPP Treasurer, 419 Chestnut St., Sauk City, WI 53583

In addition to the \$25 annual dues, we encourage members to make a separate donation to the **NAPP Missionary Gift Fund**, which will be used to support the organization's charitable grants. Donations can be sent to the same address or you can use PayPal. Go to priestpilots.org and click on the **Donate** button.



The National Association of Priest Pilots newsletter is published online six times per year (August, October, December, February, April, June). Fiscal year begins July 1. Website: priestpilots.org

Articles, news notes and photos can be sent to Tom Enwright, napp.editor@gmail.com. Deadline for the August edition is July 31.

NAPP Leadership Team

President: Fr. Joe McCaffrey

1st VP: Fr. Nick Radloff 2nd VP: Fr. Bill Menzel

Secretary: Fr. Allen Corrigan

Treasurer & Newsletter Editor: Tom Enwright

Regional Directors

East: Fr. Al Ruschman Midwest: Vacant

It's time to pay 2023 dues

The 2023 fiscal year for NAPP begins on July 1, 2022, so please renew at your earliest convenience. At \$25 a year, it's still a bargain to be a member (charter, regular or associate) of this fine organization that traces its history to 1964.

To reduce expenses, we are issuing digital membership cards (which you can print) for new or renewing members. The card will be emailed with an acknowledgement after your dues are received. This saves NAPP the cost of printing and mailing. If a member doesn't have email access, a card will be mailed.

Thank you to the five members who already paid their 2023 dues. A PDF of the current directory, with dues status, is attached to the email announcing this newsletter and it's posted on the website in the Members Only section.

See the payment form at left. You can either send a check or use PayPal, although NAPP only nets \$23.64 through PayPal.

Also, please consider a separate donation to the Missionary Gift Fund. Dues alone are not sufficient to fully support our tradition of providing grants for aviation ministry. Thank you!

Tom Enwright, treasurer



"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

Purpose:

1. To promote the use of private aircraft as a practical, safe, and efficient tool of the apostolic work of a priest.
2. To cooperate with other aviation and ecclesiastical groups wherever possible in order to promote aviation in the cause of the Church.
3. To insist on the safe and proficient use of the airplane by its members.
4. To encourage the use of private aircraft as worthy of the talents and dignity of priests.
5. To further the use of aircraft in the missions.

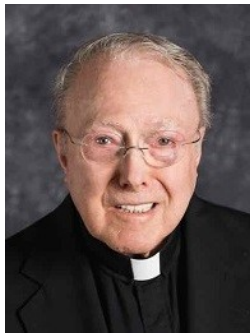
NAPP memoir:

It all began with Fr. Henry Haacke's love for flying

Editor's note: Fr. Albert Ruschman, one of three remaining charter members of the National Association of Priest Pilots, finished this memoir about NAPP in March. Fr. Al is a retired priest of the Diocese of Covington in Kentucky. Because of its length, the memoir is being published in two parts. The other charter members are Fr. John Herzog and Msgr. Frank Mouch.

By Fr. Albert Ruschman

The membership of NAPP spread pretty much across the country; organizationally we were East, Central and West. We arranged annual meetings accordingly. Where membership was strongest, we also had quarterly meetings. At annual gatherings, members would fly into a smaller airport, others would drive or arrive commercially. It was a colorful sight to see 15 single-engine planes lined up along the runway.



Across the country

Hotel arrangements, restaurants of note and flights were arranged to take advantage of special interests of pilots. In those areas of interest in aviation, we would hitch a ride during our three-day meetings.

Annual meetings of note were Washington state, Canada, and several trips to Alaska where many priests and residents were private pilots.

While flying for many members was to socialize and meet new friends, some in the Southwest would fly medicines to the needy, even a few to Africa and Mexico hospitals. Part of every annual gathering was appropriating money to pilots who needed money for their ministry.

Fr. Henry Haacke loved flying

It was not unusual to receive a call from Fr. Henry on a bright morning for an invitation for a flight.

What was striking to see was the number of Midwest members in the organization. Some of them even would say that their dad had a runway on the farm, so it was a natural to get into aviation. Others would say we don't play golf, so flying is our recreation. Iowa was the best example of Priest Pilots' interest and leadership in the NAPP and in particular the three Hermann brothers, Mel, John and Ev.

The future of NAPP

Recently, we lost several of the charter members to death. There are replacements, but overall our numbers are decreasing. Yet our leadership remains strong. Some of our pilots would have a clearer understanding of interest among private pilots and about priest pilots in particular. Recently, the Diocese of Fairbanks, as I recall, decided to use commercial aviation rather than fly their own planes. At any rate, our organization has remained vibrant for more than half a century. As a non-licensed charter member, I have shared some memories of a safe and enriching organization with all our available resources, thus a complete history should come forth.

Memories of the founding and development of NAPP

The organization started in the early and middle years of the 1960s with Fr. Henry Haacke and Bob Wendeln. Fr. Henry got his license while in the mountains of eastern Kentucky at the encouragement of a local doctor. I know less of Fr. Wendeln's flying.

On a trip out West, Henry and Bob realized how nice it would be if they knew which priests were pilots along the way. They did some advertising in pilots' magazines and with that, gathered a group of nearly a hundred interested priests and laity to Carrollton, Kentucky.

Interest came from across the country from east to west and north to south. From the beginning, there was special interest from priests in the Midwest and from Alaska, and the Northeast as well.



Fr. Robert Wendeln (left) and Fr. Henry Haacke, the "Flying Padres." Photo dated February 25, 1964. (Courtesy of the Kenton County Public Library, Covington, Kentucky)

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It was decided to establish the Priests Pilots as a Kentucky nonprofit. Priests Pilots has prospered the many years with activities such as recreation and as sophisticated as flying medicines to Mexico. With Fr. Henry, there was a sense of ministry from the very beginning.

For our annual meetings, we move to the various parts of the country. Priest Pilots enabled its members to get around the country and develop wonderful friendships among priests and laity.

Membership in Priest Pilots is still above a hundred members. While most of our charter members have gone to the Lord, younger priests continue to join.

Safety has long been a special effort in our organization; a bimonthly newsletter keeps us together. We continue to support priests who use their planes in their ministry.

The adventuresome pilots

Fr. Henry Haacke loved to fly. It all started in the mountains of eastern Kentucky. His doctor friend invited him on a flight to hospitals in central Kentucky and before long, Henry received his VFR (Visual Flight Rules) license and, after study and experience, his IFR instrument rating, piloting the doctor to the hospitals and trips of his own.

You might ask, what kind of a pilot was this priest at the controls? Safety was certainly his priority. Checking all controls and the countdown before the flight was always taken seriously and while he was always enthusiastic and friendly, he would ask passengers to avoid small talk or distractions at takeoff and landing.



Fr. Henry (left) and a chaplain at Molokai in Hawaii. (Photo courtesy of Fr. Ruschman)



Left to right in this undated photo: Fr. Henry Haacke, Fr. William Bevington (NAPP president from 1987-1989) and Fr. Albert Ruschman. (Photo courtesy of Fr. Ruschman)

On a flight back from the West Coast in a single-engine aircraft, our gas supply dwindled over Iowa, and we couldn't locate our next airport. Rather than keep looking, we landed on a farmer's runway. He thankfully gave us 5 gallons of fuel that he used for crop dusting and directed us to the next airport.

In another instance, adventurous Henry with several aboard arranged a flight from Miami to Grand Bahama. One of the passengers in a scary moment yelled, "We're too close to the clouds." "Too close to the waters," responded Henry.

In Hawaii on Oahu, Henry arranged a flight to the Leper Colony. This required a clearance the day before. The next day before takeoff, Henry revved his engine, but without sufficient RPMs, he insisted to switch planes and lifesaving gear, rather than take unnecessary chances.

Over open water for 15 minutes, we encountered a storm. Instead of landing at Kalaupapa, on the peninsula, we had to first land at the main island airport of Molokai.

On another flight in Israel, Henry wanted to fly over the Holy Land. This is restricted airspace, so the day before, clearance was required. It was touch and go, but Fr. Henry said it was a wonderful experience and worth the inconvenience.

Fr. Henry, who died in 1988, was a friend to all of us, careful and a joy to have known.

Coming in the August newsletter: *The conclusion of Fr. Ruschman's memoir – taking the long way home from Washington state, and the connection between reindeer and parish life.*

CFI Corner: Have a plan ready for emergencies

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

In our early days of flight training, more than just a few hours should have been devoted to “emergency procedures.” Most consisted of the instructor pulling the throttle and announcing “you just lost your engine” or simulating VFR flight into IMC or smoke in the cockpit.

As candidates for a license, we went through the procedures to show that we had a plan based on the situation. Then we struggled to fly the plan. For engine-out, we were taught to demonstrate proficiency for finding a suitable field, into the wind (if possible), making an emergency call and attempt a restart (if time permitted), but above all, to keep flying the plane all the while adjusting the landing to take into account newly discovered terrain features as the earth came more clearly into



detailed view. We knew the procedures, had a plan and adjusted the plan as new factors emerged. The same is applicable to corporate flying.

We were carrying a passenger back from a wedding in Jacksonville, Alabama, to a small municipal airport south of Dallas. By the time we landed, it had gone past twilight into one of those beautiful cloudless skies that makes flying back night VFR over a massive metropolitan Class B airspace like Dallas-Fort Worth a beautiful sight to behold.

However, upon takeoff, we lost our inverter, which was responsible for all of the AC current in our instruments. Normally, we fly with two inverters for just this case.

But current supply-chain shortages and the current state of over-booked repair work at local avionics shops left us with only one unit and a scheduled date

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Flight instructor Fr. Miles gets an inside view of WWII-era Avenger

Editor’s note: Fr. Miles Barrett sent this life update, then followed up with details about one of his flight students.

I was ordained 40 years ago on February 20, 1982, at the Sioux City Cathedral.

I sold my plane but, as a Certified Flight Instructor, I have about 200 flight hours in the last 12 months and students buy the fuel!

This is Ed Wuerker who at 75 needed an instrument certificate to get checked out to fly his Grumman TBM Avenger. Legally, one needs to be IFR rated to fly it. He flew with me in his 1965 Piper 6, N4056W, to polish off his IFR ticket and dream. I gave him his last Biennial Flight Review and he’s still flying at 83, almost 84.

President George Bush Sr. sent him a letter congratulating him on getting “Turkey” back in the air. Signed with best wishes by George and Barb Bush Sr.



The TBM was what George Bush Sr. was flying in World War II when he was shot down and was saved by a U.S. Navy submarine.

When Ed got it from Canada, where it fought fires after the war, it took five years to get it ready for an annual to pass and FAA paperwork done to fly. I helped him with that project and cleaning it up. It has a water tank where up to 2,000 pounds of bombs would have been. It was the largest single-engine bomber we had in WWII and can take off without need of a catapult. It has the tail hook for landing.

He still wants me to take it for a taxi, at least, but I could not afford the fuel. The 1,900-horsepower double-radial engine takes 24 gallons (not quarts) of oil and burns 90 gallons an hour of 100LL, which (as of mid-May) is at \$6.80 per gallon here at Cape May, New Jersey, KWWD. That would be \$612 an hour.

I’ve been with Ed on flights to a BBQ fly-in last summer. The noise level is deafening, even with soft earplugs and a Bose noise-canceling headset on.

Lesson from Rudy Frasca carries over to NAPP today

By Fr. George F. Remm

Eighteen years ago, in July 2004, our [national convention](#) was held at Frasca Field in Urbana, Illinois. Rudy Frasca, of simulators fame, and his family and associates were our gracious and generous hosts. Recently I visited with his son, Tom Frasca, who still runs the airport.

Tom gave me a copy of a book, "From Cubs to Spitfires," by Rudy Frasca. I would like to share a little of Rudy's wisdom about flying. Tom gave me permission to quote from the book if I wished.

A limited number of copies of the book can be ordered from him by emailing tfrasca60@gmail.com.

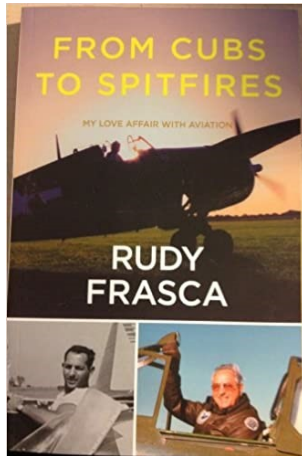
In the introduction, Rudy's daughter, Peggy Frasca Prichard, wrote that after the death of his son Joe in 1991, and after the funeral at the gathering at Frasca Field, a missing-man formation was performed; it was moving beyond words. She said, "That was my father's gift to us. He taught us how to celebrate life in the face of death."

In the past year, we have lost some of the original founders of NAPP, Msgr. John W. Hemann, Fr. Mel Hemann and Fr. Phillip E. Schmitt, as well as treasured members Fr. Merlin A. Kieffer and Fr. Raymond J. Crowe, OMI.

Perhaps in our time of daily prayer, in our Masses, Divine Office, and meditations, we might continue to

pray for and with them, in a kind of "missing-man formation."

In their love for flying and in the exercise of their priesthood, they "have taught us how to celebrate life in the face of death."



2004 convention: One of Mel Hemann's photo pages on the [NAPP website](#).

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to install the second, which is why we fly under Part 91 instead of the commercial Part 135 or 122. Minimum Equipment List (MEL) requirements are very different under each FAR.

Since my rental days of moving between aircraft, I had invested in a ForeFlight-loaded tablet and a new AHRS Stratus 3 that gives ADS-B In information along with weather (7-10-minute delays) and proximity traffic warnings. I recommend both to pilots because of how these instruments give a great backup, especially in regard to situational awareness and the ability to monitor pitch and heading changes as solid redundancies to the aircraft's primary instruments.

That night heading home, they became indispensable when we lost most of our primary electric gauges while VFR.

While redundant digital technology does have its advantages, I wonder in retrospect what the plan would have been if we were in need of a pop-up clearance to get home. Leaving the airplane parked and renting a car home would have been my planned option.

But despite the level of experience, always have a plan ready for emergencies. You might live long enough to be able to write columns like this talking about the need to have a plan ready for emergencies!

Email: moranec13@gmail.com

Continued from Page 1

Our one parish now encompasses the territory of practically a whole county in the state of Pennsylvania. Lawrence County to be specific.

We cannot afford all the separate church buildings and properties any longer since our population has drastically declined since the early 1960s when all of these churches were built.

Using aviation and FlightAware, I was able to fly around our whole territory to better illustrate to my parishioners what our parish looks like from the sky!

I was also able to locate properties that would better suit us for the future on which we could build one church to hold everyone. We are never going to feel like one parish if we are always worshiping in multiple places.

But this is more than feelings; it is also a practical reality, given the declining number of priests. Since 2018, we have gone from having five priests to three. In the very near future, we will be down to two and then one! One priest will never be able to celebrate enough Masses for our parish population in multiple churches. So having one parish church that could accommodate 1,200 people for Mass and is centrally located is my proposal for the future.

Finding the right piece of property near the highways and not in any neighborhood was a challenge. Flying over the area provided a wonderful bird's-eye view of where all the highways come together and what spaces are available. After all this time, much research and conversations with parishioners and property owners, I believe we have finally come upon our 18 acres for future development for Holy Spirit Parish.

I tell you all this to further the point that aviation in the service of the Lord is not simply flying from place to place or moving people from one area to another. It can also be utilized in the manner described above! God has given you and me the gift of aviation and he has done it for a reason. He never does anything in vain! With all the gifts we have received in our own personal lives, I believe the Lord is always looking to see how we will use them to love him and to love our neighbor. I am a big advocate of "thinking outside the



I tell you all this to further the point that aviation in the service of the Lord is not simply flying from place to place or moving people from one area to another.

box.” And I was blown away the other day when discussing this concept another person said to me: “What box? There is no box to limit us when we give all that we have received back to the Lord who is of unlimited love and resources!” I agree!

I’m looking forward to our gathering in Branson when we will have the opportunity to share stories of how God has blessed each of us to use our gifts in his service. I will be most interested in hearing your story of how the gift of

aviation in your life has enriched your own priesthood and how you found ways to serve the Lord soaring with his angels in the sky!

Enjoy the summer and pray for flying weather this September! Branson, Missouri, here we come!



Feasibility study: If you would like to learn more about the feasibility study commissioned by Holy Spirit Parish, here is a [link to the presentation](#) from June 2.

Fr. Mac's [message](#) to his Holy Spirit parishioners on the feast of Pentecost.

