

N.A.P.P.



Volume 59

August 2022

No. 1

President's column: Pondering the transitions in life, training, faith, trust and perseverance

By Fr. Joe McCaffrey
NAPP President

Congratulations to Bishop Chad Zielinski on his new assignment as Bishop of New Ulm, Minnesota. Our prayers for him and for both dioceses during this time of transition. Change is always challenging while at the same time it can also be invigorating. Let us also pray for the people of Fairbanks that the Holy Father will appoint for them a good shepherd who will build on the wonderful foundation that Bishop Chad so faithfully laid for those who would follow him.

Congratulations also to George Gratton for his presentation "Single-engine failure in IMC

success: lessons learned" at EAA AirVenture in Oshkosh, Wisconsin, on July 27.

I was blessed to be able to attend AirVenture and George's presentation. He did an excellent job.

Besides being a good lesson for all aviators, it also brought back fond memories for me of Fr. Mel Hermann and my conversation with Mel soon after the emergency landing in July 2021. The "boys" were in their hotel room recovering from the harrowing experience.

When Mel answered his phone, I said,

"Some guys will do anything to get attention!" We had a good

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'Approach, are we cleared for NAPP Branson 2022?'

By Fr. John Schmitz

"Cardinal 11828, six miles from WOLAS (IAF), fly heading 207, descend and maintain 3,200 until established, cleared RNAV Runway 30 approach at [PLK](#) (for the NAPP Convention, Branson 2022)."

NAPP Branson 2022 is CLOSE! Do you have the ATIS and are you checking off your descent and pre-landing checklist?

I am excited to report that the skies are clearing and plans are being finalized. I have reserved tickets for a wonderful show at Sight & Sound Theater; organized a tour of a unique college ("Work U"); and planned our banquet in Arnold Palmer's barn (from Pennsylvania), which was reassembled at Top of the Rock. Our guest speaker will be Craig Huck, who retired in 2014 after 36 years as an air traffic controller, starting in the Air Force and finishing

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Left to right at AirVenture: CJ Stumpf, George Gratton, Fr. Nick Radloff, Lou Bragg, Fr. Joe McCaffrey and Fr. Phil Gibbs. (See "[Emergency over Georgia](#)" in the August 2021 newsletter.)

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at Kansas City Center.

I hope you are making plans for our open Wednesday with the many possibilities and opportunities to explore the Ozark mountains and the Branson shows and area.

Maybe you are interested in fishing one of the lakes, swinging a golf club at Thousand Hills, taking an exhilarating zip line tour or riding the Runaway Mountain coaster. How about a relaxing day, stepping back in time, at Silver Dollar City Amusement Park or get a deeper look under the mountain with a tour of famous Marvel Cave with the largest cave entrance in Missouri?

You might want to take a scenic ride on the railways or walk old downtown and relive childhood memories at the "Five and Dime" store filled with games and gadgets of the past and present days. How about a bird's eye view on the former Chicago Navy Pier Ferris Wheel and then enjoy a musical, comedy or magic show?

You could take your plane on a 20-minute flight to Lakeview, Arkansas (3M0) and enjoy a grass strip landing and lunch along the White River at [Gaston's](#) restaurant.

Maybe tour some of the museums such as the Titanic or Ancient Ozark Natural Museum or enjoy a self-guided tour in a golf cart of the Lost Canyon Cave or take a guided trail walk at Top of the Rock.

You're welcome to keep it simple and just relax with a short round of miniature golf across the street and enjoy conversation in the home setting of our lodges.

"Cardinal 11828, did you receive last transmission?"

*"Copy, Approach. We will descend and establish our approach with our host by contacting Fr. John Schmitz BEFORE crossing AUGUST 12th. We understand he needs exact numbers for our housing in the Lodges at Thousand Hills, show tickets to "Jesus," and reservations for the banquet at Top of the Rock. We will make sure he has information: cellphone contact, email address, shirt size, flight plans, tail number and ETA, give him any special needs in dietary and/or mobility restrictions. **We will stay alert for final email "traffic" notifications and final instructions.***

"RPM and manifold set, check; speed reduced, flaps down, check; altimeter, fuel both, check; established on glide slope, check; brakes and seat belts, check; report crossing (FAF) EFESA."

"Cardinal 11828, you are cleared to land Runway 30, NAPP Branson 2022."

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)

_____ Shirt size

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

See you soon and praying for VFR skies for all.

Fr. John Schmitz, convention host

Text/call cell: 573-619-6889

Convention email: NAPPbranson2022@gmail.com



[Watch the pre-convention video](#)

List of expected attendees as of July 29:

Fr. Allen Corrigan
Tom Enwright
Fr. Jack Fitzgerald
Fr. Phil Gibbs
George Gratton
Fr. John Herzog
Vincent Kearns

Jim Knights
Fr. Joe McCaffrey
Mike Makelbust
Fr. Bill Menzel
Fr. Gene Murray
Fr. Alex Nevitt
Fr. Nick Radloff
Fr. George Remm
Fr. John Schmitz
Fr. John Swing

See Page 3 for convention schedule and list of optional activities

NAPP Convention Schedule

Branson, Missouri

Convention headquarters:

[The Lodges at
Thousand Hills
Golf Resort](#)



Baldknobbers
Best of Motown & More
Dancing Queen
Dean Martin & More Tribute
Dean Z Elvis
Duttons
Hughes Music Show
Mike Walker Lasting Impression
Rick McEwen/The Gambler
Sedaka Songbook

3:00 pm – Comedy Jamboree

Attractions:	Beyond The Lens!	11 – 6:00
	Branson Duck tours	Daily
	Branson 's Wild World	10 – 5:00
	Brookside Mini Golf	10 – 4:00
	Copperhead Mountain Coaster	9 – 9:00
	Great Adventures Mini Golf	10 – 8:00
	Historic Homestead Tour	Noon, 2:00
	History of Fishing Museum	10 – 6:00
	Inspiration Tower	9 – 4:00
	Outraged Rage Room	2 – 8:00
	Retro ESCAPE Room	10 – 6:00
	Retromania	10 – 6:00
	Toy Museum complex	10 – 6:00
	Tommy Hawks Axe House	2 – 9:00
	Wonder Works Branson	10 – 7:00

Sunday, Sept. 18

Guests arriving, provide transportation

Monday, Sept. 19

Breakfast

Guests arriving, provide transportation

Dinner – pizza

Tuesday, Sept. 20

Breakfast

9:00 – College of the Ozarks tour

11:00 – 2:45 – The Branson Landing, lunch, shopping, rest
(travel time from Landing to Sight & Sound – 15 minutes)

3:00 – 6:00 – Sight & Sound, “Jesus” (travel time from Sight
& Sound to the Lodges: 20 minutes without traffic)

6:30 – Dinner at the Lodges

Wednesday, Sept. 21

Breakfast

Mass

Annual Meeting

10:00 – 5:30 – Free time, provide transportation

6:00 - ? – Top of the Rock, banquet and speaker

Thursday, Sept. 22

Breakfast

Guest check-out, provide transportation

Free-time activities on Wednesday, Sept. 21

Tickets available through Branson 2 for 1 Tickets: 417-336-0241

Shows available on Wednesday, Sept. 21:

2:00 pm – Awesome 80's

Restaurants at Branson Landing

[Big Whiskey's American Res-
taurant & Bar – Hilton Hotel](#)

417-334-4478

[Black Oak Grill](#)

417-239-0063

[Buffalo Wild Wings](#)

417-334-0004

[Cantina Laredo](#)

417-334-6062

[Charley's Grilled Subs](#)

417-337-7334

[Clear at Hilton Convention
Center](#)

417-243-3433

[Famous Dave's Bar-B-Que](#)

417-334-4858

[Joe's Crab Shack](#)

417-337-7373

[Garfield's Restaurant](#)

417-335-3701

[Level 2 Steakhouse](#)

417-243-3433

[Old Chicago](#)

417-332-2005

[Waxy O'Shea's Irish Pub](#)

417-348-1759

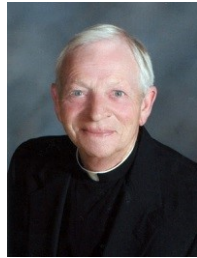
[White River Fish House](#)

417-243-5100

Fr. Jack Paisley, longtime NAPP member, dies at 86

By Tom Enwright

Fr. Jack Paisley loved to experience life in all its fullness, always with a cheerful attitude and an endless sense of gratitude. Despite failing eyesight, he was eager to join friends in the National Association of Priest Pilots for the next gathering, whether it was in his hometown of Dubuque, Iowa (as in July 2021), or some distant place with an airport.



A priest for 60 years, Fr. Jack died at home in Dubuque on Sunday, July 31, at the age of 86. The Mass of Christian Burial was celebrated on Thursday, August 4, at Church of the Resurrection in Dubuque. Burial was in Resurrection Cemetery.

Fr. Phil Gibbs, pastor of Resurrection Parish and a close friend, said, “Jack was always a consummate supporter of NAPP and a great advocate for general aviation. He really loved the fraternity of our group and had every intention of joining us in Branson for the September convention. As a matter of fact, I spoke with him after the 9 a.m. Sunday Mass (the day of his passing). He was enjoying a jelly-filled donut with coffee. He was excited to have me sign him up for the convention and fly him down.”

Conversations with Fr. Jack were always interesting. He shared stories from his earlier years, cruising with friends on his pontoon boat on the Mississippi River, snow-skiing adventures, camping trips and, of course, how much he loved flying.

Fr. Jack enjoyed smoking a pipe, appreciated the little things in life and handled challenges with grace and without complaint. He was grateful for God’s blessings and the people in his life. It was a treat to receive



Fr. Phil Gibbs, Fr. Jack Paisley and Fr. John Herzog — July 2017, Charleston, South Carolina



Fr. Jack Paisley, Mike Makelbust and Jeff Bryant — July 2002, Albuquerque, New Mexico

NAPP living in Ames, Iowa, recalls being part of a new small group for priests of the archdiocese in the 1970s. Fr. Jack flew in for the first meeting. “He came down with sciatica and was in misery, but he recovered and was able to make it back in the plane he came in.” Seven priests continued to meet once a month in that support group until “Jack and I were the only two left.”

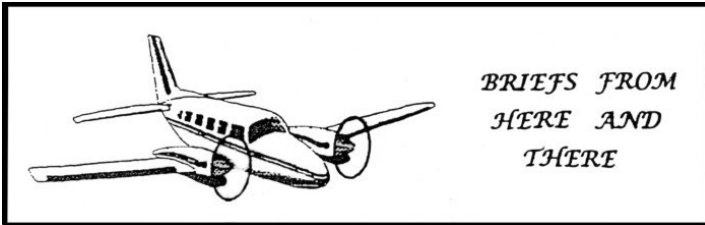
Mike Makelbust, an associate from Ames, remembers the famous greeting when Fr. Jack arrived at an airport for an NAPP event. They would come up to him and say, “Hi, Jack!” — to which he would reply with a smile, “Never say hijack at an airport!”

Fr. Jack looked forward to so much that life had to offer during his 86 years on earth; imagine the fullness of joy that he now has found.

“Knowing that his eyesight was continuing to fail, I have all confidence that he can see clearly now,” Fr. Phil said. “May he rest in peace along with the Hermann brothers and Phil Schmitt.”

John C. Paisley was born December 7, 1935, in Dubuque, the son of George William and Bernice Marie Shuhert Paisley. He attended grade school at St. Patrick’s in Dubuque then went on to Loras Academy, graduating in 1953. He graduated from Loras College in 1957 and completed his theological studies at Immaculate Conception Seminary in Conception, Missouri, where he graduated in 1962. Fr. Jack was ordained a priest on June 2, 1962, in Dubuque. His parish and faculty assignments took him all over the Archdiocese of Dubuque. He retired in 2005 and continued to help out for many years.

[Read the full obituary here.](#)



in a Cessna 180.”

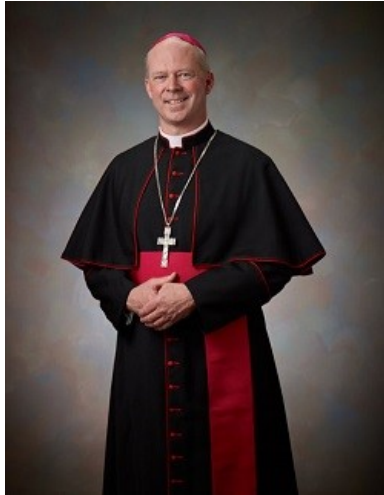
See Page 6 for Fr. Albert Ruschman’s memoir about NAPP.

It’s a new dues year: Thanks to the 23 members who already have renewed their NAPP dues for the 2023 fiscal year, which began July 1, 2022. Please follow their example by supporting NAPP. See the dues form on Page 8.

New diocese for Bishop Zielinski

[Bishop Chad Zielinski](#)

will be installed as the fifth bishop of New Ulm, Minnesota, at 1 p.m. CDT on Tuesday, September 27, at St. Mary’s Church in Sleepy Eye. Seating is by invitation only, but the Mass will be livestreamed at www.dnu.org.



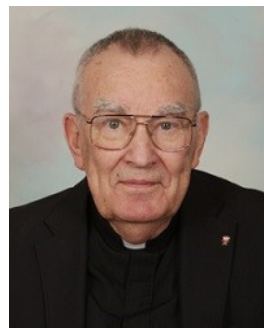
Solemn Vespers, open to the public, will be at 6 p.m. Monday, September 26, at Holy Trinity Cathedral in New Ulm.

A member of NAPP, Bishop Zielinski is moving from Fairbanks, Alaska, where he has served since 2014. His predecessor in Fairbanks, Bishop Donald Kettler, also is a member of NAPP. Bishop Kettler currently is bishop in the neighboring Diocese of Saint Cloud in Minnesota.

Read more about Bishop Zielinski [here](#).

Msgr. Ivan Vap recalls the early years of NAPP

“I just celebrated my 68th year of priesthood and almost that many as a member of NAPP,” Msgr. Ivan Vap wrote in June. He’s living at Madonna Rehabilitation Hospital in Lincoln, Nebraska.



“I co-hosted the meeting in Columbus, Nebraska, many years ago [1965]. Possibly the first meeting not in Kentucky. We met in the Elks Club for the meals ... Max Conrad, the flying grandfather, met with us one evening and Bill Lear flew in his new jet to the Columbus airport. It was still “experimental” so we could only sit in it parked on the ground, but it made a big hit in that small town. I think the Hemann brothers were the draw for both Max and Bill. Another visitor to an early convention was the first woman to fly solo around the world – Geraldine “Jerrie” Mock

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laugh and thanked God they were all OK! get attention!” We had a good laugh and thanked God they were all OK!

Later when I visited with Mel as he was recuperating from a stroke in Daytona, Florida, he told me that during that experience he truly thought he was going to die in a plane crash. He said he thought “so this is how it ends!” But soon he came to realize God had other plans and that was not going to be the day.

God is full of many surprises. During my time at Mel’s bedside, he spoke of his brother John’s recent passing and how he could not attend the funeral that was celebrated on Mel’s birthday. We also talked about the future of NAPP. This organization was a major part of Mel’s life!

I know we will all feel a huge void next month during our convention without the Hemann brothers and several other charter members who recently flew off to the promised land without us. But let us fill this void with stories, laughter and a determination to keep this outfit going for many years to come. We owe it to these dear friends, ourselves and future generations of priest pilots! This is our time! Not to die, but to grow and to live to the fullest the blessing of priesthood and aviation.

The founders of this unique and amazing organization are counting on US. I hope and pray that we will ALL do our part to keep the plane on course. We may not see clearly what lies ahead but just like all IFR pilots know, we must trust our instruments! Our instruments are faith, trust and perseverance! The very instruments that got George and Mel safely on the ground ... with a lot of help from a Divine Source, of course!

Trusting in that same Divine Source, we will be able to grow and celebrate NAPP for generations to come! It will not be without sacrifice and hard work. But if we all share in the work, it will be manageable.

Thank you to Tom Enwright, John Zapp, Fr. John Schmitz, our officers, our benefactors, and all who work all year long to keep NAPP strong and stable.

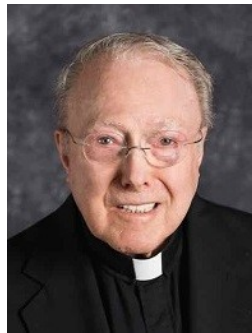
NAPP memoir:

52 hours in the air touring the American West

Editor's note: Fr. Albert Ruschman, one of three remaining charter members of the National Association of Priest Pilots, wrote this memoir about NAPP in March. The [first part](#) was published in the June edition of the newsletter. The conclusion is published here. Fr. Al is a retired priest of the Diocese of Covington in Kentucky. The other charter members are Fr. John Herzog and Msgr. Frank Mouch.

By Fr. Albert Ruschman

The one trip we enjoyed a lot was to Everett, Washington, by way of San Diego, California. It was just a repeat of the first flight West that Fr. Henry Haacke and Bob Wendeln had made that gave birth to the Priest Pilots organization.



Our plane was a single-engine four-seater. We stopped about every two or three hours for refueling and visited friends and relatives on the way. The two front seats were occupied by two priest pilots, Fr. Henry and Fr. Bill Bevington of Nashville. As a non-pilot, my contribution was luggage and helping push the plane to the gas pump. I also took pictures.

We learned so much on that trip, seeing the land at 3,000 feet and observing how cities, mountains and rivers were all connected. It was quite evident that some of the lakes were low. Water, constantly being released, supplying the cities below. We watched, and even tried, some Mexican workers' irrigating techniques.

It was so enriching to have these great traveling experiences with so many good friends. Without the organization, we would not have enjoyed such rich experiences.

It was nice to see the Oregon apple orchards and the Washington State cherries and blueberries. We got especially good treatment in seeing the Boeing 747s being built in the plants at Everett, Washington. Generally at our annual meetings, the local priest, because of his aviation experience, arranged first-class tours.

For our return, we took a northern route. Some of the northwestern states and central areas were dryer than we expected. There were several types of irrigations, often huge sprinklers.



In this undated photo, Fr. Henry Haacke (left) and Fr. Bill Bevington, NAPP president from 1987-1989. (Photo courtesy of Fr. Albert Ruschman)

We spent a night with friends in western Iowa and, after releasing a passenger, Fr. Bill Bevington in Nashville, pilot Henry safely steered us home. After 52 hours, which consisted of 10 days in the air, we were happy to see Lunken Airport and our home territory.

Reindeer and parish life

The National Association of Priest Pilots started as a nonprofit. There were already a number of priests in Alaska flying their own planes, so it was natural for us to meet in Fairbanks, the northernmost diocese in the United States.

Much like the lower 48 states, Alaska has parishes and missions around Anchorage and Fairbanks. The parishes are medium in size and have resident pastors and are reachable by using highways and trains.

Out in the "bush," parishes are only reachable by plane or boat, no roads. The priest, for example, where we landed on the Bering Sea has three parishes; he spends several months in rotation ministering to his flock.

A number of other pastors prepare their planes on the

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weekend and head out to the missions, handling weddings, anointings and funerals as much as possible. Bishop Michael Kaniecki boasted he had only missed one Confirmation in 16 years of flying. Now, the tendency is to use commercial aviation rather than a priest as the pilot. More than once, we had crashes that took the lives of priest pilots.

Some of the mission stations had a church building and rustic living quarters with or without inside plumbing. The children would gather in the town around the well to get water. Today, more of the missions have plumbing, which is a big improvement.

St. Mary's and a few other outposts even had Catholic schools. Today, towns have access to public school. We also are proud of our successful Catholic school in Fairbanks.

What does a regular Mass look like in the mission?

Parishioners adjust to cold and light and darkness. About half the congregation will be native people and half who have moved in from the lower 48 states. The bishop tries to get around for Confirmation pretty much on a yearly basis, much like here.



Fr. Henry Haacke (Undated photo courtesy of Fr. Albert Ruschman)

At one time, Fairbanks had 39 permanent deacons; this was a big help in ministry because the deacons could serve in the village where they lived.

What do people do for a living? The oil industry, as you know from the Alaskan pipeline, provides each resident a subsidy; maintaining and drilling provides jobs. For the native people, fishing and hunting provide much of their diet. Food, of course, is expensive being shipped.

Without the Priest Pilots, annual meetings and flights to Alaska, I doubt if we would have learned about our brothers and sisters in the northernmost diocese.

Postscript: NAPP's 25th convention and the passing of Fr. Henry

By Tom Enwright

Fr. Al Ruschman's fascinating two-part memoir ends with his admiration for those in ministry serving in northern Alaska, relying on aircraft to get from village to village.

A postscript seems only fitting: Fr. Al co-hosted the 25th annual NAPP convention in Frankfort, Kentucky, on July 12-13, 1988. The closing Mass and banquet were held in Carrollton, Kentucky, which was where the first convention was held in 1964. (It's interesting to read the detailed convention itinerary in the [June 1988](#) newsletter.)

Fr. Henry Haacke, co-founder of NAPP and co-host of the jubilee convention, was one of the banquet speakers despite deteriorating health due to cancer. (The other co-founder, Bob Wendeln, left the priesthood and married. He died in 1987.)

In the [August 1988](#) newsletter, there's a photo of Fr. Henry in a wheelchair, assisted by Fr. Al. (Be sure to browse through the many convention photos that Fr. Mel He-

mann included in that edition.)

Less than three weeks later, Fr. Henry died on August 1 at the age of 71. (See the [NAPP necrology](#).)

In his president's message for the August newsletter, Fr. Bill Bevington began with a recap of the convention:

The Jubilee Meeting is history and certainly met our expectations. We could not have hoped for a greater measure of success.

There was a good turnout, including Henry Haacke, our host, who managed to stay the whole time in spite of his ailing body. He gave us a good lesson in determination and dedication to NAPP and the priesthood. The devoted care of his family also helped make this possible. ...

As promised, there was history, horses, holy places, homilies, hootch making, humor and hymns at the Old Kentucky Home, and the heat and humidity were not too bad.

Our bus driver said he had never



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2023 NAPP Dues – U.S. \$25.00

2023 fiscal year began 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 October edition is September 30.

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

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carried a better group of passengers, and he called Al Ruschman a “prince of a man.” I think we would all agree.

P.S. The above was written the last week of July. As you may know, Henry Haacke died on August 1. Eight members of NAPP, along with many other priests, religious and laity and members of his family attended his funeral on August 4 at St. Ann’s Church in Covington, the site of Henry’s first Mass.

Bishop Hughes presided and spoke well of Henry at the end of the Mass. Fr. James Ratchford, a longtime friend of Henry, delivered a very personal and informative eulogy on Henry’s behalf, accenting the use of his gift of writing in expressing the teachings of the Church and his love of flying. The family expressed their thanks to all his friends for their prayers.

Fr. Mel concluded the August newsletter with three photos from the funeral and the headline was in all capital letters: THE FATE THAT AWAITS US ALL.

(For more photos, see this [gallery](#) and select “1988 Convention” in the tag box, then OK.)



“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.

It was time to sell N42PG, but the stories won't fade away

By Fr. Miles Barrett

Many have heard the happiest moment in a pilot's life is when he buys his own plane!

The second great moment is when he sells it. My story of selling my 1977 N42PG, a Piper Turbo Arrow III, centers around its lack of being flown enough. It is hard on any plane not to be flown regularly — much like a good prayer life or any healthy exercise pattern in our lives.

I rented planes since 1979 and was happy renting. I only attained N42PG by helping another pilot buy a plane to get his instrument ticket in 2009. Good man, Knights of Columbus member, Civil Air Patrol pilot, married with a wife and two boys with a small farm with three horses and his own oil delivery business and trucks on the road. When he said he needed a temporary loan as the bank wouldn't loan him any money for a plane, I should have been less gullible.

He was going for his instrument ticket and his wife suggested he purchase vs. renting to save and invest in his own plane. I wanted to help a family man have a better chance to stay alive by helping him get the IFR rating. We had just lost a dad and son out of KOB I Woodbine north of here going on a fun hunting trip out West. They died three miles from the field when the dad got disorientated in a cloud. It was a thin cloud cover he had planned to pop up through quickly. IFR training could have prevented two deaths.

I even flew out on a commercial airline to Arizona to look at N42PG with him and told him it's not for him. Second mistake on my part, noticing he didn't listen to my assessment of the plane and his level of skills. He had few hours, and it was a turbo he could easily damage the engine, and it needed work with only VFR Garmin 430 at the time. His wife convinced him it was *the* plane, so he bought it with a \$57,000 loan from me, to be repaid monthly to match my house mortgage at the same interest rate.

Long story short, he missed so many payments that his wife told him to give me the title. And he did but not until after he had it to a shop for a \$43,000 upgrade and autopilot, which he couldn't afford either.



Voilà, my first purchase was by default. I was now a proud owner of a white elephant with wings while still on active duty — and later gratefully retired in Cape May, New Jersey, before any other moves across the country or globe.

N42PG was flown out of KWWD, Cape May, since 2010 while I was still on active duty with the U.S. Navy as the Command Chaplain at the U.S. Coast Guard Training Center. Fifty-plus hours a year was normal between annuals. Trips to Florida for SUN 'n FUN; to Groton, Connecticut, for retirement ceremonies; to family reunions in Wyoming, Iowa, Ohio and Illinois; to our NAPP conventions in Kentucky and Pennsylvania. Wonderful memories and photos en route through breathtaking sunsets and Mother Nature's challenging rain cells.

My sister, Connie Barrett, died 7 July 2020 in Chicago and N42PG made a quick trip to KLOT Lewis University airport in Romeoville, a short Uber ride to downtown Chicago. A Catholic bishop established it with foresight, and it has free parking with purchase of fuel and the cheapest fuel around Chicago.

Funeral went well and was celebrated at her home parish on the first day the Chicago Archdiocese allowed churches to be opened for Mass with masks during the COVID-19 pandemic. I waited around four days for Connie's ashes to fly them out to Sioux City, Iowa, for a later Mass and interment in September. Flew back out in September to KSHL Sheldon, Iowa, for a dear 100-year-old parishioner, Lilian Brown, who was being buried on Wednesday in Sanborn, Iowa. Connie's funeral was on Friday at the Cathedral of the Epiphany. Family stayed until Sunday, and I flew home in 6.2 hours with a fuel stop in Toledo, Ohio, before sunset. Skirted storms in Chicago and Detroit and slipped through the line crossing Philadelphia. ForeFlight and Stratus II earned their keep that trip. I landed safely through the cloud deck after light rain about 8:30 p.m. N42PG had saved me a drive out and back, each way being two and a half days driving and two nights lodging and meals — all in 6.2 hours.

Next morning, I cleaned the wings and noticed the

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Midwest Regional features history center, religious shrine

On July 12, Fr. Gene Murray hosted the Midwest Regional Fly-In at Martin Field (7K8) in South Sioux City, Nebraska. The weather was CAVU with a high temp of 82. Four planes flew in: Mike Makelbust and Fr. John Herzog (Cessna 177 Cardinal); Fr. Bill Menzel and Al Taylor (Piper Comanche 250); Fr. Gene Murray (RV-8); Fr. John Wolesky, Fr. Al Werth and Chet Peterson (Cessna 210). Paul Murray drove in and provided ground transportation.

We visited the Lewis & Clark Interpretive Center on the banks of the Missouri River, ate a box lunch at the outdoor pavilion and journeyed across town to the Queen of Peace Shrine at Trinity Heights. On the return to Martin Field, we made a very brief stop at the Palmer Candy Store. The weather, for a change, was perfect with a light breeze out of the northwest.

The Lewis & Clark Interpretive Center is a museum dedicated to telling the story of the Corps of Discovery's epic journey in 1804 to 1806 from St. Louis to the Pacific Ocean. Commissioned by President Thomas Jefferson in 1803, the Corps was to explore the recently purchased Louisiana Territory and bring back maps of the land and information on its inhabitants to the president. The only person to die on the journey



was Sergeant Charles Floyd who died of a "bilious" condition of the stomach (probably appendicitis) on the banks of the Missouri at Sioux City.

The Queen of Peace Shrine is on the former site of Trinity High School and College. The 58-acre site consists of two privately commissioned, beautifully sculpted 30-foot-high stainless-steel statues. On one end is the statue of Mary and on the other end is a statue of Jesus. In between are beautifully landscaped prayer paths dedicated for the rosary and stations of the cross and private prayer.

Among other things, there is a brook, a grotto, a walking bridge and a pond. In the middle of the grounds is a parking lot. Adjacent to the parking lot is the welcome center with a small chapel and a life-sized wood carving of the Last Supper of Jesus. This very impressive shrine originated as a dream of Fr. Harold Cooper and was brought to fruition by the prayers,

dedication and financial contributions of many faith-filled people.

Thanks to Rick and Mary Motz of Pickerman's Sandwich Shop who along with friends Pete Groetkin and Ron Schultz co-hosted, provided a box picnic lunch and ground transportation around the city. May the Lord bless them for their generosity.

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leading edge of both wings and the elevator had been power-washed to bare aluminum by rain at 11,000 feet the night before dancing through cold rain or what may have been sleet. It was freezing at 14,000 feet. At 184 knots ground speed, sleet can do that. A little touch-up and she was as good as new.

I flew N42PG again for EAA Young Eagles® flights and for neighbors who wanted to get up flying. But the next year saw me flying over 200 hours in other people's planes as their CFI/CFII. I had keys to four planes and hangars: Piper 6, Piper Dakota, Super Viking and Cessna 152. I am even on all their insurance plans. They fly and buy the fuel, then treat me to lunch and give me a tip for being available. Meanwhile, N42PG was not being flown enough.

I used Barnstormers.com to advertise the plane for sale and AOPA VREF® to estimate the value of it. I

turned down three buyers who would not have respected it or treated it correctly, in my mind. Then a United Airlines pilot who flies the MAX and had CFI/CFII with 100 hours in Arrows bought it. He paid for the wing-spar inspection even while it didn't need it by the formula. He paid more than twice the purchase price — and he will give it a good home and use it often with his wife on regular trips.

Do I miss it? Not much. Am I flying much between one or two funerals a week and three Masses per weekend at three different churches? Yes! About 200 hours in the last 12 months.

At this stage, I enjoy seeing light bulbs go off in a student pilot's brain during a lesson more than I long to fly solo IFR for hours on autopilot. I've had enough electrical fires at altitude in Atlantic City Class Charlie airspace; failed alternators in IMC over Omaha,

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Life lessons emerge from the world of aviation

By Fr. George F. Remm

Those of us who are in our retirement years have lived in some of the most exciting times of human history, advances in knowledge and technology that have unlocked the larger world, the universe, and the infinitely small, the quantum. During this time, the Church began the process of renewal called the II Vatican Council that impacted our lived experience of parish and priesthood.



In the post-World War II period through the rest of the 20th century until today we have enjoyed the opportunity not only of ministry as priests, but also as priest pilots. We may be the first and the last of a small number of generations that could embrace the combination of priestly ministry and the advocacy of personal flying. The reality is cost.

The late Rudy Frasca, who hosted our yearly [NAPP convention](#) in 2004 at Frasca Field, in Urbana, Illinois, wrote his autobiography, "From Cubs to Spitfires." Chapter 1 is entitled "The Day Dad and I Finally Understood One Another." He states that "Unless you're wealthy, learning to fly almost always means making financial sacrifices; you automatically have two things in common with many others: You love flying and you're usually broke."

Rudy worked hard during his high school days to earn enough money to take flying lessons in a Piper Cub. His dad was always supportive of his grueling schedule, except once: the PT-19, a WWII trainer with a 160-horsepower inverted Ranger engine. The catch was that the airplane rented for \$19 an hour. Rudy didn't hide his intentions, but his dad didn't catch wind of what he was up to until the day he had enough money to do it.

While Rudy was walking his 3½-mile trek to the air-

port, his dad pulled up in the family car and said, "Get in." As his dad reined in his temper, he said, "You are not going to spend \$20.00 on flying; that's too much money." Rudy knew that if he became argumentative, he would lose the battle very quickly.

"Pa," he said, "I work long hours to earn money for flying lessons. You agreed that whatever I earned I could spend on flying." Rudy saw mixed emotions in his dad's eyes. "I think for the first time he realized that flying was more than my hobby; it had become the core of who I was." His dad drove him to the airport and dropped him off in silence as he struggled to understand how important flying really was to Rudy.

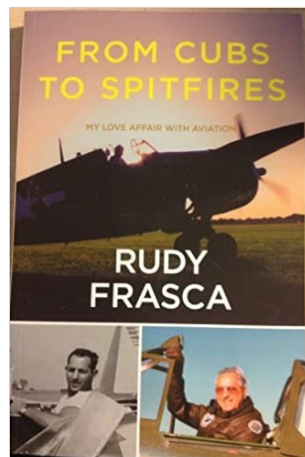
But the wisdom of his dad regarding the \$19 checkout didn't escape Rudy either. "Almost immediately after getting checked out in the PT-19, I realized that I simply couldn't afford to fly it with any regularity. In the end, I was financially forced to move back to the J-3 Cub at a more affordable \$6.00 an hour."

Rudy concludes: "My dad and I each learned something from one another. He learned that I too had dreams worth pursuing at any cost, and I learned that a very real part of following one's dream is to assess the cost versus benefit."

What lessons have I learned from flying that have benefitted my vocation as a priest? Have we been instruments to one another in the journey?

June 2022: [Lesson from Rudy Frasca carries over to NAPP today](#)

June 2020: [Remembering Rudy Frasca](#)



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Nebraska, into Mallard; icing in late May into Lander, Wyoming, between mountains at 10,000 feet and 48-mph winds; blackout screen with red X's in IMC on the Aspen 1000 during an approach into Smith Field, Illinois, in low IFR; broken landing lights and squawk switch on a night landing — and other such surprises while flying N42PG. I also see the price of fuel today and am grateful I may help others enjoy their dream.

I hope everyone enjoys flying safely and stays healthy

this summer. I'm attending my 40th class reunion at St. Meinrad, Indiana, this August. Thinking about renting a plane at KHNB in Huntingburg, Indiana, to celebrate where I earned my private pilot certificate during my first semester at St. Meinrad. And take classmates up like I used to and fly over the seminary doing turns around a point. That really ticked off the monks and faculty. But that's another story best served with a little adult beverage over a fine meal.

Pax Christi, carpe diem! Fr. Miles

NAPP convention sites – 1964-2022

- | | | | | | |
|-----|--------------------|----------------------------|---|-------------------------|--------------------------------------|
| 1. | July 12 – 15, 1964 | Carrollton, KY | 34. | July 8 – 9, 1997 | New Bern, NC (Cherry Point MCAS) |
| 2. | July 26 – 27, 1965 | Duncan, NE | 35. | July 7 – 8, 1998 | Nanaimo, Vancouver Island, BC Canada |
| 3. | Aug. 23 – 25, 1966 | Lockport, IL | 36. | July 6 – 7, 1999 | Dayton, OH |
| 4. | July 11 – 12, 1967 | Boston, MA | 37. | July 12 – 13, 2000 | Anchorage, AK |
| 5. | July 16 – 17, 1968 | Rapid City, SD | 38. | July 10 – 11, 2001 | Wing South Airport, FL |
| 6. | July 15 – 16, 1969 | San Diego, CA | 39. | July 9 – 10, 2002 | Albuquerque, NM |
| 7. | July 14 – 15, 1970 | Ames, IA | 40. | July 8 – 9, 2003 | Ames, IA |
| 8. | July 13 – 14, 1971 | Pittsburgh, PA | 41. | July 6 – 7, 2004 | Urbana, IL |
| 9. | July 10 – 11, 1972 | Emporia, KS | 42. | July 12 – 13, 2005 | Frederick, MD (Smithsonian) |
| 10. | July 11 – 12, 1973 | Juneau, AK | 43. | July 1 – 12, 2006 | Oshkosh, WI (EAA) |
| 11. | July 15 – 16, 1974 | New Orleans, LA | 44. | July 10 – 11, 2007 | Denver, CO |
| 12. | July 15 – 16, 1975 | Nashville, TN | 45. | July 8 – 9, 2008 | Savannah, GA |
| 13. | July 10 – 11, 1976 | Dubuque, IA | 46. | July 7 – 8, 2009 | Richfield, OH |
| 14. | July 12 – 13, 1977 | Everett, WA | 47. | July 6 – 7, 2010 | Altus AFB, Altus, OK |
| 15. | July 11 – 12, 1978 | Santa Fe, NM | 48. | July 12 – 13, 2011 | Clear Lake, IA |
| 16. | July 10 – 11, 1979 | Rensselaer Co. Airpark, NY | 49. | July 10 – 11, 2012 | Elmira, NY |
| 17. | Aug. 5 – 6, 1980 | De Pere, WI (Oshkosh) | 50. | July 9 – 10, 2013 | Rapid City, SD |
| 18. | July 15 – 16, 1981 | Anchorage, AK | 51. | July 8 – 9, 2014 | Covington, KY |
| 19. | July 13 – 14, 1982 | Colorado Springs, CO | 52. | July 7 – 8, 2015 | Ankeny, IA |
| 20. | July 12 – 13, 1983 | Montreal, Canada | 53. | July 14 – 15, 2016 | Sewickley, PA |
| 21. | July 10 – 11, 1984 | Stacyville, IA | 54. | July 11 – 12, 2017 | Charleston, SC |
| 22. | July 9 – 10, 1985 | Lafayette, LA | 55. | July 10 – 11, 2018 | Medina, OH |
| 23. | July 8 – 9, 1986 | Las Cruces, NM | 56. | July 9 – 10, 2019 | Sioux Falls, SD |
| 24. | July 7 – 8, 1987 | Pittsburgh, PA | <i>2020 postponed because of COVID-19 pandemic</i> | | |
| 25. | July 12 – 13, 1988 | Frankfort, KY | 57. | July 13 – 14, 2021 | Dubuque, IA |
| 26. | July 11 – 12, 1989 | Boston, MA | 58. | September 20 – 21, 2022 | Branson, MO |
| 27. | July 18 – 19, 1990 | Anchorage, AK | | | |
| 28. | July 9 – 10, 1991 | St. Louis, MO | | | |
| 29. | July 7 – 8, 1992 | Fredrick MD | | | |
| 30. | July 6 – 7, 1993 | San Antonio, TX | | | |
| 31. | July 12 – 13, 1994 | Menlo Park, CA | | | |
| 32. | July 11 – 13, 1995 | Chicago, IL | | | |
| 33. | July 9 – 10, 1996 | Angola-Derby, NY | | | |

