

N.A.P.P.



Volume 59

June 2023

No. 6

President's column:

Dad has been a great inspiration in faith and flying

By Fr. Phil Gibbs
President

Dear Friends and Fellow Pilots,

We read about the glory of our Heavenly Father in scripture, but our current, contemporary society isn't so easy on the role of the father in our culture. We see examples anywhere from the brilliant to the buffoon or the dignified to the deadbeat. We see these examples in good old television shows with the impressive father figures such as Ward Cleaver on "Leave it to Beaver" or Jim Anderson on "Father Knows Best." We also see



the more contemporary programs with the not-so-impressive characters of Homer Simpson on "The Simpsons" and Hank Hill on "King of the Hill."

To be honest, I have been guilty of being critical of my own father as I tried to figure him out through my time of adolescence and early adulthood. As I reflect on that experience, a quote from Mark Twain comes to mind: "When I was a boy of 14, my father was so ignorant I could hardly stand to have the old man around. But when I got to be 21, I was astonished at how much the old man had learned in seven years."

My father was a hard worker and he made us all work hard, so much so, that we actually enjoyed going to school! We couldn't wait to get off that farm! He and Mom made it quite clear to each of us that we had three choices after graduating from high school. Go to a college or trade school. Go to the military service.



Fr. Phil with his parents, Harold and Joyce Gibbs, at the 2021 NAPP convention cook-out in Dubuque, Iowa.

Or, get a job off the farm. And if you wanted to start farming, you started on your own.

With a critical eye, it was easy for us to see our Dad as slave driver pushing us hard and kicking us out of the nest. But through his eyes, education or another path was a better option for us even if we didn't see it for ourselves. By being hard workers, we left a good impression upon others and we, ourselves, grew to appreciate the good, honest, hard work done by others. By forcing us out of the nest, he and Mom helped us grow up and learn to spread our own wings.

Dad and Mom have slowed down quite a bit in the twilight years of being in their 80s. The physical realities of aging have presented them with new limitations that don't allow them to work so hard anymore. That's

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okay; they have worked hard enough. Nevertheless, I recognize how blessed I have been and currently am as my love and admiration for them continues to grow.

I give credit to Dad and his extra incentive to put that “drive” in us. It has certainly helped me and my siblings endure many a tough life situation. To use an old adage which fits, “When the going gets tough, the tough get going!” His strong spirit and relentless drive became mine as I navigated through seminary studies. It also aided me later as I engaged in the rigors of getting my pilot’s license and the additional ratings that I enjoy today.

Yes, indeed, Dad served as a great inspiration in faith and in flying. He was the first to receive my priestly blessing after I was ordained and then, 10 years later, I was privileged to have him hop in the little two-seater Cessna 152 that I used for my flight training. Cramped in that cabin shoulder to shoulder and elbow to elbow, Dad was my first-ever passenger after I got my pilot’s license. I didn’t tell him this until after we landed! Whether or not that was a blessing I am unsure, but I am certain it was an incentive to offer prayers of thanksgiving when we touched down and taxied back to the hangar.

Especially on this Father’s Day (June 18), we pray for God’s blessings on all our fathers, living and deceased.



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. Phil Gibbs

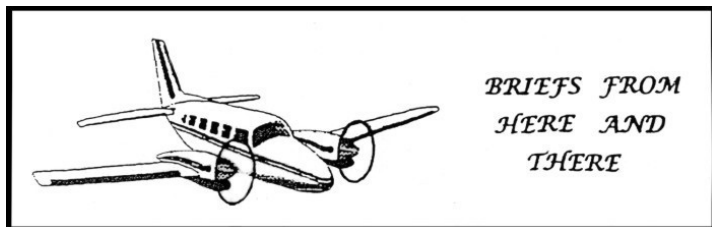
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Secretary: Fr. Allen Corrigan

Treasurer & Newsletter Editor: Tom Enwright

Regional Directors

East: Fr. Al Ruschman Midwest: Vacant



At your service

Heard on the aircraft scanner:

XYZ Aviation, it’s N-----. We’ll be on your ramp in about 10 minutes, dropping off six passengers and we’ll be with you overnight. We’ll give you a fuel order on the ground. We’ll need a lav service and a luggage cart and a ladder. Oh, and we have dirty dishes onboard. Would you all be able to wash those for us before we leave in the morning? Thank you. — TE



Reminder to pay your dues: The new dues year (fiscal 2024) begins July 1, 2023, so please be attentive to paying your dues. Thanks to those who already have paid ahead! **See the new payment form below.**

Obituary planning: Members who are making their own advance funeral arrangements may wish to include NAPP in the list to be notified by the family or funeral director. Email: napp.editor@gmail.com.

2024 NAPP Dues – U.S. \$25.00

Fiscal year begins July 1, 2023

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

NAME: _____

ADDRESS: _____

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STATE: _____ ZIP: _____

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Member category: Charter Regular Associate

Make check payable to NAPP and mail to: Tom Enwright, 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.

Donate

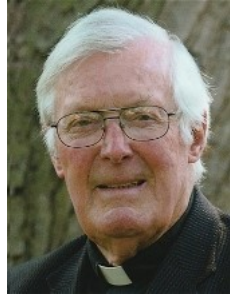


Fr. John Herzog, charter member of NAPP, dies at age 91

Fr. John Herzog, 91, a charter member of the National Association of Priest Pilots, died May 17, 2023, in Story City, Iowa. He was president of NAPP from 1981 to 1983.

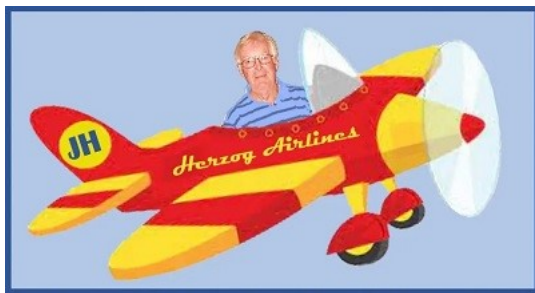
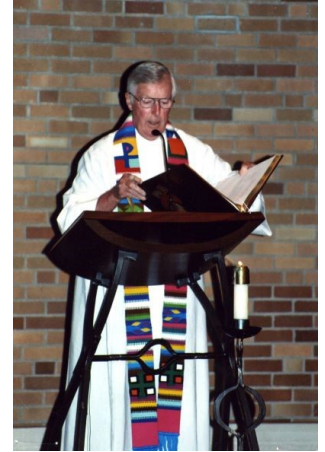
The funeral Mass was May 23 at St. Thomas Aquinas Church in Ames, Iowa.

John Herzog was born November 3, 1931, in Dubuque, Iowa, the son of William and Kathryn (Walsh) Herzog. He went to school in East Washington Township in a one-room country school. He graduated in 1948 from St. Columbkille High School and in 1952 from Loras College, both in Dubuque. John entered Mount St. Bernard Seminary in Dubuque and was ordained



Joseph's Parish (Waterloo), and All Saints Parish (Cedar Rapids). He also taught at Columbus High School (Waterloo), Regis High School (Cedar Rapids) and St. John School of Religion (Hampton).

In 1973, he became a pastor for the first time at St. Mark's Parish in Iowa Falls and was involved in the Cur-sillo Movement. In 1985, he moved to Eagle Grove to be pastor at Sacred Heart Parish. In 1987, he was assigned to St. Mary's in Colo and St. Patrick's in Nevada.



A salute to Fr. John's flying days, posted on the obituary tribute page by Kay Herzog.

February 4, 1956, along with 22 classmates from around the Midwest and West. They were known as "sons of the Pioneers" being the

second group to go through Mount St. Bernard.

John was ordained by Archbishop Leo Binz at St. Raphael's Cathedral in Dubuque. In the early years, he was assigned to Sacred Heart Parish (Monticello), St.

Fr. John retired from active ministry in 2000, moved to Ames and became a member of St. Thomas Aquinas. For many years, he was involved with the Hispanic ministry and celebrated a Spanish Mass on Sundays at St. Cecelia's in Ames.

St. Thomas Aquinas Parish offered this tribute: "Fr. John was progressive in his outlook and ministry, a 'social justice advocate,' and a friend to all who took time to speak with him. He was ordained before Vatican II, but he embraced the post-Vatican II Church. He and Fr. Pat Geary (former STA pastor) were seminary classmates and good friends. A kind, generous and gentle man, whose sly smile and laughter always warmed your heart. He will be missed, as he was loved."

[Funeral home obituary](#) | [Parish obituary](#)

'I'm gonna miss you, John'

By Patrick J. McDonald

When John Herzog was appointed pastor in Nevada, Iowa, my sister and her husband lived directly across the street from the church. They were seeking a vital connection with their Catholic heritage — one that offered an adult spirituality and was contemporary in its liturgical expression.

John represented the best of the post-Vatican II church to them and they became solid members of this church community.

Time passes, life changes, tragedies unfold, and John was outstanding as he officiated at the funeral of my

sister, who died at age 59 from breast cancer. I told John later that I am eternally grateful for his care and concern. He accepted my affirmation graciously.

Before and after that event, John and I crossed paths a number of times, always with mutual respect.

Since his outstanding personal qualities are widely recognized, I'll leave it up to others to raise him to the level of sainthood. I prefer to highlight his sense of humor with one illustration. I received the illustration from John's own recounting over a beer. This is important to remember, because apocryphal versions float freely and often recycle in the NAPP community.

He related that he was riding in the back seat of a Pip-

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From one funeral to another: Lessons in life, faith, humility

By Tom Enwright

It was a hot, sunny day on August 4, 2022, as we gathered at the Church of the Resurrection in Dubuque, Iowa, for the Mass of Christian Burial for Fr. Jack Paisley, a longtime member of the National Association of Priest Pilots.

Fr. John Herzog, a charter member and past president of NAPP, arrived with associate member Mike Makelbust after flying from Ames in Mike's Cessna Cardinal. Fr. Nick Radloff gave them a ride from the Dubuque airport.



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

very much, but Mike was so attentive in preparing a plate for him. Mike, a retired firefighter, was Fr. John's guardian angel throughout the day — and I know that was the case for many years.

Various priests and Fr. Jack's family stopped by our table to exchange greetings. After lunch, I drove Fr. John and Mike back to the airport, with Mike serving as our faithful navigator in the back seat.



Mike Makelbust, Fr. John Herzog, Fr. Phil Gibbs, Fr. John Schmitz and Fr. Scott Jabo, July 2021 in Dubuque

joined Mike and me in a pew near Fr. Jack's family. After Mass, I drove us to the cemetery for the committal rite. Fr. John tolerated the hot sun, steadying himself with a cane; we were fortunate to park relatively

close to the gravesite. Following the prayers, Archbishop Michael Jackels made a point to chat with Fr. John and ask how he was doing. Afterwards, we drove a short distance to the funeral luncheon. Fr. John was tired and wasn't interested in eating

On that half-hour ride to the airport, Fr. John reminisced about his flying days, including a story about a foggy nighttime instrument landing he made in Dubuque. That's very impressive, I commented, especially since it was long before GPS technology — something that we now take for granted.

Nine months have passed and there's another NAPP funeral, this one in Ames for Fr. John. I remember him as a wise, humble priest who advocated for the common good. When he spoke, I valued his message.

As the saying goes, still water runs deep. May he rest in peace.

A remembrance from associate member George Gratton: "I was fortunate enough to be at the Jesuit Retreat House in Oshkosh, Wisconsin, a few times with Fr. John Herzog. I see his (St. Thomas Aquinas) obituary mentions his sly smile, which was an optional accessory to a well-exercised sense of humor. He is a good friend, a friend to mankind!"



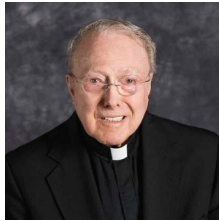
Fr. John Herzog and Fr. Richard Funke, July 2021 in Dubuque

NAPP members celebrate milestone anniversaries

Three members of the National Association of Priest Pilots are celebrating milestone anniversaries this year. Thank you for answering the call to the priesthood. May God continue to bless your ministry.

70 years: Fr. Albert Ruschman

Fr. Al was ordained May 30, 1953, at the Cathedral Basilica of the Assumption in Covington, Kentucky. Before retiring in 1999, he served as pastor at St. Joseph Parish, Warsaw; St. Barbara Parish, Erlanger; St. George Parish, Jenkins; St. Catherine of Siena Parish, Fort Thomas; and Blessed Sacrament Parish in Fort Mitchell.



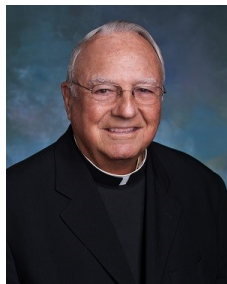
He is a charter member of NAPP. In retirement, he lives in Alexandria, Kentucky.

Note from Fr. Al: “Thanks to the NAPP for all your prayers, support and the example of bringing Christ to the world through the medium of flight.”

[See article](#) in *The Messenger*, newspaper of the Diocese of Covington.

65 years: Msgr. Frank Mouch

Msgr. Frank was ordained on June 10, 1958, at the Pontifical College Josephinum in Columbus, Ohio, by Archbishop Amleto Giovanni Cicognani. He spent many of his early years in academia, including as a faculty member of the Josephinum (1958-1963) and later as rector



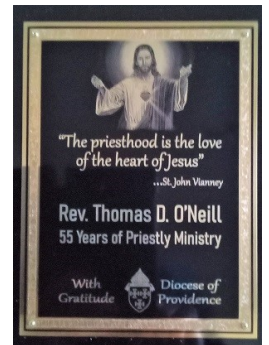
of the Josephinum (1974-1984), and as president of St. Leo College (1987-1996). Among other assignments, he served as temporary administrator and pastor of parishes in the Dioceses of St. Augustine, Venice and St. Petersburg.

He is a charter member of NAPP. In retirement, he lives in St. Petersburg, Florida.

[See article](#) in the *Gulf Coast Catholic*, published by the Diocese of St. Petersburg.

55 years: Fr. Thomas D. O'Neill

Fr. Tom was ordained to the priesthood by Bishop Russell McVinney on June 8, 1968, in the Cathedral of SS. Peter and Paul in Providence, Rhode Island. Throughout his ministry, Fr. Tom has worked fervently to promote environmental awareness, social justice and strong Christian values, according to a 2012 article in the Rhode Island Catholic. One of the highlights of his priesthood was 25 years of ministry in the Diocese of Kamloops, British Columbia, Canada. In retirement, he lives in Middletown, Rhode Island.



[See 2023 anniversary note](#) in the *Rhode Island Catholic*. Fr. Tom is second from the left in the back row.

Also, see this [article](#) about Fr. Tom's bicycle pilgrimage in 2022: “Senior priest embarks on a personal pilgrimage for peace in Ukraine”

[Retirement story from 2012](#): “Reflections on decades of service to God's people: Fr. Thomas O'Neill”

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er Tri-Pacer, with three other passengers. The pilot was a fellow priest. It was a hot day and the pilot was attempting to land at a short grass strip at a forgotten destination in Iowa.

The pilot came in hot and fast, landed long, hit an obstacle at the end of the runway and flipped the Tri-Pacer upside down. As the dust cleared and the passengers were still hanging by their seat belts, John asked the pilot a simple question: “Do you always

As the dust settled and the passengers were still hanging by their seat belts, John asked the pilot a simple question: “Do you always land this way?”

land this way?”

When everyone had extracted themselves from their inverted world and declared themselves safe, John closed with another question to the pilot; “Did you turn off the master switch?”

I could write on and on about the many qualities of John Herzog. Since so many of our group know the man and his virtues, I prefer to conclude my remarks with a personal comment: “I'm gonna miss you, John, but I'll catch up later.”

Hobie's dream of an aviation career is right on course

By Fr. Bill Menzel

On August 31, 2019, a young pilot I was mentoring soloed on his 16th birthday. A year later on his 17th birthday, he earned his Private Pilot Certificate. I wrote about these events in the life of Hobie Lippold for the [June 2020](#) and [October 2020](#) issues of this newsletter. August 31, 2023, will be Hobie's 20th birthday, and the years since I last wrote about him have been filled with a plethora of aviation excitement, challenges, and some frustrations. It's time for an update.

I won't repeat what I wrote for the previous two articles. They are readily available on the NAPP website. I'll just try to hit the highlights of what Hobie has been doing since acquiring his Private Pilot Certificate. There are many, and I'm not going to try to list them in chronological order.

Around the time he turned 18, Hobie finally got his driver's license. A passion for flying creates its own priorities. Obviously, flying took precedence over driving. At least he can always say that he got his pilot's license before he got his driver's license.

Hobie has always loved aerobatics. Sometime after graduating from high school in Wisconsin Rapids, he rented an apartment in Oshkosh to work with Jamie Pittman at [Discover Flight](#), where Jamie specializes in upset training and aerobatic instruction. This worked out well, as Hobie's dad is an audiologist and has a small satellite office in Oshkosh, so there would be regular opportunities to spend time with family.

Jamie and Hobie had become fast friends. They had met while Hobie was still in high school. Jamie recognized this young pilot's talent for aerobatics and his work ethic, so he quite literally took him under his wing. Hobie worked for Jamie's business, and Jamie taught him how the various competitive aerobatic maneuvers are flown and how they are depicted in the [Aresti Catalog](#).

At just about the last minute, Hobie and Jamie decided that Hobie should enter the Doug Yost Challenge, an

aerobatic competition that would take place in Spencer, Iowa, on August 8-9, 2021. With only about four hours of practicing for the maneuvers required for the Primary Category, they flew to Spencer in the Decathlon he'd been practicing in. There were 11 contestants in the Primary Category, several of them from the

University of North Dakota flight program. When the dust settled, Hobie placed fourth out of the 11. Not bad, considering the quality of the competition and the last-minute decision to enter and minimal opportunities to practice!

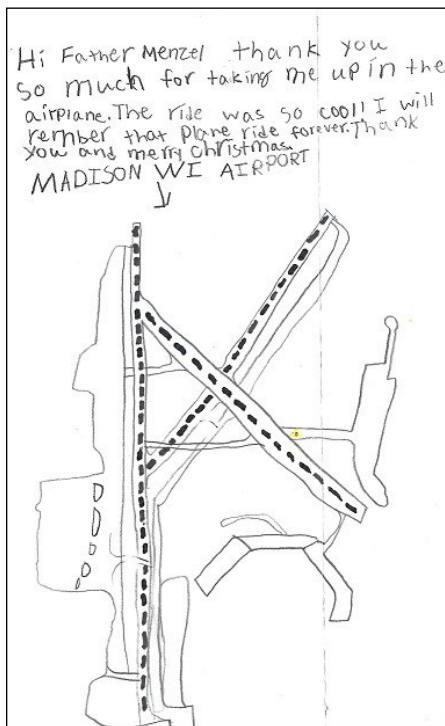
Before I tell you where he is now and what he's doing, here are some other things Hobie has accomplished in the last three years.

He earned his high-performance and tail-wheel endorsements while working with Discover Flight.

He earned his complex endorsement in the Comanche with Bob Lussow, a 37,000-hour retired airline pilot, who does some instructing for Steve Krog's Cub Air Flight in Hartford, Wisconsin. After about two hours of oral quizzing and an hour of flying, Hobie and Bob both returned with smiles. Before we left Hartford that morning, Bob told me that it was one of the best complex endorsements he'd ever had. High praise indeed! I wasn't surprised.

Hobie and Jamie had developed a strong friendship and enjoyed working together, but it became very difficult for Hobie to work toward his instrument rating and Commercial Certificate. His first CFII went on to the airlines soon after Hobie started with him and finding another one who was readily available just wasn't happening. Hobie was building up hood time, but very little time with a CFII.

While at AirVenture last summer (2022), Hobie was networking with some of his fellow [Ray Aviation scholars](#), with whom he had become friends over the last couple of years. Many of them had instrument ratings and Commercial Certificates or were rapidly progressing toward acquiring them. Hobie began to realize that, as much as he enjoyed working with Jamie, and as much as he enjoyed aerobatics, he might have



Eleven-year-old Hobie Lippold's thank-you note to Fr. Bill Menzel following his first plane ride in the Comanche on December 6, 2014.

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As the years go by, priest pilots keep the stories alive through NAPP

Fr. George Remm shares another of his “Life Lessons from Rudy Frasca” based on the 2004 NAPP convention and Rudy’s book, “From Cubs to Spitfires.”

By Fr. George Remm

Rudy’s book has a subtitle: “My Love Affair with Aviation.” The members of NAPP are not committed to aviation in the same way as Rudy Frasca was, but we do have an affinity to aviation beyond the attachment of most priests and lay people. And as general aviation faces the realities of rapid advancements in technology with substantive costs and training, we question our future in the experience of flight.

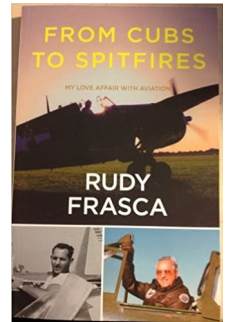


And those of us who have been blessed with the opportunity of learning to fly in the decades after the Second World War ought to be grateful for this unique experience.

The gatherings of the members of NAPP give us the opportunity of sharing and relishing the experience of “Flying the Old-Fashioned Way.”

I do not recommend that we duplicate the experiences of Rudy Frasca in chapter 6 of his book, but the rela-

tively safe and exciting flights of our single-engine instrument or non-instrument excursions. The sharing of stories continues to give us the excitement and encouragement of flight. I am grateful to our members who contribute such stories in our newsletter and at regional and national gatherings.



Few of us have had the experiences of Rudy Frasca with the warbirds that populate his museum at Frasca Field in Urbana, Illinois. But the Cessna 172s and Piper Cubs and Cherokees, Beech Bonanzas and other models that once populated the hangars of the fields from which we flew are the icons of our “love affair with aviation.”

We may still have the opportunities of flight if age, illness or other responsibilities do not interfere. *Deo gratias.*

December 2022: [Memories of Lucille’s: We cherish a place to gather and tell stories](#)

August 2022: [Life lessons emerge from the world of aviation](#)

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

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to put all that on hold and move in a different direction for now. It just happened that someone from [LIFT Academy](#), a flight school run for and by Republic Airways, approached Hobie and suggested that he should consider going to Indianapolis and train with them.

Late last August, Hobie and I flew the Comanche from Wisconsin Rapids to Indianapolis to check out LIFT. His parents Jimmy and Sara drove down and met us there. They all liked what they saw, and so Hobie enrolled in the LIFT class beginning in November 2022. Because of his piloting skills and previous experience, Hobie has flourished at LIFT. As I write this on May 23, 2023, he has acquired his instrument rating and is finishing up LIFT’s requirements for taking the commercial practical exam, which he hopes to have completed by the end of May. He is on track for the multi-engine rating soon after that, and then he will



Hobie Lippold is training at LIFT Academy in Indianapolis.

begin working on the CFI and CFII. He’s really looking forward to becoming a flight instructor, as he loves sharing and teaching the gift of flight.

The students’ agreement with LIFT Academy is that after they acquire the ATP Certificate and finish LIFT’s program, they have a five-year commitment to fly for Republic before they can move on to another airline. He likes what he’s seen of the ERJ-175, and he looks forward to flying them. While Hobie’s dream is to eventually own and operate a flight school to train

pilots and specialize in aerobatics, he knows that realistically he’ll need a good source of income to help in pursuing that dream.

Of course, dreams can change, but for right now, Hobie is living his.

May 30 update: Hobie passed his commercial check ride this morning. The DPE, known to be quite demanding, told Hobie after the ride that it was a breath of fresh air to give a check ride to a pilot as knowledgeable as Hobie.

Reservations are open for September gathering in Poconos

Mark your calendars for the 2023 convention of the National Association of Priest Pilots in the Pocono Mountains. Lodging and some of the meals will be at the [Shawnee Inn and Golf Resort](#) located along the Delaware River in northeastern Pennsylvania.

Arrivals will be on Monday, September 18. We'll have activities and time for relaxation on Tuesday and Wednesday, with departures on Thursday, September 21.



Credit: Shawnee Inn and Golf Resort

Fr. Phil Gibbs, NAPP president, has arranged a group package that includes:

- Lodging for three nights
- Breakfast on Tuesday, Wednesday and Thursday
- Dinner on Tuesday and Wednesday
- Meeting room with refreshments

The package rate is \$819 for single occupancy and \$570 per person for double. Prices include state and local taxes and a resort gratuity.

Each member will be responsible for their own resort reservation and payment to the resort.

However, for NAPP planning purposes, if you are planning to attend, please fill out the RSVP form on this page and send it to Tom Enwright (email and postal addresses are on the form).

Special note: If you prefer to share a room but need help finding another member to room with, make a note of that on the RSVP form and Tom will help coordinate arrangements. (We already have one priest who is looking to share a room with another member.)

In addition to the resort fee, plan on a nominal convention fee (to be determined) to cover other expenses, and lunch may be on your own Tuesday-Wednesday.

Activities are still being planned, so watch for details coming soon.

To get a virtual feel for the region, check out the [Pocono Television Network](#) and learn what you can experience during a visit to the four counties of the Poconos.

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2023 NAPP Convention RSVP Form

[Shawnee Inn & Golf Resort](#)

100 Shawnee Inn Drive, Shawnee on Delaware, PA 18356

Arrive: Monday, September 18

Depart: Thursday, September 21

NAME _____

CELLPHONE _____

EMAIL _____

Arriving by private plane at:

___ KMPO – Pocono Mountains Municipal Airport in Mount Pocono, Pennsylvania

___ 1N7 – Blirstown Airport in Blirstown, New Jersey

N _____ ETA: _____

Arriving by airline at:

___ Lehigh Valley (Allentown)

___ Wilkes-Barre Scranton

Airline/flight number: _____

Arriving by car: _____

Send this RSVP to:

Tom Enwright, 419 Chestnut St., Sauk City, WI 53583

Email: napp.editor@gmail.com

LODGING/MEAL PACKAGE

Each member is responsible for making their own resort reservation and payment to the resort.

Reservation deadline is August 18. Call 800-742-9633 and mention the group name: "National Association of Priest Pilots." A credit card deposit of \$100 is required at time of reservation.

Each guest must pay the remaining balance to the resort by **September 15.**

The NAPP group package includes:

- Lodging for three nights
- Breakfast on Tuesday, Wednesday and Thursday
- Dinner on Tuesday and Wednesday
- Meeting room with refreshments

Package rates:

- \$819 for single occupancy
 - \$570 per person for double
- (Prices include state and local taxes and a resort gratuity.)

If you select the double rate, the resort will need to know who you are rooming with.

___ **CHECK HERE** if you need to find a roommate, and we will help coordinate arrangements.

OTHER CONVENTION COSTS

In addition to the resort package rate, members can expect a nominal convention fee to cover other NAPP expenses, activities and tours. Lunch on Tuesday-Wednesday may be on your own. Details will be announced closer to the convention date.

From the NAPP archives ... 19 years ago | February 2004

Editor's note: Thanks to Nancy (Johnson) Brown for finding this gem. It's an excerpt from one of the president's columns by Fr. Everett Hemann. (Fr. Ev died April 4, 2012, in Cedar Falls, Iowa. He was 66 years old.)

In his Cherokee 140, my brother (Msgr.) John was told by the tower to hold short of the runway while an MD-80 landed. The MD-80 landed hard, rolled out, turned around and taxied back past John. The pilot said: "What a cute little plane. Did you make it all by yourself?"



Not about to let the insult go by, John said: "I made it out of MD-80 parts. Another landing like that and I'll have enough parts for another one." ...

We are on the threshold of Ash Wednesday. In addition to your spiritual renewal this Lent, think about renewing your aviation skills. Don't be like the MD-80 pilot who makes hard landings.

Go to an aviation safety seminar. Borrow or check out a video on aviation safety. Spend an hour or two with a CFI brushing up on your skills. Read the "Never Again" column in an aviation magazine.



"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.



Credit: Pocono Mountains Visitors Bureau

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Recommended airports for general aviation arrivals:

[KMPO](#) – [Pocono Mountains Municipal Airport](#) in Mount Pocono, Pennsylvania

[1N7](#) – [Blairstown Airport](#) in Blairstown, New Jersey

For those traveling by airline, suggested options are [Lehigh Valley](#) (Allentown) or [Wilkes-Barre Scranton](#).

More about the resort:

- [Resort Guide](#) (spring edition)
- [Hiking](#)
- [River trips](#)
- [Golf](#)
- [Amenities](#)

Things to do in the Poconos

[Pocono Mountains Visitors Bureau](#)



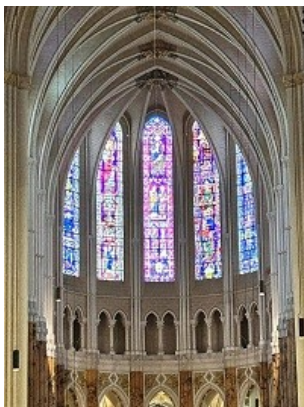
Credit: Shawnee Inn and Golf Resort

Chartres, France: A charming getaway destination for UK pilots

By Fr. Peter Geldard

Emile Male, the famous art historian, claims:
“*Chartres is the mind of the Middle Ages manifest.*”

Suffice to say, it is the very first World Heritage site created by UNESCO and is one of the most picturesque medieval cities in Europe with its spectacular Gothic Cathedral *Notre-Dame*. This has the most complete set of original medieval stained-glass windows of any cathedral in the world. But the town, also, is a delight. As one of the first urban conservation sites in France, [Chartres](#) is a success story. Quirky half-timbered houses abound along its cobbled streets. The town is abundant in mills, medieval tanneries, humpbacked bridges and wash houses.



It is the perfect place for a weekend fly-in — one which I organised in April via the [Pilots & Friends of Rochester Airport](#) (in the United Kingdom) and [PPL/IR](#).

Although the weather initially worked against us (especially as Chartres airfield is VFR only), nine planes and 17 people enjoyed a wonderful, relaxing weekend together.

Because [LFOR Chartres Metropole airfield](#) — like so many French airfields — is non-Customs/Immigration, clearance was made either via Le Touquet, Le Havre or Deauville. It is also *français seulement*. (If the club president is on duty, he is very strict about this. But if you do your best using a French *aide memoire*, he will come out as you are parking and congratulate you *in English!*)

Although the field is VFR only it has had millions of Euros spent on it and its new hangars and clubhouse would make any flying club envious. It has an 840-metre (2,856-foot) brand-new paved runway. All this for no landing fees, and no parking charges! There is plenty of room for parking on the well-kept grass parking area; but only about six places on the apron by the fuel pump.

During our weekend (when arrivals were spread out over two days, and departures likewise over another two), unless I prearranged for an attendee to be there for our arrival, no one was around within the pristine aero club which was open to all.

Fuel: This is available on a *Total* card; but check the NOTAMs as sometimes this is limited to home-based aircraft only.

Chartres: To orientate oneself and to get an insight, I would encourage taking a ride on *Le Petit Chart' Train* which goes from the Cathedral.

Although spurned by some as being too touristy, it actually fulfils a useful need. The daytime trip at €7 is an easy way to experience the layout of the city and its sites; whilst the evening tour at €8 is a must: The whole town is then enveloped in a *sol et lumière* show which culminates



at the Cathedral itself when the tour finishes. People are often so overwhelmed by the lights on the west end of the Cathedral that they fail to walk round to the north entrance which is equally stunning. The stained glass and the architecture of the Cathedral are overwhelming. From previous visits, I befriended an Englishman, *Malcolm Miller*, THE authority, writer and broadcaster on Chartres. Although he is now 90, I persuaded him to come out of retirement to give us a guided tour.

Hotels: We stayed at the *Mercure Chartres Centre Cathédrale Hotel* which was very central and convenient.

Restaurants and bars: The centre of Chartres abounds in a multiplicity of choice and quality. From a local resident's recommendations to me, we visited: La Passacaille, a friendly and very reasonably priced Italian; Cafe Bleu; Le Partis; Le Molière; and Espirit Gourmand. All good.

Jean Moulin: We were fortunate to be in Chartres on the Sunday when he is commemorated by the town. He was prefect of Chartres during the German invasion on 8 June 1940 and, despite being tortured, he resisted the enemy and refused to sign a document claiming that the French troops had committed a series of atrocities. As he was afraid of being unable to with-

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Book review: 'Frozen in Time'

by Mitchell Zuckoff

Reviewed by NAPP associate member Jim Knights

As a veteran of the US Coast Guard, Coast Guard Reserve and now the Coast Guard Auxiliary, I'm used to my service being ignored. So, as both a USCG veteran and civilian pilot, when I came across this well-reviewed book that puts the Coast Guard front and center, I didn't waste any time.

Because of the nature of Coast Guard missions, America's oldest seafaring service has only two members who are missing in action (MIA). They are Lieutenant John Pritchard Jr. and Radioman First Class Benjamin Bottoms. They and their single-engine amphibious Grumman J2F-4, aka "Duck," have lain buried beneath Greenland's icecap for 81 years. With them is US Army Lieutenant Max Demorest.

It was November 1942, and the world was engaged in yet another war. As America bent to the task of building up air power in Europe, thousands of aircraft were being ferried west to east across the North Atlantic. Their route necessarily took them across the inhospitable frozen wastes of Greenland. As Zuckoff points out: "If Manhattan had the same population density as Greenland, its population would be two."

Given the winter weather and the technology of the



time, crashes were inevitable.

Our story begins on November 5. That day, a C-53 (a DC-3 modified for cargo), crashed into Greenland's ice cap, setting off a sorrowful series of events that led not only to the loss of the plane's crew, but several of their would-be rescuers, including Pritchard and Bottoms.

Four days later, a B-17 being ferried to England was diverted to search for the lost plane. However, it met the same fate, hitting a glacier during an infamous "white out." Now 12 American aviators were lost.

Enter the US Coast Guard Cutter *Northland* with its deck-mounted Duck. Prior to entering the search for the downed airman, the *Northland* had conducted the harrowing rescue of the Canadian crew of an A-20 bomber. Now it began the search for their fellow Americans, a search that was spearheaded by Pritchard and Bottoms.

The Coast Guard aviators were successful in rescuing two members of the B-17 crew, but lost their lives while rescuing Demorest, himself injured after reaching the B-17 over the ice cap.

Zuckoff intersperses riveting accounts of the rescue efforts to save the slowly freezing airmen and the ordeal of the B-17 crew as they persevere through five months of a Greenland winter with the 2012 Coast Guard-led mission to Greenland to recover the remains of Pritchard, Bottoms and Demorest. Zuckoff was part of that mission, which, sadly, was unsuccessful.

Zuckoff does a commendable job of portraying the heroism of American aircrews as well as that of our most under-appreciated military service in a truly captivating manner. If you're looking for a compelling read (who isn't?) you won't be disappointed with [*Frozen in Time: An Epic Story of Survival and a Modern Quest for Lost Heroes of World War II*](#).

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stand further torture, he attempted to commit suicide. He was resuscitated but — for obvious reasons thereafter — was always portrayed wearing a scarf. He was dismissed by the Vichy government in November 1940 and from then on, he planned and coordinated underground resistance, working in close collaboration with *General de Gaulle*. He was betrayed at a national meeting of the Resistance in Lyon on 21 June 1943; but did not survive the brutal treatment he received under the butcher



of Lyon, *Klaus Barbie*. Our hotel was in the square, which is dedicated to him, and we watched the ceremonies: Bands, speeches, singing

with gusto *The Marseilles* plus the honouring of (the last?) two Resistance men of Chartres.

Clearly Chartres is a wonderful destination for a weekend away by air at any time of the year. The fact that many of the group stayed on an extra day speaks legions.