

N.A.P.P.



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June 2024

No. 6

President's column

Amazing grace: Let's recognize the Eucharist as an awesome gift from God

By Fr. Phil Gibbs
NAPP President

Dear Brother Priests, fellow pilots, benefactors and members of NAPP:

One could say that they have seen it all when this country experienced a total eclipse of the sun back on April 8 as its path of totality cut through the middle of the contiguous 48 states from southwest Texas through northeast Maine. What an interesting and eerie astronomical occurrence. Many people took the opportunity not only to be attentive, but they also made the extra effort to place themselves in the path of totality to experience a unique celestial event.



However, just a month later, we again experienced another extraordinary astronomical phenomenon when a powerful geomagnetic storm from the sun entered our solar system sparking a brilliant display of color across the sky. Most

solar flares from the sun create the Aurora Borealis (Northern Lights) toward the Arctic Circle, which often descends into the Canadian provinces. This

most recent one was a monstrous solar flare that created a celestial light show that could be seen across the United States even as far as southern Florida. Many people, in the late hours of the night or wee hours of the morning, made the extra effort to travel outside the city limits, escaping the glow of suburbia, to gaze up into space for a first-hand experience.

I am truly amazed at two things that happen during these types of occurrences. First, it amazes me how God provides us with these relatively infrequent astronomical



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Coming soon: Itinerary for the September convention in Texas

Watch your email for details on the 2024 NAPP Convention in Fredericksburg, Texas. Arrivals will be Monday, September 16, with convention activities on Tuesday and Wednesday and departures on Thursday, September 19. Fr. Phil Gibbs, NAPP president, is working on an itinerary and related plans.

Lodging will be at the [Inn on Barons Creek](#) at 308 S. Washington St., two blocks from historic Main Street, within walking distance to dining and other attractions.

The hotel has 90 two-room guest suites. Our convention rate is \$139 per night, plus 6% state tax and 7% local tax, for a total of \$157.07 per night. A deluxe hot breakfast bar is included each morning.

Important notes from the hotel:

- Individuals are responsible for making and guaranteeing their own reservation from the NAPP block of 20 rooms.
- To receive the group rate, call the hotel — **830-990-9202** — and make your reservation

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EUCHARIST, continued from Page 1

events that beckon us to look towards the heavens and take them in. The amount of news coverage and all the hype surrounding the eclipse and the geomagnetic solar storm really took the headlines and drew the attention of myriads of people. Secondly, it amazed me how the public made such an extraordinary effort of inconvenience to travel the distance and put themselves in the vicinity of these events that were, in ancient times, believed to be terrible omens and ominous signs of the impending end times. Now, we see them as natural wonders of the universe to be witnessed and celebrated.

I mention these events as we celebrate the significance of the solemnity of the Most Holy Body and Blood of Christ (Corpus Christi) in the beginning of June. Our core belief as Catholics is the faith reality that God makes himself manifest to us all around the world in the person of Jesus Christ who is fully present — body, blood, soul and divinity — in the Most Holy Eucharist.

The God who created the sun, moon and stars of heaven and who, on rare occasions, beckons us to gaze upon the sky and take in His glory made present in astronomical events, is the same God who beckons us to adore Him in the Eucharist as it is displayed for us in the luna of the monstrance at Adoration and take Him in, consuming Him as His presence is offered to us across the altar every day and every Sunday.

We should all be amazed at how our awesome God captures our attention either in the grandiose ways of spectacular solar events or in the glorious yet subtle ways of coming to us more intimately through the simple gifts of bread and wine.

Yet, do we make the same extraordinary efforts for the latter as we do for the former?

Do we go out of our way to put ourselves in the path of totality that God gives of Himself to us in the Eucharist? Do we adjust our preferred time of personal convenience day or night to come to Him and expose ourselves to His light and life in the Eucharist either during Adoration or, most importantly, in the holy sacrifice of the Mass?

This solemnity that we celebrate should, most certainly, take precedent over all solar events. The awesome power of God in nature should never circumvent God's awesome desire to nourish us with His real and divine presence in the spiritual food He gives us in the Body and Blood of Christ.

The National Eucharistic Revival in the United States calls all of us to a renewed sense of reverence and a

more frequent reception of the Holy Eucharist in our lives. Let's take the necessary time and make a more "stellar" effort to put the Eucharist in its rightful place so that it may direct us heavenward to the Morning Star (Jesus Christ) that dispels all darkness and leads us to eternal life.

CONVENTION, continued from Page 1

before August 16. Provide your arrival date (September 16) and request a room from the NAPP block.

- The group rate is not available online; the hotel will not honor the group rate for reservations made online.

General aviation arrivals will be at Gillespie County Airport (T82), three miles southwest of downtown Fredericksburg. It has a 5,000-foot runway. Fuel services provided by Fredericksburg FBO.



To learn more about the area, check out the Fredericksburg Convention & Visitor Bureau



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

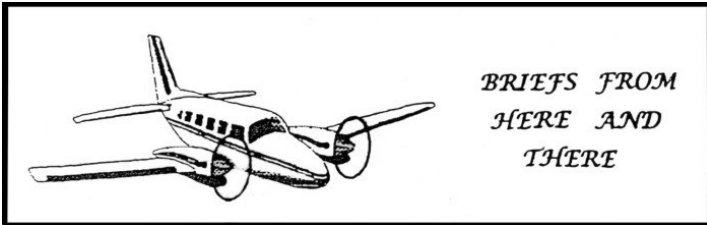
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Treasurer & Newsletter Editor: Tom Enwright

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East: Fr. Al Ruschman Midwest: Fr. Gene Murray



Fr. McCaffrey appointed as Episcopal Vicar

Fr. Joe McCaffrey, former NAPP president, has been named Episcopal Vicar of the Diocese of Pittsburgh's Northern Vicariate.



In July, Fr. Mac will conclude his role as pastor of Holy Spirit Parish in Lawrence County. In 2018, he was tasked with merging seven parishes into one. There currently are three worship sites for the parish.

Left to right: Bishop David Zubik, Fr. Joe McCaffrey, Fr. Ben Barr.

Bishop David Zubik said Fr. Mac will continue his role as chaplain to the FBI office in Pittsburgh.

As Episcopal Vicar, Fr. Mac said he will be responsible for 33 parishes, including Holy Spirit, "making pastoral visits, checking with clergy, how they're doing, what their needs are and the pastoral staff," he told the New Castle News. "But as the bishop explained, we have more and more young fellows being named pastors because our numbers are smaller than they used to be, and a lot of the younger priests could use some encouragement and help and mentoring. The bishop felt my experience would be really helpful in this role of extending his oversight and care to this half of the diocese."

Two NAPP members being ordained in June

Deacon Christopher Hoffmann was [ordained a priest](#) for the Diocese of Jefferson City, Missouri, on June 1. He completed his seminary studies and graduated on May 11 from the Pontifical College Josephinum in Columbus, Ohio. He earned a Master of Divinity, a Baccalaureate of Sacred Theology, and a Hispanic Ministry Field Education Certificate.

Deacon Joshua Miller is scheduled to be ordained a priest on June 8 in Winona, Minnesota. *Watch for follow-ups in the August newsletter.*

Midwest Regional set for Mason City

Fr. Gene Murray will host the summer Midwest Regional gathering in Mason City, Iowa, on July 8. The guest speaker will be aviation maintenance expert William R. (Bill) Kyle of Charles City.

Bill is an FAA Designated Airworthiness Representative. "In 2007, Bill signed off on my RV-8," Gene said.

Bill also is chairman of the board and director of maintenance for Charles City Aeronautics (doing business as North Iowa Air Service in Mason City and Charles City, and Central Iowa Air Service in Ames.)

Date: Monday, July 8, 2024

Airport: [Mason City Municipal \(KMCW\)](#)

FBO: [North Iowa Air Service](#) | [Airport Diagram](#)

Arrivals: 10:00 – 11:00 a.m.

Meeting: 11:15

Lunch: 11:30 – [Avion Azul Mexican Restaurant](#) (at the airport)

Program: 12:30

Departures: 2:00

RSVP: Contact Gene if you plan to attend. Email: elmurray@midlands.net **Rain date:** July 10

*Editor's note: In the April newsletter, I mentioned that **Fr. Mike Kerin** has a new address in Cuthbert, Georgia, but I forgot to include a few lines from the letter he mailed in February with his check for dues and the NAPP Missionary Gift Fund:*

"I was doing some brush-up with my CFI (certified flight instructor) in prep for a BFR (biennial flight review). We finished the ground portion and were scheduled to fly at a later date for the BFR when he had a stroke. I had to start all over with a brand-new CFI. I was his first or second BFR and he seemed nervous, but we both survived. This summer (2023) I got ForeFlight and really love it. The weather information is fantastic, and the ability to see traffic adds a layer of safety." — **Fr. Mike Kerin**

Reminder to pay your dues: The fiscal 2024 dues year ends June 30, so please be attentive to paying your \$25 dues. Thanks to the 42 members who already paid for fiscal 2024 or beyond. See the dues form on Page 6.

NOTE: Members at the 2023 annual meeting voted to increase the dues to \$30, effective July 1, 2024.

Fr. George Remm drew inspiration from 2004 convention

Fr. George F. Remm, 89, died on May 16, 2024, in Urbana, Illinois. He was a longtime member of the National Association of Priest Pilots.

A Mass of Christian Burial was celebrated at St. Patrick's Church in Urbana on May 21. Burial was at St. Joseph Cemetery in Peoria. Fr. George was pastor emeritus at St. Patrick's.

George Remm was born in Peoria on July 23, 1934. He completed his college education and theology training at St. Paul Seminary in St. Paul, Minnesota, from 1954 to 1960. He was ordained to the priesthood at St. Mary's Cathedral in Peoria on May 29, 1960.

Fr. George later enrolled in liturgical studies at Notre Dame University in Indiana, completing a master's degree in 1974.

He was the founder and director of the Office of Liturgy, Music and Art & Architecture for the Diocese of Peoria, later called the Office of Christian Worship, from 1969 to 1976.

In addition to diocesan and parish work, he helped begin and moderate the diocesan Marriage Encounter program from 1973 to 1976.

After serving for 18 years as pastor of St. Patrick's, he was granted senior priest status and received the title of pastor emeritus in 2004.

NAPP involvement

Fr. George co-hosted the NAPP convention in Urbana in July 2004. Photos and a narrative are in the [August 2004 newsletter](#). According to the minutes, 50 members and guests were in attendance, and 13 NAPP aircraft landed at the convention airport, Frasca Field.

In 2022 and 2023, Fr. George wrote a series of four articles for the NAPP newsletters, reflecting on the 2004 convention and his memories of Rudy Frasca, an aviation inventor whose company designed flight simulators.

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

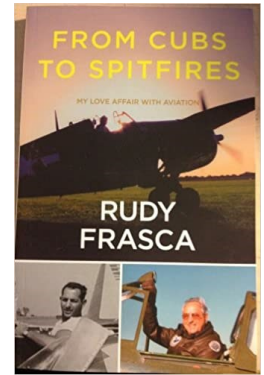
Excerpt: In the introduction (to Rudy's book, "From Cubs to Spitfires"), Rudy's daughter, Peggy Frasca Prichard, wrote that after the death of his son Joe in 1991, and after the fu-



neral 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."



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Fr. Mel Hemann compiled photos from the 2004 convention hosted by Fr. George Remm and Rudy Frasca in Urbana, Illinois.

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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.”

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

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

Excerpt: *When we gathered for our annual meeting in 2004 at Frasca Field in Urbana, Illinois, the location for our sign-in, daily sharing and hospitality was called “Lucille’s Flying School and Hot Dog Stand.” It was part of a hangar adjacent to the landing strips.*

Rudy (Frasca) was captivated in July 1954, on a blind date, by a gorgeous-looking gal with dimples and a ponytail, named Lucille Matern. That year, he put 33,000 miles on his car, so he decided to propose to her because he figured it would be cheaper to marry her and move her down to Champaign with him. Together they nurtured a family of eight children and built a fledgling business. Through the years, Lucille’s was a gathering space not only for the family but for many aviators. Many of the pilots who came for air shows at nearby Chanute Field would spend evenings with Rudy and Lucille, so they ended up with their own impromptu airshow at Frasca Field.

In later life, Rudy reflected on how central she was to his life of flying and to his understanding of the need to gather and to share.

That realization is one of the key elements for the gatherings of NAPP. We treasure the opportunities to share with one another the stories of flying and priesthood. These moments of reflection create the bonds that motivate us to gather regionally and nationally. In some ways, the NAPP newsletter has become our “Hot Dog Stand and Flying School.”

June 2023: [As the years go by, priest pilots keep the stories alive through NAPP](#)

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

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.

...

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

A great friend

“Fr. George Remm was the best among the best,” said NAPP associate member George Gratton. “I specifically have fond memories of him taking Fr. Ed Higgins to our Savannah meeting. Fr. Ed was in the latter stages of Parkinson’s disease and needed much help. Yet, as frail as Ed was, that’s how much stronger George was. Fr. Ed had a thoroughly good time, with much joy, laughter, camaraderie and love in his final journey because he had the most wonderful gift from God, a great friend. Adios, friend.”



George Gratton and Fr. George Remm in Sioux Falls, South Dakota, for the 2019 NAPP convention. It was the last one Fr. George attended in person.

Awaiting the Lord

Fr. George sent a short email to the NAPP editor on April 28. “I’ve been in and out of the hospital again and have pneumonia again. My care team and I have decided not to continue with curative procedures, but to place our future in the hands of the Lord. We are at peace with this decision.”

[Funeral video](#) | [Obituary](#) | [Diocese of Peoria story](#)



2019 convention in Sioux Falls: Fr. George Remm is standing at far right. The five priests in the front row now are deceased: Jerry Scanlan, John Hemann, John Herzog, Mel Hemann and Jack Paisley. Also now deceased is Fr. Merlin Kieffer (third from left in back row).

Milestone anniversaries in 2024

The following NAPP members shared information about their milestone priestly anniversaries this year:

Fr. Albert E. Ruschman, a charter member of the National Association of Priest Pilots, is marking 71 years of priestly ministry. He was ordained May 30, 1953, for the Diocese of Covington, Kentucky. He lives in Alexandria, Kentucky. “Keep working for a holy and happy year ahead,” he said in a phone call on his anniversary date.

Fr. William F. Martin, 88, celebrated his 61st anniversary of ordination on June 1. He was ordained for the Archdiocese of New York and served as an Air Force chaplain.

For the last 28 years, he has served as a [preacher for Unbound](#), an international nonprofit founded by lay Catholics. The organization’s mission is to walk with the poor and marginalized of the world. By providing personalized attention through one-to-one sponsorship, Unbound helps children, youth, elders and their families to emerge from poverty. So far this year, Fr. Bill has preached on behalf of Unbound at churches in 10 states.

Fr. Bill resides in San Antonio and also spends time in Vermont. He still enjoys cross-country flying in his Grumman Tiger AA5B. He also owns a Cessna L-19 Bird Dog military observation aircraft.

Fr. John P. (Jack) Fitzgerald of Pittsburgh celebrated his 50th anniversary of ordination on May 4. In addition to various pastoral assignments, Fr. Jack was an airport chaplain from 1994 to 2009. He served for 23 years as chaplain for the 171st Air Refueling Wing in the Pennsylvania Air National Guard. He has more than 44 years of flying experience in models that include the Ercoupe, Steen Skybolt, Grumman AA5A and Taylorcraft.

Fr. Edward Moran of Tyler, Texas, is marking 35 years as a priest. “I celebrated my 35th anniversary of ordination May 13,” he writes. “In the auspicious year of 1989, it coincided with the Solemnity of Pentecost as well as the fall of the Berlin Wall and the massacre at Tiananmen Square.

“Even though retired and living now in Texas, life is busy. I have been working with a group of Catholic pilots over in Gainesville, Texas, who want to make scholarships available for high school students interested in learning how to fly while somehow catechizing them in the Catholic faith. I have been providing talks, prayer and an occasional private Mass for the

group in addition to trying to tie in the Catholic Aviation Association with Tom Beckenbauer.”

Fr. Phillip G. Gibbs is celebrating 30 years as a priest of the Archdiocese of Dubuque. He was ordained on May 28, 1994.

He graduated from Loras College, Dubuque, in 1989 and then attended St. Mary’s Seminary and University in Baltimore, graduating in 1994 with a master’s in divinity and a bachelor’s in sacred theology.

In addition to various parish assignments over the years, Fr. Phil was archdiocesan vocations director from 1999 to 2007 and vice rector at St. Pius X Seminary in Dubuque from 2003 to 2007.

He has been pastor at Church of the Resurrection Parish in Dubuque since 2018 and also serves as the dean of the Dubuque Deanery. He has been president of the National Association of Priest Pilots since 2022.

Fr. William Appel is celebrating his 10th anniversary as a priest this year. He was ordained June 21, 2014, for the Diocese of Covington, Kentucky, and currently is assigned as a chaplain in the Archdiocese for the Military Services.

2024 NAPP Dues – U.S. \$25.00

Fiscal year began 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: _____

EMAIL: _____

PHONE: _____

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.



Small Wisconsin airport sports an impressive museum

By Tom Enwright

There's a gem of an aviation museum that's generating a lot of buzz in southern Wisconsin.

The [Kelch Aviation Museum](#) is at the [Brodhead Airport \(C37\)](#), which is 15 miles west of Janesville and 33 miles south of Madison. C37 has three turf runways.

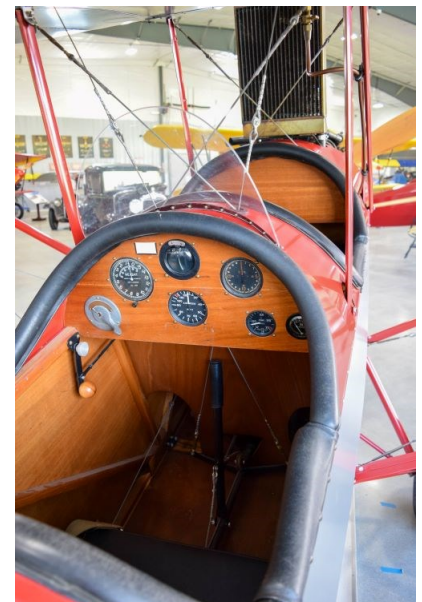
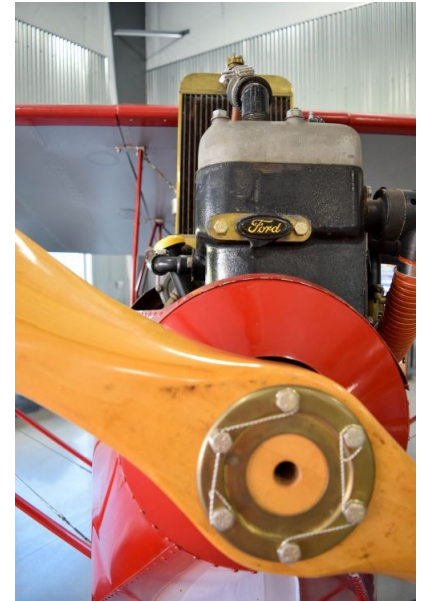
The museum, which opened in July 2021, consists of the Bill & Sue Knight Memorial Vintage Airplane and Automobile Hangar, a fellowship hall and an atrium.

The museum is named after the late Alfred and Lois Kelch. For many years, Al, the founder of Kelch Manufacturing and a 2003 Hall of Fame inductee in the EAA Vintage Aircraft Association, had a collection of vintage aircraft at the airport.

In 2004, the collection was placed into the Alfred & Lois Kelch Charitable Trust, along with funds to "keep the hangars open," according to the museum's website. "In 2012, the trust board decided the doors should be open — and more. With the help of hundreds of donors and supporters, we've become a true museum."

The museum's theme is to celebrate the "Golden Age of Aviation — the science, the technology and the stories that launched aviation into the modern age."

The aircraft collection consists of 19 vintage airplanes.



This 1937 Pietenpol Air Camper is powered by a 40-horsepower Ford Model A engine. It was built by Bernard Pietenpol, a self-taught mechanic, who is considered to be the grandfather of homebuilt aircraft movement.

"Some are from Al Kelch's original collection, some have been donated, and some are on long-term loan to the museum. Within our fleet are an original Taylor E-2 Cub, a Stearman C3B with a fascinating history, the only airworthy Butler Blackhawk in existence, and a Travel Air with a direct link to Charles Lindbergh. We keep many of our planes airworthy, so on any given summer's day you're likely to see one soaring overhead," according to the museum.

The museum also has an archive and library with more than 10,000 books, magazines, photographs and other media covering aviation history.

The airport also is home to the Brodhead Pietenpol Association and EAA Chapter 431. Together, they



Patrick Weeden is executive director of the museum.

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host an annual Pietenpol fly-in, which this year will be July 18-21.

More about the Brodhead Airport in Midwest Flyer

The June/July 2024 issue of [Midwest Flyer](#) magazine features a story about [Richard \(Dick\) Weeden](#), who died May 7 at the age of 91.

Dick was a charter member and first president of EAA Chapter 431 at the Brodhead Airport, where he was an aircraft technician and inspector. He was one of the founders of the current airport.

“Dick Weeden and his family built one of the first modern hangars at the airport in 1974, when he started Weeden Aviation, an aircraft and engine maintenance shop,” the article says. “Though he worked on all kinds of aircraft, his specialty was vintage aircraft. He built and restored numerous aircraft and was especially proud of his scratch-built Pietenpol Air Camper and his 1935 Rearwin Sportster 7000, which he rebuilt from almost nothing to an award-winning showplane.”

A celebration of life event was held at the Kelch Aviation Museum. One of Dick’s sons, Patrick, is the airport manager and executive director of the museum.

Midwest Flyer also published a story and photos on [EAA Chapter 431’s annual pancake breakfast](#) at the airport.

If you go: The Kelch Aviation Museum is open Wednesday through Sunday, 10 a.m. to 4 p.m. Admission is free, but donations are appreciated. Larger groups requesting a guided tour should call for an appointment. (There is a fee for guided tours.)

Address: N2463 Airport Road, Brodhead, WI 53520

Phone: 608-897-1175

Email: info@kelchmuseum.org



The 1929 Stearman C3B is considered one of the all-time greats in early aviation. Price new: \$8,970.



This 1932 Franklin Sport 90 was an aerobatic trainer. Only about 36 are known to have been built.



ABOVE: A 1928 Travel Air 4000 on display in the museum. The Travel Air was used as a trainer, mail hauler and movie stunt plane. BELOW: A 1935 Rearwin Sportster 8500 Deluxe is parked outside the museum hangar on a sunny day in May.



Three planes in one day: Enjoying the spectrum of aviation

By Fr. Miles Barrett

Life after being a plane owner for 11 years has gone well. I sold my 1979 Piper Turbo Arrow III two years ago and don't miss it. OK, having keys to five planes may be the reason. Nice to be one of few CFI CFII's in the area. Student pilots were very generous with their aircraft and keys.

As a result, I flew three of the five planes yesterday for six hours on cross-country hops. Each one was unique:

1965 Cessna 172 (one radio, one ILS, ADS-B out on a wingtip)

1965 Piper Cherokee PA28-180 (upgraded to two radios, a touch-screen Garmin 375 with GPS RNAV capabilities and ADS-B in/out)

1968 Piper Cherokee PA28-180 (shown in the photos on this page) with a deluxe set-up of a G3xi MFD, GTN 750 touch-screen navigation and radio, a second radio and (tadah!) a Garmin G500 autopilot with built-in self-leveling button, push-to-voice command screens and a go-around button. Oh, and a backup G275 good for one hour on battery with a second radio becoming number 1 in case all others fail.

Let me share the advantages of the G500. Much can be preset on the ground. Select an altitude to level off (ALT), set an indicated air-speed (IAS) in the climb desired, and add a Flight Director (FD) that can be coupled after takeoff with a Heading Bug set to the runway heading on climb-out, then toggled off HDG to the NAV — navigation button to climb up and level itself out on course.

Flying on the East Coast with Class B airspace (NYC, PHL, BAL, DC) and our president's TFRs (due to his summer home across the water in Rehoboth, Delaware) is best done with IFR flight plans. DVFR will work with the TFR too; just leave the area and no touch-and-goes inside it.

Air Traffic Control always changes your filed route, of course, due to traffic. So, after importing the Fore-

Flight flight plan into the G3xi and it transfers to the GTN 750 via Bluetooth, I expect only a few minutes of flight out to SIE VOR from our Class E airspace in Cape May, New Jersey (KWWD).

Yesterday they sent me to 4,000 feet and direct over the Philadelphia International Airport (KPHL) to ZUVIV intersection into an RNAV 26 approach for Pottstown, Pennsylvania (N47). Sometimes it works to a pilot's advantage. IMC 1,500-foot ceilings but tops only 3,500 to 4,000 feet — sweet! It did very well!

My friend Gary Padussis, a fellow Angel Flight pilot, needed a lift to retrieve his Bellanca Super Viking from an annual. So, it was a smooth one-hour flight, saving his wife about four hours up and four hours back through Philadelphia traffic and tolls. He appreciated the glass cockpit as much as I.

This 1968 Piper just came out of a fresh paint job. The owner is a very gifted lady who will be flying it to Albany, New York, and back when she is comfortable with the new cockpit. Mae Timer, who earned a doctorate in education and served 37 years on the state board of education, is an amazing woman. She files IFR for all cross-country flights. She's owned the 2,132-hour total-time aircraft since 1969 and needed a hangar after the paint job and electronic upgrades. So, I was blessed to partner with her on this gem of a plane in exchange for

use of my hangar. She refers to it as her "Aunt Sam" because it is red, white and blue like "Uncle Sam."

I stepped back to the 1965 Cessna for my next cross-country flight with a student. ForeFlight helped him a lot. And he just soloed last week. So, it was a good workout for him on a radio in this airspace, changing frequencies and navigating off a VOR.

The last flight of the day was the upgraded Piper Cherokee with a student starting his commercial maneuvers in a cheaper-to-fly plane.

Let's all keep learning and keep thanking God for the gift of flight.



What went wrong here?

By Fr. Gene Murray

This actually happened! It is not a computer-enhanced picture. I saw this plane laying upside down on a flatbed trailer after it had been removed from the power line.

The plane is an ultralight with a half VW engine. The uncertified pilot decided to fly it off a gravel road and the wind blew him into the power line, whereupon he got tangled in the wires.

Hanging upside down in his mostly wood and fabric airplane from a high-voltage wire, he released the seatbelt and slid down the wing and dropped to the ground. He was shaken but unhurt.

When I saw this picture, I couldn't help but remember a quote attributed to Fr. John Herzog. John was riding in a Tri-Pacer with three other priests when upon landing on a short grass runway back in the 1960s at Milford, Iowa, they ended upside down, hanging from their seatbelts. John, hanging in the back seat, is reported to have commented to the pilot as only he



could do: "Do you always land this way?"

I can only imagine if John had witnessed this ultralight's predicament. He probably would have said to the pilot: "Do you ____?" Well, you can fill in the blanks!

I guess we all have survived foolish things done in poor judgment in an airplane. That's why, in my mind at least, a good pilot is not just defined by his/her stick-and-rudder skills, but by good judgment.

I have blessed a few airplanes in times past and always precede it with a *monitum*: "This blessing only asks God to be with you in your flying. It is not a license for stupidity."

It always brings a nervous chuckle because every pilot knows that the hubris of flying lends itself to impulse, and that can kill.

As we enter the new season of flying, let's be safe.

Planning ahead: Jim Knights fulfills Fr. Mac's special request

Associate member Jim Knights in Pennsylvania has been busy in his woodworking shop. Of course, he has an explanation for this unusual photo:

"Fr. Joe McCaffrey was looking forward to buying a casket from the monks outside of Dubuque. We found the monastery closed to visitors, so I promised to make him one. It took awhile, but I finally did it. It will serve as a bookcase until needed for final intended use. As you can see, I even found him a place keeper. Captain Joe says, 'Beware of the graveyard turn from base

to final!' Fr. McCaffrey approved this message to NAPP members."

Indeed, Fr. Mac is fine with sharing a little humor. "Yes, as a Catholic, we can laugh in the face of death," he says. "I have other photos that show Jim did an amazing job on it! And being cedar wood, it smells really good!"

