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**VOLUME XLVII**

**August 2008**

**NO 1**

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### **President's Comments**

The month of July saw the 45th NAPP convention in Savannah come and go. It was indeed a wonderful convention thanks to hosts, George Gratton and Fred Wright and Edwina Tabares. Savannah is a beautiful city. The weather was very pleasant and not unduly hot for that time of year. So we all had a good time and no one melted. Thanks again to George and crew. The tours of the 8th Air Force Museum and the Gulfstream factory and the restored river front and the old city gave us a wonderful sense of what Savannah is about. Savannah has a rich history and has been the location for several movies. We were indeed

fortunate to be able to have someone there to host the convention.

Fr Allen Corrigan, from Medina, Ohio a Cleveland suburb, has consented to host next year's convention. I am sure that Al has lots of interesting things for us to see in Cleveland. We look forward to seeing you all there.



The end of July the four Murray brothers Ray, Paul, Gene & Ed and Paul Barber along with last year's NAPP Convention hosts, Larry Johnston and John Capone and Larry's son Steve made our annual trek to attend the EAA AirVenture at Oshkosh. During the convention we stayed at the Jesuit retreat house which is located close to the airport and right next to the seaplane base on Lake Winnebago. The wall behind the altar in the chapel at the retreat house is one big window looking out over Lake Winnebago. This provides quite a distraction when offering Mass with the seaplanes landing and taking off but somehow we suffered through it.

One of the special treats of our AirVenture experience for the past ten years has been to celebrate Mass each morning at 7 am in the chapel and then go to the dining room for a continental breakfast with the WASPs and Charlie McGee, a Tuskegee Airman. The Women's Air Service pilots have a reunion at the Retreat House during AirVenture and this year there were six who returned to attend along with Charles McGee. I have enclosed pictures.



The first morning after we arrived a great pall of sadness hung over the WASPs because one who had often attended, Margaret Ringenburg, had died in her sleep there in the retreat house. Margaret was a great pilot and was still active as an instructor pilot at age 87. Only a few weeks before her death she had competed in a cross country air race and placed third. Another, Jean McCreery, who had been a priest house keeper and still cooked for her pastor, took sick and had to spend the convention in the hospital. Through the years we got to know those wonderful people and enjoyed their stories immensely. Sad to say, this was their last year to attend as their organization is disbanding in the Fall. We shall miss them greatly at the convention.

Aviation has greatly enriched my priesthood and my life in general. Because

of aviation I have been able to do and see many things that I would never have had an opportunity to do otherwise. As priest pilots we are greatly blessed.

Deo Gratias.

Gene

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*The following is a brief but important bit of initial information regarding the 2009 NAPP convention.*

As Gene mentioned above, Allen Corrigan and several colleagues will host us in the Cleveland, Ohio area. He already has several things on the agenda.

We will visit the NASA center for a program on Space and Space Exploration. There is also a visit to the Cleveland Museum of Art.

The details for all of this and other goodies will come to you as they are finalized.

For now, put the dates on your calendar.

**July 7 and 8, 2009 in the Cleveland, Ohio area.**

**Don't miss it.**



In addition to this page you will find the following in this newsletter.

1. President Gene's message and the Murray boys' latest escapades.
2. The remaining part of Gene's page has some of the preliminary plans for the July, 2009, NAPP gathering in the Cleveland area.
3. Briefs section. A couple of interesting sharings and information.
4. Rev's Rendezvous. Peter Geldard's account of his UK to Berlin trip
5. 2008 minutes of the annual NAPP meeting
6. NAPP annual financial report
7. A pictorial report of the Savannah meeting
8. The reservation sheet for the upcoming September NAPP regional meeting in Wisconsin
9. New member Bob Lacey's thanks for his NAPP scholarship.

10. The 2009 annual membership dues reminder. Please send that in as soon as possible.

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*A rather lengthy discussion took place this year at the annual meeting. It centered around the concern that new, and especially younger, members are few and far between. You will note mention of this in the minutes from the annual meeting.*

*We do know there are brother priests out there flying. A few members mentioned they had difficulty finding out about NAPP. How do we let others know about us? Personally, I know there are not as many new starts in GA today as there used to be. I think good roads have made ground travel many times a more convenient and less expensive option. Costs certainly enter into the equation.*

*A sub committee has been set up to pursue this. If you have any ideas please pass them on to one of the members of the committee*

*Hopefully with all of us putting our heads together there will be less gray on the heads of more members at future gatherings.*

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN  
127 Kaspand Place  
Cedar Falls, IA 50613-1683  
319-266-3889

email: [N298MH@cfu.net](mailto:N298MH@cfu.net)





*BRIEFS FROM  
HERE AND  
THERE*

*This one came from new NAPP Associate  
member Daniel J. Baier  
July 11, 2008*

Mel,

It's kind of hard to know where to start, so you get stuck with a rambling message. Knobby, Jack and I had a good trip back wrapping up what was a great couple of days in Savannah.

I guess I didn't quite know what to expect, but I wound up spending time with a wonderful group of aviators who are all among the nicest people I've ever met. It was probably the most enjoyable and relaxing vacation I can ever remember taking.

It's a real privilege to be accepted as a member of NAPP and I am truly looking forward to seeing everyone again next year. I can't imagine what I might be able to do to help NAPP, but if something comes to mind, don't hesitate to let me know.

In the meantime, be well, safe flying, and thanks again for everything.

Dan Baier

*I received the following from Robert Gefell,  
nephew of Gerard Gefell*

Please change address of record for Msgr.  
Gerard J. Gefell as follows:

Msgr. Gerard J. Gefell  
C/o Sisters of St. Joseph  
1425 Washington St.  
Watertown, NY 13601

He is now 92 years old and still in reasonably good health. When he receives the newsletter we reminisce a bit about his flying days and his fond memories of serving his country at home and abroad. He

loved the roll that flying played in his ministering to the troops.

*I received the following on 8/7/2008  
From Tom De Young  
Grand Rapids, Michigan*

Hi Mel,

I absolutely love aviation and have so thoroughly enjoyed owning and flying N2311T since 1998. I've given her every toy she could want, and last Spring had the great pleasure of flying her from Michigan out to Monterey, California for my sabbatical. What a treat that was. We've flown together all around the country from coast to coast, north to south. The yearly trips to St. Petersburg, Florida and to the Shakespeare Festival in Stratford, Ontario, Canada were wonderfully refreshing for soul and spirit.



Arrow N2322T

I had great plans to spend my retirement years flying around the country with her; retirement was just over three years off (I'm just 62) ... My excitement grew as I continued to make further upgrades, including the WAAS upgrade to the Garmin GNS430 in the panel and the latest Flight Prep Chartcase Pro Software and SSD upgrade to my Motion Computing LS-800 Tablet Computer that I used inflight. I jokingly called her "the wife" as

she took the better part of my paycheck every month and kept a credit card or two maxed out. My current goal was to log 2,000 hours. I almost made it at 1,957 hours logged to date.

All that changed last Saturday morning when, rising early from bed for the weekly breakfast flight with friends at our local airport, I collapsed onto the floor. It seems one or a series of TIAs (Transient Ischemic Attacks) was the diagnosis. I lost use of my left side and my speech was impaired. These mini-strokes are medically disqualifying, of course. While I have fully recovered from all of the presenting symptoms (paralysis of the left side and speech impairment), according to the FAA I still cannot fly PIC for at least two years, must remain symptom free for that period, and after that will be required to undergo an extensive neurological evaluation to try to obtain a special issuance 3d class medical. The simple matter of the costs involved in owning and maintaining an airplane that I cannot practically use (without finding another qualified pilot to accompany me on every flight), and then the cost of attempting to get the special issuance medical after that time, mean that N2311T and I must shortly part company - I hope she finds a good home and an owner who cares as much for her as I have.

Flying was my avocation, the joy of my life, the only thing that kept me fully engaged at every level, challenged at every opportunity, constantly striving to be the best at the skills required of an Instrument Rated Private Pilot. I looked forward to every opportunity to engage in it. Angel Flight and lately Veterans Airlift Command, EAA Young Eagles, and other were just some of the organizations to which I had the joy of contributing these skills and the use of N2311T over the years. It has been a wonderful ride and it is disheartening to be forced to give it up so early in my flying career.

For those of you who can still fly - enjoy every single minute of it as you never know when this singular thrill in life will be taken from you. I certainly never expected this to

end so abruptly at my relatively young age. C'est la vie.

Keep the blue side up, fellow pilots and enjoy!

Christ's peace,

Tom De Young

**P L E A S E !!!**

**P L E A S E !!**

**P L E A S E !**

**S e n d i n y o u r**

**2 0 0 9 N A P P**

**M e m b e r s h i p D u e s**

**A S A P**

It sure simplifies  
things on this end.

**THANKS**

**A**

**LOT**



## SACRED HEART PARISH

509 CAPITAL ST  
YANKTON, SD 57078

605-665-3655  
Fax 605-665-6768

ASSOCIATE PASTOR

FRBOBL-YANKTON@YAHOO.COM

August 11, 2008

National Association of Priest Pilots  
c/o Mel Hemann  
127 Kaspand Pl.  
Cedar Falls, IA 50613

Dear Gene and all Brother Priests Pilots:

Thank you so very much for the scholarship! I should be taking my checkride within a week's time. After this, I look forward to sliding in with good tailwinds to the Wisconsin!

It looks like I'll be a NAPPING my way through the 'friendly skies.'

Up with the angels,

(Fr.) Bob Lacey

### **EDITOR'S NOTE:**

As of this writing, August 19, Bob is about a week away from his private pilot check ride.

# NAPP MIDWEST REGIONAL MEETING

Monday, September 22, 2008

Morey Field Middleton, Wisconsin

Airport identifier: C29 (8.6 NM west of the MSN/Madison VOR)

**11:00 - 11:30** – Arrive at the **C29** airport

**FBO:** Morey Airplane Co. Phone: 608-836-1711 *Web:* [www.moreyairport.com](http://www.moreyairport.com)

If driving, address is: 8300 Airport Road, Middleton

**11:30** – Depart for lunch site

**11:45** – Lunch and business meeting at Bishop O'Connor Catholic Pastoral Center, Madison

**1:00** – Depart for afternoon tours

**1:15** – Tour of Electronic Theatre Controls in Middleton. (Company makes specialized lighting systems for various clients, including churches.) *Web:*

*www.etconnect.com/company.aspx*

**2:30** – Tour of Air Graphics at Morey Field. (Company makes vinyl stripes/decals for aircraft.)

*Web: www.airgraphicsllc.com*

**3:30** – Depart for home

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*Please e-mail or mail RSVP by September 18.*

**NAME** \_\_\_\_\_

**CELL PHONE** \_\_\_\_\_ **E-MAIL** \_\_\_\_\_

**ARRIVAL DATE:** \_\_\_\_\_

By: Pvt Plane:   N   \_\_\_\_\_ ETA: \_\_\_\_\_

By: Car \_\_\_\_\_ ETA \_\_\_\_\_

**DEPARTURE:** \_\_\_\_\_

*(I need a place to stay DATES: \_\_\_\_\_)*

**RESERVATIONS TO:**

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

**E-mail: [tenwright@charter.net](mailto:tenwright@charter.net) Cell: 715-459-5849**

**11:30** – Depart for lunch site

## Rev's Rendezvous

Peter Geldard,  
Kent, United Kingdom

### Berlin Tempelhof – before it's too late . . . .

You've seen it in the war films – not least in a famous scene in *'The Battle of Britain'*;

You have heard about the role it played in *'The Berlin Airlift'* when C-47 cargo planes in 1948/49 relieved a starving Berlin with milk, flour, coal, machinery and medicine and how, in order to accommodate the large number of flights, aircraft arrived every three minutes; whilst at the height of the operation, (on April 16, 1949), an allied aircraft landed in Berlin every minute, with 1,398 flights in 24 hours carrying 12,940 tons.

We are talking about the historic airport: **Berlin Tempelhof.**

It was constructed in 1934 as part of Albert Speer's plan for the reconstruction of Berlin during the Nazi era. The airport halls and the neighboring buildings, intended to become the gateway to Europe, are still the largest built worldwide, and have been described by British architect Sir Norman Foster as "the mother of all airports". This airport received (and intimidated) politicians and celebrities from around the world during the 1930s.

With its façades of shell limestone, the terminal building forms a massive 1.2 kilometre long quadrant yet with a charmingly intimate feel. Planes can taxi right up to the building and unload, sheltered from the weather by its enormous overhanging canopy. Passengers walk through customs controls and find themselves in a dazzlingly simple and luminous reception hall.

**Sadly, after years of wrangling, the German authorities have finally decided that Berlin Tempelhof MUST CLOSE BY OCTOBER 2008.** [And when the 'German

authorities' say "close" they mean it! Even the recent Referendum (April 2008) has not stopped them.]

Yet the good news is that it is still open to GA VFR traffic and has a very easy and simple approach – incredible for an airfield right in the middle of a capital city. [Imagine London City being so accommodating!]

Flying there from Rochester, England, although a fair distance – it took me 6 hours each way - is a very easy run and would make an historic entry in your logbook (which in a few months time will no longer be possible).

I had originally planned to go direct via Deventer/Teuge [EHTE] but found that it has recently been Notamed as "12 hours PPR for customs". I therefore routed via Middleburg [EHMZ], which requires only 1 hour (a faxed English customs form 'GAR-1MAR2004' suffices).

One can either easily fly direct over the sea or follow the coast from Calais, past Ostend, which is what I did. [Just a reminder that when you arrive at Middleburg you must comply with their requirement to join from the north because of the caravan park on the extended threshold of runway 09.] Middleburg has avgas and a pleasant restaurant.

Duly refreshed, I then completed the next leg to Deventer as originally planned. Here also there is both Avgas and a nice restaurant/bar.

I then flew direct (on a VFR flight plan) to Berlin Tempelhof [EDDI]. As Deventer is so close to the German border, no sooner had I taken off than I was talking to Bremen Information.

On the trip I used Jeppeson VFR charts (which I find very convenient to identify who one should be talking to at any particular moment) and Bottlang plates (when flying in Germany could one use anything else other than 'Bottlang'?!).

VFR flying in Germany is very simple and most airspace is technically 'uncontrolled'; but like 'Flight Following' in the States one declares one's level and is given a



squawk. By such 'contact' you are under radar and they will inform you of any conflicting traffic, restricted airspace etc. By such a method I was handed over painlessly from Bremen Inf to Berlin Inf and then to Berlin Approach.



Berlin Tempelhof Airport

Once Berlin city was in sight, the flight and landing could not have been simpler: On entering the TMA, Berlin Approach simply passed us on to Berlin Tempelhof Tower. They gave me another squawk and asked me, as clearly shown on the landing plates, to "fly Whiskey 1, Whiskey 2 and join downwind for 27". [Although these VRP's are very identifiable – it follows a canal into the city - it is useful to have them in your GPS also for safety's sake.]



Tempelhof Final Rwy 27R

Late downwind for 27 (at 'Bravo' on the plate - but they never used that name) they asked me to do a 360° for spacing. Because the airfield is completely surrounded by

apartment blocks this was directly over someone's back garden! They then

asked me to join left base for 27L. [The next day, they asked me to join base from the same place for 27R, so as to make way for traffic already on finals on 27L!] On both occasions, the extended threshold is between tower blocks and it is perfectly possible on descent for P2 to see what the locals are eating for dinner!

After landing, a 'follow-me' car took me to our parking spot and instantly on request an Avgas bowser appeared. This takes payment by either a BP Card, Diners Club, or €cash, *but not credit cards*. The fuel was €2.11 per litre (25/07/07), which was actually cheaper than Deventer or Middleburg where I stopped en route! Whilst doing the paper work, he advised/reminded me to take my Pilot License and Noise Certificate (if this is the first time the aircraft has landed there).

At reception the Noise certificate was photocopied, and I was asked to pay the next morning on departure (for which they will accept major credit cards). The next day I paid €20 for landing + €20 for Take Off + €8 for parking. On departure, Security asked for the Pilots License but no one wanted to see a passport! [There is, though, a bored (but willing) Customs Police officer, and if there is still the 'schoolboy' in you – and also because the airport is going to close soon – you might cheekily ask him to stamp your passport so you have an historic record!]

The next day I asked if I could fly 'local', with a land-away of my own choice. No requirement was made for a Slot Time - the tower simply requested me to "call up" when I wanted to re-enter their zone.

I stayed at the Alt Tempelhof hotel [www.alt-tempelhof.com/] which I found very convenient, perfectly adequate, pleasant and reasonably priced. It has the advantage that one can walk there (if one has little

luggage, or a 'set of wheels' which I always use when flying); or easily go by Underground from outside the main airport exit - to Bahnhof Alt-Tempelhof [a mere 3 stops away, qualifying for a 'short journey ticket' of €1.20].

Although the hotel only did breakfast, there were a variety of adequate restaurants in the area that the hotel could recommend.

I will not extend this article with information about Berlin City – only to say that it is one of the most vibrant in Europe. If, like me, you want a quick 'overview' take a bus around the city. This is the best way to see the whole of Berlin in an hour or so. It passes by all the main sights, including the Brandenburg Gate, the Reichstag, the State Opera, 'Checkpoint Charlie', and the world famous Zoo with 14,000 animals! [Give yourself a whole day if you are going to do this one.] Any reasonable guide book will give you their 'top ten places to see'. The underground/bus system is highly efficient and very good value if you get a '24 hour tourist ticket'.

The hotel had a computer where we were able to check the weather daily (I used: [www.flyingineurope.be](http://www.flyingineurope.be)), and also check out hotels etc for destinations on the way back.

When the time came to fly back, I reminded myself that incredibly the airport has no flight planning facilities! - a symptom of the (sad) 'ghost town' feel of the place; but as I was flying VFR north to *Borkum* [EDWR] in Germany (an 'internal flight') I simply 'booked out' on the radio.

[I will write about *Borkum* in another 'Rev's Rendezvous' since I feel it is an unvisited restful island which should be better known by, and is in easy reach of, Rochester flyers.]

After staying overnight at Borkum – where there is avgas – then flew back to Rochester again via Middleburg. In all of my flight never heard any 'G' plane.

I highly recommend this trip to you as "a flight of a life time". I do encourage you to visit Tempelhof before it closes [this has just been confirmed as October 2008], since I think there will be many a pilot in years to come who will regret if they haven't used this (last) chance.

It is also possibly that your landing might help Tempelhof in increasing their movements and thereby justify its continued use. But the German Authorities have said "Our decision is final" and all the talk in the bars of Berlin sadly agrees. So do try Berlin Tempelhof . . . . before it's too late . .



Berlin Airlift Memorial

Peter Geldard

**EDITOR'S NOTE: For your information**  
*The above memorial stands in Berlin. The other half is in Frankfurt, the departure point for the planes flying to Berlin during the Berlin airlift days in the '40s. I wonder what will happen to this piece of history.*

**2008 NAPP MINUTES**  
**SAVANNAH, GEORGIA**  
**July 9, 2008**

Total number of members present was 37.

**4 CHARTER MEMBERS:**

The Reverends Mel Hemann, John Hemann, Phil Schmitt and John Herzog

**20 REGULAR MEMBERS:**

Bill Bevington, Hugh Connaghan, Jim Flavin, Tom Geelan, Phil Gibbs, Ev Hemann, Ed Higgins, Merlin Kieffer, Gene Murray, Mike Murray, John Paisley, George Remm, Nick Rossello, Gerry Scanlan, John Schmitz, Owen Shanley, Peter Sweeney, John Walsh, Al Werth and John Wolesky.

**12 ASSOCIATE MEMBERS:**

Dan Baier, Jack Boyle, Jeff Bryant, George Gratton, Jim Kiernan, Mike Maklebust, John O'Neill, Dick Remmes, Al Rushman, Edwina Tabares, Ron Teufel and Fred Wright.

Associate member John Zapp was unable to attend the meeting but was in attendance at the conference.

The **ANNUAL MEETING** was called to order at 2:30 pm in the dining room of Country Inn Suites with President Gene Murray presiding, John Wolesky opened with a prayer.

The **MINUTES OF THE 2007 MEETING** were distributed and reviewed. Al Werth made a motion to accept the minutes as presented and it was seconded by George Remm. The minutes were approved.

The **TREASURER'S REPORT** was handed out for review. The checking account showed a balance of \$4, 580.14 as of July 4, 2008. The savings account showed a balance of \$5,763.78 as of July 4, 2008. The combined amount of checking and savings comes to a sum total of \$10,343.92. Ron Teufel made a motion to accept the treasurer's report. Jack Paisley seconded the motion and the motion carried.

A brief moment was offered "**IN MEMORIUM**" for those of our membership that have died since the last annual meeting. We fondly remembered Ed (Ned) Elliot, Carmen Marchiole and Charlie Teufel.

**ANNUAL "GIFT"** amount was open for discussion. After some deliberation, John Hemann made a motion that two gifts of \$1,000.00 each go to the Archdiocese of Anchorage and the Flying Medical Services in the territory of Tanzania. This motion was seconded by Tom Geelan. The motion carried with an "All in Favor" verdict.

A **SUB-COMMITTEE** is to be developed in lieu of a third gift of \$1,000.00 going to another charity. Discussion was given to how the organization of NAPP might better promote itself in order to increase its membership and then direct some funds toward this end. After many ideas were presented a motion was made to establish a sub-committee to study the options. George Gratton provided the motion to have a four member sub-

committee develop to explore possibilities. Jim Kiernan seconded the motion and all approved. The sub-committee will consist of George Gratton, Ev Hemann, John Schmitz and Phil Gibbs.

**ANNUAL SCHOLARSHIP** possibilities were discussed. John Hemann presented the name of Bob Lacey, a priest in the Sioux Falls, SD diocese as a potential candidate for consideration. The president, Gene Murray, has the option to choose who receives the \$500.00 scholarship toward their license.

**ANNUAL ELECTIONS** took place for the positions of 1<sup>st</sup> Vice President and Treasurer. Ev Hemann nominated John Schmitz for 1<sup>st</sup> Vice President and Jim Kiernan seconded the motion. John Hemann moved that nominations cease. John Schmitz was elected with great acclamation. Merlin Kieffer nominated Mel Hemann to be re-elected as Treasurer and Al Werth quickly seconded the motion. Nominations ceased. Mel Hemann was re-elected with great acclamation.

**A REGIONAL REPORT** was given by John Hemann. John spoke of the Midwest gatherings during the Fall of 07 in Spencer, IA with Ed Murray hosting and also the Spring 08 meeting in Knoxville, IA with Steve Ebel as our host. The next regional gathering in the Midwest will be the Fall, Monday, September 22<sup>nd</sup> just North of Madison, WI. No other regional reports were given.

**A HEARTY THANKS** was given by George Gratton to all his associates who helped prepare and host the gathering in

Savannah. George gave honorable mention to Jack Boyle and the hotel manager for the arrangements and amenities.

The **NAPP CHARTER**, once again, is being taken care of by Al Ruschman. Thanks Al.

**NEXT YEAR'S MEETING:** The dates would be July 6-9, 2009. The place was discussed. Not many ideas were forthcoming by the membership. Some suggested Omaha/Lincoln, NE as a possibility. However, John Hemann spoke of the apparent willingness of Allen Corrigan to host us in the CLEVELAND, OH. area. John was going to follow up with this proposal and get back to the membership.

No other discussion was possible because of the pressing of time.

**A MOTION TO ADJOURN** was made by Phil Schmitt and seconded by Fred Wright.

Respectfully submitted,

Phil Gibbs

Secretary

## NAPP ANNUAL FINANCIAL REPORT

July 4, 2008

### NAPP CHECKING

<b>OPENING BALANCE July 8, 2007</b>	<b>\$5,097.64</b>
<b>NAPP Dues</b>	<b><u>\$3,642.00</u></b>
<b>Total Inflows</b>	<b>\$8,739.64</b>
<b>OUTFLOWS</b>	
<b>Newsletter</b>	<b>\$ 844.24</b>
<b>Postage</b>	<b>\$ 315.26</b>
<b>Donations</b>	<b><u>\$3,000.00</u></b>
<b>Pilots Lifeline</b>	<b>\$1,000.00</b>
<b>Diocese of Fairbanks</b>	<b>\$1,000.00</b>
<b>Flying Medical Service</b>	<b>\$1,000.00</b>
<b>Total Outflows</b>	<b>\$4,159.50</b>
<b>BALANCE JULY 4, 2008</b>	<b>\$4,580.14</b>

### NAPP SAVINGS ACCOUNT

July 4, 2008

<b>OPENING BALANCE</b>	<b>\$5,512.57</b>
<b>Deposit – Interest (12-31-2007)</b>	<b>\$ 125.06</b>
<b>Deposit - Interest (06-30-2008)</b>	<b><u>\$ 126.15</u></b>
<b>BLANCE JULY 4, 2008</b>	<b>\$5,763.78</b>

# 2008 NAPP CONVENTION HIGHLIGHTS

July 8 – 9 Savannah, Georgia



Our home away from home



Our mode of transportation --- The Trolley



The Mighty Eighth Museum



The Museum Chapel



The Memorial Service for those "Gone West."



Example of early WW II trainer



A hazy & blurred view of a B17



Evening barber shop quartet entertainment



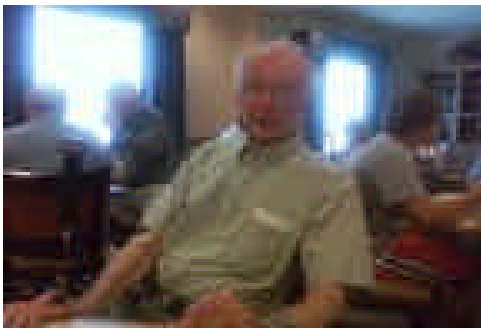
View from President's chair at annual meeting



What the president views – his constituents



Bill and Jim both agree it is good



90 year old Knobby Walsh gives his approval



Al and John, the official beverage samplers



Site of the evening “banquet”



Host George prepares one final airport trip



All good food has to be expertly prepared



It won't be long and we'll be on the way

**The NAPP fiscal year begins July 1. Your 2009 dues are now due**

*If you have not paid your current NAPP dues  
we ask that you complete the form below  
and mail it with your check to:*

**REV. MEL HEMANN  
127 KASPEND PL  
CEDAR FALLS, IA 50613-1683**

*Any questions contact me at  
319-266-3889*

*Or*

*[n298mh@cfu.net](mailto:n298mh@cfu.net)*

**N.A.P.P. DUES -- U.S. \$25.00**

-----  
**Please fill out this form! Make check payable in U.S. Dollars to N.A.P.P., Inc.**

**NAME** \_\_\_\_\_

**ADDRESS** \_\_\_\_\_  
\_\_\_\_\_

**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

**Email** \_\_\_\_\_

**Type of Member:** \_\_\_\_\_ Charter \_\_\_\_\_ Regular \_\_\_\_\_ Associate