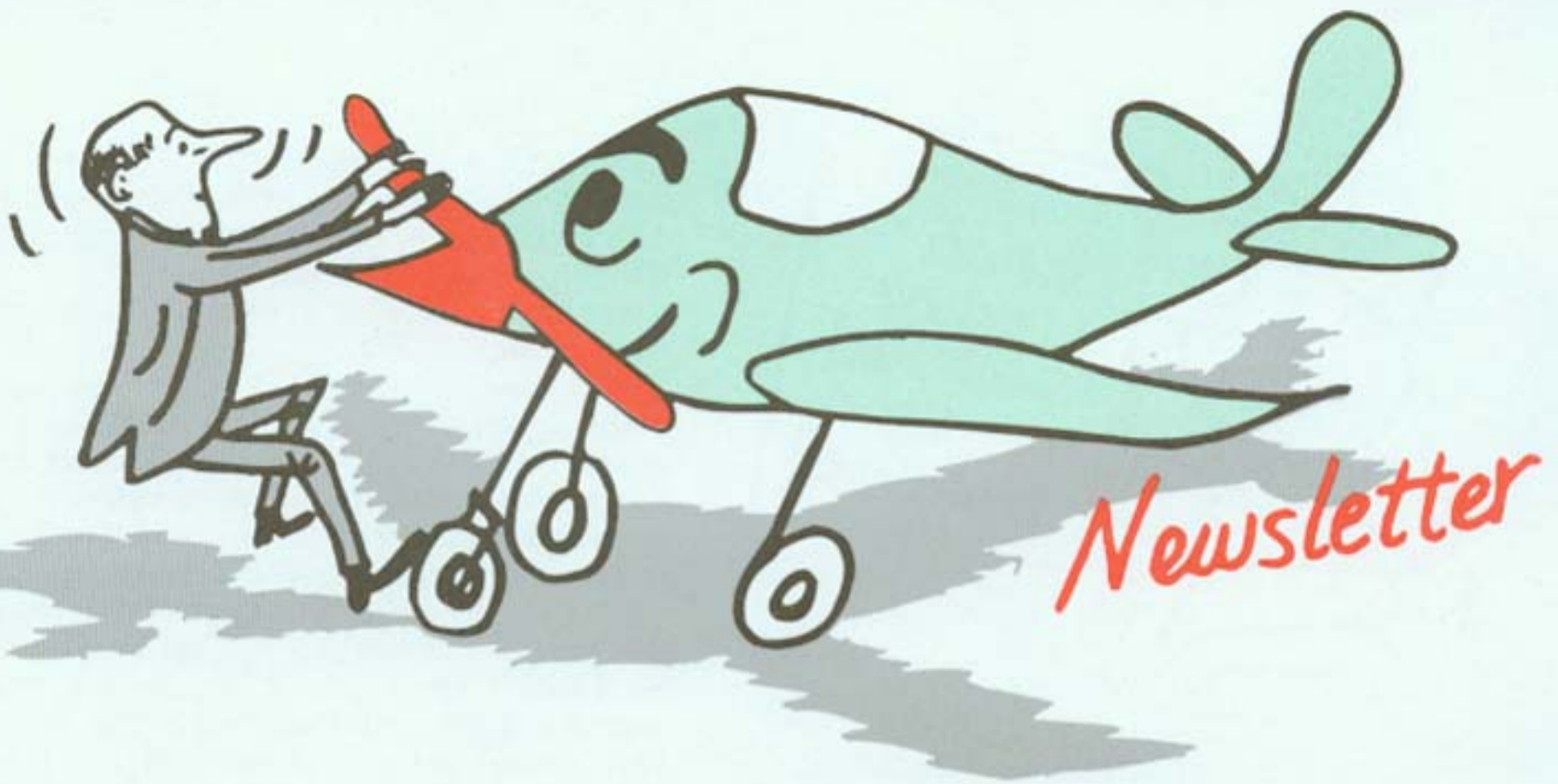
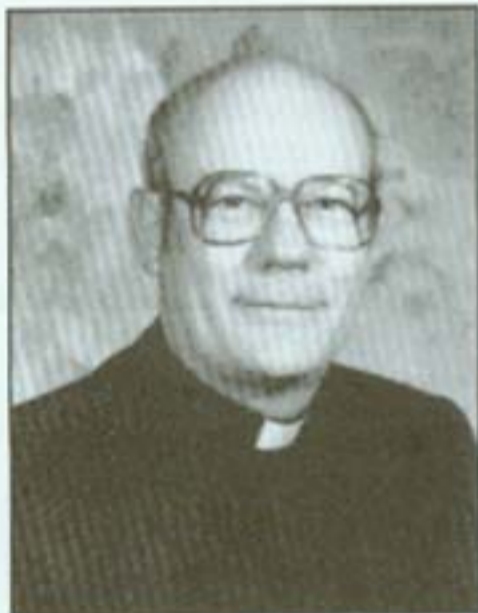


N.A.P.P.



VOLUME XXXVI FEBRUARY 1999 NO. 4



FROM THE PRESIDENT

The cover of the February issue of *Extension* magazine pictures Father Michael Schwarte with his Cessna 182 from the Diocese of Juneau, Alaska. *Extension* also has a very nice article on Father Michael Schwarte. Ordained in May 1995 and earning his pilot's license last June, Father Schwarte now routinely travels across the Diocese of Juneau's rugged terrain to serve his missions. Based in Juneau he flies monthly to three isolated missions in Yakutat, Hoonah and Skagway for a three to four day visit to each place. My congratulations to Mike and my gratitude for serving the people in those areas of the Juneau Diocese.

If any of you NAPP members know of Mike please give him an invitation to join our fraternity. As I am writing I am thinking of Lent beginning

Wednesday. Our Lenten journey begins in the cold of winter, but seven weeks from now, when we come to Easter morning, the earth will greet the Risen Christ with the first buds of spring. At this time of year, nature undergoes quite a transformation. As the earth "turns" toward the sun, winter is transformed into spring.

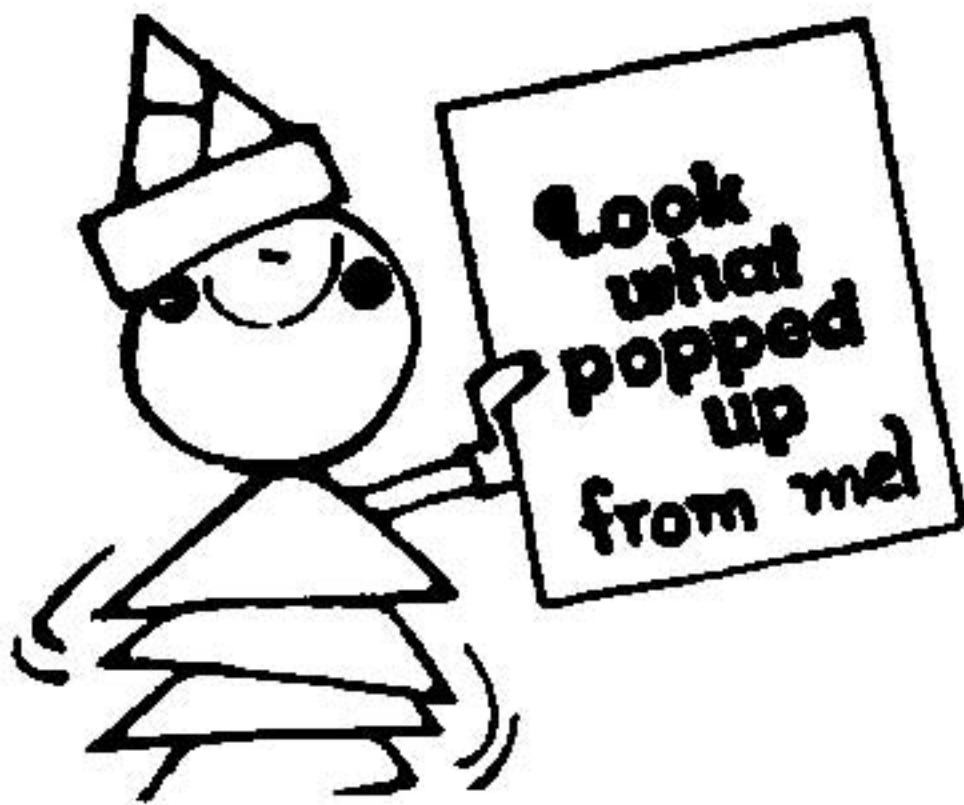
We should experience a similar transformation during these days of nature's "turning." Lent calls for conversion—from the Latin word for turning: to turn away from those things which make useless a person of God and to turn toward the life and love of God. May your Lenten journey be one of "turn, turn, turn."

Heard over the air recently, when the weather was rather nasty: Approach: "Nine Eight Hotel, be advised that we are painting some heavy weather at your 12 o'clock position." 98H "Affirmative, we're looking right at it. (Pause) Approach, could we get you to vector us to the nearest Holiday Inn that has a bar?"

See you at the convention in Dayton! Fly safely!

Al Werth

(Editor's Note: At last summer's convention Fr. Michael Schwarte's instructor, Fr. Michael Nash, gave me all the info on the new pilot. We've got him on the list and you'll find that information in the directory.



This issue is larger than usual. I thought as long as I have the big envelope I may as well take advantage of it. Included:

1. Thank you letters from our 1998 contribution recipients.
2. A couple of interesting items in the Briefs from members in Alaska and Africa.
3. Some information on DUAT for those of you who have personal computers. This info is about the new services available on the web.
4. More particulars on the Midwest Regional meeting April 26 and the National gathering July 6-7 in Dayton, Ohio.
5. A copy of the feature article in *THE RVATOR*, the official magazine of Van's Aircraft, Inc. The RV 6 I built was bought from them and they did the cover picture and enclosed article on yours truly. He did get my residence wrong but outside of that it came out pretty good. We did get a plug in for NAPP.

Accompanying Jim Kelley's letter was some info from the Russian Desk of the Archdiocese of Anchorage. It says, "The Archbishop of Anchorage, in service to the Russian Bishop of Novosibirsk, oversees and financially supports

the Catholic missionary work of the Church of the Nativity in Magadan, and the missions of Khabarovsk and Sakhalin, Russia.

We are all looking forward to a lengthier report in July of 2000.

Among other things in this mailing is the annual NAPP directory. It's been a chore and a half getting it done. In my move to retirement I found out the new computer I bought had some problems changing over some of the lists in the directory. On top of that a lot of the changes that came in this last year had not been entered. So it took a lot of time. I've gone over it and over it and am confident most of the mistakes have been corrected. However I am just as confident there are some that have been missed. I would appreciate it if you'd send me any you find and I'll make the proper corrections. Once I get this all done and properly backed up I should be in a lot better shape a year from now.

Those of you who paid your dues since last time will find your membership card enclosed. If you still want to pay the 1999 dues we're open to that.

The past couple of years we have talked about a new informational brochure to pass out to prospective members. After I get this mailed out I will begin working on a new brochure. Hopefully we'll have them ready by the July gathering in Dayton.

Ed Moran had a note with his dues informing us he's now based in Turkey and appreciates keeping touch with fellow priest pilots through the news letter. He expects a transfer in June and hopes to make the Dayton Convention in July.

HOPE TO SEE ALL OF YOU IN JULY AND/OR APRIL. MAYBE BOTH

ADDRESS ALL CORRESPONDENCE TO:



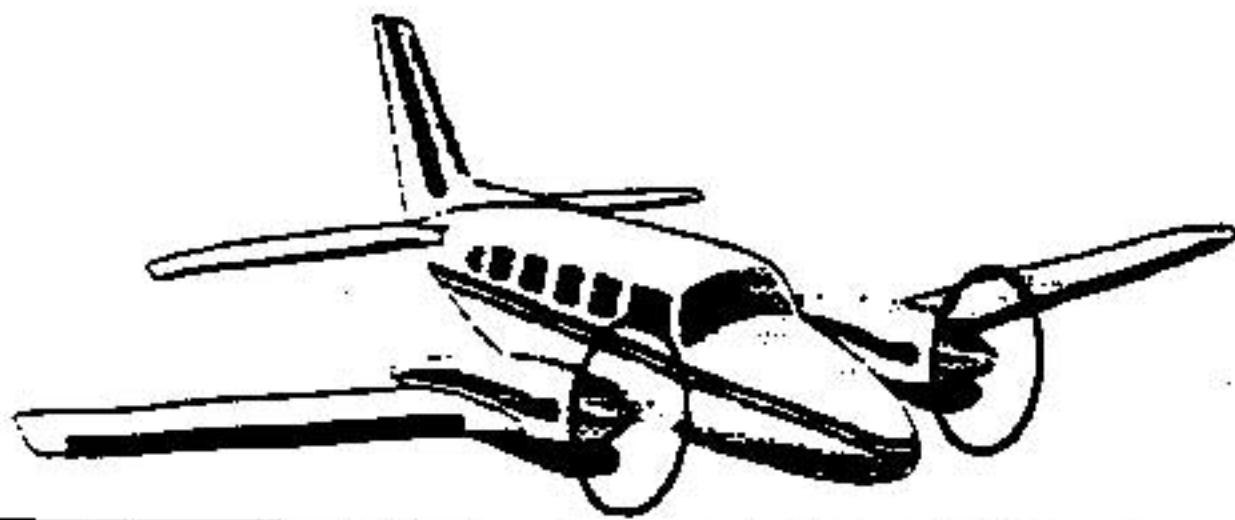
REV. MEL HEMANN

127 Kaspand Place

Cedar Falls, IA 50613-1683

319-266-3889

EMail: DBQMHEMANN@impresso.com



BRIEFS FROM HERE AND THERE

A VISIT TO THE NEIGHBORING PARISH

by Father James Kelley

The next parish to the east of Holy Rosary Dillingham and St Paul Mission is Kodiak Island. To the west it's Magadan, Russia. If you look at a map, the end of the Aleutian Chain (the Western end of this parish) points right at Magadan across the Kamchatka Peninsula. I have already visited Kodiak and, I thought, after seven years in King Salmon and Dillingham, I should pay a courtesy call to our Archdiocesan outreach to Siberia and the next parish over in Magadan.

My trip was short but rewarding, from 19 to 25 June 1998. It was a delightful experience, more like a retreat than anything else. In St. Luke Jesus sends his 72 disciples out two by two. I was reminded of this by observing our two priests, Father Mike Shields and Father David Means. They are doing the work of the Lord in an exemplary way. I attended daily Mass and rosary, the Saturday night vigil and Sunday morning Mass with the Baptism of a 21 year old young Russian woman, and I was impressed by the parished attention and devotion.

So the Lord's command to spread the faith is being fulfilled. The faith is alive and well in that part of Russia, with the love, devotion, sacrifice and ministry of our two Anchorage priests leading the way.

In a city of 120 thousand souls, only about 500 or so offer Sunday worship in four churches: two Protestant, one Russian Orthodox, and the Catholic Church of the Nativity. This seems like the beginning of our church in Jesus' time. The harvest is ready and the laborers are few - but in Magadan - very

devoted. Magadan is also graced by three Madonna House women who bring the holy, womanly elegance of the New Testament women to the grimness of Magadan without Christ.

Father David and I visited the famous Magadan "Mask of Grief," a monument recently constructed which overlooks the city from the north, like a brooding reminder of all of mankind's inhumanity and selfishness. We also inspected a decayed remnant of a holding prison. It was used to contain the unknown and uncounted hundreds of thousands of prisoners who were sent to the gold, coal, and lumber camps from 1932 to 1956. Most never returned to their loved ones at home.

Jesus is alive and well in Magadan in this little Catholic community. Such devout and beautiful parishioners of all ages are not broken by the Atheistic, communistic influences of over 70 years, but are growing in their faith and sharing it with others.

It was a delight to be with our growing Catholic community in Siberia for only a few days.

Included with the above in Fr. Jim's October 13, 1998 letter was the following which many of you will find of interest.

On March 24, 1998 we lost "St. Paul" Cessna 182 while it was tied down at False Pass, Alaska at 3 A.M. 100+ knots winds did the deed! Recently we worked out a deal with the insurance company. The Archdiocese is covered for liability for the Twin and for the new single (which will replace St. Paul).

Thanks for your prayers - THEY WORKED!

ANOTHER MISSIONARY PILOT

Last year we received a letter from Denis Kitenge, Congo/Africa, working on his private pilot's license in Florida. Here is an update.

Merry Christmas, 1998
and Happy New Year, 1999

Dear Father Mel,

May we continue to celebrate Jesus' first coming, respond to His continual coming in our daily lives, and look forward to the fullness of His coming!

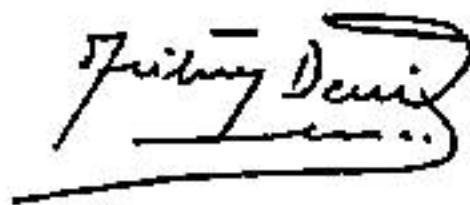
You might be wondering how things are going for me. Here at Our Lady of Lourdes things are going well; I am helping out on the weekends and am very happy with that. During the week I'm very busy with school from 7:00 - 3:30, and have much homework too.

As you know, I'm studying airplane mechanics at National Aviation Academy. I am studying very hard and hopefully will complete those studies by Fall 1999. Then I plan to return to The Congo/Africa, to fly Bishops, priests, Religious, medical people, teachers, critically ill - anyone who needs transport - to/from remote villages where there aren't even roads. Actually, there isn't even food, medicine, clothes; and the country is at war, so please keep in prayer these people who are living through very difficult times, who so rely on our good God and are so open to the message of Jesus and His love for us, each and every one!

I hope all is well with you; our loving God knows what is best for us and wants our loving response. Thank you for your prayers and for helping me to be what God asks of me, and know that you are remembered gratefully in my prayers.

Peace & Love,

Fr. Denis Kitenge
= Missionary Pilot =



The following is from Pat Patten. December 7, 1998, in Tanzania, East Africa. It is a summation of his last three Christmases, his life, his struggles & work.

Dear Friends,

It was the saddest Christmas of my life, the Christmas of 1996. The Christmas of 1997 was - without doubt - the most intense and tense. Till now, time to write has simply not been available. The following wing is an attempt to keep you up to date, while I'm wondering what next Christmas will bring.

Olkokola, Tanzania
Christmas 1996

The Rwandan refugee camps in Tanzania are now officially closed. Five days before Christmas everyone was ordered out. 485,000 people were on the road walking in the rain. The young, the old, the healthy, the sick and dying. The line stretched on for 60 miles. There were an average of 30 babies born each day on the way, a strange sort of replay of the Christmas story many thousands of times over. No room. No time. No space. No more food. The door is shut. Go to your own country, to your father's and mother's house, and be counted. And then...?

There were four of us in the small bush plane. Our Flying Medical Service doctor sat next to me in the co-pilot's seat. The two seats behind us were occupied by the nurse in charge of the medical work in the Chbalisa refugee camp, and next to her the logistical officer for the Memisa medical teams. The two rear seats and the cargo pod were filled with their sparse luggage, and reams of reports.

We flew over the long lines of soaking-wet refugees one last time, hardly able to contain our sadness. It was difficult feeling anything other than we had somehow failed these people. I now think of something that Audrey Hepburn once said: "People, too, are part of the environment. They need to be protected, cared for, preserved, renewed, recycled, and redeemed and redeemed and redeemed, again and again and again. People should never be just thrown away. They must always be welcomed."

Despite many people's efforts, Rwanda and Burundi remain unstable to this day.

Bagamoyo, Tanzania
Christmas 1997

November 30th. Departed Dar Es Salaam 20 minutes ago. The rain pounded hard on the aircraft windshield. Zero visibility. Solid instrument weather conditions. Suddenly, with hardly a warning, total engine failure.

We were six adults and one infant on board, including the doctor in charge and the matron of

one of the largest hospitals in Tanzania. No one panicked-- for which I am grateful. We descended from 7,000 feet to about 1,200 feet before breaking out of the thick clouds. We were still in heavy rain. Below us were palm tree plantations and rice paddies. The Ruvu River was high and the whole area was a swamp. Marian, who is our medical director, is also a surgeon and a pilot. She was flying. I was in the co-pilot's seat. When the engine quit, this arrangement allowed for good trouble shooting and good flying at the same time. We landed in an unused rice field. There was no damage whatsoever to the aircraft or passengers or any property.

The problem turned out to be a faulty design in two ignition harness couplings that allowed the spark plugs to short out in heavy rain.

We spent two weeks cutting an airstrip through the eight-foot-tall elephant grass and trying to get the soggy earth to dry out. It took another two weeks to cut thirteen drainage channels to the side of the airstrip. The day before Christmas Eve, we thought we were finished and would be able to leave early the following morning....Surprise!

A week before, and one hundred miles away, El Nino rains caused massive flooding of the Ruvu River. We hadn't heard about it. Though far downstream, we were only about a mile from the river. On the morning of December 24th the flood crest reached us. We walked to the airstrip to find not an airstrip but a lake. We spent the day and night before Christmas and all Christmas day and evening frantically building a 2x4 lattice work under each tire, slowly jacking the plane up inch by inch till we had the tires three feet above the swamp (always keeping just ahead of the rising water).

In the following days, we had to swim to work every morning, with a machete in one hand and a flare piston in the other. The Ruvu River has plenty of crocodiles. There were also pythons the thickness of my upper arm. One day even a hippo showed up to visit the aircraft on our makeshift runway. The airplane was seven miles from Bagamoyo town. We lived in a mud and grass hut during those days. We shared the hut at times with a giant monitor lizard, which liked to live between the top of the wall and the grass roof, and a green snake which I always hoped was a coconut snake and not a boomslang. Boomslangs are one of the most poisonous snakes in the world. We never

found out what it really was.

We flew the aircraft out of the swamp on January 16th, using barely half of the runway we had prepared. We beat the beginning of the rainy season by only minutes. The long rains here last three to four months. On the 20 minute flight to Dar Es Salaam that day I ran into torrents of rain. The long rains didn't stop till May.

This story, despite its difficulties, had a happy ending. It doesn't always work out that way.

On September 17th, our newest Flying Medical Service pilot, an experienced flight instructor from New Zealand, flew into the side of a mountain with this same aircraft. He, the doctor in charge of Wasso hospital, and a radio engineer were all killed. We're trying to gather funds to replace the \$140,000.00 airplane. But Dennis Tindill, Saeed Mottaghi, and Hussein Mahamoud aren't replaceable.

Steve and I now struggle along with one airplane, trying our best to meet the medical needs in distant areas.

As Christmas draws near, I recall that historians put Jesus' life on this earth at perhaps 33 years. This year I turned 50. What strange things, what wonderful things, those years have been. I don't know what this Christmas will bring, except surely new surprises. And I think of you, with fond memories, with large hopes, and with much happiness.

Merry Christmas and a happy and hope-filled new year.



Pat Paten

Flying Medical Service
Oikokola Catholic Mission and
Oikokola Technical Training Center
for the Physically Handicapped

**THE NEW MILLENIUM
2000 NAPP CONVENTION
HOSTED BY**

ARCHBISHOP FRANCIS HURLEY

**ANCHORAGE, ALASKA
JULY 11-12, 2000**



December 4, 1998

Rev. Al Werth
President
National Association of Priest Pilots
R.R. 3, Box 144A
Phillipsburg, KS 67661

Subject: DTC "DUAT on the WEB"

Dear Rev. Werth:

The FAA provides Direct User Access Terminal (DUAT) capability at no cost to pilots and dispatch personnel for weather and flight planning services. DTC is under contract to the FAA to provide DUAT service, and has been doing so for nine years. We support a direct dial, 1-800 service, for connection via modem, and just recently have introduced an Internet capability called "DUAT on the WEB". We believe the Internet system, which requires no software to be loaded on your computer, will be the preferred access technique of the future, and will greatly facilitate pilot use of the DUAT system.

With the advent of our new Internet service, DTC would like to take the opportunity to encourage pilots in your organization to give us a try. DTC DUAT has a complete national data base of weather and aeronautical products as specified by the FAA, in contracted and plain English text, plus weather graphics and complete flight planning and filing capabilities. Additionally, we are adding features to the Internet version in the next two months to include stored access codes, stored requests, stored routes, and automatic route generation to make the system easier to use. Individual private pilots and student pilots with a medical can use the "DUAT on the WEB". Just acquire an access code by calling our Help Desk 1-800-243-3828 and providing a certificate number or student medical number.

Since the FAA makes this service available at no cost to pilots, we are striving to gain visibility to our latest service release to the pilot community. I would be pleased to make available a letter and brochure to each of your members if you are willing to provide us a roster of your membership. We could also provide you with brochures for distribution at meetings or association mail-outs.

We are available to help if you have any questions or suggestions regarding the DTC DUAT, and in particular "DUAT on the WEB". At the recent AOPA and NBAA Conventions, we have handed out laminated luggage tags as a convenient way to recall DTC DUAT access data. Luggage tags can be made available to pilots upon request with an Association card enclosed on the reverse side if provided. Just give our help desk a toll-free call, or ask to speak to me personally if there are specific or unique applications you would like to discuss. I look forward to hearing from you.

It is a pleasure serving the pilot community, and we appreciate your business. Keep us in mind for private, professional, or Association flying. WWW.DUAT.COM

Sincerely,

A handwritten signature in black ink that reads 'William Young'.

William Young
DTC DUAT Program Manager

- 6 -

The Unique Solution

**1999 NAPP CONVENTION
UNIVERSITY OF DAYTON
WRIGHT-PATTERSON AFB
AIR FORCE MUSEUM
July 6-7, 1999**

FROM: JOHN BELLON & AL RUSCHMAN

Al Ruschman and I met at the University of Dayton in the office of Fr. Tommy Thompson at the Marian Library. Fr. Schoen was not in, but Tom was a great assistance to both of us. Tom is a good friend of Al's. We also met Ms. Amy Lopez who is in charge of rooms at the Hall in which we are to stay. She was great also and gave us many ideas of the University, meals, etc.

The reservations for the room will have to go through us. Al will be the one to contact and he will notify her about the number of rooms for us.

The rooms are very nice. They are suites with a living room and two separate bed rooms with common bath. They are very private for each one of us. The cost is \$76.00, but for two that is cheap. I would advise, since each bed room is private, that two share a suite.

We chose the Dayton-Wright Brothers Airport which is about 12 miles south of the University. The Commander-Aero, Inc. will be open for us on the Monday we land there. There is, next to it, a duplicate of the Wright Brothers which one could ground fly in for \$125.00. We told them that we thought that there may be some 15 planes, but that there may be fewer or more.

About transportation: Al, Bevington and I will have our cars there. Maybe some others will have cars. We thought that we could rent a van or two for the group.

The Air Museum is free, but to see a movie will be \$5.00. We also thought that, on Tuesday, the group could see a park with the early 1900s village stores, gas station, shops, houses and the Wright Brothers plane, Flyer III, etc.

There is a catering service in the University for our meals and a banquet hall. There is also special nook that we could use for breakfast and other meals.

Mass: A chapel in our building will hold 30-40. I am sure all vestments, etc. are there, but I will make sure of this and Al and I can have everything with us.



**UNIVERSITY
OF DAYTON
CONFERENCE SERVICES**



Bishop of Fairbanks

1316 Peger Road • Fairbanks, Alaska 99709

(907) 474-0753

January 19, 1999

Rev. Mel Hemann
NAPP
127 Kaspand Place
Cedar Falls, IA 50613-1683

Dear Mel,

Just a word or two to express my very deep and personal gratitude to you and the members of NAPP for your wonderful and most generous check of \$1,000.00 for our work here in Northern Alaska. As I am sure you are aware I put it into the airplane fund to help me as I make my rounds in this far-flung diocese. Indeed, it can really be a challenge at times often due to weather problems. However, the Lord has been very good to me over the years, and hopefully His wonderful protection will continue.

Yes, I certainly hope to make it down to the Anchorage gathering for the new Millennium, and hopefully we can chew the fat a bit down there.

Thanks again, Mel, not only for the gift, but also for all you do for us and NAPP. God bless and keep you!

Your brother in Christ,

Michael J. Kaniecki, SJ
Bishop of Fairbanks

P.S. It's -41° this morning. (Dilly! (1/21/99))



DIOCESE OF JUNEAU

419 SIXTH STREET
JUNEAU, ALASKA 99801
FAX 907/463-3237
TELEPHONE 907/586-2227

January 18, 1999

Rev. Mel Hemann
National Association of Priest Pilots Inc.
127 Kaspand Place
Cedar Falls, Iowa 50613-1683

Dear Fr. Hemann,

Thanks so much for the \$1000.00 donation from the National Association of Priest Pilots. It is greatly appreciated. Being a pilot, you well know the expenses involved with up keep of an airplane over and above gas and insurance. Given how we depend so much on air travel here, it is a very necessary expenditure that we must make.

I too hope I will be able to make it to the gathering next summer in Anchorage. I do not have the dates at this time, but I will try to avail myself along with one or more of my priest who likewise fly.

Thanks again.

Sincerely in Christ,

Michael W. Warfel
Bishop of Juneau

**NATIONAL ASSOCIATION OF PRIEST PILOTS
1999 Midwest Regional - April 26, 1999
Ottumwa Flying Service --Ottumwa, IA**

Contact Person:

John Hemann
St. Boniface Rectory
660 Bush Avenue
Garner, IA 50438-1513
515-923-2329

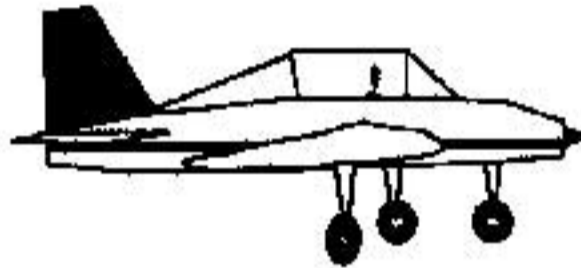
MEALS: Lunch at Noon.
Airport Restaurant
Dinner before Departure
Airport Restaurant

**Try to arrive by 11:00 A.M. on Monday
April 26, 1999**

DON'T MISS IT!

Airport: Ottumwa, IA

Identifier: OTM



SPECIAL ATTRACTION

ANTIQUE AIRPOWER MUSEUM - BLAKESBURG, IOWA

OWNED & OPERATED BY BOB & BRANT TAYLOR

After Lunch we will drive to the Museum. Rides are being arranged.

Motels are available in Ottumwa. They are listed in the AOPA Directory.
If you choose to come early or stay late, make your own reservations.

RESERVATION FORM

NAME _____
ADDRESS _____
CITY _____ **STATE** _____ **ZIP** _____
ETA _____
ETD _____

PLANE **Number** _____
 CAR

MAIL TO: John Hemann
St. Boniface Rectory
660 Bush Avenue
Garner, IA 50438-1513

**SEE YOU
THERE**

THE RVATOR

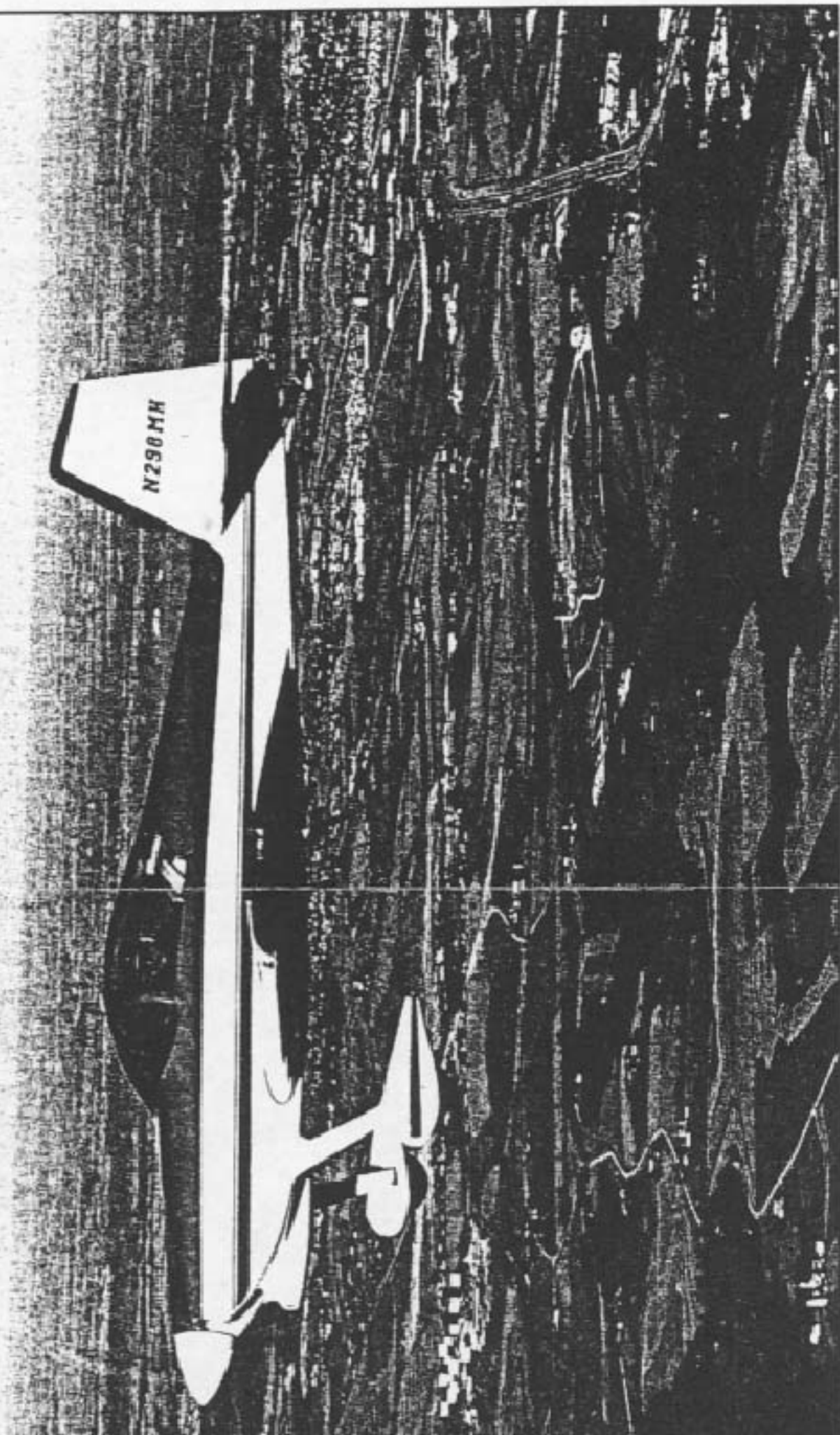
SIXTH AND FINAL ISSUE, 1998

THE HOBBS METER

2,050

COMPLETED RVs

This special issue is being sent to all RV Builders. It contains information on aerobatics that should be carefully read by all flying or potential RV pilots. We recommend making it part of your operating handbook. Naturally we also hope that more RV builders will use the form on page 19 and **SUBSCRIBE FOR 1999.**



Catholic priest Mel Hemann, "Father Mel", and his new RV-6, speeding along near Dubuque. As you can see in the background, the Iowa mountain removal project has been completely successful.

GOD IS MY CO-PILOT

No, it's not about P-40s in China...but it's still a good title for this Profile.

Some hotrock RV jocks enjoy blasting the theme from "Top Gun" through their headsets as they taxi to the active. Mel Hemann puts in his CD of "Nearer, My God, To Thee." Which is appropriate, because when Mel takes off in his new RV-6, he becomes the only Catholic priest we know who has built and flown an RV.

Mel Hemann learned to fly in 1960, just a year after he was ordained. His instructor told him he should go for a commercial ticket because "you like flying and you're good at it." Mel took him at his word, after his religious commitments, flying has been his main activity, both recreational and professional. He got the commercial, and then went on for his CFI. That instructor's rating came in handy...just teaching his family kept him busy.

"My brothers John and Everett, also Catholic priests, are both instrument rated pilots, and Everett has his CFI. We finally ended up with six pilots in the family. My brother-in-law I didn't teach...he got his instruction courtesy of the Luftwaffe and ended up flying Me 109s and FW 190s during the war. I added a few ratings over the years and finally got my ATP on the twenty-fifth of June, 1976. At the time, I was the only Catholic priest in the world with an ATP, but a few retired airline types have become priests now and I've lost the distinction."

Over the years, Mel has served as a standby instructor and Part 135 pilot for the local FBO near his home in Cedar Rapids, IA and the other communities where he has been assigned. He has taught literally hundreds of people to fly and for years was a presenter at FAA Safety seminars.

"Those evenings often ended with me counseling people about everything but flying...many who would never have had the courage to approach their own pastors." he says.

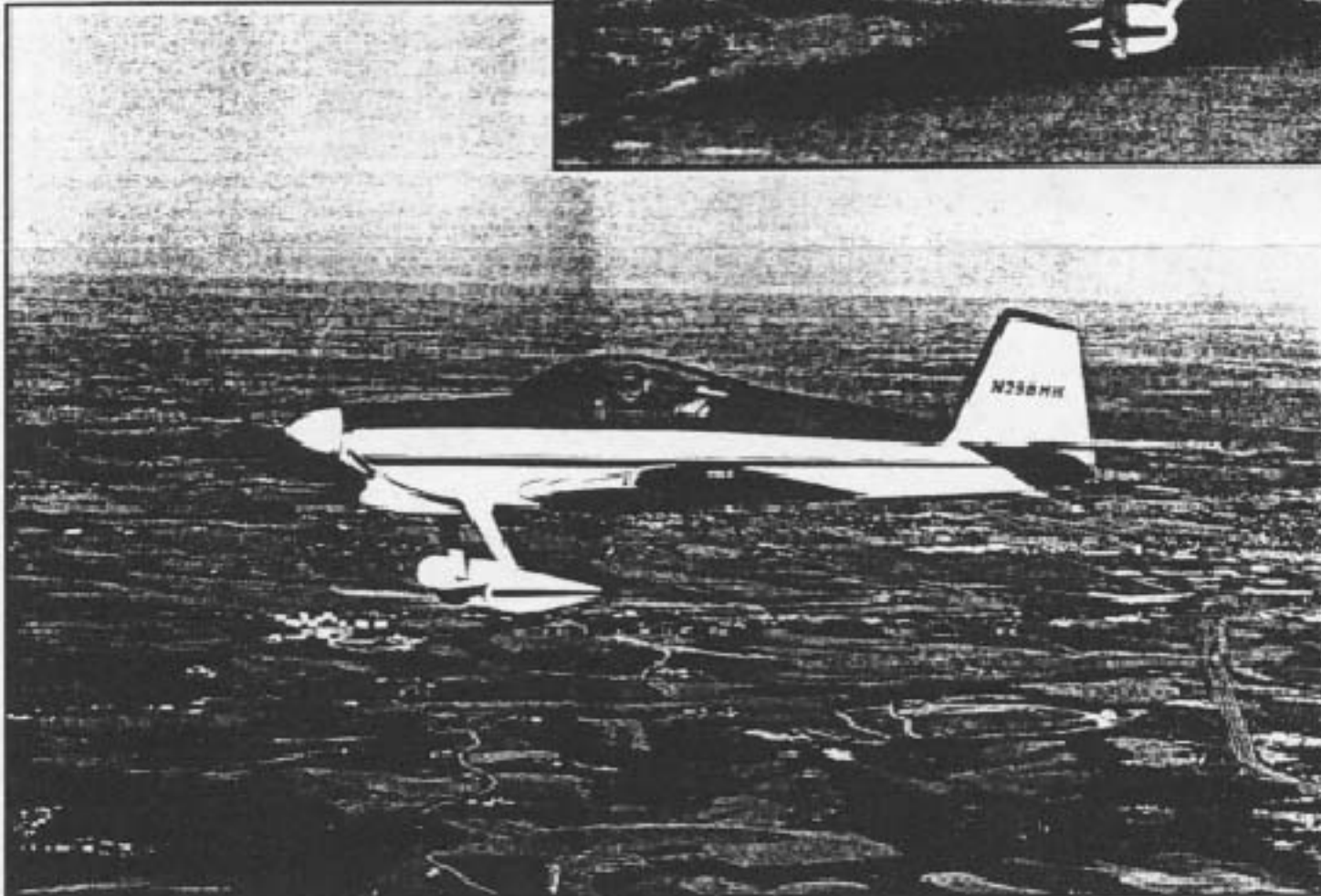
Mel has used airplanes extensively in his work for the Church. For 35 years he has been heavily involved in marriage and family work. Airplanes have given him the ability to achieve many things and get many places where people needed his help that just wouldn't have been possible any other way. He often flies church officials to meetings, which has gained him some unexpected notoriety.

"I was asked to fly the Papal Nuncio, the Pope's representative in the USA, to a meeting once. About four months later, he attended the 150th anniversary of our diocese in Dubuque. About 150 bishops, cardinals and priests were all milling around, lining up for the ceremony, when I hear 'Hey, there's my pilot. Mel,

come on up here'. Somehow the Nuncio had picked me out of the crowd... there was a lot of head turning among the powers that be trying to figure out just who I was."

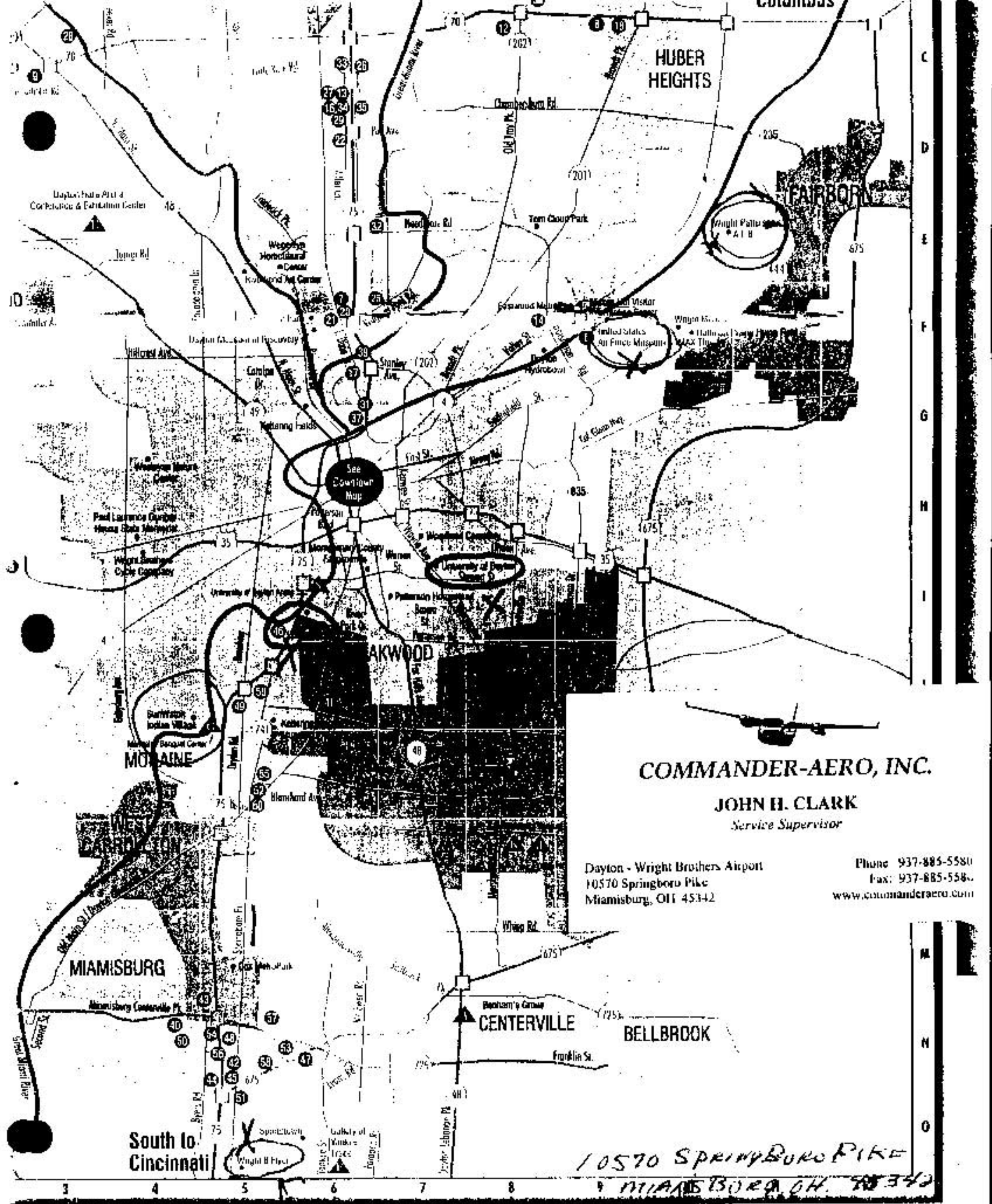
Mel's flying has taken him to all fifty states, and from the Arctic Circle to the Panama Canal. He's landed on all the Caribbean Islands as far east as St. Croix and St. Thomas. A few years ago, he spent two weeks in Tanzania, flying doctors and nurses to jungle outposts in a Cessna 206.

As he approached retirement, he began contemplating another long cherished dream: building his own airplane. Luckily, he met Lyle Hefel. Looking at Lyle's RV-6 quickly convinced Mel that an RV-6 was his kind of airplane and that a QuickBuild kit was the way to go. Mel began work in Lyle's shop. For the next couple years, he put in as much time and effort as he



could. Even with his calling, couldn't expect divine intervention. He had to learn from his mistakes just like everyone else. Lyle and Harry Styr provided the help and encouragement every first time builder needs. Somehow Mel found the time, between his responsibilities to the church and his activities as the newsletter editor for the National Association of Priest Pilots, to finish N298MH.

"I've been putting out that newsletter every other month since 1967 and I've only missed three issues. Once I was leading a group of students on a pilgrimage to Taize, France. Once, my mother died. And this last time, I elected to finish my airplane. I started the QB kit on September 15, 1996 and flew it November 5, 1998. Without Lyle and Harry, I'd probably be finishing up the empennage kit right about now. Instead, I have a fully IFR, high performance airplane that will take me just about anywhere. The first big cross-country was from Waterloo, IA to St. Augustine, FL and back to spend Thanksgiving with friends. I logged 6.2 hours going down and 7.0 on the way back, including 2.3 actual instrument time. Now I'm hoping to fly the airplane back to Oregon under its own power, to visit the place it left in a truck 2 1/2 years ago."



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JOHN H. CLARK
Service Supervisor

Dayton - Wright Brothers Airport
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 Fax: 937-885-5584
www.commanderaero.com

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*FBO COMMANDER-AERO, INC
 73-DAYTON WRIGHT BROTHERS AIRPORT*

NAPP
NATIONAL CONVENTION

JULY 6-7 1999

CONVENTION HEADQUARTERS
UNIVERSITY OF DAYTON

ROOM RESERVATIONS
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ROOMS ARE SUITES WITH TWO BED ROOMS
LIVING ROOM AND BATH AT \$76.00
FOR TWO PEOPLE

RESERVATIONS IN BY 15TH. JUNE

CONVENTION HOSTS:

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606-331-4302
FAX: 606-578-4752

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ETA (DATE) _____ TIME _____ ETD (DATE) _____ TIME _____

ARRIVAL BY: _____ CAR _____

PLANE: MAKE _____ N _____ COMMERCIAL: AIRLINE & FLT: _____