

N.A.P.P.



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FEBRUARY 2019

NO. 4

Drama in the air with a stubborn landing gear

By Jack Rejman
 Chief Pilot, Arusha Medivac
 NAPP Associate Member

It was just a few weeks ago when I took off in my Navajo for a routine patient transfer from Nairobi in Kenya back to Arusha in Tanzania where we live. (It's kind of unusual for us as we normally fly patients to Nairobi, not from there.)

This flight required a short hop to Kilimanjaro International Airport just to clear Customs and Immigration (flight of only 12 minutes, 27 nautical miles) before continuing 127 nautical miles to Nairobi. Good weather, no problem. As usual, I had medical staff on board to take care of the patient.

Routine takeoff out of Arusha Airport... Full power, rotation, gear up and we are cruising at 5,500 feet. After 5 minutes, it was time to set up good ol' Navajo for yet another touchdown on a 2-mile-long runway.

So as taught by NAPP's Mel Hemann, I do the GUMP check: Gear, Undercarriage, Main gear and Put the gear down ... AND ... left main is not locked! But, no problem, maybe a little glitch in the system (it always is a little glitch), no big deal, so ... gear up! It

went up and locked no problem ... and gear coming down. Left main still not locked. By then, I am on 3-mile final, with no time for another try.

"Kili Tower, 5H-ZOG going around!"

I flew to the north of the airport and tried to remember old tricks how to lock the gear down without going out of the plane. I recycled the gear many times with no luck. I thought maybe this is a little air lock that got into the hydraulic system and the jack cannot push the gear far enough to be locked, so I pulled some G's, tried unusual attitudes (made my doctor sick), even tried stalls, with no luck. The left main was not locked.



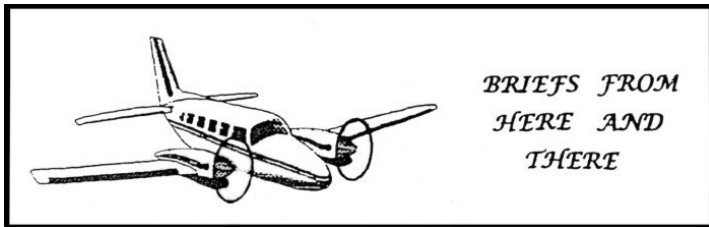
File photo of the Arusha Medivac Navajo on a medical mission.

There is this "miracle" pump in the floor that I could use, but it is only going to perform the miracle when you lose hydraulic pressure, and the pressure was just fine. Sure, I pumped it anyway. No joy!

Well, I had six hours of fuel on board, so I set myself up for a long day flying.

I flew next to the tower and the controller said: "All three wheels are down."

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Midwest Spring Regional is April 29 in Missouri

Fr. John Schmitz will host the NAPP Spring Regional Meeting on Monday, April 29, in Laurie, Missouri – in the Ozarks. This is a repeat location, but hopefully with better weather. Fly-in participants had to cancel for the October 1 gathering.

Fr. John is at [St. Patrick](#), and the [National Shrine of Mary, Mother of the Church](#) in Laurie.

Airport: Camdenton, Missouri ([KOZS](#)). FBO: [Lake Aviation Center](#). Arrive by 10:30 a.m. and return to airport around 3 p.m. More details to come.

RSVP to Fr. John Schmitz:

- Email: presidentofnapp@gmail.com
- Cell: 573-619-6889
- Parish 573-374-7855

Please include:

- Name
- Cellphone number
- Email address

Traveling by:

- Private plane: N-number; estimated time of arrival
- Car: estimated time of arrival

2019 NAPP Convention in Sioux Falls

Fr. Bob Lacey has prepared a brochure with details about the hotel, activities and an RSVP form. *See the back of the newsletter for his convention brochure.*

- Arrival on Monday, July 8
- Convention activities on July 9-10
- Depart on Thursday, July 11

Note from George Gratton: “I was returning from Penn Yan on Route 414 near Corning, New York, when I hit black ice. My 1998 Trans Am is not a good winter car. I spun out, hit the ditch, rolled over and ended up in the other ditch. Next recollection was helicopter transport to Sayre (Pennsylvania) Guthrie Hospital. I had two rib fractures, a compression fracture, a nasty gash on my head, and assorted minor injuries. I don't even remember having time to take my foot off the gas. The car is destroyed, yet the airbags never deployed. My advice is always wear your seat belt and buy all-season tires. I was alone in the car, a one-car accident, all on a beautiful morning.

“I would like to thank Fr. Lew Brown (co-host of the NAPP convention in Elmira) of Painted Post, New York, for driving over to Sayre to give me Communion Sunday morning. It seems everywhere I go to try to avoid problems (and fail to do so), the NAPP is there. God bless and thank you.”

Note from Jack O'Neill: He also was in a vehicle crash. “Survived the crash. Good recovery from injuries over five weeks.”

Prayers for Jack Boyle: “Since my kidneys failed last April, I have been doing Peritoneal dialysis every night, which has really helped me feel much better. On January 21, I will start to be evaluated by the Allegheny Hospital System to determine if I am eligible to be placed on the waiting list for a kidney transplant. They do about 140 per year. If they approve me, after many medical tests, I would be placed on a list for transplant if a kidney matching my blood type and a number of other standards becomes available. So, I would really appreciate your prayers for success in the testing and finding a compatible donor.”

Your dues support the work of NAPP

NAPP Dues – U.S. \$25.00

2019 fiscal year began July 1, 2018

Use this form to send your dues or use PayPal (go to www.priestpilots.org and click on PayPal).

NAME: _____

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Member: Charter Regular Associate

Mail to: Msgr. John Hemann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368

'Father K' remembered as joyful parish priest and teacher

Fr. Joseph Kleinstuber, a charter member of the National Association of Priest Pilots, died on November 6, 2018.

One of his nieces, Catherine (Kate) Levey, shared this note with NAPP:

"Airplanes, flying, and his time in the Air Force, both active duty and Reserves, were things that brought joy to my uncle's life, and were the theme of exciting stories for young nieces, nephews and students over many years. He inspired one of my brothers to get his private pilot's license back in the 1980s. He was an excellent person and priest, and is already greatly missed."

The following abridged article is reprinted with permission.



By Mark Zimmermann
Catholic Standard

To his parishioners and to the generations of students he taught during his 54 years as a priest of the Archdiocese of Washington, Fr. Joseph Kleinstuber was known fondly as "Father K." The priest died on November 6 at the age of 86, and at his November 10 Mass of Christian Burial in Southern Maryland at St. Mary Parish in Bryantown, he was remembered as a dedicated priest and skilled teacher who brought Christ to those whom he served.

"What a wonderful priest we remember today, and send in peace to our Lord," said Washington Auxiliary Bishop Michael Fisher, who was the main celebrant at the Mass and greeted the mourners who packed the country church, where Fr. Kleinstuber served as pastor from 2001 until his retirement in 2008.

Bishop Fisher, noting Fr. Kleinstuber's 25 years of service as a chaplain, counselor, chemistry and biology teacher and golf coach at St. John's College High School in Washington, called him a model priest and

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Seminarian NAPP member earns private pilot certificate

Nick Radloff, a seminarian for the Archdiocese of Dubuque, completed his private pilot certificate on December 18, 2018, at Waukegan National Airport (KUGN) in Illinois.

While this achievement had eluded him for years, he is no stranger to aviation. Nick logged his first hour in 2001 while in high school but did not complete his training.

He earned a degree in aerospace engineering from Saint Louis University in 2008 and went on to become a navigator in the Air Force. Most of his flying was done with the 79th Rescue Squadron out of Davis-Monthan Air Force Base, Arizona.

Throughout his Air Force career, he logged more than 1,200 hours as a navigator, including 300 hours of combat time.

While his primary aircraft was the HC-130J, he also



has time in the HC-130P/N, MC-130J, T-43, and T-1. Unfortunately, none of that time counted for FAA requirements.

Most of his civilian training was done in a Cessna 172, but he has also logged time in a Cessna 150, Cessna 152, Diamond DA-20, Beechcraft Musketeer, and Piper PA-28s (including N41619, which Msgr. John Hemann knows well).

Nick is in third theology at Mundelein Seminary and will be ordained a transitional deacon on May 24 in Dubuque, Iowa. All NAPP members are welcome (KDBQ is the closest airport).

This summer, he will be assigned to St. Cecilia's Parish in Ames, Iowa, before returning to Mundelein to complete his final year of seminary. Please look him up if you're in the area this summer.

Report from Alaska: 'Yellow Bird' gets an autopilot

By Fr. Jim Falsey

I want to thank the members of NAPP for the generous donation to the Diocese of Fairbanks for flying expenses.

I have been giving "Yellow Bird," the diocesan Cessna 182, a real workout. During 2018, I logged 132 flights, 218 hours, covering 2,256 nautical miles.

2018 had also seen some changes. Previously, I was serving villages in the Interior: Tanana, Galena, Huslia, Koyukuk, Nulato and McGrath.

Then in September, a new Franciscan priest, Fr. Think Van Tran, arrived to work in the Interior. He is now serving Galena, Koyukuk and Nulato.

I have been "reassigned" to serve the villages of Aniak, Kalskag, Russian Mission and Holy Cross, in addition to continuing to serve Tanana, McGrath and Huslia.

The four new villages are grouped together in the upper Yukon-Kuskokwim Delta area, about a half-hour flight apart. Thus, when I fly to this region, I go for 10 days at a time (over two weekends) and visit two or more villages each time. With Tanana, McGrath and Huslia, I usually go out just for the weekend, Friday through Sunday.

Yellow Bird also received a major upgrade this year. I added the Garmin GFC 500 autopilot. The GFC 500 has been used for years in experimental/homebuilt aircraft and has recently been authorized to be used in certified aircraft. It works with the Garmin G5 electronic flight instrument.

I previously had a G5 installed, so I thought we were all set. When the GFC 500 arrived, however, the Supplemental Type Certificate required a second G5 configured as an HSI to be legal for IFR approaches.

Aircom, the local avionics dealer, gave us a fantastic deal on the installation since it was the first install on the field and the plane was being used for mission work. The autopilot plus installation cost less than \$20,000. Since the G5 serves as the attitude



Ralph Holzfaster, who donated the Cessna 182 to the Diocese of Fairbanks, and Fr. Jim Falsey are shown with "Yellow Bird."

indicator, and the second G5 replaces the directional gyro, we were able to eliminate those two instruments and the vacuum system. The old bird, 1969, now has a semi-glass panel.

The autopilot has been a great addition. Previously, flying at night, flying IFR, or making an IFR approach was a scary proposition for me. With the autopilot, it is a piece of cake.

Even VFR flying is much more relaxing and precise. I am glad we made the investment.

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16 January 2019

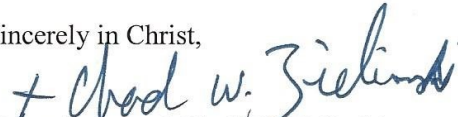
Dear Members of the National Association of Priest Pilots,

I am both thankful and humbled by the your Association's support for your brothers and sisters here in northern Alaska. Transportation costs for priests traveling from village to village to administer the sacraments— often by plane, boat or snow machine – are significant: especially since our 19 priests serve 46 parishes. Your support for plane travel will greatly assist in our mission.

Fr. Falsey is aware and most appreciative of your donation.

Please pray for us and the spiritual conversion of the Church and know that I will be praying for your intentions.

Sincerely in Christ,


†Most Reverend Chad W. Zielinski
Catholic Bishop of Northern Alaska
Diocese of Fairbanks





Full moon over the plane parked in Galena. Below: Tundra fall colors.



Denali above the clouds: Fr. Jim flew a Michigan priest for a brief tour in Denali Park and climbed above the clouds for a view.

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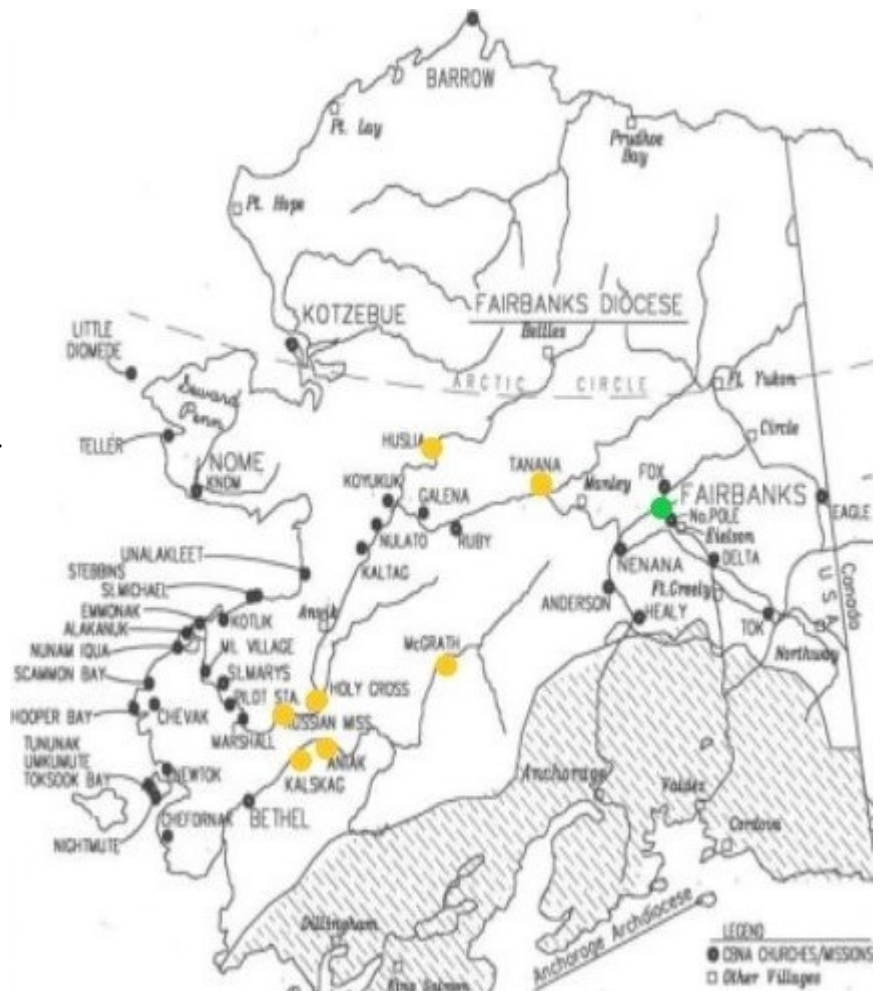
I thoroughly enjoy flying, especially in good weather. Flying in marginal weather is much more stressful. And we have had plenty of that this fall and winter.

Winter flying is also a lot of work. I carry wing covers, engine blanket, a 1,000-watt generator and extra gas for the generator, in addition to the usual survival gear.

Leaving Fairbanks is not a problem. We have a hangar here. But returning from the village involves getting up in the middle of the night, walking to the airport, starting the generator (if it will start in the cold), and plugging in the engine heater. Then, returning to the airport, removing wing covers, engine blanket, generator, stowing everything, and doing the preflight. Starting the engine and during taxi requires a bit of carb heat due to the dense, cold air.

After arriving home, I have to remove all the covers and hang them up to dry. Before the next flight, they have to be packed into their stuff sacks and stowed in the plane. The generator and its auxiliary fuel tank are also refueled and stowed in the plane.

In the winter, weekend flying involves a LOT more than weekend flying.



Map of the Diocese of Fairbanks with the missions Fr. Jim visits highlighted. All are accessible only by air.

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So, should I risk it? I know that this is not just an indication problem; left gear is not locked for sure! (No green light on left; red unsafe gear light is on; and the gear lever in down position. Normally, after the gear is locked, it comes back to neutral.)

Now, the question is: how do I land the old bird after burning off some fuel? With gear down, hoping that hydraulic pressure will keep the wheel in place? (But if it doesn't, I risk spinning the plane and a potentially serious crash and fire.) Or with gear up? (With known consequences: Props gone, engines finished, flaps done, not mentioning antennas and the whole belly.)

If anyone knows the answer to this question, I would love to hear it.

After half an hour of thinking, I got a slightly crazy idea: How about if I bounce it on the runway? Sure, it would require enough speed to be able to get back into the air and would require some precision flying. Hmm ... "Let me bounce it!" I thought, "Got enough feathers in my wings after all these years to do that."

So, final approach, speed 130 mph, flaps 15 degrees, fine pitch ... all looking good ... gentle touchdown, the gear feels firm but not locking ... back into the air again.

At this point, I have no other ideas. My next question is, where do I land? At Kilimanjaro Airport, there is no help at all; it's far away from anywhere. Our maintenance is in Nairobi, but that is in Kenya, so an international flight with no customs and immigration procedures being followed.

After some time, I made the decision: "Nairobi it is." At least I will have some help there and there is good firefighting equipment at the airport, but before I fly there, let me burn some fuel in Tanzania (no traffic).

We pilots have a difficult time to "just sit," so I thought, when I am burning fuel, let me bounce it again at Kilimanjaro Airport. So same procedure ...

speed, flaps, props ... this time I dragged the left wheel crabbing it a bit. No luck, so nose up and back into the air and ... IT LOCKED! Just like that!

Miracle? I don't believe in miracles ... I count on them!

Landed the plane with no problem at Kilimanjaro and flew it later to Nairobi with the gear down, no problem.



The Navajo, on jacks in Nairobi, gets a gear diagnosis

Our maintenance guys put the plane on jacks and checked the gear. Sure enough, it wouldn't lock in the down position. The rod connecting the hydraulic jack to the locking mechanism somehow got out of alignment (worn a bit), so two turns of a screw fixed the problem.

Looks like the vibration caused by my bounces helped the hook to slide in position and lock the gear.

And we were able to take our patient back to Arusha (two hours later).

Mission accomplished!

It reminded me that whenever you take the place in the cockpit and spin the props, you must be ready for anything and sometimes two turns of a screw could be a difference between "To Be or not To Be."

Got to love my Old Navajo! She always loves me back!

[Arusha Medivac](#) serves the Tanzanian population and visitors by providing rapid-response medical air evacuation and air patient transfer out of Arusha within Tanzania and to Nairobi, Kenya.

From the NAPP archives, read Pat Patten's 2016 account of the Navajo's 9,300-mile ferry flight from the United States to East Africa: "[Journey to Tanzania.](#)"

Postscript from Mel Hemann: "Incidentally, that 'featured' photo in the newsletter of the three of us (Mel, Jack and Pat) in St. Louis a couple years ago is the plane he's flying. Since he got it to Tanzania, he had it painted and he's doing marvelous work. Great to call him one of my successful students."

CFI Corner: Ready or not, here it comes!

By Fr. Ed Moran, CFI, CFII, AGI, AGII

Some musing on the future of automation in small aircraft in the context of the December newsletter's wonderful account of "Arizona to Iowa in a Champ and a Pacer," which was undoubtedly aided by a collection of pre-1970 instruments and hand-held radios, seems somewhat disparate and something even beyond the consideration of a NAPP newsletter column.



But for better or worse, maybe for richer but certainly for poorer, automation in the cockpit has arrived. Judging from the trends in research and application, the FAA is convinced that it will make general aviation safer and a more standardized place to fly. Bureaucrats love "safer and more standardized" as the basis for more uniform regulation, already assuming that the weakest link in the cockpit is the human pilot.

Augmented Intelligence (AI) in the cockpit has as its most immediate goal autonomous safe flight (ASF). Drone technology is a step in this direction. But drones must be controlled.

ASF refers to pre-programmed technology that flies itself without a human at the controls. Pioneered by such high-tech industries like Aurora Flight Services, an affiliate of Boeing Aircraft, ASF is a reality if only in its infant stages.

I saw a demonstration of a full ASF UH-1 "Huey" helicopter, the kind of "D" model I used to fly in the Army Air Cavalry back in 1974.

Think of a drone flight with someone in the right seat of a 2,700-pound helicopter monitoring digital screens to ensure all the flight programmed parameters are being met and you get an idea of what actual ASF looks like today.

ASF uses laser sensor input processed by the latest 5G network capability to provide a kind of mechanical hyper-GPS situational awareness in airspace to control takeoff, en route and landing to specified coordinates. ASF drone operations are already in use delivering everything from Amazon packages to fresh coffee and bagels.

Please send newsletter articles, notes and photos to: Tom Enwright, napp.editor@gmail.com; 419 Chestnut St., Sauk City, WI 53583

Deadline for the April edition: March 31.

Practically speaking, ASF is starting to show up in general aviation aircraft, especially in the light sport class as a kind of augmented over-watch to help the pilot.

We already have digital angle of attack (AOA) indicators that help predict stalls. There is programmable GPS routing with digital media links. ADS-B IN will give us readable ATC instructions, real-time weather while drawing on extensive databases to compute the best place to buy the cheapest fuel and find the best aviation restaurant.

ASF vestiges can also now be seen in the new sophisticated digital panel that gives heads-up flight instrument information over the top of 3-D synthetic vision that displays Google Earth perspectives from a true line of sight from the cockpit.

However, as automated piloting systems proliferate in cockpits, so do the concerns about whether pilots know how to react to computer errors.

The fatal Lion Air crash of 2018 that killed 189 people revealed the current problem of how best to meld increasingly sophisticated computer controls that help lower the rates of aviation accidents with traditional piloting skills. This is becoming the present challenge to the pilots moving into more automated cockpits as well as the flight instructor population that must teach these new skills.

Like the emerging driverless car technology, point-to-point drone-like air transportation will become a reality in the next 20 years. I doubt that it will have the excitement of the kind of flying from Arizona to Iowa with "steam" gauges and hand-held radios or landing that Cessna 182 float plane in the middle of a pristine Minnesota lake for a rare moment of majestic environs and undisturbed premium fishing. But, ready or not ...

Your questions and suggestions are always fruitful sources for the next column.

Contact me at moranec13@gmail.com

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Cupertino develops youth flight training program

By Tom Beckenbauer
President, Catholic Aviation Association
NAPP Associate Member

Youth love aviation and flying. Unfortunately, there are too few opportunities for them to experience the thrill of flying and learn of the opportunities in the world of aviation. The Cupertino Aviation Clubs, a division of the Catholic Aviation Association, a 501(c)(3) non-profit corporation based in Indianapolis, Indiana, is focused on remedying this situation through its **American GEM Youth Flight Training Program.**

The American GEM is a modified Kolb Firefly ultralight, sans engine, with a longer wing, shorter landing gear struts and a roll cage. It will first be used as a “Plane on a Post” (PoP) to introduce students (grades 7-12) to the dynamics of aircraft movement and enable them to use the controls (10 degrees pitch and roll, 360 degrees yaw).

The American GEM will then be attached to a ground tow loop system and students will gradually progress to actual aviating through a series of carefully controlled and tethered steps: Taxi training, hopping and then actual gliding on various length tethers. Eventually, they will be unleashed from the tether and be able to fly in ground effect (10 to 15 feet in the air).

The American GEM PoP can be used in various settings: Airshows, EAA Young Eagle events, Aviation Explorers, high school STEM programs, etc., to encourage potential aviators to take the next step of learning to fly.

Where the resources exist and Cupertino Aviation Clubs (or other venues) have implemented the American GEM Youth Flight Training Program, students will be able to learn the basics of flying at an extremely low cost. They will then be prepared to enter into a glider or power plane flight training program.



During their course of training with the American GEM, students will be taught many valuable life lessons – situational awareness, decision making, respect for authority and nature, etc. Most importantly, perhaps, they will leave behind the electronic world and experience the joy of flying.

I ask for your prayers for this effort to introduce youth to aviation and help them plot their course in life.

For more information, visit www.CupertinoClubs.org.

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teacher who in teaching science “knew the order and beauty of the universe.”

In a 2014 Catholic Standard article about Fr. Kleinstuber’s 50th anniversary as a priest, he reflected on his service at St. John’s College High School, where he worked from 1973 until 1998 – about one-half of his priesthood.

“I loved that place,” said the priest known as “Father K” to generations of students there. A key goal then, he said, was “letting high school kids know it’s fun to be a priest, and it’s fun to be a Catholic.”

The Air Force veteran felt right at home at St. John’s, which had a military program that has been optional since the school became coed in 1991. Before entering the seminary, he learned to fly in the Air Force. After his ordination to the priesthood, he served as a chaplain with the Air Force Reserves, retiring in 1979 with the rank of major. He also became a member of the National Association of Priest Pilots.

In his retirement, Fr. Kleinstuber lived on Cobb Island in a house overlooking the Potomac River, and he continued to celebrate Masses at parishes in Charles County.

Birthday gift paints a colorful scene for Pat Patten

Fr. Pat Patten, NAPP member and director of Flying Medical Service in Tanzania, received a special gift from his staff in 2018. A group photo of the event was shared on social media. Here, Pat shares the story behind the painting, while introducing us to those in the photo.

The painting was a gift from the Flying Medical Service staff for my 70th birthday. It was commissioned by our newest pilot, Laurence, who is standing at the far left of the picture. The painting is in an art style developed in Tanzania by a man named Edward Said Tingatinga. It is characterized by bright contrasting colors and is often purposely crowded, funny, and often sarcastic. There is a Wikipedia article on Tingatinga Painting.

This painting depicts our two Cessna 206 aircraft, one in the center with a line of patients waiting, and one flying on the right. You can see Arusha tower at our base airport, where there really is a sign that says, "Welcome to Arusha, the Geneva of Africa" because of the International Conference Center, the East African Community headquarters, the African Court of Justice, and until recently the International War Crimes Tribunal for Rwanda, which is now recently closed.

There is the Puma fuel truck (providing only Jet-A; we get our avgas from a pump). We don't have our own ambulance, but one of the several local hospital ambulances is depicted. Two of our Suzuki Jimny cars are there. There is the small but busy dispensary at Olkokola (our home, about seven miles north of the airport) with babies being weighed. And behind it, our Olkokola Vocational Training Center for physically handicapped. Dominating the background are four of the major mountains in Tanzania, snow-capped Kili-manjaro at nearly 20,000 feet, just 50 miles east of us;

the nearly 15,000-foot Meru, right in our backyard, which last erupted in 1910; Oldonyo L'Engai, the Maasai Mountain of God, a 9,600-foot active volcano 65 miles northwest of us, which we fly by every week on clinics; and the last is perhaps Mount Hanang' at 11,212 feet; it is the fourth-largest mountain in Tanzania.

There are also a scattering of wild animals that are around enough that we often have to chase them off the airstrips. On the upper left are some flamingos. These are lesser flamingos, which only nest on Lake Natron, a soda lake in the Great Rift Valley.

We have five clinic airstrips serving the extremely remote groups of people who live around the lake. If you get a chance, see a film called "The Crimson Wing" and you will see credits for Flying Medical Service at the end.



And if you don't have the patience for that, at least treat yourself to the trailer at [this link](#).

And now for the rest of the picture:

Laurence, on the far left, is originally from France. She has Botswanan and FAA pilot licenses and has also flown in Laos. She is an engineer by profession and started and owned a successful electrical manufacturing company in Laos that she sold to come and fly with us.

Next is Tiffany, who is a registered nurse from Australia and is our right hand on emergency flights. She also helps with medical work in the small dispensary and the school for physically handicapped adults at our base here at Olkokola. She grew up in Singapore with Chinese parents and has worked also in Bangladesh and Turkey.

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Then there's me, followed by Mike. Mike is from England. He lived years ago in Tanzania working as a builder and raising golden butterfly chrysalises for export. He was a paraglider instructor for 10 years in Spain before coming to fly with us. He's become a very good aircraft mechanic along the way, though not yet certified.

Ezekiel is a Tanzanian clinical officer who runs the government health center in our neighboring village. Formerly a school teacher, he went on to study medicine. He is an excellent field technician and diagnostician. He flies with us for six to 12 days every month on outreach clinics, and has done this regularly since 2013.

Partly hidden in the background is Julian, Tiffany's husband. He is a French sound engineer by profession and a musician. He also worked as a shipbuilder in France and has done professional sound engineering for documentary films focusing on other cultures in Australia, Indonesia, Bangladesh and Turkey. He helps teach carpentry and masonry and lesson planning at our school.

Then there is Lieutenant Colonel PJ Wander, U.S. Marine Corps retired. PJ flew with us a number of years ago for three years after finishing a stint in the Peace Corps here in Tanzania as an agricultural extension worker. He is also an A&P mechanic and has flown fixed-wing and rotary including Chinooks for many years. He flew in the clean-up of the Exxon Valdez oil spill, recently came back here from life as a hermit in Alaska, and is our administrator and accountant.

Castissima follows. She actually leads. She keeps us all alive, a wonderful cook, HF radio operator, fluent in five languages, endlessly patient, teaching all of us both Swahili and Maasai, a

great interpreter of languages, customs, and cultures. She has six children whom she is determined to get through school, as she herself only went to grade school. She was interviewed by the German news magazine *Der Spiegel* recently on a special article about the importance of childhood vaccines.

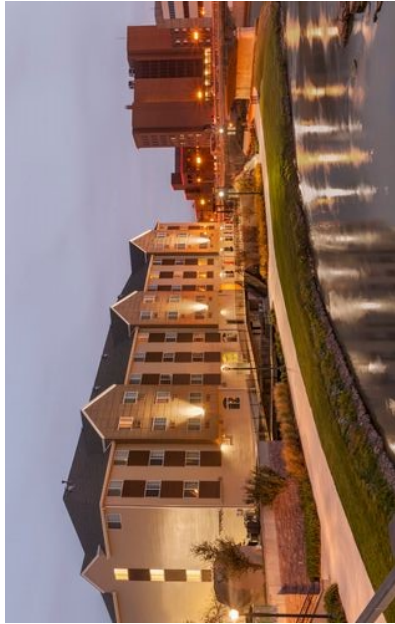
Thomas is next. From Switzerland, he was a professional actor for 15 years in the German National Theater. His brother flies Boeing 747 freighters for a subsidiary of Swiss Air. And Thomas keeps up his cabin crew certification for the easy travel it allows him between here and anywhere else in the world.

Luke, on the far right, was born in Nairobi, grew up in Congo, Mali, and Indonesia where his father was a pilot with Mission Aviation Fellowship. He rode large African elephants as a child in Congo, despite the stories that they can't be trained or ridden. His family was emergency evacuated from all three locations due to civil wars. His father, who is a great support to him, is the chief pilot for Mark Wahlberg of the Transformer movies.

Flying Medical Service is a non-profit, volunteer organization in Tanzania, East Africa. It provides preventative, curative and health-related education services. It also provides medical air transport. NAPP gives financial support to the organization.



Hotel



The Country Inn and Suites

AMENITIES

Continental breakfast, Shuttle Service, Wi-Fi, in-house restaurant, free parking, and pool/exercise room

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200 E. 8 th St, Sioux Falls SD 57103

Phone: 605-373-0153 Fax: 605-334-3410

RESERVATIONS

Room rate: \$119.00

Individual reservations

GROUP ID NUMBER:

190708NAPP

Schedule

July 8 (Monday)

Arrivals - Maverick FBO, KFSD or Hotel Shuttle for commercial; rides, drive in. Courtesy lounge with snacks & drinks

July 9 (Tuesday)

AM: EROS Data Center Tour

July 10 (Wednesday)

PM: Tour and Mass at Cathedral
Evening banquet

July 11 (Thursday)

Departures home bound
Shuttle service for commercial flights
Rides to Maverick FBO, KFSD



NAPP

National Association of Priest Pilots

2019

Convention

9-10 July

Sioux Falls, SD

KFSD

Reservation

NAME _____

CELL PHONE _____

EMAIL _____

ARRIVAL DATE _____

By: *Pvt Plane* N _____ -ETA: _____

By: *Car* _____ ETA _____

DEPARTURE: _____

Host: Fr. Bob Lacey 605.290.0550

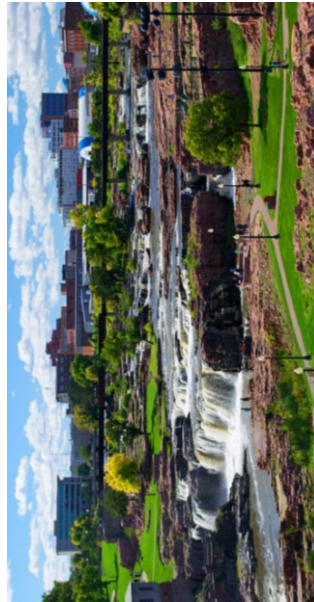
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Welcome to Beautiful Sioux Falls!

I look forward to your presence in my hometown! We have a super nice hotel right on the Big Sioux River in the vibrant downtown.



Overlooking the valley is our Cathedral Church of St. Joseph, the place of our convention Mass.



Our group outing will be to EROS, the Earth Resources Observations and Science Center.



Of course, there will be plenty of time to talk with friends, pick up a BFR or



IPC, mosey through the downtown for a good stogey and beer, or admire the falls - the city's namesake!

