

N.A.P.P.



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NO. 5

Fr. Bill Menzel shares his story from a most memorable Angel Flight mission

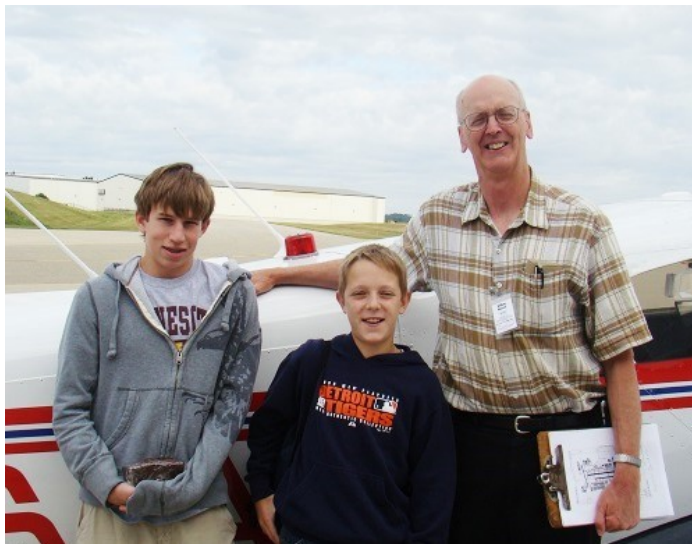
By Fr. Bill Menzel

Early on the morning of July 27, 2009, I climbed into N6442P, the Piper Comanche that I rent from two doctor friends who co-own it. Alex Schenk, a young parishioner and one of my best Mass servers, climbed in after me. He would accompany me on today's flight, an Angel Flight mission that would take us from Wisconsin Rapids (ISW) to Pontiac, Michigan (PTK), to Green Bay (GRB) and back home to Wisconsin Rapids.

Meanwhile, in Lake Orion, Michigan, Mark and Karen Swietlik were helping their 14-year-old son, Ted, finish packing for another trip to Camp Odayin, a special camp ex-

perience for children with heart disease. With headquarters in Stillwater, Minnesota, Camp Odayin actually oversees several different physical locations, as well as special activities throughout the year for these children and their families. On this Monday, Ted would be going to a summer camp located at Cross Lake, Minnesota, a 25-mile drive

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Alex Schenk, Ted Swietlik and Fr. Bill Menzel with Comanche N6442P.



Kelly and Mel at bow of ship.

My surprise Easter experience

By Fr. Mel Hemann

Those who attended the 2011 NAPP Convention in Clear Lake, Iowa, probably remember one of our presenters, Kelly Sullivan Loughren. Kelly is the granddaughter of Al Sullivan, one of the five brothers who died in November 1942, when their ship, the USS Juneau, was torpedoed in the South Pacific.

I'm sure you were touched with the very inspiring story of what it meant to grow up a Sullivan. In the past almost 20 years, I have had the priv-

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NAPP MIDWEST REGIONAL MEETING

Monday, April 30, 2018

**CHEROKEE REGIONAL AIRPORT (KCKP),
Cherokee, Iowa**

HOST: Fr. Gene Murray

**RESERVATIONS: elmurray@evertek.net; cell/text:
712-261-1246**

Please RSVP by Thursday, April 26, 2018

NAME _____

CELLPHONE _____

EMAIL _____

By private plane N _____

ETA: _____

By car _____ **ETA:** _____

*Once again, we will have a tour set up at the **Hy-Vee Distribution Center**. Don't forget to start your novena for VFR WX ahead of time. Remember last year? Had to eat the pie all by myself! – Fr. Gene Murray*

- Arrival: 10:00 - 11:00 a.m.**
- Lunch: 11:30 a.m. – 12:45 p.m.**
- Tour: 1:00 p.m.**
- Departure: 3:00 p.m.**

NAPP Executive Team

President	John Schmitz
1st Vice President	Joe McCaffrey
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Secretary	Allen Corrigan
Treasurer	John Hemann

Regional Directors	
East	Al Ruschman
Midwest	John Hemann

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

Deadline for the June edition: May 31.

**NAPP annual convention:
It's time to make reservations**

The 2018 NAPP annual convention will be in the Diocese of Cleveland, based at Medina Municipal Airport (1G5) and St. Victor Church in Richfield, Ohio. Arrive on Monday, July 9, and depart on Thursday, July 12. Convention activities will be on Tuesday and Wednesday.

Our hotel, Holiday Inn Express & Suites, Medina, is within the landing pattern for all runways. The schedule has been designed with a large block of time Wednesday afternoon for flying expeditions.

Those seeking to fly commercial should check for flights at both Cleveland Hopkins (KCLE) and Akron-Canton Regional (KCAK). Our convention location is about 15 miles northwest of Akron and 20 miles directly south of Cleveland.

*See Page 7 for historical list of convention sites
See Page 8 for 2018 registration form*

Fr. Allen Corrigan
Acorrigan56@gmail.com

Alleluia!

Wishing each of you a Happy Easter! May the gift of the Resurrection, the freedom from the darkness of sin and the new Light of Christ fill your souls with warmth and peace.

Here is to us all having a wonderful spring returning to more flying and less ground time.

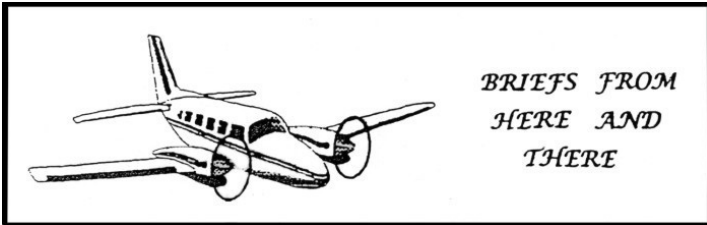
Hope to see you all at the summer convention, so sign up and make plans to attend. Until then, may the wind be at your back and blue skies before you.

Fr. John Schmitz
NAPP President

Fiscal 2019 dues are being accepted

Msgr. John Hemann, NAPP Treasurer, reminds members that the NAPP fiscal year begins on July 1. He's accepting fiscal 2019 dues now. NAPP Dues – U.S. \$25.00.

Mail to: Msgr. John Hemann, 481 N. Shore Dr., Apt. 301, Clear Lake, IA 50428-1368. Or use PayPal (go to www.priestpilots.org and click on PayPal).



BRIEFS FROM
HERE AND
THERE

Obituary: Rev. Msgr. Joseph P. Dooley

Rev. Msgr. Joseph P. Dooley, 91, died December 26, 2017, in Bethlehem, Pennsylvania.

News of his death was shared by Mel Hemann. "Joe was a paratrooper in the 82nd Airborne from 1944-46. Did a stint in the Navy after that. The day of his discharge, he entered the seminary and was ordained in May 1956."



His [obituary](#) said: "He was very proud to hold a commercial airline pilot's license and was a member of the National Association of Priest Pilots."

Obituary: Norma O'Neill

Norma O'Neill, wife of associate member and flyer Jack O'Neill, died March 15, 2018, at the age of 93, surrounded by her loving family in Pittsford, New York.

"Loving, kind, dedicated and courageous are words that define Norma," her [obituary](#) reads. "She enjoyed traveling the world with her husband Jack, including adventures in their airplane."

News of Norma's death was shared by associate member George Gratton. "Prayers and love accompany the O'Neill family," George wrote. "All prayers from our gang appreciated."

Obituary: Margaret R. Menzel

Marge Menzel, mother of NAPP member Fr. Bill Menzel, died January 5, 2018, in Stevens Point, Wisconsin.

Her [obituary](#) reads: "Margaret Alice Rogers Menzel, the beautiful mother of nine children, 15 grandchildren and 23 great-grandchildren; devoted wife of 71 years; master juggler of her time and skills; and lover of the simple things in life, passed away Friday, January 5, 2018. ...

"Marge had endless capacity, expertly balancing the

roles of home economist, wife, mother, teacher, chauffeur and coach. ... She was raised in a household guided by her mother's Catholic faith as well as the conscience, ethics, sense of social justice and discipline imparted by her father, who was editor and publisher of the Stevens Point Journal."

Editor's note: Please pass along obituary information for other NAPP members and their immediate family members. napp.editor@gmail.com.

Fr. Miles Barrett shared this note in March: I took N42PG, my Turbo-Arrow III, out last weekend IFR to Annapolis, Maryland, and IFR back. On the climb out inside the SFRA (Special Flight Restriction Area), the S-TEC 30 autopilot died; so manual flight home it was. Yes, it'll need to be put in the shop this week as well as the annual is due this month. I often think of just selling it due to my covering so many other bases for the military since retirement. It needs to be flown more. Nice treat when it's up flying; but, it needs more air time.

I'm back from Fort Belvoir for the fifth year Christmas to February, but have 10 days away in April, back a third time for a week in May to Lourdes, France, with the Warriors to Lourdes Pilgrimage the Knights of Columbus and AMS sponsor. (This is a 60th international military pilgrimage with 45 countries and over 35,000 folks. Knights pay for the travel, lodging and meals for the Wounded Warriors.)

Then end of May through June, third time to GTMO Naval Station, Cuba. Due to the priest shortage in the Navy, the detailer has to gap it a month. Six thousand folks and all branches are there, and 200 at both Saturday and Sunday Masses, with 18-voice choir at both, just calls for a volunteer priest.

But I'll be home in July covering local parishes with two or three Masses each weekend and looking forward to the NAPP gathering in Ohio. Maybe in July when we are all flying into Medina, some may wish to fly at night and stay current.



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north of Brainerd.

The drive from the Swietlik home to Cross Lake would entail more than 13 hours on the road, but Karen and Mark had arranged with Angel Flight Central, part of the Air Charity Network, to have Ted (who was born with Hypoplastic Left Heart Syndrome) flown to the Brainerd airport (BRD) by volunteer Angel Flight pilots. I am one of those volunteers, and we will fly from Pontiac to Green Bay, where we will meet another pilot, who will take Ted the rest of the way to Brainerd. Angel Flight pilots cover all the expenses of their flying, but the rewards are priceless. I wouldn't trade my Angel Flight experiences for anything.

'Angel Flight 42 Papa'

Before 2015, Angel Flight pilots would use a special call sign on those legs with Angel Flight passengers on board. This call sign was NGF plus the last three parts of the aircraft identification number. Thus Cessna N6442P would become NGF42P ("Angel Flight 42 Papa") for those legs. However, as of January 1, 2015, we use the special individual call signs that have been assigned to each volunteer pilot in the Air Charity Network. Now my unique "company" call sign is NGF4033, "Angel Flight 4033." Thanks to the expertise of one of the Cessna's owners, I can even program this into 42P's transponder, so that the ADS-B Out transmissions read correctly on the ATC radar.

Going across the big lake

On that July morning in 2009, Alex and I and the Cessna traveled across eastern Wisconsin and out over Lake Michigan at 11,000 feet on our way to Pontiac, which is on the eastern side of Michigan, on the northwest edge of the Detroit metropolitan area, to meet Ted and his parents. When we arrived, they were waiting for us, but, as often happens, I had to make a beeline for the restroom first. That taken care of, along with refueling for the Cessna, we loaded Ted's luggage into the baggage compartment and prepared to leave. But before boarding the plane, Mark and Karen wanted to get a picture, so Alex, Ted and I posed for a memorable shot. This photo was followed by two others. The Swietliks emailed me two of these shortly after the trip. The third one I didn't see until almost



nine years later.

Bonus: Aerial tour of Lambeau Field

The flight to Green Bay to meet the connecting pilot was uneventful. Green Bay approach allowed us to linger over Lambeau Field as we made our way to the nearby Austin Straubel airport for landing. We met the connecting pilot and transferred our passenger and his belongings into his plane for the rest of the trip to

Brainerd and Ted's stay at Camp Odayin. I never saw Ted again.

I have flown many adults since my first Angel Flight mission on May 6, 2004, but it is these summertime camp missions that are the most rewarding. It

turns out that there are many camps around the country that bring together children with shared serious health issues, and some go beyond health issues to help children with other kinds of needs. These camp missions involve many volunteer pilots.

'We'll meet in Wisconsin Rapids'

A common destination in the Great Lakes states is a camp in northern Minnesota. I have made frequent flights into Moose Lake (MZH), southwest of Duluth. Since many of the children going to the nearby camp come from the greater Chicago metropolitan area, my home airport in Wisconsin Rapids, which is on a direct line between Chicago and Moose Lake and almost exactly half-way, has become a favorite staging point for connecting pilots to meet and exchange passengers. (Many Angel Flight missions are divided into two or more segments.) There have been times when perhaps a dozen or more planes visit this airport on a given day to make these exchanges. (Even if I'm not flying a mission, I'll sometimes go to the airport to greet the pilots and passengers. One member of our airport commission often does the same, as he keeps a close eye on FlightAware.com.)

Here's how you can get involved

The Air Charity Network comprises many different volunteer organizations. I belong to Angel Flight Central, which is actually separate from the other independent Angel Flight entities around the nation. Pilots who are interested in volunteering can check the [Air Charity Network](#) website. There they can find links to an Angel Flight organization that serves their area or

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Remembering the first female NAPP member

By Msgr. John Hemann
Charter member and Treasurer

At the organizational meeting of the National Association of Priest Pilots held in Carrollton, Kentucky, July 12-15, 1964, Jerrie Mock was a guest. She had just completed the world record of being the first woman to fly solo around the world.

The July 1964 issue of FLYING Magazine gives us the story of the historic flight. It begins:

“COLUMBUS, OHIO (March 19) – It was 9:30 a.m. and the little red-and-white Cessna 180, with the words ‘Spirit of Columbus’ painted on the fuselage, moved into position on runway 10R. Although the airplane was 11 years old and had 1,055 hours, there were only 65 hours on the practically new, specially prepared Continental engine. The pilot, 38-year-old Mrs. Russell C. Mock, had a total of 750 hours and an instrument rating. She had flown five long cross-countries, but none over water.”

The magazine article continues:

“It would be misleading to suggest that an around-the-world solo flight had been Jerrie Mock’s lifelong dream. It was not, in fact, until after dinner one evening in December 1962 that the subject came up for the first time.

“Up to her elbows in dishwater, and in the heat of frustration generated by the proverbial ‘housewife blues’ (there were three children), Jerrie Mock turned to her husband and said, ‘I want to GO somewhere – I want to DO something!’

“Without fully realizing the significance of his words, Russ Mock, in an annoyed tone, countered with ‘Okay – why don’t you fly around the world?’

“The meaning of the words struck them both simultaneously ... WHY NOT?”

The FLYING Magazine article gives very detailed information about the world-setting record. The article concludes:

“COLUMBUS, OHIO (April 17) – At 9:35 p.m. EST, the ‘Spirit of Columbus’ touched down on the same runway from which it departed 30 days and 22,858.5 miles before. Jerrie Mock had set seven world records.”

You might wish to read more about her historical and world-record flight. You can go to Google and request: “Women in Aviation and Space History.”

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find other opportunities for which to volunteer.

As I mentioned, I never saw Ted Swietlik again after the trip from Pontiac to Green Bay. In preparation for writing this story, I wanted to get permission to use the two photos I had from that trip.

Looking for Ted

I googled his name, hoping to get an okay from the now 22-year-old to use the photos. When I saw the first hit from the Google search, my heart sank. It was his obituary. Theodore Leon (“Ted”) Swietlik died on May 20, 2015, just a couple of weeks short of his 20th birthday.

I located his mother, Karen, on Facebook, from which I then made contact with her and Mark via email. They graciously gave me permission to use the photos and included the third one, the one I had not seen: Ted, sitting in the back seat of the Comanche, waving goodbye. They also shared with me the story of Ted’s last days.

Much of what they shared is perhaps too personal to include in this story, but I’m sure they won’t mind if I share this: “He had done so well his whole life, so it was quite a shock to all of us. He went from being a college student, hanging out with friends to a child in the hospital with an IV and not being able to do anything that he loved. He truly was a great kid and people seemed to be drawn to him.”



Thank you from Ted’s family

And this: “Ted loved to go to camp, and that was his favorite part of summer. He went until he was 17, a total of 9 years. He has the best memories of going. Thank you for taking your time to help kids attend camp; it truly meant the world to him!”

I’m glad that I had the chance to share a tiny slice of life with Ted Swietlik.

And what about Alex Schenk, the boy from the parish who accompanied me on this trip? I’ll be presiding at his wedding on May 5, 2018.

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CFI Corner:

The ins and outs of ADS-B

Fr. Ed Moran, CFI, CFII, AGI

Before you know it, January 1, 2020, will be here and with it, the requirement to have ADS-B installed in your airplane. I thought it might be helpful to highlight some of the talking points the FAA promotes so you could be informed about all the “whats” and “have-tos.” These have been around since 2010 in testing modes, but will be here for real and required in 2020.



Standing for Automatic Dependent Surveillance-Broadcast, ADS-B forms the foundation for NextGen by moving from ground radar and navigational aids to precise tracking using satellite signals much like the GPS units already in our aircraft. With it, especially with ADS-B IN, pilots will be able to see what the controllers see in terms of other traffic, hazardous weather and terrain, and temporary flight restrictions.

ADS-B hopes to reduce the risk of runway incursions as well as give pilots added efficiency of flying point-to-point. With improved accuracy and reliability, ATC hopes to be able to safely reduce the minimum separation distance between airplanes and increase capacity, especially around high-density airspace. For most of us who have been flying a while, proposed outcomes like this cause me to shake my head and groan especially when the government promises “more efficiency.”

ADS-B works by reporting two different kinds of altitudes: Barometric (pressure altitude most pilots recognize) and Geometric (height of the aircraft above the earth’s ellipsoid calculated by GPS). Instead of vertical and horizontal airspeed, ADS-B calculates horizontal and vertical velocity relative to the earth. This metric is very helpful for ATC use in calculating airspeeds.

ADS-B OUT refers to aircraft broadcasting its position and other information. ADS-B IN, while not mandated by the upcoming requirement, refers to aircraft receiving broadcasts and other messages from FAA ground networks (TIS-B and FIS-B). Range is typical line-of-sight, about 150 miles or greater.

ADS-B OUT, according to 14 CFR 91.227, will be required for Class A, B and C airspace. It will be required for Class E within the 48 contiguous states at and above 10,000 feet MSL excluding airspace below 2,500 feet AGL and at or above 3,000 feet MSL over the Gulf of Mexico from the coastline out to 12 nautical miles. Balloons and gliders get a pass on this Class E requirement. If you do not fly into these kinds of airspaces, you do not need to be equipped with ADS-B OUT.

If you want full ADS-B (OUT and IN), you will need to get a certified cockpit display and other items. Having both means you can be seen as well as receive traffic, weather, aeronautical info services free of charge. When this advantage was presented at our CFI refresher course on ADS-B, a wizened flight instructor leaned over to me and whispered, “Yeah, everyone will have to have ADS-B. It will become the FAA’s new ‘EZ-Pass of the sky’ once they decide to start charging for these services.”

Send your CFI questions to me at: moranec13@gmail.com.

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Jerrie Mock died in Florida; 1925-2014.

Now you might want to know, how was it that Jerrie Mock was at the organizational meeting of the NAPP?

She and her husband, Russell, both pilots, were friends of the local Catholic priest, who was a pilot. He had seen the articles in flying magazines where Fathers Henry Haacke and Bob Wendein were inviting any and all Catholic priest pilots to come to Carrollton, Kentucky.

The priest pilot friend of the Mock family decided it would be a good thing for Jerrie to attend. After all, everyone at the gathering would be MAKING HISTORY.

MY PERSONAL TOUCH TO THIS STORY: I was visiting with Max Conrad (refer to the December 2017 NAPP newsletter) when Mrs. Mock walked into the room. I asked Max if he had met the NEW WORLD-RECORD HOLDER. He said, “no.” So, I introduced these two world flying record holders to one another.

MY REWARD? Jerrie Mock autographed her picture in FLYING Magazine. “To Father John Heumann with best wishes. Jerrie Mock.”

A favor was later granted by Jerrie to NAPP when in 1969 she flew a C-206 from the States to Papua, New Guinea, to be used in missionary work by an NAPP member, Archbishop Leo Arkfeld, S.V.D. The NAPP membership bought Jerrie’s commercial airline ticket back home to Columbus, Ohio.

So, in July 2018, we gather in Ohio. Hopefully, you are planning to attend. If I don’t forget, I’ll bring the July 1964 FLYING Magazine along and you can see the autographed picture.

Convention sites for the NAPP

1.	July 12 – 15, 1964	Carrollton, KY	30.	July 6 – 7, 1993	San Antonio, TX
2.	July 26 – 27, 1965	Duncan, NE	31.	July 12 – 13, 1994	Menlo Park, CA
3.	August 23 – 25, 1966	Lockport, IL	32.	July 11 – 13, 1995	Chicago, IL
4.	July 11 – 12, 1967	Boston, MA	33.	July 9 – 10, 1996	Angola-Derby, NY
5.	July 16 – 17, 1968	Rapid City, SD	34.	July 8 – 9, 1997	New Bern, NC Cherry Point MCAS
6.	July 15 – 16, 1969	San Diego, CA	35.	July 7 – 8, 1998	Nanaimo, Vancouver Island, BC Canada
7.	July 14 – 15, 1970	Ames, IA	36.	July 6 – 7, 1999	Dayton, OH
8.	July 13 – 14, 1971	Pittsburgh, PA	37.	July 12 – 13, 2000	Anchorage, AK
9.	July 10 – 11, 1972	Emporia, KS	38.	July 10 – 11, 2001	Wing South Airport, FL
10.	July 11 – 12, 1973	Juneau, AK	39.	July 9 – 10, 2002	Albuquerque, NM
11.	July 15 – 16, 1974	New Orleans, LA	40.	July 8 – 9, 2003	Ames, IA
12.	July 15 – 16, 1975	Nashville, TN	41.	July 6 – 7, 2004	Urbana, IL
13.	July 10 – 11, 1976	Dubuque, IA	42.	July 12 – 13, 2005	Frederick, MD (SMITHSONIAN)
14.	July 12 – 13, 1977	Everett, WA	43.	July 1 – 12, 2006	Oshkosh, WI (EAA)
15.	July 11 – 12, 1978	Santa Fe, NM	44.	July 10 – 11, 2007	Denver, CO
16.	July 10 – 11, 1979	Rensselaer Co. Airpark, NY	45.	July 8 – 9, 2008	Savannah, GA
17.	August 5 – 6, 1980	De Pere, WI (Oshkosh)	46.	July 7 – 8, 2009	Richfield, OH
18.	July 15 – 16, 1981	Anchorage, AK	47.	July 6 – 7, 2010	Altus AFB, Altus, OK
19.	July 13 – 14, 1982	Colorado Springs, CO	48.	July 12 – 13, 2011	Clear Lake, IA
20.	July 12 – 13, 1983	Montreal, Canada	49.	July 10 – 11, 2012	Elmira, NY
21.	July 10 – 11, 1984	Stacyville, IA	50.	July 9 – 10, 2013	Rapid City, SD
22.	July 9 – 10, 1985	Lafayette, LA	51.	July 8 – 9, 2014	Covington, KY
23.	July 8 – 9, 1986	Las Cruces, NM	52.	July 7 – 8, 2015	Ankeny, IA
24.	July 7 – 8, 1987	Pittsburgh, PA	53.	July 14 – 15, 2016	Sewickley, PA
25.	July 12 – 13, 1988	Frankfort, KY	54.	July 11 – 12, 2017	Charleston, SC
26.	July 11 – 12, 1989	Boston, MA	55.	July 10 – 11, 2018	Medina, OH
27.	July 18 – 19, 1990	Anchorage, AK			
28.	July 9 – 10, 1991	St. Louis, MO			
29.	July 7 – 8, 1992	Fredrick MD			

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ilege of spending a considerable amount of time with the redhead who lived a few blocks from me in Cedar Falls, Iowa. A couple weeks ago, Kelly informed me she would be spending some time in Jacksonville on the ship, THE SULLIVANS, and suggested we get together.

On March 16, I met Kelly at the ship and experienced an amazing day with her on “her” ship. Many times over the years, she has told me that the ship and the personnel on board are her family “because all of my family has been killed.” Spending a day on board with her, mingling with the sailors, gave new insight as to what “family” means to Kelly.

One of the interesting experiences for me was to be



asked by the Captain, the Exec and visiting personnel aboard for a retirement ceremony on Saturday was the fact I was the first person they had met who was alive when the 1942 disaster occurred.

“What was it like to be around then?” they asked. It was an honor to share with them the memories of a high school kid. The radio and newspaper reports. Of special interest was the pre-TV reports of viewing the MovieTone newsreel shown prior to the Saturday night movie. Views of Waterloo, the parents present at the launching of the original THE SULLIVANS ship, their appearances with celebrities as part of the government war bond purchasing events. It was interesting to say the least. The admission price for all this was a whole 10 cents.

The final surprise – after 76 years – the original ship had been found in the South Pacific. March 17 – St. Patrick’s Day. Very fitting indeed.

After the discovery, Kelly was interviewed for a story in the Des Moines Register. [Click here for the link.](#)

Have a Holy and Blessed Easter Season.

NAPP NATIONAL CONVENTION 2018

Medina, Richfield and Cleveland, Ohio

CONVENTION PROGRAM: TUESDAY, JULY 10 AND WEDNESDAY, JULY 11.
ARRIVALS MONDAY, JULY 9 – DEPARTURES THURSDAY, JULY 12

FLY-IN AIRPORT: 1G5 – Medina Municipal Airport (FBO: Flight Services of Medina)
2050 Medina Road (Rt.18), Medina, Oh 44256 330-239-1606

COMMERCIAL ARRIVALS: Cleveland-Hopkins International Airport (KCLE)
Akron Canton Regional Airport (KCAK)

CONVENTION HEADQUARTERS HOTEL



HOLIDAY INN EXPRESS and SUITES
5185 Gateway Drive Medina, OH 44256
Phone Reservations 1-330-722-6006

NAPP BLOCK RESERVATION: \$115.00 per night plus tax.

You are responsible for making your own room reservations.

“Start Breakfast Bar”, Hospitality Room for NAPP, Hotel 1.5 miles from 1G5.

PLEASE MAKE YOUR RESERVATIONS NOW USING CODE “NAPP CONVENTION 2018”!

RESERVATION FORM

Name _____ Email: _____

Contact Info: _____

Home Phone

Work Phone

Cell Phone

CIRCLE YOUR ARRIVAL AIRPORT: 1G5 (Medina) KCLE (Cleveland) KCAK (Akron/Canton)

AIRCRAFT INFO IF APPLICABLE: N# _____ TYPE _____ ETA _____

By: Car _____ ETA _____

Commercial: Airline _____ Flight No _____ ETA _____

Date/Time of Arrival: _____ Date/time of Departure: _____

Please complete your reservation form now and e-mail or mail it to the Local Site Host:
Rev. Allen F. Corrigan, St. Victor Parish, 3435 Everett Rd., Richfield Oh 44286, 330-659-6591
stvictor@roadrunner.com

More Convention Information will be in the NAPP Newsletter/Join the Facebook “National
Association of Priest Pilot” page for updates.

Monday Evening Pre-Event Hospitality Room (Pizza and Beverages, etc.)