

N.A.P.P.



Volume 60

August 2023

No. 1

President's column:

Memorare sets our hope on flying in so many ways

By Fr. Phil Gibbs
President

Dear brother priests, friends and fellow pilots,

The Feast of the Assumption of the Blessed Virgin Mary is quickly approaching on August 15. It is a day dedicated to Mary, our Mother, when she was assumed Body and Soul into heaven without decay. On that day we can turn to one of the simplest prayers, the Memorare, popularized anew by St. Mother Teresa of Calcutta in what she called her "Flying Novena." She offered the Memorare nine times in one day rather than once every day for nine days. The prayer is known by its first word in Latin "*Memorare*" for "Remember" and it helps us to focus with great filial trust on Mary's loving intercession.



It goes like this: "*Remember, O most gracious Virgin Mary,*" we pray, "*that never was it known that anyone who fled to your protection, implored your help, or sought your intercession, was left unaided. Inspired by this confidence, I fly to you, O Virgin of virgins, my Mother. To you do I come, before you I stand, sinful and sorrowful. O Mother of the Word Incarnate, despise not my petitions, but in your mercy hear and answer me!*"

"I fly to you, O Virgin of virgins, my Mother."

It is interesting to note that the Memorare is about flying. **Flying** is something that we as priest pilots and



Photo by Tom Enwright

The Memorare prayer to the Blessed Mother is depicted in this window at St. Bernard Church in Middleton, Wisconsin.

associates enjoy in this life as it provides us with a sense of joy and purpose. As earthly people subjected to the law of gravity, flying gives a person a new perspective and a greater awareness of the "Big Picture." It is through flying, either on a big commercial jetliner or a small general aviation airplane, that we become aware of just how grand God's design is and how much we are meant to enjoy this great gift of life.

We need to be reminded that "flying" doesn't stop when the course of our earthly life comes to an end.

Continued on Page 3

Deadline approaching for NAPP convention in the Poconos

August 18 is the reservation deadline for the 2023 convention of the National Association of Priest Pilots in the Pocono Mountains.

Lodging and some of the meals will be at the [Shawnee Inn and Golf Resort](#) located along the Delaware River in northeastern Pennsylvania.



Credit: Shawnee Inn and Golf Resort

Arrivals will be on Monday, September 18. We'll have activities and time for relaxation on Tuesday and Wednesday, with departures on Thursday, September 21.

Fr. Phil Gibbs, NAPP president, has arranged a group package that includes:

- Lodging for three nights
- Breakfast on Tuesday, Wednesday and Thursday
- Dinner on Tuesday and Wednesday
- Meeting room with refreshments

The package rate is \$819 for single occupancy and \$570 per person for double. Prices include state and local taxes and a resort gratuity.

Each member will be responsible for their own resort reservation and payment to the resort. To reserve a room, call 800-742-9633 or 570-424-4050 and mention the group name: "National Association of Priest Pilots." A credit card deposit of \$100 is required at time of reservation.

Each guest must pay the remaining balance to the resort by September 15.

For NAPP planning purposes, please also fill out the RSVP form on this page and send it to Tom Enwright (email and postal addresses are on the form).

In addition to the resort fee, plan on a nominal convention fee (to be determined) to cover other expenses, and lunch may be on your own Tuesday-Wednesday.

To get a virtual feel for the region, check out the [Pocono Television Network](#).

Recommended airports for general aviation arrivals:

[KMPO](#) – [Pocono Mountains Municipal Airport](#) in

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2023 NAPP Convention RSVP Form

[Shawnee Inn & Golf Resort](#)

100 Shawnee Inn Drive, Shawnee on Delaware, PA 18356

Reservations: 800-742-9633 or 570-424-4050

Arrive: Monday, September 18

Depart: Thursday, September 21

NAME _____

CELLPHONE _____

EMAIL _____

Arriving by private plane at:

___ KMPO – Pocono Mountains Municipal Airport in Mount Pocono, Pennsylvania

___ 1N7 – Blirstown Airport in Blirstown, New Jersey

N _____ ETA: _____

Arriving by airline at:

___ Lehigh Valley (Allentown)

___ Wilkes-Barre Scranton

Airline/flight number: _____

Arriving by car: _____

Send this RSVP to:

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

Email: napp.editor@gmail.com

LODGING/MEAL PACKAGE

Each member is responsible for making their own resort reservation and payment to the resort.

Reservation deadline is August 18. Call 800-742-9633 or 570-424-4050 and mention the group name: "National Association of Priest Pilots." A credit card deposit of \$100 is required at time of reservation.

Each guest must pay the remaining balance to the resort by September 15.

The NAPP group package includes:

- Lodging for three nights
- Breakfast on Tuesday, Wednesday and Thursday
- Dinner on Tuesday and Wednesday
- Meeting room with refreshments

Package rates:

- \$819 for single occupancy
 - \$570 per person for double
- (Prices include state and local taxes and a resort gratuity.)

If you select the double rate, the resort will need to know who you are rooming with.

OTHER CONVENTION COSTS

In addition to the resort package rate, members can expect a nominal convention fee to cover other NAPP expenses, activities and tours. Lunch on Tuesday-Wednesday may be on your own.

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Our spirit is freed from the bonds of flesh, our souls are released in order to return to their place of origin. We do, indeed, fly without the aid of mechanical means or aerodynamic assistance.

On September 3, 1941, John Gillespie Magee Jr., once a young aviator during World War II, was inspired to write this sonnet as he took an experimental flight up to 30,000 feet. This piece is entitled “High Flight.”

*Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled and soared and
swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air. ...
Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or ever eagle flew —
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*



“It is with paternal satisfaction that the Holy Father views the efforts of the members of the National Association of Priest Pilots to encourage the use of air transportation to obtain ever more abundant spiritual fruits from their sacerdotal ministry and missionary apostolate.”

The Vatican, September 29, 1964

Purpose:

1. To promote the use of private aircraft as a practical, safe, and efficient tool of the apostolic work of a priest.
2. To cooperate with other aviation and ecclesiastical groups wherever possible in order to promote aviation in the cause of the Church.
3. To insist on the safe and proficient use of the airplane by its members.
4. To encourage the use of private aircraft as worthy of the talents and dignity of priests.
5. To further the use of aircraft in the missions.

On August 15, we remember (Memorare) Mary, our mother as well as the beauty of flight for our lives here on Earth and, one day, when we enter eternity. As we run in recourse to Mary, as we fly to her, O Virgin of virgins, our Mother — like children to their loving mother, we do so with the trust that she never ceases to hear and answer us, taking our petition with a strong maternal recommendation to the Word Incarnate — our Loving Savior. Such filial confidence is part of any Catholic’s plan of life.

So, let’s continue to pray for ourselves as we slip the surly bonds of Earth to experience a new freedom and a flying experience that is beyond belief. Let’s pray that we may, someday, touch the face of God. The Blessed Mother, Mary, did so during the lifetime of Jesus and finally she does so in eternity as she now reigns at his side in heaven.

Hope to see you soon in the Poconos for our convention in September. Please sign up and commit.



Credit: Pocono Mountains Visitors Bureau

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Mount Pocono, Pennsylvania

[IN7 – Blirstown Airport](#) in Blirstown, New Jersey

For those traveling by airline, suggested options are [Lehigh Valley](#) (Allentown) or [Wilkes-Barre Scranton](#).

More about the resort:

- [Resort Guide](#)
- [Hiking](#)
- [River trips](#)
- [Golf](#)
- [Amenities](#)

[Things to do in the Poconos](#)

[Pocono Mountains Visitors Bureau](#)

Lesson learned: ‘Good’ landing ends 27 feet short of runway

By Fr. Miles Barrett

Chuck Yeager once said: “If you can walk away from a landing, it’s a ‘GOOD’ landing! If you use the airplane the next day, it’s an ‘OUTSTANDING’ landing.”

Well, my student pilot and I had a “GOOD” landing at the Cape May, New Jersey, airport before sunset on May 11. He was close to soloing in a C-152 six months prior but the owner dropped the insurance on it. So, he recently purchased a 1972 PA-28-180. Together we had flown eight hours in his Piper within the last two weeks, made 25 landings, and that evening he had flown four beautiful centerline-controlled slow-flight-type, quiet landings onto the runway on the same spot. That spot was the white paint marker 1,000 feet beyond the numbers.

I reviewed simulated engine out and noted “flaps are used to slow down and go down when you have made the field.” He agreed and had 5,252 feet of runway and a go-around always ready. Like every landing he’d made, he had carb heat on, full rich mixture, fuel pump on, and as normal trimmed up three pulls before engine to idle and adding flaps. Just no flaps this time on downwind.

The student did fine again as he trimmed to best rate of glide 80 mph and headed to the field from just abeam the numbers at 1,000 feet above the field. He was way above glide slope.

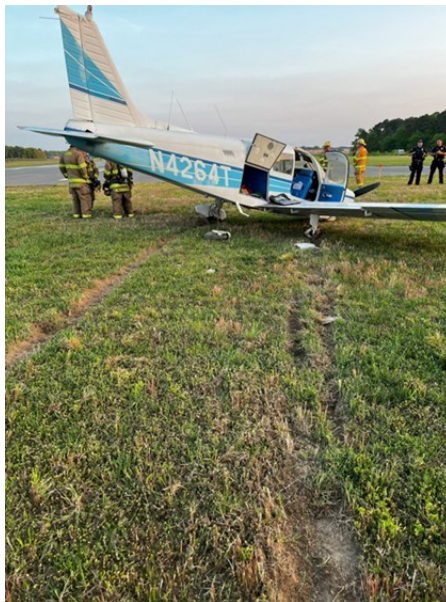
His first mistake was the old habit (muscle memory) on downwind. He put on the first notch of flaps, and I repeated: “flaps are used to slow down and go down when you have made the field.” We continued to the field on best glide speed 80 mph and he was comfortably above glide slope.

On the final 500 feet, we had four white lights on the PAPI on the left side of Runway 19; 7 mph winds at 200 degrees. We were above glide slope, and the numbers were below one-third of the bottom of the windshield. My first error as his CFI was that I thought the student had learned the lesson about flaps. I may have been overconfident in his skills. And it was 7:10 p.m. after a full day of work and a 45-minute drive to the airport. Tiredness most likely was part of it too.

Just as we crossed the tree line and blacktop road in

front of the runway, nature had a little downdraft surprise that literally lifted us out of our seats as the temperature difference of terrain from tree line to pavement rolled under us. At the same time, to my surprise, the student pulled a second notch of flaps. We sank! With nature’s little gift, it did what aerodynamics predicts. It slowed down and went down.

Faster than a flash, the four white lights on the PAPI went from showing we were above glide slope to all four red lights brightly shining. I called out “power, power, power” and saw my student’s hand slowly pushing the throttle forward as my hand added a full-throttle motion quickly to the engine. It started to come alive. It started to roar. But not soon enough!



The student kept a nice nose-up landing configuration and might have had a great grass strip short-field landing had the turf been rolled and firm instead of extra-fluffy soft shoreline sand. With the flaps down and speed slow, its right wheel touched the sandy soil and slowed the plane down, sinking it more into the sand. That caused the nose wheel to settle into the sand and bury itself allowing the prop to start wrapping around the cowling. All of which dispersed the mass in motion energy to a stop so smoothly and gently nobody was hurt. Thus his “GOOD” landing, just 27 feet short of the paved runway, totaled the plane. Not an “OUTSTANDING” landing.

The FAA was notified and when they learned nobody was harmed, they postponed inspecting the scene and aircraft until the next morning. The two FAA inspectors were so very kind. They didn’t ground me or take my license away as a CFI. One was an experienced pilot and the other was an experienced A&P. They named it an accident and the insurance company that morning totaled the plane. We all were grateful nobody was harmed beyond bruised egos and the plane.

LESSONS LEARNED:

What is the mantra about flaps? They are to “slow down and go down” every time. Use them wisely and stay ahead of the plane.

Engine response to full power in older planes takes time. Again, fly ahead of the plane. Be ready to go around before you need to.

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Get back up ASAP. I flew three days later in a Cessna 182T with a private pilot who needed five hours and landings to be signed off in complex and high-performance aircraft. I must admit the first time I saw the four PAPI white lights after the “GOOD” landing I was a little anxious until he added a little power to stay on glide slope. Yes, a heightened awareness of the readiness for power up on the first red light — enough to arrest the descent and stay on glide slope was buzzing. But I got back up flying ASAP.

Keep that tighter pattern so every landing can be flown with little need for power from the first reduction abeam the numbers to idle; to the flare over the numbers, to wheels down on the runway. Flows and procedures are key to stabilized approaches.

Yes, I learned it can happen to anyone. Tiredness can have a big impact on safety. Reaction time can be a fraction of a second slower when tired; and that can be too slow to avoid such an accident. The student was 42, I am 72, and it was 7:10 on a Thursday night. Fly well rested.

May all your flights be safe and may all your landings be “OUTSTANDING.”

Looking forward to seeing you 18-21 September 2023 in the Pocono Mountains at our NAPP annual convention. I booked my room yesterday.

Pax Christi, carpe diem!
Fr. Miles Barrett
CFI CFII #3703246 Exp. 6/2024



The National Association of Priest Pilots newsletter is published online six times per year (August, October, December, February, April, June). Fiscal year begins July 1. Website: priestpilots.org

Articles, news notes and photos can be sent to Tom Enwright, napp.editor@gmail.com. Deadline for the October edition is September 30.

NAPP Leadership Team
President: Fr. Phil Gibbs
1st VP: Fr. Nick Radloff 2nd VP: Fr. Bill Menzel
Secretary: Fr. Allen Corrigan
Treasurer & Newsletter Editor: Tom Enwright
Regional Directors
East: Fr. Al Ruschman Midwest: Vacant

Editor’s note: Fr. Gene Murray shared this note: “I came across this poem written some time ago by a local pilot who shall remain anonymous,” adding that he is not the author.

The Man Who Flies Alone

There was a man who loved to fly
But none of his friends could understand why
He told them the joys and of the beauty
But they questioned his spending like it was their duty
He explained the swiftness and the direct routes
But they could think only of danger and had their doubts
He showed them his airplane and described the wing and trim
They did not comprehend and walked away from him
So he soon learned to keep his thoughts at home
And became known as the man who flies alone
Then the great sky became his friend
He and his airplane seemed equally sad for each flight to end
But the satisfaction of another successful flight
Made the day complete as he touched his plane good-night
At home he’d soon begin to prepare a plan
For the next time he and his plane could leave the land
And spend some time in that spacious blue sky
Where so few go because they feel it’s too high
Doing things men of past centuries could never have known
He is now content to be the man who flies alone

2024 NAPP Dues – U.S. \$25.00

Fiscal year began July 1, 2023

Use this form or use PayPal (go to priestpilots.org and click **Pay Now**).

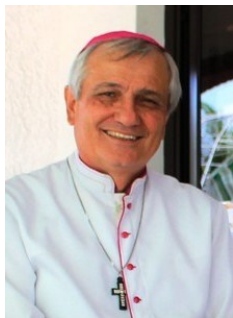
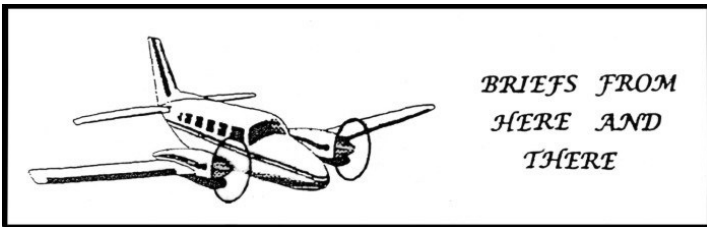
NAME: _____
ADDRESS: _____
CITY: _____
STATE: _____ ZIP: _____
EMAIL: _____
PHONE: _____

Member category: Charter Regular Associate

Make check payable to NAPP and mail to: Tom Enwright, Treasurer, 419 Chestnut St., Sauk City, WI 53583

In addition to the \$25 annual dues, we encourage members to make a separate donation to the **NAPP Missionary Gift Fund**, which will be used to support the organization’s charitable grants. Donations can be sent to the same address or you can use PayPal. Go to priestpilots.org and click on the **Donate** button.





Fr. Greg McPhee recently sent a note with his dues. He is a Maryknoll mission priest in Bolivia, South America. He hopes to meet NAPP members in person someday.



“Actually, I already know NAPP member Michael Gould who is also a Maryknoll priest.” Fr. Greg was ordained to the priesthood on August 22, 2020, during the Covid pandemic. Read about his journey from civil lawyer to missionary in this article from Maryknoll Magazine. In this video, Fr. Greg reflects on three spiritual values that have sustained his ministry in Bolivia.

Editor’s note: Deacon Dennis Kudlak of Erie, Pennsylvania, shared this note and photo (right):

“Msgr. Edward Lohse, a priest at the Diocese of Erie for 30-plus years, was selected by Pope Francis to be the next bishop of Kalamazoo, Michigan. On July 25, I traveled from Erie to Kalamazoo — St. Augustine Cathedral — to witness the ordination/installation of Bishop Lohse. It was a very moving ordination in which Bishop Lohse will be walking to the fullness of life and love in Kalamazoo.”



Bishop’s photo credit: Diocese of Kalamazoo/Facebook

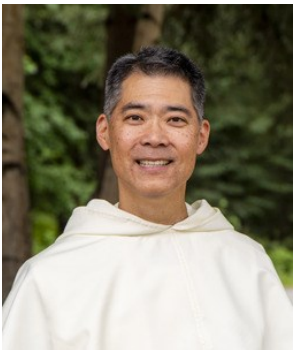


Msgr. Frank Mouch, a charter member of NAPP, has moved into a senior living facility in Lutz, Florida, which is a suburb of Tampa in the Diocese of St. Petersburg. (See the members-only directory for details.)

Pope Francis in June accepted the resignation from the pastoral care of the Diocese of Gizo, Solomon Islands, presented by **Bishop Luciano Capelli, S.D.B.** Bishop Capelli will be succeeded on August 27 by Bishop Peter Houhou of Auki, Solomon Islands. Known as the “Flying Bishop” in Gizo, Bishop Capelli, 75, is a member of NAPP.

New bishop for Fairbanks:

In July, Pope Francis named Fr. Steven Maekawa, O.P., as the new bishop of Fairbanks, Alaska. He will be ordained and installed as the seventh bishop of Fairbanks on October 12. He succeeds Bishop Chad Zielinski, who transferred to the Diocese of New Ulm, Minnesota. Bishop-elect Maekawa is a priest of the Dominican Province of the Holy Name of Jesus, Western Province, Oakland, California, and current pastor of Holy Family Old Cathedral in Anchorage, Alaska. Bishop-elect Maekawa previously served as a chaplain in the U.S. Navy Reserve. (NAPP provides financial support to the Diocese of Fairbanks for aviation-related ministry.)



Barry and Nancy (Johnson) Brown have a new address in Cedar Rapids, Iowa. “After 35 years, we are changing neighborhoods and downsizing a little for the last quarter of life,” Nancy says. (See the membership directory for the new address and their phone numbers.)

Reminder to pay your dues: The new dues year (fiscal 2024) began July 1, 2023, so please be attentive to paying your dues. Thanks to those who already have paid! **See the payment form on Page 5.**

Obituary planning: Members who are making their own advance funeral arrangements may wish to include NAPP in the list to be notified by the family or funeral director. Email: napp.editor@gmail.com.

Scenes from EAA AirVenture 2023 in Oshkosh



Fr. Joe McCaffrey and Steve Conti flew in from Pennsylvania in Steve's Cirrus.



NASA's Super Guppy aircraft was a popular attraction to peer into the cargo area or take photos beside the massive propellers. The aircraft is used to transport large spaceship parts to assembly facilities.



Fr. Gene Murray taxis for takeoff at the Baraboo/Wisconsin Dells Regional Airport, heading home to Iowa after AirVenture. He parked his RV-6 in a friend's hangar, then drove to Oshkosh with Paul Murray and Paul Barber.

AirVenture by the numbers

Attendance: Record 677,000

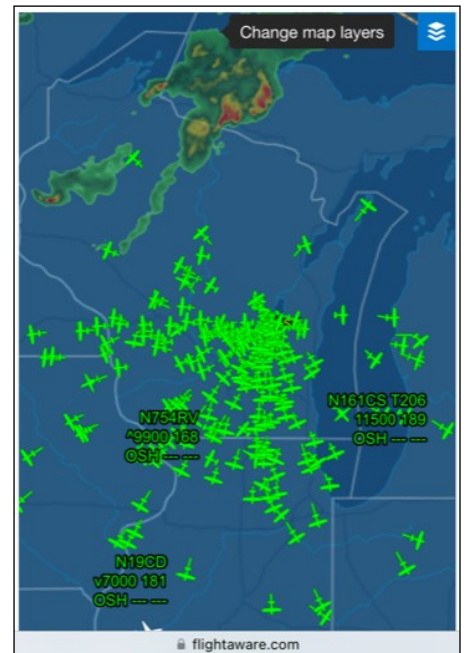
Aircraft operations at Oshkosh: 21,883 in the 11-day period from July 20-30.

Total show planes: 3,365

Volunteers: More than 5,500

Forums, workshops and presentations: More than 1,400 sessions

Source: EAA



RIGHT: FlightAware screenshot at 8 a.m. Thursday, July 27, shows a surge of departures from Oshkosh.



Awaiting the afternoon air show, AirVenture fans stake out prime spots in the shade beneath the wing of a Southwest Airlines Boeing 737.

RIGHT: Tom Enwright, John Zapp and Fr. Bill Menzel catch some shade on a hot day. John, who manages the NAPP website, coordinated some of the musical entertainment at AirVenture through his role as co-founder and president of the Flying Musicians Association.



Fr. Gene Murray's album from EAA AirVenture 2023



These are pics of Steve Henry and Yee-Haw. He is a short takeoff and landing (STOL) aircraft champion. This airplane is powered by a three-cylinder turbocharged Yamaha snowmobile engine developing several hundred horsepower at 9,000 RPM.

I don't know the story of these shoes in the cowl of this old Waco biplane, but I bet they sure got the judges' attention!



This is a handmade memorial quilt in honor of the late General Charles McGee, a Tuskegee airman, held up by his daughter and perhaps his granddaughter in the dining room at the Jesuit Retreat House near Oshkosh. Charles used to stay at the retreat house during EAA Oshkosh Week. We often would have breakfast with him before going to the show. He was truly a great man.



LEFT: My brother Paul and I (standing) are in the hangar of Eldon McDaniel (sitting, left) in Baraboo, Wisconsin, where I stored my airplane during AirVenture in Oshkosh. Eldon did an air show routine at Oshkosh for 15 years in a Cassutt racer. On his left is Jim Clement, who is known as the "Wittman Tailwind Guru." He has built several Tailwinds and is the go-to guy if you have questions about building one.

BOTTOM LEFT: This is a view of Lake Winnebago looking out the window at the Ice Boat Yacht Club. RIGHT: Tom Murray, Paul Murray and Paul Barber enjoy a Blatz beer at the Yacht Club before a fresh perch dinner. The Blatz was only \$1 a bottle. We go there every year.



See "From the Archives" on Page 9 for memories of the Jesuit Retreat House in 2008.



From the NAPP archives ... 15 years ago | August 2008

Editor's note: Here is an excerpt from the president's column by Fr. Gene Murray in [August 2008](#):

At the end of July, the four Murray brothers — Ray, Paul, Gene and Ed — and Paul Barber, along with last year's NAPP Convention hosts, Larry Johnston and John Capone and Larry's son Steve, made our annual



trek to attend the EAA AirVenture at Oshkosh. During the convention we stayed at the Jesuit Retreat House, which is located

close to the airport and right next to the seaplane base on Lake Winnebago.

The wall behind the altar in the chapel at the retreat house is one big window looking out over Lake Winnebago. This provides quite a distraction when offering Mass with the seaplanes landing and taking off, but somehow, we suffered through it.

One of the special treats of our AirVenture experience for the past 10 years has been to celebrate Mass each morning at 7 a.m. in the chapel and then go to the dining room for a continental breakfast with the WASPs and Charlie McGee, a Tuskegee Airman.

The Women's Air Service Pilots have a reunion at the retreat house during AirVenture and this year there were six who returned to attend with Charles McGee.

The first morning after we arrived a great pall of sadness hung over the WASPs because one who had often attended, Margaret Ringenburg, had died in her sleep there in the retreat house. Margaret was a great pilot and was still active as an instructor pilot at age 87. Only a few weeks before her death, she had competed in a cross-country air race and placed third. Another, Jean McCreery, who had been a priest housekeeper and still cooked for her pastor, took sick and had to spend the convention in the hospital.

Through the years, we got to know those wonderful people and enjoyed their stories immensely.

Sad to say, this was their last year to attend as their organization is disbanding in the fall. We shall miss them greatly at the convention.

Aviation has greatly enriched my priesthood and my life in general. Because of aviation, I have been able to do and see many things that I would never have had an opportunity to do otherwise. As priest pilots, we are greatly blessed.

NAPP convention sites: 1964-2023

1964: July 12-15 | Carrollton, KY
 1965: July 26-27 | Duncan, NE
 1966: Aug. 23-25 | Lockport, IL
 1967: July 11-12 | Boston, MA
 1968: July 16-17 | Rapid City, SD
 1969: July 15-16 | San Diego, CA
 1970: July 14-15 | Ames, IA
 1971: July 13-14 | Pittsburgh, PA
 1972: July 10-11 | Emporia, KS
 1973: July 11-12 | Juneau, AK
 1974: July 15-16 | New Orleans, LA
 1975: July 15-16 | Nashville, TN
 1976: July 10-11 | Dubuque, IA
 1977: July 12-13 | Everett, WA
 1978: July 11-12 | Santa Fe, NM
 1979: July 10-11 | Rensselaer Co. Airpark, NY
 1980: Aug. 5-6 | De Pere, WI (Oshkosh)
 1981: July 15-16 | Anchorage, AK
 1982: July 13-14 | Colorado Springs, CO
 1983: July 12-13 | Montreal, Canada
 1984: July 10-11 | Stacyville, IA

1985: July 9-10 | Lafayette, LA
 1986: July 8-9 | Las Cruces, NM
 1987: July 7-8 | Pittsburgh, PA
 1988: July 12-13 | Frankfort, KY
 1989: July 11-12 | Boston, MA
 1990: July 18-19 | Anchorage, AK
 1991: July 9-10 | St. Louis, MO
 1992: July 7-8 | Fredrick MD
 1993: July 6-7 | San Antonio, TX
 1994: July 12-13 | Menlo Park, CA
 1995: July 11-13 | Chicago, IL
 1996: July 9-10 | Angola-Derby, NY
 1997: July 8-9 | New Bern, NC (Cherry Point MCAS)
 1998: July 7-8 | Nanaimo, Vancouver Island, BC Canada
 1999: July 6-7 | Dayton, OH
 2000: July 12-13 | Anchorage, AK
 2001: July 10-11 | Wing South Airport, FL
 2002: July 9-10 | Albuquerque, NM
 2003: July 8-9 | Ames, IA
 2004: July 6-7 | Urbana, IL

2005: July 12-13 | Frederick, MD (Smithsonian)
 2006: July 1-12 | Oshkosh, WI (EAA)
 2007: July 10-11 | Denver, CO
 2008: July 8-9 | Savannah, GA
 2009: July 7-8 | Richfield, OH
 2010: July 6-7 | Altus AFB, Altus, OK
 2011: July 12-13 | Clear Lake, IA
 2012: July 10-11 | Elmira, NY
 2013: July 9-10 | Rapid City, SD
 2014: July 8-9 | Covington, KY
 2015: July 7-8 | Ankeny, IA
 2016: July 14-15 | Sewickley, PA
 2017: July 11-12 | Charleston, SC
 2018: July 10-11 | Medina, OH
 2019: July 9-10 | Sioux Falls, SD
 2020 postponed because of COVID-19 pandemic
 2021: July 13-14 | Dubuque, IA
 2022: Sept. 20-21 | Branson, MO
 2023: Sept. 19-20 | Pocono, PA