

N.A.P.P.



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No. 2

Fall weather greets NAPP members for 2023 convention in the Poconos

Fourteen NAPP members gathered amid beautiful fall weather in the Pocono Mountains of Pennsylvania for the organization's 59th annual convention in September. Fr. Phil Gibbs, NAPP president, served as convention host.

Lodging and most meals were at the Shawnee Inn and Golf Resort. Members arrived Monday, September 18, to enjoy pizza and conversation in the evening at the Shawnee Craft Brewery.

On Tuesday, the group spent the morning at the Schisler Museum and McMunn Planetarium on the university campus in East Stroudsburg. Lunch was on the patio at the Willowtree Inn, Stroudsburg. Some stayed for an afternoon walk around town while others went back to the Shawnee Inn to relax before dinner.

On Wednesday, Fr. Phil celebrated

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President's column

Adjust your compass and set your course on Jesus Christ

By Fr. Phil Gibbs
President

Dear Brother Priests, fellow pilots and esteemed members of NAPP,

A few months ago, I celebrated the funeral of a career airline pilot who had passed away from old age and natural causes. His name was Jim.



Here are some parts of the funeral homily I gave as they relate to piloting, navigation, faith and the beatitudes. It is as follows:

Now, whether you know this or not, I am a pilot. Jim and I shared that in common. However, Jim's flying days were much earlier and more extreme than mine as he once served as a fighter pilot in the Air Force for some time and then, after that, served as a commercial pilot for the airlines for 33 years.

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Front row: Mike Makelbust, Fr. Phil Gibbs, Fr. John Schmitz, Fr. Gene Murray. Middle row: Tom Enwright, Fr. John Swing, Jim Knights, Fr. Allen Corrigan, Fr. Joe McCaffrey, Fr. Jack Fitzgerald, Fr. Miles Barrett, Fr. Tom O'Neill. Back row: Fr. Bill Menzel, Fr. Alex Nevitt.

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There is no doubt he flew far more complex airplanes than I ever will.

Back in his younger days and before my time, the instrumentation on a basic airplane was pretty rudimentary consisting of an oil pressure gauge, an altimeter, and a whiskey compass. It was simple and straightforward. With the evolution of airplanes, the instrumentation became a lot more complex. They still have those old instruments but there are a lot more with GPS and other advanced navigational systems.

I know a lot about autopilot and how it works, and I am sure Jim did too. The autopilot makes flying a whole lot easier and can, at times, save your bacon. All you need to do is set your course in the GPS, and if the parameters are correct, you flip the switch and let it guide you through the air. It sure is a Godsend when you are flying in instrument meteorological conditions especially then when you tend to encounter spatial disorientation. When you are in the soup and can't see outside references, you set it and you never regret it.

So many times, we preach against letting yourself go on "autopilot" as a Christian. Why? Because usually when we go on autopilot, it's by human design rather than God's desire of us. We tend to do what we want and go with the flow, caring little for the things of the Lord and caring more about our #1 priority — the ever-important ME. Human autopilot always has its parameters on the path of least resistance and not quite set appropriately toward the fullness of the Christian life, which is intended to lead us to heaven. Human autopilot is what often leads us into self-centered spatial disorientation, which results in a tailspin to disaster.

Our Catholic faith and the Beatitudes seem to give the opposite idea of the whole "autopilot" concept as a Christian. The lesson of the gospels suggests that we "hand fly" despite the difficulties that lie ahead. Jesus shares the Beatitudes, which go against our natural tendency to react and respond to life as we want to live it in the "worldly" way and not in God's way.

Everything we've learned tells us that living the Christian life and growing in faith takes discipline. We have to work at it and resist the tendency to succumb to our own devices. This proves the point that we can't just go on autopilot and expect to eventually

be a mature Christian. This whole concept of how we traverse through life and travel toward heaven takes an active, hands-on approach by self-sacrifice and some sweat for the sake of others.

There is no autopilot in this formula. In fact, if we don't have constant communication with the control tower (a.k.a. The Lord, Jesus Christ through Church, Word, sacraments and prayer) and work on self-correction, just like the airplane pilot, we risk the possibility of a catastrophic crash.

We are thankful God watches over us even when we do go on autopilot. Inspired by the example of Jesus, God also

empowers us to cooperate with His Will so that we might make it to our intended and final destination in good form, in due time and with a soft landing. We should also be quite thankful for the flight plans He gives us in His Word, in the sacraments and through the wisdom of the Church.

So, guard yourself against automatically going on autopilot. Adjust your compass and set your heading toward Jesus Christ so that your final destination may be with Him in Heaven forever. Review your flight plan daily (examine your conscience and pray); cross check the systems (be humble and kind.) Stay fueled up for the unknown trip ahead (receive the sacraments). Be disciplined **daily** to stay vigilant and fly, not by the seat of your pants, but rather by the grace of God.

Pilot's Prayer

Dear Lord, please look down on me if You should get a chance

while Your "eye is on the sparrow," I'd appreciate a glance.

In your tower up in Heaven as You watch the eagles soar,

You know the joy I felt as Your wonders I explore.

From the early morning sunrise to the starry moonlit nights,

my simple perch near Heaven has revealed Your glorious sights.

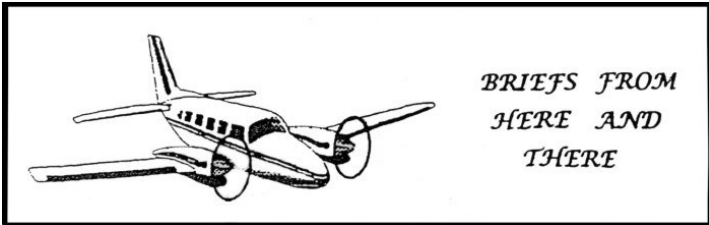
But when my flight is over, and no longer there's a wait.

I pray for a smooth landing at Heaven's Pearly Gate.

Far beyond the blue horizon there's a "hangar in the sky."

Your home for weary pilots whose spirits never die.

So many times, we preach against letting yourself go on "autopilot" as a Christian. Why? Because usually when we go on autopilot, it's by human design rather than God's desire of us.



An update on Fr. Paul Baseford

Editor's note: Associate member George Gratton sent this note in early September:

“Hello from Penn Yan, New York. I am unable to attend this year’s NAPP meeting. My son and I are going to the Reno air races. I will be flying into Sacramento, so while in California, I thought I would check in on Fr. Paul Baseford. . . . Paul is still doing pretty good. He is about as healthy as a guy his age can be. Still ambulatory and mentally sharp, he uses a walker when venturing out, but stubbornly independent around the house, able to keep balance enough to stay upright! He is pretty sure he won’t be flying again. He waxed nostalgic on his 172, flying around with Fr. Bob Kirsch, and still suffers seller’s remorse. Yes, even in his 90s!”



Fr. Bill Menzel of Wisconsin Rapids marshals aircraft for an August Young Eagles Day event sponsored by EAA Chapter 706 at Alexander Field Airport.

Photos by Ron Blunck

Christopher Hoffmann is a transitional deacon

NAPP member Christopher Hoffmann was ordained a transitional deacon by Bishop W. Shawn Mc-Knight on June 3 at the Cathedral of St. Joseph in



Photo by Jay Nies

Jefferson City, Missouri. This fall, Christopher began his final year of seminary studies at the Pontifical College Josephinum in Columbus, Ohio. He hopes to be ordained a priest in 2024.

A native of Sedalia, Missouri, Christopher became active in the Catholic student center at Iowa State University in Ames, where he studied agricultural engineering and Spanish.

“This summer, I served in a parish deaconing Masses and making communion calls and also worked with the Faith Formation office,” he said. “I assisted as a chaplain to the Totus Tuus Missionaries (teachers) for my diocese, visited several of the youth camps and deaconed Masses with them, and was able to attend a regional meeting of Hispanic ministers from Missouri, Iowa, Kansas and Nebraska. I am almost fluent in Spanish, so I preached in both English and Spanish, and was able to attend a Cursillo retreat in Spanish. This formation year I will be assisting in a predominantly Hispanic parish in the Columbus area.”

Visiting Teilhard: A pilgrimage of remembrance

In conjunction with his trip to the NAPP convention in the Poconos, Fr. Allen Corrigan drove to Hyde Park, New York, to visit the grave of Pierre Teilhard de Chardin, a French scientist, paleontologist, theologian, philosopher, teacher, poet and Jesuit priest. Allen wrote an excellent essay, which is attached to the email announcing the October newsletter.



Reminder to pay your dues: The new dues year (fiscal 2024) began July 1, 2023, so please be attentive to paying your dues. NAPP relies on the honor system to renew your membership; we don’t issue invoices. Thanks to those who already have paid! **See the payment form on Page 4.**

Additional ways to support NAPP: Please remember NAPP in your retirement and estate plans. Those who need to take a required minimum distribution (RMD) from a qualified retirement account can designate NAPP for a financial gift. Also, please remember NAPP in your will. Email: napp.editor@gmail.com.

Flying Medical Service is allowed to resume medical flights

Editor's note: Fr. Pat Patten of [Flying Medical Service](#) (FMS) sent a brief update from Tanzania in early September. FMS is a nonprofit, volunteer organization that provides health care in remote areas. It offers medical transportation for people throughout Tanzania regardless of religious affiliation, ethnic background or ability to pay. NAPP has been a financial supporter of FMS.



Ministry of Health and TCAA (Tanzania Civil Aviation Authority).

“During those 16 empty months, we had to totally unnecessarily refuse to fly 146 emergency flight requests, not treat more than 9,294 patients, not vaccinate more than 31,628 children, not examine 7,192 pregnant women, not

treat 231 TB patients, and not treat 102 HIV patients.

“We are happy, that we received a temporary clearance to fly again. Today, as this is being written, there are two emergency flights in progress. Since we resumed operations, we have been able to do evac-flights for a child bitten by a snake, a premature baby on oxygen for intensive care, and two stroke patients.”

As noted by the MISA newsletter, the grounding of Flying Medical Service “had severe implications for people in Maasailand, where health care access is scarce. The reinstatement of the FMS is a ray of hope, but the prolonged ban’s repercussions on the health of the Maasailand community are both deeply felt and concerning.”

“Things have been completely crazy here on many fronts. Flying Medical Service is but one of them. I am attaching a note ([newsletter from the Maasai International Solidarity Alliance](#)), which you should feel free to share with the group. Lots of rough stuff in it. But Flying Medical Service is somewhat positive in that we are flying again, at least till the 31st of October. We are deeply involved in all the rest as well.

“[Wings of Hope](#) were great with their help, as usual, in sending an IA (inspection-authorized mechanic) for the annual inspection (on the FMS Cessna 206).

And, of course, we are happy that NAPP still remembers we are here, and we keep trying.”

Here is an excerpt from the MISA newsletter, which was posted by the Africa Europe Faith and Justice Network:

“Land is at the center of African peoples’ life. It is the sacred base of their lives, providing timber and stone for building homes, firewood for cooking, clay for cooking pots, grass for livestock, food to nourish families, and sacred plants for rituals and medicines. ... Therefore, the struggle of African communities for land is not struggle for a commodity but a struggle for the right to live. It is in the context that we can explain the struggle of the Maasai for their ancestral land in Tanzania. The violent eviction of the Maasai from their ancestral (land) to make way for the tourist industry stands condemnable (by) all people of goodwill.”

In August, FMS posted this on its [Facebook page](#):

“For reasons not made known to us, Flying Medical Service ... was grounded for the last 16 months by the

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: _____

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STATE: _____ ZIP: _____

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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.

Donate



Bush flying in Tanzania has plenty of challenges and rewards

Editor's note: NAPP associate member Jacek (Jack) Rejman is the director and founder of [Arusha Medivac](#), an air ambulance service based in Arusha, Tanzania. The company operates a twin-engine Piper Navajo aircraft (nicknamed Zoggy) that is equipped for advanced life support. Jack began his flying career with Flying Medical Service, where he volunteered for eight years. Arusha Medivac began operations in July 2017. He sent this article in early September.

By Jack Rejman

Recently we got to fly to an airstrip close to Lake Manyara, in northern Tanzania, that I hadn't been to before (and I have flown here for the last 20 years). As usual, it is a medevac call, so time is of the essence! I know the area pretty well but as a "Generation X" pilot, I wanted to get coordinates to be able to use Zoggy's GPS. It's been years since I used a plotter and WAC chart! I called a friend for those coordinates, and he answered (while flying a C208): "Sure thing... here they are!"

So, I did my usual Security-Flight Plan-Zoggy, one-mile run to the plane and preflight run-around, started the engines (not to drain the batteries while punching those coordinates into our Garmin) and I was almost ready to call the tower for taxi when I noticed: "Hey, the GPS is showing that we need to fly 200 nautical miles into Kenya, close to Mombasa! That's not right! What now?"

The engines are already running, then I turned to my last resort — my old airstrip book (from my Flying Medical Service days) with my old notes, hoping that for some reason I wrote down those coordinates and just don't remember doing that — and I found the correct name of the place, punched in those coordinates and it showed more or less the correct area near Lake Manyara, so: "Arusha Tower, Taxi clearance, please... 6,500 feet to Chem Chem, 2 crew on board, medevac flight!"

After a 20-minute flight, we started our descent (just 3,000 feet lower) and started intensely looking for the airstrip. It should be somewhere there. Ten miles out, I can't see it but it's 10 miles — still far — it will be there! Five miles out, I still can't



see it, just bush and the lake. Three miles out, I definitely should see it by now, but no luck.

So, by now I started to think, what if it's not there? Do I fly around the lake hoping for some luck finding it? Do I go back to Arusha immediately and admit the failure? Of course, I am way too proud for that.



I just kept pushing forward and suddenly there it was, just 1.5 miles in front of me. Runway 29/11 on the angle that somehow I was not ready for, but what a relief! Found it! We found the patient and flew him safely back to Arusha. This, just one more time, proved that we don't believe in miracles — we count on them! Somehow, if you really

hope for the best-case scenario, it will happen!



Sometimes after a not-so-civilized takeoff (for the first time I was carrying four patients after a car accident in northern Serengeti ... heavy!), we fly to civilized places, sharing the ILS with big boys. This KLM Boeing 787-900 in the background was just gorgeous!



On very few occasions while waiting for a patient's arrival, we can find some good people with coffee. It always tastes amazing when it is not expected. Dr Malagha was definitely looking forward to it.

[Journey to Tanzania:](#) Read about the Navajo's journey from the United States to Tanzania. In July 2016, Fr. Pat Patten (who operates Flying Medical Service) wrote a blog for NAPP about the trip he made with Jack Rejman. On the [NAPP home page](#), there's still a featured photo of Pat, Jack and Fr. Mel Hemann with the Navajo.

Death notices

Editor's note: We recently became aware of three NAPP members who have died.

Fr. William J. Winkler, OFM, died May 31, 2017, in Washington, D.C. He was 87 years old. Fr. Winkler was a member of the Custody of the Holy Land in the Franciscan order.



He was born in Akron, Ohio, on November 20, 1929. He had a 30-year career as an airplane pilot before being drawn to religious life. He was ordained a priest in the Diocese of Knoxville, Tennessee, in 1992. He entered the Franciscan novitiate in 1993 and served in the Holy Land for many years. His attraction to Franciscan life went back to 1963 when he became a member of the Secular Third Order. In 1996, he became a member of the Equestrian Order of the Holy Sepulchre.

Fr. Richard Tinney, 82, of Rutland, Vermont, died on Holy Thursday, April 14, 2022, at the University of Vermont Medical Center in Burlington after a brief illness.



He was born August 20, 1939, in Mount Tabor, Vermont. He was ordained a priest for the Diocese of Burlington in 1965 and retired in 2014.

According to his [obituary](#), “Father Tinney was an avid NASCAR fan; he enjoyed golf, snowmobiling and riding his motorcycle. He rode as far as California and had visited every town in Vermont.”

Associate member George Gratton shared this memory:

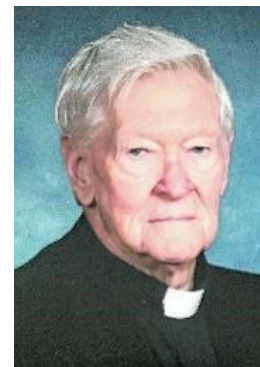
“In addition to flying interest, I too followed NASCAR, snowmobiling and rode a bike. The Gratton family, of which I know very little, came down to the U.S. from Quebec on both sides of Lake Champlain, settling in eastern New York and western Vermont. I only flew to Burlington once in my life; way too far to go from Rochester. On my return, I had a 40-knot headwind with Fr. Bill Roche in a slow Cessna

Obituary planning:

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

Skyhawk! Nearly a full tank of gas for a one way. Fr. Bill and Richard were acquainted; I just rode along.”

Fr. Owen F. Shanley, age 95, died December 3, 2022, at St. Mary's Rectory in Ballston Spa, New York. He was born March 26, 1927, in Troy, New York. He was ordained a priest for the Diocese of Albany in May 1953.



According to his [obituary](#),

“Father enjoyed spending much of his time relaxing at his camp on Sacandaga Lake, downhill skiing well into his 80s and flying his private plane for more than a decade and was active in the Knights of Columbus.”

Associate member George Gratton shared his memories of Fr. Shanley:

“I visited Owen years ago in Ballston Spa when I went there for a meeting. He had visited me at my home in Naples, Florida, some years ago. He had a Piper Arrow 180. I constantly needled him about that, saying he should have a Comanche 180! ... Owen and I both attended St. Andrew's Seminary (in Rochester), but at different times. He graduated; I dropped out. He was a regular at NAPP meetings until health slowed him down.”



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 December edition is November 30.**

NAPP Leadership Team

President: Fr. Phil Gibbs

1st VP: Fr. Nick Radloff 2nd VP: Fr. Bill Menzel

Secretary: Fr. Alex Nevitt

Treasurer & Newsletter Editor: Tom Enwright

Regional Directors

East: Fr. Al Ruschman Midwest: Fr. Gene Murray



Photos from lunch on the patio at the Willowtree Inn, where flight planning using ForeFlight was a popular topic of conversation.



Members catch up in the hospitality room before dinner on Tuesday evening.



Fog rises over the Delaware River at sunrise at the Shawnee Inn in Pennsylvania. New Jersey is right across the river.



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Mass for the group, followed by the annual meeting, which was available on Zoom for those who were unable to attend in person.

The Wednesday evening banquet on the veranda featured guest speaker Mary Build from Maine. She is an accomplished pilot, flight instructor, noted author and inspirational speaker. Mary was introduced at the banquet by Fr. Gene Murray, who received seaplane instruction from her in 2022. (See his article in the [December 2022](#) newsletter.)

Most of our group departed Thursday morning from Pocono Mountains Regional Airport. We had four general aviation aircraft at KMPO:

- Cessna Cardinal piloted by Fr. John Schmitz, accompanied on the return trip by Fr. Gene Murray
- Cessna Cardinal RG piloted by Fr. Joe McCaffrey, accompanied by Jim Knights and Fr. Jack Fitzgerald
- Cessna Cardinal piloted by Mike Makelbust, accompanied by Fr. Phil Gibbs and Tom Enwright

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Waiting to be cleared for entry into the planetarium for lessons about our galaxy. BELOW: Colorful glow before the film.



Our student tour guide provided a top-notch explanation of the exhibits in the museum.



Must be a deep discussion about astrophysics!

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- Mooney M20E piloted by Fr. Bill Menzel, accompanied by Fr. John Swing

In addition, Mary Build flew into KMPO in a Vashon Ranger R7.

Fr. Miles Barrett, Fr. Allen Corrigan, Fr. Alex Nevitt and Fr. Tom O'Neill drove on their own to the convention.

Highlights from the annual meeting include:

- Election of Fr. Alex Nevitt as NAPP secretary for a two-year term, succeeding Fr. Allen Corrigan who served two terms. Thank you, Allen! Fr. Bill Menzel was reelected to another two-year term as second vice president. No other offices were up for election in 2023.
- Approval to issue a \$2,000 grant to Flying Medical Service in Tanzania. Fr. Pat Patten, a member of NAPP, is the director of FMS.
- Approval to increase the annual dues by \$5, to \$30, effective July 1, 2024.
- Fr. Gene Murray agreed to be the representative for the Midwest Region, succeeding the late Msgr. John Hemann.
- The 2024 convention — the 60th anniversary of NAPP — will be held in Fredericksburg, Texas, September 16-19. Fr. Phil's brother and sister-in-law will help with the planning.

Thanks to Fr. Allen Corrigan, Fr. Miles Barrett, Fr. Gene Murray, Jim Knights and Tom Enwright for sharing photos from the convention.

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About our speaker, Mary Build

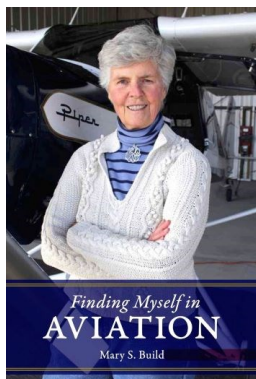
Here is some background on Mary in her own words on her website: marybuild.com.

Mary's book, "Finding Myself in Aviation," is available for purchase on her website or from select online booksellers. Her flying adventures include expertise on land, water, snow and ice. She has owned her own seaplane base and flight school, flew four times to Alaska and flew 10 days in Africa (South Africa, Zimbabwe and Botswana) in a Cessna 182.



Like so many others, I spent most of my life searching for my passion. I finally discovered it in my 40s when I learned to fly. Once I earned my wings, flying became my career, my hobby, and my calling.

This book chronicles my search during my younger years, up through motherhood, and a successful career in another industry. But it really soars when I take to the skies, with one adventure after another, from flying to Alaska, racing airplanes, surviving an airplane crash, and spreading my love of flight through teaching.



I discovered I was a good instructor. When I was in high school, the thought of being a teacher was at the bottom of my list of desired occupations. All I could see was standing in front of a class of kids who didn't want to be there. When I was teaching flying, my students were all in and gave me more satisfaction than I could possibly imagine.

I never expected that surviving an overturned seaplane and almost drowning would be a turning point in my original desire to be a seaplane charter pilot before I even had a pilot's license. Or that those clouds dropping down on me in the middle of mountainous terrain on one of my trips to Alaska would make me a stronger person.

The most important thing I learned was that I was much happier and successful when I found something I wanted to do — and not because someone else thought it was what I should do. Once I launched into aviation, other members of the aviation community gave me the support and direction I could only have dreamed of.

International award for Mary Build

Later this month, Mary will travel to Jordan to receive the "Contributions to Aviation Award" from the [Ninety-Nines](http://www.ninety-nines.org), an international organization of licensed women pilots from 44 countries. The organization's international conference is being held October 27 to November 2 at the Dead Sea Marriott Resort & Spa in Sweimeh, Jordan. Congratulations, Mary!



LEFT: Jim Knights and Fr. Joe McCaffrey prepare for the flight home on a chilly fall morning. ABOVE: Mike Makelbust watches as his Cardinal is refueled at Pocono Mountains Regional Airport.



Catholic Aviation Association updates website, offers speakers

The Catholic Aviation Association recently launched a redesigned website at catholicaviation.org and a new speakers' bureau to give presentations at NAPP members' parishes, according to Terence (Terry) Garrity, vice president of the association.



“I think Ed and Martha are two of the most compelling speakers in the Church in this time when we are seeking to restore belief in the Real Presence,” Terry said. “They complement that

Ed Jozsa: From car crash to a Godly encounter

“Ed Jozsa just finished creating a podcast with Catholicity.com, going out to 19,000 of their members. Ed’s website speaks more eloquently than I possibly can, so here’s the link to his website, [Presence of God Encounters](#),” Terry said. “I especially call your attention to his talk and to the just published article in The Catholic Moment, newspaper of the Diocese of Lafayette in Indiana: [‘Spiritual encounter leads an ordinary man to share his story and God’s message.’](#)”

Martha May: Shroud of Turin ‘Shroud Discovery’

“Our other speaker, Martha May, has a graduate degree in Shroud Studies. Martha recently came through a health challenge and should be available sometime in November. After hearing her [speak on the Shroud of Turin](#), your parishioners will never see the Sorrowful Mysteries of the Rosary the same way ever again. She has a life-size display of the shroud as well as other exhibits, which really bring her talk to life.

quest powerfully — words fail me, but I hope you will consider having them speak to your parish.”

Both speakers seek only to cover the cost of transportation and expenses (such as meals and lodging).

If you are interested in having Ed or Martha speak to your parish, email terry.garrity@catholicaviation.org.

“There is no charge for clergy or other religious to join the Catholic Aviation Association and we would be deeply honored to have all NAPP members join us in our quest for Faith-Flying-Fellowship. We think it’s a great complement to NAPP membership and we hope to round up all NAPP member parishioners involved in any aspect of aviation,” Terry said.

In addition to Terry, three other leaders of the CAA also are members of NAPP: Tom Beckenbauer, president; Ed Jozsa, chief financial officer; and Abe Khadivi, social media chairman.



LEFT: Mike Makelbust talks with Fr. Phil Gibbs on the way to the Poconos for the 2023 NAPP Convention on Monday, September 18.

RIGHT: Mike finds a friend at [Tiffin Aire](#) during a refueling stop in Tiffin, Ohio.



SAVE THE DATES: 2024 NAPP Convention in Fredericksburg, Texas, Gillespie County Airport (T82) — September 16-19