

N.A.P.P.



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No. 1

**President's column:**

**Annual meeting will focus on 2026 convention site and grants**

Dear Members,

I would like to express my thanks on behalf of the membership to Nick Radloff, Mike Makelbust and Tom Enwright, and our generous benefactors, including Doug Rozendaal, Kim Pardon, and Mark and Diane Holt, for all of their work planning and executing the outstanding 2025 annual convention in Mason City/Clear Lake, Iowa.

There could be some adjustments regarding the targets for our philanthropy because the situations in Tanzania and Alaska are changing.

Between now and our Zoom meeting, please give some thought to ideas for the 2026 convention and our January 2026 contributions to organizations which use aviation in the context of priestly ministry.

Sincerely,

**Allen Corrigan, President**



Please keep in mind that since our attendance suffered a bit this year due to some unavoidable conflicts, we will

be holding our annual meeting by Zoom on **Tuesday, September 16 at 7:30 p.m. EDT (2330Z)**. Tom will email the Zoom invitation closer to the meeting date. Please keep that time slot open, as there is much to discuss:

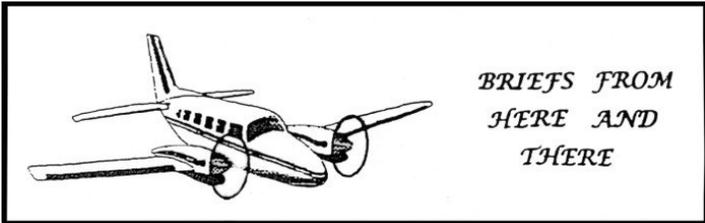
A site for the 2026 convention has not yet been set. During a brainstorming session (not the official meeting) at the Iowa convention, we discussed the following ideas: Dayton, Akron, Madison, Cape May.

The biggest sticking points seem to be:

- Ground transportation and the cost of vehicle rentals
- Finding a site contact person



**2025 convention group photo:** Kneeling in front: Fr. John Wolesky, Fr. John Schmitz, Fr. Gene Murray. Back: Fr. Nick Radloff, Al Taylor, Fr. John Swing, Tom Enwright, Mark Holt (who hosted the hangar reception), Fr. Phil Gibbs, Fr. Allen Corrigan, Fr. Bill Menzel, Mike Makelbust.



**Sacred Heart Parish** in Nekoosa, Wisconsin, celebrated its 125<sup>th</sup> anniversary on June 29. **Fr. John Swing** is the pastor at Sacred Heart and St. Alexander Parish in Port Edwards. He is assisted on weekends by fellow NAPP member **Fr. Bill Menzel**.



The main celebrant for the anniversary Mass was a Wisconsin native, Bishop Robert Flock of Bolivia.

**Reminder to pay your fiscal 2026 dues:** Thanks to the 38 members who already have paid their dues for fiscal 2026 or beyond. If you haven't paid, please send your \$30 to remain a member in good standing. Additional donations are appreciated. Fiscal 2026 began July 1, 2025. PayPal invoices will be emailed later in August. **See the dues form below.**

**Additional ways to support NAPP:** Please remember NAPP in your retirement and estate plans. Those who need to take a required minimum distribution from their Individual Retirement Account can designate NAPP for a qualified charitable distribution. Also, please remember NAPP in your will. For more information, email: [napp.editor@gmail.com](mailto:napp.editor@gmail.com).

**Obituary planning:** Members who are making 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](mailto:napp.editor@gmail.com).

**Death notice:** Associate member **Michael Scott Marsh** of Mesa, Arizona, died of a sudden heart attack on April 25, 2025. He was 71. His wife, Pamela, said Mike was inspector general for the Denali Commission, a federal economic-development agency in Alaska, before retiring about 10 years ago. She said Mike had been a pilot in Alaska and attained a commercial rating. Mike was an attorney and certified public accountant.

**Fr. Al Ruschman** (right), charter member of NAPP, sent this photo in July with the caption, "The crop is coming in! Prayers and best wishes."



**Msgr. Frank Mouch**, another charter member of NAPP, wrote this note in July: "I have joined the UFOs ([United Flying Octogenarians](#)), having piloted a plane after my 90th birthday. When I made the first landing hard, the copilot kindly offered, 'I have experienced worse.'"

**Fr. Phil Gibbs** spotted this in the June issue of AOPA magazine (page 37). Yes, that indeed is **Fr. Bill Menzel** of NAPP. The answer is the "slip."

3 From reader Bill Menzel: What flight maneuver is known by three similar names, has two basic purposes, and is executed in approximately the same manner?

**Associate member**

**George Gratton** was a forum presenter at EAA AirVenture in Oshkosh in July. In his talk, "Mayday: SEL IFR Engine Failure," George recounts an in-flight emergency while flying to the NAPP convention in July 2021. See "Emergency over Georgia" in the [August 2021 NAPP newsletter](#). George also helped CJ Sumpf with a Vintage Aircraft Workbook Workshop on pilot's operating handbook.

**Fr. Gene Murray's** great-great-nephew, Avery Fetrow, is entering the seminary for the Diocese of Sioux City. Avery, the son of Mike and Jill Fetrow of Storm Lake, Iowa, will be studying at Immaculate Heart of Mary Seminary in Winona, Minnesota.

**2026 NAPP Dues – U.S. \$30.00**  
Fiscal year began July 1, 2025

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

In addition to the \$30 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](http://priestpilots.org) and click on the **Donate** button.






# 2025 Convention: Planes, tours, great food and fellowship

Eleven members attended the 2025 NAPP Convention July 15-18 in Mason City/Clear Lake, Iowa. The convention was hosted by Fr. Nick Radloff, assisted by Mike Makelbust and Tom Enwright. The convention hotel was the Best Western Holiday Lodge in Clear Lake.

Four NAPP aircraft landed at Mason City Municipal Airport (KMCW):

- Piper Comanche piloted by Fr. Bill Menzel (accompanied by Fr. John Swing) from Wisconsin Rapids
- RV-8 piloted by Fr. Gene Murray from Storm Lake, Iowa
- Cessna Cardinal piloted by Fr. John Schmitz from Versailles, Missouri
- Mooney M20 piloted by associate member Al Taylor from Necedah, Wisconsin

Following the traditional opening-day pizza supper in the hospitality suite, members enjoyed an evening cruise on the Lady of the Lake, a paddleboat on Clear Lake.

Fr. Allen Corrigan, NAPP president, prepared the liturgical music and was the organist for the annual Mass at St. Patrick's Church in Clear Lake. Fr. Nick was the celebrant for the Wednesday morning Mass.

**The NAPP annual meeting, which normally is part of the convention, is being postponed until Tuesday, September 16. It will be conducted via Zoom at 7:30 p.m. EDT (2330Z).** Members will receive an email in early September with a link to the Zoom session, which



Fr. John Swing and Fr. Bill Menzel with the trusty Comanche from Wisconsin Rapids



Fr. John Schmitz with his Cessna Cardinal

members toured the Surf Ballroom and Museum, which was Buddy Holly's last performance location before the musician was killed in a plane crash north of Clear Lake in 1959.

On Wednesday evening, members were special guests at a hangar reception and steak dinner. Mark and Diane Holt hosted the reception, and the dinner was hosted by Doug Rozendaal and Kim Pardon.

Following dinner, Doug was the convention's featured speaker. He is an FAA designated examiner and warbird airshow pilot with more than 10,000 hours in more than 170 types of aircraft. His topic was "Return to Normandy: D-Day + 75 Years." As part of the D-Day Squadron team, Doug retraced the historic 2019 flight of a C-47 that led the D-Day invasion in France during World War II.



Al Taylor checks the oil on his Mooney

On Thursday, members toured the Stockman House, which was designed by architect Frank Lloyd Wright. After lunch, some members toured Music Man Square, which includes the boyhood home of composer Meredith Willson and sets from the movie, "The Music Man."

Thursday's highlight — and the reason for scheduling the 2025 convention in July rather than September — was the Third Thursday Burger Burn at the Rozendaal hangar. Msgr. John Hemann, one of the legendary leaders of NAPP, had a perfect attendance at the monthly Burger Burn cookouts until his death in 2021.

This installment of the Burger Burn featured numerous vintage aircraft that were headed to EAA AirVenture in Oshkosh, and the pilots used Mason City as a stopover. Some NAPP members had an opportunity to meet Darren Pleasance, new president of the Aircraft Owners and Pilots Association (AOPA).

Most of the NAPP members headed home on Friday with favorable weather conditions.

**Photos from the 2025 NAPP Convention in Mason City/Clear Lake, Iowa**



ABOVE: Fr. John Wolesky, Fr. Nick Radloff and Mike Makelbust on the Clear Lake boat ride.  
BELOW: Fr. John Schmitz and Fr. Gene Murray.



Touring the visitors' center for the Stockman House (shown below), which was designed by Frank Lloyd Wright.



National Association of Priest Pilots Newsletter



Fr. Nick Radloff celebrates Mass for the members at St. Patrick Church in Clear Lake. Fr. Allen Corrigan arranged the liturgical music and was the organist.



Touring Music Man Square, which includes the streetscape replica from the "The Music Man" movie, the Meredith Willson Museum and Willson's boyhood home. Born in Mason City in 1902, he is best known for writing the script, lyrics and music for the Broadway musical "The Music Man," which later became a movie.



Fr. John Swing has a special appreciation for "The Music Man." He had a part in his seminary's theatrical production.



**Photos from the 2025 NAPP Convention in Mason City/Clear Lake, Iowa**



Wednesday evening reception in the hangar of Mark and Diane Holt. The steak dinner was next door at the hangar of Doug Rozendaal and Kim Pardon.



Watching the KMCW flight line from the patio before dinner.



Fr. John Swing and Fr. Gene Murray



Fr. John Swing and Fr. John Wolesky



This is Doug's title slide for his presentation to the NAPP group. For more about the 2019 flight that he piloted, see this story from [Minnesota Public Radio](#).



Doug grills the steaks and shows how to prepare Iowa sweet corn.



LEFT: Doug carves the steaks while Kim makes everyone feel at home in their hangar. ABOVE: Doug tries out his new NAPP hat, presented by Fr. Nick Radloff.



**Photos from the 2025 NAPP Convention in Mason City/Clear Lake, Iowa**



The Third Thursday Burger Burn at the Mason City airport on July 17 attracted a crowd because of the aircraft stopping over en route to Oshkosh for EAA AirVenture.



The NAPP table provided a good view for Doug Rozendaal's post-supper remarks including his introduction of Darren Pleasance, president of the Aircraft Owners and Pilots Association.



Vintage warbird trainer aircraft taxi out for practice formation flying, giving Burger Burn spectators a remarkable airshow.

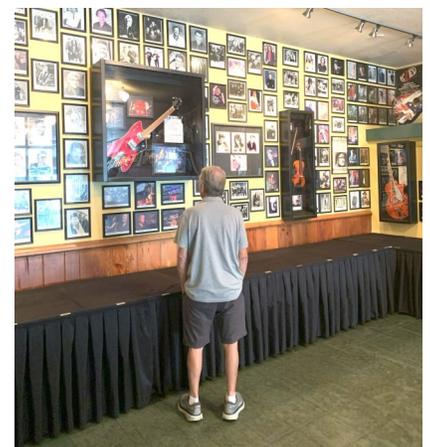


Msgr. John Hemann held the record for perfect attendance at the Burger Burn until his death in 2021.

**Convention photos by Fr. Allen Corrigan, Fr. Gene Murray and Tom Enwright**



"The NAPP Convention was held a 10-minute drive plus a half-mile walk to the 1959 crash site of Buddy Holly, Ritchie Valens and "The Big Bopper," J. P. Richardson, who lost their lives shortly after departing Mason City Municipal Airport, along with pilot Roger Peterson. I visited the memorial early on Wednesday, July 16, while most of the other priest pilots were still sleeping." — Fr. Allen Corrigan



Mike Makelbust looks over the memorabilia at the Surf Ballroom in Mason City. It was the last concert venue for Buddy Holly.

## Photos from EAA AirVenture Oshkosh 2025



### AirVenture 2025 by the numbers

**Attendance:** Approximately 704,000 – highest total on record. (Previous: 686,000 in 2024).

**Total aircraft:** More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 16,246 aircraft operations in the period from noon July 17 to noon July 28.

**Total showplanes:** 2,543

**Camping:** More than 15,000 sites in aircraft and drive-in camping.

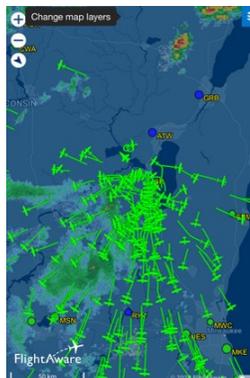
**Volunteers:** Approximately 6,000, contributing nearly 300,000 hours.

**Commercial exhibitors represented:** 962 (record).

**Forums, workshops, presentations:** More than 1,600 sessions at 65 venues.

**Looking ahead:** AirVenture 2026: July 20-26

Source: EAA



**Photos by  
Tom Enwright**



# Three days in Maine: Going for a seaplane rating

*First of two parts*

**By Jim Knights**

Airplane Single Engine Sea. Those words now appear in the “Ratings” block of my brand-new Temporary Airman Certificate.

After acquiring a 1949 Stinson 108-3 last year, I was reintroduced to the tailwheel world (I once owned a Taylorcraft BC12D) and the need for quick footwork during take-offs and landings, especially with crosswinds. This is most especially true with the Stinson 108-3 “Flying Station Wagon” due to its prominent vertical stabilizer, the largest of the 108 series. The airplane has a true talent for attracting crosswinds.

The FAA considers all aircraft that operate on water to be the same class, “seaplanes,” whether they are monohulled flying boats, floatplanes (landplanes reconfigured with twin floats) or amphibians. In this article I use the terms “seaplane” and “floatplane” interchangeably, mostly because I’m lazy.

The various aviation magazines that appeared in my mailbox over the following winter included articles on seaplanes. Often mentioned was that the skills a pilot learns in handling a seaplane under different wind and water conditions transfer directly to operating landplanes. Since I desperately wanted to avoid ground looping my Stinson (with me in it), my interest was piqued. Also, the overall idea of flying on and off the water was just intriguing. I began looking into the ASES rating. For instance, where could I go for training?

A number of years ago, I’d visited famous Lake Hood in Anchorage, Alaska. Lake Hood is the largest seaplane base in the world and, I have to say, it’s very impressive. Hundreds of airplanes on floats line the shores and they come and go constantly. Though earning the rating there would certainly be memorable, everything costs something. The “something” in this case, aside from the airline fare, was that Lake Hood is adjacent to Ted Stevens Anchorage International Airport. So, already busy airspace can become busier still, plus tower communications are mandatory. All of

this adds up to additional task loading for a pilot learning to operate a seaplane. I decided against it.

## Searching for a school

Fortunately, I traverse the length of New England at least four times a year. My wife and I own a cottage on Prince Edward Island, Canada, that we rent to tourists. Every spring I drive up to PEI to open the cottage and return in the fall to close it.

By the time I’d gotten this far in my planning process, I’d already joined the [Seaplane Pilots Association](#). It has a Seaplane Flight School Directory, which is available to members and non-members. I began the search for a school somewhere along my route through New England.

After a few false starts, I “landed” on [Central Maine Aviation](#) located west of Bangor, Maine. I drive past Bangor every year, so their location was great. On top of that, the owner, Charlie Surprenant (usual pronunciation ☺) actually answered my email.

Charlie, whose ancestors were from Quebec where he still has family, is a CFII and a Designated

Pilot Examiner for both wheels and floats. He operates a flight school out of Pittsfield Municipal Airport (2B7), Pittsfield, Maine, with help from his CFII daughter, Erin Coulter. I asked Charlie if I could stop by en route to PEI mid-May. Alas, he explained his Cessna 172 Hawk XP II remains on wheels until June, when he switches it to floats for the summer. Not a problem, since I’d pass by again in mid-June.

## Perfect Father’s Day gift

By the way, this was to be my combined birthday and Father’s Day gift.

Charlie explained he would be my CFI as well as my examiner. However, since he was to be my examiner, he couldn’t legally endorse me for the check ride. That would be handled by Erin.

Years earlier, Charlie had transplanted from Massachusetts to a 30-acre farm on Big Indian Pond near Saint Albans, Maine. In addition to his home and barn



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(and four horses), he has a cabin in a private location on the shore for his seaplane students. A scant few yards from the cabin is a dock with the Cessna floating at the end, so the place does double duty as a base of operations. Perfect. We set a start date of June 15th, Father's Day.

To prepare, I read the seaplane section of the FAA's *Seaplane, Skiplane, Float/Ski-Equipped Helicopter Operations Handbook*. As you can probably tell from the title, it was uninspiring. It reads like it was written by a government bureaucrat. Go figure. Fortunately, I later read in the SPA's *Water Flying Magazine* about Burke Mees' *Notes of a Seaplane Instructor: An Instructional Guide to Seaplane Flying*. That was much better, but, as I later discovered, far too involved on subjects such as "sailing" a floatplane on the water — at least too involved for a new seaplane pilot.

I'd never been to that part of Maine before, but I knew I was getting close when I saw a float-equipped Cessna cross my path at about 1,000 feet. Fifteen minutes later I arrived at Charlie's "camp" (his word) just as he was about to give a check ride. It was Saturday, June 14<sup>th</sup>. After a quick "hello," he explained that he and Erin had scheduling issues, so she would be my CFI the following day, the first day of my instruction, but she wouldn't be available later to endorse me for the check ride. There was a new plan: After I flew with Charlie, we'd fly to a nearby seaplane base where I'd be evaluated by another instructor who would, if all went well, endorse me for the check ride. That was to change.

A few minutes after Charlie and his student departed, Erin and a student she was endorsing arrived at the dock behind the yoke of her Cessna 180 floatplane. We met and exchanged backgrounds. Erin had been a naval aviator who had flown F-18s and F-35s and had also been an instructor pilot. She had transferred to the Maine Air National Guard where she is a major and flies the KC-135 aerial tanker. As if she weren't busy enough flying as a CFII and with the Air Guard, she is also a first officer with an airline. After leaving the Navy, Erin bought a house on Big Indian Pond directly opposite her parents. You can stand on Charlie's

dock, look across the Big Indian Pond, and see Erin's docked 180 staring back at you.

By the way, they call it a pond, but it looks like a lake to me. Erin told me it goes by several names. The small town of Saint Albans sits at the southern tip of the pond/lake, whatever it's called.

After about 45 minutes, Charlie returned with a newly minted seaplane pilot, who had a bit of an issue with docking the Cessna. Yes, docking can be problematic.

More on that later. Charlie invited me to dinner along with Erin and the Northeast's newest seaplane pilot at a local pub/brewery owned by friends. We were later joined by one of her friends, also an Air Guard KC-135 driver who commutes from Mississippi for her Guard duty in Maine.

That night I spent the first of four nights in the cabin. As you can see from the photos, it's only yards from the shore.

The setting is idyllic. Like

most of central and northern Maine, Saint Albans is quite rural and while there are other houses on the large pond, there aren't many. The night was very still with the silence being broken only by the occasional yodels of the loons or a distant splash.

### **'Fly over where the beavers live'**

The next morning, I rose to see Big Indian Pond enshrouded in fog. The forecast, however, was good and the fog rose and dissipated in a couple of hours. That wasn't a problem, because this being Sunday and Father's Day, Charlie, who had another check ride to administer, didn't want us to start flying earlier than 10 a.m. Noise abatement and being a good neighbor were high on his list. During my training, he was constantly cautioning me to avoid flying over houses and cottages. "Fly over where the beavers live, not the people."

Eventually, Charlie and his next ASES candidate appeared, as did Erin. Every evening or during inclement weather, Charlie pulls the Cessna out of the water on a pair of rails. He and Erin got it back into the water and repositioned at the end of the dock, then he and his student began the oral part of the practical while Erin gave me a preflight briefing.

Never having flown a floatplane, I really had no idea what to expect. Much of what happens in seaplanes is

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contrary to how we operate wheeled airplanes. For example, at Charlie's dock, you can only board from the pilot's side. As the CFI, Erin got in first and took the right seat, but did not buckle in. Both pilots remain "detached" from the airplane — no seatbelts or headsets until it's away from the dock and the engine is started. This is a safety measure so you can quickly evacuate if something untoward happens. While that was unlikely on the pond's placid waters, seaplanes operate in many different environments, so it's smart to develop safe habits.

During my stay, I was relieved to have flyable weather and fairly light winds. For the three days prior to my arrival, the other students were challenged by considerable wind. On this day, the wind was from the south, along the length of long and narrow Big Indian Pond. It remained that way during my time there. That made things a little easier on me.



Preflighting can be interesting. Seaplane floats are legally required to have at least four independent compartments, so if one floods the others will keep it afloat. These compartments are *not* watertight. The floats on Charlie's Cessna have seven compartments for a total of 14, all of which must be pumped by hand during preflight.

Some compartments will have more water than others. Be sure to aim *downwind*. While you're doing that, you're checking the floats' struts and braces, as well as control cables and water rudders. Remember, the entire preflight is conducted with the airplane in the water and those floats you're standing on are narrow.

Erin and I would fly while Charlie was conducting his candidate's oral exam.

**'Never let the airplane leave the dock without you'**

When we were ready for my first floatplane flight, I untied the two ropes securing the Cessna's left float to the dock and then stepped onto the float and into the left seat, quickly adjusting it so I could reach the rudder pedals. As soon as you untie a floatplane, it begins to move. I had to get into the plane before the wind blew it back and away from the dock, so I didn't waste any time climbing aboard. Charlie would later admonish me: "Never let the airplane leave the dock without

you." That's often more challenging than it sounds.

Adding to the excitement, Erin told me to push the nose away from the dock before boarding. Again, the wind was taking the airplane, so I had to hurry. I "sort" of did what Erin directed, but as I got in, she said, "Next time, push harder."

Time for engine start. As soon as a seaplane's propeller starts spinning, it starts to move — you have no brakes on the water. (When you start a multi-engine seaplane, it starts moving in a circle.) So, before engaging the starter, you ensure the airplane is pointed in a safe direction with no watercraft or obstructions, such as rocks or the shore, in the way.

Charlie's Cessna has a Lycoming IO-360 rated at 210 horsepower and a constant speed propeller. It has the factory seaplane package, but the original Edo floats have been replaced by Aqua 2400s. Being fuel injected, there is no carburetor heat, but it does have to be primed with the fuel pump, mags checked, and the prop exercised. I also

verified that the water rudders were lowered. These are on the aft end of each float and are cabled to the "air" rudder for directional control on the water. They must be raised by a floor-mounted lever prior to take-off.

**Three ways to taxi**

With that done, Erin "idle taxied" to the middle of Big Indian Pond to demonstrate a normal takeoff. On floats, there are three ways to taxi: idle taxi; plow taxi; and step taxi. Not wanting to get too technical, I'll only say that in idle taxi, you are moving under idle engine power, or maybe a bit more if you have a tailwind. You have more power and speed with the plow taxi, and with the step taxi you add enough power to "get on the step," or the forward half of the floats. Being on the step minimizes the considerable drag created by the floats and is where you must be to take off.

Each method has advantages and disadvantages. Idle taxi is slow, but safe, especially for the propeller. Propellers are very susceptible to water erosion, which can happen very quickly. For that reason, Charlie was adamant about keeping engine RPM at 800 or below. For the same reason when on the water you always

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maintain full up elevator to keep the propeller as far from the water as possible.

Plow taxiing is faster and more stable than the step taxi, but exposes the propeller to more erosion. Step taxiing is the fastest, but can be very unstable in a crosswind or turns.

Most turns on the water are to the left to take advantage of the natural left-turning tendencies of single-engine airplanes. Also, in a headwind it helps to lower the left aileron by turning the yoke to the right. The drag caused by the left aileron will pull the left wing back. Again, I don't want to get too deep in details, but in a 180-degree turn with wind you will be manipulating the ailerons in both directions. You must consider how to use the wind to turn, which is opposite how you bank and turn in the air — to turn left you “bank” to the right. Keep the flaps up while taxiing because they act like sails and also blanket an aileron and can make it difficult to turn, as I confirmed by experience.

**Ready for takeoff**

Keeping full up elevator and 20 degrees of flaps, Erin advanced the throttle. As speed increased, the nose rose, hesitated, then rose again significantly, obstructing the forward view. At that point, she relaxed the elevator to neutral, lowering the nose. She looked for what was for her the correct sight picture to get the plane “on the step.” When she had it, she said, “Now, memorize how that looks to you.” I saw about 2 inches of water between the top of the cowling and the distant shore.

Once you have the correct sight picture, you leave it there. Don't rotate to lift off in a seaplane as you do in a landplane. The airplane quickly became “unstuck” from the water and levitated nicely. Erin let me take it for the climb. After bleeding off the flaps and getting away from any populated areas, I did steep turns, slow flight, and a stall. No problems. With those floats hanging under the airplane, it stalled much sooner than I was used to. It didn't mush at all: the nose dropped cleanly, but wasn't overly dramatic.

As you might imagine, the floats add to the plane's side surface area, causing it to yaw quite easily. Throughout my training it was a real challenge to keep

the turn coordinator ball in the middle.

After the air work, Erin had me aim at a lake a few miles away. As we approached, she pointed out rocks and obstructions and covered the various methods to determine wind direction. A great thing about flying floatplanes is that it's generally possible to land directly into the wind. (OK, so that's not so easy on rivers.)



After selecting a landing area, Erin let me fly downwind and base. She took it for the approach to demonstrate a normal landing. Setting the flaps to 20 degrees, she set up final approach at 70 knots. She rounded out as you would in a landplane, found her sight picture, and kept it as we settled into the water. Erin explained that you never do a full-stall landing in a seaplane. As soon as we touched down, she brought the power to

idle and pulled the yoke all the way back. With all that drag, the airplane quickly came to a stop. Again, nothing dramatic other than the sound and feel of the floats touching down on the lake's surface.

Now it was my turn. I mimicked what Erin had done during takeoff and landing and got the same results. This was a hoot!

*To be continued in the October newsletter.*



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](http://priestpilots.org)

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

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