

N.A.P.P.



Volume 62

October 2025

No. 2

President's letter: Fr. Allen Corrigan

From USS Shenandoah to Apollo, honoring our heroic aviators

Dear Members,

On Sunday, July 20, 1969, my Dad dropped off five newly minted eighth graders from Saint Angela Parish in Fairview Park, Ohio, at a high school seminary in Donaldson, Indiana, for a "Vocation Awareness Week." This marked the beginning of a vocational journey for classmates David, Donald, Jim, John, and me. Students of history will notice that it was also the day of Apollo's landing on the lunar surface.

The five of us were launched into this world a little before that of Sputnik I, the world's first artificial sat-

ellite, and we were thereby officially "space-age babies." We were of a generation deeply aware of the incredible accomplishment, heroism, and sacrifice of the test pilots, astronauts, and others who made this incredible feat possible.

But many came before them. One hundred years ago this past September, Commander Zachary Lansdowne and 42 other U.S. Navy aviators were aboard the great airship, the [USS Shenandoah](#), when it broke apart in a squall at altitude over Caldwell, Ohio. The Commander and 13 others were lost in this first major aviation disaster in the United States.

From the Shenandoah to Apollo, countless adventurers have slipped the surly bonds of Earth to advance the science and practice of aviation in service to humanity, as have many members of the National Association of Priest Pilots. And just as at the age of 12 I



The USS Shenandoah Monument in downtown Ava, Ohio. At the top of the arch is a bronze replica of the airship.



USS Shenandoah Marker #1 near Caldwell, Ohio. The engraved marker is set at the place where Commander Lansdowne's body was found.

Continued on Page 2

Continued from Page 1

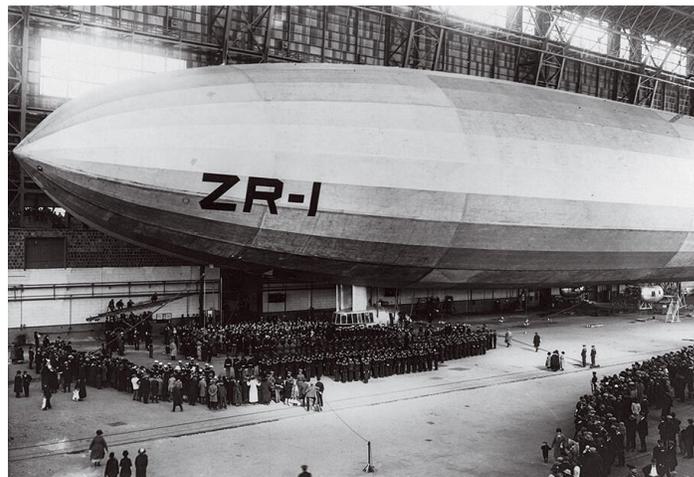
was deeply immersed in everything I could learn about space flight, for the past decade or so I've been equally engrossed by the story of the Shenandoah, for without those early adventurers, human beings may never have ventured beyond the atmosphere of Earth.



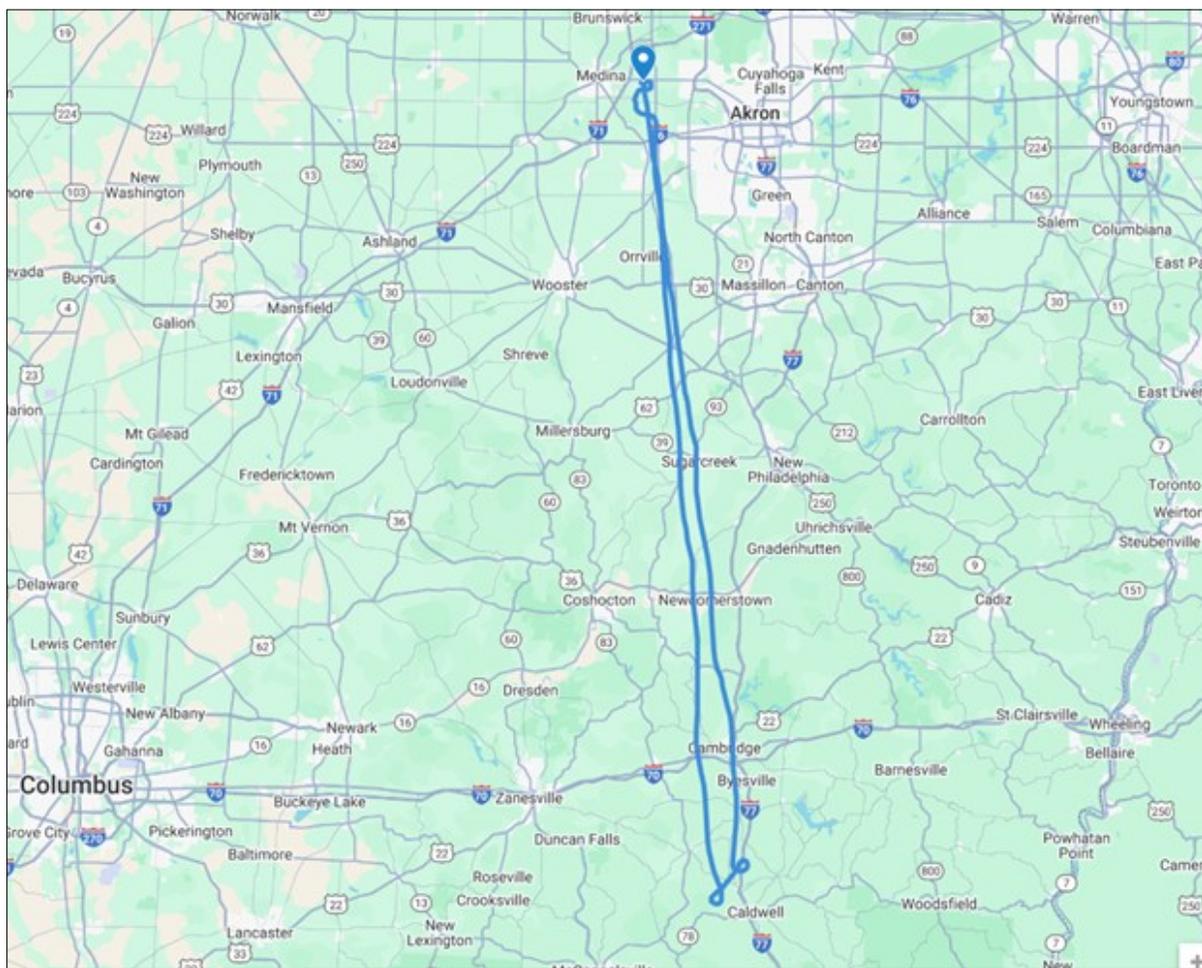
A few years ago, my friend and flying partner, Ron, and I flew to Cambridge Municipal Airport (KCDI), borrowed the courtesy car, and drove to the three memorial sites for the Shenandoah, as well as the monument in nearby downtown Ava. And yet, I still wanted to do more to commemorate this important and sad aviation disaster.

This past September 3, on the exact 100th anniversary of the last flight of the Shenandoah, I completed a Centennial Commemorative Flight in honor of those early adventurers. I departed Medina Municipal Airport (1G5) in Skyhawk N6172D for the vicinity of Caldwell. Having plotted the three crash sites, I circumnavigated each of them and returned to 1G5. It was a flight of 176 nautical miles, which took a little over two hours in very turbulent skies. It was, for me, an important and emotional flight.

Against all odds, of those five eighth graders who viewed the lunar landing in a stuffy seminary classroom in Indiana, four of us stuck it out all the way to ordination, and all of us are still priests in the Diocese

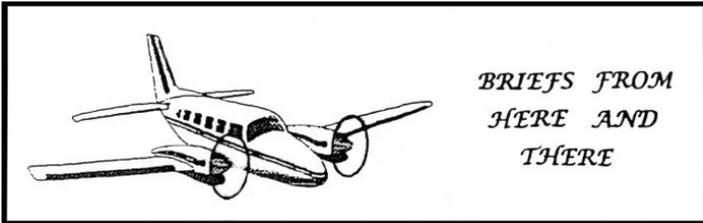


Christening ceremonies for USS Shenandoah (ZR-1), held inside the airship hangar at Naval Air Station Lakehurst, New Jersey, in October 1923. (National Air and Space Museum archives)



of Cleveland. Another classmate, my best friend in the class, Mark, is a cousin of Neil Armstrong.

I find it overwhelming how all of these stories overlap and interconnect, and I'm grateful for having the opportunity to honor the USS Shenandoah with that Centennial Commemorative Flight.



Remembering 9/11

In observance of the 24th anniversary of the terrorist attacks on the United States, Fr. Joe McCaffrey, an FBI chaplain and NAPP member, was a guest on Pittsburgh radio station KDKA. He recalled consoling FBI agents, first responders and the families of those who were on United Flight 93, which went down near Shanksville, Pennsylvania, on September 11, 2001.

Fr. Mac noted the scripture readings for September 11, 2025, have a theme of compassion, forgiveness, mercy and love. (Colossians 3:12-17; Luke 6:27-38)

He recalled how the American people came together in prayer and support in the aftermath of the 9/11 attacks. In contrast, he said, Americans now are divided over political ideologies, resulting in a loss of courtesy. Fr. Mac called on leaders to model courtesy and respectful dialogue, recognizing the dignity of all human persons. He ended the interview with a prayer for healing. [Listen to the interview here.](#)

Update on Fr. Paul Baseford

Associate member George Gratton shared this note in August:

“I just had a long conversation with Fr. Paul Baseford (who lives in California). He is indeed alive and well, even as a centurion. A military pilot in his area just celebrated his 100th birthday. For a birthday celebration, he had a flight in a P-51! He had flown in WWII and Korea. Since the P-51 is Fr. Paul’s favorite plane, he was inspired to try to find a P-51 trainer owner to convince that he also needed a P-51 flight. Personally, I hope he gets his wish. When you are a centurion, there is no time to waste being bashful! He still has good spirits and full command of his faculties. ... He still has seller’s remorse for ever selling his Skyhawk, but reality is what it is, and we all carry on as best we can. I am scheduled for BFR tomorrow, and hope Father Time didn’t take too much out of me. All else is OK, as we remain blessed.”

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.

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.

Congratulations to a new airline pilot

Fr. Bill Menzel writes:

“In previous editions of the NAPP newsletter, I have submitted stories about Hobie Lippold, whom I started mentoring when he was 11. He is now a first officer for Republic Airways at age 22, flying their E170/175. He flew his initial operating experience (IOE) trip on September 7 and 8, 2025. He is now on reserve for Republic. Once he moves up in seniority, he will be able to bid his trips.”



Hobie Lippold on a flight with Fr. Bill Menzel in December 2014



Parish festival prize reaches new heights

Fr. Phil Gibbs, pastor of Resurrection Parish in Dubuque, Iowa, donated a flight in his Cessna 182 as an auction prize for the parish festival in August. The auction description deserves a blue ribbon:

“Join Father Phil for a one-hour flight for two or three people over the lovely countryside. Father Phil will serve as your personal pilot and spiritual director as he takes you closer to heaven in his airplane named ‘Angel One.’ Seatbelts are mandatory and confession is optional.”



WWII museum in Minnesota is a gem to experience

By Fr. Gene Murray

My father was a wandering Aramean. (Deuteronomy 26:5)

This was a phrase that kept going through my mind as I reflected on our flights to Granite Falls, Minnesota, to visit the [Fagen Fighters WWII Museum](#). During the NAPP Convention in Iowa this past July, Mike Makelbust and I were a couple wandering airmen wondering, pun intended, where we should fly in September. We both decided we wanted to go to Granite Falls. We had heard that Ron Fagen, known in the Midwest for building ethanol



Mike Makelbust and Fr. Gene Murray

plants, had built a very nice private museum there and we were delighted at what we found.

The main entrance is about 50 feet from the FBO. Inside we were greeted by a knowledgeable curator who gave us a very informative introduction to the place, which consists of four large buildings of displays very professionally done plus an authentic control tower and a pilot briefing Quonset, and a fully operational maintenance and restoration shop.

In addition to the beautifully re-

Continued on Page 5



Continued from Page 4

stored operational aircraft, there were several static displays authentically done with life-sized mannequins in period-correct clothes. We were both impressed with the rail boxcar imported from Germany with German soldiers unloading American prisoners right next to the display of soldiers landing on Omaha Beach with sand imported from the beach itself.

As we wandered through the displays, Mike, being a motorcycle guy in his youth, was quite taken by the Army Harley-Davidson with a holstered M1 rifle mounted on the handlebars.

There was a rare P-47, a type that was flown by my sister's brother-in-law

who, when he was in training, buzzed our hometown's main street doing barrel rolls at a hundred feet off the ground.

There was a Curtis Helldiver on display, a type that my cousin was killed in in California.

The displays were all interesting and sometimes disturbing to our imaginations. Nevertheless, we found them impressive and our visit worthwhile and enjoyable.

By 1 p.m. we were hungry and borrowed the airport courtesy car and headed into town for a sandwich at Carl's Bakery. It was a perfect day, and at a little after 2 p.m. we departed for home. It was a day well spent by a couple of "wandering airmen"!



Mike Makelbust next to one of the lifelike displays at the museum in Granite Falls.

Important advisory regarding NAPP dues invoices via PayPal

Thanks to those members who 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. See the dues form on this page.

Many members proactively pay their dues based on the reminders in the newsletter. However, NAPP is using a PayPal invoice system to engage the remainder of our membership.

The system began as a test in 2024 after the idea was presented at the annual meeting in Fredericksburg, Texas. It proved to be successful by keeping more members up to date with their dues — and in some cases members said they no longer were interested in being part of the organization, so the process helps to clean up our membership list.

On August 30, 2025, 29 invoices were emailed via PayPal. Reminders were sent on September 26, and 10 already have paid. ***So, thank you if you have paid!***

If you receive the invoice, you have the option of paying online or sending a check.

The invoice says it is from "National Association of Roman Catholic Priests Pilots Inc.," which is NAPP's legal name. That might seem confusing, but it is the way the PayPal account was set up years ago under the leadership of Fr. Mel Hemann.

If you have questions, please contact me at

napp.editor@gmail.com. Thank you for your support of NAPP. Without your dues, our capacity for charitable grants would be greatly diminished.

Tom Enwright, Treasurer

2026 NAPP Dues – U.S. \$30.00

Fiscal year began July 1, 2025

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 \$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 and click on the **Donate** button.

Donate



Trip to Gander highlights its vital role in World War II and in welcoming stranded passengers on 9/11

By Jim Knights

In September, my wife, Dorothy, and I traveled throughout Newfoundland. For a pilot, especially one with an interest in history, it isn't possible to visit the place Canadians call "The Rock" without a stop in Gander.

Why? For me, there are two reasons.

First, Gander played a pivotal role during World War II. The shortest distance between North America and Europe is between Newfoundland and the British Isles. Originally a logging camp, Gander was chosen for development as an international airport in the 1930s. Not only is Gander positioned on the "Great Circle" route between North America and Europe, but it had the advantages of possessing flat topography, excellent drainage, and close proximity to Gander Lake, which could accommodate the "flying boats" in common use during that era.

While plans for international passenger air travel were halted by World War II, the war accelerated Gander's development as an important air hub. The British Royal Air Force, in conjunction with the Royal Canadian Air Force and the U.S. Army Air Force, ferried thousands of aircraft to the European theater by way of Gander. All three allied nations had hundreds of personnel stationed there. After the war, the airport and its supporting infrastructure were turned over to the government of Newfoundland. International passenger service began in earnest immediately after the war, and Newfoundland, still a British province until 1949, wasted no time in converting the former military base to civilian use.

Through the combined efforts of the allied air forces and civilian employees — mostly Newfoundlanders — approximately 4,000 aircraft were ferried to Europe via Gander. There was a human cost, however. Crossing the Atlantic by air 80 years ago was extraordinarily hazardous. Chances of survival after ditching were slim. After departing Gander eastbound, 64 aircrew members were never heard from again. Added to the number of those who died in accidents and were recovered, the total number of Gander-related fatalities, includ-



Commonwealth War Graves Commission Cemetery

ing passengers, is about 100. Interestingly, the first fatality was Dr. Frederick Banting, the co-developer of insulin.

The Commonwealth War Graves Commission Cemetery was soon established to receive the bodies of air accident victims. It is still there. The United States shared the cemetery and accounted for 50 wartime burials. After the war, those remains were repatriated to the United States, while most of the RAF and RCAF graves remained. This accounts for the scattered appearance of headstones at the cemetery in the attached photographs.

Today, Gander is still a major stopover point for flights to and from Europe. For all eastbound flights, Gander Control handles air traffic until the mid-Atlantic, when Prestwick Control in Scotland takes over and vice versa for westbound flights.

That brings us to the second reason why Gander is significant: 9/11.

In response to the terrorist attacks on the United States on September 11, 2001, American airspace was immediately closed. Two hijacked commercial flights hit and destroyed the World Trade Center towers in New York City. Another hit the Pentagon. Passengers on a fourth intervened when it was hijacked, but it crashed in Shanksville, Pennsylvania. No one knew



Continued on Page 7

Continued from Page 6

what was happening or what to expect. Every airplane in the sky was suspect. All flights within our borders were directed to land and no others were allowed to enter U.S. airspace, including all those in transit from abroad. They had to go somewhere.

In what would soon be called Operation Yellow Ribbon, over 200 inbound flights to the United States from various countries were directed to Canada, with 38 wide-bodied aircraft rerouted to Gander, including four military. Without warning, almost 6,600 people were added to Gander's population of only 10,000, an increase of over 50%. Remember, none of these people, including the residents of Gander, knew what was happening or how long it would last. Most of the new arrivals had no idea where they were. They were stranded, confused, and worried for loved ones in the affected American cities. Many were children.

Gander International Airport received the third highest number of diverted flights, behind Vancouver and Halifax. However, those two cities were better able to absorb the unexpected influx of new arrivals.

During the five days until U.S. airspace reopened, the people of Gander donated food and shelter for their visitors. Striking school bus drivers got back behind the wheel to provide transportation. Residents took foreign strangers into their homes. Bonds were created and friendships formed that have lasted to today. Like their ancestors who built and manned lighthouses, the people of Gander were a beacon in the darkness.

The play "Come from Away" commemorates Gander's role in Operation Yellow Ribbon. The play runs every summer in Gander and has been on tour. It's now streaming on Apple TV+. It's well worth watching.

The [North Atlantic Aviation Museum](#) in Gander tells the story of the town's contributions during World War II and Operation Yellow Ribbon.

Next year, 2026, will be the 25th anniversary of 9/11. Many of those once-stranded and frightened travelers who "come from away" will return to the small Canadian town for a celebratory reunion with those who offered them friendship and solace during a terrible and uncertain time.

Operation Yellow Ribbon

SEPTEMBER 11, 2001, 12:28 PM
EASTERN DAYLIGHT TIME

Airspace over Canada and the US is closed and Transport Canada commences Operation Yellow Ribbon. The assignment? To land all aircraft in transit as soon as possible at alternate airports. Gander's Area Control Centre has the formidable task of re-routing hundreds of aircraft.



The North Atlantic Aviation Museum has a static display of a Canso, the PBY Catalina built under license in Canada during WWII. This one was converted to a water bomber by Newfoundland when it was a single province. Since then, it and Labrador have been combined as the province of Newfoundland and Labrador. Notice the aft observation bubbles have been eliminated. It's a memorial to two pilots killed fighting forest fires in Newfoundland.



A Lockheed Hudson is on display at the museum. It was used as a light bomber, troop transport and maritime reconnaissance aircraft during World War II.



Jim Knights took this photo at Gander International Airport. "It's not Air Force One, but it's an official 737."



The North Atlantic Aviation Museum opened in Gander in 1996. A fundraising program is underway to expand the facility.

Three days in Maine, Part 2:

The thrill of putting it all together on floats

NAPP associate member Jim Knights wrote a two-part article describing his seaplane training experience at [Central Maine Aviation](#) west of Bangor. Part 1 appeared in the [August newsletter](#). In Part 2, he describes how he attained his Airplane Single Engine Sea certificate.

Landplane pilots know very well that they should never “drag in” on final approach, but that’s exactly the correct procedure with seaplanes doing a glassy-water landing. I’ve never gotten as close to treetops as I did during glassy-water landings. Yes, it was *exciting* (understatement).

By Jim Knights

We ended Part 1 with my first seaplane/floatplane takeoff and landing.

With seaplanes, there are four takeoffs and landings that have to be mastered: normal, glassy water, confined area, and rough water. In 1.4 hours, Erin introduced me to all four.

To be brief, water undisturbed by the wind is really a mirror, so pilots will have no depth perception and can’t be sure exactly where the surface is. The technique for landing is to find an area that will allow a *very* low approach over terrain. Since there’s no wind, you can land in any direction. “Dragging it in” will give you a height reference as you clear the shore. You establish 60 knots (in this airplane) and 2,000 RPM with a slightly nose-high attitude. The descent rate is 150 feet per minute.

Now the hard part: you wait

Now the hard part: you wait. Don’t attempt to hurry the process. Patience is not my super power. Touching down should be a surprise and should be rather firm. The next day, when I did a glassy-water landing with Charlie in the right seat, I made the smoothest touchdown of any while I was there. His reaction was, “You’re flying your taildragger, aren’t you?” I was criticized (kindly) for doing a great landing. It should have been a lot firmer.

Interestingly, Charlie teaches that on final for a glassy-water landing, you trim full nose up then back off with two quick flicks down on the trim wheel, while maintaining 2,000 RPM and keeping the airspeed at 60 knots with pitch.



Glassy-water takeoffs can be challenging because the floats can be difficult to “unstuck” from the smooth water. In this case, the technique is to wait until you reach 45 knots, then bank the airplane one way or the other to lift a float out of the water, thus reducing the friction by half. It’s surprising how quickly the airplane will lift away from the surface.

Confined-area landings are for seaplane pilots what short-field landings are for landplane pilots. This was even more fun.

Erin talked me through the first one. She pointed me toward a couple of tall trees at the edge of the lake. As I approached, she had me go from 20 degrees of flaps to 30 degrees (40 is also

okay). Once I cleared the trees, I lowered the pitch steeply and chose my aim point. Nosing over and aiming straight at the water was really a rush! I rounded out, got my sight picture, and reduced the power to idle. The airplane settled in, and I ensured power was at idle then pulled all the way back on the yoke. Done and done.

For confined-area takeoffs, make the best use of available takeoff area by back taxiing as necessary. Don’t hit any rocks near the shore. Set the flaps to 20 degrees and again lift a float at 45 knots. After liftoff, maintain V_x until you’re clear of obstructions.

Cutting through the waves

Rough-water landings are different still because you want a flatter approach so the floats cut through waves instead of dropping on top of them. With 30 or 40 degrees of flaps, establish an approach speed of 70 knots in a flat attitude. The thing to always be careful of —

Continued on Page 9

Continued from Page 8

in every landing — is not to have the pitch attitude so low that the tips of the floats touch down first and flip the airplane on its back. As you go into the flare, increase power and fly in ground effect as you search for smoother water.

On takeoff, again set 30 or 40 degrees of flaps and upon reaching 45 knots lift a float and fly in ground effect, just as you would during a soft-field takeoff. As you gain speed, reduce flaps to 20 degrees then climb out normally.

After these landings, a normal one is easy. Fly the approach at 70 knots with 20 degrees of flaps. In the flare, establish the same sight picture as on takeoff, reduce power, and wait.

In all cases, your pre-landing and pre-takeoff check includes ensuring the water rudders are *up* or else your day could become quite expensive.

By the way, those checklists are on the instrument panel directly in front of the pilot. No excuses.

While doing the various types of takeoffs and landings were fun and exciting, docking was neither. Well, OK, they can get exciting. Erin talked me through my first go. As we approached the dock with water rudders deployed, we removed our headsets and seatbelts for the same reason as when we launched: To be able to evacuate quickly if things go south.

As I turned toward the dock, she told me to identify the mixture and put my hand on it and keep it there. Then she told me to open the door and lean out enough to ensure the left float and end of the dock were aligned — not too close and not too far. As I was in the process of doing that, Erin reached over, snatched off my ball cap, and tossed it into the baggage compartment so it wouldn't blow away.

In docking, timing is everything

In docking, timing is everything and it depends on the speed and direction of the wind and water current, if there is any. I'd seen the others do it, but this was my first attempt. When you think you're close enough to the dock that your momentum will carry you to it —

not too fast or slow — you pull the mixture. The master and ignition stay on for the time being. You have to keep your eyes on the float and dock while steering with the water rudders.

Erin left that decision to me. I pulled the mixture. The engine stopped and we waited — for the plane to come to a stop short of the dock and begin drifting backwards with the wind. I'd pulled the mixture too soon. I made it on the second attempt after restarting the engine and letting the airplane get closer to the dock before shutting down.

As it was my first time, I did not feel too bad.

Of course, I then had to get out quickly while the plane was still moving, step onto the dock (and not fall into the water), stop the airplane's drift and secure it to the dock with two lines.

With the airplane secure, you duck back into the cockpit to shut down the master, ignition, lights, etc.

My introductory flight lasted 1.4 hours. Erin and I flew again that afternoon for 0.8 hours, for a total of 2.2 hours. My docking technique improved significantly after the second flight, but that made me slightly overconfident.

Imagine my surprise when Erin told Charlie she was willing to endorse me for the check ride then and there. Charlie agreed to accept her endorsement if, after flying with me the next day, he agreed with her assessment of my nascent seaplane skills.

And that's what happened.

Charlie and I went through the same drills the next day. By then, everyone else was gone, including Erin who had left to stand alert with the Air Guard.

Ready for the check ride

I flew twice that day with Charlie, visiting different lakes in the area — there are plenty of them. On the morning of June 17th, we flew for a final time to further ingrain the procedures. When we landed and docked, successfully this time, he asked me what I thought about taking the check ride. I told him that I



Continued on Page 10

Continued from Page 9

wouldn't know the procedures any better than I did at that moment. He agreed, saying more practice would not really be of any benefit. I guess there are two ways to take that comment. Hmmm.

The night before, Charlie had given me homework assignments to be discussed during the oral part of the practical test. These included calculating weight and balance for a flight to a lake 50 miles north, as well as assessing the lake, fuel requirements, and refueling points, if needed. In addition to these, Charlie went through the FAA's checklist of items to be covered, including my knowledge of the airplane's systems, especially the floats.

Prior to departing, I demonstrated I could give a passenger safety briefing. I made sure I informed my "passenger" that there was a survival kit in the baggage compartment that included a small tent and fishing gear. Charlie made sure I knew about that before our first flight.

Off we went on the check ride, but not without some "docking drama."

Every departure and arrival at the dock or mooring site is different because the wind and water conditions are constantly changing. As we were preparing to depart, I untied the second of two lines, but the airplane began to drift from the dock faster than I expected. I had to quickly step onto the float before the plane left me stranded, so I dropped the line on the dock thinking it would simply slip off as the airplane moved away. Nay, nay, that was "knot" to be.

My military service was with the U.S. Coast Guard. In basic training, we learned of something called a "knot." Knots are known for being mischievous, like trolls hiding under bridges, only this one was on a boat dock. As the airplane drifted serenely from the dock, it suddenly jerked to an abrupt halt. It was then that I saw a knot at the end of the line managed to snag itself between a post and the deck.

Just when you think you've seen everything

Not one to miss an opportunity, Charlie chimed, "Just when you think you've seen everything." I got back on the float, grabbed the taut line and pulled the airplane back to the dock where I was able to free it and drop the troublesome knot into the water.

Remember, the floats are narrow, and the airplane was constantly in motion. As they say, there were a lot of moving parts for me to deal with, on top of the knots.

I managed not to botch up the check ride (it's a good thing Charlie wasn't looking for perfection), but dock-



ing was again another matter. Everything went well until I pulled the mixture to kill the engine. As before, we had a headwind, but it was stronger than when we departed and I apparently have a short memory. I had again killed the engine too soon and the airplane didn't have enough momentum to overcome the wind. It drifted back and weathervaned into the wind until I restarted the engine for another attempt, which, thankfully, was successful.

I had flown with Erin and Charlie for 6.1 hours, plus the check ride. Charlie told me the average is 5 to 6 hours, so my performance was respectable. He also laughingly told me that at 72, I was the oldest pilot to earn the seaplane rating with Central Maine Aviation. I didn't know how I should feel about that. I still don't. Any help would be appreciated.

There's a good deal about flying seaplanes/floatplanes that is contrary to what we're used to as landplane pilots:

- You don't fasten your seatbelt and shoulder harness or don your headset until after the engine is running and the airplane is moving.
- If you're "sailing" backwards on the water with a headwind and want to turn left, you position the ailerons for what would be a right bank in the air.
- Calm days are challenging because you have no depth perception while landing.
- "Dragging it in" on approach is the right procedure for a glassy-water landing.
- Full-stall landings are never done because you risk an uncontrolled nose-low touchdown that would flip the airplane onto its back.
- The beginning of your trip isn't starting the engine, nor is shutting down the end.

Continued on Page 11

Continued from Page 10

- You have to contend with shoving off from the dock or mooring, then later reversing the procedure. If you aren't careful, you could get very, very wet and become an object of mirth for whoever is in the right seat.

If asked to identify the most difficult aspect in transitioning to floats, I'd of course have to say docking. Yes, new seaplane pilots have to memorize the proper steps in each of the four takeoffs and landings, but once you have them, you have them. When it comes to docking, no two are the same. Each has different wind and water conditions that must be evaluated by the pilot. Imagine hopping from lake to lake, having to deal with differently configured docks and varying wind and water conditions. It can get dicey. Remember, never let the airplane leave the dock without you!

I had a great three days flying with Erin and Charlie, especially in late spring in the heart of Maine on a placid lake with nearly perfect weather. It was, indeed, paradise.



Noise abatement is also a big item. Seaplane pilots don't want groundlings to complain. They strive to have happy neighbors. Always avoid flying low over habitations. Fly above where the beavers live.

That brings us to another subject: seaplanes on the water. There are really two answers to the question, "Who has priority on the water, seaplanes or boats?" The legal answer is: Once a seaplane touches down, it legally becomes a boat and is subject to the U.S. Coast Guard's jurisdiction and the boating "Rules of the Road."

However, in reality, seaplane pilots should always implement the "good neighbor" common-sense rule and keep out of everyone else's path, regardless of who has the legal right-of-way. It's worth repeating: You don't want to give anyone a reason to complain,

even if they are in the wrong. Don't attract negative attention.

Famous photo of Charlie's Cessna

There is one more very interesting factoid about Charlie's Cessna. It used to live in Ontario, Canada. Charlie told me that years ago, someone snapped a photo of the airplane beached on an Ontario lake.

Eventually, that photo became the basis for a plastic model kit of the Cessna 172 Hawk XP II.



The kit even included the airplane's tan and brown livery. I found an unopened kit online and bought it. The photo was also used to create the art on the top of the kit's box. But that's not all. Charlie was able to track down the painting that was inspired by that long-ago photo and purchase it.

I had a great three days flying with Erin and Charlie, especially in late spring in the heart of Maine on a placid lake with nearly perfect weather. It was, indeed, paradise.

Since I pass near Saint Alban's four times a year, my plan is to drop by annually for a refresher and flight review. There are worse ways to spend the money.

If you want a truly fun and rewarding adventure, get ASES on your certificate.



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.

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East: Fr. Alex Nevitt Midwest: Fr. Gene Murray



Highlights from the Annual Meeting

Thanks to those who attended the 2025 Annual Meeting via Zoom on Tuesday, September 16. We had 18 members in attendance. Fr. Allen Corrigan, NAPP president, led the meeting.

Fr. Pat Patten made the sacrifice of joining from Tanzania where it was 2:30 a.m. local time.

Fr. Peter Geldard from the United Kingdom was on briefly before the meeting, but he opted to sign off because of the late hour (12:30 a.m. British Summer Time). Fr. Neil Ritchie, a university chaplain in the UK, sent his regrets because of his busy schedule with the start of the academic year.

Draft meeting minutes have been emailed to members and will be posted in the members-only section on the website.

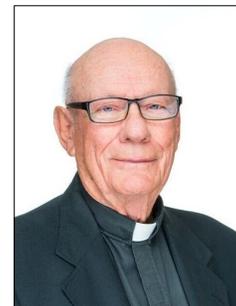
Our Sunday Visitor: Fr. Edward Moran shared news about an article published in Our Sunday Visitor: [Meet the Catholic pilots flying for the kingdom of God](#). You'll recognize names from NAPP, including Fr. Moran, Fr. Allen Corrigan, Fr. Jim Falsey, Fr. Pat Patten, and associate members Tom Beckenbauer, Terry Garrity and Bryan McAlister, plus a photo of Abe Khadivi.

2026 NAPP Convention: Mark your calendars for the 2026 NAPP Convention, which will be September 14-17 in Akron, Ohio. Fr. Allen Corrigan is leading the planning process. More details to come. For now, take a look at the current [visitors' guide](#) published by the Akron/Summit Convention & Visitors Bureau.



From the NAPP archives ... 25 years ago | February 2000

Editor's note: Here is an excerpt from Fr. Al Werth's president's column in [February 2000](#).



Heard this going into Salina, Kansas:

Pilot: "Salina Tower, this is Piper 235 Delta with information Bravo, requesting landing instructions."

Tower: "35 Delta, say your position."

Pilot: "Over I-70."

Tower: "Sir, I-70 runs from Washington to California. Could you be a little more specific?"

Also, this at Salina after a jet had just taken off:

Tower: "Cessna 6249Q, can you take an immediate takeoff when cleared?"

6249Q: "Affirmative, 49Q."

Tower: "49Q, cleared for immediate takeoff. Caution, wake tervulouse ... caution ... wake turbu ... wak tercalu ... (*slow & deliberate*) caution, wake t-u-r-b-u-l-e-n-c-e, departing Lear."

6249Q: "Roger, cleared for immediate and caution for all that hard-to-pronounce stuff."

Heard this on Denver Approach:

A VFR pilot attempted to get himself cleared into Denver Class B airspace. After several attempts to identify himself and give position, a clearly agitated controller issued the pilot a transponder code of 1428.

Pilot: "Ah ... my transponder doesn't appear to have any eights in it."

Denver Approach: "Roger; remain clear of the Class B airspace."