



VOLUME XLVI

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NO 2



President's Comments

In the unlikely event that the president should die in office then the First Vice President shall assume the duties of president for the remainder of the term. This is the reason that I am writing this article. I was the First Vice President at the time of Charlie's mid term departure. President Charlie Teufel of happy memory has left us and gone for a higher rating, HTP – Heavenly Transport Pilot. No longer burdened with such banal problems as dead batteries, hangar rent, rising fuel bills, busting TFRs and user fees, etc....Charlie has jumped to a "higher plain", (or is it "higher plane") and is flying around with a different set of wings. His departure was abrupt and without warning and if he had

been in control he probably would have arranged it differently – in fact I am sure that in his own unique way, he would have left us with specific questions and instructions had he been aware of his departure. Such was not the case. Charlie got out-voted by a higher authority. It was a stark reminder that even though we may fly with God as our co-pilot, and even a St. Christopher medal, our ticket can be canceled without notice.

Charlie loved to fly and to get together with other NAPPers. He always seemed to make the national meeting and even came to more than a few Midwest regional meetings. I can't remember a national NAPP meeting that he did not attend. He was always there. Our meetings will be different now that he won't be attending them. He will certainly be missed. Our organization suffered serious setbacks this past year in the loss of Tony Attea, Dave Hogan and Charlie. Maybe next year at the convention a "missing man" fly-by could be arranged to remember our deceased brothers. It would be a fitting tribute. Finally we at the NAPP have in the last few years given a scholarship to those who are seeking a higher rating. Perhaps we could also remember Charlie and Tony and Dave with maybe a Mass and a few prayers – our contribution to our guys who are seeking a higher higher rating.

Gene



With this newsletter we welcome our new President, Gene Murray, who will pick up the untimely and unfulfilled term left by Charlie Teufel's death. Coinciding with Gene's new position is the completion of his RV 6.



Gene got his plane in the air in early September and graced us with his presence with the new bird in Spencer. Congratulations Gene on a job well done. NAPP is now a **TWO RV6** organization. We both have one. (See picture in address below)

We have a couple of interesting articles in this issue. Pat Patten gives us a detailed description of his August crash in the 206 in Tanzania. The pictures verify his mother's words "that your guardian angel must be working overtime." Thanks for sharing with us Pat. God bless you and Jack as you continue your work among the people in East Africa.

Several members had some comments included with their dues payments. The overflow will follow in future issues. Keep sending those tid-bits to share.

Those who sent their dues since the last issue have either received their new membership card or will find them enclosed with this mailed newsletter issue. I will try to have a special reminder to those of you who have not sent your 2008 dues. Thanks for your help in keeping some of our flying padres active in their work in their part of the world.

2008 NAPP CONVENTION

July 8 - 9, 2008

Savannah, Georgia

(A developing schedule follows)

Monday, July 7: Arrival - Pizza at 6:00

Tuesday, July 8:

9:30 AM – Gulf Stream Tour

Noon – Mighty 8th AF Museum-lunch

Afternoon tour of Museum

Wednesday, July 9:

9:30 AM – Old Town Trolley tour of Old Savannah

Thursday, July 10: Departure

(Yet to be determined are Mass times; airport for flyins; dinner; annual meeting time and site.. plus a variety of other possibilities awaiting final decision)

PUT IT ON YOUR CALENDAR

LATE BREAKING NEWS

The Spring NAPP Midwest Regional

meeting will be in Knoxville, IA

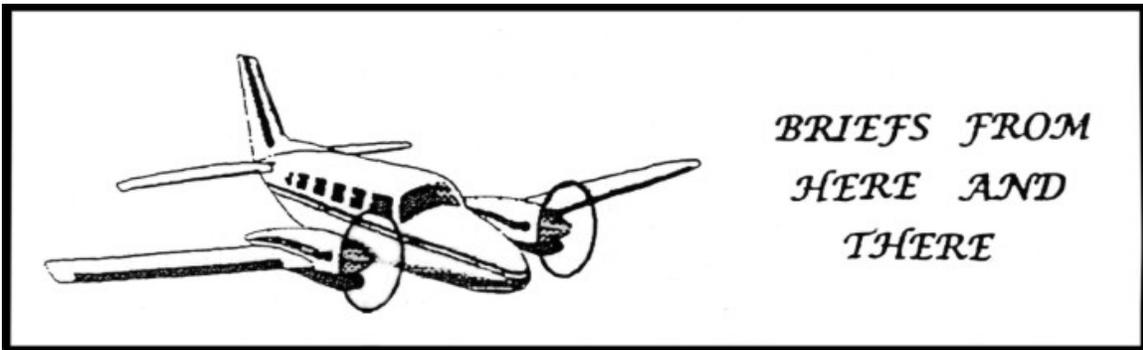
April 21, 2008 MARK IT ON CALENDAR

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN
127 Kaspand Place
Cedar Falls, IA 50613-1683
319-266-3889

email: N298MH@cfu.net





From Al Ruschman 8/30/07

Dear Mel,

Enclosed is my '08 dues, plus a donation for our mission activity.

Read the August NAPP Newsletter with interest and got an email off to Charlie's brother, Ron Teufel.

Charlie had called me during the Denver meeting to verify that I had renewed the NAPP charter. Little did I realize that it would be our final conversation, - down here.

I got away in August, traveling Canada by rail from Vancouver to Toronto – always wanted to experience its breadth and varied landscape.

Blessings!

Al Ruschman

P.S. Hope to see everybody in Savanna next July.

Bishop Don Kettler writes from Fairbanks, AK

Greetings, Fr. Mel

I pray for Fr. Charlie and for all the priests of the association.

Thank you for keeping in touch with me and the generous gift for our 207.

Prayers and best wishes,

Bishop Don

Retired Ev Hiller writes from Scales Mound, IL

Mel,

I'm still busy, but slowing down in my walking. Legs are not what they used to be.

Hope all is well with you are your siblings.

Ev

Lutheran Pastor Mark Menacher writes from Poway, CA

Dear Mel,

This is not newsletter news, but things in the new parish are going well. It is a rebuilding phase in the congregation's life. I'm working on an instrument rating and southern CA airspace is a bit different from northern Michigan.

Thanks for all the fine work for NAPP.

Take care,

Mark

Editor's note: *Mark, sorry for not following your wishes but I thought our readers would enjoy your sharing as much as I did.*

Bill Menzel writes from Wisconsin Rapids, WI

On July 6, 2007 I did something I've wanted to do since I was a kid. I passed my seaplane check ride. It was more challenging than I expected, but still was a lot of fun. I did all the training starting that Monday, July 2. The instructor kept saying, "I never had a priest student before." Three of us took our check ride that beautiful Friday. All passed.

The aircraft was a C172 SP on Wipline amphibious floats.

Bill Menzel

PAT'S NINE LIVES

Hi!

You have certainly heard of the "cat with nine lives?" Someone has suggested that I may be the Pat with 9 lives (or perhaps 99 times 9).

I am sending this to you as a group because it is still difficult, six weeks after the accident, to type individual letters to all of you. My right hand remains in a cast which will hopefully come off next week.

On August 12th I was returning early in the morning from Nairobi to Arusha. It's an easy and quick hour-and-ten-minute flight that I have done hundreds of times before. The previous night, I flew a seriously ill patient to Nairobi. In the morning I left with an empty plane, except for me, a stretcher, a small medical kit, and an oxygen bottle.

The weather was not good, but not bad either. It got increasingly worse as I went south, despite pilot reports to the contrary. Too late, I made the decision to climb into the clouds and fly on instruments. I was in the clouds for a short time, climbing steeply, but misgauged the nearness of the hills. The attached photos are the result.



I am certainly not proud of all of this, but I am very grateful to be alive. I knew I was in trouble, but as the plane was light and climbs quickly, I thought I had a good chance.



I don't remember the actual impact. I do recall being on the ground with fire coming up between the pilot's and copilot's seats..



I burned my hand on the fire extinguisher. Then I recall making a clear decision to get out of the plane, but don't remember actually doing so.



My next awareness was being about 20 meters down the hill, lying flat on my back, briefcase in hand, and my right hand hurting. The wrist was badly

deformed and very black and blue.



I stood up with some difficulty with the two broken bones in my arm, two broken vertebrae, and two broken front teeth, and walked towards the smouldering remains of a once beautiful plane. There wasn't much left, once the fire, fuelled by 220 liters of avgas, got to the oxygen bottle. But I don't remember the explosion.

As the whole area was still covered by clouds, I sat on a rock and waited for the clouds to lift. I figured I'd need all my energy to get out of there alive. I knew where I was, and where the nearest road was -- only six kilometers to the east. But this was still a remote area. There was no place to shelter or hide. I could hardly walk. All my survival equipment was burnt to ashes. I felt very vulnerable. If one of the many lions or hyenas in the area decided it was hungry, I would have been an easy meal.

About 45 minutes later I was found by three Maasai warriors who heard the crash. They were wonderful. They showed lots of care and concern. One had a cell phone! He called my home, the police, and the Flying Doctors. The three warriors then helped me walk slowly -- with frequent rests -- about two kilometers down the thorn-tree-covered mountain to where we found the police ambulance waiting.

That night, sleeping in Nairobi Hospital, I had a dream that aliens had shot me down with a laser! (That, of course, explained the vaporized airplane!) The aliens in the dream had long thin, tape-like fingers and very high body temperatures. And when they realized that there was someone alive in the wreckage, they lifted me out gently and set me on the ground a safe distance from the plane.

(That explained the long, thin, red, burn marks or scrape marks that appeared on my leg and face!)

Well, whether aliens or angels, I did get out of the plane, and I am very grateful to be alive. And I guess that in all the wide wonderfulness of this universe, there is room for belief in both. My mother often told me that she was convinced that the angels looking after me must be working overtime! And certainly all the good people around (and the angels) still seem much closer to the reality I experience than aliens.

Pilots Without Borders and KLM were very quick and most helpful in assisting us to locate another good 1977 airplane in Budapest. They are now outfitting it in the Netherlands. It will probably cost \$ 180,000 by the time it is here. We hope to have it in operation before the end of September.

Rebecca and Ezra, married just two days after the accident, have been generously flying double-duty ever since, as Jack is in Poland since early July for a well deserved rest. I'm still sore. Still move slowly. But feeling better every day. And can't wait to fly again.

Thanks for all your kindness and concern.

Pat Patten Flying Medical Service
P.O. Box 508 Arusha, Tanzania

2007 NAPP Fall Midwest Regional Meeting

On September 24, 2007 ten Mid-western NAPP members gathered in Spencer Iowa for their annual Fall meeting. Ed Murray, pastor of Sacred Heart Church, hosted the assembly.

After meeting at the airport the group assembled at Sacred Heart church.



Before entering, the baptismal font seemed the logical place for a group picture. (Absent from this are Gene Murray and photographer Jack Paisley). Following a wonderful noon luncheon Ed hosted a guided tour of the parish facilities.

Next on the agenda was the Bogenreif Studios, Stained, Beveled and Art Glass.



Arrival during the noon hour, the members were greeted by locked doors so a side trip was taken to a nearby museum to admire a wonderful display of knit carpets. At the conclusion of the hour long tour the Glass Studio had opened and our tour there began with look at the huge variety of glass ware produced in the studio.

We then were led into the room that contains two kilns, only one in operation.



The functioning kiln provided ample heat and molten glass to demonstrate how it works.



After the molten glass is brought from the kiln on the long rod the turning and blowing follows.



The end product is left to the imagination and dexterity of the artist.

*If you have not paid your current NAPP dues
we ask that you complete the form below
and mail it with your check to:*

**REV. MEL HEMANN
127 KASPEN PL
CEDAR FALLS, IA 50613-1683**

*Any questions contact me at
319-266-3889*

Or

n298mh@cfu.net

N.A.P.P. DUES -- U.S. \$25.00

Please fill out this form! Make check payable in U.S. Dollars to N.A.P.P., Inc.

NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Email _____

Type of Member: _____ Charter _____ Regular _____ Associate