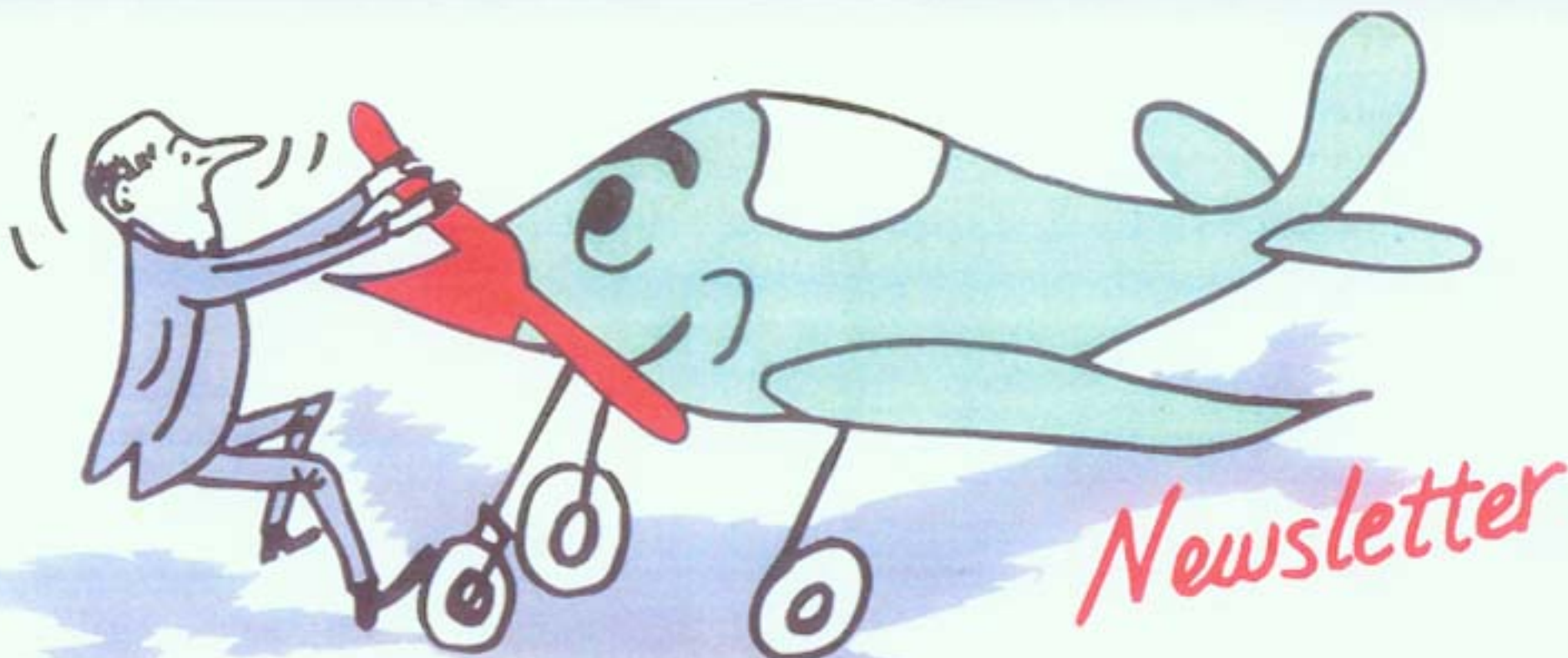


N.A.P.P.



VOLUME XLII FEBRUARY 2005 NO. 4



FROM THE PRESIDENT

Ground Hog's Day, the Feast of the Presentation and Candlemas Day. To that litany I add, Episcopal ordination of Paul Bradley. Paul and I first met in August of 1969. He lived across the hall from me at St. Meinrad School of Theology. He was a "lifer" there, having started ten years earlier in 9th grade. We rapidly became the best of friends.

After ordination, living about 1,000 miles apart we would visit each other and generally stay in touch. For the past 18 months, Paul has been vicar general for the Pittsburgh diocese. But he is a pastor at heart. It is good to see someone with his pastoral experience become a bishop.

I walked into the luncheon for family and a few out of town guests. There was Bishop Timlin, retired bishop of Scranton. He had flown his

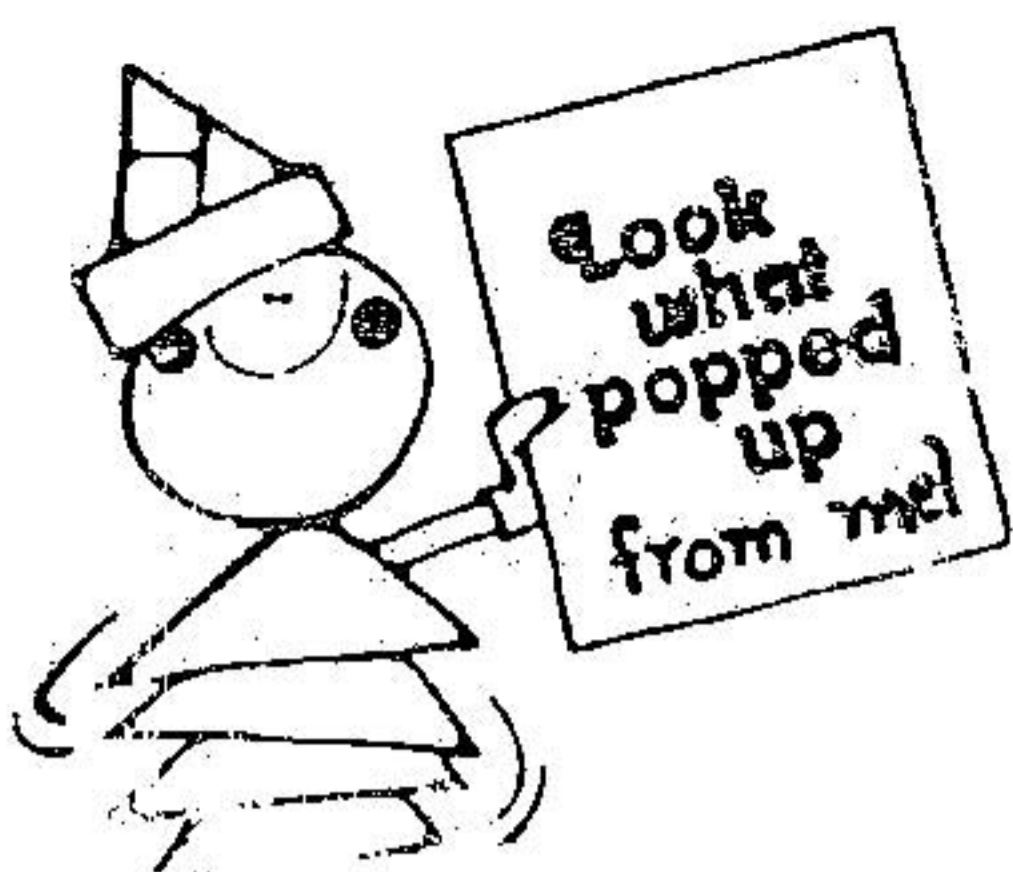
Debonair down for the ceremony. He looked just as fit as when I last saw him some 7 years ago. He hopes to join us for the summer Convention in the DC area.

We processed into the large Cathedral, all 400 of us priests. Singing the gathering hymn, I looked down the aisle as Paul processed behind the 25 bishops and one cardinal. Only then did I realize I was standing in front of Jack Fitzgerald. Jack is a Pittsburgh priest who flies a Grumman Tiger. Paul was happy that the priest pilots were well represented at his ordination.

The next morning, having breakfast with two local priests, one questioned where the retired bishop of Scranton got his money. "He must be the only priest who flies his own Lear jet." Ah, the laity, sometimes they just don't understand. Don't worry bishop, I set them straight. But they were no longer impressed that you only flew "one of those tiny planes."

But after all these years, I am still impressed with all of you. Fly safely during these 90 days of lent-Easter.

Ev Hemann



This past weekend I was flying with a student who came for his Instrument Instructor certificate. In the course of him teaching me how he would teach a student the intricacies of making an NDB approach he informed me that he too was Catholic. He also had a Catholic priest friend who was a CFI and occasionally rented his plane. "Fr. Bert," he said, "comes to visit us in northern Wisconsin at least once a year." I said, "You've got to be talking about Bert Pepowoski." "Do you know him?" he asked. So, Bert, Steve Scherer from Pulaski, WI sends his regards and that of Cessna 9685V. It is a small world after all.

Incidentally, he passed his check ride.

I don't know how many of you get the annual report from Pat Patten in Tanzania. I am including it in this issue so that all my share in the good our meager gift does.

At the beginning of this month we have 120 NAPP members who have paid their 2005 dues. A few of you might still like to pay your 2005 dues. If so, please send that \$20.00 check (or more if you're so inclined) to me at the address below. The annual NAPP directory will be mailed with the next newsletter so please get it to

me as soon as possible so we can include your name, etc. in the directory.

REMINDER

2005 NATIONAL CONFERENCE

July 12-13, 2004

Hosted by the Eastern Region

Main Event:

*The new Air Museum at
Dulles Airport*

SPRING MIDWEST REGIONAL

The spring mid-west regional meeting is planned for Monday, April 25, 2005. Fly into the Mason City, Iowa (MCW) airport arriving before 11:30 a.m. Hosting is John W. Hemann, our regional director.

A tour of the Golden Grain ethanol plant, newest in the state of Iowa, is planned. See how they make fuel from "corn".

Make reservations by April 20. Arrangements can be made for overnight stays.

John W. Hemann
St. Michael Church
612 Cedar Street
P.O. Box 308
Nashua, IA 50658-0308
Phone: 641-435-2070 (O)
641-430-4413 (cell)

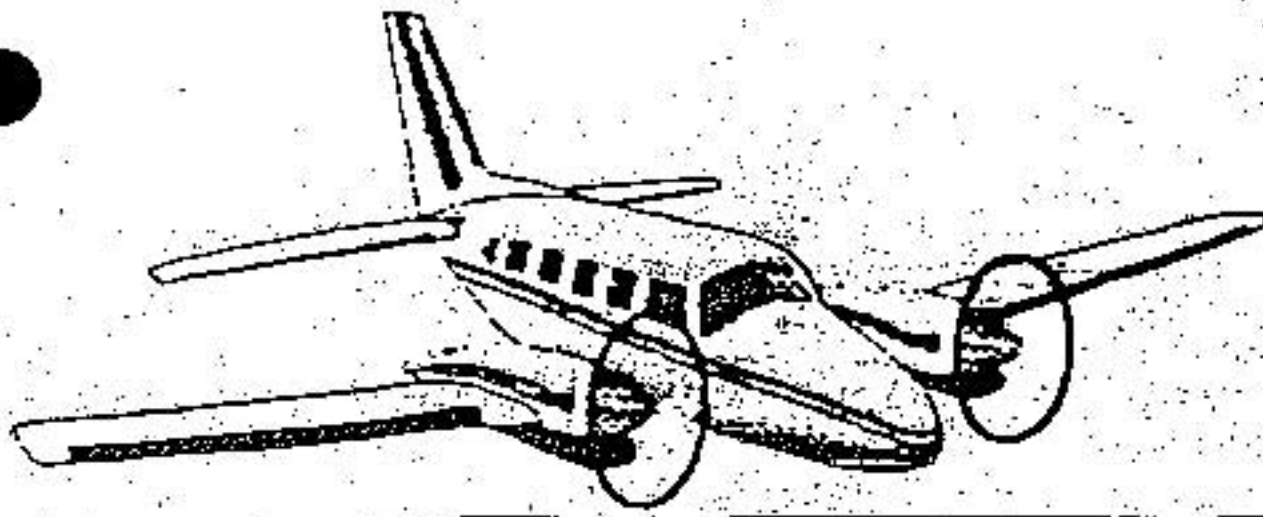
E-mail:
DBQ138@arch.pvt.k12.ia.us

ADDRESS ALL CORRESPONDENCE TO:

REV. MEL HEMANN

127 Kaspand Place
Cedar Falls, IA 50613-1683
319-266-3889
Email: n298mh@cfu.net





BRIEFS FROM HERE AND THERE

Richard Case, SJ writes from Galena, Alaska

Dear Friends,

This last year has been rather a challenge. I have left my position as the Chancellor of the diocese in order to return to the bush as pastor. There was lots of travel in the last year to visit parishes in the lower 48 states in order to raise money to support our ministries. I also spent at least 2 weekends a month in Barrow and often 3 weekends. The travel tired me out very much.

In August I received the news that I had prostate cancer. After much travel to get a second opinion I decided to have the surgery to remove the prostate. It took place on November 2nd. I have been recuperating ever since. Healing is a long process. I hope to travel to Galena next week in order to begin my new assignment. I look forward to the ministry there. You are in my prayers.

Sincerely yours,

Dick Case, S.J.

*The following was an added note in his card:
I arrived in Galena just in time for Christmas.
Eventually I will bring the C-172 out here.*

Frank Nemmers included the following with his dues

Greetings Mel and NAPP,

I hope you'll accept my NAPP dues late. When I had a Mooney I paid on time. No plane; no flying.

Have extra bedroom (on 17th Tee) in Florida.

Lake Placid: 2 airports, one E-W grass; one N-S concrete. 863-531-0008

Frank

*A personal note - may or may not be of interest.
2004 - a great flying instructional year for me*

- 2 - Instrument Certified Flight instructors
- 1 - Certified Flight instructor
- 4 - Multi-engine Flight instructors
- 1 - Multi-engine license
- 2 - Multi-engine license with commercial and instrument add on privileges.
- 1 - Single engine commercial license
- 4 - Instrument ratings
- 5 - Private pilot licenses.

The above 20 all passed on the first try. It was a lot of fun and helps keep me current.

John Costello, SJ from Loyola U, Chicago

Dear Mel,

Thanks for the recent copy of the newsletter. Always interesting to read about fellow NAPPers.

Pastoral concerns recently had my hands on the yoke of a turbo 182 RG on a trip from Palwaukee to Warroad, MN on the Canadian border. The extra muscle was greatly appreciated on the long, but beautiful trip.

Hope you and the other members are doing OK as we shift and adjust to the ecclesiastical change from VFR to IMC.

Here's to continued blessings and centered needles.

John Costello, SJ

Thanksgiving Day
25 November 2004

Dear Friends,

In a most spectacular way I almost didn't survive today. So, although this is a national day of Thanksgiving in America, I am thankful to be alive in Tanzania.

Rebecca Moran, our newest Flying Medical Service pilot, joined us last week. We had just returned from a medical flight and were refueling the plane. I was sitting on the wing holding the fuel hose pressurized with high octane aviation gasoline when suddenly Rebecca and the two BP fuel men, who were standing in front of the plane, turned with a shocked expression on their faces and disappeared under the wing. A twin engine aircraft with seven passengers on board had just taken off, retracted its landing gear, and begun to climb when an engine failed. It landed on its belly, slid down the grass on our side of the runway, and passed about six feet from where Rebecca and the BP men had been standing. The plane came to a stop less than ten feet from the fuel pump.

Parked just behind the fuel pump was a refueling tanker containing several thousand liters of jet fuel. This was not far from the Air BP fuel storage tanks which carry more than 50,000 liters of fuel. The plane stopped, nose to nose, only a few feet from a small plane which had just started its engine. Immediately behind that aircraft was a 49 passenger twin turboprop which had also just finished loading passengers and started its engines.

With only a slight change in the wind, or with the troubled aircraft's engine stopping only one second later, the newspapers might have read: *Once upon a time there was an airport in Arusha.* Flying Medical Service might have lost half of its staff and half of its fleet that day. As it was, there were no injuries whatsoever. The passengers from the crashed plane boarded another aircraft a short time later and arrived safely at their destination. And our all volunteer staff: Rebecca, Elisabeth, Jacek and I -- we continue to love to fly. Last year we treated 6,989 patients, vaccinated 9,080 children, attended to 4,377 pregnant women, treated 421 TB cases, provided health education, medical specialists, medical training seminars and flew 195 seriously ill patients from their remote villages to various hospitals. We also supplied radio communications, medicines, and logistical support to many health care facilities. We flew our two aircraft 818 hours. We did all of the above with much help from many others. We are grateful to you all.

Today's incident reminds me how fragile and yet how resilient life is. It recalls a story of a Franciscan priest who was caring for victims of the 9/11 disaster in New York. He was himself killed when the buildings collapsed. He had a favorite saying written on a placard on his desk: *If you want to make God laugh, tell God your plans for tomorrow.* They engraved that saying on his tombstone.

Despite the many serious and very real problems in the world, there is also much *much* goodness, and many reasons to laugh.

On behalf of all the staff at Flying Medical Service and Olkokola Handicapped Training Center, I wish you a wonderful and happy Christmas.

Pat Patten

Pat Patten

Flying Medical Service and
Olkokola Handicapped Training Center
P.O. Box 508
Arusha, Tanzania
East Africa

Email: fms@habari.co.tz
Phone+Fax: +255-(0)27-250-8760

- or -

c/o Michael Patten
1758 Manchester
G.P. Woods MI 48236-1920
U.S.A.

Phone: 313-881-8787
Email: thisismichael@att.net

