

N.A.P.P.



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NO 6



President's Comments

Time is flying by and we are only one month away from the convention in Savannah. I believe that this convention will be a memorable one and am looking forward to seeing the beautiful sights of Savannah, especially the old homes of pre-civil war South. I am sure George Gratton and company will have some exciting things for us to see.

This will be the first year that I will be driving to the convention but with the weather being so unsettled this year I am fearful of flying the RV VFR in what could be marginal conditions over the rugged Appalachian country.. So Tom Geelan and Dick Remmes and I will be driving. Brother Ed will be passing up the convention this year for health reasons.

Reflecting on past conventions, one of my most memorable was the Menlo Park convention in 1994. While Bill Roach had a wonderful convention and we saw a lot of great things, it

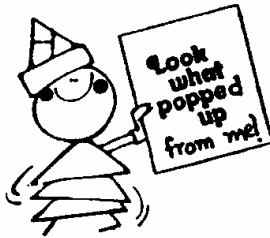
was the beginning of our flight from Iowa that was unforgettable.

Frank Nemmers and I almost missed the Menlo Park convention. I was scheduled to ride with Frank Nemmers in the Mooney but a week before the convention Frank broke his left arm (the one you fly with) while, in a moment of youthful exuberance tried to jump over the net after vanquishing a tennis opponent. His left arm in a cast, we decided to go anyway. I had flown the Mooney before so we decided to fly the Mooney. He would sit in the left seat and run the throttle and I would sit in the right and handle the yoke. We had no sooner broken ground at the Larchwood airport than the engine began to make a god-awful noise and at the same time the landing gear breaker kicked out with the gear half way up. Things got real exciting for a few minutes solving the gear problem and flying a low pass to see if those on the ground could see anything. The gear problem was solved by simply resetting the breaker but we still had to execute a landing with him running the throttle and I the yoke. I must say that the landing occurred without a hitch and we found that a piece of the exhaust pipe had fallen off and two cylinders were firing into the engine compartment causing the noise. We put the Mooney away and settled for flying a Cessna 172. Happily it served us well even if it was about 50 mph slower.

I think I prefer the excitement to be on the ground rather than in the air. Hope to see you all there.

Happy Flying,

Gene



Bill Winkler, OFM lives at Mount Nebo in Jordan. The son of the man who taught me to fly is a missionary in Jordan. I sent a note to Bill about David with the hope their paths might cross. The following is his response.

6 May 2008

Dear Mel,

Grateful for the newsletter and accompanying letter. I will indeed watch for David and his family. Glad you caught up with Ed Flanagan; he's a great guy. He visits the Franciscan Monastery frequently where I was stationed before Nebo. Washington would be delighted to keep him there. I miss the green of DC but the wilderness is growing on me here. Mt Nebo is especially beautiful, day or night. Again, my thanks for getting the newsletters to me, and of course for your letter. Prayers for all the guys in the Association.

With blessings to you as this Easter season closes.

Bill

Bill

July host George Gratton asked that the following information be sent to all

Edwina's daughter, Desi, works at Southwest airlines. They are a big low fare provider in the Southwest. They do not serve Savannah, but do serve Jacksonville FL. JAX International is about 1 1/2 hr from Savannah and a viable alternative. Most important is the answer to the obvious question. Yes, we can arrange to pick you up Sunday or Monday if you need a ride. JAX is the next closest airport to Savannah. After that is Charleston, SC., 2 hr., but I do not see any new major carriers there. Desi is also looking for an associated ground carrier. If one is located, I'll pass it on. Please forward this message out to the NAPP group e-mail if you can. If not I'll try to get one to each of the s.w. Flying Padres. Edwina is also actively seeking associate female members to come this year, so if anybody knows an associate or potential associate female that might want to come, encourage them to do so! Thanks.

At the July Convention two electoral positions are open. Currently the 1st Vice President's position is vacant. Due to Charlie's untimely death Gene Murray became President leaving 1st VP. Vacant. The other position to be voted on is the office of Treasurer.

Some thought should also be given to the position and roll of Regional Directors. Consult the NAPP Directory for the present persons holding those positions as well as one vacancy.

Come prepared.

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*

**MILES BARRETT SENDS THE
FOLLOWING UPDATE**

Fr. Mel,

Awesome job on the news letter and web page photo stories.

I'm back from Iraq and still in Cherry Point NC MCAS with the II Marine Aircraft Wing.

Anyone want to buy a new house in New Bern NC? I have to sell it and move to Coast Guard Training Center Cape May NJ by August 2008 for three years. Found a house like here 1 mile from the airport and close to the base.

June 6-8 is our Cherry Point Air Show if anyone is able to come visit while I'm here in this 3 bedroom 2 bath house.

Oh, come August my new mailing address will be:

11 Eider Lane, North Cape May, NJ 08204 and the cell phone is 252 571 3168

Thanks to my neighbor, Tim Klaumann and his Piper Aztec I have been flying and logging IFR twin cross country time checking out Cape May NJ. Very high cost of living. But very nice and oldest eastern resort in the nation. I'll adapt to the Coast Guard Training Center pace and traditions. It's a far cry from being allowed to fly along on missions in a Prowler over Bahgdad and do two re-fuelings over station to electronically help capture the bad guys...or get to actually fly the C-130J both day and night while on missions near the same air space. I thank God every day for all our gifts in this ministry. Wish more young American priests heard the call to serve those who

serve. We're down to 91 priests in the Navy this year and dropping to 57 in 3 years.

Blessings on your summer ahead and safe flying.

Pax Christi, carpe diem!

Miles Barrett

CDR CHC USN

**PAT PATTEN UPDATES ON HIS
PLANE "SITUATION"**

Hello Mel!

You mentioned that the newsletter was a bit frugal this past edition, so I thought I'd pass on some news of Flying Medical Service and also of the Maasai Mountain of God, "Oldoinyo L'Engai."

You know about my plane crash in July of last year. With help from a number of people, including the recent \$1,000 from NAPP -- for which we are most grateful -- we bought a quite nice 1977 U206G in Budapest, Hungary. It had U.S. registration, low time, no damage history, and was owned by a Hungarian pilot with an FAA A&P. Jack flew it and liked it. But we needed to upgrade the avionics and put some heavy duty reinforcements here and there. (Actually we do 42 modifications). We had a generous offer from a group in the Netherlands called Pilots Without Borders to help us outfit the plane. What we didn't anticipate, but should have, is that as a volunteer project, it would often get put on the volunteers' back burners when they had their own work to do. We were grateful, but pretty frustrated when the work dragged on till the end of January of this year!

Then, on January 28th, the day before the ferry flight, the ferry pilots took it for a final shakedown flight -- and crashed.

No one was hurt, except for some broken hearts. The plane was fully insured. But there were some embarrassed and humbled pilots.

They had run out of fuel. Seems that lesson number one -- visually checking the fuel -- got set aside in the face of the cold winter Netherlands weather. In the cockpit, they saw one gauge on empty, and the other half-full -- plenty, they thought, for a one hour flight. But the tank only had an hour of fuel in it. The gauge was stuck on half full, where it stayed. About a mile from the airport, as they were approaching to land, the engine failed. They set the plane down in a freshly plowed clay field.

For those who might want to see some video from a Dutch news link, check out: <http://omroepflevoland.nl/03859fe6-7e43-41de-b0d2-6c85a0a1485e.aspx?NewsID=44602>

And while it was fortunate that the plane was fully insured, the insurance company is taking forever to make decisions. They wanted--for example -- to rebuild the engine (which snapped off all four engine mounts) in a Belgian facility for \$39,000 when a brand new engine from the factory is \$37,000, and a factory reman -- which we usually go with -- is "only" \$29,000. We are still looking at many weeks of repair: new prop, new engine, bent rear spar on the inboard left wing, some other minor body bends, and a totally trashed nose gear. We are hoping to get the plane here before July! And I think our own pilots should ferry it!

Meanwhile, we are struggling by with one plane. That is difficult, as we fly more than 1,200 hours a year, and see more than 20,000 patients. So we'll be glad when the new plane arrives.

On another note, I am enclosing some photos Jack took from a cell phone camera. While on an emergency flight, he was pointing out to one of the patients (the less seriously injured one, not the one on the stretcher), that the spectacular

mountain just outside the window was considered holy by the Maasai. Just then, it began a major eruption which Jack captured. (See the attachments.)



Oldoinyo L'Engai, the "Mountain of God," has been very active now for several months. In fact, a number of turbine aircraft flying in the area have had major hot section damage done by flying too close to the ash. But they don't have air filters. We do. And also, as you can see by the pictures, we still work in the area. The only problem we've



noticed, other than ash clinging to everything, is some abrasion to the front



windshield from flying through the stuff. We hope to be able to polish it out soon

Have a Nice day.
Pat Patten
Fotos by Jacek Rejman
Flying Medical Service
P.O. Box 508
Arusha, Tanzania

PETER'S COMMERCIAL

Monday night, April 21, Peter Geldard from the University of Canterbury, Kent, England, arrived in Waterloo, IA. Peter's purpose for this trip was two-fold: 1). To obtain a U.S. commercial license. 2). Renew our friendship and enjoy flying together again.

Peter first came in the summer of 2001 to obtain his U.S. IFR certificate. Many in attendance at the NAPP convention in Florida will remember Peter flying with me to attend that convention

At that time the local FSDO issued him a U.S. private license based on his U.K. license. Since all licenses and certificates issued by the FAA to foreign pilots are based on the current license of their native country Peter's newly acquired U.S. instrument license was based on .the validity of his current U.K. licenses. As time passes since 9/11/2001 this whole system has progressively gotten more complicated. To assure the continued validity of U.S. licenses and ratings the pilot must have a "stand alone" U.S. private or commercial license. It was for this reason that Peter chose to obtain his U.S. commercial license.



The picture above, Peter (R) and myself, was taken with the Arrow after Peter's successful commercial check ride

Congratulations! We look forward to your next visit.

VALERIE ZAPP

At 10:20 A.M. Sunday morning, May 4, John Zapp received word his daughter Valerie had been in a very serious auto accident Saturday night near St. Augustine, FL. He said, "She is unconscious with multiple fractures, lost a kidney, bruised liver, busted spleen, bruised lungs, broken pelvis, back, rib and head trauma. There are so many tubes in her I'm having a hard time remembering them all."

John is the Ft. Worth, TX gentleman and Associate member who puts our electronic newsletter on line. I spoke with him on Friday, May 23 and he said a miracle has happened. He sent the following update along with a request for continued prayers for Valerie and the family.

Valerie was removed from ICU on Saturday morning and continues to defy the odds. She presently resides in room 840 at Shands Hospital in Jacksonville, Florida. She has a long road ahead to full recovery but she has begun by taking the breathing apparatus seriously and has reached the 1000 mark.

Please visit her page online at www.ValerieZapp.com and feel free to sign her guest book. We will continue to keep you posted through this web site. Please feel free to spread the word to friends, relatives and others I might have missed.

Thank you for your thoughts, prayers and visits.

Thanks,

John Zapp
AeroVents.com
817-501-3641
817-624-2840 fax
817-201-9654 cell

"Worldwide Aeronautical Event Source"
An Aviation Industry and Enthusiast
Resource since 2000

NAPP NATIONAL CONVENTION

SAVANNAH, GEORGIA

JULY 8 – 9, 2008

ARRIVAL AIRPORT: Wright Army Airfield KLHW

Ramp fee waived if fuel is purchased.

COMMERCIAL ARRIVALS: Savannah/Hilton Head International Airport

CONVENTION HEADQUARTERS:

COUNTRY INN & SUITES OF SAVANNAH NORTH

WELCOMES PRIEST PILOTS

200 Raley Road

Port Wentworth, GA 31407

This is a special and exclusive offer, which is up to 50% off our standard rate, for the Priest Pilots. Call Nicholas or Jennifer for details. Special offer ends March 10, 2008

Reservations can be made on line: <http://www.countryinns.com/napp>

RESERVATIONS: (888) 201-1746

TELEPHONE: (912) 964-2300

There will be a hospitality room at the Hotel for informal gatherings.

RESERVATION FORM

ARRIVAL: Private Aircraft: N _____

Commercial: Airline: _____ **Flt No:** _____

By private car _____

ETA: _____ **ETD** _____

Send to:

George Gratton

11 Green Iris Ct

Savannah, GA 31419

Home: 1-912-925-1732

Email: ggratton@gmail.com

FYI:

Check AeroVents.com under Georgia for convention schedule particulars.

Suffice it to say: Monday pre-party

Tue & Wed scheduled events

Depart on Thursday

GET YOUR RESERVATION IN

NAPP MIDWEST GATHERING

Knoxville, Iowa

On Monday, April 21, thirteen NAPP members and friends gathered in Knoxville, Iowa,

Steve Ebel hosted the gathering. Members arrived by plane and car. In attendance were NAPP members Fathers Steve Ebel, Phil Gibbs, John Hemann, Mel Hemann, Jim Kiernan, Bill Menzel, Jack Paisley, John Schmitz, Jim Secora and John Swing, Associate member Tom Enwright and friends Father Denis Hoffman and driver Richard Clark. Bad weather kept other dedicated members from making an appearance.



After all gathered at the Knoxville airport host Steve led all to St. Anthony Church where we were all given a tour



of the facilities along with a historical account of the parish and other local history.

The tour ended in the social hall where a wonderful lunch had been prepared and then served by faithful parishioners



It goes without saying there were no complaints. After the meal the guests gathered around the workers to show their appreciation.



The next item on the agenda was a tour of the National Sprint Car Hall of Fame and Museum. The picture is one of many of the cars in the museum.



Phil and Jack lead the exodus from Knoxville. Thanks for a great day.



NAPP MIDWEST REGIONAL MEETING

Monday, September 22, 2008

Morey Field Middleton, Wisconsin

Airport identifier: C29 (8.6 NM west of the MSN/Madison VOR)

11:00 - 11:30 – Arrive at the **C29** airport

FBO: Morey Airplane Co. Phone: 608-836-1711 Web: www.moreyairport.com

If driving, address is: 8300 Airport Road, Middleton

11:30 – Depart for lunch site

11:45 – Lunch and business meeting at Bishop O’Connor Catholic Pastoral Center, Madison

1:00 – Depart for afternoon tours

1:15 – Tour of Electronic Theatre Controls in Middleton. (Company makes specialized lighting systems for various clients, including churches.) Web:

www.etconnect.com/company.aspx

2:30 – Tour of Air Graphics at Morey Field. (Company makes vinyl stripes/decals for aircraft.)

Web: www.airgraphicsllc.com

3:30 – Depart for home

Please e-mail or mail RSVP by September 18.

NAME _____

CELL PHONE _____ E-MAIL _____

ARRIVAL DATE: _____

By: Pvt Plane: _N_____ ETA: _____

By: Car _____ ETA _____

DEPARTURE: _____

(I need a place to stay DATES: _____)

RESERVATIONS TO:

Mr. Tom Enwright, 419 Chestnut St., Sauk City, WI 53583

E-mail: tenwright@charter.net Cell: 715-459-5849