



VOLUME XLV

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From the President

NAPP Martyr? On October 1st I ran into an 84-year-old Maryknoll priest named Larry Shanberger, who was on vacation in the "States," and who has spent many, many years serving in Santiago, Chile.

Larry knew Rev. **William "Billy" Woods**, MM, former member of NAPP, who died in a plane crash in Guatemala. The talk then was that his plane was **sabotaged**, but Larry said someone actually **shot down** the plane during flight. According to Larry, "Billy" always said that they - whoever *they* are - would kill him sooner or later.

Because Fr. William Woods was killed doing God's work, could he be considered a martyr? An NAPP martyr? Should we promote his cause? No! Let Maryknoll do it - unless Mel wants to.

On this feast of St. Andrew, I think back a week ago when we all gave special thanks to our Father for all his blessings. I hope that you all had a fruitful Thanksgiving. We priests sure have a lot to be thankful for, plus of course one extra blessing, being able to fly through the air on a wing and a prayer.

Retired? Being retired for 6 years now, my ministry is to serve where needed. Presently I am administrator of St. Luke parish at 068 degrees, 3.7 nm under KMGW's class D airspace. Never been so close to an airport in my life.

A holy and merry Christmas to you all.
And a happy New Year as well.

Fraternally,

Charles B. Teufel



In the last month I found out three of our members passed away.

1. John Lysogorski from Latham, NY hadn't responded as faithfully with his dues as in the past. I called and was informed he passed away November 15, 2003 from a brain aneurysm.

2. Many of you knew David Hogan from the Sioux City diocese. Dave has been battling ALS (Lou Gehrig's disease) for several years. He died November 14 in Sioux City and was buried from his home parish, Corpus Christi in Ft. Dodge, Iowa on November 18.

3. Vincent Merfeld, a priest from the Archdiocese of Dubuque, died on December 1, 2006 in Columbia, SC. Vince's funeral was on December 9 in St John Neumann Church, Columbia with burial in the National Veterans Cemetery in Florence, SC. Vince was a career Air Force chaplain and while stationed at Offut AFB near Omaha hosted one of the Midwest regional gatherings. Vince dropped his NAPP membership when he retired many years ago. Vince was 87 at the time of his death.

May they rest in peace.

I recently spoke to long time associate member Roy Jarrett. Roy's wife died in 2003 after having celebrated 52 years of marriage. Roy is a member of the Knights of Malta. and at a Knight's gathering at St. John University, Collegeville, MN, he met a wonderful widow. And, you guessed it! They will be married early in 2007 in Washington, DC. Congratulations!!!

The Briefs section of this newsletter has a couple of items members sent with their dues. The rest of the articles hopefully will perk your interest. Pat's article about the Tanzanian bureaucracy is one. Another from a friend in Holland about costs there and a warning about what might be happening in the U.S. The other is from the AOPA website and Phil Boyer's reaction to the attacks on GA.

Reminder: If you have any tid-bits to share, please send them to me. I've got a couple of goodies for the next issue. We need material for subsequent issues.

We haven't received any details on next summer's July convention in Colorado. For now, put the dates on your calendar. July 10 - 11, 2007.

The Spring Midwest Regional will be in Cedar Falls/Waterloo, Monday, April 30, 2007. We'll have details on that beginning with the next issue.

John Zapp and I have been wondering how many are actually downloading this newsletter now that we are sending it to you electronically. The message sent will have a request that you let us know that you did indeed receive it. Please click yes!

*To put Charlie's mind at ease. I will not pursue the official canonization of Bill Woods. In my judgment, **HE QUALIFIES**. That will save us years of work and who knows how many dollars. I'm sure Fr. Bill will be happy and proud of us as we more judiciously appropriate that energy and funding in continuing his work among the poor and oppressed through out the world.*

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*

*St. Joseph the Worker Shrine
Oblates of Mary Immaculate
37 Lee Street
Lowell, MA 01852*

Hello Mel,

Thank you for being such a diligent correspondent for the NAPP. I fear being lost in the shuffle, or falling off the radar screen, in the process of beginning a new assignment.

I have moved from Christ the King Parish in Miami to be the Director of this Shrine in Lowell, Massachusetts. It's cold after all my years in Florida, but it is lovely in this historic N.E. city. It's the city where the U.S.A.'s industrial might began. The bleak brick walls that sit along the Merrimack River have been gentrified and are now fancy condominiums with Grand River views. We have an authentic electric trolley running through the renovated 150 year old streets, mounted police, and the National Park Smokey the Bear rangers give informative tours. It is a blessing to see a once blistered community come back to light.

I've been flying since I came here in September. The autumn foliage is nice from the air, but you really have to walk through it, kick leaves and smell the autumn to do it right. My new email is: jflavin_omi@yahoo.com

I hope you and all the NAPP brothers are doing well. Have a Blessed Thanksgiving.

Sincerely,

James Flavin, O.M.I.



John Costello, SJ, Chicago, included this note

Dear Mel,

Fall greetings.

Nice to see the newsletter on the electronic version you recently sent.

Enclosed find \$50.00 for the NAPP dues this year.

I'm finding it harder and harder to put any entries in the log book. A pilot buddy lends me his C206 Stationair from time to time – great to keep my hand in it.

Continued blessings to you and all the flying padres.

Yours,

John Costello

Gregory Schlesselmann writes from Fargo, ND

Dear Fr. Mel, you noted on the last mailing that my email didn't work so I thought I would also send you one as well as the dues (in snail mail). Please note that although this email is coming from the seminary domain, the best one to use is the following:

gregory.schlesselmann@fargodiocese.org

This address automatically forwards my mail to wherever I am.

I should add that I have not been able to attend any sessions of the group but I am happy to pay the dues since it benefits those who fly for priestly work. Take care and God bless.

Very Rev. Gregory J. Schlesselmann
Rector, Cardinal Muench Seminary
100 35th Ave., NE
Fargo, North Dakota 58102
Ph. 701-232-8969

Bill Menzel writes from Wisconsin Rapids, WI

Hi Mel,

You know, I thought I had paid it, but I couldn't verify it for sure. Make it a donation for NAPP or for some guy who can't afford the dues.

I don't know if you know this, but I belong to Angel Flight Central and have flown several missions over the last couple of years. It's just a great way to fly, since I love to go places, but don't very often have a real good excuse to do that. Angel Flight makes flying to help someone else.

Most of my missions have been so-called "camp missions" in which we transport youngsters to or from specialized camps for children with life-threatening medical conditions. Usually these are children from large metropolitan areas who get this great chance to get away from the city and enjoy a camp setting with other children with similar medical problems. It's a real joy to see these youngsters' faces light up when they see their friends from the previous summer and know that they'll have another week to remember. (The for a great reason to go places and to use return trips are a bit somber, as you might guess. They hate to leave.)

My most recent mission was on Monday, October 30, when I transported a woman from Stevens Point, WI to Chicago Midway so she could go to a headache clinic near the Loop. It was a beautiful day for flying, and the Angel Flight call sign always seems to bring about some special handling from the controllers along the way. We arrived around 10:30 a.m. It was my third trip into Midway, and all went very well.

The folks at Atlantic Aviation are simply great. They'll take you in a courtesy car to the nearby train station, from which you can get to the Loop in about a half hour. I rode with my passenger to the station and offered to go with her to the Loop, but she said she could manage it. So I rode back to Atlantic to wait. She was going to call once she found out if the doctors would keep her there or have her return home. She called about 3:30 and said that they were keeping her, so I filed and headed out.

When I flew into Midway back in June for a Cubs game, the Clearance Delivery controller on the way out was apparently not happy to be working a Comanche rather than a Gulfstream. With annoyance in his voice, he rattled off that clearance so fast he

sounded like one of those speed talkers who recite all the fine print in radio and TV ads. Needless to say, I botched the read-back, which annoyed him even more; he said he'd get back to me when he had time. When he got back to me, he gave me the clearance in exaggerated slow-talk. Nasty man!

Well, this time I was ready. I had studied that June clearance, and I filed with all the right fixes. The clearance was what I had anticipated, and the read-back was simple. Redemption is great! And I had a nice tail wind home.

Here's the flight history:

<http://flightaware.com/live/flight/NGF42P/history/20061030/1415Z/KSTE/KMDW>

<http://flightaware.com/live/flight/N6442P/history/20061030/2219Z/KMDW/KISW>

God's blessings.

Bill

A student of mine, Mike Hogle, living in Holland sent the following

Subject: Don't forget to vote against user fees to preserve General Aviation! Good points in the attached newsletter about plans to turn the FAA into a high-priced, user-fee funded bureaucracy. You can help avoid letting our airspace system become yet another big expensive mess like you-know-what over in you-know-where. The FAA and the airlines are pointing to Holland as one of the countries being successful in putting in user fees. Look at the cost of flying a small 2-4 place general aviation aircraft now that Holland has user fees:

- each and every landing (even touch and go on the grass) at an uncontrolled Unicom field is \$10.00+ each or \$15+ in the weekend; as much as \$27-\$35 if you flew in cross-country
- landing at large controlled field: \$150+ in landing fees and you must reserve a slot time 24 hours in advance

- no flights allowed to any controlled field without filing a flight plan on the ground at least one hour in advance of flight (got to make sure they can charge you)
- example cost for shooting one instrument approach: \$28 plus \$5 if the approach lighting has been turned on.
- total cost of an IFR training flight getting vectored, doing holds, shooting three approaches and landing can exceed \$200 in ATC fees alone
- cost for a private pilot medical \$400
- 100LL fuel ranges upwards of \$10 / gallon
- cost to rent a C-172 is \$175 to \$200 / hour

A large amount of the user fees have to go to all the people hired to do the counting and controlling and invoicing. The higher the fees go, the fewer people can afford to fly. The fewer that fly, the higher the fees have to go in a never ending spiral. If user-fee success is measured by almost destroying general aviation and keeping as many people as possible from being able to fly, then they have been very successful.

Don't let this happen in the United States.

Remember to vote!
Please pass this on to any other pilots you know.

You have to go to www.aero-news.net to read the whole story.

An edited communiqué from Pat Patten, : Flying Medical Service Tanzania, East Africa

Hi Mel,

You can also share our website with NAPP. It's listed below and is in Dutch and English.

For some great photos in addition to those we have on the site, you can also access www.benwilhelmi.com

Ben is a professional photographer who flew for FMS for almost four years. He has a link to our website on his website.

Thanks once again for the donated subscriptions. Very kind of the donor.

Since May of this year, we've had quite some trouble with our Directorate of Civil Aviation and the Ministry of Infrastructure Development. They were claiming that we owed them lots of parking, landing, navigation, passenger departure and security fees. About \$ 80,000 since 1999. Aren't you glad you don't have to pay all of those user fees! Well, we are not supposed to pay them either. But they claimed they no longer recognize our parliamentary published exemptions. They shut us down for one day on August 7th, but we appealed to the minister. Then, on September 30th, after our final appeals to the Director General and the Minister were denied, they closed us down "permanently" until the bills were paid and the plane registered in Tanzania. It was a weekend. We appealed to the Prime Minister. He met with us Monday morning at 8:30. We were flying by 10. He was great. I would not have wanted to be the Minister of Infrastructure Development or the Director General of Civil Aviation in that meeting. I was at the meeting with them, as was a diocesan priest who is Maasai. The PM, who is also Maasai and represents one of the districts in which they live, asked very telling questions of the two officials. The first was: "When I start getting phone calls from people later today asking why our medical services have been shut down, can you make a suggestion to me as to how I can answer their questions without appearing foolish?" When they couldn't or wouldn't answer him, he asked them: "Let me phrase it in another way.

How would you consider that your actions in shutting down Flying Medical Service have benefited the sick and the poor of Tanzania?" I would not want to have been in their seats.

Later that night, we got an emergency call, and despite the clear intentions of the Prime Minister in the morning's meeting, the Director General tried to stop Jack from flying a stroke patient to Nairobi. And...

knowing the real meaning of obedience, Jack flew the patient to Nairobi anyway!

We're still flying. But it is not nice to have these sorts of conflicts with people you have to work with -- even at a distance.

When the controller told Jack that night that he couldn't take off, Jack asked the controller if he was willing to take responsibility for the death of the patient. When the controller said he didn't know what to do, Jack told him to phone me. Then he took off. He's a good guy. And we're both still out of jail!

Pat

Flying Medical Service

P.O. Box 508

Arusha, Tanzania

Phone+Fax: +255-(0)27-250-8760

Phone: +255-(0)27-250-8583

Phone: +255-(0)741-653953

Web: flyingmedicalservice.org



MERRY CHRISTMAS

Banning “small aircraft” over U.S. Cities

Phil Boyer posted the comments below on the AOPA Web site last week (<http://www.aopa.org>). Let’s not be silent!!

Mayor Daley’s latest rants have sent me over the edge. He used the accident in New York to once again demand a no-fly zone over downtown Chicago for general aviation aircraft.

It was expected, of course. He has an irrational hatred for piston-engine aircraft, as evidenced by his illogical tirade this week. “They should not jeopardize, through intentionally or by accident, a single- or two-engine plane flying over our city (sic),” the Meigs Field destroyer exploded at a press conference (I don’t think he was including Boeing 737s, 757s, and 767s in his list of twin-engine aircraft.) “Remember: a single- or two-engine plane can kill as many people as possible if they want to.”

And if it were just Daley, I’d ignore his ravings, just as folks in the federal government in charge of security and airspace do.

But it’s not just him. Other politicians (with the spectacular and notable exception of New York City Mayor Michael Bloomberg) and self-appointed “experts” are jumping on the tragic accident – repeat, accident – in New York to sound off again about the “danger” of light aircraft, and how they must be regulated, restricted, banned.

OK, for all of those ranting about “threats” from GA aircraft, we’ll believe that you’re really serious about controlling “threats” when you call for:

Banning all vans within cities. A small panel van was used in the first World Trade Center attack. The bomb, which weighed 1,500 pounds, killed six and injured 1,042.

Banning all box trucks from cities. Timothy McVeigh’s rented Ryder truck carried a 5,000-pound bomb that killed 168 in Oklahoma City.

Banning all semi-trailer trucks. They can carry bombs weighing more than 50,000 pounds.

Banning newspapers on subways. That’s how the terrorists hid packages of sarin nerve gas in the Tokyo subway system. They killed 12.

Banning backpacks on all buses and subways. That’s how the terrorists got the bombs into the London subway system. They killed 52..

Banning all cell phones on trains. That’s how they detonated the bombs in backpacks placed on commuter trains in Madrid. They killed 191.

Banning all small pleasure boats on public waterways. That’s how terrorists attacked the *USS COLE*, killing 17.

Banning all heavy or bulky clothing in all public places. That’s how suicide bombers hide their murderous charges. Thousands killed.

Number of people killed by a terrorist attack using a GA aircraft? Zero.

Number of people injured by a terrorist attack using a GA aircraft? Zero.

Property damage from a terrorist attack using a GA aircraft? None.

So Mr. Mayor (and Mr. Governor, Ms. Senator, Mr. Congressman, and Mr. “Expert”), if you’re truly serious about “protecting” the public, advocate all of the bans I’ve listed above. Using the “logic” you apply to general aviation aircraft, you’re forced to conclude that newspapers, winter coats, cell phones, backpacks, trucks, and boats all pose much greater risks to the public.

So be consistent in your logic. If you are dead set on restricting a personal transportation system that carries more passengers than any single airline, reaches more American cities than all the airlines combined, provides employment for 1.3 million American citizens and \$160 billion in business “to protect the public,” then restrict or control every other transportation system that the terrorists have demonstrated they can use to kill

If you’re not willing to be consistent, then we might think that you’re pandering to uninformed public fear, posturing from the soapbox of demagoguery, screaming security for your own political ends.

[Got this from a good Protestant friend. It may come in handy if you plan on snowmobiling in the North]

New "Lutheran Airlines" Now Operating!

WE ARE PLEASED TO ANNOUNCE LUTHERAN VIKING AIR IS NOW OPERATING IN MINNYSOTA, AND ALSO SERVING VISCONSIN, NORT AND SOUT DAKOTA.

If you are travelin soon, consider Lutran Viking Air, da no-frills airline. You're all in da same boat on Lutran Air, where flyin is a upliftin experience.

Dere is no First Class on any Lutran Viking Air flight. Meals are potluck. Row 1 is reserva for da people from Lincoln Neb. bring Cinnamon Rolls; 2-6, bring dinner rolls; 7-15, Salads; 16-21, a main dish, and 22-30, a dessert. Basses and tenors please sit in da rear of da aircraft.

Everyone is responsible for his or her own baggage. All fares are by free will offering and da plane will not land 'til da budget is met. Pay attention to your flight attendant, who will acquaint you wit da safety system aboard dis Lutran Viking Air 599.

Okay den, listen up. I'm only gonna say dis vonce. In da event of a sudden loss of cabin pressure, I am frankly going to be real surprised, and so vill Captain Olson, because we fly right around two thousand feet, so loss of cabin pressure would probably mean da Second Coming, or someting of dat nature, and I wouldn't bodar wit doze liddle masks on da rubber tubes. You're gonna have bigger tings to worry about den dat. Just stuff doze back up in dair little holes.

Probably da masks fell out because of turbulence which, to be honest wit you, we're going to have quite a bit of at two tou-sand feet, sort a like driving across a plowed field, but after a while you get used to it.

In da event of a water landing, I'd say forget it. Start saying da Lord's Prayer, and jus hope you get to da part about forgive us our sins as we forgive doze who sin against us, which some people say "trespass against us," which ain't right, but what can you do?

Da use of cell phones on da plane is strictly forbidden, not because day may confuse da plane's navigation system, which is seat of da pants all da way. No, it's because cell phones are a pain in da wazoo, and if God meant you to use a cell phone, He would have put your mout on da side of your head. We start lunch right about noon, and it's buffet style A, wit da coffee pot up front. Den we'll have da hymn sing; hymnals are in da seat pocket in front of you. Don't take yours wit you when you go or I am going to be real upset and I am not kiddin!

Right now I'll say Grace:

"Come, Lord Jesus, be our guest,
And let deze gifts to us be blessed.
Fadar, Son, and Holy Ghost,
May we land in Dulut or pretty close."

Happy Landin wit da Lutran Viking Airline!