



Aviation News

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[Pilot Dies in Small Plane Crash Near Michigan Airport](#)

[West Michigan Aviation Programs Grow Amid Shortage of Pilots](#)

[Change Likely to Battle Creek Airport Fire Service](#)

[2013 Air Passenger Traffic was up more than 5% in Kalamazoo](#)

[Grand Rapids Airport Faces 'Unprecedented' Influx of Snow Owls](#)

[Study Shows Metro Airport Pumps Billions Into Michigan's Economy](#)

[Feds: Cause Unclear for Air Crash that Killed Michigan Professor Last Year](#)

Logbook

Jan. 6

Kevin Malone and
Daniel Jankoff
KCMX - KARB
Cessna 421

Jan. 9

Gary Sage and
Alex Anderegg
KTVC - KRST
Cessna 421

From the Staff...

February 5, 2014

As a flight director at Wings of Mercy, I talk to people every day who have been traveling down the long, frightening road of complex medical issues, financial struggles and baffling healthcare bureaucracy. Most of them have been told that the next stop on their journey back to health is the Mayo Clinic or some other far off place. Usually, the whole conversation boils down to one simple question..."Can you get us there?"

Because I happen to know a few amazing Wings of Mercy pilots, most of the time I get to say "Yes, we can!"

Thank you, for making it possible for me to say yes. What you have to offer as a Wings of Mercy pilot, is a simple solution for some people with very complex problems. The end result may not be restored health for everyone, but they all know that someone cares and that they are not alone in their struggles.

It is a pleasure serving with you and I hope to hear from you soon.

Grace Spelde
Flight Director

A Patient Story...

Starting from Grand Rapids, pilot Gary Sage and co-pilot Alex Anderegg headed up to Traverse City for a double load of passengers to Rochester on January 9.

Patient Raymond Kimble, accompanied by his wife Patricia and patient Dianne Wietzke, accompanied by her friend Darlene Totten, were both seeking treatment at the Mayo Clinic in Rochester, MN.

While both sets of passengers initially expressed a little nervousness about the flight (and naturally the upcoming medical treatments), they were all pleasantly surprised. The Cessna 421 took crew and passengers up into the sun at flight levels and delivered them smoothly and safely to their destination.

"The patients we fly tell me they just couldn't get to the treatments they need without the help of Wings of Mercy pilots," said Gary Sage. "This is what makes it so important for me and I know for other pilots. The direct connection we have with the patients makes us realize just how valuable the contributions of supporters and pilots are to the lives of the people we help," he continued. "This is what keeps me going."

As usual, before they headed off to their



appointments, Gary and Alex got hugs from their passengers!



Jan. 11

Jason Morford and
Don Brandes
KARB - KCMX
Cessna 421

Jan. 13

George Schraft and
Frank Clark
KMKG - KIND - KMKG
Cessna 310

Jan. 19

Brett Meares and
Terry Tibbits
KFCJ - KGRR
Mitsubishi

Jan. 21

John Workman and
Dan Neville
KRST - KCAD
Cessna 414

Jan. 24

Brett Meares and
Terry Tibbits
KGRR - KFCJ
Mitsubishi

Jan. 30

John Werner and
Thomas Wilkoski
KSEF - KUES
King Air

Events

Event Listings

**Muskegon CareAffaire
June 07, 2014**

**Holland CareAffaire
August 23, 2014**

**Traverse City CareAffaire
September 6, 2014**

Wings of Mercy flight needs
change regularly. Click
here to login and view the

**Current WOM
Flight Needs**

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If you are able to help out,

Pilot Tips...

**Proper Documentation Means Better Aircraft Maintenance -
Documents Aircraft Owners Should Have**

by Jason Blair

Owning an aircraft comes with additional responsibilities beyond that of just being the pilot that flies the plane. The owner of an aircraft is responsible for ensuring that it is maintained and operated in accordance with FAA inspection requirements. Most of the time this means that once a year we drop our aircraft off to our maintenance shop for its annual inspection and hope that no other maintenance is needed during the year. As the owner of an aircraft, something you can do to help make sure your aircraft will receive the best possible service is to make sure proper documentation for your aircraft is in your library.

We all know that an aircraft must have a pilot's operating handbook or aircraft flight manual on board as one of the required documents for flight. An airworthiness certificate, a valid and current federal aircraft registration, and a current weight and balance must also be included. Beyond that, many aircraft owners have little additional documentation for their aircraft.

The following documents are some of the additional documentation that an aircraft owner should have available to ensure that your aircraft is maintained properly.

Aircraft Parts Manual:

This is a manual that details all the parts of an aircraft and is typically referred to when a part is in need of replacement. Having one of these that is specific to your aircraft can save valuable time when attempting to determine the correct part for your aircraft. It can also help avoid the possibility that incorrect parts are used when conducting maintenance. These are commonly available for older aircraft from third party publishers and for newer aircraft are more commonly obtained from the manufacturer.

Aircraft Service Manual:

Commonly used by maintenance staff when completing maintenance on an aircraft, the service manual gives detailed information about how to best service an aircraft. This can also be used to estimate time requirements for various maintenance jobs. Having an aircraft make and model specific service manual for your maintenance professional will help ensure that they have the most correct information for conducting service. These are commonly available for older aircraft from third party publishers and for newer aircraft are more commonly obtained from the manufacturer.

Avionics Manuals:

As avionics systems have become more complex, it has become more important to have manuals for the specific systems in your aircraft. For

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many avionics systems, some documentation is required to be carried in the aircraft (commonly referred to as "supplements") as the POH or AFM is required. These may be less than full manuals and it is recommended that pilots obtain and have in their library full manuals for their avionics systems. In most cases, these are available in digital format (pdf) and provided by the manufacturer.

Engine Manual:

Aircraft manuals typically detail the systems of the aircraft, but to get more detail about the engine itself it may be required to have a specific engine manual. These are commonly used in servicing engines. Like an aircraft service manual, it is a good idea to have one of these specific to the engine that is in your aircraft. These are available from third party publishers of the engine manufacturer.

It should go without saying that copies of applicable service bulletins and Airworthiness Directives is also something that any aircraft owner should have in their files.

Even a year or two in models of aircraft can result in significant changes in parts or service requirements. By having the proper manuals available for your maintenance professional you increase the potential for proper service provision.

While many maintenance shops have manuals for many common aircraft, they may not have them if you have a unique aircraft or for all make and model years of a particular aircraft. Being able to provide a parts and/or service manual can be the difference between getting good service and having your aircraft incorrectly serviced.

Wings of Mercy is a volunteer organization that provides free air transportation for people with limited financial means who need treatment at distant medical facilities. Patients are carried on private aircraft by volunteer pilots.

www.WingsofMercy.org

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