



## Giving Wings to Those in Need

### Aviation News

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Pete VandenBosh Included!](#)

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Central Wisconsin Airport](#)

[Are General Aviation Airports  
Economically Feasible?](#)

[Tax Deductibility  
of Flight Training](#)

[Cirrus Flies  
First Conforming  
SF50 Vision Jet](#)

[Search Continues  
for Plane Lost over  
Lake Michigan in 1950](#)

### Logbook

**3/3/2014**

Gary Vanderveen  
and Steve Bouman  
KBIV - KRST  
Cessna 550

**3/3/2014**

Gary Vanderveen  
and Steve Bouman  
KBIV - KRST  
Cessna 550

**3/12/2014**

Gary Vanderveen  
and Steve Bouman  
KRST - KBIV  
Cessna 550

**3/15/2014**

Gary Vanderveen  
and Steve Bouman  
KRST - KBIV  
Cessna 550

**3/13/2014**

George Schraft  
and Frank Clark

### Message from New WOM BOD Member

April 9, 2014

As the snow begins to melt, temperatures begin to rise and we approach a new season of flying here at Wings of Mercy, I would like to take a moment and introduce myself to all of you. My name is Michael Kender and this winter I had the honor to be voted in as the newest member of your Board of Directors at Wings of Mercy.

I graduated from Western Michigan University in aviation and had the privilege back in the early years of WOM to begin flying missions with our founder Peter VandenBosch in his Seneca II. I never would have imagined that over 21 years later I would be honored with a position on this board. All I knew then was that I had an ability that I was blessed with and that I could use it to help others. I sure enjoyed sharing it, and still do to this day.

My lovely wife of 14 years, Stacey, and I have four children at home between the ages of 5 and 12. When I am not busy flying somewhere around the globe as a pilot with Amway Inc, I enjoy spending time with my wife and kids working around the house, playing on the water, and helping people learn the ways of Dave Ramsey as a counselor at Beacon Financial Counseling, which I started 9 yrs ago.

I still try to fly WOM trips when I can, and look forward to meeting many of you either at our many events planned this year or maybe flying a mission as well. Until then, fly safe and keep up the wonderful work Peter started so many years ago.  
Thank You Peter VandenBosch and my fellow board members for this great opportunity to serve others!

--Michael Kender

### A Patient Story...

Dear Friends;

God decided on March 5 that Chris had completed his journey on this earth. He was home with Hospice, left us peacefully, and was welcomed into the arms of Jesus that sunny afternoon.



Over 4 years ago, Wings of Mercy granted this family a gift.....Hope. Chris was facing a short prognosis, Wings gifted Chris with multiple flights to Duke University Brain Tumor Clinic. I firmly believe we gained 4 years with Chris that we wouldn't have because of Duke and Wings of Mercy. Not only that, but much was learned from this difficult fight. Knowledge we all know will help another family.

Chris spent those years with multiple setbacks, every reason to give up, but never did. His goal was to finish his studies at Western Michigan University, and he did. Even with multiple medical leaves, his two year quest took 4.5 years.....but he did it.

This story was written shortly after he passed and includes links to his graduation writeup as well ([Click Here to view the Article](#)) or simply Google Chris Boes WMU.

Chris has inspired many during this journey, in ways that have actually changed lives. We are so very proud of that, as you all should be. He made an impact on so many who gained confidence, fortitude, and a reason to

KMKG - KMSN  
Cessna 310

**3/18/2014**

George Schraft  
and Ron Megisi  
KMSN - KMKG  
Cessna 310

**3/20/2014**

Peter Tobin  
and Ellen Northam  
KESC - KARB  
Columbia

**3/22/2014**

Rick Terzo  
and John Olson  
KARB - KESC  
Cessna 340

**3/23/2014**

Randy Pugh  
and Brad Pugh  
KFWA - KRST  
Columbia

**3/27/2014**

Kevin Malone  
and Daniel Jonhoff  
KRST - KFWA  
Cessna 421

**3/30/2014**

Gary Sage  
and Paul Segard  
KCMX - KARB  
Cessna 421

**3/30/2014**

Rick Terzo  
and John Olson  
KBIV - KRST  
Cessna 340

## Events

### Event Listings

**Muskegon CareAffaire**  
**May 31, 2014**

**Holland CareAffaire**  
**August 23, 2014**

**Traverse City CareAffaire**  
**September 6, 2014**

Wings of Mercy flight needs  
change regularly. Click

fight. The President of WMU, John Dunn, attended Chris' funeral and spoke of Chris and how he had inspired both instructor and student. He felt WMU was a better University because of Chris, we were so moved and humbled by both his attendance and kind words.

Cancer is a war, war has casualties. Even though we grieve the loss of this beloved son and brother, we celebrate the fact he is healed and now enjoying life beyond his wildest dreams. We sincerely share the sentiment of Wings pilot, Gil Collver, "We must soldier on".

Please know we are committed to promoting Wings of Mercy as best we can so others receive this wonderful gift called hope. Be proud of what you do, be proud of who you are; winged warriors sent from heaven. We are forever grateful for all you have meant to this family.

May God's bless your efforts, know you are loved.

CHEERS!

-- Chris Boes' Family

## Pilot Tips...

### Towbar Troubles...

*by Jason Blair*

Have you ever seen a plane taxiing by with the tow bar still attached? Has it ever been you that has forgotten to detach your tow bar? While I hope not, it could be. Every year pilots accidentally forget to remove their tow bar prior to engine startup, some taxi with them still attached, and a few even get airborne. Every time this happens the pilots risk damage to their aircraft, and potentially to themselves and their passengers.

Tow bar damage doesn't always make it into the accident and incident records of the NTSB, but it definitely is the cause of numerous insurance claims each year. These are not only expensive, but they result in owners' aircraft being down for significant periods of time due to damage sustained. A few years back a tenant at my old home airport took off in his aircraft with his tow bar still attached to his nose wheel. As you might guess, his prop struck the tow bar during takeoff. He hadn't noticed the problem, but we figured it out when a runway inspection found a tow bar laying on the runway with his tail number label on it. We left him a voicemail immediately.

When he landed, he got our message and checked his aircraft. His propeller had sustained damage and, as a result, he was required to do an engine teardown to check for any engine damage. Fortunately in this case, there wasn't any other damage, but the check was still costly in terms of time and dollars.

In most cases, leaving a tow bar attached to your aircraft after you have started up is going to result in costly, and potentially catastrophic damage. Many times damage is caused to the engine, gear, and at the least, the propeller itself. In single engine aircraft the propeller is dangerously close to tow bar attachment points.

Single engine aircraft aren't the only ones that can incur major damage either.

In another example, and in a very capable aircraft, a Cessna Conquest incurred significant damage when a tow bar was not removed prior to takeoff. The NTSB synopsis ([Click Here to View](#)) is very brief, but illustrative:

*"After the pilot finished the preflight inspection in the hangar, the maintenance technician pulled the airplane out of the hangar and connected the auxiliary power cart to the airplane. Shortly thereafter, the pilot boarded the airplane and proceeded with the normal checklist. The pilot signaled to the maintenance technician to disconnect the power cart. The maintenance technician subsequently signaled that the pilot was clear to start the engines. After departure, the pilot noted a problem with the landing gear, and, after establishing that the tow bar was, most likely, still attached to the nose wheel, he diverted to a nearby airport for a precautionary landing. During the landing, the nose landing gear collapsed and the primary structure in the nose of the airplane was substantially damaged.*

*The National Transportation Safety Board determines the probable cause(s)*

here to login and view the

## Current WOM Flight Needs

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If you are able to help out, click below to donate.



*of the accident to be: The maintenance technician did not remove the tow bar prior to flight."*

I happen to know a little more about this incident than the NTSB report tells. The pilots and passengers loaded in the hangar due to inclement weather and trusted the tug driver to remove the tow bar. This didn't happen.

Once airborne, the pilots attempted to retract the landing gear, incurring damage to the gear and gear doors from the attached tow bar. This damage cause the nose gear to fail during landing resulting in significant other damage to the aircraft.

Shouldn't the tow bar ultimately have been the responsibility of the pilot? The aircraft in this case was a total loss. Fortunately no-one was injured. But can't you imagine how easy it might be to have this happen?

Next time you preflight, a couple tips might help avoid this potential safety slip.

- Before getting into the cockpit, do a last "25 foot" check. Step back far enough from the plane to see the whole plane and do a quick look for anything that looks out of place. Do this just before getting into the cockpit to start. This gives you a chance after your preflight to catch any obvious things (like a tow bar that is still attached) you might have deferred during your preflight.
- Put your tow bar in a place that is visible when starting the aircraft. If your aircraft is tugged out of the hangar, have the tow bar put in a place you can still see it after your aircraft is out of the hangar. When using a hand tow bar, put it either next to your hangar or inside your aircraft in a place where you can visually verify it is no longer attached prior to engine startup.
- Take responsibility for removal of the tow bar yourself. It can be easy to ask someone else to remove a tow bar and assume that they did it. Either ensuring that you do this yourself or double checking their actions visually is important.

If you happen to start up and find yourself wondering if you forgot your tow bar still attached to the aircraft, you do have a couple options. When there is an operating tower or other aircraft are nearby, stop immediately (if you were moving), suck up your pride and ask someone else to take a look for you. It may seem embarrassing, but wouldn't it be even more embarrassing if you didn't ask? If no one else is around stop, shut down your engine, and check for yourself. Don't take the chance of continuing until you know for sure.

This may seem like something that you could never miss, but every year pilots in a hurry do just that. Don't let a forgotten tow bar ruin your next flight or your aircraft. Don't end up the next tow bar related NTSB report.

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](http://www.WingsofMercy.org)

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