



## Monthly Flight Log

**4/4/2015**

KTVC-KRST  
Richard Terzo  
and John Olson  
Cessna 340

**4/5/2015**

KBIV-KRDU  
Brad Pugh  
and Fred Honore  
Cessna 400

**4/6/2015**

KRDU-KBIV  
Bill Klungle  
and Andrew Kusneske  
Beechcraft Bonanza

**4/10/2015**

KRST-KTVC  
John Olson  
and Richard Terzo  
Cessna 421

**4/10/2015**

KRST-KTVC  
John Olson  
and Richard Terzo  
Cessna 421

**4/12/2015**

KBIV-KSGR  
John Laws  
and Ron Keil  
Beechcraft Baron

**4/19/2015**

KLAN-KRST  
Timothy Brenner  
and Andrew Marvin  
Cirrus SR20

**4/21/2015**

KIWD-KMSN  
Kevin Dingman  
and Michael King  
Beechcraft Duke

**4/21/2015**

KRST-KLAN  
Vern Eliason

## From the Board of Directors...

Love life, love your neighbor, love to fly?

I ask this question with a rhetorical tone. It's rather obvious for most of us who have chosen aviation as a job, hobby, or a combination of both. You can always tell a pilot because they are the ones always looking up. I believe it may be impossible to not look up when you recognize the airplane just by what it sounds like. I dare you; don't look! How's that working for you? Doesn't work for me!

So it's a given that we love aviation. That's likely what got us started volunteering to do Wings of Mercy flights. Seriously how many people can actually take their hobbies, passion, love and use it to truly make a difference in someone else's life? Think about that for a moment!

So have you ever felt incredibly convicted to do something and didn't? Did you have a deep conviction that you were supposed to help someone, a neighbor, friend, person on the side of the road with a flat tire? Ever turn around because you just had to? Ever complete what you knew you had to do and just got that overwhelming feeling that God was just giving you one of those Holy Spirit hugs and just saying thank you?

Life is full of choices and today we are pulled in many directions, balancing our work, family, volunteer, time. How do you manage to get it all done? When you reflect on what life is all about, what is really important, what matters the most, choose wisely. Make sure you choose a balance in life that will not have regrets. Life is short. Life is a blessing so budget your time wisely. Rich, poor, or somewhere in the middle time is the most precious commodity we have and we all get the same 24 hours each day.

Six years ago I had a heart attack. Self-employed most of my adult life, fighting for that all mighty dollar, trying to be a good husband, good father of four, good provider, good Christian..... I think you get the picture! When I was laying on the stretcher going in for surgery, knowing I had just had a heart attack, not knowing if I would be able to walk my daughter down the aisle in her upcoming wedding, not knowing if I would ever hold a grandchild, not knowing if I really had everything in order for my wife. The burden was

and Stuart Robertson  
Piper Aztec

**4/21/2015**

KESC-KARB  
Peter Tobin  
and John Olson  
Cessna 350

**4/21/2015**

KARB-KESC  
Peter Tobin  
and John Olson  
Cessna 350

**4/22/2015**

KSAW-KARB  
Mike Miller  
and Jeff Schmitt  
Beechcraft Baron

**4/23/2015**

KCMX-KARB  
John Laws  
and Don Weaver  
Beechcraft Baron

**4/23/2015**

KMSN-KIWD  
John Laws  
and Don Weaver  
Beechcraft Baron

**4/23/2015**

KGRR-KRST  
Tim Fino  
and Slav Inger  
Piper Seneca

**4/24/2015**

KRST-KGRR  
Mike Miller  
and Jeff Schmitt  
Beechcraft Baron

**4/27/2015**

KMKG-KMSN  
John Laws  
and Jeff Schmitt  
Beechcraft Baron

**4/28/2015**

KCMX-KMSN  
Ryan Veenstra  
and Ray Chester  
TBM 850

**4/29/2015**

KMSN-KMKG  
Vern Eliason  
and Stuart Robertson  
Piper Aztec

**4/29/2015**

KBEH-KTVC  
Chris Faircloth  
and Jeff Schmitt  
Piper Comanche

**4/29/2015**

hug and I can honestly say all I thought about was my family and the things that are important in life. Didn't even think about what I had to do at work.

So here's where I want to bring it all together. Aviation is a passion for most of us pilots. We can make a difference in someone's life, improve quality of life, and lengthen life using this passion. God has clearly given you the resources if you are a pilot and have an airplane to do this. If you are convicted to do some flights just do it! Your reward will always be thank you, well done, and sometimes even get those Holy Spirit hugs of confirmation that only a good Father can give. Time is precious budget your time and use your gifts to bless your family, friends and anyone with a need that you can help fill. Don't wait until it's too late, do it today!

Jesus was asked, what is the greatest commandment, and his response was "Love the Lord your God with all your heart, with all your soul, with all your strength and with all your mind, and love your neighbor as yourself"

**-- Fred Honore; Board of Directors**

### A Patient Story



A couple months ago we received a phone call from Cheryl Strieter. Cheryl is 6-year-old Natalee Kangas' grandmother and is usually the one who flies with Natalee for her appointments.

Natalee is well-known to most of you because she has flown with us many times since her birth and last year she had her transplant and is doing fine. When Cheryl called we talked about an up-coming appointment for Natalee and

Cheryl also asked if we could help her. Cheryl has been struggling with a degenerative disc and needed to see doctors in Madison, Wisconsin, but she spends so much time and effort on Natalee that her own health has been put aside. Now it was time to help Cheryl. Since our initial conversation about her appointment, Cheryl has taken

Natalee on an emergency trip to Ann Arbor (rotavirus) and her regularly scheduled post-transplant appointment (thanks to pilots Don Mertke and Tim Brenner; Peter Tobin and Gregory Ostrom.) This past month Cheryl took a flight to Madison for her own appointment and although she did

KARB-KSAW  
Jerry Schmidt  
and Max Engelman  
Piper Saratoga

**4/29/2015**

KTVC-KBEH  
Chris Faircloth  
and Jeff Schmitt  
Piper Comanche

**4/29/2015**

KMSN-KCMX  
Nick Jilek  
and Mark Nelson  
Merlin

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not get the answers she needed, she was very thankful for the pilots (Ryan Veenstra and Ray Chester; Nick Jilek and Mark Nelson.) Cheryl and Natalee are great examples of the positive impact that our pilots have on those that are in need.

**Pilot Tips**

**Avoiding Summer Thunderstorms  
by Jason Blair**

As we all approach summer flying and temperatures rise, so do the tops of the clouds as they develop vertical lift and become thunderstorms. We all know thunderstorms are definitely things we shouldn't fly through, but avoiding them can be difficult as we try to complete flights to destinations that may be affected by convective weather conditions.

Avoiding them can be accomplished in a few ways.

**First. Don't fly.**

This is the most simple, but can also be the most safe. If there are thunderstorms along your route, stopping and waiting until they have dissipated or passed can be a viable option. This is especially good as an option if squall lines are moving through and the area of storms is not widespread.



**Second. Fly around or avoid.**

Flying around storms can also be an option. Planning this carefully ahead of time with reference to storm movement using radar, radar summary, and other weather charts can be a way to fly around areas of storms. This may require wide diversions, but it is always better than flying through an area of storms.

**Third. And most dangerous, fly through using on-board weather resources.**

This can be the most dangerous, but with proper technology, sometimes successful. It is always best to avoid flying through actual thunderstorms, but sometimes flight through areas where thunderstorms are present can be successful by flying between storm cells. The wider the distance you can keep from them the better. Always keep in mind the limitations of your on-board weather resources such as latency in data provision or lack of ability to depict what might be behind the storms you see immediately on a radar screen.

Always remember if you are in the air that landing is an option. If you have ANY doubts that weather might be a factor in your successful completion of a flight, landing or diverting should be considered.

AIM 7-1-28 and 7-1-29 offer further insight and FAA

recommendations on flying when thunderstorm activity is a concern. A little review of this as we all approach summer flying seasons is definitely worth the time reading.

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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