



Monthly Flight Log

From the Staff...

11/1/2015
KBIV-KICT
John Workman
Bill Klungle
Chancellor

11/2/2015
KAZO-KLUK
Chris Faircloth
John Bowden
Comanche

11/3/2015
KLUK-KAZO
Rob Becker
Hugh Eisen
Superstar

11/3/2015
KARB-KOGM
John Laws
Don Weaver
Baron

11/3/2015
KOGM-KARB
John Laws
Don Weaver
Baron

11/8/2015
KCMX-KARB
George Schraft



Merry Christmas

A Patient Story

2015 is coming to a close so instead of giving a story about one patient, we decided to tell you about all the patients that were served this past year because of you, our pilots.

**Kyle Curtiss
Cessna 310**

**11/8/2015
KGRR-KRST
Vern Eliason
Robert Seidl
Aztec**

**11/8/2015
KGRR-KRST
John Laws
Andrew Grooters
Baron**

**11/10/2015
KSAW-KARB
Timothy Talsma
Nicholas Talsma
Navajo**

**11/13/2015
KARB-KCMX
George Schraft
Kyle Curtiss
Cessna 310**

**11/15/2015
KESC-KRST
Vern Eliason
Robert Seidl
Aztec**

**11/19/2015
KRST-KGRR
Ryan Veenstra
Ray Chester
Socata**

**11/22/2015
KRST-KESC
Gary Sage
Andrew Grooters
Golden Eagle**

**11/22/2015
KBIV-KRST
Gary Sage
Andrew Grooters
Golden Eagle**

**11/24/2015
KRST-KBIV**

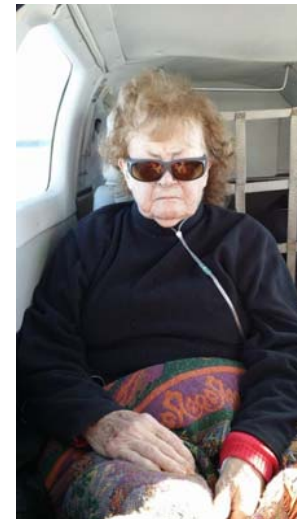
By the end of December Wings of Mercy will have flown 69 patients on over 200 missions. Of the 69 patients, 43 were new to us this year. Last year we served 55 patients with 167 missions so our numbers have increased. Our youngest patient for 2015 was 5 year old Owen Nichols (who has been flying with us since 2014) and the oldest patient was 90 year old Margaret Baxter.



But those are all just numbers. We like to look beyond the numbers to the people who are represented. Our patients have varied backgrounds and medical needs which makes them all special individuals.

Most of the recipients are fighting cancer or have organ failure and the remainder have Lyme disease, immune deficiency, neurological issues, heart disease, diabetes and some are still not diagnosed.

Our patients are siblings like Stephanie and Caleb Dorvinen; mother and daughter like Beth and Angela Hungerink; Great-grandparent, grandparent and grandchild like Gail Plute, Cheryl Strieter and Natalee Kangas. Some of them have had a medical issue since birth, like Emma Linkfield, and others were given their diagnosis this year like Carl VanderWall.



At the end of the day, and at the end of this year, we look back and see the good in all that was done through you, our volunteer pilots, and then we look forward to 2016 and the possibility of what we have yet to do.

Pilot Tips...

**Timothy Talsma
Nicholas Talsma
Navajo**

**11/28/2015
KBIV-FDK
Charles Binder
Mike Bergmann
Cessna 310**

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

Current WOM Flight Needs

Wings of Mercy is a 501 (C)(3) non-profit organization funded solely by individual and corporate contributions.

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



'Tis the Season for Carbon Monoxide in Flying *by Jason Blair*

While this winter has been warm to start, it will get colder. And winter flying increases the likelihood that pilots will experience carbon monoxide while flying.

The FAR/AIM details some information in section 8-1-4 ([Click here to see more](#) - , defining it as "a colorless, odorless, and tasteless gas contained in exhaust fumes." This gas "can significantly reduce the ability of the blood to carry oxygen," which adversely affect pilot health with major symptoms being headache, drowsiness, or dizziness which can lead to loss of consciousness or even death.

Most light aircraft that we fly have heaters that operate by air flowing over the manifold or fuel fired heaters that, if cracks are present, can potentially allow exhaust fumes into the cabin of the aircraft.

As we all go into flying in the winter season, an added awareness of the potential symptoms is encouraged.

Available from many aviation products suppliers, a carbon monoxide indicator that can be stuck to a panel in the aircraft is a good addition to any aircraft. This will help identify if carbon monoxide is present if any concerns arise. Make sure if you have one of these, it is fresh and unexpired. Another key indicator is if all occupants in the aircraft are exhibiting similar symptoms. While nausea is a common symptom of carbon monoxide poisoning, it is also commonly just an indicator of motion sickness. If only one aircraft occupant is feeling the symptom, it may just be motion sickness. But if all occupants are feeling the same symptom, it may be an indicator of a bigger problem.

If you are flying and have any suspicions that some or all the symptoms are present, there are a few things you can do to help minimize the effects.

- Turn off any heaters in the aircraft;
- Ventilate the aircraft using fresh air vents or if in an un-pressurized aircraft, opening windows or doors if necessary;
- Proceed as soon as practical to the nearest

appropriate airport for your aircraft, diverting if not near your destination

If your aircraft happens to be in the shop for any maintenance, asking the mechanic to do a quick extra check of the heating and ventilation system can also help identify any potential developing problems that can be addressed prior to them becoming more critical. Make sure your heating system is operating properly and keep on top of any potential maintenance issues with heat exchangers. Your life may depend on it.

Carbon monoxide can be deadly and shouldn't be minimized if any concerns are present. As we all fly through winter, some extra vigilance is worth consideration.

For more information about carbon monoxide, check out the [FAA pamphlet, Carbon Monoxide - A Deadly Menace](#).

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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