



Monthly Flight Log

12/1/2015

KMKG-KRST

Timothy Talsma
and Nicholas Talsma
Navajo

12/1/2015

KANJ-KOWD

Gregory Ostrom
and Peter Tobin
Cessna 310

12/2/2015

KFDK-KBIV

Gregory Ostrom
and Peter Tobin
Cessna 310

12/3/2015

KRST-KMKG

Timothy Brenner
and Terry Lutz
Cirrus

12/4/2015

KOWD-KANJ

Ryan Veenstra
and Ray Chester
Socata

12/5/2015

KGRR-KHOU

Richard Terzo

From the Board President

Thank You, Thank You, Thank You!

That is what I hear from our patients when they talk about the pilots of Wings of Mercy. They are so grateful that you use your gifts and talents to fly them for their medical treatments. They can't say thank you enough. I too would like to say thank you! Because of you we did over 200 flights last year!! You changed people's lives. You are awesome! Thank you!

We are excited for 2016. As always our goal is to help as many people as possible. Unfortunately we learned last year that the need is greater than we can handle. In 2015 we turned down 40 flights because we didn't have enough airplanes or pilots. We know you gave as much as you could so this isn't an attempt to make you feel guilty. Instead it's to bring awareness and to inform you that Wings of Mercy wants to be proactive and attack this problem so everyone that needs our service receives it.

The Board of Directors is working on a Five Year Plan for growth. We have had long discussions about finding more airplanes and pilots. We will put a plan together that hopefully solves this issue. In the meantime you can help. Please pass the word to your

and John Olson
Cessna 340

12/9/2015

KCMX-KARB
Timothy Brenner
and Ed Phelka
Cirrus

12/10/2015

KHOU-KGRR
Tim Fino
and Drew Grooters
Seneca

12/11/2015

KMKG-KRST
Mike Miller
and Drew Grooters
Baron

12/12/2015

KRST-KMKG
Thomas Wilkoski
and Jimmy Szajkovics
Baron

12/15/2015

KRST-KMGN
Mike Miller
and Jason Blair
Baron

12/17/2015

KMKG-KMSN
Richard Terzo
and John Olson
Cessna 340

12/18/2015

KMSN-KMKG
John Olson
and Richard Terzo
Golden Eagle

12/20/2015

KIWD-KMSN
Gary Sage
and Andrew Marvin
Golden Eagle

12/20/2015

KMKG-KHOU

aircraft friends. Maybe you can put up a notice at your airport, or hand out flyers to your fellow hangar tenants, or notify a pilot association you belong to. Networking and spreading the word will definitely help.

Thank you again! You are a special group of people. Did you know that approximately 30% of the population could qualify for a Wings of Mercy flight if needed but only .2% of the population are pilots!?

We need as many pilots in that .2% as we can get. Let's never stop giving wings to those in need!



Terry Boer
President of the
Wings of Mercy
Board of Directors

A Patient Story

In October, 2012 Eric Visser was diagnosed with Acute Myeloblastic Leukemia. He immediately underwent intensive chemotherapy and had his first stem cell transplant which put him in remission for a year. The leukemia returned in 2014 resulting in a second round of intensive chemotherapy and another stem cell transplant putting him into remission until November, 2015. This third round of leukemia has lead Eric to seek treatment at the MD Anderson Center in Houston, Texas.

Eric and his wife, Beth, have three children; Tyler, Abby and Emma. Because of his health Eric has not been able to work and Beth had to take a leave from her job in the Kentwood school system because she could expose Eric to infectious diseases (we know how the flu can travel through the school system!)

At the beginning of December when Beth contacted Wings of Mercy they were quickly qualified and added to the calendar. Shortly after sending out the "bat signal" two of our super hero pilots, Rick Terzo and John Olson, called to say they were available that weekend. Eric and Beth were thrilled at the fast response and, after finding friends to watch over their children, the Vissers were packing their bags and flying to Houston. Once Eric saw the doctors, it

Bill Klungle
and Mac McClellan
King Air

12/21/2015
KGRR-KRST
Timothy Talsma
and Nicholas Talsma
Navajo

12/23/2015
KMSN-KIWD
Gary Sage
and Andrew Marvin
Golden Eagle

12/24/2015
KRST-KGRR
John Workman
and Daniel Neville
Chancellor

12/29/2015
KGRR-KRST
Timothy Talsma
and Nicholas Talsma
Navajo

12/31/2015
KRST-KGRR
Bill Klungle
and Mac McClellan
Chancellor

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

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Flight Needs**

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click below to donate.

was determined he could leave
that week so the call was put
out once more and pilots Tim
Fino and Drew Grooters quickly
volunteered for the return
home.



The next step was to go back to Houston and determine a
course of action based on the results from Eric's tests. Pilots
Bill Klungle and Mac McClellan stepped up to get the Vissers
back to Texas 10 days later where they are now pursuing
help through a clinical trial. If all goes as planned Eric and
Beth should be able to return to Michigan this month.
We are so thankful for the quick response from our pilots
which made this whole process possible.

Many thanks to all of you who rise to the occasion and help
people like Eric.



Pilot Tips...

Planning Ahead for Descents

by Jason Blair

Wings of Mercy pilots operate a wide variety of aircraft! As such, depending on the type of aircraft you are in, planning for your descent may be different. If we think about the difference in what a descent from a lower altitude flying GA aircraft to a mid-altitude business class aircraft will require, the planning will be different and descents will need to begin at a greater distance from the destination when flying at higher altitudes.

A descent from 8000' msl to a ground elevation of 1000' msl will happen much faster than one from FL250 to 1000' msl at the airport. Planning ahead for these descents can be a critical part of operating from higher altitudes to allow for sufficient time to descend without having to "dive to get down," something that increases the risk of over cooling engines or making the descent overly uncomfortable for any passengers.

Let's put some math to this.

A pilot flying at 8000' that needs to descend to 3000' to begin an approach to an airport, has to descend 5000'. If they plan to descend at 500' per minute, this will take 10 minutes (5,000/500). A typical general aviation aircraft may fly this descent at 150 knots. During that 10 minutes ($\frac{1}{6}$ of an hour) the aircraft would travel 25 nautical miles (10/60 minutes x 150 knots).

If a pilot is descending from 25,000' to say, 3000' to begin an approach to an airport, they have 22,000' to descend. If a pilot wants to keep a stable descent rate of 500' per minute, this will take them 44 minutes (22,000/500). If the aircraft is travelling at 200 knots in the descent, and plans to make the descent for 44 minutes (approximately $\frac{3}{4}$ of an hour - (44/60 minutes x 200 knots)) it means the pilot will have to begin the descent 150 miles away from the airport! If the descent is begun any closer than that, either the aircraft will have to be slowed down or the descent rate increased.

The same math can be applied to climbing.

In many cases, it may take 100 or more miles to climb to a cruising altitude and equal or greater distances to plan for a descent. When operating at higher altitudes, the flight profiles will include much longer climb and descent phases than lower flying light general aviation aircraft. In some cases, the enroute cruise phase may not be much longer than either of the other phases.

A good general rule in planning is that if the enroute, cruising phase is less than $\frac{1}{3}$ the time of the entire flight, you have probably climbed higher than would be efficient over the distance travelled.

Taking the time to consider required distances for descents can allow a pilot to make flights more comfortable, more efficient, and offer less chance to negatively affect the aircraft. Jumping between multiple aircraft makes and models keeps us all on our planning toes as we fly different equipment to accomplish the goals of patient transport!

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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