



### Monthly Flight Log

**3/3/2016**

KGRR-KBOS-KGRR  
Andrew Grooters  
and Jason Blair  
Chancellor

**3/4/2016**

KRST-KMKG  
John Olson  
and Richard Terzo  
Golden Eagle

**3/6/2016**

KANJ-KOWD  
Tom Biziorek  
and Justin Fernelius  
Cessna 340

**3/6/2016**

KCMX-KARB  
Brad Pugh  
and Chad Pugh  
Columbia

**3/7/2016**

KMKG-KTEB  
John Workman  
and Bill Klungle  
Chancellor

**3/7/2016**

KMGN-KRST

### A Patient Story



On Thursday, March 31, we received a call from a social worker at Helen DeVos Children's Hospital in Grand Rapids that they had a 10-year-old girl who needed transportation to Memorial Sloan Kettering in New York City.

Lillian VandenBosch has Aplastic Anemia and received a bone marrow transplant last November. Lilly became sick with a virus from the transplant and HDCH was not equipped to handle it so they determined that she should go to Sloan Kettering for a clinical trial.



Craig, the ever diligent social worker, handled the paperwork for the family and we quickly sent out a message to our pilots for a flight. Wings of Mercy pilots Drew Grooters and Jeff Ostrander were already scheduled to transport a patient to NY on Sunday, April 3, so Drew checked the weights and determined that they could fit Lilly and her mother on the plane, but there was not enough room for Lilly's dad who would have to follow on a commercial flight.

David Parmerlee  
and Mark Schmitt  
Saratoga SP

**3/8/2016**  
KARB-KCMX  
Jerry Schmidt  
and Scott Roggenbeck  
Cherokee 6

**3/8/2016**  
KMKG-KRST  
Timothy Brenner  
and Terry Lutz  
Cirrus

**3/10/2016**  
KRST-KMGN  
Jerry Schmidt  
and George Schoene  
Cherokee 6

**3/11/2016**  
KARB-KCMX  
Scott Sedam  
and Mike Wetherbee  
Commander 114

**3/11/2016**  
KOWD-KANJ  
John Laws  
and Ron Keil  
Baron

**3/18/2016**  
KCMX-KARB  
Jerry Schmidt  
and Scott Roggenbeck  
Cherokee 6

**3/19/2016**  
KTEB-KMKG  
John Workman  
and Bill Klungle  
Chancellor

**3/19/2016**  
KMKG-KRST  
Richard Terzo  
and John Olson  
Cessna 340

**3/22/2016**

Craig continued to work tirelessly to insure the safe and quick transfer from one hospital to another on a weekend. In confidence he let us know that hospitals don't like to do intakes after hours and on weekends so there was a possibility that our plans may not work out, but he was determined and made it happen.

On a Sunday afternoon our patients were safely dropped off. The pilots then waited around until Monday to fly our other patient back home to Michigan after his appointment.

We are once again amazed at the dedication of our Wings of Mercy volunteer pilots to go above and beyond to make sure that our patients get to the treatment they need.

Thank you to all of you who, just like Drew and Jeff, give wings to those in need.

Lilly will be at Memorial Sloan Kettering for 3 to 8 weeks so keep an eye on the calendar for her return home flight!

You can see more about her story on local Wood TV by [clicking here](#).

### Pilot Tips

#### Avoiding Other Traffic by the Lake

*by Jason Blair*

As the weather gets better in the spring and summer months, many of us fly more for pleasure than during the winter months. A fantastic pleasure flight that many of us do near the Great Lakes is to fly the shoreline, admiring the



KRST-KMKG  
Timothy Talsma  
and Nicholas Talsma  
Navajo

**3/25/2016**

KHOU-KIMT  
Andrew Grooters  
and Jeff Ostrander  
Chancellor

**3/26/2016**

KMKG-KRST  
Brad Pugh  
and Chad Pugh  
Columbia

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change regularly. Click  
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Flight Needs**

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beautiful waterfront that our Midwestern states enjoy!

But this can be an area of increased chances of mid-air, shall we say, encounters.

The FAA's Airman's Information Manual even highlights times when increased chances of these risks occur. Including flat light conditions, white outs, low ceilings, and low light conditions in addition to flying around a lake.

"Flying the lakeshore" for a summer tour is a common and very enjoyable thing to do, but you probably aren't the only person with that great idea on a nice summer evening!

Be advised to put a little extra effort as the pilot, and ask passengers to help, in scanning for traffic that may be travelling the same or opposite direction as your aircraft along the lakeshore.

The chances of traffic incursions become even more enhanced when lower ceilings exist that drive traffic to the same altitudes. If, for example, a 4000 ceiling exists, VFR traffic still has plenty of room to fly, but will mostly be driven below the clouds. This limits the altitudes that aircraft can choose and decreases the options for traffic avoidance.

Along with increased traffic scanning attentiveness, it is a great idea to utilize VFR flight following by radar facilities even if not within the specific lateral limits of their airspace. This can increase the chances that they will help the pilot identify any traffic conflicts, both those that they are talking with and any that are not talking with a controller and may just be flying squawking VFR on their own.

We all are looking forward to a fantastic spring and summer season of flying after a dreary winter. Consider this one extra risk area and how you can limit the potential dangers as you enjoy the beautiful scenery of the Great Lakes shorelines!

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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