



Monthly Flight Log

5/10/2016

KMKG-KBKL
Timothy Brenner
and Terry Lutz
Cirrus

5/10/2016

KGRR-KBOS
Drew Grooters
and Larry Fuerst
Chancellor

5/10/2016

KGRR-KTEB
Drew Grooters
and Larry Fuerst
Chancellor

5/10/2016

KZPH-KMKG
Gil Collver
and Tim Brutsche
Twin Commander

5/12/2016

KSRQ-KGRR
Drew Grooters
and Eric Haney
Chancellor

5/14/2016

KRST-KMKG
John Olson
and Richard Terzo
Golden Eagle

5/14/2016

KISQ-KCOS
Brad Pugh
and Randy Pugh
Columbia

5/15/2016

KANJ-KOWD
Tim Fino
and Slav Inger
Seneca

5/15/2016

KBOS-KGRR
Tim Fino
and Slav Inger
Seneca

From the Staff

The 2016 Muskegon CareAffaire was a success!

Beautiful weather, great pancakes and a wonderful turnout made the day complete.

About 270 people participated in the 5K run, around 900 ate pancakes and we had a great response for the Chris Boes Memorial Ride!

The Hooligans entertained throughout the morning and many people took plane and helicopter rides.

We look forward to the C81 CareAffaire (Campbell Airport in Illinois) on July 16 and the Holland CareAffaire (KBIV) on August 27. Hope to see you at one of these events!

One advantage to being at a CareAffaire is that you can buy some Wings Wear in person, but you may also purchase online.

This is a recent addition to our organization, the ability to now purchase Wings of Mercy branded materials you can wear when you fly! Wearing this clothing not only helps identify you as a volunteer pilot on a trip, but it also helps spread the word to other pilots about Wings of Mercy, helping us get more volunteers to fly for patients in need.



Here is the link to see what is available in Wings Wear attire:

<http://www.trophymuskegon.com/wings-of-mercy.html>

A Patient Story

Natalee Kangas is a beautiful, red-haired, 7 year old girl who was born with a liver condition that required a transplant.



5/18/2016
KCMX-KARB
George Schraft
and Fred McCaskill
Cessna 310

5/21/2016
KARB-KCMX
Scott Sedam
and Kevin Gilbert
Commander 114

5/22/2016
KMKG-KRST
Richard Terzo
and John Olson
Cessna 340

5/24/2016
KTEB-KGRR
Drew Grooters
and Eric Haney
Chancellor

5/24/2016
KRST-KMKG
Gregory Ostrom
and Peter Tobin
Cessna 310

5/25/2016
KMKG-KRST
John Olson
and Richard Terzo
Golden Eagle

5/28/2016
KRST-KMKG
Mike Miller
and Jason Blair
Beechcraft Baron

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.



Most of you know
her or have heard
about her since she
has been flown 86
times by 77 Wings
of Mercy pilots over
the past 7 years.
Natalee received
her transplant in
the spring of 2014
and her recovery
went well.



In May Natalee and
her grandmother, Cheryl, were flown by George Schraft and
Fred McCaskill back to the University of Michigan Hospital for
an appointment following a virus. This last stay at U of M
was particularly hard on both Natalee and Cheryl. They had
returned home from the hospital a couple weeks before and
Natalee just wanted to be back with her mom and in her
own bed.

When we received word that Natalee would be released,
Pilots Scott Sedam and Kevin Gilbert volunteered. Pilot Scott
and Natalee have developed a bond over the past few years
and Scott offered to help take the pair from their hotel to
the airport, but things didn't go as planned. Natalee still had
to check out of the hospital and they needed to go back to
the hotel before being able to go to the airport. To add to
this stress, Natalee was tired and inconsolable. Scott picked
them up at the hospital, drove them to the hotel and
suggested that Cheryl let Natalee sleep for a while. So
Natalee slept while Scott ran some errands and Kevin
waited on call. A few hours later Natalee woke up and Scott
drove them to Willow Run where Kevin met them for the
flight to Houghton.

When talking to Cheryl a few days after they returned home
she couldn't stop saying how much Scott did for them and
what a comfort it was to have the pilots be flexible and go
above and beyond anything they could ever wish. This is
one more story of Wings of Mercy pilots giving wings to
those in need. Thanks to all of you who make a difference in
other peoples lives.

Pilot Tips

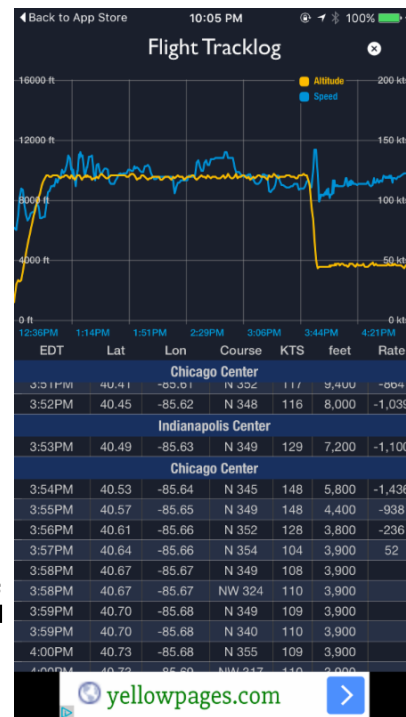
**Near tragedy due to complacency in oxygen system
procedures**

by Jason Blair

A friend recently texted me a picture. It was a flight track screen shot of a plane a contact of his was onboard when they experienced a catastrophic pressurization system failure.

The flight was a demonstration flight for a Citation aircraft that was being considered for purchase.

After climbing to FL430, and while in a cruise, the two pilots on board heard a "loud bang" and got a pressurization system warning.



As I heard it, they grabbed for their oxygen masks and found that no oxygen was being delivered. Not having much time to trouble shoot the system at that altitude, they began an emergency descent.

The flight track is dramatic, showing a descent from FL430 down to 6000' MSL in a couple short minutes.

After beginning the descent, both pilots lost consciousness, regaining coherency where they leveled off at 6000' after "pulling up really hard".

The pull up was extreme, resulting in bending of wing structures that likely will cause a total loss of the aircraft.

Why didn't the backup oxygen system work you may ask? Well, upon further review, it did.

The pilots just didn't have their oxygen masks plugged in.

Complacency in procedures regarding backup oxygen systems nearly cost these pilots their lives.

This doesn't remedy the pressurization system failure. It does highlight the fact that our backup systems in our aircraft should never be taken for granted and should always be checked. Becoming complacent about the use of backup systems or our training on how to use them could easily lead to ineffective use by us as pilots in the event that they do become necessary.

These pilots got lucky, but they can serve as an example for all of us operating in aircraft equipped for flights at higher altitudes. We need to make sure that our pressurization systems are sound, and verify, just in case, that our backup oxygen is full, the masks work, and we know how to use these systems in the event that a failure is experienced.

www.WingsofMercy.org

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