



## 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**

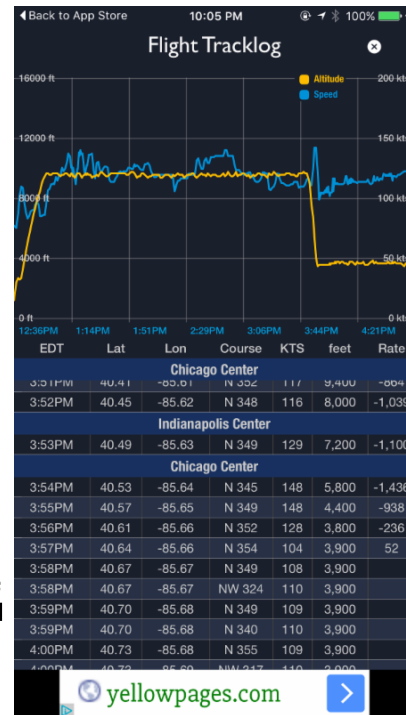
**Near tragedy due to complacency in oxygen system  
procedures**

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](http://www.WingsofMercy.org)

Wings of Mercy, 100 South Pine, Suit 393, Zeeland, MI 49464

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by [wings@wingsofmercy.org](mailto:wings@wingsofmercy.org) in collaboration with



Try it free today