



## Monthly Flight Log

**8/3/2016**

KHOU-KBIV  
Tim Fino  
and Larry Fuerst  
Seneca

**8/3/2016**

KLDM-KMSN  
Peter Santangelo  
and Joshua Clark  
Golden Eagle

**8/4/2016**

KBKL-KMKG  
John Workman  
and Daniel Neville  
Chancellor

**8/4/2016**

KBIV-KBKL  
Drew Grooters  
and Darin Hostetler  
Chancellor

**8/5/2016**

KMSN-KLDM  
George Schraft  
and Frank Clark  
Cessna 310

**8/7/2016**

KZ98-KBKL  
Brad Pugh  
and Chad Pugh  
Columbia

**8/7/2016**

KMBL-KHPN  
John Laws  
and Robert Thoms  
Baron

**8/8/2016**

KHPN-KMBL  
John Laws  
and Robert Thoms  
Baron

**8/9/2016**

KGRR-KFCM  
Roland Betker  
and Larry Fuerst

## A Patient Story

Mistha Jackson is a smiley 10 month old baby diagnosed with Hemophagocytic Lymphohistiocytosis (HLH), a life-threatening immunodeficiency, last December.

Earlier this year she was given chemotherapy and approved for a drug trial from Switzerland before having a bone marrow transplant.



In August, Wings of Mercy received a call from Helen DeVos Children's Hospital social worker, our good friend Craig, asking us if we could fly Mistha and her parents out to DC for a one day treatment.

Managing Director, Grace Spelde, knew this would be a mission for a fast plane so she called Gary VanderVeen and Andrew Gibson who fly a Cessna C550 Bravo.

Thankfully, the plane was just coming out of maintenance and would be available to take the family to the airport in Gaithersburg, Maryland which was the closest airport outside of the DC restricted airspace.

Mistha's mother, Widline, wrote on their Facebook page:

"We are now +30 days post-transplant. We had to take her to Washington DC yesterday to get my white blood cells that were being cultivated for her. The trip was short and quick. Thank you Wings of Mercy for providing transportation for us. Our two pilots were so kind and genuine, they even bought us lunch. Mistha was such a big girl for her first plane ride and trip. It was heart felt knowing that we are crossing this bridge too!! She is doing well after the infusion yesterday. Praying for no side effects. Mistha has started her bucket list:

- Private plane ride
- Washington DC
- Maryland

Corvalis

**8/11/2016**

KGAI-KBIV  
Gary VanderVeen  
and Andrew Gibson  
Bravo

**8/11/2016**

KFCM-KMKG  
Drew Grooters  
and Daniel Neville  
Chancellor

**8/11/2016**

KBIV-KGAI  
Gary VanderVeen  
and Andrew Gibson  
Bravo

**8/17/2016**

KRST-KGRR  
George Schraft  
and Kyle Curtiss  
Cessna 310

**8/17/2016**

KCMX-KARB  
Mike Miller  
and Larry Fuerst  
Baron

**8/17/2016**

KGRR-KRST  
George Schraft  
Kyle Curtiss  
Cessna 310

**8/18/2016**

KARB-KCMX  
Jerry Schmidt  
and Scott Roggenbeck  
Cherokee 6

**8/21/2016**

KCMX-KARB  
George Schraft  
and Fred McCaskill  
Cessna 310

**8/22/2016**

KARB-KCMX  
Scott Sedam  
and Bill Bye  
Commander 114

**8/23/2016**

KANJ-KOWD  
John Laws  
and Darin Hostetler  
Baron

**8/26/2016**

KTVC-KARB  
Stephen Whitaker  
and Glenn Harper  
Archer

**8/27/2016**

KOWD-KANJ  
Randy Pugh  
and Brad Pugh  
Superstar

**8/28/2016**

Way better than my bucket list. Thank God for wrapping his blanket of blessings and protection around us!!"

When talking with Grace, Widline acknowledged that what she wanted most was to give Mistha a chance at life. We are praying that this little girl will have a very long, blessed life and we thank pilots Gary and Andrew for volunteering to give this beloved her chance.

As always, thank you to all our volunteer pilots who give our patients a chance at life.



#### From the Staff

#### Don't miss the AOPA Battle Creek Fly-in this weekend!

Wings of Mercy will have a booth at the AOPA Battle Creek Fly-In on Saturday, September 17. Be sure to stop by booth 61 and say "hi" or try to help us recruit some other pilots who are at the event to flying for Wings of Mercy!

Click the graphic below for more information.



#### Local Business Supports Wings of Mercy!

We have another opportunity to support Wings of Mercy. J&H Oil Co. has a Community Kickback Program and we will be the recipients for the month of October. Every month, J&H Family stores designates the proceeds from a specific product to support a selected West Michigan charity and we are the charity for October!

KMKG-KFDK  
John Workman  
and Bill Klungle  
Chancellor

**8/29/2016**  
KMKG-KBOS  
Drew Grooters  
and Larry Fuerst  
Chancellor

**8/30/2016**  
KBOS-KZ98  
Timothy Talsma  
and Nicholas Talsma  
Navajo

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.



**Pilot Perspective**

**A ceiling is not a ceiling is not a ceiling.**

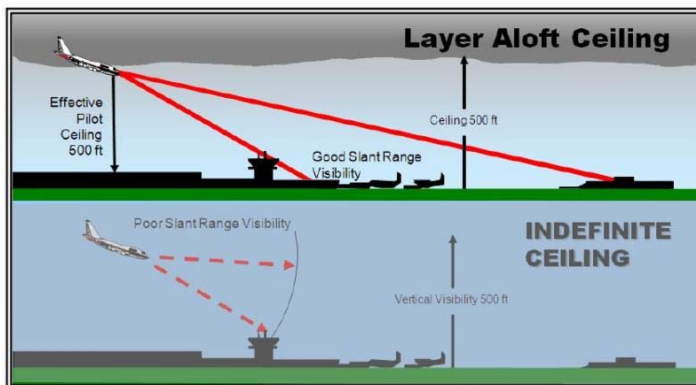
*by Jason Blair*

For those of us who have flown IFR actively, we know that sometimes a 500' overcast ceiling will allow us to easily get down an ILS approach to our destination airport when sometimes the same reported 500' ceiling on an ATIS will leave us going missed because we didn't have the visibility to actually find the airport at the bottom of the approach.

In August this year, the FAA released an updated version of the Aviation Weather Advisory Circular AC 00-6B ([click here to get a copy](#)). In taking a little time to review it the other day, I ran across a graphic that highlighted a key point pilots can make note of when listening to weather information before flying an approach. While many of us kind of know the basic considerations of this instinctively, a little review never hurt anyone.

In the AC, the FAA notes, *"Not all ceilings are equally hazardous to a pilot. An indefinite ceiling is more hazardous than an equal ceiling caused by a layer aloft. Once a pilot descends below a ceiling caused by a layer aloft, the pilot can see both the ground below and the runway ahead. However, an indefinite ceiling restricts the pilot's slant range (air-to-ground) visibility. Thus, the pilot may not see the runway ahead after he descends below the indefinite ceiling (see Figure 16-6)."*

Figure 16-6. Layer Aloft Ceiling Versus Indefinite Ceiling



When we are thinking about flying in IFR weather with low ceilings, there is much to consider.

The FAA goes on to talk more about a low ceiling. *"Stratus is the most frequent cloud associated with low ceilings. Stratus clouds, like fog, are composed of extremely small water droplets or ice crystals suspended in air. An observer on a mountain in a stratus layer would call it fog. Stratus and fog frequently exist together. In many cases, there is no real line of distinction between the fog and stratus; rather, one gradually merges into the other. Flight visibility may*

*approach zero in stratus clouds. Stratus over land tends to be lowest during night and early morning, lifting or dissipating due to solar heating by late morning or early afternoon. Low stratus clouds often occur when moist air mixes with a colder air mass, or in any situation where temperature-dewpoint spread is small."*

So next time you are considering flying into low ceilings, think a little more deeply about what the METAR is reporting. Is it a solid overcast? Or should you expect that even when you descend below a layer that you will have difficulty with forward or slant range visibility also that could hinder your ability to complete an approach to a desired destination.

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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