



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.

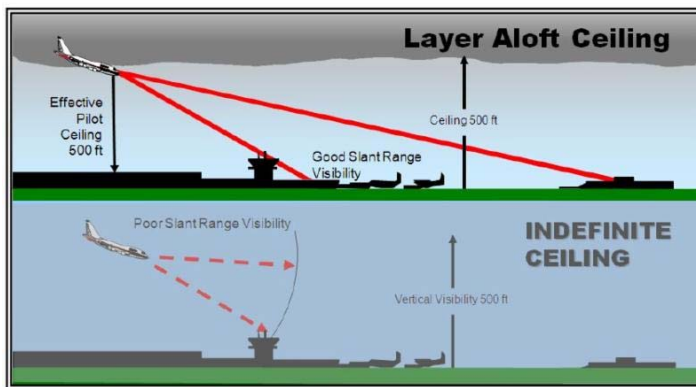
by Jason Blair

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

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

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