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Pilot Newsletter

January 2018



Monthly Flight Log

12/2/2017

KRST-KBIV
Roland Betker
and Richard Klassen
Eclipse 500 LX

12/3/2017

KPLN-KRST
Roland Betker
and Jeff Priebe
Eclipse 500 LX

12/5/2017

KEGV-KRST
Timothy Brenner
and Terry Lutz
Cirrus

12/7/2017

KRST-KEGV
George Schraft
and Kirksey Hagan
Cessna 310

12/9/2017

From the Staff

Greetings World's Greatest Pilots!

Our goal for 2018 is to make Wings of Mercy the safest, most reliable, invitational, engaging, responsive, compassionate, grateful and most effective volunteer pilot organization in the Great Lakes Region.

We are here to support you 24/7 so never hesitate to contact us if you have a question or concern. Once you have met our qualifications, we want to make it as easy as possible for you to volunteer.

If you haven't taken that first flight, do it!! You won't regret it. If it's been a while, come back, we need you!!

You can make a difference in the lives of some pretty amazing people and do something you love at the

KRST-KPLN
Jerry Schmidt
and Scott Roggenbeck
Cherokee 6

12/10/2017
KGRR-KLIT
Shawn Haley
and Micah DeLeeuw
Socata

12/11/2017
KGRR-KHOU
Tim Fino
and David Garland
Seneca

12/12/2017
KHOU-KGRR
Tim Fino
and David Garland
Seneca

12/16/2017
KPLN-KRST
Brad Pugh
and Randy Pugh
Aerostar 700

12/19/2017
KRST-KPLN
John Laws
and Micah Clark
Baron

12/19/2017
KMKG-KRST
John Laws
and Micah Clark
Baron

12/22/2017
KRST-KPLN
Ryan Veenstra
and Ray Chester
Socata

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.



same time.

Hope to hear from you soon!

Grace Spelde
Managing Director

Patient Story: Riley Proctor



Seventeen year old Riley had already been diagnosed with stage 4 esophageal cancer when his mother, Nicole, called us for assistance a little over a year ago.

Even "the best of the best" at the Mayo Clinic in Rochester admit that long term survival rates for this particular cancer are grim, largely due to the fact that early detection is extremely difficult. But Riley and his family decided to do what great families do; stick together and fight.

The Wings of Mercy team had the privilege of joining Riley in his battle by providing free flights to the Mayo Clinic from his home in Cheboygan, MI. January through November, our pilots took turns flying Riley and his mom or dad back and forth across the lake as he literally fought for his life.

By December, everyone could tell that Riley was fading fast. After all of the prayers, phone calls, appointments, ground travel, air travel, sleepless nights and interminable days, Riley lost his battle with cancer on Sunday, January 14. Surrounded by his family, he quietly slipped away, leaving the courage it took to see it through to the end as a gift to those who loved him most.

[Read more here....](#)



Thank you for being there for Riley and his family; and all our other recipients who are fighting to survive another day.

Pilot Perspective

Local Airport Conditions Information (and a Lack Therof) During Winter Operations

by Jason Blair

While we all may be starting to wish Old Man Winter will take his leave of us soon, we still have a couple months of operating our aircraft, and Wings of Mercy trips during the colder season. This season brings with it challenges for pilots in obtaining current information about runway conditions that can be important to our decisions of what taxiways, runways, or even airports may be the best to use for some of our flights.

NOTAMs are the primary official delivery mechanism for current information such as closures of things like runways, taxiways, or even airports, but many times these are not issued for very "temporary" conditions. Which means, a pilot may not be able to find critical information for flight operations through official sources. Certainly check those NOTAMs, but in some cases, at smaller airports that may have less staffing infrastructures and official reporting practices especially, a well placed phone call prior to a departure when any questions exists can be well worth the time.

Not all airports are all that good about getting current NOTAMs out for changing conditions. In many cases, airports are plowed, operated, and/or managed by the local municipality who has little interaction or even interest with day-to-day flight operations. Local

road crews just plow the runway as a part of their normal route. Sometimes, this is right after the storm, sometimes, it can be days. Knowing what current conditions really are may mean doing a little more research than a pre-flight briefing.



In most cases, an airport operations, an airport manager, or an FBO contact phone number can be found in Chart Supplements, by visiting [AirNav.com](http://www.AirNav.com) and reviewing the airport information, or like in the case of Michigan, by reviewing the data page published by the state in the Michigan Aeronauti

cal Directory (also available online at: <http://www.michigan.gov/aero/0,4533,7-145-61367---,00.html>)

Ps...did you also know that there is an App for the [Michigan Airport Directory](#)? Search it in the iTunes store and you will find the digital download app version of this.



Knowing how far back snowbanks are can be important to knowing if you can taxi that multi-engine aircraft into a ramp without hitting your props. Getting a current report on how deep any snow is on the runway may let you choose if you want to land on one runway or another, and help make decisions based on this information that may determine if you choose to land in a crosswind. Finding out that the runway is ice covered before you go and find yourself sliding off a runway may allow you to instead choose an airport 20 miles away that happened to be out of a recent lake-effect snow band.

Sometimes, we get focused on our official information resources, and forget, that a simple phone call to the people "on the ground" can get us the best eyes on report of what the conditions really are going to be where we want to land. With that information, we can make even better pilot decisions.

Soon enough, this winter will again bring us to Spring and Summer flying, but until then, make a phone call if you have any questions of if the conditions you are flying toward may raise any potential risk to your safest possible operation.

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

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