

Angel Flight Central Ground Support Team (GST)

To our Angel Flight Central Ground Support Team,

Our passenger was returning home after visiting a specialist in the Cincinnati area for treatment. He has leukemia, but the immediate concern is an infection his body can't fight because of the cancer. The treatment involves an infusion of *T-cells* to help combat the infection. He and his wife were a pleasure to meet.

These were our 199th & 200th missions as part of Angel Flight Central, July 24th, 2025.



This mission counted as two Angel Flight legs because of the distance involved. Normally, it would have been flown in two separate segments, but the plane I was flying is faster and has longer endurance, allowing me to take them from Cincinnati back to Kansas City nonstop.

In fact, today's flying was a combination trip. I began the day early at OJC prepping 575H for a charter flight, taking passengers from MKC to SBM, dropping them off, and returning empty to KC. However, the plane's owner—also an Angel Flight board member—offered to let me use his aircraft to bring the Angel Flight passengers home after I dropped off his business passengers at SBM. While the trip from SBM back to OJC doesn't go over or near CVG (Cincinnati), it was still shorter to fly SBM → CVG → OJC than it would have been to go OJC → CVG → OJC. That saved some flight time, even with the detour north and east before heading to Cincinnati.

The flight to SBM with the business passengers was mostly uneventful, except that the annual Oshkosh aviation event was taking place just a few miles away. Because of the heavy air traffic expected all week, I had to file for an arrival slot at a specific time. As we descended toward SBM and passed near Oshkosh, the plane's Traffic Alert system was going crazy—there were aircraft everywhere! I was very glad to be on an IFR flight plan with ATC keeping us safe among all the VFR traffic.

After dropping off the passengers, I had to figure out how to depart the area for CVG while still dealing with the Oshkosh traffic. Clearance delivery wouldn't talk to me on the radio and instead instructed me to call a landline to get my clearance. That sounded like a long wait, so I decided to depart VFR and head straight for Lake Michigan, where I expected fewer VFR aircraft. The plan worked, and I picked up my clearance about 10 minutes into the flight east.

The leg from SBM to CVG took about 90 minutes, and my Angel Flight passengers were already at the FBO when I arrived around noon. We loaded up and began the trip back to OJC at FL240. The return flight was about two hours in smooth, clear skies, with only a brief deviation around some buildups west of Cincinnati. We landed back home a little after 4:30 p.m. I helped my passengers into the FBO and asked line service to snap the photo (above).

And here is where you come in. As part of our Ground Support Team, you have offered to provide a contribution to the Angel Flight Central organization each time we fly a mission. To donate to Angel Flight Central on the Internet, visit the following site:

<https://angelflightcentral.org/donate/>

Or you can send a check, payable to Angel Flight Central, to the following address:

**Angel Flight Central
Charles B. Wheeler Downtown Airport
10 Richards Road
Kansas City, MO. 64116**

Thank you so much for being a part of our Ground Support Team.

Sincerely, Joe & Sandy