

LIFT

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Dear Wings of Hope Family,

Autumn is my favorite season. The cool crisp air, crunching leaves, long shadows at twilight — it is a magical time.

I often think of autumn as a period of reflection on what we discovered and achieved in spring and summer. That's just what we are doing at Wings of Hope. In this edition of LIFT, you will read stories celebrating our past. This issue's History of Hope entry features Clancy Hess, an unsung hero of Wings of Hope who devoted some 40 years of his life to our growth and success. You also will read about our recognition this past September in the National Aviation Hall of Fame.

Autumn is a time of transition, moving from one season to the next and making changes

for what lies ahead. You will read in these pages about an exciting new partnership with Oris, a Swiss watchmaking company committed to helping us build awareness of our work. Our medical air transport, or MAT, program is growing — looking at a future full of flights — and you will meet one of our young patients. We recently celebrated a successful Taste of Hope event which will help support lifesaving work in a number of our field bases, and you can read about it here.

More than anything, autumn ushers in the season of giving and gratitude. I am very grateful for you and the many ways you connect with our mission to save and change lives around the world.

Respectfully,



Bret Heinrich,
President & CEO



Bret (center) with VJ Geronimo, CEO North America at Oris Watches USA, at the launch of the new limited-edition Wings of Hope watches at EAA Air Venture, in Oshkosh, Wis., in July.



*Changing & Saving Lives
Through the Power of Aviation*

Event RECAP



Taste of Hope Raises \$33,000 to Support Wings of Hope's Global Humanitarian Network

On Sept. 17, the Wings of Hope hangar filled with some 250 guests who enjoyed tastings from 20 restaurants, a silent auction, 50/50 raffle, music by DJ Carlos Suarez and a special performance by Beyond Measure Dance.

Taste of Hope, put on by the Young Ambassadors of Wings of Hope, raised more than \$33,000 to support Wings of Hope's Global Humanitarian Network, which uses aviation to connect people at the organization's field sites around the world with lifesaving medical care.

"Taste of Hope is a truly unique opportunity to bring together the local community — and a terrific lineup of restaurants — in support of global programs that enact Wings of Hope's mission to change and save lives through the power of aviation," said Young Ambassadors President Brad Rafferty.

Wings of Hope is grateful to all participating vendors who donated food and staff to support the event: Good News Brewing Company, Confluence Kombucha, Starbucks, Diego's Cantina, Thai 202, Cookies by Design, Westchester, Kim's Bakery, The Greek Kitchen, El Burro Loco, Smoothie King, Nothing Bundt Cakes, Viviano's, The Donut Stop, Vito's, Pappy's Smokehouse, Mission Taco Joint, Balkan Treat Box, Three Kings Public House and Salt + Smoke.

Many thanks also to presenting sponsor, Dierbergs, and all event sponsors: Aero Charter, American Piping, Drury Hotels, Arco Construction, Keystone Construction Co., St. Luke's Hospital, Slalom, The Staenberg Group, James Koman of Koman Properties, The Rehabilitation Institute of St. Louis, David and Susan Harrison and West Star Aviation.



Wings of Hope Receives National Aviation Hall of Fame Milton Caniff Spirit of Flight Award

On Sept. 23, the National Aviation Hall of Fame (NAHF) presented Wings of Hope its 2022 Milton Caniff Spirit of Flight Award, which recognizes and rewards aerospace organizations that exemplify the positive utilization of aviation for charitable purposes or for service to all.

"What sets Wings of Hope apart from other nominations is not only that they fulfill the criteria of the award, but also exceed it by sharing education grounded in their mission," said NAHF President and CEO Amy Spowart.

Spowart was referring to the organization's SOAR into STEM program, which brings students into the Wings of Hope hangar for a hands-on, project-based curriculum to inspire them to pursue STEM and aviation career paths.

The award was presented to Wings of Hope President and CEO Bret Heinrich as part of NAHF's 58th Annual Enshrinement events in Dayton, Ohio.

"To be nominated for recognition in the National Aviation Hall of Fame was especially meaningful to us, because we were nominated by Patty Wagstaff," Heinrich said. "Patty is herself a member of the Hall of Fame, a legend in aviation and a member of the Wings of Hope Honorary Council."



Bret Heinrich (right) accepts the National Aviation Hall of Fame 2022 Milton Caniff Spirit of Flight Award on behalf of Wings of Hope.

HISTORY OF HOPE: Captain Clarence "Clancy" Hess

In each issue of LIFT, we use the History of Hope feature to share a little about the individuals who have been formative in the history and growth of Wings of Hope.

After her dad passed away in 2014, Sue Miller said Wings of Hope founder Bill Edwards told her that her father, Capt. Clarence "Clancy" Hess, was a pioneer in the early days of Wings of Hope.

Sue says her dad's involvement with Wings of Hope began soon after the organization was founded in 1963 and continued until about 2004.

"He was a pilot for American Airlines, and he was staying over in St. Louis and went to a rotary club meeting," she recalls. "There was somebody



Clancy and his wife, Kay, in a 1942 Stinson L-5 Sentinel that was donated to Wings of Hope in 1984.

licensed airframe and powerplant (A&P) mechanics.

"Sometimes, these planes weren't in very good working order, but my dad was a good pilot — so if he could fly it, he would fly it."

Once the plane was airworthy, Clancy would fly it to Wings of Hope's hangar in St. Louis where the organization would use it for flying humanitarian missions or sell it to raise funds.

Clancy, who spent years on the Wings of Hope Board of Directors, also tirelessly spread the word about Wings of Hope.

"Every time he went on his flights working for American Airlines, he had his briefcase with him filled with all the Wings of Hope literature," Sue recalls. "He would just talk to everybody, everywhere about Wings of Hope. When you talk to so many people, somebody's going to chip in."

Sue's older sister, Kathy Kallai, was 10 when her dad started volunteering with Wings of Hope.

"Wings of Hope and what he was doing was always in the background for me," she says.

The sisters say supporting their dad's work with Wings of Hope was a family affair, with mom, Kay, leading the way and including brothers John, Bob, Greg and Jim.

John recalls his dad picking up a World War II-era Stinson L-5 Sentinel in California to fly back to Lewis University — and worrying about his father flying the long trip to Illinois solo.

"I watched him take off with a snowmobile suit on and handheld radio," says John. "I just stood there for about 20 minutes until it was out of sight — just stood there looking at the dot disappear."

Kathy has vivid memories of watching her dad take off from Lewis University in the planes the students had worked on for Wings of Hope.

"I just remember watching him fly away from Lewis and thinking, 'I hope he gets there.' But they were in much better shape when he left with them," Kathy says.

When asked what Wings of Hope meant to her father, Kathy says, "it was a huge thing for my dad."

"He absolutely loved it — thrived on it."

In a Chicago Sun-Times article dated June 18, 1979, Clancy called Wings of Hope his full-time avocation.

"Other people spend a lot of time bowling or playing golf," he said. "But I like to help people help themselves."

Kathy says she believes her dad was drawn to Wings of Hope both because of his love for aviation and his desire to help people.

"You put those two things together — the help for people who need help and the airplanes — and it was just a good match."

Sue was born in 1963, the same year Wings of Hope was founded. The youngest of six, she has spent the years since her father's death sorting through boxes and boxes of materials her dad stored in the basement of her childhood home in Lockport, Ill.

"He kept everything," she says.

"Everything" includes all correspondence, promotional materials, news articles and photographs related to Clancy's involvement with Wings of Hope.

"I couldn't just throw it out," says Sue. "My whole life was my dad serving Wings of Hope. It was just part of him."

Since she didn't know what was important, she decided to archive all of it.

"I took everything Wings of Hope, and I organized it by date from the late 1960s probably up to the early 2000s," she says. "I just put it in order, and I started scanning it all."

Sue has shared everything she has scanned, as well as binders of printed materials, with Wings of Hope — providing a tremendous service in preserving a key part of the organization's history.

Both sisters talk nostalgically of their dad's service to Wings of Hope.

"I am so proud of him, for his commitment to it all," says Kathy.



Clancy at the dedication of the old Wings of Hope hangar in 1986.

from Wings of Hope giving a talk, and that's when he got started."

A lifelong aviator who began flying as a young boy, Clancy flew torpedo bombers in World War II and was an American Airlines captain from 1951-1981, except for the two years when he served in the Korean War. He was also an unsung hero to Wings of Hope.

"What my dad did for Wings of Hope is anytime somebody donated an airplane, he would go out there and fly it back to Lewis University, and the students would fix the airplane," says Sue.

The Hess family lived close to Lewis University in Romeoville, Ill., which has an aviation school where students train to become

Program NOTES



Caleb and mom, Crystal, have completed 17 roundtrip flights in MAT planes. (Pictured with pilots, Phil Koch and David Lewis)

Flight Requests on the Rise for MAT Program

This past August, the Wings of Hope Medical Relief & Air Transport (MAT) Program completed 21 patient flights to care. In September, the MAT Program completed 16 flights in Wings of Hope aircraft. These numbers don't include the limited amount of commercial airline tickets Wings of Hope buys for patients who need care outside of the MAT Program's 800-mile radius or for whom it is feasible and less expensive to fly commercially.

"We're really seeing an uptick in requests. The requests just keep coming and coming," says Angela Walleman, director of the MAT Program and human resources at Wings of Hope.

As demand for flights grows, the number of volunteer pilots supporting the MAT Program is at its lowest in years.

"With just 12 pilots, we are limited," says Walleman.

A few years ago, the MAT Program boasted 22 volunteer pilots.

One factor impacting the number of pilots is the organization's requirement that pilots retire at age 75. Recently, two veteran MAT pilots aged out of the program. Fortunately, a couple of new pilots joined the team including Damian Mahoney, son of MAT pilot Mike Mahoney. The father-son duo made their first flight together on October 20, transporting a patient from Tennessee to Shriners Children's St. Louis.



Father-son MAT pilots, Damian and Mike Mahoney, flew their first mission together on Oct. 20.

The MAT Program serves many Shriners patients, including 13-year-old Caleb who has completed 17 roundtrip flights with Wings of Hope from his home in Wichita, Kansas, to Shriners Children's St. Louis. Caleb was born with a short femur bone, making his right leg shorter than his left.

He had his first surgery at Shriners when he was three. His mom, Crystal, says his last big leg-lengthening surgery is scheduled for May 2023, although he will require smaller surgeries to remove the "hardware" in his leg. Doctors anticipate Caleb will be finished with medical treatment by the time he turns 15.

Crystal says flying with Wings of Hope has made Caleb's medical journey "so much easier."

"We just go to the airport here, Wings of Hope picks us up, everybody takes us where we need to be — and we turn around quickly," she says. "We're not gone more than we have to be."

Caleb is the oldest of three brothers, so flying with Wings of Hope "helps get us back home to the family instead of spending long periods of time on the road," says Crystal.

The drive from Wichita to St. Louis takes about seven hours. Before Crystal knew Wings of Hope would fly Caleb for all medical appointments — not just surgery — she and Caleb drove the long, flat stretch of highway from Wichita to St. Louis alone.

"Traveling alone on I-70 with all those semis going by was stressful," she says.

After his first leg-lengthening surgery, Caleb had a cast running

Wings of Hope Seeks Experienced Volunteer Pilots

Are you a licensed pilot with at least 1,000 hours of flight time? Do you have a passion for serving others? We need you to help pilot our medical air transport flights, flying patients to treatment within an 800-mile radius of our hangar at Spirit of St. Louis Airport (KSUS). For more information, contact Wings of Hope's Director of Medical Relief & Air Transport Program Angela Walleman at angela.walleman@wingsofhope.ngo.

from his waist to his ankles.

"An hour-and-a-half to two hours on a plane is a lot more comfortable than seven hours in car in a cast. It takes the financial burden off, too," Crystal says.

Caleb is looking forward to putting his final leg-lengthening surgery behind him in May. In the meantime, he enjoys drawing and participating in his school orchestra.

"Caleb is first chair violin in his orchestra, and he got picked to be in the Suburban League," says Crystal. "He's also going to be performing a solo guitar piece with the orchestra accompanying him for a song."

The MAT Program flies many children such as Caleb, but it is also fielding a lot more requests for end-of-life flights, with people seeking help reuniting hospice patients with their families in their final days.

"We're seeing more critically ill patients as well," says Walleman, "and more patients in the final stages of cancer."

While Wings of Hope cannot fulfill every request — most often because it is out of the MAT Program's flight range — Walleman says her team does everything in its power to help.

"Every person who contacts us always leaves us, if we can't help them, with three legitimate resources that they can contact for help."

One type of request the MAT Program can't fulfill is for an emergency flight.

"We had two requests that came in this morning, and they need to fly tomorrow," says Walleman. "We can't do that."

Walleman says requests for flights go through a "thorough vetting" involving all parties, including medical providers. It typically takes about two weeks to schedule a flight.

"If someone has an emergency, we provide them options, like Angel Flight or whatever organization serves their area," says Walleman. "But if you anticipate needing another flight down the road, do fill out that paperwork and send it to us because we might be able to help you the next time."

In every case, Walleman encourages people to call if they think Wings of Hope can assist them.

"We want to help," she says.



Hangar Hosts Media and Retailers Interested in Oris Wings of Hope Watch

On Oct. 11 and 12, Oris, the Swiss watchmaker that launched the Limited Edition Wings of Hope Big Crown Pilot's Watch this past summer, invited trade media and watch retailers to Wings of Hope to learn more about the watch and Wings of Hope.

The two-day event began with media spending the day at Wings of Hope for an up-close view of the organization's mission and to learn the story behind the Oris-Wings of Hope partnership.

"Oris is a shining example of a company who is doing well by doing good," says Wings of Hope President and CEO Bret Heinrich. "They care deeply about using their high-quality products and respected brand to shine more light into the world. Wings of Hope is proud to partner with Oris."

On day two, more than 70 watch retailers visited Wings of Hope's headquarters at Spirit of St. Louis Airport. The meeting kicked off with remarks from Heinrich, followed by a video featuring the watch during a recent trip to Wings of Hope's partner in Ecuador, Alas de Socorro, by Heinrich and a Wings of Hope team. Long-serving volunteers and former Wings of Hope pilots, Ed Schertz and Jay Rickmeyer, provided a brief history of the organization's Medical Relief & Air Transport (MAT) Program against the backdrop of the MAT Program's very first plane, a Cessna 206. MAT pilot, Phil Koch, joined Director of Human Resources and the MAT Program Angela Walleman and Aircraft Maintenance Manager Steve Johnson in showcasing the newest addition to the MAT fleet, a Piper Navajo, which has increased the MAT Program's flight range to an 800-mile radius from the nonprofit's St. Louis headquarters — besting by 200 miles the flight range of the fleet's two Senecas.

The two-day event concluded with the watch dealers joining Wings of Hope staff and volunteers in packing meals for Kids Against Hunger.

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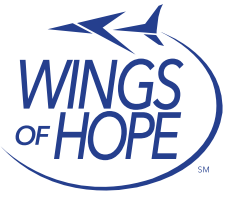
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