



Aviation News

[New Terminal for West Michigan Regional Airport Looms](#)

[New Roof Over Ford Airport's Parking Garage Covers 1,113 Spaces During Winter](#)

[Upper Michigan's Sawyer Airport Used for Winter 'Copter Tests](#)

[Delta Cuts Flights at Ford Airport, but Will Fly Bigger Planes to Detroit](#)

[TSA PreCheck Seeks Customers at Metro Airport](#)

[West Michigan Aviation Academy Serving Demand for Pilots](#)

[Michigan State Police Shows How it Will use Drone](#)

[Northwestern Michigan College Sees Future Impact from Federal Aviation Administration Rules](#)

[AOPA: Protecting Access in Michigan \[for pilots\]](#)

[Western Michigan University Offering Wide Array of Summer Camps for Young People](#)

[New Aviation Rules Making it Harder for Student pilots](#)

[Secret WW2 Aircraft Carriers on Lake Michigan Focus of History Project](#)

Logbook

2/10/2015

Kevin Malone
and Frank Petty
Golden Eagle
KTVC-KIMT-KARB-KTVC

2/13/2015

John Laws
and Don Weaver
Baron
KPHN-KPTK-KARB-KIMT-
KPTK-KPHN

From the Staff...

Spring is almost here!

And not a minute too soon. Another difficult winter caused many headaches for our recipients and pilots and we had more than a few flight cancellations. These are expected, and as a wise pilot once told me, "Better to be on the ground wishing you were in the air than in the air wishing you were on the ground." We do, however, ask that you notify the office as soon as you have made a decision to cancel a flight for any reason. In some cases, it is possible that another pilot might be comfortable doing the flight (or have access to a more capable aircraft) and we would like to leave all options open for as long as we can without worrying or inconveniencing our the recipients.

You all do an amazing job of reaching out to your Wings passengers before a flight and making sure they know the time and the place to meet you. The office staff does not want to interfere with that vital pre-flight connection. Just know that we are more than happy to jump in if things don't go as planned. We can help our recipients determine the best next step and gracefully get you off the hook at the same time.

It's a gift. But we all are looking forward to easier flying as Spring begins and some great summer flying weather looms ahead!

Thanks so much for all you do,

Grace Selde
Managing Director

A Patient Story

Wings of Mercy pilots Nick Jilek and Gary Miller are pictured here with Sara and her sister Beth.

Sara was relieved to be back home in Holland, MI after 10 days at the Mayo Clinic.



2/22/2015
Vern Eliason
and Robert Seidl
Aztec
SBM-BIV-RST-SBM

2/23/2015
John Workman
and Daniel Neville
Chancellor
KMKG 06C KMKG

2/28/2015
Vern Eliason
and Robert Seidl
Aztec

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.



Her gentlemen aviators from Wisconsin were treated to some genuine Dutch hospitality before heading back across the lake.

Your Welkom!

Pilot Tips

Review Your Engine-Out Procedures if you Fly Multi-Engine Aircraft More Often than Just Your Last Checkride

By: Jason Blair

A couple of the biggest accidents in aviation history have been the result of "runway incursions" where more than one aircraft were on a runway at the same time due to confusion, missed clearances, or just human error. Avoiding runway incursions remains a critical safety concern in the aviation community, and it is General Aviation activities that continue to make up the largest number of incursions each year.

Through three simple steps, you can help avoid runway incursions.

First. Stop.

If you are taxiing and are unclear of what you are supposed to do, where you are, or where you are going and are not on a runway, STOP. Do not go any further and risk the potential of taxiing onto or across a runway that is active or inactive.



Stop. Where you are if you are in an area clear of potential traffic conflicts.



Go. Move clear of runways or other areas where you might cause a traffic conflict.



Confess. Tell ATC you need directions or assistance.

Second. Go.

If you are taxiing and believe you are on a runway that is active or inactive, get off of it, then stop. Getting yourself clear of a runway is critical to making sure you are not in a location that could be in the way of other aircraft in the process of takeoff or landing. This is an active step you should take if you are in doubt at all that your position would potentially be at risk of collision with another aircraft. Take the first available taxiway, or even if necessary if you believe any potential for collision may exist, taxi off the runway on any surface that is safe. I could even make the case that taxiing off onto the grass next to a runway might be a good option if you have any concern that another aircraft may be operating on the runway you are on, with or without you having a clearance. Getting your aircraft stuck in the grass would be much better than not doing anything and ending up in a collision.

Third. Confess.

Talk with ATC (or if at a non-towered airport, use the

Unicom to talk with other traffic) and ask for their help. When you are in a position that you know is not going to pose a potential hazard to another aircraft, contact ATC and tell them your situation. No pilot or controller is perfect, we all make mistakes, and asking for help is the best thing you can do. A ground controller (or tower controller) will be able to help you re-position and get your taxi or departure back on track.

Taxiing at some airports (especially if it is an airport at which you do not frequently operate) can be complex with expansive taxi and runway systems. Don't be afraid to ask for progressive, have a taxi diagram out and use it when you are moving, and remember these three simple steps if you ever find yourself that your position on the airport may become a hazard that could result in a runway incursion.

While official data is only compiled about runway incursions at airports with operating control towers, it doesn't mean a pilot should be any less diligent when operating at non-towered airports. In fact, it is probably even more important because the third set of eyes (the first two are you in your aircraft and the pilot of any other aircraft you might be operating near) isn't there to help you at a non-towered airport.

Want to learn more about Runway Safety and avoiding Runway Incursion?

[Visit the FAA Office of Runway Safety website.](#)

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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