



Giving Wings to Those in Need

Aviation News

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Logbook

Oct. 2

Kevin Dingman and
Michael King
KSAW-KARB
Aztec

Oct. 5

Vern Eliason and
Rob Seidyl
KTVC-KRST
Aztec

Oct. 5

Rick Terzo and
John Olson
KOWD-KSAW
Cessna 340

Oct. 7

George Schraft and
Paul Lehman
KCMX-KARB
Cessna 310

Oct. 8

Jerry Schmidt and
Rod Tinney
KARB-KOMG
Cherokee 6

Oct. 9

Mike Miller and
Jason Blair

In Memory Of...

November 6, 2014

In 1992, I was getting ready to fly a group of people out of the Tulip City Airport. I don't remember the exact date, but I remember what happened like it was yesterday. Before my flight, I walked into the briefing room to use the weather terminal. There was this "old guy" ahead of me. When he finished, he turned around, took one look at me and said, "Hey! I need a professional pilot like you to join our group." I said, "What group?" He said, "My name is Pete VandenBosch and I would like to tell you about Wings of Mercy." I had no idea that chance encounter would have such a big impact on my life.

That day I listened carefully to Pete and I liked what I heard. I started flying some Wings of Mercy missions and discovered the joy of helping people in need while doing something I loved! I was thrilled to be a part of this organization. I hadn't talked to Pete much since that first encounter so I was surprised when about a year later he called me and asked me to lunch. We met on a Saturday at the old Holiday Inn in Holland. As we ate, Pete told me he knew a little bit about me but wanted to ask me a few questions. Well I must have answered the questions correctly because by the time we finished lunch he asked this 31 year old "kid" to join the Wings of Mercy board. At first, I was quite surprised and very honored, but then I thought oh man what am I getting myself into and can I handle it. Well, we all know that Pete doesn't take no for an answer so I really had no choice but to accept. Back then if you told me I would still be on the board and succeed a guy like Pete VandenBosch as President, I would have doubled over laughing. I'm grateful it turned out as it did. It has been one of the biggest honors of my life to be on the board. I have been given the opportunity to give wings to those in need but to also be around Pete, soaking up his tutelage and inspiration, his words will forever ring in my ears.

On October 15, 2014, Pete received his real wings! As for me, that chance encounter so many years ago obviously wasn't by chance. We may be sad for our loss, but if there was ever a life to celebrate and learn from, it was Peter's. We can do that by making sure Wings of Mercy continues its' mission. It will take commitments from all of us. Pete built a solid foundation for this organization and there is no reason for us to stop. Please join me and the entire Board as we renew our support for Wings of Mercy. As long as there is need, we will be there to meet it! This will be Pete's highest honor.

KOMG-KARB
Baron 58

Oct. 9
Ryan Veenstra and
Ray Chester
KRST-KTVC
TBM 850

Oct. 9
Ryan Veenstra and
Ray Chester
KBWI-KGRR
TBM 850

Oct. 11
George Schraft and
Paul Lehman
KCMX-KARB
Cessna 310

Oct. 20
Tom Wilkoski and
John Werner
KUES-KSEF
Baron 55

Oct. 20
Tim Brenner and
Don Holtzclaw
KESC-KARB
Cirrus

Oct. 20
Tim Brenner and
Don Holtzclaw
KARB-KESC
Cirrus

Oct. 20
Nick Jilek and
Gary Miller
KMKG-KRST
Merlin 111B

Oct. 22
Gary Sage and
Jeff Ostrander
KRST-KGRR
Cessna 421

Oct. 26
Mike Miller and
Jason Blair
KCMX-KARB
Baron 58

Oct. 27
Scott Sedam and
Mike Weatherbee
KYIP-KCMX
Aero Commander

Oct. 29
Rob Becker and
Hugh Eisen
KMKG-KRST
AeroStar

--Terry Boer
President, Wings of Mercy Board of Directors

A Patient Story...



Owen on a recent flight with John Olson and Rick Terzo

You would never know by looking, but Owen is a very sick little boy. He lives near Sault Ste. Marie and Wings of Mercy pilots are flying him to Boston, where he can receive the treatments that are keeping him alive.

According to his mom, Owen loves to fly and is under the impression that he has his own private pilots. This little guy is a walking miracle and you are helping make that possible!

Pilot Tips...

Finding the Freezing Level... by Jason Blair



levels are for our flights. By determining where the freezing level is, we

Fall flying brings us all back to needing to worry about icing on our flights, but still gives us warm enough days that flights in IFR conditions may sometimes still be able to be completed. We all know that icing on airframes is a very dangerous thing to have happen, even in icing equipped aircraft. It is something we all try to avoid while still completing flights that are important to make happen.

Airframe icing is most common when an aircraft is flown in visible moisture (think clouds, snow, or rain) at or below freezing temperatures. The worst icing is typically found in temperatures just below the freezing point where the water moisture is, well, wettest. This is an important factor and is an area pilots should try to avoid flying. Due to this, we need to find where the freezing levels are.

One way to do this is to figure out where the freezing can do some simple math.

Standard temperature lapse rates will have a degradation of temperature of 2 degrees (Celsius) per 1000 feet of altitude

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.



climbed. Sure, there can be inversions, but this is a good general consideration to make when thinking about a flight. If the temperature on the ground is 6 degrees, we can expect the freezing level to be about 3000 AGL (remember to consider AGL, not MSL altitudes). If the METARs are reporting ceilings less than that 3000' level you know that climbing into the clouds is likely to result in icing. Ideally, when temperatures are colder, you will want to be through clouds and on top of the weather before temperatures fall below freezing levels where icing in the clouds is likely. Doing the math to consider where the freezing level is going to be and how it relates to ceilings and clouds will allow you to plan more effectively if icing is going to be encountered at your planned flight altitudes.

Using the NOAA Aviation Weather Center Icing Forecasts page online (<http://www.aviationweather.gov/adds/icing>) can also be a significant help when considering a flight. This page offers resources that will "predict" icing areas along with providing PIREPs, AIRMETS and SIGMETs. One of the great new tools available on this side is the "Flight Path Tool" (<http://www.aviationweather.gov/adds/flightpathapplication>) that allows pilots to enter their flight path and have forecasting data evaluate the icing potentials for that flight.

Freezing level charts are also a good basic check for your area of flight. They can be found at <http://www.aviationweather.gov/adds/icing/frzgnav>. This allows pilots to get a quick look at where the freezing levels are for their flight.

A few resources are available for pilots when trying to consider the probability of icing for an upcoming flight.

AIRMETS and SIGMETs - An AIRMET "Zulu" or SIGMETs for icing are good keys that a pilot should consider the strong possibility that icing may exist if these are issued for the area in which a flight is going to be conducted. AIRMETS are a little less severe, but for most GA aircraft are enough to cause major flight problems if icing is encountered. SIGMETs are typically more severe and if they exist, unless the aircraft is extremely well equipped, most often mean a GA aircraft will be staying on the ground. The one drawback of AIRMETS and SIGMETs is that they are issued for large areas and may be overly broad. They are however a good cue to pilots that they should look more deeply into icing considerations if they cover the area of the intended flight.

PIREPs - These are reports from pilots of actual conditions and many times include valuable information about current conditions, including icing. When considering these it is important to look at their recency and proximity to your route of flight. These can be obtained in a standard weather briefing, but can also be found online at the NOAA Aviation Weather Center at <http://www.aviationweather.gov/adds/pireps>

Approach/Tower Controllers - Many times are given to controllers in the air by other aircraft that don't necessarily make it into the PIREP system. Don't be afraid to ask controllers when you are in the air if they have had any reports. It is even perfectly reasonable to call the tower ahead

of time on the ground and if you have their phone number. These controllers will many times have the most current and accurate information available.

A couple of cautions when considering flight in temperatures where icing may be possible are important.

It is easy to have icing conditions force a pilot to fly lower. When this happens, terrain becomes more of a factor. Don't let the potential for icing force you into making a flight at an altitude that is too low for safety.

Getting trapped on top can also be a problem. As a flight progresses, sometimes clouds become more dense. On top in the clear, the flight may be progressing without problems but at some point a descent will need to be made. Thicker clouds mean that the aircraft will need to be in "the soup" longer and have a greater potential to encounter icing conditions. If you are on top of the clouds and it is -2, you should expect to encounter icing in a descent. A better option may be to turn toward an area of warmer air or where clouds are not present.

Even if the temperature is above freezing above the clouds, sometimes, going down can make the temperature go down also. This is definitely the case when there is temperature inversion, but it can also just happen due to loss of the sun's heating. I have many times experienced temperatures at just above freezing turning into just below freezing as I descended into the tops of clouds and lost the light and heating of the sun. This is something that can be expected. If there is sufficient altitude to continue a descent, this may be manageable, but if those clouds tops are at 3000' AGL where you will be vectored to fly an approach, it can quickly become a very big problem.

As we all transition into Fall and Winter flying, icing is a bigger factor. One way to keep this in check is to plan ahead, use resources, and figure out where the real freezing level is before we go flying.

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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