



## Monthly Flight Log

**10/1/2015**  
KRST-KGRR  
George Schraft  
and Kyle Curtiss  
Cessna 310

**10/3/2015**  
KRST-KCMX  
Richard Terzo  
and John Olson  
Cessna 340

**10/4/2015**  
KMKG-KRST  
Gary Sage  
and Andrew Grooters  
Golden Eagle

**10/4/2015**  
KMGH-KRST  
Mike Miller  
and Jason Blair  
Baron

**10/6/2015**  
KRST-KMGN  
Mike Miller  
and Jason Blair  
Baron

**10/11/2015**  
KSLH-KRST  
Gary Sage  
and Jeff Ostrander  
Golden Eagle

**10/11/2015**  
KBIV-KHOU  
Tim Fino  
and Slav Inger  
Seneca

**10/11/2015**  
KSAW-KARB  
Scott Sedam  
and Bill Bye  
Commander 114

**10/11/2015**  
KMGH-KRST  
Gary Sage

## From the Staff...

We wish you a blessed Thanksgiving.

It is that time of year when we gather with family and friends to celebrate all for which we are grateful.

We here at Wings of Mercy are very thankful for our team of pilots who have come through for others in their time of need.

Many times our patients have said that they can't believe someone would give of their time, and the use of their plane, to fly complete strangers.

The daughter of a recent recipient had a hard time trusting that we really wanted to help her mother. She works in the legal profession and admitted that she forgot that people could be good and kind. Our pilots demonstrated the meaning of Wings of Mercy and she could not be more appreciative.

So, as you sit down at the Thanksgiving table and think about all you have to be thankful for, know that the people that you have flown will have your name on their list this year.

Happy  
Thanksgiving

## A Patient Story

Ma'Koi Robinson is a 13-year-old boy who likes baseball, basketball, dancing and girls.

He was a typical teenage boy up until he couldn't control a twitch in his leg.

At first the doctors thought he had restless leg syndrome, but that was not the case.

and Jeff Ostrander  
Golden Eagle

**10/12/2015**  
KBKL-KBIV  
Jason Blair  
and Jim Schmid  
Cherokee 6

**10/12/2015**  
KRST-KSLH  
Charles Binder  
and Fred McCaskill  
Corvallis

**10/13/2015**  
KGRR-KBED  
Gil Collver  
and Tim Brutsche  
Twin Commander

**10/15/2015**  
KRST-KMKG  
John Workman  
and Bill Klungle  
Chancellor

**10/15/2015**  
KBED-KGRR  
Timothy Brenner  
and Terry Lutz  
Cirrus

**10/15/2015**  
KHOU-KBIV  
Tim Fino  
and Andrew Grooters  
Seneca

**10/16/2015**  
KRST-KMGN  
Jimmy Szajkovics  
and Thomas Wilkoski  
Baron

**10/16/2015**  
KBKL-KZ98  
George Schraft  
and Kyle Curtiss  
Cessna 310

**10/17/2015**  
KARB-KSAW  
Mike Miller  
and Jeff Schmitt  
Baron

**10/19/2015**  
KGRR-KRST  
John Laws  
and Jeff Schmitt  
Baron

**10/19/2015**  
KMGN-KRST  
Richard Terzo  
and John Olson  
Cessna 340

**10/21/2015**

After many tests it was determined that he has Focal Epilepsy and the twitch in his leg is a continuous seizure.

The doctors at Helen DeVos Children's Hospital in Grand Rapids are working with his doctors at the Mayo Clinic in Rochester to

find a treatment plan to help stop the seizures.



Wings of Mercy received a call from Ma'Koi's mom, Tracy, about needing a flight to the Mayo Clinic for his tests and treatment in October. Pilots John Laws and Jeff Schmitt flew Ma'Koi and his mom out to Rochester, and Tim and Nick Talsma returned them home.

Tracy let us know that she was at the bank when we called to tell her about the flights and she cried in relief after hearing the news, right there in the bank line.

To see a recent Grand Rapids Fox17 News story about Ma'Koi, [click here](#) or the banner to the right.



According to his mom, Ma'Koi's is a smart, funny kid who believes in God and is being very strong throughout all the testing and hospital stays.

They are amazed that the Wings of Mercy pilots would volunteer to help someone they don't know, and are very thankful for the much needed assistance.

### Pilot Tips...

#### **Check Those NOTAMS - Know Before You Go if Your Intended Approaches are Active**

*by Jason Blair*

Over the past month, I have on at least 3 occasions noted prior to flights that the approaches I would normally have intended to use for my destination airport were Out of Service when I checked NOTAMs. This was able to be managed when known ahead of time, but in two of the cases it did require some re-planning to make accommodations.

Know before you go, don't forget to check those NOTAMs for your destination and alternate airports to make sure what you are planning on flying for approaches is going to be available and won't leave you scrambling at the last minute to try to come up with a Plan B.

KMKG-KMSN  
George Schraft  
and Lina Nowland  
Cessna 310

**10/22/2015**  
KMSN-KMKG  
George Schraft  
and Kyle Curtiss  
Cessna 310

**10/23/2015**  
KRST-KMGN  
Richard Terzo  
and John Olson  
Cessna 340

**10/25/2015**  
KMGN-KRST  
Brad Pugh  
and Chad Pugh  
Columbia

**10/25/2015**  
KANJ-KOWD  
Gregory Ostrom  
and Peter Tobin  
Cessna 310

**10/26/2015**  
KCMX-KARB  
Timothy Brenner  
and Jeff Schmitt  
Cirrus

**10/27/2015**  
KRST-KGRR  
Timothy Talsma  
and Nicholas Talsma  
Navajo

**10/27/2015**  
KLUK-KAZO  
John Olson  
and Peter Tobin  
Golden Eagle

**10/27/2015**  
KARB-KCMX  
Timothy Talsma  
and Nicholas Talsma  
Navajo

**10/27/2015**  
KAZO-KLUK  
John Olson  
and Peter Tobin  
Golden Eagle

**10/29/2015**  
KUES-KSEF  
Thomas Deau  
and Thomas Wilkoski  
Baron

**10/30/2015**  
KRST-KMGN  
Kevin Malone  
and Frank Petty  
Golden Eagle

NOTAMs that affect approaches can be obtained through a weather briefing both digitally and on the phone, and in most modern flight planning applications on devices such as iPad's they are easily retrievable.

Be sure to check the details. It won't always be the case that an approach is NOTAM'd completely out of service, but particular parts of it may be made unavailable, and depending on the type of equipment in your aircraft, it may or may not make the approach unusable by you for your flight.

Many times, we find that VORs are out of service that define step-down fixes, NDBs that define outer markers may be out of service, or a glide-slope may be out of service. Each of these factors may not entirely make an approach unusable, but may change the minimums, may require that an aircraft with an IFR GPS use GPS data to supplement identification of a step-down or crossing fix, or may require use of an alternate missed approach procedure if the primary one is not able to be used.


This is much easier to think through and figure out if you are doing so prior to departure than it is if you are "in the soup" 10 miles from what you thought was going to be your final approach fix when you get the note from ATC that the approach is unavailable.

Work the details, know the systems in your aircraft and how each NOTAM affects if you can or cannot conduct an approach, and plan ahead for changes in runways.

Sometimes, approaches are not necessarily broken, but other factors may make them unusable. This may be temporary if, for example, they are doing some work or testing of the approach system (this recently was the case in Kalamazoo) or it may be a longer term issue if, and Battle Creek is a recent example, the runway is getting resurfaced making approaches come and go in availability over a month of time while the runway work was being conducted.

In a few cases, and one recently for me, the NOTAM closure of an approach was one that was for a certain period of time, with the approach going back in service after 5pm that day. The out of service notice was apparently for some planned maintenance on an ILS, so instead of planning to arrive around 4pm as we had originally intended, we shuffled our schedule to allow for an arrival after the approach was again active. While schedules can change and you should always be ready with a backup plan if an approach you plan to use doesn't come back active if it had been down, you can sometimes work around planned outages by modifying your schedule.

TODAY

 INSTRUMENT APPROACH PROCEDURE W K KELLOGG, BATTLE CREEK, MI. ILS OR LOC RUNWAY 23R, AMENDMENT 18A... MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 DIRECT BATOL LOM/ INTERSECTION/BTL VORTAC 4.35 DISTANCE MEASURING EQUIPMENT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. LFD VOR **OUT OF SERVICE**. 17 NOV 14:23 2015 UNTIL 24 NOV 14:23 2015 ESTIMATED. CREATED: 17 NOV 14:24 2015

Effective Nov 17, 2015 8:23 AM CST  
Updated Nov 17, 2015 8:24 AM CST

**10/30/2015**  
KOWD-KANJ  
Andrew Grooters  
and Christopher Gottwald  
Chancellor

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**Current WOM  
Flight Needs**

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