



## Monthly Flight Log

**8/2/2015**

KBIV-KBKL  
Brad Pugh  
and Fred Honore  
Lancair

**8/4/2015**

KGRR-KRST  
Thomas Wilkoski  
and Jimmy Szajkovichs  
Baron

**8/4/2015**

KESC-KARB  
Kevin Malone  
and Wayne Braden  
Cessna 421

**8/4/2015**

KARB-KESC  
Scott Sedam  
and Kevin Gilbert  
Commander 114

**8/5/2015**

KBEH-KARB  
Chris Faircloth  
and Ciara Peterson  
Twin Comanche

**8/16/2015**

KMGN-KRST  
Thomas Wilkoski  
and Jimmy Szajkovichs  
Baron

**8/16/2015**

KRST-KGRR  
Richard Terzo  
and John Olson  
Cessna 340

**8/17/2015**

KANJ-KOWD  
Tim Fino  
and Ed Phelka

## From the Staff...

### Calling All Pilots!

September is here and the summer is almost officially over (even though most of us hate to admit it just yet). The days are getting shorter and the weather is turning cooler.



Wings of Mercy has been fortunate this summer to not have to cancel flights because of weather, but less fortunate in that we had to cancel from lack of pilots. In July we flew 23 missions and **had to cancel 6 additional flights because we didn't have pilots available.**

In August we flew only 11 missions and yet had to cancel another 6 (3 more flights were cancelled by the patient.)

We know that summertime is busy for most people and we are asking for a big commitment on your time, so instead of expecting more from those who already fly **we would like you to share Wings of Mercy with your pilot friends to try and boost our reserves.**

Do you know someone with a plane and 600+ hours?

Please tell them about Wings of Mercy.

Information about [how to become a Wings pilot is on our website](#) or they may call us at (616) 396-1077 (office) (616) 901-6570 (cell) or send an email to [wings@wingsofmercy.org](mailto:wings@wingsofmercy.org).

If you are on our pilot roster and have not had the opportunity to fly a mission yet, please contact us!

We would like to know what has kept you from flying with us and will do our best to help you take that first flight.

If you qualify as SIC and are interested in taking a certain flight on our calendar, just call or email to let us know that you are available and we will note it on the mission for the PIC.

Piper Seneca

**8/18/2015**

KRST-KMGN  
Nick Jilek  
and Mark Nelson  
Merlin

**8/21/2015**

KOWD-KANJ  
Ryan Veenstra  
and Ray Chester  
TBM 700

**8/31/2015**

KGRR-KRST  
Brad Pugh  
and Randy Pugh  
Lancair

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.



The purpose of Wings of Mercy is to connect general aviation pilots with low-income people in need of transportation to distant medical facilities.

The average mission is 880 miles. Our donors are willing to give \$1 for every mile we fly. **How many miles of flying will you donate?**

We currently have 62 active PIC's with planes. In order to achieve our goal of 300 missions a year, helping an average of 100 people, we would need each of these PIC's to do 5 flights a year. Are you available to take more flights? Do you know someone who could help?

We need you, and your pilot friends, to help Wings of Mercy help those in need.

### **A Patient Story - Janis Stora**

At the beginning of August we received a call from Janis Stora concerning her appointment at the Mayo Clinic in Rochester, Minnesota. Janis had been referred to us by Ken VanWeerdhuizen who was a missionary pilot in the Philippines.

We set up flights for Janis to and from Rochester with Brad and Randy Pugh, and Mike Miller and Jeff Schmitt. The return flight had to be moved back a day and Drew Grooters took over as SIC since Jeff was not available.

Janis's daughter, Jody, accompanied her to the appointment even though she is battling with Multiple Sclerosis. While walking through the hallway of the Mayo Clinic, Jody was moving slowly so Janis told the woman behind them to go on around because her daughter was having trouble with her MS that day. The woman then told Janis and Jody that she was a nurse at the hospital and that within the next 5 years they were hoping to have a treatment to stop the progression of MS. Both Janis and Jody were very excited to hear that there was hope for Jody, and they felt it was meant for Jody to be there on that day and at that time to receive this news. So, while we intended to help Janis, this mission also gave hope to Jody.

You never know just how far the blessings are going to reach when you start to give.

### **Pilot Tips**

#### **Practice the Glide.... by Jason Blair**

Gliding is for gliders, right? Well, it's not just for them. Something I notice in many checkrides I give and I know is the case for many pilots is that they don't really know how to "glide" the aircraft they are flying. Why on earth would you want to know how to glide when we have a powered aircraft you might ask? The obvious answer is in the event of an engine failure.

When an engine quits in an aircraft, we are effectively a large, heavy glider. Even in a twin-engine aircraft, our

approach path is significantly affected. In most training, pilots are introduced to this possibility and then given a checklist to go through of potential solutions while they are expected to "pick a suitable landing area" and prepare for potentially an off-airport landing. Somewhere before reaching 500' AGL, a recovery is typically executed. There is something missing in this practice scenario; what would happen if you couldn't do the "go-around?".

What I notice in many pilots demonstrating this is that they are often not able to judge the glide distance to their intended landing point very well. In some cases they are setting up a glide that will put them short of the landing area, and in other cases setting up a glide that carries too much speed and would overfly the intended landing field. In a few cases they get lucky and it works out. When setting up a glide, I would typically prefer a pilot be long than short (it is always better to end up running off the end of a field rolling slowly than ending up short of the field going fast), but what I am seeing is that they aren't just a little long, but are completely overshooting their intended landing area.

There is a simple solution to this problem. Practice it more frequently and to a full landing instead of a go-around. Obviously this isn't something that you are going to want to do in the local farmer's field under your local practice area, and certainly please don't do this with Wings of Mercy flight recipients on board, but it is certainly something you can practice at an airport.

Typically, when I am teaching this procedure I put pilots 2500' to 3000' AGL about 2 miles from the approach end of the preferred runway at the airport; then I retard the throttle to idle. This puts them in a position where reaching the runway is well within reach, but if they don't work to dissipate some altitude, they can also run long. By working in some S turns before the final approach, the pilot is able to maintain a position where they never turn more than 90 degrees from the runway (I never recommend turning your back to the intended field of landing for an emergency landing) while at the same time dissipating some altitude in preparation for their final approach to the landing.

The entire effort of this is to get the feel for the "glide" of the aircraft and to learn to judge the vertical descent path. By correctly judging the vertical descent path, a pilot is able to set themselves up to hit a desired touchdown area. Part of this is intended to help develop the "visual picture" in the pilot's mind to judge the approach to landing and judge the touch point.

The experience gained by practicing the glide to an actual landing will develop a better feel for the last portions of the glide to the ground in a simulated emergency situation. These last moments have a different feel than the first portions of the glide as the aircraft is manipulated through dissipation of speed, ground effect, and a flare for landing. To just set up and conduct emergency simulations just to a 500' AGL glide recovery does not allow the student to get a full picture of how the entire situation will unfold.

The best way to practice this is on approach to your destination airports through reduction of throttle to simulate the loss of power on a single-engine aircraft or through the setting of a throttle to a "zero-thrust" configuration to simulate the loss of one engine on a multi-engine aircraft. On your non-passenger carrying legs, take the time to simulate this for greater proficiency in the event that you ever encounter such a condition. While your training may officially be over, and we all hope you never need these skills, maintaining proficiency in these emergency procedures can make a real life situation more manageable and potentially lead to a more successful handling of an emergency.

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](http://www.WingsofMercy.org)

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