



*A Professional Group
Of Volunteer Pilots*

Giving Wings To Those In Need

<http://www.wingsofmercymn.com>

Box 198, 56 South 33rd Avenue, St. Cloud, MN 56301

You're Invited!!
to the
Wing's of Mercy Christmas Party!
6:00pm December 11, 2001
Paramount Theatre
Tickets \$25
RSVP Donna at (320) 251-3666

George Mauer Concert
Paramount Theatre
December 11 and 12, 8:00 pm
Tickets \$18.00 (\$2.50 goes to Wings of Mercy)
Hurry, this concert sells out early. Purchase
tickets at the Paramount Theatre Box Office:
(320) 259-5463 or on-line at: gmjazz.com

Dr. Van's Corner
By David Van Nostrand

Wings of Mercy pilots should be aware of the fact that we have an on-going need for additional pilots and aircraft. Glenn Young, our Flight Director, has informed me that although we have met our present obligations, it has been difficult. I am putting out the word to please ask your friends and acquaintances to become members of Wings of Mercy. As volunteers, pilots do not always say yes when asked to schedule a mission. We need to have a larger body of pilots and aircraft to call upon in order to satisfy the needs of our organization. Glenn assures me that he does try to divide missions among the whole group so that everyone has an equal opportunity to fly.

As a point of interest... There has really been very little restriction on Wings of Mercy missions because all of our flights are flown on an instrument flight plan. We

continue to have priority over other aircraft as you all know.

We are pleased to have George Mauer performing as our jazz musician of the year. The concerts will be at the Paramount Theater in St. Cloud on December 11th and 12th.

We plan to have the Wings of Mercy Christmas Party on Tuesday December 11th at the Paramount as we did last year. The party will be catered again by Mark Larson, whose catering service has delighted us with palate pleasing food. We hope to see all of our pilots and their relatives at the party.

Safety Director's Notes
By Dave Johnson

In the wake of the 9-11-01 terrorist assault, several restrictions have been imposed on the National Airspace System. Most have been lifted, but some new ones have developed, and changes occur frequently. Aircraft on IFR flight plans should be given appropriate briefings by FSS and instructions by ATC. VFR flights should also begin with a contact to FSS for the latest information, and depending upon the nature of the flight, perhaps go a step further. I recently had a photo assignment that involved several passes over portions of the city of St. Cloud. FSS briefers reported no restrictions for the flight, but as a precaution I contacted the St. Cloud Police Dept. dispatcher to inform them. They were pleased to have the information, and it must have worked because nobody shot at me or even complained.

Some logical rules of thumb should prevent problems: Avoid all large gatherings (games, etc.), power plants of all kinds as well as transmission facilities, government centers, military installations, bridges, etc. Circling any of these will likely bring unusual attention! A pipeline patrol aircraft was recently reported as suspicious...the F-16's were just minutes from scrambling when its ID was established.

The best laid plans of mice and men often go awry though, so be prepared for possible unusual circumstances.

Always, ALWAYS monitor 121.5 (VHF Guard), and if possible, 243.0 (UHF Guard). If a close pass by an interceptor is your first clue that something is not quite right, you are not necessarily in a heap of trouble, but a miscue now will certainly put you there in a hurry. ATC and interceptors will both try to contact you on Guard first.

Interceptors usually go in pairs, one to make visual contact and attempt communication, the other staying back in a firing position; they are loaded, and yes, they will shoot. There are other ways of convincing slow learners before resorting to firing; these would be "close call" maneuvers that will be guaranteed to get your attention. These aircraft will have trouble flying as slowly as we go when flat out, so they may have to make several passes. A slow turn is, according to the AIM, the "follow me" signal, but could be confused with a turn to make a second pass. I would guess that a "follow me" turn would be level, a "second pass" turn a rapid climbing turn which we could not follow. That's unofficial though! If the interceptor has its landing gear down, that means LAND ASAP. A gear down pass may flow into a "follow me" turn. An abrupt turn away, very probably followed by a steep climb, is the "released" signal.

Check with FSS; monitor 121.5; review the AIM intercept procedures. A little common sense will prevent a having to do a lot of explaining!

George Maurer Group Annual Holiday Show

Once again, the Paramount Theatre is gearing up for what has become a St. Cloud, MN tradition, the George Maurer Jazz Group's Holiday Show. You'll want to get your tickets now, as this annual event sells out on both nights every year!

The George Maurer Group is known for their energy, fun, and showmanship, and they literally never perform the same show twice. This year's program is no exception, with new twists on well-loved holiday favorites from "Baby, It's Cold Outside" to "Sleigh Ride", a jazz version of "Dance of the Sugar Plum Fairy" to other favorites.

Members of the George Maurer Group have performed with such entertainers as Bob Hope, Debbie Duncan, and have performed on stages from Orchestra Hall to Carnegie Hall.

A portion of the proceeds from ticket sales goes to benefit Wings of Mercy, so gather the kids and the spouse and come down to the Paramount to celebrate the holidays with music.

Tickets are on sale now at the Paramount Theatre Box Office: (320) 259-5463 for the December 11th and 12th performances. Or visit the George Maurer Group website at gmjazz.com for more details.

"The George Maurer Group- we play jazz the way it was meant to be played- by the seat of our pants....."

"Jazz beyond suburbia, and then way out....." Leigh Kamman, host of The Jazz Image, Minnesota Public Radio

Flight Director's Notes

By Glenn Young

We started to operate in a more regular mode after the 9-11-01 action. As you can see by the flight log, the trips in October were all longer with the exception of the one to Watertown, SD. We have had very nice weather so far this fall with no problems with either storms or ice. I think this will change by late November. The average amount of snow for the season here is 49 to 50 inches, with more in the Twin Cities. Although we can expect it to be cold in January and February, that tends to be our slower time. It has been nice to not have to worry about the weather too much.

I wish to thank all of you pilots and plane owners very much. This would not work without you!

Flight Log

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Date	Aircraft	Pilot/Copilot	From	To	Total Miles	Hospital
9/26/01	PA601P	Hawkins/AFT Instructor	Bismark	Anoka Co.	660	Children's St. Paul
9/28/01	PA27	Benson/Enders	St. Paul	Bismark	701	Children's St. Paul
10/05/01	BE36T	Kimber/Polachek	St. Paul	Minot ND	945	Fairview U of MN
10/08/01	C414	Anderson/Doc Van	Williston ND	Rochester	1075	Mayo
10/12/01	PA601P	Hawkins/AFT Instructor	Rochester	Williston	1077	Mayo
10/22/01	C310	Marohn/Demaree	Anoka Co.	Williston ND	1000	Fairview U of MN
10/29/01	C414	Anderson/Kleinstauber	Anoka Co.	Watertown SD	348	Children's MSP
10/30/01	PA32	Engler/McNee	Anoka Co.	McCook NE	913	Children's MSP
10/31/01	SR-22	Hinz/Demaree	So. St. Paul	Williston ND	986	Fairview U of MN

Watch for a PBS show featuring Lyle Prouse to be aired in January!