

GROUNDCREW



Aaron Hammitt Is First To Complete Pilot/Mechanic Apprenticeship

Aaron and Tara Hammitt celebrated a special day on January 18, 2019. A ceremony was held at the Missionary Air Group (MAG) facility in Burlington, North Carolina, to celebrate Aaron's completion of the pilot/mechanic apprenticeship. Aaron is the first graduate of this training program formed by the MMS/MAG partnership. Consequently, January 18 was a significant day for the two organizations as well.

Before flight training in North Carolina, there was mechanic training in Coshocton, Ohio. Aaron finished the 30-month aircraft maintenance apprenticeship at MMS Aviation, obtaining his FAA A&P Mechanic Certificate. The Hammitt family then moved to North Carolina for the flight training component of the apprenticeship. There he earned an FAA Commercial Pilot Certificate with an Instrument Rating.

Missionary Air Group President and CEO Sean Donnelly presents a certificate of completion to Aaron Hammitt. Lead Flight Instructor Sean Garrigan stands with them.

The program includes mission field experience in the flight phase. Aaron spent three weeks in Mexico with UIM Aviation, gaining flight experience as well as performing maintenance on the plane he flew. UIM's partnership was a great benefit and, for a brief time, it was a UIM/MAG/MMS cooperative effort.

This is a significant milestone in the Hammitt family's journey of missionary service. It's an illustration of perseverance based firmly in their knowing that God has opened doors of opportunity that He wants them to walk through. The next open door to mission field service is with International Tribal Ministries in Cochabamba, Bolivia.



About the Partnership



As 2019 began, five MMS members were in Burlington for flight training. Left to right: Andy Gudeman, Jason Maust, Aaron Hammitt, Brad Hoblit, and Keith Woockman.

Discussions about a pilot training partnership began about 10 years ago. Missionary Air Group has flight programs in Central America and West Africa that support missionary medical work. However, MAG leadership has a heart for training to meet future needs of missionary aviation. MAG was able and willing to build flight training capacity into their overall operation and make the partnership possible.

A graduate of the MMS/MAG training partnership will have an A&P Mechanic certificate with extensive maintenance experience, a Commercial Pilot Certificate with an Instrument Rating, a minimum of 400 hours of flight time, and no debt.



Flexibility

Tim Reuter, from Switzerland, has significant aircraft maintenance experience. He's at MMS Aviation to broaden that experience and, in about five months, he will take the Federal Aviation Administration (FAA) examinations for an A&P mechanic certificate. FAA certification will allow Tim to maintain Mercy Air aircraft in South Africa that are under U.S. registry.

There are two ways a person may qualify to take FAA mechanic exams. One is to complete courses of study at an FAA-approved curriculum school. The other is to accumulate a specified amount of aviation maintenance experience. These requirements are found in Title 14 of the [United States] Code of Federal Regulations, Part 65.77. This regulation requires 30 months of experience if airframe and power plant maintenance is gained concurrently.

Even though each method has its advantages, MMS Aviation chose the experience route for

several reasons. One reason is that it allows MMS to recognize aircraft maintenance experience gained in other settings and to shorten the time a person needs to be at MMS. This lets mechanics get into, or back into, missionary aviation programs more quickly.

Since mid-2001, MMS has hosted fifteen mechanics who had previous aircraft maintenance experience. Most of them worked for mission aviation entities that sponsored their time at MMS. They have worked with MMS mechanics from as little as three weeks to as much as a year, gaining experience and preparing for the FAA exams.

In the years just ahead, missionary aviation faces a critical shortage of qualified pilot/mechanics and aircraft maintenance specialists. MMS' flexibility lets it design individual training both in content and length. MMS Aviation wants to see staffing needs around the world met as soon as possible without sacrificing quality.



Glen Evert shows Tim the finer points of installing rivets in pieces of aluminum sheet metal. Tim will apply this knowledge to repair missionary aircraft during his time at MMS.

Dwight Jarboe Receives FAA Master Mechanic Award

Family, MMS co-workers, and friends gathered at the MMS hangar on October 5, 2018, for a meal and a ceremony presenting the Charles Taylor Master Mechanic Award to Dwight Jarboe. The award recognizes his 50 consecutive years of aviation maintenance safety.

Dwight began working as an FAA certificated mechanic in July of 1968. For 46 years, he has been involved in missionary aviation, and he spent 36 of those years at MMS Aviation.

The Charles Taylor Master Mechanic Award is named in honor of the first aviation mechanic in powered flight. The Charles Taylor "Master Mechanic" Award recognizes the lifetime accomplishments of senior mechanics. Mr. Taylor served as the Wright brothers' mechanic and is credited with designing and building the engine for their first successful aircraft.



Columbus (Ohio) FAA Safety Team Manager Mark D. Harden presented the Charles Taylor Master Mechanic Award. Rena joined Dwight and Mark for a photo with the award's components.

HANGAR HIGHLIGHTS

Engine Shop

Ryan Hokuf finished the Lycoming engine overhaul headed for Alaska. He and his family traveled to Alaska to help install the engine on a Piper Aztec of Arctic Barnabas Ministries. The engine shop will be silent for a short while before the next engine overhaul is begun.

(Another) Cessna 206 Major Inspection

Following a 1,000 hour inspection of a Cessna 206 for MAF's Mexico affiliate, one has begun on a Cessna 206 for Missionary Air Group. **Dale Coates** supervises this inspection. **Mike Garrett, Jenny Haver, and Josh Adelsberger**, as well as volunteers, work with Dale.

Cessna 210 for Ministry in Niger

The cabin floor was removed to facilitate structural repair of the fuselage and upgrading of the landing gear hydraulic system. The floor has been re-installed. An additional modification to the engine's ignition system has been done. Efforts focus on instrument panel and avionics work. **Mike Dunkley** continues making progress on this project, assisted primarily by **Glen Evert** and volunteer **Jeff Stabler**.

Airplane Float from a Canadian Ministry

Chuck Egbert repaired an Edo float used on a small ministry airplane in Canada that was damaged by the dock that it had been tied to in a storm. **Jeff Stabler** assisted in the reassembly of the float. **Dan Neely**, under **Mike Garrett's** instruction painted the float after its repair.

Cessna 182 for Ministry in Mexico

This airplane has been a "back burner" project. It received an engine overhaul and airframe repair before waiting for avionics and instrument panel upgrades. **Jim Newman** has been doing final operational checks and programming.

Annual Inspection

Chris Jutte is making good use of his recently acquired FAA Inspection Authorization by performing several annual inspections. **Stephen Swartzentruber** and others have worked with Chris on these inspections.



Dale, MMS Chief Inspector, and Ryan look over the completed engine.



The Cessna 210 on jacks for final adjustments to the landing gear retraction system



Jim checks avionics and fuel gauge calibration of the 182.

Mike inspects primer on the float with Dan.



Chris not only inspects, he cleans too.



Jeff rivets the float together.

On the 1972 Cessna 206, part number 1211613-1 designates an aluminum angle that is installed along the belly of the airplane as it transitions into the empennage, or tail section. Made of .032" aluminum, this narrow piece is fairly flimsy and unsubstantial. That is typical for many of the parts that comprise the tail section of a Cessna 206. The structural integrity of the aircraft is accomplished when each of these pieces are joined together.

In mid-March, we were visited by representatives from a couple of missionary aviation organizations that MMS has served with aircraft maintenance and mechanic training. One of those missions operates in South Africa and was in the process of dispatching a helicopter and crew to respond to the damage inflicted by Cyclone Idai, in Mozambique, Zimbabwe, and Malawi. Half a hemisphere away, the other organization was mobilizing their own helicopter to meet the needs of thousands of Indonesians displaced by flash flooding and mudslides caused by torrential rainfall.

As I talked with these men, I was moved by the thought that through the work of our hands here in rural Ohio, we were contributing to their efforts to deliver Christ's compassion to people who have a desperate need to see Christ's love in action and hear His name. We serve with these and other ministries, and together our strength is greater. The aircraft parts mentioned earlier are not strengthened by proximity, but by being joined. When we are joined with other missions, the most important element is that which holds us together. For the aircraft parts mentioned earlier, this is accomplished with rivets and other fasteners. However, we are held together by Christ!

Our partnership with Missionary Air Group further demonstrates the strength that comes when we are joined in Christ. MMS is excited to see what God has in store for the apprentices who have completed their maintenance and flight training through this partnership. Please pray with us, asking the Lord to continue to provide people for missionary aviation service and guide us as we equip them to serve in the name of Christ!

"He is before all things, and in Him all things hold together." Colossians 1:17, NIV.

For His Glory,

Phil

Phil Maddux, President & CEO

MAG airplanes in hangar B
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Enhancing Trust