

GROUND CREW



FAA Training for Aircraft Maintenance 'Round the World

There are two ways to qualify for a Federal Aviation Administration (FAA) mechanic license--at school or in the hangar. Here at MMS Aviation, we train people through practical experience to maintain aircraft, which allows us to be a repair station for the mission aviation community as well. Most people who come to MMS for training go through the 30-month apprenticeship, but there are some sent by other ministries to receive training outside of the traditional apprenticeship.

For instance, some individuals who serve in their home country come to MMS for a short time to help round out their experience. While most of their training is done in-country, they may be required to test in areas of

maintenance that the organizations do not typically undertake. Specialized training from MMS helps them prepare for their mechanics' certificate tests. Their training can span a few weeks to several months.

In some cases, mechanics serving overseas may already have a license in that country but need an FAA license to maintain certain aircraft.

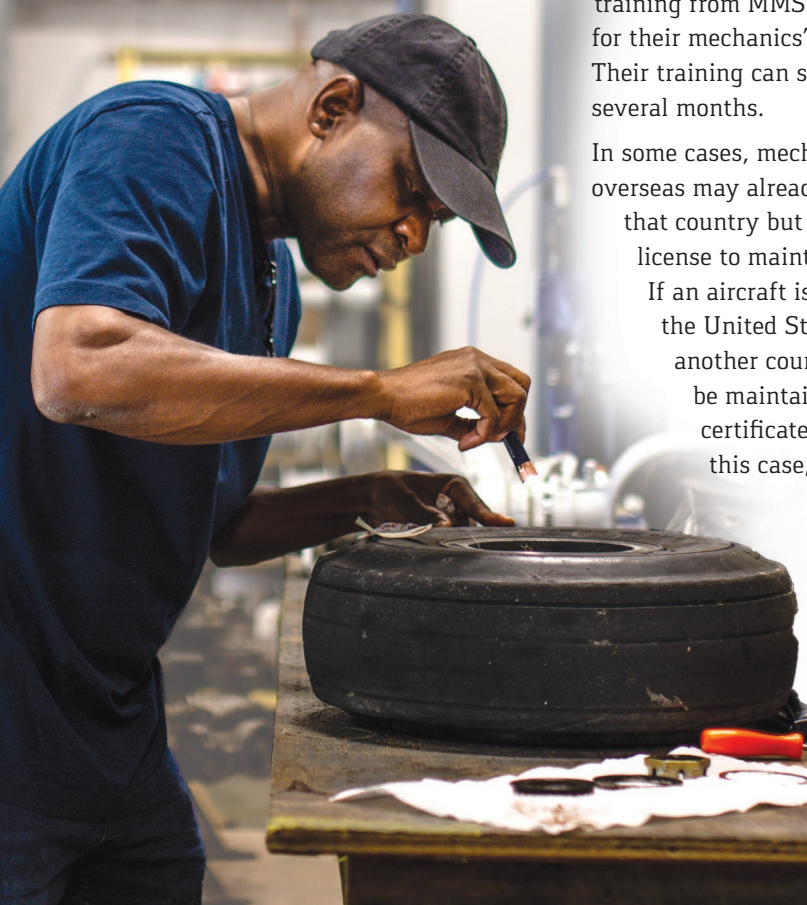
If an aircraft is registered in the United States but flown in another country, it needs to be maintained by an FAA certificated mechanic. In this case, the mechanics

mostly need to become familiar with FAA regulations before taking their test.

MMS not only provides the training but arranges for testing as well. If the mechanic comes to MMS from another country, Bob Schwartz helps them acquire a Vocational Student Visa as part of his job as training director. Written, oral, and practical exams are required once their training is complete. Chuck Egbert, a part of the MMS training staff, is an FAA designated mechanic examiner who goes through the oral and practical exams with them in the hangar.

So far, 21 people have obtained an FAA mechanic license at MMS based mostly on their experience elsewhere. Before this year ends, we plan to add two more! MMS is grateful for the opportunity to serve our partner mission organizations in this way, and those who come for a short time are always a blessing to us as well.

Peter is here to get his Airframe and Powerplant certificate so that he can serve in his home country of Uganda. Chuck is teaching Peter how to bend sheet metal with precision.



Gift inspects wheel bearings for a wheel from the Cessna 206 to complete his oral and practical tests that will meet the requirements for his FAA license.

Preparing people and planes for worldwide missionary service.

This content was removed to protect the security of the missionaries featured.

Mahon Welcome

Mike Mahon was a part of the MMS training staff in the 1980s before he and his wife, Nancy, moved to Peru. Mike served as a maintenance specialist, and Nancy was a teacher with South America Mission (SAM) for 31 years. They recently returned to serve on loan to MMS so Mike can work as the parts room manager. In this role, Mike keeps track of the inventory, places orders, and inspects parts when they arrive to ensure they are legitimate. This helps keep the hangar organized and projects moving forward at a steady pace.

Mike enjoys music and working with computers, and Nancy likes to study history and culture and help care for her granddaughter, Lucy. With her experience, Nancy hopes to encourage and advise apprentice families preparing to serve overseas.



We are so thankful to have Mike back at MMS!

Coates Story

Dale and Deborah Coates grew up in Zimbabwe. God called Dale to mission aviation through the Army while he served as a machine gunner. During a training exercise, he witnessed the incredible destruction that the Air Force could do with a single bomb run. Later he watched some small general aviation planes doing training exercises, and God helped him draw a comparison between the two. God told him, "I can use those [general aviation] aircraft to bring hope to people." After becoming a commercial pilot, he went to MMS to get his mechanics' certificate. God made it clear after his training that they were supposed to stay at MMS, and they have been here for 31 years. Dale serves as the chief inspector, and Deborah works at the reception desk. Outside of MMS, Dale is an avid beekeeper.



Sharee prepares the 182's wingtip for installation.

HANGAR HIGHLIGHTS

A bit of what's happened recently

Mike Dunkley is leading a team to install several upgrades to a Cessna 182 for Moody Aviation, a mission aviation training school. **Phil Sperling**, **Sharee Sensenig**, and **Jim Newman** are working with Mike to install a new autopilot system, engine monitoring system, flight displays, communications system, and more. These upgrades will not only help make the plane easier to operate in difficult situations; they will also help the students learn technology that they will use in the mission field. The project is set for completion by September, and another Cessna 182 will arrive from Moody Aviation for the same upgrades.



Chris, Phil, and Ben perform a dye penetrant inspection on the 206's engine mount.

Dale Coates, **Jenny Haver**, **Rebekah Martel**, **Ben Winsley**, **Joshua Johnson**, **Dale Liff**, and **Austin Cleator** are nearing the end of a major restoration of a Cessna 182 that will serve

in the Philippines. This airplane arrived with a lot of fatigue and corrosion after sitting unused in Papua New Guinea following a crash. The team replaced skins and structural components, rebuilt flight controls, and repainted all surfaces. They are reassembling it and installing a new instrument panel and overhauled engine.

Chris Jutte, **Jack Harper**, **Chuck Egbert**, **Tyler Sensenig**, **Ben Plitt**, and **Matthew Woods** have almost completed the structural repairs on the Cessna 206 that will serve in Central America. The plane sat for many years after a crash tore off the landing gear, and the repairs are extensive. It gives the apprentices many opportunities to practice sheet metal work and corrosion control. This plane is next in line for the paint booth.

Jay Shearer, **Matt Carter**, and volunteer **Gary Amey** are inspecting a Piper Malibu used for evangelism and church planting in the Chinese immigrant community. The annual inspection is a time to find things that are broken before they lead to an accident, helping to ensure that the plane is safe to operate. It will be completed and ready to return to service soon.



Jay and Gary (a volunteer) wrap up the engine inspection on the Piper Malibu.

In the engine shop, **Josh Adelsberger** is managing three repair projects. A Continental TS10-520 M is undergoing repair for use in Ecuador. Corrosion on the camshaft and hydraulic lifters means the engine must be disassembled completely to replace those parts. He is also performing similar work on a Continental O-470 for an Alaskan ministry. A prop strike has resulted in a required inspection of a Lycoming O-340 for a U.S.-based missionary pilot training program. While most of our engine work consists of overhauls, occasionally a repair is sufficient to return the engine to the mission for many more hours of reliable service.

Hangar C has been home to two guest projects. MMS is not leading the work but is providing space, tooling, and personnel as needed. The Mercy Air helicopter was loaded on a large pallet, trucked to JFK International Airport, transported



Aaron and the Pilatus Porter are guests in Hangar C.

to South Africa for reassembly, and flown to its base in Eswatini. Work on a Pilatus Porter aircraft is still in process at MMS. When completed, it will be flown to Guatemala to serve as a lifeline for the work of missionaries in a remote location. Many of our staff, apprentices, and volunteers have participated in these projects.



Mercy Air helicopter--ready to be wrapped and shipped across the ocean!



If you must spend several hours at an international airport, you can either buy lots of perfume and chocolate at the duty-free shops, or you can observe people. I prefer the latter. I've traveled enough to have some sense of where my fellow travelers might call home, and occasionally I can understand a few words. Living in North Africa, Elizabeth and I achieved a workable proficiency with the local dialect of Arabic and some basic French. I studied Spanish in high school, and somewhere in my gray matter is a distant memory of the Portuguese I spoke fluently as a small boy. Keeping my eyes and ears open, I watch and wonder about the journey of the people around me. For a few hours, we sit and walk together, a constantly changing global community with one shared objective: to pass the time until we hear our boarding call and go somewhere else and are quickly forgotten.

Sometimes, MMS feels like that international concourse. People and projects come and go from all over the world. We sit with them for a while. But unlike strangers at an airport, they leave a mark on us when they depart. Each of them changes us in a way, becoming a part of our organizational culture and history. We remember fondly Samson, Phillip, Mickey, Rita, and so many others who crossed the oceans to come to MMS for a short time and gain deeper experience or certification as aircraft mechanics. Gift, who was with us earlier this summer, came from Zimbabwe and will serve in Liberia. Peter will return to his home country of Uganda to serve with Mission Aviation Fellowship.

Two of our current projects are transitioning from one global location to another, with a stop at MMS for some much-needed care. A Cessna 182 made the long journey from Papua New Guinea to be renewed by our mechanics. It is almost done. With all the repairs completed, it has been repainted and needs only to be assembled and rigged. In a few months it will cross the Pacific again for use in the Philippines. The Cessna 206 pictured below flew in the Caribbean and will be relocated to Central America. Projects like these add to the experience of our staff and give our apprentices a framework on which to hang the pages and pages of information they study in preparation for their examinations.

If you have never had the opportunity to visit MMS, I'd like to invite you to do that. I am confident you'll find a team that shares a passion for taking the gospel of Jesus Christ to those who have never heard His name and who live where access is difficult or impossible. As long as airplanes are a necessary tool for that work, we'll keep training mechanics and preparing airplanes for worldwide missionary service.

For His Glory,

Phil Maddux,
President & CEO

The Cessna 206 is nearly ready for paint and final assembly.