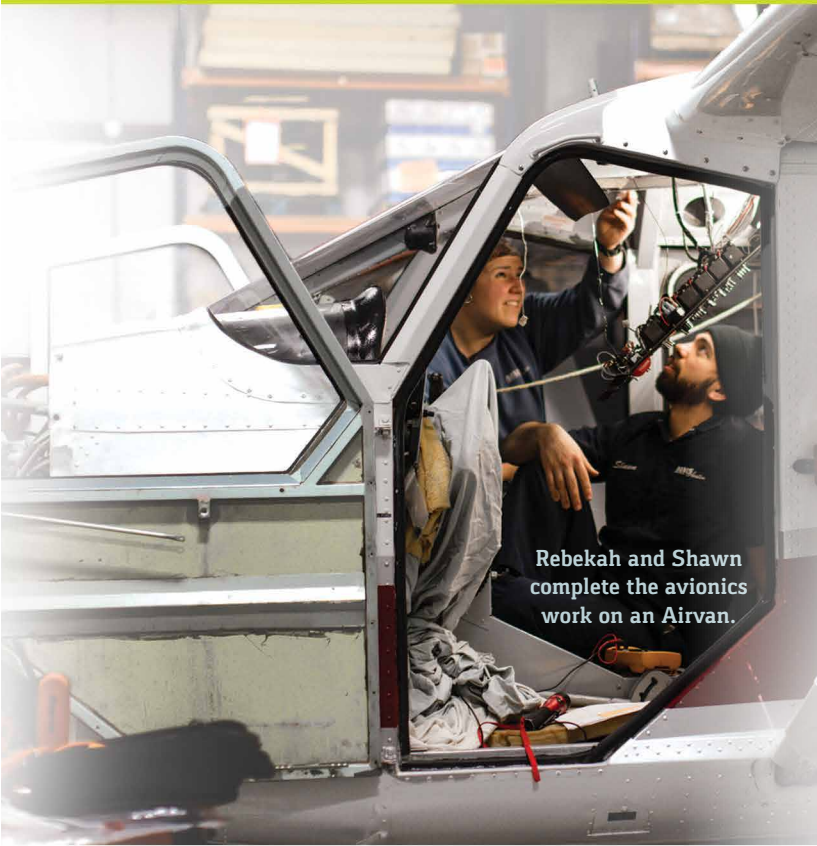


# GROUND CREW



Rebekah and Shawn complete the avionics work on an Airvan.

## “Don’t Grow Weary in Doing Good.”

**A**re you done yet?” Mike Dunkley gives us “the look” each time we ask because he knows, as we do, that doing good avionics work is tedious and wearisome. The avionics team at MMS is a special bunch whose skill set includes understanding (and enjoying!) wiring diagrams, physical flexibility to work upside down with hands deep into the mysteries behind an instrument panel, and the patience to return day after day to the same mess of wires with little visible progress. Over the years, the Lord has brought a talented team to MMS. Mike Dunkley, Jim Newman, Rebekah Martel, and Dale Liff bring decades of specialized electrical and avionics experience. Because this specialty is a growing need, in the last few years we’ve given the

team a dedicated workshop area and purchased equipment to better serve our mission partners. Last year when Moody Aviation asked MMS to perform avionics upgrades on their training fleet, we were ready and eager to help.

Moody Aviation, located in Spokane, WA, is one of the many fine training institutions that prepares missionary aviators. Glass cockpits, which show navigation and aircraft information on an electronic flight display, were once available only on military or large commercial aircraft. But new technology has made this attainable even for small mission organizations. It is important that mission aviation students have experience operating and maintaining these systems. MMS has completed the installation on two of Moody’s Cessna R182 aircraft. One Cessna 206 project is underway in Spokane, with MMS sending Global Response teams to do the work. There are five more projects to complete, including one Cessna 172, two Cessna 185, and two Cessna 206 aircraft.

The result of this work will be more qualified pilots and mechanics taking the gospel to people living where the name of Jesus has never been heard before. Dan Swanson, a flight instructor at Moody, came to fly a recently completed Cessna 182 back to Washington and shared these kind words with us before he departed:

*“When I get to come to MMS, there are tears of joy. The presence of the Holy Spirit*

*is very evident here. MMS is speeding the gospel. Thank you for what you do; it is so appreciated. Don’t grow weary in doing good.”*

We won’t, Dan! What a joy it is to work together with all our mission aviation partners to see the gospel proclaimed and churches planted in places where there are no roads.



Mike Dunkley works in the cabin of the R182.



Tyler installs the new engine on Moody’s R182.



## HANGAR HIGHLIGHTS

### *A bit of what's happened recently*

#### HANGAR A

**Chris Jutte** led a major inspection on the King Air 200. This airplane has been used for many years to reach Chinese nationals living in the U.S., and MMS has maintained it for its entire ministry career. The project involved just about everyone in the hangar for a few weeks.

**Mike Dunkley** is supervising avionics upgrades and new engine installation on a Cessna R182 used by Moody Aviation for flight training. Apprentice **Tyler Sensenig** has been working with Mike.

#### HANGAR B

A Cessna 206 used in Mexico was damaged in a landing accident. **Jack Harper** is supervising, and apprentice **Ben Plitt** is gaining some intensive experience in structural repairs.

We were able to accommodate an emergency repair on a Cessna 206 used in Honduras. An on-field inspection revealed cracked landing gear fittings. **Chuck Egbert** and apprentice **Ben Winsley** are making the repairs as well as preemptively addressing an AD (Airworthiness Directive) for a doorpost modification that will be due in a year. **Tim Obarow** has been in the machine shop, preparing the new landing gear fittings for installation with a modification that will make them more resistant to future stress and cracking.

**Chris Jutte** and apprentice **Josh Johnson** have begun the inspection and repair of a Cessna 207 used in Gabon, Africa. Chris is also preparing a Cessna 206 for engine and propeller installation, which will bring to completion this major project for ministry in Central America. Apprentices **Brittany Umphress** and **Matthew Woods** are repairing and forming new engine baffling for the installation.

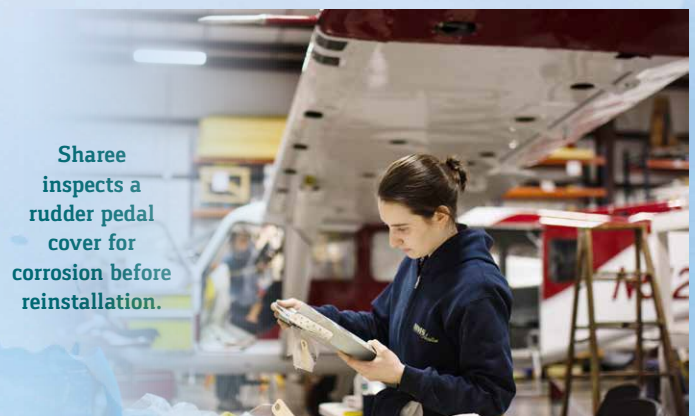
#### HANGAR C

**Rebekah Martel** is doing various avionics replacements on a Pilatus Porter. The airplane will be used in Guatemala.

Apprentice **Sharee Sensenig** was tasked with managing the annual inspection on an Airvan that is used in the Caribbean. **Jay Shearer** guided her work and performed the "official" inspection. **Austin Cleator** and several apprentices were also part of the team.



Hangar B is full! How many airplanes can you count?  
There are three Cessna 206 planes and a Cessna 207.



Sharee  
inspects a  
rudder pedal  
cover for  
corrosion before  
reinstallation.



Jay installs the fire extinguisher in the Airvan cabin

#### Global Response Trips

**Josh Adelsberger** traveled to Guatemala to assist with engine work on a Cessna 185.

**Jim Newman** and **Dale Liff** traveled to Moody Aviation to install new avionics on a Cessna U206G.

**Jay** and **Debbie Shearer** and apprentice **Phil Sperling** traveled to Papua New Guinea to assist former apprentice **Josh Snader** with maintenance on a small fleet of aircraft that operate on the Sepik River near the town of Wewak.

Phil, Jay, and Debbie (the three  
wearing leis) on arrival in Wewak  
for a 3-week Global Response Trip





A few miles east of our airport location, the farmhouse still stands where MMS Aviation first began to train apprentice mechanics and prepare aircraft for mission work around the world. The first paint job was done in the farm's chicken house. Now we paint aircraft in a professional paint booth large enough to hold a fuselage, set of wings, or all the control surfaces of an airplane. Our engine shop was originally designed to handle one engine overhaul per year so that apprentices could gain firsthand experience in measuring, assembling, and testing aircraft engines. Josh Adelsberger has eight engines right now in various stages of work with many more to come. The room that was the original sheet metal shop is where we now share morning prayers and devotions, and where we gather for meals. The room is often full, especially when families come to eat lunch together and enjoy fellowship with one another.

I can't prove it, but I believe that in the early 1970s when Jim Miller dreamed of a place like MMS, in his mind it would have looked a lot like what it is today. Jim, who is now with the Lord, had a vision for a ministry that prepared missionary aircraft while giving young men and women opportunities to learn how to maintain those airplanes for field programs all over the world. At the time, Jim was a maintenance specialist for JAARS in Ecuador. Many of the mechanics he served with had come out of World War II, and mission organizations were having difficulty finding people to replace them. Jim's plan was to train "well-rounded" mechanics, who would be equipped to serve mission organizations operating a wide variety of aircraft ranging from the light Piper Cruiser to the much larger DC-3, and everything in between.

After 50 years, the impact of this ministry is difficult to measure. Between apprentices, interns, and short-term trainees, over 200 people have been trained at MMS. We lost count of ministries served and projects completed, but we know that the airplanes we have prepared are flying in every region of the world where geographic barriers hinder access to the gospel. We'll keep at it as long as the Lord uses airplanes to carry the message of Jesus and the salvation that only comes through Him.

## President's PEN



Phil

Phil Maddux  
President & CEO



**Please plan to join us in October for a celebration of 50 years of ministry.  
We want to include YOU in a weekend of praise and thanks for what God has been doing!**

## STAFF SPOTLIGHT: Jack and Katie Harper

Jack grew up in the world of aviation with his dad being an airline pilot as well as co-owning a couple of small aircraft. But Jack had a heart for the mission field. It was not until he was about to graduate from high school that he learned airplanes were vital in reaching the unreached. He began pursuing mission aviation through LeTourneau University. Shortly after beginning his training, he went on a spring break missions trip to MMS Aviation.



Years later, Jack and his wife, Katie, were prayerfully considering where to serve, and God made the path clear to join the staff at MMS. Jack loves the relationships between the staff members and cares deeply about the mission at MMS. Katie

spends much of the summer growing flowers and making bouquets while Jack goes for runs on the winding country roads. The two appreciate the simple things in life and love inviting others into it—to enjoy a cup of hot coffee, a shared meal, and a backyard bonfire.

## Matthew Carter Serves with Mission Aviation Fellowship



"I find it's a wonderful experience when one works with others who share a common goal of glorifying God and increasing His kingdom." This statement from Matthew sums him up well. He

has a heart for God and a heart for others. Matthew knew he wanted to be a pilot and serve in mission aviation after helping with disaster relief flights during his time with the Navy. He was also able to gain experience with avionics operation and troubleshooting while in the Navy, which gave him the opportunity to serve with Mission Aviation Fellowship (MAF) in their avionics shop. He came to MMS to train and receive his airframe certificate. He is currently serving at the MAF headquarters in Idaho and will be sent abroad as needed.



24387 Airport Road  
Coshocton, OH 43812



CHANGE SERVICE REQUESTED

## LETU Spring Break

For nearly two decades, LeTourneau University has sent teams to MMS Aviation during spring break to serve alongside us in the hangar. It may seem a little strange to send a group of college students to Coshocton for spring break, but these are students who share our passion for missions and aviation. We love having the opportunity to invite them into the work we do here, using our gifts to expand God's kingdom. It is an excellent opportunity for them to gain experience in the world of mission aviation in the United States and work on aircraft used around the world. In fact, two of our staff members, Rebekah Martel and Jack Harper, came on some of the trips while they were students. It is a privilege to invest time with these students and exciting to see how God uses it.



## Steven Brumfield Takes the Gospel to Amazon River Basin

Steven has known he wanted to be a missionary since he was eight years old. This calling led him to Honduras, Nicaragua, and around the United States, primarily doing building projects. His passion is aviation and bringing the Gospel to people in hard-to-reach places. He came to MMS after his apprenticeship at Missionary Air Group (MAG) and, since he was already a certificated A&P mechanic, he was here for only a few months to gain some experience before going to the mission field. He now serves with Amazon Salt and Light, who use experimental aircraft to bring the Gospel and plant churches in villages along the Madeira River in the Amazon River Basin.



SAVE THE DATE!

OCTOBER 18-19, 2025

OCTOBER 17 - MMS FAMILY REUNION

COSHOCTON, OHIO 43812