

GROUNDCREW



A Change of Leadership

Almost every organization goes through it, but MMS Aviation has done so only once in its 41-year history. A change of the MMS chief executive officer will take place October 28, 2016. On that date, Phil Maddux will become MMS Aviation's third president and CEO.

Phil and Elizabeth Maddux came to MMS Aviation in 2005 from Joplin, Missouri so Phil could get an FAA Mechanic Certificate. He was already a pilot and needed maintenance qualification to serve in missionary aviation as a pilot/mechanic. Phil completed the MMS apprenticeship in September 2007. Following MMS, the Maddux family went to a North African country as part of a team to explore the possibility of establishing an aviation operation. When that project came to a close, the Maddux family returned to the U.S. Phil and Elizabeth joined the MMS staff in August 2011.

The Madduxes are parents of three children. Eric is 19 and a college student. Becca, 17, and Cale, 15, are still at home.

Phil is presently MMS' Production Manager. He works under the supervision of the Director of Maintenance and controls the flow of aircraft maintenance through the facility. Phil really enjoys his current position, one for which he's developed many procedures, and wasn't looking for a change when the board of directors asked him to be the next CEO.

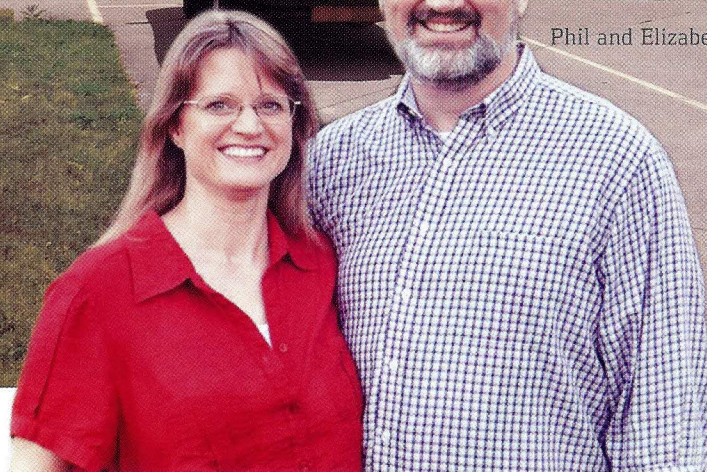
The board, however, saw in Phil the leadership qualities they were looking for in a CEO. At a special meeting in November of last year, Phil was appointed to be the next MMS CEO, and the transition date was set.



The MMS Aviation facility today shows God's faithful provision, allowing MMS to fulfill its purpose.



Phil and Elizabeth Maddux



President's PEN

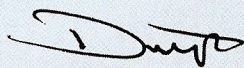
There's a rumor going around that I'm retiring. It's not true, but it is a natural assumption, given that I am in my late 60s and, as CEO, at the top of the administrative chain. Throughout my life in Christian ministry, I've observed that each phase is preparation for the next. God caused experience gained in one place to get me ready for what He would have me do in the next place. Because of this, I look forward to my next phase of ministry.

Over the past several years I've remarked, "When I grow up, I want to be an aircraft mechanic." This may strike you as odd, because I got my FAA Mechanic Certificate 48 years ago. Even though I'm constantly involved in aircraft maintenance, my duties for the past 32 years have been primarily administrative. However, there is still a love of working on airplanes, and I especially like helping others develop their knowledge and skills as aircraft mechanics.

When the MMS board of directors asked Phil to be the next CEO, Phil came to my office to ask me how I saw myself being involved at MMS after stepping down from the CEO position. I'd thought about it and had ideas, but asked Phil if he saw a place for me and what it would look like. It wasn't surprising, but was affirming, that Phil's list of what I could do next was practically identical to mine.

"So, Dwight, what will you do?" I'm glad you asked. I'll work as a mechanic on aircraft with apprentice and staff mechanics during various maintenance events, continue to be an FAA mechanic examiner for a time, and represent MMS as its president emeritus when needed. I also want to do some writing, especially a history of MMS Aviation. There is also a need for short stories—actually glimpses—of how people are affected by the ministry of MMS Aviation. I hope to gather and write these stories to share with you.

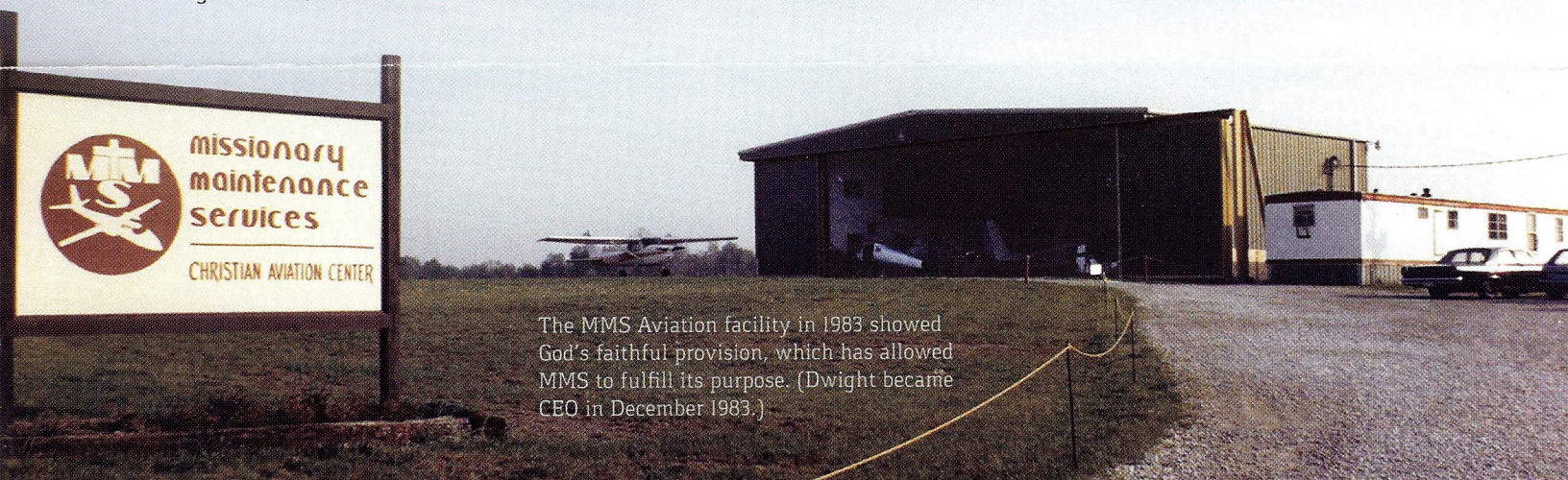
I'm excited about the future of MMS Aviation under Phil's leadership. I am confident that we'll serve the missionary aviation community more effectively as we Prepare People and Planes for Worldwide Missionary Service.



Dwight Jarboe, *President and CEO*



June 6, 2016, was a special day. MMS founders Jim and Marvine Miller, some of their family, and a couple friends visited. It was fun to review together what God has done here. It also provided an opportunity to get a picture of CEOs Jim Miller, past; Dwight Jarboe, present; and Phil Maddux, future.



The MMS Aviation facility in 1983 showed God's faithful provision, which has allowed MMS to fulfill its purpose. (Dwight became CEO in December 1983.)

MMS Aviation Missionary Maintenance Services

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Enhancing Trust

Keith Woockman Begins Pilot/ Mechanic Training Program



Keith and Jenny Woockman, parents of Malina, Everett, and Walter, are from St. Louis, Missouri. Already holding an FAA Mechanic Certificate, Keith began adding aircraft maintenance experience at MMS in May. He will go through flight training at Missionary Air Group in preparation for service as a missionary pilot/mechanic.



Left to right: Tim Hughes and Ryan Farran of NTMA, David, Elizabeth, and Ethan Blanton, and Dale Coates of MMS in front of the loaded shipping containers.

Rapid Response Trip: Papua New Guinea

To renew their aircraft fleet in Goroka, Papua New Guinea, New Tribes Mission Aviation (NTMA) retired their Cessna 206s. Obtaining aviation gasoline needed by the 206s had become difficult and very expensive. Their new turboprop-powered Quest Kodiaks burn jet fuel that is readily available and less expensive.

MMS was asked to help load four airplanes and spare parts into shipping containers that would be sent to NTMA headquarters in Arizona. In April, Dale Coates led the MMS crew that included David and Elizabeth Blanton and their son, Ethan. Three weeks of hard work in hot and humid conditions got the task accomplished on schedule. The MMS team worked under the supervision of NTMA maintenance chief Tim Hughes.

Rapid Response Trip: Honduras, 1st and 2nd edition

Last December 21, an Alas de Socorro Cessna 206 had a mid-air collision with a buzzard. The pilot landed safely at the home base in Ahuas, Honduras, but significant damage was done to the plane.

MMS maintenance supervisor Mike Dunkley helped assess the damage and determine what repair parts were ordered. After parts were shipped, Mike, along with apprentice mechanics Aaron Hammitt and Jason Maust, traveled to Ahuas to repair the damaged 206.

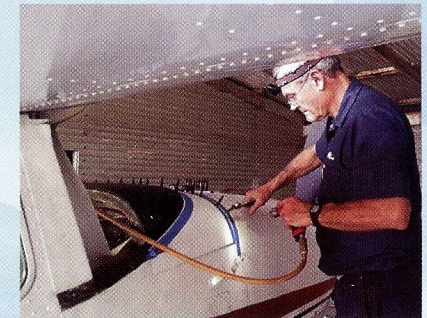
The new parts weren't released from Customs until the day our team began their trip home. Much work had been accomplished on the damaged plane, as well as an inspection of a second 206 Alas de Socorro there. It was discovered that an engine component was defective on the second plane, and the part was brought back for overhaul.

In May, Mike returned to complete the repair. This time Dwight Jarboe went with him. Dwight put the overhauled component on the second Cessna 206 engine while Mike began installing the new repair parts on the damaged one. Then, working together, they finished in time to be taken in the repaired plane to meet their airline connection on the trip home.

The Alas de Socorro Cessna 206 supports a mission hospital in Ahuas that ministers to physical and spiritual needs in that area.



In March, Aaron and Jason repair the aft fuselage of the second plane.



On the second trip, Mike fits repair parts on the buzzard-damaged Cessna 206.



Early May 18, 2016, the repaired Cessna 206 is readied for its first passenger-carrying flight since December.

MAINTENANCE UPDATE

Rapid Response Trips

By the end of July, six rapid response trips had been completed this year. **Brad and Krystal Hoblit** and their children are in Zambia for three months to help Mission Flight Services. Consequently, there have been fewer hangar personnel in Coshocton for the past few months.

Missionary Air Group (MAG) Cessna 206

Still waiting on funds for the engine and propeller, several mechanics working on this project have gone on rapid response trips and helped with other projects. **Dale Coates** leads a smaller crew that includes **David Blanton** and **Aaron Hammitt**.

Engine Overhauls

Josh Adelsberger manages a still-busy engine shop as he overhauls an O-470 Continental engine headed for ministry use in Alaska.

Jenny Haver and **Andy Gudeman** accomplish a prop-strike inspection of a TSIO 360 Continental, which requires full disassembly and inspection of the engine. It is for a plane donated to another mission. More engines are in the queue for overhaul.

Cessna 182 for Ministry in the Philippines

Jim Newman supervises refurbishment of a Cessna 182 that is a veteran of years of missionary service in South America. It's getting airframe repairs, avionic upgrades, corrosion clean-up and prevention, and new paint. The engine was sent to another shop for overhaul.

Airbus AS-350 Helicopter for Ministry in Mozambique

After an extensive engine replacement, this helicopter was brought to MMS for airframe upgrades and a major inspection performed every 12 years. Mercy Air mechanics will do most of the work with **Mike Dunkley** installing new avionics.

Other mission/ministry aircraft have been through our shops as well. The MMS facility was improved by a volunteer work team from Coopersburg, Pennsylvania, that enclosed a room for a newly purchased bead blast cabinet.



Dale checks installation of the cargo pod.



Tim prepares a Continental TSIO-360 for its test run.



The interior of the Cessna 182 gets a thorough cleaning. There's a mechanic in the aft fuselage scrubbing away.



As David Shelly demonstrates, the bead blast cabinet fits well in its new home.



Mike Dunkley discusses helicopter work with Michael Aebi of Mercy Air.