

# Mission Aviation Training Academy

4 2 5 - 2 3 1 - 5 8 5 5

MATA.USA@GMAIL.COM

NOVEMBER 2011

## Graduates Return for Short Furlough

PRAY FOR  
THESE WHO  
HAVE  
CHOSEN TO  
FOLLOW  
THE CALL  
TO SERVE

“GO INTO  
ALL THE  
WORLD AND  
PREACH THE  
GOSPEL  
TO ALL  
CREATION.”  
MARK 16:15

During the past 13 years MATA has seen some graduates come full circle: training, going, and returning home for a time of rest and reconnection with family and supporters. Josh Harrington, the first MATA student to receive all his flight training with us before being sent overseas with Wycliffe Bible Translators/JAARS, flies a Pilatus Porter in Papua, Indonesia. To see some first-hand video and photos of their work, go to [www.joshandamberharrington.blogspot.com](http://www.joshandamberharrington.blogspot.com).



Amber & Josh run a 5K

receiving the New Testament in their own language. The video shows what mission aviation is all about, getting the Gospel out farther and faster. Amber supports the tribal missionaries by teaching math and language arts to their 5th and 6th graders.



Amos and Heidi Collins serve with Pacific Missionary Aviation (PMA) and recently returned to Washington state with their children Tomas and Raina, who were born in Yap, Micronesia. These children will be meeting many of their relatives for the first time. Their families must be thrilled to have them home for a few months. In Yap, Amos maintains a twin-engine Beachcraft Queen Air and flies it to three of the other 19 inhabited Islands in Yap state. Only three of these islands have airstrips, while the other islands receive emergency food and medicine through airdrops. Amos and his co-workers said their drop techniques have improved with experience and they are thankful to report a very high success rate.

Byran Eggabroad serves with Mission Aviation Fellowship (MAF) in Lesotho, Africa. Bryan and the MAF team in Lesotho support nine health clinics, three health posts, and five district hospitals.

In October Bryan proposed to Mari Morgan, who he met through his church in Everett.

Bryan is returning home this December for an April wedding. He and Mari will be in Nampa, Idaho for some MAF training before returning to the MAF team in Lesotho. Please be in prayer for this happy young couple as they begin their life journey and ministry together. If you'd like to have Bryan speak in your church or small group about some of his experiences in Africa, like the baby he delivered in the airplane, then contact MATA.



## More Graduates Being Sent

NEW  
STUDENTS

IGOR  
DYATLYK

MAGNUM  
SWIGGART

DAVE  
WATSON



Isaac & April

In January, Lord willing, three more families plan to follow “the call” to go.

April Erhardt and her husband, Isaac have been itching to get into field

service for some months now. An opportunity opened for April to fill a position with Mission Aviation Repair Center (MARC) in Soldotna, Alaska. She will not formally join the organization at this point, but will serve as a

flight instructor and continue her aircraft mechanic apprenticeship. Isaac will substitute teach in the Alaska public school system until a full-time position becomes available.

Harlan and Josie Lloyd, while on deputation for MARC, added their 2nd daughter, Elaina, to their family. Harlan will serve on the maintenance team for MARC.



Harlan and his girls

Jay and Katrina Erickson plan to serve in Zambia, where Jay will fly a Cessna 206 for Chitoko-

loki Hospital. Please pray for these young couples as they trust the Lord for their monthly support and begin to serve where He has called them. If you'd like to be a part of their support team, contact MATA.



Katrina & Jay



P.O. Box 3655  
17705 49th Dr. NE Hangar A  
Arlington, WA 98223

Training Pilots on a Mission

Address Service Requested



NONPROFIT ORGANIZATION

U.S. POSTAGE PAID  
ARLINGTON, WA  
PERMIT No. 383

## Routine Maintenance Essential

Each MATA aircraft needs to be inspected annually, as well as every 100 hours of engine time, to make sure all the parts are in working order. Our two main trainers, a Cessna 150 and Cessna 172, were built in 1965 and 1967 respectively. You might be wondering if they are safe to fly after 45 years, as most of us wouldn't drive a car that old. The reason they are still flying safely is because of the strict maintenance rules, and the

care that our mechanics give to each of our planes. MATA is thankful for the qualified mechanics who



Dary doing a 100-hr inspection

have volunteered their time over the years to keep these planes in the air, and especially now for Dary Finck, who diligently cares for our aircraft daily.

Mike and Jeremy Crowell put our 1967 Cessna into His service in July 2005 after completing some much-needed repairs. It has flown over 1,000 hours since then, training missionary pilots. Although the engine is still running quite well, it has

reached the recommended overhaul time, so we plan to change out this engine in January.

Our Cessna 182, which served in Alaska the past two summers carrying Eskimo villagers to Bible camp, needed extra costly maintenance this year which we just completed. Also, some of the older avionics in our planes required either repair or replacement with used, serviceable units.

## Director's Corner



In October, MATA reached the milestone of 13 years of training pilots. Many who have trained

with us are in various places around the world serving as missionary pilots or as Christian pilots for secular companies. Because there continues to be such an urgent need, Lord willing, we will keep the hangar doors open and the airplanes flying. Over a billion people live where there are either no roads or such poor roads that the only reasonable way to get around is to travel by air.

A few weeks ago the President of Russia stated that they have 28,000 small communities that can only be reached by airplane or helicopter.

He said it was a priority to get general aviation aircraft to serve these remote locations. Our student, Gene Ketcham, was a missionary teaching in a Bible school in Russia for 6 years and speaks Russian fluently. He saw the need to reach these communities by air so he came back to the U.S.A. for pilot training. He hopes to have his Certified Flight Instructor (CFI) rating by summer and plans to instruct at a mission in Alaska helping train Russian-speaking Christians who will use their pilot training in Russia.

MATA's chief flight instructor, Gary Elliott, had 19 flight students this year, with 8 receiving a license or rating. Jonathan Miller is about to increase that num-

ber to 9, as he passed the oral portion of his Instrument Rating exam recently, and hopefully by the time you read this will have successfully completed the flight portion of his exam. Jonathan plans to continue pilot training toward his Commercial Pilot and CFI licenses. We also had 15 summer campers receive an average of 4 hours flight instruction at our Aviation Summer Camp in July. We are thankful for the many hours of safe flying, and for the Lord supplying through many of you, the airplanes we fly and the funds to hangar and insure them.

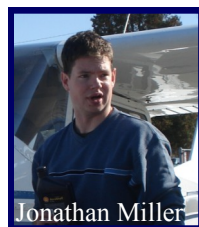
Two of our grads, Josh Harrington (Papua, Indonesia) and Amos Collins (Yap, Micronesia), are home for a few months. They would be glad to share about their aviation ministry with your church or church group. Please give us a call and we will help you make contact with them. An-

other grad, John Lewis, and wife Margaret are planning to live in the Eskimo village of Marshall along the Yukon River in Western Alaska, using an airplane in a village ministry.

The flight experience gained in Alaska, flying native Alaskans to Bible camp at Kako Retreat Center each summer, has been very valuable to our MATA grads wherever they serve as missionary pilots. If you would like to help keep this ministry going we would love to have you become a part of the MATA ministry team. All your gifts are tax-deductable.

Thank you again, and may God richly bless you and give you a wonderful Christmas and blessed New Year.

*Gordon Bakke*



Jonathan Miller