

Mission Aviation Training Academy

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MATA.USA@GMAIL.COM

FEBRUARY 2015

WHERE IS MATA GOING? WHAT ARE OUR NEEDS?

"I WILL INSTRUCT YOU AND TEACH YOU IN THE WAY YOU SHOULD GO; I WILL COUNSEL YOU WITH MY EYE UPON YOU. PSALMS 32:8

CALENDAR

Feb 28 - Mar 1
First Baptist
Arlington
Mission
Conference

Apr 23-25
Christian
Heritage
Homeschool
Conference

May 16
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MATA Board of Directors
Gordon, Dary, Jeremy Crowell, Gary, Myron Davis, Cal Willard

The MATA Board of Directors met in December and discussed several items which will impact our ministry of training pilots for mission aviation service.

The FAA is eliminating hundreds of instrument approaches at airports across the country, including many in our local flying area, which rely on ground-based radio navigation stations. New approaches which use satellite-based navigation systems (GPS) are replacing the old ones, so our two Cessna 172 instrument trainers need to have GPS installed at a cost of approximately \$12,000 each.

The FAA has been developing a satellite-derived aircraft location/tracking system, which will make radar-based air traffic control (ATC) obsolete. The backbone of the new ATC system is Automatic Dependent Surveillance-Broadcast (ADS-B) equipment which is installed in each aircraft, and by January 2020, aircraft operating in most U.S. airspace will be required to have ADS-B. All six of our MATA aircraft need this equipment installed. Current cost estimate is approximately \$5,000 per plane. The Board voted to

equip at least one aircraft this year, with the hope that prices will become more competitive as we continue outfitting the fleet.

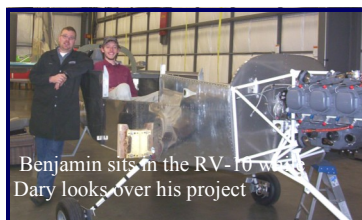
MATA is receiving an increasing number of student applications, but we are operating at near capacity with one full-time instructor and two part-time instructors and so we need more Certified Flight Instructors (CFIs). A "retired" missionary pilot would be ideal, but we could also use more part-time help, particularly with regular availability (two or three days a week, mornings or afternoons, etc.).

Students coming from beyond the local area need inexpensive housing. Some are single, some are young marrieds, and some are couples with small children, so all types of housing situations are needed. If you live in or near Arlington and have a room available, or know of other economical housing options in the area, please let us know.

New Ratings, New Students



Benjamin Bookman left for Christmas break with a huge smile on his face and a sense of accomplishment. He had just hung the engine on an RV-10 kit plane he is building for a pilot on the airport, and passed his FAA Instrument Rating checkride! Benjamin has proven to be a real craftsman. His skills and discipline will be great assets for a missionary pilot.



Benjamin sits in the RV-10 while Dary looks over his project.

MATA has three new Private students: Ethan Hancock, Chad DeVliieger, and Jonathan Finley. Ethan is an A&P mechanic using his skills while gaining experience working on light aircraft at a local shop to fund his flight training at MATA.

Chad DeVliieger jumped right in helping Dary with the removal of a C-172 engine. Chad's servant heart and disciplined character are two attributes that mission agencies are looking for in their candidates.



Ethan

Jonathan Finley, originally from Illinois, comes to MATA from Sanford, Florida where he completed two years of Bible college, which is a requirement for some sending aviation agencies.



Jonathan

Ben Blacklock and Joe Noble, who both earned pilot certificates last year, are back working on more ratings. Ben is here to add a multi-engine rating to his Commercial Pilot certificate. Joe just passed his Commercial Pilot written exam and plans to take his FAA checkride as soon as the Cessna 182RG annual inspection is complete.



Chad



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Old and New

In December we sold our C-182, which had been used by MATA pilots four summers in Alaska flying Native Alaskans to Bible camp. The day the new owner picked up the C-182, a C-206 went up for sale at nearby Paine Field, and the following day we purchased it! The C-206 has five



Stacie applying the MATA logo to our Cessna 206

passenger seats (vs. three in the C-182) and will be more efficient for the Alaska ministry. Additionally, C-206s are commonly used around the world in mission aviation, so it will

be beneficial for MATA students to train in this plane. One of our C-172s needed an

engine change, and Dary had plenty of help removing the engine and preparing it for shipment to an engine shop.



Dary along with his engine removal crew Rodney, William, Chad, and Ian.

N6056R's exterior paint is in great condition so the remanufactured engine should make it fit for service for many years to come. The interior of our other C-172 was very worn and needed replacement, so an upholstery shop here at the airport made a new interior. The plane just came back into service, and with a low-time engine and good exterior paint, this plane should also serve us well in coming years.

Director's Corner



MATA founder Pastor Mike Crowell died in a plane crash on July 27, 2005. The last major MATA event

before Mike went home was on the preceding May 20th and 21st at the hangar. The theme was "Take Jesus to the World – A Missions Awareness Event." Guest missionaries spoke, our 2nd annual walk-a-thon around the airport trail raised over \$4,400, and a wonderful time was had by all. Does MATA still have that same vision to "take Jesus to the world?" The answer is "Yes!"

Shortly after hearing her husband had died, Lori said, "MAY MANY COME TO KNOW JESUS BE-

CAUSE OF THIS." And many have, because God is faithful and when a seed falls into the ground and dies, it brings forth much fruit. The Lord has allowed us to build upon what Pastor Mike began. Since his death, several MATA graduates have gone to fly in some remote and difficult places around the world where men and women, boys and girls are coming to know Jesus as their Savior.

Now what about the future? To grow in our ability to train more missionary pilots, we need another flight instructor (CFI), and an instructor who is also an aircraft mechanic would be a real bonus. We also need housing for students, because many of our current students and applicants are not from the local area. If you could provide housing, preferably near Arlington airport, by taking a boarder or renting out a basement apartment at a reduced rate, you would be a huge blessing to missionary candidates

trying to train as frugally as practical. We have several men accepted to start flight training soon.

Advances in technology are driving the FAA toward an entirely new air traffic control system, and the article on the front page details the required equipment. Some of you may want to give to help us with avionics upgrades for our aircraft. Yes, the rules keep changing, and if we wish to be effective in this ministry the Lord has called us to, we must keep up with the changes. However, isn't it wonderful to serve a God who does not change? He does not change the rules. The Bible tells us that "Jesus Christ is the same yesterday, today, and forever."

I get asked many times each year, "Are you going to Alaska, or have you been there this past summer?" Starting in 2002 I have flown to Alaska 8 times, and one summer I took an airline flight

North. Lord willing, I will again go to Alaska in May to help with the flying at Kako Retreat Center for family camp and the first week or so of Bible camp for the younger kids, flying Kako's C-206. A MATA instructor with Alaska experience will take a MATA student in our new C-206 to Alaska and serve the Bible camp again this summer.

Keeping the airplanes maintained and ready to fly when needed is a big job. Dary Finck has done a splendid job in making that happen. As with most things in life, it's a team effort. The Bible talks about this—when there are two, one can help the other, and a 3-strand cord is not easily broken. Yes, and we need your continued help too. This is the Lord's ministry, and together we have the privilege and responsibility of glorifying Him in and through it!

Gordon Bakke
Executive Director