

The United Methodist Flyer



United Methodist Aviation Ministries

The Aviation Branch of the
Global Ministries of the United Methodist Church

→ UMAviationMinistries.org ←

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The Volunteer Issue

THERE IS AN OLD AVIATION ADAGE WHICH SAYS THAT AIRPLANES FLY ON MONEY. WHILE THAT IS ESSENTIALLY TRUE, A DEEPER TRUTH IS THAT PILOTS NEVER FLY ALONE. IT TAKES A DEDICATED TEAM OF PEOPLE TO GET AN AIRPLANE AIRBORNE, AND WHILE MANY OF THEM NEVER SET FOOT IN THE HANGAR, THEY ALL "HAVE A FOOT IN THE COCKPIT." UMAM IS BLESSED BY A SMALL, YET TALENTED GROUP OF PEOPLE WHO LOVE AIRPLANES AND ESPECIALLY LOVE AIRPLANES FLYING FOR THE LORD. IN THIS ISSUE OF THE UNITED METHODIST FLYER, WE HIGHLIGHT A FEW SPECIAL VOLUNTEERS WHO SHUN THE LIMELIGHT BUT CRAVE THE SONLIGHT. THEY ARE PROBABLY EMBARRASSED TO SEE THEMSELVES FEATURED IN THIS FLYER, BUT THEIR STORY IS YOUR STORY AND MOST OF ALL IT'S GOD'S STORY AND YOU NEED TO HEAR IT!



FROM DREAM- LINER TO DREAM- MAKER

When you think of all the categories in this world which can be used to classify people, one of the smallest has to be pilots who teach other pilots how to fly Dreamliners. Yes, you know, those fancy new Boeing 787 composite airliners which have been making big headlines the last couple of years. Well, Terry Raymond is one of those select few. How does that happen? In Terry's case, you start off by flying P-3s as a Naval officer, then fly for a major airline for a couple of decades, become captain on 747s flying long-haul cargo to Asia, and finally sign on to instruct with Boeing. Obviously, you don't get there without being a gifted, determined, and intelligent pilot

When you think of all the categories in this world which can be used to classify people, one of the smallest has to be United Methodist pilots who teach other United Methodists about mis-

sions. As you might surmise, Terry Raymond is also one of those. You don't become the Conference Secretary of Global Ministries for the North Georgia annual conference nor a regular teacher at the Cooperative School of Christian Mission ("Missions U") without being a gifted, determined, and intelligent missions advocate.

As Terry approached retirement a couple of years ago, he also approached UMAM to find out what he could do with his skill as an instructor and with his love for missions. While we didn't have any Dreamliners to train our pilots on, we did have a flight department that was expanding into a new aircraft type and a need for people to spread the news about what UMAM was doing. Terry jumped in with both feet and immediately planned to join me for a trip to Congo to see what UMAM was all about. And guess what we flew in to get to Africa. The continent's very first Dreamliner!

Terry's efforts have been invaluable as he has spread the news about UMAM, contributed advice and material for our flight standards program, and pitched in to help behind the scenes wherever he happened to be. Some people would say we were lucky to have someone like Terry, but they are wrong. We are flat out blessed!



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*La Bonne Nouvelle Dans L'Air
(The Good News in the Air)*

UMAM is a Proud Member of



International Association of Missionary Aviation

There are plenty of ways to
get involved with the United
Methodist Aviation Ministries.

To see how, visit
UMAviationMinistries.org
or contact Steve Quigg at
SQuigg@umcmmission.org.
To sign up to receive the UM
Flyer on a regular basis,
contact Peggy Elliott at
umamnews@gmail.com



CHASING ELECTRONS IN THE CONGO

The guy just doesn't quit. But then again, that's precisely why he is such a valuable and active asset. Let's just say that Bill Hatfield is the Energizer Bunny with a beard.

You don't have to hang around him very long before his sharp and analytical mind becomes readily apparent. Most of Bill's career was spent working as an electrical engineer for GE, but once he took early retirement, he really started to diversify. He went back to school as a student to become a licensed Airframe & Powerplant mechanic even while he was going back to school to teach electricity at a local college and to work on their IT network. He combined those skills to rebuild a Cessna 180 in his spare time, continued his decades-long passion for flight instructing, and for what I think was the fun of it, got a job installing and repairing aircraft radios at a local airport. And did I mention he tours internationally with his church choral group?

One of the many challenges of operating "classic" aircraft in a tropical environment is keeping all the electrons in the installed equipment moving in the right direction and inside the proper wiring. Bill has taken it as a personal challenge to get every piece of electrical equipment in our aircraft working again and to keep it running. There are autopilots which hadn't worked in years which now hold the plane straight and level. Decades old panels have gotten modern upgrades. Needles point in the right direction, and emergency equipment is ready to do its thing when needed.



Bill travels to Congo more often than anyone I know because he loves the Lord, loves the UMAM pilots, loves what they do, and loves being a part of it all. Bless you Bill!

At the other end of the age spectrum is Elliott Ott. And while he is as young as Terry and Bill are, let's say, "mature", there certainly is nothing different about his commitment and determination. There was something special about the voice on the other end of the line when Elliott first called me. This wasn't just another young adult looking for a quick trip to Africa for an "experience." On the contrary, Elliott was an experienced aircraft mechanic (pilots are a dime a dozen, but experienced mechanics are worth their weight in gold) who already knew what it was to do ministry with his local church outreach program and was now looking to make a long-term volunteer commitment. He took the UM Volunteer in Mission (VIM) orientation course, sought out training on his own initiative for the type of equipment we used, and then paid his own way to Congo in order to donate his time and expertise to help us out. Wow! He jumped right in and brought a world of fresh knowledge and experience to the hangar. And what timing too as our regular mechanic is now on leave in the US.

Welcome aboard Elliott! Welcome aboard!

