



THE KING AIR STORY

A MODERN-DAY MIRACLE

The aircraft you are sitting in today has an amazing story behind it that we wish to share with you. We want you to be blessed by the story and believe in a God who is capable of amazing things even to this day. At PMA, we consider this aircraft to be a miracle gift from God.

Pacific Mission Aviation (PMA) is a small Christian humanitarian organization which began in Yap, Micronesia back in 1974. Its primary purpose is to Demonstrate Christ's love and compassion to all the people of Micronesia and the Philippines, meeting needs, bringing hope and sharing the gospel. As part of demonstrating Christ's love, PMA has committed to be a lifeline to the remote islands of Micronesia by providing transportation, medical evacuations, sea searches, medicine drops, disaster relief and gospel outreach. For over 40 years, PMA feels that God has sustained them and continued to bless their ministries.

As the leadership looked ahead to what the future held, it was evident that new aircraft were going to be necessary and that we would need to begin looking for grants to pay for such aircraft. The aircraft of choice was a Beechcraft King Air 200. Because PMA already had over 30 years of flying Beechcraft Queen Airliners, the King Air 200 would be an appropriate next step. It would carry 700 lbs. more and fly 100 knots faster but still be able to land at all the same unimproved airstrips of the outer islands.

As PMA looked for King Airliners for sale, God directed them to Samaritan's Purse who at that exact time happened to be selling 2 King Air 200's. PMA received the sales brochures via email and saw that these planes were already outfitted perfectly for mission work as they had previously served in Africa, and Afghanistan. Both planes had all the high-performance modifications, strengthened landing gear, extra-large cargo doors for carrying stretcher patients, caskets, and large cargo, as well as easy to remove lightweight chairs which were easy to remove and reinstall for different configurations.



Samaritan's Purse is a non-denominational evangelical Christian organization providing spiritual and physical aid to hurting people around the world. Since 1970, Samaritan's Purse has helped meet needs of people who are victims of war, poverty, natural disasters, disease, and famine with the purpose of sharing God's love through His Son, Jesus Christ. The organization serves the Church worldwide to promote the Gospel of the Lord Jesus Christ.

The CEO of Samaritan's Purse is Franklin Graham, son of Billy Graham, the well-known evangelist. When Franklin heard about PMA inquiring about his aircraft, he wrote to us personally and asked a few questions about our needs and about our history. We told him that we felt that God was leading us to invest in newer, better aircraft and we planned to apply for grants to help us purchase the aircraft. He replied, "You don't need grants, our God is RICH!" He then proceeded to tell us that he was going to make us an offer we could not refuse.



On November 14, 2020, Franklin Graham called our PMA CEO, Nob Kalau and laid out his offer. He told Nob that he would sell us one of the aircraft (which had a net worth of \$1.2 Million) for one dollar! And he would sell us the second aircraft (which had a net worth of \$1.5 Million) for another dollar!

He went on to say that the right engine on one of the planes had reached its time limit and needed to be overhauled. Also, two of the propellers had also reached their time limit and needed to be overhauled. He told us that Samaritan's Purse would pay for all those overhauls. This would be a

value of close to \$500,000. The avionics panels and radios in each aircraft were considerably different from each other and were older technology. Franklin said that he would have a shop remove the old radios and replace them with new state of the art radios and GPS' and he would make both planes identical so that our pilots have very little differences when switching from one to the other.



As Nob listened, he could not believe his ears. As if this was not enough, Franklin continued, "Samaritan's Purse will pay for three of PMA's pilots, and three mechanics to go to the U.S. for flight training and King Air maintenance school." These would be all expenses paid as well as the training costs covered. Samaritan's Purse would also cover the expense of ferrying the aircraft across the Pacific to Yap. To help get us started, they would cover the cost of our first year of subscriptions to GPS databases, and maintenance manuals. Samaritan's Purse also had about 4 pallets worth of spare parts that they would give to PMA as well as help purchase tools that we would need to be equipped with as we worked on this new class of aircraft.

Franklin Graham told Nob that with all these upgrades and overhauls, the planes would not be ready to be picked up until March of 2021. So, in the 4 months leading up to the delivery date, PMA began working with the FAA to get all the paperwork in order to add these two new aircraft to our FAA Part 135 certificate. This also included finding a training facility approved by the FAA to train our PMA pilots. Franklin put us in touch with Virgil Gottfried, who was Samaritan's Purse's Director of Special Projects. Virgil took the lead in working with the maintenance shop to make all the necessary upgrades on the aircraft, as well as finding us a good training facility and guiding us to the right insurance company and vendors for parts, and support. Virgil has a wealth of aviation experience and became as

though he were a part of our PMA team in helping us to make the right decisions as we made this transition into our first turboprop aircraft. When we came up to decisions that were hard to make because of the cost, he would talk to Franklin who continued to add more gifts onto the pile that he had already given to us. Samaritan's Purse told us on many occasions that they wanted to partner with us in this and wanted to help us succeed. It was clearly not just a gift horse that was going to be an eventual burden to PMA.

PMA is a small mission organization and at the time, we did not have 3 pilots with enough experience for King Air Training, nor did we have 3 mechanics who could be based in Yap with the new King Airs. But we did have one experienced mechanic, Brock Welge, who was already in the U.S. getting ready to move his family out to Micronesia. And since the borders were closed due to the COVID-19 pandemic, we sent him for the maintenance training of the King Airs. Brock also went to the site where the planes were being prepared and he did a lot of the paperwork necessary for submitting the planes to the FAA for adding to our certificate.

PMA's Director of Operations, Amos Collins would be the first candidate for getting upgrade flight training in the King Airs, but he was in Yap flying the Queen Airs and could not leave the operation without someone else to cover for him.

Samaritan's Purse was aware of this and contacted Preston Huntting who had flown for them in Africa. Preston was on paid leave from Alaska Airlines and accepted their request to come out and help cover for Amos while he went for training. Part of the job would also be to ferry the first King Air, (N875SP) from North Carolina, to Alaska, then across the Pacific to Russia, Japan, Korea, Philippines, Palau and Guam before getting to Yap, FSM.

On May 7, 2021, Preston Huntting, Brock Welge and Mike Harwood departed Adak, Alaska for Russia and by May 10, without any weather or mechanical delays, arrived in Guam, USA. Of course, it was no easy flight with some bad weather, COVID-19 challenges, and some mechanical issues, but by God's grace, they made the trip without any delays to the plan. Mike Harwood boarded a plane the next day for the U.S. and Brock and his family got approved to enter Palau which would be their station of service.

After 2 weeks of quarantine in Guam, Preston Huntting and his family who had flown into Guam commercially, boarded the King Air and made the last flight to Yap, FSM where they went into quarantine for another 2 weeks.



While Preston was in quarantine, the PMA crew went to work on N875SP to sand all the old stripes and repaint with PMA blue colors. When Preston got out of quarantine, Amos took him on an orientation flight of all the runways in Yap State. Preston, of course, was an experienced King Air pilot and had no trouble landing on our unimproved airstrips. After one week of orientation as well as ceremony with Yap State officials to celebrate the arrival of the new aircraft, Amos departed Yap for his training in the U.S. and Preston took over all the flights.



Amos first began with one week training for turbine engine maintenance in Washington State and then over to North Carolina for flight training in a simulator. Amos then picked up the second King Air (N468SP) and with an instructor flew around the U.S. for further experience and to put some hours on the new engine before the big flight across the Pacific.

Due to the many challenges of getting the first King Air (N875SP) through all the Asian countries during COVID-19, Samaritan's Purse made the decision to hire a company to install a ferry tank and fly N468SP across the Pacific via Hawaii, Majuro, and Guam.

After completing his flight training, Amos flew the aircraft to California and worked with the ferry tank company to install the 500-gallon flexible bladder fuel tank inside the cabin of the aircraft. On July 24, 2021, Amos and the ferry pilot hired by Samaritan's Purse departed California for an 8.5-hour flight to Honolulu. They spent two nights to rest and refuel, and then departed on July 26 for another 8.5 hours to Majuro, Marshall Islands. In Majuro, they would not be able to leave the airport due to COVID-19 restrictions, so they just refueled and continued to Guam which was another 6.5 hours. Upon reaching Guam, Amos entered a 7-day quarantine along with 2 other pilot recruits who flew in commercially and on August 4 departed for Yap, FSM.

By November 14, 2022, one year after Franklin Graham had called the PMA President to donate the two King Airs to PMA, everything that he had said he would do had been done and the planes had already been flying for PMA for 440 hours. Samaritan's Purse had also thrown in many additional perks along the way such as tools, equipment, additional training and committed to a long-term partnership that would guarantee PMA's success in this transition to turboprop aircraft.

As PMA looks back on the blessings that have been poured out, they cannot help but praise God for his hand of provision. God had a plan to bless PMA beyond their wildest dreams with planes that would enhance the services that they already provided in Micronesia for the last 48 years. Less than a year into operating the King Airs in Micronesia, PMA has seen how capable these aircraft are of serving this region. Not only do they fly 100 knots faster than the older aircraft, but they carry 500 lbs more weight, and can still land on the unimproved airstrips. Not to mention that the turboprop engines are much safer and more reliable than the older engines.

Praise God for his provision and hand of protection over PMA. May His name be glorified in Micronesia and to the ends of the earth!