



SOARING HIGH: HIGHLIGHTS FROM AIR EXPO 2025

Pancakes, airplane rides, visiting helicopters, fire trucks, and a flight simulator were just a few of the highlights of our 2025 Air Expo held on May 4, 2025. Co-sponsored by Angwin DART and PUC Flight Center, the Air Expo drew hundreds of people from the local community and beyond who share a love for aviation.

In the middle of the day, visitors were treated to several aviation-themed favorites performed by the PUC Elementary School String Ensemble. Exhibitors from Angel One Mission Aviation shared the need for aviation throughout the world, and visitors were able to view some interesting aircraft up close, including

some helicopters, a Glasflügel glider, and a vintage Stearman biplane.

PUC Flight Center and Angwin DART would like to thank the many volunteers who helped to make this year's event a success!



MIKE TERHUNE RECEIVES PRESTIGIOUS AWARDS

If you've spent any time around Angwin Airport over the last 40+ years, you've probably met Mike Terhune. He and his wife, Marianna, have owned and operated Mike's Aero Inc., based at Angwin Airport, since 1981. Mike maintains PUC's fleet of training aircraft, as well as other aircraft based on the field and throughout the local area.

Dennis DeGolia, FAA airworthiness inspector from the Sacramento Flight Standards District Office, came to the Air Expo to present Mike with the Charles Taylor Master Mechanic Award. This award by itself is quite rare, but Mike was in for a second award. The Wright Brothers Master Pilot Award is also rare, but he gained both. These awards are the most prestigious awards the FAA offers. To qualify, a candidate must have 50 years of experience as a pilot or mechanic, with an excellent track record of service and no violations.

Mike began his career in aviation in 1971 while he was still in high school. Over the years, he has logged over 7,900 hours as a pilot and flight instructor. He has also maintained many different types of airplanes. Mike is a walking encyclopedia of aviation knowledge, which he is always happy to share with interested listeners. Congratulations, Mike, on 50 years of service to the aviation community!



Mike Terhune (left) receives the awards from FAA inspector Dennis DeGolia (right).



Mike preparing to take off in a Boeing Stearman (top). Sharing his aviation knowledge with future pilots (above left). Working on a Turbo Bonanza for a customer in 2001 (above right).

HOW CAN YOU GET INVOLVED WITH PUC FLIGHT CENTER?

We always love to see our alumni and friends, and many of you have been asking how you can help us achieve our mission to prepare Christ-centered pilots for lives of service. Here's how you can support us:

- Stop by and say "hello!" You can inspire and help mentor our current students.
- Pray for us. We have already seen many answers to prayer this year and we value your prayers as we continue to grow.
- Help us find an additional full-time faculty member. Do you know someone whose first passion is Jesus and who also loves flying and mentoring aspiring pilots? Email us at flightcenter@puc.edu and let us know.
- Donate to our aircraft fund. Visit give.puc.edu, click on "Aviation Department," and type "aircraft fund" in the comments box. Your gift will help us ensure we have the aircraft needed to train the next generation of pilots to make a difference in the world.

PUC FLIGHT CENTER BY THE NUMBERS

In the last nine months, our students have earned:

- 8** First solos
- 8** Private pilot certificates
- 5** Instrument ratings
- 1** Commercial pilot certificate
- 1** Certified flight instructor certificate
- 2** Instrument instructor certificates

We have flown:

- 1300** hours in our aircraft
- 250** hours in our simulators

ALUMNI SPOTLIGHT:



Danny Navarro

Danny Navarro's career in aviation started in 2012 at PUC. His first flight in a small plane was from 2O3 to Napa, where he attended his first aviation medical exam. He then spent the next few years studying aviation and exploring Northern California. It wasn't until Danny took up a summer job in Alaska, though, that he felt he truly learned how to fly.

As a bush pilot in Alaska, Danny learned to fly seaplanes. He gave scenic tours, dropped off hunters and fishermen, and provided flight instruction. The unique environment in Alaska taught him a heightened sense of care in assessing the environment. "There was no airport, no weather, no ATC - I had to learn to look with my eyes," he says. The skills he learned there have set the stage for the other flying he's done since.

In the 10 years since he left PUC, Danny has done nearly every kind of flying there is. He flew amphibious seaplanes on Lake Berryessa for a time, training new aircraft owners how to fly their planes. He loaded crop dusters for a farm. He also flew for SkyWest Airlines for two and a half years. But his favorite role was towing banners with advertising or personal messages such as "Will you marry me?" or "Happy



Danny with the float plane he flew in Alaska (top), and as a First Officer for SkyWest (above).

Anniversary" at 200 feet behind a Super Cub.

Recently, Danny has returned to PUC to help instruct the next generation of PUC pilots. "God brought me here," he says, and he has already been a tremendous blessing as he shares his wide and varied experience with his students. For his part, Danny is glad to be back flying small planes again and especially looks forward to that "aha" moment when his students understand a difficult concept. "Learning to fly is hard, but it doesn't need to be as hard as it was for me," he says. "If I can do it, they can do it."

Blake Segoria

Blake Segoria loves everything about flying. As a PUC student, he thoroughly enjoyed his classes, learning as much as possible from each one. He also gained many skills as a student worker at the Flight Center. He recalls Bill Price teaching him how to fix a hangar door at Angwin Airport. This particular skill came in handy later, when he had to manage the campus at Hillsboro Aviation, including the hangar doors!

Blake graduated from PUC in 2009, got married, and moved to Tennessee, where his wife, Lizzie, had two years left at Southern Adventist University. No one was hiring flight instructors in the area, so he ended up finding work as an equestrian instructor for middle and high-school students with learning differences. He also ended up teaching science and math at this school, which he grew to truly enjoy. He briefly considered continuing his career in teaching but decided to go back to aviation. "I loved teaching," he says, "but I loved flying more."

After his wife's graduation, Blake moved west to Oregon, where he worked for Hillsboro Aero Academy for 11 years.

He did everything at one time or another - working as a flight instructor, ground instructor, chief flight instructor, and director of standards. Eventually, he had the opportunity to become a Designated Pilot Examiner (DPE) for the FAA, and he has worked as a DPE exclusively for the past two years. He enjoys this role as well. "I just love to fly. I don't care how or what I'm in. A Cessna 152 is just as much fun as a King Air to me," he says.

Blake believes PUC gave him the tools he needed for each of the varying roles he's held over the years. "Many steps in my career were smoothed by having a degree in aviation," he explains. "Everything I learned at PUC, I have used at some point. Stick and rudder skills, mountain flying experience, a deep understanding of meteorology - all these things have been invaluable to me, and you don't get that at a typical flight school." Looking back, he appreciates PUC's emphasis on developing skills and knowledge for the purpose of serving God and community.



Blake (right) with his wife and daughters.

Blake, his wife Lizzie, and their two growing girls live in Estacada, Oregon. In the last few months, he has become a familiar face at PUC once again as he travels to Angwin regularly to conduct check rides for all our applicants. In this way, Blake is able to pass on his passion for aviation to PUC's next generation of aviators, which he has a lot of fun doing. "There are so many different ways to enjoy flying airplanes," he says with a smile.

REMEMBER WHEN?



Angwin Air Show, 1965



Looking down Runway 34, mid-1970s.

**WE WANT TO
HEAR FROM YOU!**

- *What did you love most about your time at PUC?*
- *What are you up to now?*
- **Email us at: flightcenter@puc.edu or scan the QR code.**



AVIATION NEWSLETTER



AVIATION
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