



## CHARLIE: A PLANE WITH A PURPOSE

PUC has the opportunity to acquire a special aircraft for our flight training program. P2-SDC, affectionately known as “Charlie,” is a Cessna 206 Stationair. “Charlie” has served the worldwide Seventh-day Adventist Church in various places since 1977, including Papua New Guinea, Australia, and Vanuatu. It has flown approximately 15,000 hours, providing essential supplies, transporting the sick and injured to medical care, and supporting the church’s outreach initiatives.

“Charlie” made the trip across the Pacific in a shipping container a few

months ago and is currently in Michigan, where a dedicated team of mechanics and volunteers is working to prepare it for its next mission. At PUC, “Charlie” will play a key role in educating our students:

As a “technically advanced aircraft” (TAA), it will be part of our commercial training.

As a bush plane, it will train future mission pilots on unimproved airstrips and facilitate recurrency training for pilots already in the field.

As a high-performance aircraft, it can be used in the future to tow gliders, which

would dramatically lower cost and enhance stick-and-rudder skills for our pilots.

As an aircraft with a rich history of service, it will inspire our students to follow in the footsteps of the original PUC Pioneers, who gave all for others.

You can be part of the team to bring this special aircraft home to PUC. Scan the QR code to make a gift to our aircraft fund. Your gift will make a difference to PUC’s next generation of service-oriented pilots.





## A NEW RUNWAY SURFACE AT ANGWIN

The runway at Angwin Airport has needed repairs for some time. Cracks and loose gravel don't mix well with airplanes and propellers, and it was clear that the time had come for action.

Several members of the Angwin Airport community decided to step up and get involved. Partnering with PUC, they donated funds to assist with the cost of the improvements. The process began in early August and included laying down a new runway surface and painting new lines. If you happen to fly into Angwin Airport, you'll notice the wonderful

improvements, and your landing might be a little smoother, too.

"I am humbled by the generosity of about a dozen community pilots who financially supported this project, reducing PUC's responsibility to about one-third of the total project cost," said Sam Heier, PUC's executive director for financial administration, who managed the project. "The contractors did an excellent job, and I'm pleased that pilots for years to come will benefit from the much-improved runway condition."



Views of the new-and-improved runway at Angwin Airport.

## NEW AVIATION CENTER FOR PUC

If you're a PUC alum, you may remember the commercial laundry that used to operate on campus, across from Fisher Hall. Although the laundry is no longer operating, this space is currently being refurbished for a new purpose. When complete, the new facility will include space showcasing the history of Seventh-day Adventist humanitarian aviation and meeting with our growing body of aviation students. It will also house our current flight simulators and provide space for experimenting with new simulation technologies.

The refurbishment of the building has truly been a team effort. PUC's Facilities Management team led the efforts to clean out and repair the 6,000-square-foot building. Currently, a team of volunteers is applying a new epoxy coat to the floor.



Students and community members prepare the floor for its new epoxy coat.

### SAVE THE DATE!

*"Friends of Aviation"*  
CHRISTMAS PARTY

Sunday, December 7 at 4 p.m.

Aviation Center

(Old laundry building across from Fisher Hall)



## ALUMNI SPOTLIGHT: MATT STENGER

Pilots are known for getting to a destination – but for Matt Stenger, there’s joy not just in getting there, but in each step along the way.

Matt’s aviation journey began at PUC, where he was an aviation major in the early 2000s. During his years at PUC, Matt enjoyed living in Nichol Hall. He remembers how convenient it was to hop on his mountain bike and hit the trails behind PUC. Matt still enjoys mountain biking – and these days, he shares it with his kids.

During his years in the aviation program, Matt learned a lot from Reinhard Jarschke, who conducted checkrides for PUC applicants. Matt recalls how Reinhard was deeply serious, a little gruff, but genuinely caring. “What are your limitations, Mr. Private Pilot?” he might ask a Private Pilot applicant. Or “What are your currency requirements, Mr. Instrument Pilot?” Matt also recalls a saying Reinhard taught him when flying his Beechcraft Debonair. “Over the fence, down three greens” was his way of

remembering to put the landing gear down – and Matt still uses it today. It took him a long time to earn his instrument rating, but Matt is grateful that his PUC instructor encouraged him to focus on competence rather than a piece of plastic. Matt feels he’s a better instrument pilot as a result.

After graduating from PUC in 2003, Matt spent some time instructing at Nut

Tree Airport. Then he flew for Redding Jet Center, delivering packages and building multi-engine time. In 2006, Matt landed a job with SkyWest Airlines – and spent 12 years flying there. FedEx was his next destination, where he became one of the youngest captains on the Boeing 777 that FedEx has ever had. Currently, he flies all over the world – and he’s enjoying that. But he’s also thinking about what’s next.

“Right now, my job is hauling cargo to Hong Kong,” he said. “In the future, I’m thinking about working in an Air Ambulance. Hauling cargo feeds the paycheck, but saving someone’s life or impacting their quality of life feeds the soul.”

Matt is married to Crystal, the love of his life, and they live in Sonora, CA, with their three boys, aged 15, 13, and 11, and two girls, aged eight and five. When he’s not flying, Matt enjoys assisting the Boy Scouts as an Assistant Scout Master and volunteering for Kingdom Air Corps, an organization that trains missionary pilots. He is also on the lookout for opportunities to

share his beliefs and values at work, where he can be an example through his words and actions.

His advice to future pilots is to “Enjoy every step along the way. Enjoy flight instructing, single-pilot Part 135 flying, regionals, bush-flying-whatever you end up doing,” he said. “If you only focus on the destination, you’ll miss out on the journey.”



Matt with his family (top), with the 777 he flies (middle) and in the cockpit (bottom).

## VERSACARE PROVIDES GRANT FOR SIMULATOR INNOVATION

PUC has recently acquired a new full-motion flight simulator base thanks to a \$12,000 grant from the VersaCare Foundation. The simulator base moves in three axes and three planes, making it unusual in general aviation – and giving it a unique level of realism.

This Fall, PUC students will have the opportunity to explore the capabilities of this simulator base in a new class, AVIA 402 – Simulation Innovation. Students will begin by evaluating current flight simulators. Then they will investigate the effectiveness of the motion platform to produce a realistic flight training experience. Finally, students will be challenged to become experts in an aspect of simulation technology and develop it further.

Ultimately, the goal is not merely to enhance pilot skill. PUC is committed to developing a pathway for aviation majors to create technology that will enhance their flight training experience in ways that would otherwise be impossible to attain. Rather than being merely consumers of technology, PUC students will have the opportunity to develop it at the leading edge of the industry.



## REMEMBER WHEN?



U.S. Vice President Dick Cheney visits Angwin Airport, 2005.



PUC's 2005 Aviation Majors.

**WE WANT TO  
HEAR FROM YOU!**

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



## AVIATION NEWSLETTER



**AVIATION**  
Pacific Union College  
One Angwin Avenue  
Angwin, CA 94508  
[puc.edu](http://puc.edu)