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Live What You Preach

by Josh Rittenberry



Kurt Mungenast was a relatively late blooming pilot. Encouraged by his dad to enroll in college, Kurt instead wanted to join the Marine Corps straight out of high school. He ultimately made good on that desire. Sitting in front of the Marine Officer conducting his officer program interview, the officer, a CH-53E helicopter pilot, suggested Kurt study for a flight aptitude test and schedule a flight physical, as well as all the other prerequisites of joining the military.

“My dad and uncles served,” Kurt says. “We benefited from a great community and country, and I felt the obligation early.”

After initial training in a Beechcraft T-34C and a TH-57 Sea Ranger, Kurt served in the Marine Medium Helicopter (now Tiltrotor) Squadron 265 (HMM-265, now VMM-265), which included detachments of medium-lift troop transport helicopters and heavy, light, and attack helicopters and the Harrier Jump Jet. Command of the squadron fell under the 31st Marine Expeditionary Unit (MEU) based in Okinawa, Japan. The 31st MEU is a Marine Air and Ground Task Force with a compliment of more than 2,000 marines and sailors that provides assault support transport of combat troops, supplies, and equipment during expeditionary, joint, or combined military operations.



Kurt returned to the United States after active duty in 1998 and resumed work in his family's auto dealership business in the St. Louis area. He then enlisted in the Missouri Army National Guard in 1999, training in an AH-64A Apache helicopter the following year. But by 2004, Kurt left the unit when he realized there was no deployment for his unit on the horizon.

Kurt's next chapter of service found him as a member of the 35th Combat Aviation Brigade and the 2-211th General Support Aviation Battalion in Iraq. It was service in this tour that earned him an Air Medal with Combat "C" for his aviation service there.

"I rejoined in 2016," Kurt recalls. "My old unit, the 35th Combat Aviation Brigade, was working up for deployment to Iraq and Syria. I got a leave of absence from our family business to once again serve active duty from 2018 to 2019."

After a second round of active duty service, Kurt again returned home to work and grow the family business portfolio, which now includes auto dealerships in St. Louis and Alton, Illinois, a range of executive and luxury office suites, and a burgeoning insurance agency serving much of the Midwest, offering personal, business, and aviation insurance in partnership with Mid-Continent's aviation insurance agency.



Kurt's obligation to service hasn't stopped with the military. Just as much effort is taken to nurture the



Mungenast family's charitable missions.

"My parents set the example early of giving back, and established a foundation more than 30 years ago to formalize their giving. As we transitioned as part of our succession planning, my mom gave \$1,000,000 from her foundation to the Kurt and Katie Mungenast Foundation. Since

2020, we have averaged over \$240,000 in donations from our foundation, and our businesses continue donating to accomplish our tithing goal."

The Kurt and Katie Mungenast Foundation contributes to a number of worthy causes, including the St. Louis Area Foodbank, Wings of Hope, Gateway Youth Aeronautical Foundation, St. Louis University High School, and Loyola Academy of St. Louis, to name a few.

Kurt and his wife Katie have been married for over 30 years and are blessed with six children. The family is anxiously awaiting the arrival of the first grandchild this month.



Although much of his free time is spent with family, Kurt still enjoys the thrills of aviation. He is the proud owner of a Robinson R44 and a Piper Aerostar.

For as much as he has accomplished as a leading businessman and as someone willing to place himself in the crosshairs of world conflict, Kurt Mungenast and his desire to give back is a reminder of the faithful bible passage from Luke 12:48: *To whom much is given, much is expected.*

But what is the motivation that continues to drive these noble deeds?

"Work hard, be nice, love God is what I preached to my children. It's a reminder to me to live what I preach."

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AIRCRAFT INVENTORY





**1953 BEECHCRAFT T34
MENTOR
N234TU**

7890 A/F TT, 996 TSMOH, King KMA 24 Audio Panel w/ Markers, Garmin GNC 250XL GPS/COM, King 155 Nav Com, Glid Slope, Garmin G-5, Garmin GTX335 Transponder, Garmin GTX335 ADSB-Out, Garmin 660 Panel Mounted GPS, Typical Military Tandem Seating w/ Shoulder Harness and Lap Belts

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**1938 BOEING STEARMAN
A75 N1
N54284**

6,080.7 A/F TT, 520.4 TSMOH, 450 HP, Garmin SL-40 Com, PS Engineering PM-1200, Oilomatic Preoiler, Airwold Remote Oil Filter Smoker, Speed Ring, 46 Gal Fuel, Redline Brakes, Garmin GDL 82 ADSB-Out

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**2010 Dream Tundra,
N523MM**

90.0 A/F TT, Aerosport IO375 210 HP, PMA-8000B Switching Panel with 4 Place Intercom and Three Light Markers, Garmin SL-40 Com, Garmin 430 GPS, Garmin GTX-330 Transponder, Garmin 496 GPS (Panel Mounted), Digiflight II Autopilot w/ Altitude Hold, PFD/MFD

[More Info](#)



**1976 PIPER PAWNEE
N312MM**

6,067 A/F TT, Lycoming O-540-132C5, 9,335.48 TTE, 540.0 TSMOS, Salto Lite Star 3 Boom, CP-3 Nozzle

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**1980 CESSNA T188C
N9998J**

6,270 A/F TT, Continental T510-520-T, 310 HP, 1,476 TT Engine, New Lord Engine Mounts, New Mitchell Tachometer, Smoker, VG, New 22x8-6 Ply Ma Tires, New LH Brake Disc, Hydraulic Manuel Spray System w/ Boom

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**1992 AYRES S2R-G6
N53105U**

Airframe no prop, no engine, MVP-50, Glass Panel, Vortex Generators, 24 Volt, Freon A/C, Aileron Servo, Reabe Hopper Level Indicator, Fabric Tail

[More Info](#)



**2005 THRUSH S2R-T34
N40428**

7806.8 A/F TT, Pratt & Whitney PT6A-34AG, 750 HP Engine 7746.2 TT, Satloc G4 w/ Intelliflow, Smoker, A/C, Heat, Bottom Load Fuel, Lane Electric Fan Brake, Stainless Steel Boom, storm Shield Window, Vortex Generators,

Your copy should address 3 key questions: Who am I writing for (audience)? Why should they care (benefit)? What do I want them to do (call-to-action)?

Create a great offer by adding words like "free," "personalized," "complimentary," or "customized." A sense of urgency often helps readers take action, so consider inserting phrases like

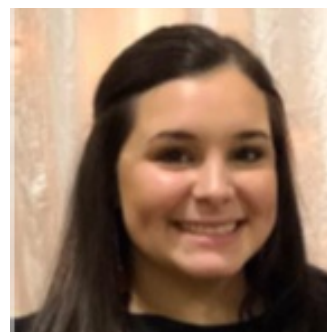
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