

September, 2025

Greetings from glorious Gloucester on a sunny September afternoon. I'm writing this whilst recovering from an unusually strong bout of flu that has resulted in a couple of days off work. On the plus side I get a little more time to write this newsletter!

Life in Gloucester continues to go well; exploring Gloucester's canals, coffee houses, and driving the relatively short commute to and from work is still proving a real blessing.

That's great. How's your training going?

This week marks 1 year of practical training at RGV. So it is a significant landmark!

Recently I have jumped back into more work on turbine aircraft with a bit of piston work every now and then. A change from the spring when it was all piston engines. It's all good experience, of course, as I'm still aiming to get my piston module complete before the end of my training here. Due to the varied nature of work available at RGV, getting sufficient piston engine and turbine engine aircraft experience would make it possible to apply for both licenses at the end of my time here.



Left to Right: Dave Waterman, Ben Sibthorpe, Chris Watkins, Me, Neil Ingram, Pete Fryatt. The team who worked on MAF's new Cessna 208 before flying to PNG earlier this year.

As you may know, MAF's Engineering Training Scheme has other trainees as well as myself. In May, Chris Watkins joined me at RGV as he starts his own practical training after graduating from Air Service Training in Perth, Scotland. It's been great to have another MAF connection at work as well as a Christian brother. We were able to do some work together on the MAF Cessna 208 Caravan that came in over Easter before flying out to PNG and have been able to work on a few jobs together since.

Flying around the UK

A couple of weeks ago, I was recently asked to join the Engineering Director for an AOG (Aircraft on the Ground) job down at Lee-On-The-Solent (LOS) airfield. We needed to replace a full set of fuel nozzles for an engine [a Pratt & Whitney PT6E-66XT: which is the first TBM fitted with Full Authority Digital Engine Control (FADEC)] on Daher's latest TBM iteration; the TBM 960. We were flown to LOS by another senior engineer who owns and flies his own Cirrus SR22. What was initially a one-day job, turned into two days due to the airport closing earlier than we had thought. Essentially, we were kicked out – despite our protests! However, returning the next day meant we had a little more time to ground run the aircraft, check for leaks on the fuel lines and finish up our job in a more relaxed manner.

The installation was a success, and we flew back to Gloucester via the River Severn Estuary where Jake took the aircraft low and we were able to race a train travelling along the Gloucester-Newport line from Newport. After Jake opened the throttle, we were easily able to pass the train doing a measly 75ish mph compared to our 160+ mph Indicated Air Speed (IAS). This was a rather fun end to our mission.



Some shots from our AOG mission to Lee-On-Solent. I did get to do a bit flying too!

The best til' last.

If you're still reading, thank you! You get in on some more personal but wonderful news that I've been keeping on the down low from most of you this year. In January this year I started dating the wonderful and beautiful woman, Kerry Lyons. I'll keep it brief in this newsletter (there'll be more in the next), but we have been talking with MAF about our future, and we are all on the same page moving forward. I would like to ask for your prayers for Kerry as she enters her 4th year of her Chiropractic studies at university (where we met), and for navigating the next steps of this exciting journey with MAF together. There will be more updates to follow!



Prayer Points:

- For wisdom and discernment in finding a new church in Gloucester. Part of my move meant needing to part ways with The Vine Church Swindon (after 15 years) to find a more local community of believers here in Gloucester.
- For Kerry and me as we move forward in our relationship and our plans with MAF and for her final year of study.
- For continued diligence and focus during my final year with RGV making sure I get all the relevant experience and qualifications.
- For my day to day walk with God.

Thank you!

Thank you again to everyone who supports me financially and in prayer. I feel incredibly humbled and grateful when I think of your generosity to the Lord through MAF. If you don't support me financially yet, and you're interested, then here is a link to sign up: www.maf-uk.org/veale



Kerry and Myself at Rest Bay enjoying the sunset. :)