

### **Winter Newsletter**

Hi everyone, it's a little late to wish you a Happy New Year at this point in January, however, I hope that you have had a great start to 2026. I'm writing this newsletter to share the latest regarding my training, plans, and a rather cool life update.

Firstly, if you are reading this newsletter, thank you! I am so grateful that you have chosen to take some time out of your day to read my letter and show your support for me. It is greatly encouraging.

#### **The biggest news!**

Since I last wrote, Kerry and I got engaged, and we're now in full-blown wedding planning mode for October this year. She said YES! It's promising to be quite a year of change for us both, especially with Kerry graduating from university and then adapting to life together after the big day. We are incredibly excited to be on this journey together and trust God with all the timings and details leading to our eventual going overseas. Please keep us in your prayers as we seek to navigate all the nuances of this exciting new season with wisdom and joy.



Left: Taken shortly after I popped 'the question'. Kerry didn't suspect a thing!

Right: Taken a couple of months after I 'popped the question'. This was not a surprise.

#### **My training goes on**

Since I last updated you, I have continued to gain valuable experience working at RGV, including another off-site job involving an aircraft recovery. See the story below for the full details. Whilst I have been working on a mix of turbine and piston engine aircraft, I am now working mainly on the turbine side of things which aligns with the kind of training I need most. Encouragingly, I have been given more responsibility and freedom to take on jobs that require increasing trust and skill. It is great to be able to look back at where I started and see the progress that has been made. There is also looking ahead, however, and seeing what areas still need work and experience.

A key next step for me is to work at compiling and completing my logbook. This is a collection of all of my experience working on aircraft and will show the breadth of experience that I have attained. It's a meticulously categorised and detailed document, but it is not always the most enjoyable of tasks to write it –to put it lightly.



Left: Just completed fitting this hydraulic actuator as the previous one was leaking out of limits. Operates at nearly 2,500 PSI of pressure to lift the gear.

Right: Just having a good time.

## Seeing God at work in work

Overall, I continue to enjoy my training. One of the highlights I've had since I last wrote has been attending the Alpha course with a colleague who has been keen to discuss and explore faith. This is still an ongoing discussion, and he is repeating the course – this time without me! Please pray that he can meet the Lord through his searching.



At Norwich Airport for an aircraft recovery.

## Bonanza recovery

A few months ago I was asked to help in a couple of off-site jobs. One I covered in a previous update, the other happened just after that in Norwich. A Beechcraft Bonanza (pictured below) had lost engine power upon take-off and landed with its landing gear only partially deployed. The aircraft essentially made a belly landing and incurred substantial damage to the fuselage, prop, landing gear, and parts of the wings. A senior inspector and I were tasked with retrieving the aircraft from Norwich Airport bringing it back to Gloucester. The mission entailed two trips to Norwich.

Trip one – We took a large haulage van equipped with all the gear required to remove the wings and tailplane. The goal here was to prepare to load the fuselage and wings separately onto two large trailer beds and then be transported back to base. This first stage took a few days, but we managed it with time to spare. Each wing was held on by four large bolts supporting the front and rear spars. In addition, all wires, cables, and fluid lines were disconnected and removed ensuring the wing could easily come away from the fuselage.

Trip two – This was the most fun as we ditched ‘terra firma’ for an aircraft owned and flown by a senior engineer. On our flight to Norwich, we gained permission to pass through military airspace and witnessed two F16s on a routine training exercise. I guess they wouldn’t have told us what they were really up to! When we landed it was straight to action, and the preparation of our first trip paid off, as we loaded the sorry looking aircraft onto the trailer beds. I took a time lapse of the whole event and have uploaded it onto my YouTube channel. Please feel free to take a look here: ([https://youtu.be/HHuzld-FI2E?si=L-5a18p4YQ9rB\\_Pk](https://youtu.be/HHuzld-FI2E?si=L-5a18p4YQ9rB_Pk)). We flew back the same day to a glorious sunset, and I even got to fly a significant portion of the route home.



Left: Bent props, flame marks and deep scratches awaited us. Centre: Our outbound morning flight. Right: Our return evening flight.

I have since learned that the Bonanza has been sadly written off after evaluation of the damage.

#### Prayer and Praise

- Please pray for Kerry and I as we plan our wedding and navigate our future together.
- Please pray for energy and appropriate rest during what is shaping up to be a big 2026!
- Please pray for closeness with the Lord at all times. To be led by His Spirit and submitted to His will.
- Please pray that I continue to gain all the relevant experience I need to complete my logbook by September.

#### Praise Points

- We’re getting married!
- Training is going well.
- God’s divine provision. I continue to see God’s hand at work in my life in the way He guides, provides, and protects.

Thank you again for reading. Please pray in line with what I have outlined above, and if you should feel compelled to give towards my training and join in the mission, then please follow the link below, and may God bless you.

*Your word is a lamp to my feet and a light to my path. Psalm 119:105*

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