

ATPL, IR & CPL - A LOT OF LETTERS BUT WHAT DO THEY ALL MEAN

Update - The last few months, and looking forward to what the upcoming period will bring.



AIRLINE TRANSPORT PILOT LICENCE (ATPL)

Firstly, I would like to apologise in the delay between the last two newsletters, they shall hopefully pick up from here and have some interesting stories to share.

In the last newsletter, I shared my progress through the ATPL theory exams. Well I am very pleased to share that, in February, I passed the final 4 of 13 exams; having sat 8 since November. These last exams were on the following topics:

- Performance
- Mass & Balance
- Principles of Flight
- Operational Procedures

I am very thankful for all the prayer and support I received during these exams, as they were certainly a challenge theoretically, but they also challenged my motivation and drive to become an MAF pilot - this helped me get through the toughest moments. This now means I hold a frozen Airline Transport Pilot Licence, which will become unfrozen and a proper accreditation to my pilot career when I achieve 1500 hours. Nonetheless, it is a big hurdle in the training complete.

INSTRUMENT RATING (IR)

Following these exams, I headed straight to the Netherlands to crack on with the rest of the training. The next stage is the Instrument Rating, which allows flight in adverse weather conditions, for example - within cloud. The first couple of weeks have now passed and they have been eventful! It feels like I am back to square one, learning a completely new way to fly. Previously, all flying has been looking out of the aircraft and using visual cues, references and waypoints to navigate and fly safely. However, IR requires the pilot to fly with reference to the aircraft's instruments alone - used correctly these tell the attitude, direction and state of the aircraft.

Things are moving quickly, but at a manageable pace - flying most days so far, sometimes twice a day. A lot of the IR is completed in the simulator which is great for creating IR conditions, so I will complete around 30 hours in this over the next 4/5 weeks. When in an aircraft, I will either fly in real Instrument Meteorological Conditions (IMC), or wearing the hood when the weather is clear skies or high cloud. "The hood" are a pair of glasses that are designed to only show the instruments when worn.

WHATSAPP COMMUNITY

If you are interested in more regular updates, I will be setting up a WhatsApp community to share photos and quick updates of what I am doing. Please reply to this email with your phone number and confirmation of wanting to join - and I will add you to the community. This will be one-way communication but if you have any questions or replies then you can always email!

On Saturday 9th March, I flew with an instructor when we encountered an issue. Shortly after take-off, we encountered a partial power loss with the power dropping between 15-30% a couple of times - after some quick scans, there were no clear indications of a cause. The instructor took control and circled back to the airfield, avoiding a nearby village and the glider runway. He found some stable power at around 77% which was sufficient to maintain altitude and bring us closer to a safer distance. After a safe, power-off landing, we met with police on the ground and had a debrief. This was certainly an eye-opening situation, and one in which I was pleased to have the instructor with me when it happened. I do not feel deterred from flying or getting back in an aircraft, and I feel it was very much a learning experience that will benefit me in future. I have received plenty of support since to ensure I am okay!

The coming weeks are going to be just as intense as the first. I am aiming to have the IR completed in 5 weeks, with some room for movement if necessary. This is going to be another big step towards the completion of the Future Pilot Programme - with just the Commercial Pilot Licence (CPL) and 10.5 weeks at All Nations Bible College to follow.

Prayer & Praise

- Thankful for the completion of the ATPL exams.
- Prayer for gaining good understanding and skills required for Instrument Rating.
- Praise for a safe landing following the partial power loss.
- Praise for my wonderful support network which has grown over the last months.
- I am now in my final year of training, which will be followed by heading straight to a program. To make this a reality I need to have a team of people giving regularly to help cover the costs to MAF of sending me out there and providing housing, pension, a salary etc. Thank you to all who have already given or pledged. However, the remaining figure I still need to rise lies at around average that 20 people would give by signing up. Would you consider joining me as one of those 20 which would give me the green light to go wherever the need is greatest? Or do you know of someone who may be interested? I would greatly appreciate it if you are able to help me grow my support network! Until I reach the required support, I will not be able to head out and serve with MAF in the field!



If any of you lacks wisdom, you should ask God, who gives generously to all without finding fault, and it will be given to you.