



Christmas Update

As I write this update, I am currently on a train to London to renew my Medical Certificate - a now annual trip that acts as a convenient milestone allowing me to reflect on yet another year of training. It's hard to believe that 12 months have passed already since I last made this journey, meaning that there is only 1 more year to go until I complete the Future Pilot Programme (FPP). 2026 is set to be an exciting, but also busy and challenging year for us as a family as we draw ever closer to beginning our service with MAF, however, we are so grateful that you continue to support us on our journey. It would not be possible without you, so thank you again for all of your support this year.

We hope you have a wonderful Christmas and a Happy New Year!



Training Update

ATPL Theory

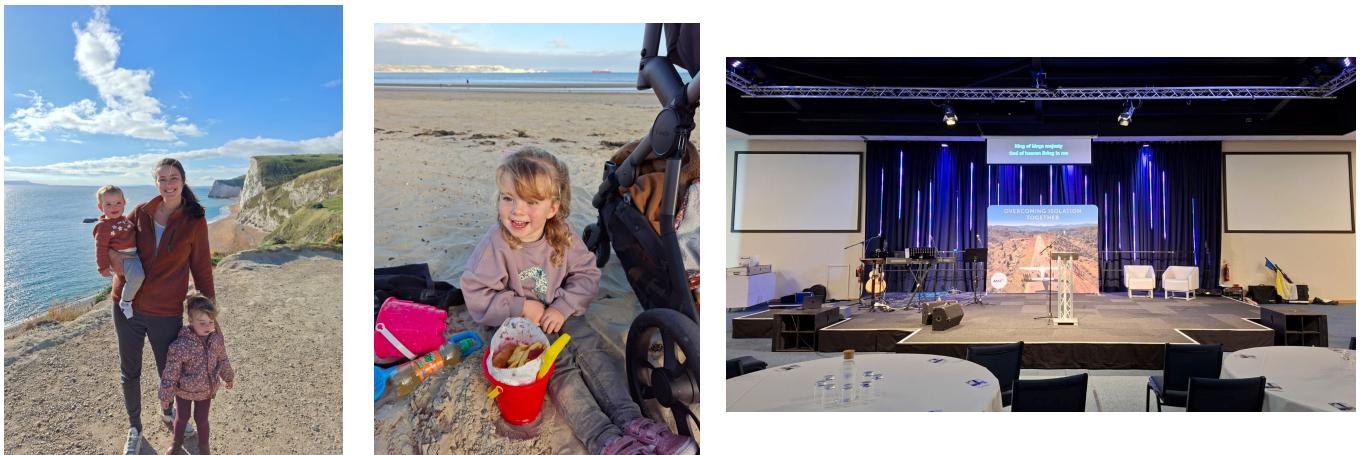
Since July, the majority of my time has been spent studying and preparing for yet another round of ATPL (Airline Transport Pilot Licence) exams, of which there are 13 subjects in total. Typically, each set of exams takes between 3-4 months to prepare for, and involves a mixture of remote self-study, practice questions, and a virtual Revision Week just before the exams themselves.

Three of the four subjects included in this particular sitting had a heavy maths and physics focus, and as such, I found this Module to be the hardest to date. I am pleased to report, however, that after many hours of practice papers involving complex trigonometry and airliner performance graphs, I passed all 4 subjects at the end of November. This means that I only have 2 more exams towards the end of January to prepare for before I finally finish my ATPL Theory.

2. October Visits & Events

As a form of respite from my exams, we spent almost the entire month of October away from home. After a short family break in Dorset, where we were able to enjoy the last of the summer weather, we drove to Oxford where MAF UK where hosting a Legacy event. This was my first experience attending an official MAF event, and I thoroughly enjoyed meeting and speaking to so many supporters, some of whom have been associated with MAF for decades. I also had an opportunity to talk about my own experience as a Trainee Pilot on the Future Pilot Programme through a 'Question and Answer' style interview on stage towards the end of the event.

From Oxford, we then continued our journey southeast to Folkestone, the home of the MAF UK office. This was the first time that Rebekah and our 2 daughters have met the wider MAF UK team in-person. In addition to providing a brief update during Staff Prayers about our training and having an office tour, we were able to spend the morning with various members of the HR Team discussing the plans for Year 3 of the FPP and our pre-field preparation and training in more detail. This was a hugely beneficial time for us, especially as there is so much uncertainty as to what the second half of 2021 will look like. But, we are grateful to have clearer timetable for our eventual deployment overseas with MAF and all the preparatory steps in between, which will increasingly involve Rebekah and the girls from the summer onwards.



Above - highlights from our time in Dorset & the stage at the MAF Legacy event in Oxford.

3. Night Rating at MATC

After visiting the MAF UK office in Folkestone, we then continued across the Channel to Calais and drove to Teuge in the Netherlands where I had scheduled 2 weeks of flying at MATC (Mission Aviation Training Centre) to keep my practical skills current. After a couple of local refresher flights, I then embarked upon an overnight trip to Germany with an instructor to complete my Night Rating.

The Night Rating is an additional qualification that sits on a pilot's licence enabling them to fly in visual conditions (outside of cloud) at night. I had previously attempted to obtain my Night Rating back in January, but unfortunately, deteriorating weather had left me unable to complete all of the required parts of the training.

Our route involved a flight from Teuge to Muenster in Germany, where I completed the 5 required solo take-offs and landings at night. We then continued south on a cross-country flight to land at both Dortmund and Paderborn airports before returning to Muenster in the early hours of the morning, where we were able to catch a few hours sleep in the crew room before our return trip.

The night itself, however, was not all plain sailing. When making our first approach into Muenster, we were struck multiple times by the beam of a green laser pen being aimed at our aircraft from a town just short of the runway threshold. This is an increasingly common occurrence at airports globally, and it poses significant risks for pilots, including temporary blindness, which, during critical phases of flight, has been known to cause accidents. Thankfully, both the instructor, Arwin, and I were able to shield our eyes from the laser and land safely without incident a few minutes later. We were met by the German police at the terminal. Despite this setback, I successfully completed the training and obtained my Night Rating as planned.



Above - night flying over Germany and a much needed coffee break in Paderborn in the early hours of the morning.

4. Instrument Rating (IR) at MATC

Whilst at MATC, I also began training for my Instrument Rating (IR). Like the Night Rating, an Instrument Rating is also an additional qualification that sits on a pilot's licence. As the name suggests, it allows a pilot to fly and land aircraft solely by reference to onboard instruments rather than visual cues outside the cockpit windows. A good comparison would be trying to complete a journey in your car with fully frosted/iced windows (not something I recommend you try!).

The benefit of an Instrument Rating is that it will enable me to fly in most types of weather. It will also mean that I can fly in upper airspaces which almost always require the aircraft to be flown with reference to instruments alone, even in perfect flying conditions. However, the IR does involve a significant amount of additional training (at least 50 hours of flying with an instructor) and a formal practical skills test at the end.

Much of the IR training is completed in the simulator at MATC, both to reduce the overall cost and to allow different types of approaches and landings to be flown without the need to relocate



Above - inside the simulator at MATC.

between airfields. Whilst enjoyable, navigating under instruments alone has so far felt like learning to fly all over again. There is a significant learning curve involved, which includes being able to use ground-based radio navigation aids and interpret the information they provide on corresponding displays in the cockpit, all whilst continuing to fly the aircraft and communicate with Air Traffic Control - quite the balancing act.

I have already completed approximately 10 hours of the IR, and I am looking forward to returning to MATC in the New Year to complete this training (this time without the distraction of ATPL exams to prepare for as well).

Family Life

Rebekah returned to her job as a Nurse Practitioner in a local Minor Injuries Unit at the beginning of November after a year of Maternity Leave. She has settled quickly back into the routine of shift work and has already managed to catch days a week quite hard. Bekah is ¹ up on most of her mandatory trainings, but has found being away from the girls . now on the Kids Team at Church and continues to help at the Tuesday morning Parent and Toddler session

T', our eldest daughter, recently took part in her first ever Christmas Nativity when her Nursery performed a shortened' rendition of 'It's a Baby' at a local church. She occasionally stopped performing the actions so that she could stand on her tiptoes and wave at us in the crowd, which we thoroughly enjoyed. 'T's' new favourite toy is her balance bike, and in drier weather she can often be found at our local skate park trying to replicate the tricks of some of the older children with varying degrees of success .

'A', our youngest daughter, started at Nursery last month. The morning drop-offs are still difficult, but she is steadily getting to know the staff and is generally settled and happy during the day. She has recently begun standing without support for a few seconds at a time, and we are poised and ready for her first steps in the coming weeks. She's also starting to say more words and has been able to communicate a little using baby sign language as well.

As a family, we were able to enjoy some time in October exploring various towns and cities in the Netherlands during our weekends. Bekah developed a routine of local markets, children's farms, and swimming sessions during the week to keep the girls entertained, and 'T' really enjoyed playing with the children of some of the other MATC students and instructors despite the language barriers.



Highlights from our recent time in the Netherlands.



What's Next?

After completing my last 2 ATPL exams, in February, I will be returning to MATC for approximately 2 months to complete my Instrument Rating. Rebekah and the girls will be joining me for the entire month of February before Rebekah needs to return home to the UK in March for work.

Praise Points

We are hugely grateful to God, and to you, our family and friends, for the following answered prayers since our last Prayer Letter:

1. For Jordan's success in his recent ATPL exams and for him acquiring his Night Rating and making a good start in training for his Instrument Rating.
2. For a really enjoyable mini-break in Dorset at the beginning of October, and for the good weather that we had throughout.
3. For the helpful and productive meetings we had with the MAF UK team in Folkestone, and for the successful Legacy Event in Oxford at the beginning of October.
4. For a positive return to work for Bekah and for 'A' settling into Nursery relatively well.

Prayer Requests

Please pray:

1. For Jordan, as he prepares for his last 2 ATPL exams in January. Please pray for a successful outcome so that he can return his full focus to the practical training again.
2. For health over Christmas and the New Year. 'A' and 'T' have both been ill on several occasions over the course of the last few weeks, with them each taking longer than usual to recover.
3. For a Jordan, as he completes his Instrument Rating in the New Year (this is set to be quite a challenging part of the programme). Please also pray for Bekah as she juggles work and solo parenting at home throughout March.
4. For God's provision as we look to increasing our fundraising on behalf of MAF in preparation for overseas service.