



## Christmas Update



Merry Christmas! We hope that this update finds you well, and that you are managing to find some time to relax and enjoy time with family and friends in amongst the busyness of this season.

Firstly, I want to apologise for the radio silence on my part over the course of the last 4 months. Life has been a bit of a blur for us since the end of the summer, and we're only just finding time now to slow down and reflect upon the last few months in the run up to Christmas.

The big news to update you on is the arrival of our second daughter (A) who was born naturally at the beginning of November at a whopping 11lbs 9oz! Both Bekah and baby are doing well. A was something of a mini-celebrity on the ward due to her size, and the newborn outfits we'd packed in the hospital bag for her unsurprisingly weren't of much use. At just 6 weeks old, she's recently moved into her 6-9 month clothes. Thankfully we have lots of hand-me-downs on standby.

T, our oldest daughter who turned two in October, has adjusted really well to life as a big sister. Although she occasionally gets a little jealous that A is taking up so much of her Mummy's time, she loves being the one to collect the nappies and wipes for changes and is always quick to sing her own rendition of 'Twinkle Twinkle Little Star' whenever A appears upset or is crying.



*Above - early family photos from November.*

In other, more MAF-related news, I have been busy studying at home for more theory exams. Having received my Private Pilot Licence in the summer, I am now working towards obtaining a Commercial Pilot Licence (CPL), which will eventually become an Airline Transport Pilot Licence (or ATPL) later on in my career.

As you would expect, this is a rather lengthy and rigorous process. It requires me to sit and pass a total of 13 ATPL exams across a maximum of 6 exam sittings within 18 months, and to build up more than 200 hours of total flight time, with a minimum of 100 of these hours as the Pilot in Command (PIC), before I can then fly a CPL practical assessment with an examiner and be issued with Commercial Pilot Licence. Because I am completing the ATPL theory exams, my CPL licence will technically be a 'Frozen' ATPL licence, that will then become a full, 'unfrozen', ATPL licence once I acquire 1,500 total hours of flight time in my Logbook (something that I won't achieve until much later in my service with MAF).

The main difference between the CPL and ATPL concerns the size of the aircraft the pilot can fly. A CPL enables the licence holder to fly an aircraft with a maximum of nine passengers for commercial purposes, whereas an ATPL removes the passenger limit and enables the holder to fly larger aircraft (e.g. Boeing and Airbus passenger planes) with a Maximum Take-Off Mass of more than five and a half tonnes.



In addition to preparing for my first sitting of ATPL exams, in October I also received an invite back to my childhood church, St John's Broadbridge Heath. As one of their new Mission Partners,

I was invited to give a presentation at their Harvest Supper and Sunday morning service about MAF and our journey with them as a family. It was also a great opportunity to catch up with people who I hadn't seen for many years and to share more about the work of MAF.

*Above - photo from a MAF talk I gave at St John's Broadbridge Heath, one of our supporting churches.*

---

I sat my first 4 ATPL theory exams last week. Whilst I passed 3 of them (Human Performance, Instrumentation, and Meteorology), unfortunately I failed my General Navigation exam (a notoriously difficult subject) by just 4%, and so I will need to resit this topic alongside the Module 2 exams during my second ATPL exam sitting in the New Year.

## What's Next?

After some much-needed time off together as a family over Christmas, in January I will begin studying for the Module 2 ATPL exams that I will be sitting at some point in the spring, most likely across two separate sittings. Module two covers the following subjects:

Radio Navigation.

Aircraft General Knowledge (Airframes & Systems, Electrics, Powerplants & Emergency Equipment)

Air Law.

Flight Planning & Flight Monitoring

Communications.

I will arrange to resit my General Navigation exam in amongst these topics.

In addition to this, I will also be travelling to London in early January to renew my Class 1 Medical Certificate. This is an annual requirement for all commercial pilots to ensure that they are medically fit to continue operating an aircraft safely.

At the end of January, I will be returning to Teuge in the Netherlands for a few weeks - specifically the Mission Aviation Training Centre (MATC), MAF's preferred flight school. The primary purpose of this short visit is to obtain my Night Rating - an additional qualification that attaches to my licence and enables me to fly at night. Weather permitting, however, I am also hoping to use this time to complete some additional Guided Experience Building and obtain additional PIC hours on my Logbook.

*Above right - getting into the Christmas spirit. T as a sheep in our church's nativity and meeting Father Christmas.*



# Praise Points

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

1. For the safe arrival of our daughter in November and the way in which we have been able to adjust and quickly settle into a new routine as a family of 4.
2. For Jordan successfully passing the majority of his Module 1 ATPL exams
3. For God's provision as we build support, both in prayer and financially. We have had such an encouraging response in this area, including from many people who we've never even met before.

# Prayer Requests

**Please pray:**

1. For Jordan as he begins studying for his Module 2 ATPL exams and completes his Night Rating at MATC in the Netherlands.
2. For opportunities for Jordan to complete more Guided Experience Building over the coming months. In particular, please pray for good weather whilst Jordan is in the Netherlands in January.
3. For rest for the whole family as we continue to battle restless nights whilst A is still in the newborn phase.

## And Finally...

And finally, we want to say a big thank you to all of you for your continued support to us as a family this year as we continue on this journey together. It really would not be possible without you all.

It has been really encouraging to know that so many people are praying for us. Do let us know how we can be praying for you too, or if you have any questions about MAF or the Future Pilots Programme (FPP). You can contact us at any time by clicking the 'Email Us' button above, or by reaching out to us directly.