



After 3 months in the Netherlands, I am happy to report that I am back home in the UK. The last few weeks of my time in Teuge were somewhat surprisingly the busiest of the entire training programme. July quite literally flew past in a blur of exams, meetings, flight planning/preparation, and longer navigation trips both within the Netherlands itself and across northwest Germany (hence the length of this update - sorry!). It was therefore a relief to begin August with a much-needed family holiday in Shropshire so that we could all recharge our batteries in preparation for what comes next.



Above - highlights from our family holiday in the Shropshire Hills at the beginning of August.

Firstly (and most importantly), both Rebekah and I are excited to announce that we are expecting another baby, who is due at the beginning of November! Despite the busyness of the season that we are currently in, we have seen God's hand and provision in amazing ways over the last few months, including in the way that Bekah was able to juggle the realities of pregnancy alongside everything else she was managing at home (not least our increasingly lively daughter). We are looking forward to meeting the newest arrival to our family in due course, and the countdown is now well and truly on to complete as many DIY projects as possible around our house while we still can.



Above - enjoying the gardens at Powis Castle in Wales during our holiday.

In other, more MAF-related news, I am also excited to confirm that I passed my practical flight exam at the beginning of July, enabling me to obtain my Private Pilot's Licence (PPL). This has now been issued by the Dutch authorities. The exam itself was more stressful than I had anticipated as a combination of both difficult weather conditions, including thunderstorms, and the allocation of a notoriously rigorous examiner heightened the pressure. However, I was able to demonstrate my ability to operate the aircraft safely in all stages of flight, including during multiple simulated emergencies. To the annoyance of my fellow Dutch students and the instructors, my exam was followed by a second result that very same evening when England beat the Netherlands 2 - 1 in the Euro 2024 Semi-Finals. I (mostly) managed to diplomatically swerve this topic the next morning when I returned to MATC (Mission Aviation Training Centre) to get all my paperwork signed (some references to the result may have been made once I was sure that the signatures had dried).

In the weeks leading up to my practical exam, Bekah and our daughter were able to join me in Teuge for a 2-week period. I took some time-off from flying during their visit, and we spent time exploring local towns and cities including Apeldoorn, Deventer, and Amersfoort. Highlights included swimming/playing at some local pools, and a visit to a children's theme park, which we enjoyed just as much (if not more than) our daughter. She also loved making twice-daily visits to feed the goats at the house next door to the Mission Hostel where I stayed during my time in the Netherlands.





Above - picture from the 2 weeks Rebekah and our daughter joined my in Teuge.

Whilst Rebekah and our daughter were in Teuge, I completed my Qualifying Cross Country Solo flight. This is a minimum 150 NM, 3-hour flight, involving landings at 2 new airports which all students must complete solo before they can obtain their PPL. My flight took me to Rotterdam International Airport, before I flew along the Dutch coast underneath the controlled airspace for Amsterdam Schiphol Airport, and across the Wadden Sea to the Dutch holiday island of Texel, before returning to Teuge.

During their time in the Netherlands, I also took Bekah and our daughter up on a separate flight with one of the instructors! Our daughter's initial excitement that saw her desperately trying to climb into the aircraft to calls of 'Daddy airplane' while I was still refueling, was quickly replaced with a few tears and the need for a lot of reassurance during the take-off roll as the noise and vibration from the engine, coupled with turbulence unsettled her. This, combined with the airsickness that Rebekah was experiencing, led me to make a quick diversion back to Teuge so that I could unload my passengers. I don't think either of them will be in a hurry to repeat the experience, although I am sure there will be many opportunities to try again in the future.



Above - picture of us all inside one of MATC's aircraft inside the hanger.

After obtaining my licence I completed 2 weeks of Guided Experience Building (GEB) before I returned home to the UK. In addition to building flight hours, which is the primary currency of a pilot, and is needed for me to progress to obtain my Airline Transport Pilot's Licence (ATPL), the 4 GEB phases are designed to carefully push Trainee MAF Pilots, whilst emphasising specific learning points in new and challenging environments, so that we can continue to develop our skills and experience as pilots in preparation for eventually serving with MAF overseas. During this time, I completed an additional 16 hours of solo flight, which included trips to Kassel and Mönchengladbach in Germany, and island hopping off the Dutch coastline. I was also able to pass my GEB Phase 1 Check with an instructor.

Back home, Bekah also passed her practical nursing exam. She has now completed her university course and qualified as a fully trained Nurse Practitioner! Our daughter is also now potty training with varying levels of success, and she is soon moving up to the next room in her nursery.



Top - approaching Rotterdam International Airport, with the city itself off in the distance, on my Qualifying Cross Country Solo flight.

Bottom - flying along the Dutch coast before crossing over the sea to the island of Texel.

What's Next?

Over the next few months, I will mostly be at home in the UK studying for my ATPL exams, with occasional trips back to Teuge to complete more GEB. This will hopefully also include me flying an aircraft back across the Channel for a mini UK tour at the end of the summer. Rebekah and I have also lined up various meetings and events with different churches across the UK, as we continue to build support, both in prayer and financially (see the 'Support Us' section below), as part of our journey with MAF. We will also be busy preparing to become parents for the second time.

Finally, I have also started a new Instagram account so that I can continue to share some of the vast quantities of photos and videos that I captured as part of my PPL training and GEB, both past and future. Click on the camera icon below to view and start following this account.

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 enjoyable time we had as a family in the Netherlands during Jordan's training in Teuge.
2. For Jordan being able to obtain his Private Pilot's Licence, and for the progress he made with his Guided Experience Building before returning home.
3. For Bekah completing her University course and qualifying as a fully trained Nurse Practitioner.
4. 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.

Please pray:

1. For Jordan as he begins his ATPL studies at home. Please also pray that he doesn't forget everything he learned during his PPL now that he is not flying every day!
2. For Bekah and the remainder of the pregnancy. Please pray for the health of both mother and baby.
3. For the various discussions and events that we have coming up with churches over the summer. Please pray that these go well and that we will continue to see God's provision during this time.
4. For opportunities for Jordan to complete more Guided Experience Building over the coming months. In particular, please pray for the logistical planning and preparation involved in bringing an aircraft over to the UK (including as always, the weather!).

All MAF overseas staff are asked to build a team of partners who will accompany them in the work God has called them to do through prayer and financial giving. This is based on the Biblical example of people combining their different individual callings (to go, to give and to pray) to serve isolated communities. Would you consider being one of the people we need in our team?

Please do get in contact with us if this is something that you would like to do. Alternatively, you can also set up a regular donation via our Staff Support page on the MAF UK website.

All donations go directly to MAF UK and are used to offset the costs of the training and help MAF achieve its mission of bringing help, hope, and healing through aviation.

www.maf-uk.org/overton-cox

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 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.

With love

The Overton-Cox Family