

FLYING FOR LIFE MAGAZINE

MAF
Flying for Life

Autumn 2021

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MAF South Sudan pilot Chris Ball
with children at the Kapoeta Airstrip
Photo by LuAnne Cadd.



A Message From Mark

By Mark Fox, MAF New Zealand CEO

I want to begin by saying “Thank you” to each and every one of you who has “stayed the course” with us through the challenges that we all faced in 2020.

Although we have been truly blessed here in New Zealand and many of us have escaped the worst affects of the virus, it has still been a difficult time for many others. It would have been very easy to become distracted by worries about the pandemic and the future—but in fact the prayers and finances that we rely on have continued. I deeply appreciate the steadfast support we have received.

We often talk about “the MAF family”, and I do hope that you feel that you are a part of the family. As I travel around the country, I discover how many people’s stories intersect with MAF’s. Many of you have been a part of MAF, in one way or another, for a very long time. But I also want

to welcome those who are just taking their first steps towards being a part of MAF.

I remember with gratitude all those that have gone before and made a path for us today. I am personally challenged by the tenacity and vision of MAF’s early pioneers who saw the potential of using airplanes to help people and overcame all the obstacles in their way. But more than that, I recognize that it is the prayers, gifts, commitment, sacrifice and efforts of thousands of ordinary Kiwis over the decades that have made MAF New Zealand what it is today.

I am also aware that our lives today (yours and mine) will impact on the generations to come. As we encourage others, share our finances, support and enable staff to go overseas, run prayer groups, represent MAF in local churches, attend events, help with mailings (and on and on!) we are building a foundation for the future. Thank you for being part of MAF’s legacy!

Update on COVID-19

In our 75 years of serving remote communities in the far corners of the world, we have never seen anything that has so deeply affected the entire world economically and socially as COVID-19. In some countries we have served almost as normal, while in others we have been limited to providing few flights to aid the government in the fight against COVID-19.

To care for the safety of our staff, partners and the isolated communities we serve, we have modified our aircraft, trained ground staff on aircraft cleaning techniques and established new passenger procedures.

Our hearts and minds are constantly focused on the isolated people who live in the most remote locations where we serve. Literally tens of thousands have not been served with the basics to address their physical and spiritual needs. As we prepare to once again serve their communities, we anticipate encountering food shortages, unattended medical needs, exacerbated educational challenges and spiritual hunger.

Looking to the future

At the same time, a lot of positive things are happening! A hangar construction project in Liberia is finished. MAFI staff have moved into their new office premises in Cairns. Construction of new aircraft maintenance and administrative facilities in Mareeba have begun. Here in New Zealand, new staff are joining us.

As CEO I know how important it is that we keep moving forward and staying open to new ideas and vision. Last November we were able to purchase a hangar at Tauranga airport, which we will develop into the Kendon-Strong MAF Centre. I want to personally thank everyone who prayed or gave towards making this possible. I deeply appreciate

your generosity towards this important project.

We can already see some big things ahead as we look at the advancement of new technologies, such as the potential of electric flight.

Regardless of how the tools have changed over the years, or how they might change in the future, MAF’s core mission remains the same; to see isolated people physically and spiritually transformed in Christ’s name.

This year is going to be a big one for MAF New Zealand and I am so glad that each of you is coming alongside to bring your gifts and strengths to make it all happen!



DAVID

versus

GOLIATH

A Global Update

With 130 aircraft operating in 30 countries around the world, MAF can seem like quite a remarkable organisation.

But when something as massive and global as COVID-19 hits, MAF suddenly appears more like David facing Goliath! Just as David used what he had in his hands, “five smooth stones from the stream”, MAF is using its resources, skills, staff and aircraft to fight the “Goliath” of COVID-19.

When the pandemic hit in March 2020, MAF like everyone else, was taken by surprise. It would have been easier to just pack up and evacuate everybody back to their home countries, but we still had a job to do—flying urgently needed resources, supplies and people into isolated communities!

We thought it was time to highlight some of the amazing stories of resilience and commitment as MAF continues to serve isolated communities.

MAF's Early Response to the Pandemic

A year ago, when the pandemic first hit, the world faced uncertainty about what it meant or how to respond.

MAF International (MAFI) quickly set up a Crisis Management Team (CMT) to provide a unified strategy in what was becoming a rapidly changing and evolving global situation.

As it became clear that the impact of COVID-19 varied widely between different countries, Immediate Response Teams (IRTs) were established in each overseas programme to respond effectively to the local issues.

A Year of Challenges

It also became clear that those living in the countries where MAF flies would be least able to self isolate, had few “back up” resources to survive a long lockdown and were the most vulnerable to the virus.

Most MAF programmes kept their staff and aircraft prepped and ready to fly in the fight against the pandemic. Whenever possible, and in keeping with safety guidelines, MAF flew COVID-relief flights to transport testing and treatment supplies as well as other essential supplies. One example was a MAF flight in Haiti that transported 400 kgs of food for people who were unable to get or afford food due to the pandemic.



MAF flies emergency food in Haiti.
Photo by Eric Fagerland



The plastic shield to protect both pilots and passengers.
Photo by Joseph Tua



MAF Chief Engineer Mark Newnham and his family working in lockdown at their home in Liberia.
Photo by Sarah Newnham



The “new normal” for MAF pilots! Chad Tilley and Mark Blomberg “masked up”
Photo by Chad Tilley

One concern was the risk of MAF taking COVID into remote areas. In keeping with MAF's innovative use of technology, engineers at the maintenance facility in Mareeba developed a special plastic shield to protect the pilots from the passengers and vice versa, while allowing the pilots to maintain visual contact with the passengers.

Programmes faced repeated challenges from the travel restrictions imposed by the pandemic. With some families stuck overseas and unable to return, flying was often covered by relief pilots rotating in and out of the country. Other staff learned to work remotely during lockdown to keep the work going.

With most MAF flights severely restricted, staff in countries across the globe continued to make a positive impact on the local communities where they live and work by providing practical help, encouragement and support.

(Story continues on page 6)



Men loading supplies for COVID-19 relief flight in Madagascar.
Photo by Ian Purdey



Vaughan Woodward
Photo by Luanne Cadd

Today, as vaccines become available, MAF is facing a new challenge—helping get them out to remote communities.

Vaughan Woodward, from New Zealand, is the International Development Manager and Deputy Director, Global Disaster Response. Vaughan and the Disaster Response Department have been tasked with gathering information and assisting in the coordination of potential vaccine roll-out flights.

Vaughan said, “With decades of experience safely transporting vaccines, medical supplies, and medical personnel in Africa, Asia, and Latin America, MAF is ideally positioned to assist in “last-mile delivery” of COVID-19 vaccines. During disease outbreaks, including the most recent Ebola epidemic in eastern Democratic Republic of the Congo, MAF uses cold-chain protocols to assure that vaccines are kept at proper temperatures.

- **Last-mile delivery.** There may be other forms of transport to get vaccines to a certain point on the journey to isolated or hard to reach places, but getting them the “last miles” to where they are needed is often extremely difficult. This is where the MAF planes can “save the day”.
- **Cold-chain.** To deliver vaccines safely to where they are needed, it is vital that they be kept within certain temperatures during each stage of the journey—or the whole chain fails.

Vaughan says, “As aero-logistical specialists, we have considered all aspects of the supply-chain issues and would work with authorities to ensure a smooth roll-out of any vaccination programme should we be asked.

He continued, “The whole delivery process will need to be carefully planned and coordinated”.

This would include:

- The means of administering the vaccines are just as important as the vaccines themselves! Without needles and syringes the vaccines would be useless.
- Many vaccines also need to be diluted to therapeutic dose, so sufficient quantities of the recommended diluent must accompany the vaccines.

- Medical staff would need to be flown to remote areas to administer the vaccine.
- The people on the ground in remote areas would need advance notice to gather near an airstrip to receive the vaccines when they arrive.

For example, MAF recently flew AstraZeneca vaccines to Matsaile, a village in the eastern part of Lesotho. There is no road to the village—its clinic is served by flights from MAF aircraft. But even after the flight landed with the Lesotho Flying Doctor Service (LFDS) team to vaccinate the local clinic staff and health workers, the vaccines had to be put in a wheelbarrow and pushed the 2 kms to the clinic, a journey that took over 30 minutes. (The good news is that 200 workers were vaccinated).



Lesotho Flying Doctor personal with the COVID-19 vaccines in a wheelbarrow for the walk back to the clinic.



On the 40-minute walk back to the clinic, with the MAF plane in the distance.
Photos by Joe Adams, Pilot/Mechanic, MAF Lesotho

MAF has asked all MAF International, Canada and US programmes and affiliates to gather information on potential demand for vaccine delivery, so all our programmes are “prepped” to let us know if they get requests.

A further complication is that different vaccines need to be transported at different temperatures. MAF pilot Grant Strugnell said, “The AstraZeneca vaccine can be transported at temperatures between 2° C and 8°C in special cooler boxes”.

The Pfizer vaccine, on the other hand, said Vaughan, “requires super chilling (-70°C). These temperatures

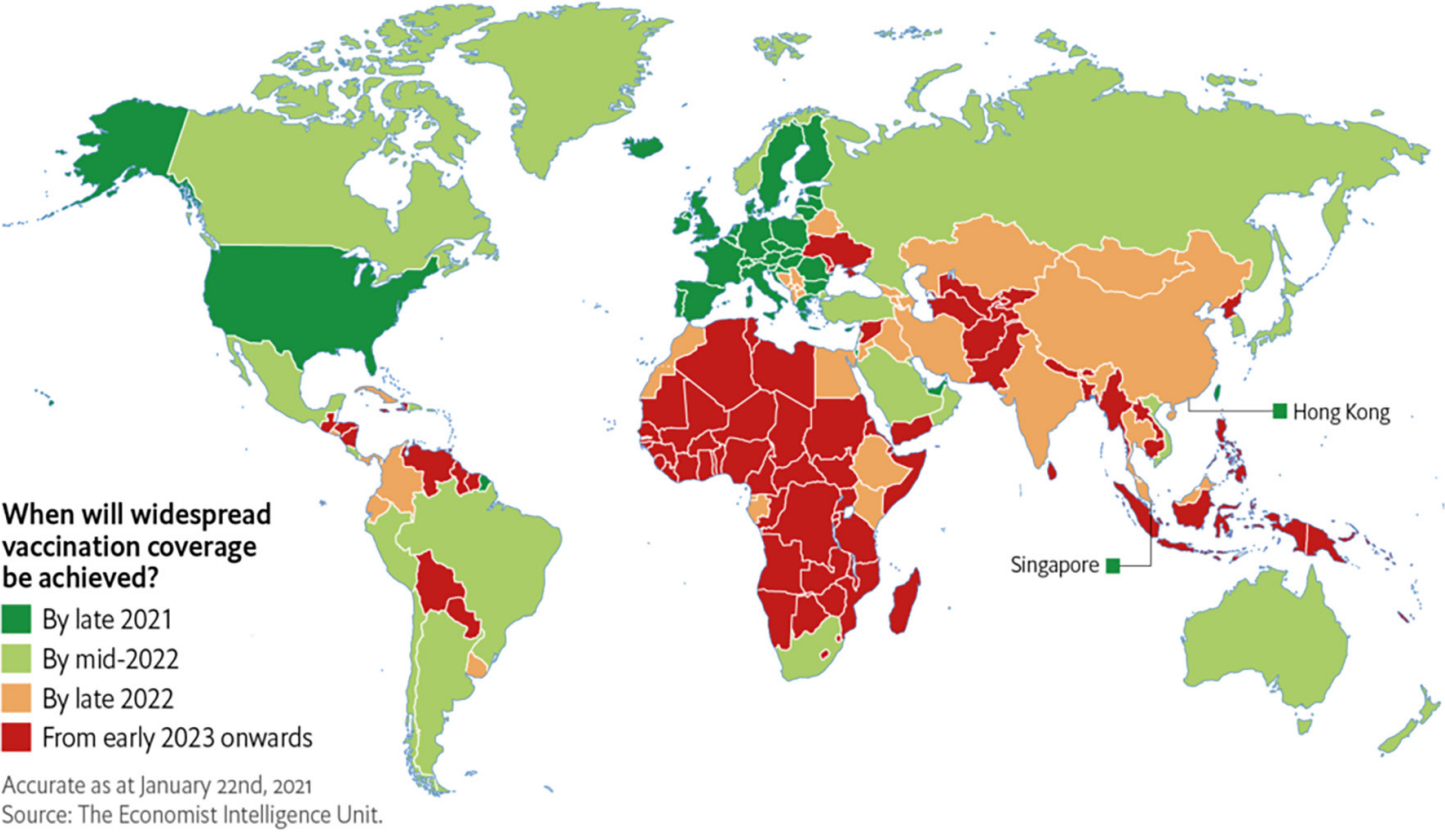
can be maintained with dry ice, but there are regulatory limitations on the quantities of dry ice that may be safely carried in aircraft like MAF’s. Since wide-scale distribution of the Pfizer vaccine would require large amounts of dry ice to be carried on our aircraft, MAF has been working to establish suitable protocols to allow this. We have also investigated obtaining super-chilling freezers for our aircraft”.

In the last few weeks the issue of “fair and easy access” to vaccines has become an important consideration. An international programme called COVAX has been established to ensure “fair

and equitable access to the vaccine for every country in the world, regardless of their wealth”. It has secured 700 million vaccine doses, but this is only enough to immunise just 10% of the population in the 67 countries supported. Rich countries with only 14% of the world’s population have bought up 53% of the eight most promising vaccines.

MAF is committed to serving isolated people, but it is already becoming clear that people living in many of the countries where MAF flies, especially in Africa, will be at the end of the line to receive vaccinations.

Rich countries will get access to coronavirus vaccines earlier than others



Many of the countries where MAF operates will not have access to the vaccine until April 2022, some not before early 2023.
Courtesy Economist Intelligence Unit

THE DREAM IS BECOMING A REALITY!

For a number of years our vision has been to purchase a hangar, which could be developed into a central “hub” in which all future activities and ministries of MAF New Zealand will take place. Well, step-by-step that dream is becoming a reality!

We were so excited to purchase the hangar at Tauranga airport at the end of last year.

The top priority of MAF New Zealand is to meet the urgent need for more staff— especially aircraft engineers, pilots and managers.

We have developed MAFTRACK, an individually-tailored programme to enable people to overcome the obstacles they face on their journey towards MAF. This may include technical training, cross-cultural and missions exposure, spiritual development or personal growth.

We are evaluating how we can develop hands-on engineering apprenticeships at the Centre. The new facility will enable us to provide students the theoretical knowledge and practical experience necessary to become either an authorised Aircraft Maintenance Engineer (AME) or a CAA approved Licensed Aircraft Maintenance Engineer (LAME).

We will also look at partnering with other aviation companies in the region to reach our goals.

We are considering setting up an advanced training course, available to both Kiwi pilots and perhaps even those from overseas, to provide “MAF relevant” advanced flight training that is not provided by regular commercial flight training companies. The hangar will provide a permanent home for our Cessna 206 aircraft and allow us to make maximum use of it for pilot mentoring and assisting potential MAF pilots to gain the relevant flying experience and hours.

Planning, organisational, management and leadership skills are also urgently needed in order to keep the overseas programmes running. We are looking at ways to assist people with these skills along the path towards working for MAF.

Importantly, the Centre will enable us to connect with, inspire and challenge upcoming generations of young people to catch the vision of missions and aviation. Schools will be able to bring their classes for a “MAF experience”. All kinds of visual and digital media will be used to tell the history of MAF and share stories in an interactive and engaging way. The Cessna 206 will allow visitors to sit in and experience an operational plane that flew for MAF for 30 years.

Of course, the aircraft will continue to be an invaluable resource at promotional events and airshows.

We have long wanted to start MAF Youth, and now this is a possibility. The Centre could provide a “clubhouse” to bring young people together for weekend aviation camps and events. One idea is to build an aircraft in the hangar from scratch! This would allow youth to gain significant real-world experience in aircraft construction.

Because it is located at an airport, the Centre will be a “light” to the many other aviation organisations in the area and be a place of prayer, where groups and individuals come to hold up the worldwide ministry of MAF in prayer.

BUT FIRST...A LOT OF WORK HAS TO TAKE PLACE!

As with all visions, they are followed by the hard work, persistence and “grit” needed to push through and get the job done. Please pray with us as we journey towards completing the Kendon-Strong MAF Centre! It’s a huge project but is going to be very worthwhile once completed. We are excited to see how God uses it for His kingdom!

There are three stages to the development of the Centre

FIRST

The first was to secure and pay for the hangar. After a few “false starts” and offers that fell through, the purchase took place in November last year! We praise God for everyone who prayed or gave towards the hangar.

SECOND

The second is to build and develop the hangar building itself for its role as the Kendon-Strong MAF Centre.

THIRD

The third will be to develop and start running the programmes that will boost our recruitment and training efforts for years to come.

We are currently embarking on the second phase of this project.

We are very aware that we are dependent on God and we can only move at one step at a time, as He leads, directs and provides.

We have already accomplished the first essential task of upgrading and painting the hangar floor. Because of its condition this involved grinding down the old surface, prepping and repainting.

An architectural draftsman is currently drawing up the plans for the renovation and building of the apartment and office space.

The previous owners will be vacating the “office” part of the property at the end of May. Once that happens we will take over the whole building and be able to move forward with

the renovation. While still in the early planning stage, we hope to start the actual construction work in the second half of this year.

The Upstairs Floor

This will be developed into classrooms for pilot training and flight planning, as well as office space for administration and space for larger meetings.

The Downstairs Floor

Downstairs there will be an apartment where visiting staff on Home Assignment can stay to debrief, review their time overseas and prepare to go back to the field. Families or individuals could also stay while training. A three-bedroom apartment would allow the most flexibility, and require some development.

Already several New Zealand-based staff are very keen to start working out of the facility. We will continue to keep the Auckland office as the main New Zealand office for the next period of time.

We are delighted to have a Tauranga-based Project Manager “on board” who has volunteered to help drive the project and coordinate all the work that has to be done over the months ahead.

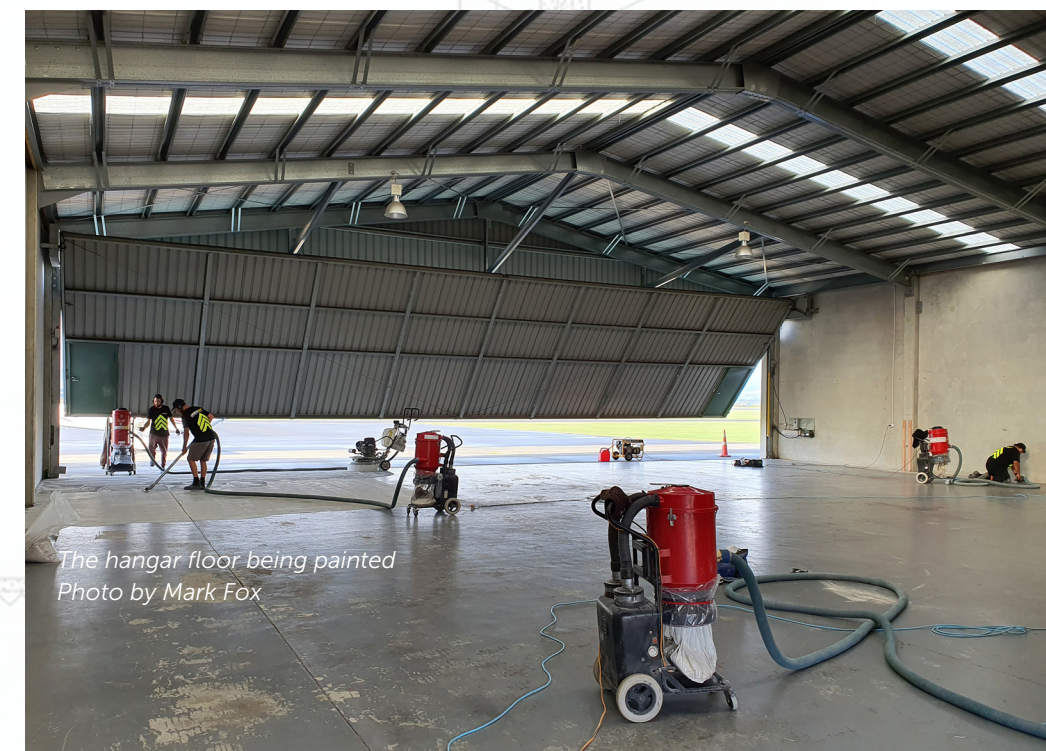
Until the hangar space is needed for something else, we are renting it out to pilots who need to store their planes, which helps financially.

Once the Centre has been developed, it will become a hub to connect with many churches, training institutions and flight training schools around the country. We know that working closely with other organisations will allow us to provide the training and resources to reach our objectives. We have already established relationships with Nelson Marlborough Institute of Technology, Air New Zealand and Eastwest College.

We would love for you to get involved! Please contact us if:

- You have any appropriate tools to donate that would help aviation engineers with their training.
- You have any time to volunteer towards building or painting at the new Centre.
- You would like to find out about joining a long-term volunteer team to help and assist in practical ways.
- You would like to donate towards the Kendon-Strong MAF Centre. To give, go to our website.

A date for the official opening and dedication is still yet to be set, however we would love you to come and visit the site from June onwards. Since we will not have people stationed there everyday, please phone Mark Fox on 021-240-5500 to arrange a visit. The address is 7 De Havilland Way, Tauranga Airport.



The hangar floor being painted
Photo by Mark Fox



Jonathan and Michele Pound with their four children, Abby, Daniel and twins Joseph and Benjamin
Story and photo by Jonathan Pound

“Michele and I are on a journey, and looking back, we realise we have been on this journey our entire lives. Indeed, God has been using each experience to prepare us for His plan.”

Our Journey with God

I joined the Air Force straight out of school and worked in Avionics, later becoming a pilot. Michele worked as an outdoor adventure instructor and trained as a chef before joining the Air Force, where we met and later got married.

I developed a passion for helping people through aviation, finding Search and Rescue and Disaster Response missions the most fulfilling and rewarding. After MAF came to visit our church, flying with MAF was on my mind, however I couldn't see how we could practically do it, with our unfinished renovation, busy schedule at work and Bible College all seeming to be impassable obstacles. But where I saw impossibilities, God had a simple solution: COVID-19.

During the first lockdown I realised that my new job at Air NZ was about to come to an end, feeling lost and now with plenty of time on my hands, I looked to God for an answer.

He answered in a most extraordinary way, repeating, and confirming words from the Bible, The Word for Today, the newspaper, birthday cards and movies. I started journaling these words I was getting so I could refer back to them in the future. Even more astounding was that Michele was also being told the very same thing, but from different sources. This was such an emotional time as we compared notes each day realising that God had told the other person the same thing (but from somewhere else).

So how was COVID-19 the solution? Well, I was no longer busy at work for a start! And the timing was impeccable; I was able to enroll at Laidlaw in time for semester two. And after five years of my own striving and not much progress on the renovation, suddenly God removed the barriers and the work was done quickly. Today only finishing touches remain. Throughout the process, God has shown Himself strong, frequently demonstrating to us (often seemingly miraculously) that there will be enough (silicone, gib screws, food in the fridge, money in the bank etc.)

Our pastors at Calvary Auckland, who have both spent years on the mission field, have been hugely supportive.

They have prayed with us and for us during lockdown, providing advice and sharing their own experiences with mission, as well as Biblical teaching, which often feels like it is especially for us.

Our four children have been heavily on our minds as we know this is going to be a huge change for them. (Home-schooling, at least, will be a constant). We have gained some insights from reading books like "Third Culture Kids" and "Letters Missionaries Never Write", as well as speaking to people who have had firsthand experience. One way I have tried to help them understand what we are doing, and why, has been to pray from my heart with each of them before bed. The prayers often go like this "Dear God, thank you that You have a plan for us. Thank you that You know what the plan is. Thank you that it is a good plan. Thank you that You are in control. Amen." We often talk about how things will be different when we move overseas.

Since becoming Candidates in February, we have been full time in Ministry Partnership, preparing presentations and talks (quite unnatural and nerve-racking for us two introverts!), travelling from church to church, telling how God has been moving in our lives and inviting people to join with us on this faith journey, offering God our limited gifts and abilities, allowing Him to do more exceedingly abundantly than we could ask or think (Eph 3:20).

As we prepare to depart for South Sudan, full of both excitement and apprehension about the unknowns ahead. We are stepping out in faith, each day, choosing to follow Him where He is leading. We ask for your prayers and support as we know we cannot do this alone.



You are warmly invited

to a special MAF event on Friday 7 May with guest speakers Jonny and Glenys Watson

Glenys is a Mission Pilot in the Papua New Guinea programme, flying the Cessna 208 Caravan. She enjoys flying into bush strips in the mountainous and challenging terrain in the Highlands of PNG to help bring spiritual and physical transformation. Jonny contributes to the work of the Rural Airstrip Agency (RAA), helping maintain the many rural airstrips in PNG. Jonny and Glenys live in Goroka with their four girls. This is a fantastic opportunity to hear about their many experiences as missionaries with MAF.

Laidlaw College (Manukau Campus)
20a Amersham Way, Manukau.

Please note: free parking is available across the street after 6pm.

- Meeting starts at 7.30pm
- Incorporating a short AGM
- Relaxed "cafe-style" setting with refreshments
- MAF promotional items available for purchase



Benji doing radio interview by phone



Jess working on the model



Elliott with the Cessna 208

WHAT TO DO WHILE IN QUARANTINE?

What do you do while stuck for 14 days in quarantine on your way back to New Zealand? Well, if you are Benji and Jess Hunt, you use the time to build a small version of a Cessna 208 aircraft.

They were returning from PNG, along with their five-year old son Elliott, and enduring their time in MIQ at a hotel in Rotorua. Being the creative family that they are, they decided to build a replica plane to use as a prop during their planned trip around New Zealand to speak in churches, home groups and homes about their work in PNG.

As an aircraft engineer, Benji had a head start creating the scale replica. Using only the materials at hand; including wooden cutlery and some packaging, as well as craft tools and a hot glue gun they ordered online, the family set about building the plane from scratch. Benji was able to use his memory and find a few images online to guide his

construction. "I had no rulers or anything like that, so it was mostly eye-balled." He even used the hotel room hairdryer to shrink plastic bottles to the required shape for the aircraft's fuselage.

While in managed isolation, Benji also managed to hold a radio interview with Rhema media by phone from the hotel. His story was then published by Stuff, a news media company. (You can hear Benji's interview about his life and work in PNG on our website).

News & Updates

As banks phase out the use of cheques see how you can continue to support us

Ways to give:



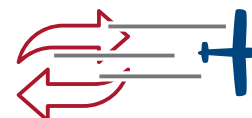
Pay by Internet Banking

By contacting the MAF office for your donor code to ensure a tax receipt



Pay by Credit Card

By calling the MAF office or via the MAF website www.maf.org.nz



Set up an Automatic Payment

By calling the MAF office for payment details

If you have any questions or need some more help, please contact us

0800 87 85 88 | info@maf.org.nz

Transform Lives With a Gift in Your Will

If and when the time is right for you to include a gift to a charity in your Will, please remember MAF. After you have provided for your family, a gift to MAF in your Will, whatever size, will make a real difference to the remote and isolated people. Many MAF flights are made possible by gifts left in Wills—and are a very important part of keeping MAF flying.

Chat to your Solicitor or, if you would like more information or a brochure, email us at info@maf.org.nz or go to our website: maf.org.nz/donate



WHAT!? NO ONLINE SHOPPING?!

Imagine living in a remote part of Papua New Guinea and trying to get hold of a Bible. There's no Amazon online shopping available nor a local bookstore.

In response to this, many of MAF's flights in PNG include a box of Bibles in English and Tok Pisin, the country's national language.

Pilot Glenys Watson, says, "In one month recently I sold over 500 items out of the box; Bibles, audio Bibles and small memory cards

with Christian resources and the Jesus film on it—as well as reading glasses so people can read the Bibles! It's really exciting to help provide access to the Word of God for people living in remote communities. It helps strengthen their faith. When we land at airstrips, people are coming up to

us and asking, "Do you have your Bible box with you?"

Glenys said, "The demand is high so I sometimes empty my box at the first airstrip I go to, then don't have any to sell at the next one".

Missionaries often spend a lifetime translating the Bible into one of the local languages—but there are more than 800 local dialects still to receive a dedicated translation.



Glenys with a Bible box in Guwasa in the Eastern Highlands
Photo by Timon Kundig

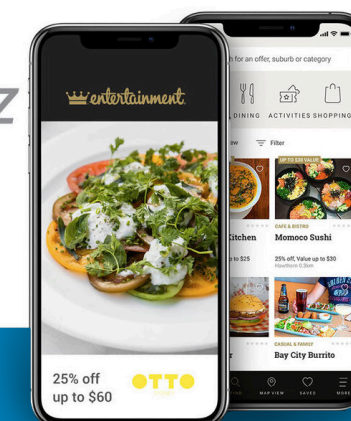
Support the world-wide work of MAF—and have fun doing it!

By buying the Entertainment Book you can help raise funds to support MAF's life-saving work in over 30 countries around the world—and have fun doing it! Order your new **all-digital Entertainment Book** for 2021 and receive hundreds of valuable offers for everything you love to do—and help MAF at the same time. Go to our website to sign up!



Support our fundraising!

Buy an Entertainment Membership today



FUNDRAISING WITH
entertainment

Join the Team



It takes everyone working together to keep MAF flying

From time to time, short-term opportunities become available to serve in one of our overseas programmes. These roles come about due to an urgent need. We currently have six such roles:

Human Resources Manager
PNG
12 months

Residential House Managers
PNG
12 months

Facilities Manager
Arnhem Land
3-12 months

Aircraft Engineer Training Specialist
Bangladesh
6-12 months

Teaching Support
PNG
12 months +

Flight Instructor
Mareeba
3-6 months

To find out more about how you could use your skills and experience, go our website.

MISSION AVIATION FELLOWSHIP



HR/RECRUITMENT VACANCY

Auckland or Tauranga Based

Mission Aviation Fellowship is seeking to fill a part-time paid position (15-20 hours).

The role includes the recruitment, preparation and training of Kiwis and their families for overseas assignments.

Contact CEO, Mark Fox
mfox@maf.org.nz

maf.org.nz

Merchandise

We are pleased to announce that you can now purchase MAF gear on our website! Get your polarised Moana Road sunglasses (with MAF logo), MAF coffee mugs, MAF caps and "Above and Beyond", a 256-page, full-colour hardback book capturing 75 years of people, places and planes.



TAKE OFFS & LANDINGS

FAREWELL



Mel Laird

After serving as a pilot with MAF for four years, most recently in Arnhem Land, Mel is moving on to the next stage of her work and life. We thank Mel so much for all the great flying she did and for her compassion and concern for the indigenous Yolgnu people. We wish her all the best for her future.



Godfrey and Glen Sim

The Sims served for many years with MAF in PNG. Glen's most recent role was a Communications Officer while Godfrey was the Church and Community Partnership Manager, a role in which he used his considerable language and cultural knowledge. Although Godfrey and Glen have officially resigned, they continue to promote and support the work of MAF as volunteers.



Peter and Avrienne Austin

Peter and Avrienne have spent much of their working life serving in missions in around the world. Most recently, they worked as Team Leaders at Tree Tops Lodge in Cairns, where they were able to complete significant projects to help develop the facility. They also provided hospitality to many who came to recuperate and rest. We thank Peter and Avrienne for their hard work and look forward to seeing how God uses them in the future.

WELCOME



Nick and Ruth Hitchins

Originally from Christchurch Nick has just completed a year of flight training and pilot standardisation with MAF in Mareeba. Nick & Ruth have three boys, Benji (15), Samuel (13), and Eddie (11). The Hitchins are excited to be serving with MAF and looking forward to starting their new lives in Timor-Leste.



Jonathan and Michele Pound

We are excited to introduce our latest Candidates. Jonathan (Jono) and Michele are currently in the process of raising their prayer and financial support. They are aiming to go to South Sudan in September. They met in the Royal New Zealand Air Force (RNZAF) and were married in 2010. They have four children, Abby (9), Daniel (8), and twins—Joseph and Benjamin (6). (They would love to share their story and vision in your church!)



Congratulations

We want to welcome Sharon who married Andy Campbell on March 6 in PNG. Sharon is originally from Wanganui and has been serving in PNG as a doctor. We wish them both happiness as they serve the Lord together in PNG.

THANK YOU FOR YOUR CONTINUED SUPPORT



Because of the Lord's great love we are not consumed, for his compassions never fail. They are new every morning; great is your faithfulness

– Lamentations 3:22-23



Bridget Ingham makes an early morning start for an Arnhem Land ferry flight

MAF is an international Christian aviation organisation serving around 30 developing countries to reach people living in some of the world's most isolated communities

Operating more than 130 light aircraft, MAF flies into 2,500 remote destinations, transporting essential medical care, food and water supplies, relief teams and church workers enabling physical and spiritual care to reach countless thousands of people cut off due to formidable geographical barriers, natural disasters and political unrest.

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