

VENTURING ACROSS EUROPE

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



Toussus le Noble - Paris, France

ONCE IN A LIFETIME OPPORTUNITY

Over the last year, this programme has provided so many moments that, when I look back, are just “once in a lifetime” experiences. Going up in a light aircraft for the first time, landing for the first time, the first solo, flying across Germany, flying my sister for the first time, and this is to name just a few.

More recently, I really did have one of these opportunities. In January, I found I was in need of dramatically increasing my hours, due to such bad weather that the Netherlands experienced over winter - yes, it is even worse there than here in the UK! In a bid to increase my hours and experience, I had a discussion with the Head of Training about the potential of flying from Teuge, NL to the south of Spain, to find some good weather for flying. Being open to the idea, Jeroen gave me some objectives to tick off during the journey, and approved the trip, as well as the hire of the aircraft (PH-JBH).

PH-JBH is a C172, so the same type as what I had trained in since day one, with one big difference. It has an AVGas engine, which means different power input controls and a significant reduction in range. In the diesels we usually fly, there is an approximate 6 hour range, whereas this AVGas only has a range of around 3-4 hours dependent on power setting. This meant that a new dimension was added to the planning of the trip, as well as the considerations in-flight too.

I came up with the following route, which would take 10 days with some scheduled days off:

EHTE (Teuge) - LFPN (Paris) - LFLU (Valence) - LFMP (Aix en Provence) - LELL (Barcelona) - LECN (Castellón) - LEAM (Almería) - LECH (Castelló) - LFMA (Avignon) - LFLC (Clermont) - LFAQ (Albert Bray) - EHTE

The first 3 parts of the journey went very smoothly, spending 2 nights in Paris with an old friend and I found myself on schedule in Aix-en-Provence, near Marseille. Setting off from here, I was bound for Barcelona following the coast around the Pyrenees. However, upon approaching the Pyrenees, the weather began to deteriorate and I found myself in an uncomfortable situation - if I continued I would be flying at around 1500ft above the sea with less-than-ideal visibility, over terrain that presented very little opportunity for precautionary or emergency landings. There was the option of flying “VFR on Top”, which is flying visually above the clouds but I had no guarantee of being able to get back down. Therefore, I quickly decided to divert to Perpignan (LFMP), which was about 5 miles north from where I was.

This is just one anecdote from a trip where I encountered so much and I could go on for hours/pages about all that happened - from more bad weather, to being followed by police down the taxiway. If you do have any further interest about it then don't hesitate get in touch. I also have a little video on YouTube, with some photos and videos of the trip, the link is below:



Pyrenees, Spain-France Border

The next 3 months

So over the next three months I have much to focus on:

- Study for the 13 ATPL exams (sat in three sets of 4, 5 and 4 exams respectively) - this is the big one, and will take much of my time and attention during the coming 6 months. I have a particular weak area in Physics, which is hampering the learning of Meteorology. Prayer for a new method of learning or revelation in the topic would be greatly appreciated; this is an exam that will be sat in January.
- First 3 exams (Meteorology, Instrumentation & Human Performance) to be sat during 21-23 May.
- Post PPL Assessment resit - following a disappointing outcome to my first sitting of this internal assessment, I now have the opportunity to take this again. Please pray for management of stress and for a sense of self-belief in these moments. This is to be sat in the first two weeks of June.
- Support raising - for this year end and the building for next year also.
- On a personal note - I have an ankle operation on Friday 26th April, in a bid to put an end to issues I have had over the last 6 years. This is the third, and hopefully final, operation to address cartilage issues I experienced over the last 10 years.

Prayer over these three points would be so appreciated. A lot of patience and adaptability will be required, both of which I could definitely do with improving.

I am so grateful to all who have contributed to my journey so far, through whatever means; I feel very privileged to have gotten to know so many of you even more over this time, and to have received the love and support from you all. I am still on a mission to develop this team further, and build a network over the coming weeks, months and years, ready for the field.

A message from MAF UK

We would love to welcome you as a partner with Josh as he trains to become an MAF pilot. Our organisation believes that everyone is called to mission; all to pray, some to go, and others to give (some all three). In this way we can all be participators in the Great Commission and receive God's blessing as we give back from the gifts he has already given us.

Having a team around him will give Josh the security and support of many people who will uphold him practically and spiritually throughout his time with MAF. If you would like to know more please contact adam.pope@maf-uk.org or visit Josh's page on our website to sign up to partner with him and MAF www.maf-uk.org/white



**“Wait for the Lord;
Be strong and take heart and
wait for the Lord.”**

Castellón, Spain