

UPDATE FROM THE NETHERLANDS

JOSHUA WHITE, MAF PILOT TRAINEE
JULY 2023

PRAYER
POINTS:

OVERVIEW

I AM COMING TO THE END OF 3 MONTHS IN THE NETHERLANDS, DURING THIS TIME I HAVE STUDIED FOR AND OBTAINED THE FIRST LICENCE OF THIS TRAINING SCHEME, THE PRIVATE PILOT'S LICENCE. THE GOAL IS TO OBTAIN TWO MORE LICENCES AND EVENTUALLY SERVE OVERSEAS FOR MISSION AVIATION FELLOWSHIP.

I HAVE MANAGED TO SETTLE INTO HILLSONG, A CHURCH IN AMSTERDAM, AND A CONNECT GROUP, BOTH OF WHICH I HOPE TO GET MORE INVOLVED OVER THE COMING MONTHS

I WANT TO THANK EVERYONE READING THIS FOR THE SUPPORT AND LOVE I HAVE RECEIVED SINCE BEING HERE, IT HAS HELPED NO END.



I AM STILL LOOKING FOR ANOTHER 20 PEOPLE TO GIVE BETWEEN £20-£40 A MONTH TO ENABLE ME TO REACH MY TARGET AND FINISH THE TRAINING. IF YOU FEEL YOU ARE INTERESTED AND WANT MORE INFO, THIS CAN BE FOUND BELOW AND DO NOT HESITATE TO CONTACT MYSELF OR ADAM AT MAF:

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FAST PROCESSING OF PPL
LICENCE BY KIWA ORGANISATION

FOCUS FOR UPCOMING ATPL
THEORY

FURTHER SUPPORT & AWARENESS-
RAISING IN THE NETHERLANDS AND
IN THE UK

BUILDING FRIENDSHIPS AT
HILLSONG AMSTERDAM AND THE
LOCAL CITY

FLIGHT HOUR-BUILDING
POSSIBILITIES

FURTHER DEVELOPMENT IN FAITH





What has happened over the last 3 months?

Upon moving to the Netherlands at the beginning of May, I had completed 7 of 9 theoretical exams, leaving me with the other 2 theory exams, radio telephony licence and practical check-ride to get through.

There was no settling in period - the day after I moved in, there was a 14 hour day scheduled including inductions, first flight and a radio telephony course. The rest of the first week did not slow down to say the least; flying 5 times in the first 5 days, along with extra studying and settling in, but what a week it was!



**"I am the vine;
you are the
branches. If you
remain in me and
I in you, you will
bear much fruit;
apart from me
you can do
nothing"**

JOHN 15:5

Over the next 5 weeks, I sat the remaining theory exams and obtained the radio telephony licence, whilst advancing with the practical training. In June, I was given a wonderful opportunity to join far-more experienced trainees on a flight camp to Germany, this really pushed my boundaries and skill, landing on challenging grass airstrips, with many a bump and hill representative of what my ECG will have looked like (maybe not as steep!)

Come the start of July, preparation for my practical check-ride began. This included completing my qualifying solo, a 150nm flight to a controlled airport and stopping at another - so I flew to Dinslaken/Schwarze-Heize and Münster Osnabrück International Airport, both of which I had not flown to before. Once this was complete I was ready for the final practical check-ride (exam). I sat this on the 7th July, which is the most stressful day to date. It involved a briefing with the examiners (which lasted 2 hours alone) and then a 2 hour flight; and they did not give the game away. They left no stone unturned, grilling me on every antenna on the aircraft to which they received a barrel of "I have no idea" 's in return! Convinced I was failing and constantly praying for calm and to stop over-thinking I managed to clear my head, and carry on. Once back on the ground, I started my post-flight procedures and moving the aircraft into position when I hear: "Before we do that, may I just..." - the pause felt like an eternity - "...congratulate you!" WOW I have never had such a wave of relief come over me! We then debriefed, where I knew they would have lots to work on but it was a great, constructive conversation, and with that the first stage of training had been completed.

Next up: Airline Transport Pilot's Licence (ATPL)