



Flying Mission

-Flying Together-



The Month of the Block Machine



Present & future FM bases in Zambia

The Flying Mission Zambia (FMZ) base at Chilongolo hosted training for the new Hydraform block machine during the first week of October 2006. Eleven of the fifteen Zambian trainees came from Macha Mission, one of our partner organisations. A second

week allowed them to perfect their new skills. Two weeks later, another team arrived from Macha to join our workers in learning how to build using the blocks they had made. In November, Roger Green (Projects, FMZ) trailed the block machine to the little village of Macha, 70 km off the main road between Lusaka and Livingstone. It took 7 hours to get there, and it created quite a buzz when it finally arrived! There had been a graduation ceremony for the trained men so everyone knew about this wonderful machine which will speed up the planned building projects.

The first assignment for the blocks is the building of a Christian School at Macha to serve the staff of the Mission Hospital and Malaria Research Institute. This machine opens the door for the love of God to be expressed in practical ways here and in the surrounding mission communities served by Flying Mission. The trainees reported that the best time during the training was the evening Bible Studies. The Word of God, stronger than any earthly building, stands forever.

Personnel News

Bryan Wilson is now heading up the Flying Mission Zambia team as Managing Director.

The **Breuningers** have moved on to serve with their sending organisation, Liebenzell, in helping build a school at Chingola, Zambia. We wish them all the best in this endeavour.

Rick Rempel married Tracey Croll on 6 January 2007. Rick and Tracey are on long leave and Rick is working on getting his aviation mechanic's licence.

The **Lott family** has been serving at the Mukinga base in Zambia and moved to the Chilongolo base near Lusaka in January 2007 to join the team there.

Graham Crawford served for two years as a short-term IT Assistant with Flying Mission. He finished his term of service on 21 November 2006 and is seeking the Lord's will regarding future service.

Dan (pilot/mechanic) and **Shirley Shenk** joined our team in Botswana in July 2006.

History of Flying Mission



Flying Mission began as the vision of Dr and Mrs Malcolm J. McArthur, who perceived the great advantages of air transportation in assisting medical and mission work in the remote areas of Botswana. For 26 years, Flying Mission has flown

hundreds of medical emergency flights, providing sick and injured people transport to major hospitals for life-saving medical care.

The Flying Mission logo was designed using the blue, black and white colours of the Botswana flag. The motto was based on the instructions of Jesus Christ to "Go . . . preach . . . and heal" with the aim as stated in John's Gospel, "that people may have life and have it more abundantly."

Flying Mission's HIV/AIDS Ministry, established in 1999, facilitates, enables and partners with local Christian organisations in projects such as orphan care, home-based care, counselling and prevention.

The Aircraft Maintenance Engineering School, opened in Botswana in 2004, aims to provide training for maintenance engineers in the southern African region.

The Aviation Department serves the mission, church, medical and business communities by providing a flight and maintenance service from one base in Botswana and three bases (by July 2007) in Zambia.

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Flying Mission is registered as a society in Botswana, a non-profit corporation in the USA and as a charity in the UK (Charity Number 1114919)



Wilson family



The Rempels



Lott family



Graham Crawford



The Shenks

Surviving a Bird Strike



Pilot Tim Schubert with the vulture that hit his plane

I was flying passengers in the Okavango Delta in northern Botswana - one of many such flights. After picking up four passengers at a remote airstrip, I climbed to cruising altitude and got set for

the 1 ½ hour flight. About 20 minutes into the flight, I had to change radio frequency, and when I looked up again, I saw a big bird right in front of the plane. I immediately turned sharp left to avoid it, but the bird hit straight into the windscreen of my Cessna 206. The windscreen shattered under the impact of this heavy vulture and pieces hit my chest and face. A horrendous noise from the engine and wind filled the cockpit. The passenger next to me tried to help get the vulture off me and the flight controls, but one of its wings was hanging out the window. I pushed the bird aside so I could move the controls freely.

We were now about 8 miles from the nearest airstrip. I turned towards it and tried to assess the damage to the cockpit. My headset and sunglasses and some of the instruments were ripped away. The passenger behind me and I were covered in blood, but everyone seemed to be relatively calm. Although the engine was running normally we kept losing altitude and 2 miles from the airstrip I knew we would not make it there. I looked for a suitable landing area and headed for a flood plain. I set up for a normal landing and shouted to the passengers to hold on. As soon as the main wheels touched the water, the nose dug into

the water and the plane flipped over on its back. Water rushed into the cabin and I thought, That's it. We're going to drown. After the plane stopped moving, the front passenger and I lifted



Retrieving the plane wreckage

our heads out of the water and unbuckled ourselves; I helped the passenger behind me to unbuckle and we all climbed out though the side window.

The water outside was only about knee deep. After examining everybody, we realized that no-one was seriously hurt. We climbed onto the belly of the aircraft and I assured the passengers that help would come, although I was unable to send a distress call.

All aircraft are fitted with an ELT (Emergency Locator Transmitter) which sends a signal automatically if a plane hits the ground. I explained that FM had installed the newest type of ELT which pinpoints the plane's exact location via satellite and sends it to a monitoring facility. This facility notified FM in Gaborone to enable them to do a search and rescue.

After we all calmed down, I asked if anybody would mind if I prayed. There we sat, on aircraft wreckage in the middle of the Okavango Delta, thanking God for His protection and love. After I finished, I said to them, "I believe that God has a plan for each one of us; otherwise we would not have survived."

I treated some minor wounds on one of the passengers and after about 1 ½ hours, help came. What a sight that was: a helicopter came and landed right next to the plane and carried us to safety. Three days later I read in my devotions from Psalm 91:11-12, "For he will command his angels concerning you to guard you in all your ways; they will lift you up in their hands so you will not strike your foot against a stone." What an amazing God we have!



Personnel Needs

• Aviation Engineer/ Trainer

Aviation Mechanic with Airframe & Powerplant licence/equivalent with minimum 3 years' experience to train nationals in maintenance school. Required to serve for minimum of 3 years. Needs full set of engineer's tools.

• Development Manager

Fund-raiser & strategic planner with experience of commercial and charity worlds to help shape our operations.

• Aviation Engineer

Aviation Mechanic with Airframe & Powerplant licence/equivalent with minimum 3 years' experience to do aircraft maintenance, servicing, repairs. Needs full set of engineer's tools

• Short-term IT Assistant

Assistant to work with IT Manager diagnosing problems, repairing desktop computers and networks, installation and configuration of software.

Note: All positions are based in Gaborone, Botswana. Applicants will need to raise their own financial support.



Chief Engineer Jeff Royce with two AME school students

Discipleship Ministry



Giving out children's Bibles

Flying Mission is committed to Jesus' command to make disciples and to teach them to obey everything He has commanded. Many African church leaders are committed to

preaching the gospel and bringing people to Christ but often lack the training and resources to nurture new believers. This need is critical if new Christians are to grow in their relationship with Christ and go on to maturity. Flying Mission's strategy is to provide discipleship resources and training for church leaders who will then be responsible for this in their own churches.

Peter Shaw joined our team as Discipleship Trainer in October 2006 and is now working to develop this vital ministry.



Peter Shaw

One important Discipleship Ministry outreach is the annual distribution of Bibles at the Princess Marina Hospital in Gaborone. About 500 English, Setswana and children's Bibles were distributed to patients on Boxing Day, 26 December 2006. Ongoing support is needed to enable Flying Mission to continue to provide the necessary discipleship resources and training.

Botswana Projects

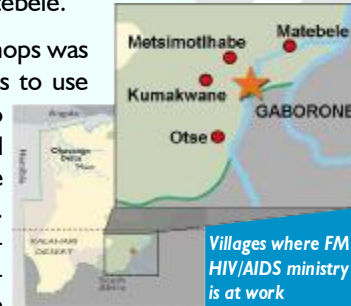
HIV/AIDS Ministry, Botswana

Flying Mission invites you to help meet the great needs of our associate and partner's projects involved in caring for Orphan and Vulnerable Children (OVC), as well as people infected with and affected by HIV/AIDS, especially those supported by Home Based Care (HBC). You can help feed orphans and vulnerable children, provide children's winter clothes, fund Early Childhood Development training for preschool teachers, sponsor a HBC volunteer, fund a minibus/van for transporting children to day care - and more. **Contact us at hivaidsmistry@flyingmission.org for further information.**

Income Generation Project

During June and July 2006, a visiting artist from the UK assisted our Capacity Building Coordinator, Roberta McAvoy, by doing skills training with young People Living With AIDS (PLWAs). A workshop on painting and crafts was held at the Day Centre in Otse for these young people, together with youth from the local paper-making factory. This factory provides employment opportunities for young people in the village. (See map for location of village) Workshops were also held with other groups, like the children at the Thuto Day-Care Centre for orphans and vulnerable children in Matebele.

The aim of all the workshops was to encourage participants to use their creativity and to develop skills that will enable them produce good art and craft work. A tribute to the new-found skills of the home-based care volunteers in Otse is the "Alleluia" banner which they made, and is now hanging in the chapel at the Day-Care Centre. Roberta continues to source people with various skills to teach crafts and art work to young people living with AIDS in Otse, with the hope that they will be able to start small businesses and sell their work.



Villages where FM's HIV/AIDS ministry is at work

Orphan and Vulnerable Children (OVC) Ministry

Flying Mission assists local partners such as Tumelong Day-Care Centre in the village of Kumakwane. The centre plays a crucial role in the community as it caters for orphans and vulnerable children with its preschool programme, as well as a feeding programme for school age children. Tumelong also provides HIV/AIDS testing and counselling services for the people of Kumakwane. A recent success of this partnership is the relocation of the Day-Care Centre to new premises. The move from a small, cramped house with two rooms, to a five-room centre with running water and better toilet facilities, has been positive for both the staff and the children and has seen the number of children attending increase from 89 to 150.



Children in front of the New Daycare Centre

Life as a Short-Termer



Nicole

During my year with Flying Mission's HIV/AIDS Department, I found the time spent with the children at the Tumelong Day-Care Centre in Kumakwane very rewarding. Giving them love and attention gave them joy and their laughter often cheered me up! I also enjoyed doing home visits with home-based care teams in the villages of

Metsimothabe and Otse (see map under 'Income Generation Project'). In these homes I saw people surviving on very little. I learnt about their way of life, difficulties and joys. I saw fragmented families, orphaned children and people battling with HIV/AIDS. However, seeing young people beginning to live positively, even with the virus, and teenagers building abstinence clubs, gives hope. It is a small sign of change in this nation - a nation that needs our prayers! My time in Botswana wasn't always easy, especially in the beginning, but I learned to trust God and accept that He leads in different ways. I learned to focus on serving the Lord, the mission and the people, locals and missionaries, rather than fulfilling my professional ideals. This year was very challenging and I gained valuable experiences and made special friendships.

For more information on becoming a short-termer with FM, please contact hr@flyingmission.org

The AME School



AME students working on a practical project

Flying Mission's Aircraft Maintenance Engineering (AME) School opened in 2004. Two students completed the two year training course, graduating in 2006. Both secured employment even before completing the training. Since then, the school has received over 200 applications for the next course.

Chief Instructor Ken Baerg and part-time assistant Thabo Tshinangwe selected 6 applicants; however, only two were able to acquire the necessary funding for the course. Ken Baerg is now working with Margaret Russell (AME Administrative Assistant) on a process which they hope will lead to government funding for AME students.



AME students and instructors

For more information on the AME School, contact Ken Baerg at: ametraining@flyingmission.org (See also Projects section, on the AME hangar project.)

Botswana Projects

• The AME Hangar Project

For the past year, the Flying Mission Aircraft Maintenance Engineering School has been operating out of a hangar offered by two Christian businessmen free of charge. However, their hangar must now be sold, as a package with their two aircraft. When the FM Board was offered first refusal on this hangar package they saw this as an ideal opportunity to secure a permanent home for the school and provide aircraft that students could use for practical work.

Flying Mission is therefore looking for partners and donors to assist in the purchase of this structure, located only 100 metres from the main FM hangar. This opportunity is of vital importance for the future of the Flying Mission Aircraft Maintenance Engineering School.

To receive a copy of the project proposal, please contact Ken Baerg at: ametraining@flyingmission.org

• The King Air Project

In December 2006, Flying Mission acquired a Beechcraft King Air C90 aircraft. This aircraft is being used, on referral by doctors at Government clinics where there is a medical emergency, to transport patients to life-saving care at the referral Government hospitals.



The FM hangar's newest addition

Funding needed for: the King Air aircraft; an upgraded stretcher system and equipment; aircraft spares; upgrade training for flight and maintenance crews. Contact FMS on: hangar@flyingmission.org for more information.

Zambia Projects

• Buy-A-Block Campaign



Flying Mission is currently raising funds to pay for the building of missionary housing and a large, permanent hangar in Zambia to further the mission and medical work being done in the area's remote regions.

The Buy-A-Block programme is an exciting way to get involved in this building project. For just US\$10 you can buy a block to go toward the construction of these buildings.



Block machine training in Zambia, October 2006

Visit www.flyingmission.org for more details on this and other Flying Mission projects in Botswana and Zambia.

