

December 2020

# IVI&IVI FLIGHTRECORDER



Christmas News from  
Mathias & Mandy Glass

No 52

## DEAR FRIENDS,

Christmas 2020 without Christmas markets in Germany. You are probably missing something too. This year we have had to do without a lot of normal things, and yet it can still be Christmas in our hearts and we can perhaps experience a little more with Joseph and Mary that their first Christmas was absolutely not normal - yes, rather challenging and in retrospect nevertheless very wonderful! Christ the Saviour is here! We wish you and ourselves this perspective this Advent and Christmas season!

Do you still sing Christmas carols? The articles in our Christmas newsletter may motivate you to hum their melodies again. The lying eight symbol will take you to the mentioned song on Youtube.

Thank you very much for your loyal interest in our well-being and our work here in PNG. Thank you for every prayer and every euro, every message that you invest for us!

Together we are making a difference for the people of Papua New Guinea!!

*Mathias & Mandy*



## "SILENT NIGHT, HOLY NIGHT" ∞

**Sometimes, we need to stop and pause and meditate**

What our engineers do in the above picture we should all do regularly with our hearts and lives in general. Stop, pause, clean and meditate and PRAY!

And that's exactly what we as MAF PNG are doing twice a year. We close our flight programme around lunchtime and gather as a team to pause, meditate on a certain topic and pray for all our programmes around the world. In doing so, we are joining the global MAF International family on their Day of Prayer.

November's theme was THANKFUL.

The Bible verses for this theme were 1 Thessalonians 5:16-18:

"Always be joyful. Never stop praying. Be thankful in all circumstances, for this is God's will for you who belong to Christ Jesus."

In preparation for this day of prayer, Mandy was out with the camera and met many grateful staff in our MAF PNG team. [HERE](#) you can watch the video.

Being thankful changes perspective and lifts the mind. We invite you to join us. Take some time off, take a break, think about THANKFULNESS and praise God for who he is and what he does - in your life, in your country, through mission organisations like MAF - despite the global pandemic.



Our  
Amazing  
Engineering  
Team!



# "GO, TELL IT ON THE MOUNTAINS" ∞

The adventurous journey of some exam papers and a teacher over the mountains of PNG...



November 6th, 2020. Late in the afternoon, Mandy receives a text message:

"Hi Mandy, maybe i will get to Hagen 2moro. Would u mind booking me hgn to wwk sunday airlines png if flight. spare bed? thx G"

As my phone was stolen last year, I lost many contact numbers, but I knew this message came from Glenda, our teacher friend at Tekin. Presumably, the weather was bad and MAF couldn't fly her to Wewak as planned.

Writing a text message was Glenda's only means of communication, "Facebook down, no internet, no voice call, only text," she texted later.

Sure, we're happy to help! However, paying for the online booking just didn't want to work on this Friday evening. After several attempts we gave up in frustration and went to bed.

Mathias had to fly the next morning too, because his flight day on Friday literally fell into the water as well. After breakfast, he checked his flight plan for the day and discovered that his colleague Paul would fly directly Mt Hagen-Tekin-Wewak. So, Glenda didn't need the PNGAir flight after all! How good that the payment didn't work!

Just a shame we wouldn't see Glenda. We have known her for more than 10 years and some of you will probably remember one story or another in our Flightrecorder featuring the secondary school in the misty and remote valley of Tekin...

Ten days later, Mathias met Glenda in Vanimo. Vanimo is the provincial capital of the West Sepik Province, in which Tekin is located. All the grade 8, 10 and 12 exam papers of the various schools in the province are centrally controlled and assessed there before the results are reported to Port Moresby. For years, Glenda has been part of the marking team there.

We were in Wewak for 4 days that week so that Mathias could do a check to line flight for another pilot, Andy, and introduce and/or consolidate him on more routes and airstrips in the Sepik provinces. Andy's check flight took Mathias and Andy from Wewak via Telefomin to Vanimo. After a successful check flight, Ludmer, the team leader of MAF Wewak and Mathias provided Andy with some new wings, that is to say, they attached the epaulettes with the four captain's stripes to his uniform shirt.

For us it is always nice to visit Wewak, our old home on the Pacific coast! The MAF base team of three, Ludmer, Jacob and Joel, has not changed in 10 years!

The next day Glenda wrote to Mandy: "It was a nice bonus to see Mathias and Andy when I dashed down to collect the papers that came very late from Telefomin. Fortunate that Mathias and Andy managed to bring them as we got them all marked and entered yesterday and our close-up is today! Well done MAF!"



Glenda continued: "Did I tell you that the Sisamin headmaster was bringing his students' answer sheets up to Tekin for me to bring with me. The OK Om [river] was flooded so he made a little balsa raft and put the papers on it with his own Bilum. Put his hands on the raft and kicked hard propelling himself and the raft across the river. The water surged and he lost his Bilum with his mobile phone in it but the papers were OK! Just a little bit damp at the corners. He got them up to my place by walking in the night and you know the story of plans A, B and C that finally got me to Wewak and on to Vanimo. This is PNG!"



## "LIGHT OF THE WORLD" ∞

### A special service to brighten up remote communities

"Don't forget the ten solar lights in Malaumanda!" Ludmer, MAF Wewak's team leader, said to Mathias as he carried the packs to the plane.

While Mathias and Andy landed in Malaumanda during their training week, they delivered the pre-ordered solar lights and received orders for 5 more.

Wilfred Knigge, Senior Pilot in Wewak, shares some information about these Fosera solar lights (made in Germany!), which he gets from CRMF Goroka:

"Selling these solar lights is a private initiative that I took over from a colleague.

People are really excited about these flashlights. They are of good quality. They help them to be out and about in the dark, to charge their cell phones or simply to have a light for reading/ sitting together.

The demand is incredible! Every time I am surprised that more people want to buy them. At a lot of airstrips I thought I had sold enough to satisfy demands, but then people remind me that I only carry 5 each day... I've sold 370 units in 2020 so far and 70 are available at the moment. So who knows what the total over 2020 will be."



## "JOY TO THE WORLD" ∞

### A joyful experience: to take a seat in the cockpit

This is Matthew, our MAF Agent at Tsendiap. For more than 20 years he has been faithfully greeting our pilots with well-prepared load manifests and giving weather reports via HF radio or mobile phone.

Since the pandemic hit and MAF has been undertaking the overall airstrip surveys, he has only seen the MAF plane land at Tsendiap 5 times since March. But he's grateful that his airstrip has passed the survey and is open for MAF's operations again.

Normally, Tsendiap receives a lot of flights from MAF enabling them to have supplies for health and education, building projects and local stores flown in and passengers travelling; this is also thanks to a subsidy scheme by their MP Wake Goi.

Having had the chance to sit in the pilot's seat and knowing the prospect of more regular flights put a big smile on Matthew's face.

## "O COME ALL YE FAITHFUL." ∞

### The need and the search for competent employees

When I hear this Christmas carol, I think of the missionary work among the locals who live in remote bush villages. The social and technical development in PNG has a rapid pace and many people in the bush are overwhelmed trying to reconcile their previous lifestyle with the modern. Wisdom is needed and support, as well as well-trained and reflective-thinking pastors, teachers, health workers.

At the weekend we are invited to the festival service with the blessing of the Bible School graduates in Aviam. We hope that this Bible and character training has left its mark on their lives and that they return to their villages well equipped.

And I am thinking of MAF PNG. Our flight operations are subject to strict safety requirements and regulations from the aviation authority, which is constantly issuing new rules, including in the context of the corona virus pandemic. In order to meet the growing flood of requirements, we need more qualified staff.

Where should these employees come from? From the exhaust pipe of the Caravan I only hear my own echo.

I still think that flying from the MAF cockpit is one of the best and most varied jobs in the world! I just don't get tired of looking out the window! :) And there are still vacancies that want to be filled with motivated people ...

"O come, all you faithful colleagues!"



Give us a caption!

### THANK GOD WITH US

- ▶ that our colleague, about whom we wrote in the last Flightrecorder, has received his medical clearance to fly and is now available again as an experienced pilot for MAF PNG
- ▶ that colleagues are returning to PNG every month and our team here is growing again
- ▶ that our planes were in the air more hours than predicted at the beginning of the Covid-pandemic - and the people in the bush villages are so grateful for it!
- ▶ that we are healthy

### PRAY WITH US

- ▶ for preservation while flying in the rainy season that is now beginning and is predicted to be intense
- ▶ for a stable political and economic situation in PNG
- ▶ for the many Bible students who are graduating, that they serve as good and faithful followers of Jesus
- ▶ for the hiring of new local employees as traffic officers and avionics aircraft engineers



# "WHAT CHILD IS THIS" ∞

## The human pilot - Our annual pilots' meeting

As every year before the start of the big rainy season, there was a MAF PNG pilots' meeting this year. This year the focus was on the pilot as a human.

William Nicol, MAF International's Aviation Director and currently supporting the PNG programme in the role of Deputy Crew and Training Manager, wrote in the lead-up to the pilots meeting:

"We want to reflect a little on what it means to be a human pilot and what this means in terms of how we should see ourselves and how that should influence strongly the way we operate not just as individuals but as a team. We hope to make the training relevant, practical, simple and engaging. The key thrust is our reflective moments where we would like to look at what it means to be the Human Pilot and address the right attitudes to achieve that and draw in the Aviation Department instructors to help us reflect on how growth occurs".

In addition to many theoretical units and written tests, there were practical emergency exercises: the correct use of a life jacket and the smoke flare as well as various fire extinguishers. An accident scenario was simulated in two groups and the crew had to evacuate the passengers safely.

Mandy, in her role as MAF PNG's Communications Officer, took the opportunity to "line up" all the pilots for some group photos. This year it was particularly challenging because of the Covid-19 regulations: either they had to wear a mask or keep a good distance ... and for fun she gave them some Christmas decorations ...



In our last Flightrecorder we asked whether Mathias as a pilot is a macho, impulsive, anti-authoritarian, invulnerable or resignation kind of type. Thank you for your assessments, which usually did not contain any of the adjectives and rather praised Mathias' accuracy and professionalism. The above properties can be determined in a test procedure and serve more to raise awareness of how a pilot reacts in stressful situations and where there may be moments that can potentially be dangerous for him. It should be noted that no pilot has just one of the above characteristics, but always a mixture of all of them. The most dominant characteristic of Mathias is resignation. That means Mathias does not push too much, but rather gives up, when the flying gets harder. Or in other words, when dark clouds pile up and the fuel in the tank gets lower, he confidently relies on the fact that he is never alone and that a strong God is at his side to help.

### STAY CONNECTED

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