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M&M

FLIGHTRECORDER



Newsletter  
Mathias & Mandy Glass

No 66



Typical scene in Mougulu: Many people are at the airstrip to see who and what is arriving and departing.

## DEAR FRIENDS,

**«Be strong and courageous and do it. Do not be afraid and do not be dismayed, for the LORD God, even my God, is with you. He will not leave you or forsake you, until all the work for the service of the house of the LORD is finished.» 1 Chronicles 28:20**

Great words from a father to a son in the great task of building the temple of God. Encouragement is needed, along with all the management skills and technical understanding...

We are not building God's temple these days, but we are still building God's kingdom and we need encouragement and people to cheer us on.

For many people in the bush, our MAF pilots are the heroes. When we go to church services, MAF is often specifically mentioned as a good service provider and true caregiver, even in the Facebook comments that Mandy is always allowed to read on the MAF Papua New Guinea page. MAF pilots also often receive fruit as a token of appreciation and encouragement.

But for us, the real heroes are often the people who are called to serve in remote areas as health workers or teachers, giving up the comforts of city life to give people in remote communities a better future. We report on some of them in this Flight Recorder.

It is encouraging to see the younger generation inspired by these heroes and wanting to emulate them.

This is what PNG really needs: People who build God's kingdom and use their gifts and abilities to invest in people in a very practical way.

You are heroes to us too! You love us, you "follow" us on our flight recorder, on Facebook or Instagram or YouTube, you send greetings via WhatsApp or email, you support our ministry at MAF

here in PNG financially. All of this is like the fuel for the MAF planes: without it they wouldn't take off and without you we couldn't do what we do. So a big thank you to all of you!

*Laikim yupela!*  
**Mathias & Mandy**



# A DREAM COME TRUE: USING PLANES TO HELP PEOPLE

**An in-flight conversation with Mathias highlights the impact, challenges and needs of MAF's air service in Papua New Guinea. A story by Matt Painter.**

The Cessna Caravan is cruising at 10,000 feet above the Southern Highlands. Pilot Mathias Glass holds the control yoke with his left hand, pointing the aircraft's nose southwest. The valleys below are shrouded in morning cloud cover, above which several clear peaks are visible.

"I can see Mount Bosavi in the distance," says Mathias. "Just the head sticking out of the clouds... And I can see Mount Sisa, and that is generally a good sign. That hopefully means that we don't have to deal with thunderstorms and buildups so soon."

"Today we are flying straight from Mount Hagen to Mougulu. We are carrying frozen food for the boarding school there that has 200 kids. Because Mougulu is located in the lowlands, there are not many vegetables growing because of the heat and the climate. So, most of the food for the school is actually flown in from the highlands.

"Also on board we have a radio technician from MAF Technologies, and he will install a radio in Honinabi.

"Communication is really important. There are no roads in Honinabi. There is a mobile network, but occasionally the mobile network fails and then you have only got a high frequency radio to communicate from one bush location to another, or to a booking centre. If the bush location has got an urgent medical evacuation for a patient, they could call us, and we could arrange a flight as soon as possible.



"The most challenging thing about flying here are the highlands. PNG has got a central range from the Southeast to the West, with mountains up to 4000 metres and deep valleys, and they produce a lot of clouds, and thunderstorms in the afternoon. Navigating low level in light rain with reduced visibility is the most challenging thing I've done in mountainous areas. You need to know how to read your map, and you need to know how to identify the correct valley before you enter it. You need to have a back door open, because if your plan does not work, you have got an option.

Mathias has been serving with MAF in Papua New Guinea for over eighteen years.

"I am here because I always wanted to use planes to help other people. And when I heard about MAF, a dream



came true. I can fly planes, which I really enjoy, while helping others, which I enjoy as well.

"The biggest need for MAF in Papua New Guinea right now is pilots," Mathias said. "They could be out flying, helping the people in the bush, doing medevacs, flying building materials, helping the church, Bible students or maybe pastors.

"We are just waiting for God to send us more pilots. This is my prayer. And I do know that God can answer prayer in miraculous ways."

Scan this QR Code to jump into the cockpit with Mathias.



## CARGO BRINGS CUTTING EDGE TECHNOLOGY

**MAF delivers 364kg sawmill, enabling isolated community to build essential infrastructure projects**

When I flew the 364kg Walkabout sawmill to Wetap, I knew this flight would make a difference. Not ordinary cargo, not consumables - but something the community could use for years to come.

The project was initiated by the people of Wetap and funded by the district. The sawmill was bought in Mount Hagen, driven to Tari and loaded into our Cessna Caravan.

I have flown sawmills before in the Twin Otter, but never in a Caravan. The loading space is tight, the individual parts

bulky—everything had to be well secured so that nothing slipped during the flight. It was challenging, but rewarding.

Shedric, who organised the project, flew with me. On the first flight we brought him, another passenger and food. On the second flight, I had the sawmill on board, but no passengers due to the bulky freight and needing the whole cabin for it. When we landed, the people were crowded around the airstrip, full of anticipation.

Wetap has no road access, but will soon have new school buildings and a new health centre—because the people can now cut their own timber. The sawmill is already up and running.

I am grateful to have been part of this. Flights like this remind me why I am a missionary pilot.

With this QR Code you can join the flight to Wetap and land on this 400m short and 11% steep airstrip.





# THE REAL HEROES LIVE, TEACH, LEARN & WORK IN THE RURAL AREAS

## Four heroic stories

After the annual pilot meeting, where Mandy was also present with her camera, she went straight to Mougulu for a long weekend. To be present as a MAF representative but also to document the graduation ceremony of the very first twelfth graders of the new secondary school founded there in 2020. She met impressive people again and got to know new ones, compiling impressive reports and videos.

### A story about hope, the future, education, responsibility and community

The first graduates of Mougulu High School are looking to the future with ambition. Their goal is to use the skills they have acquired and the career paths they are after to help their home community and have a positive impact on their surroundings.

MAF flights enable the school to fly in teachers, building materials and equipment as well as food, making local education possible in the first place.



### A story of compassion, ingenuity, perseverance, community and hope

The Mougulu health center lay in darkness. A baby was struggling to survive - desperately in need of an oxygen machine. But without a reliable power supply, his life and the lives of other patients were in grave danger.

"A baby almost died in the clinic last night - it desperately needed oxygen," reports Sally Lloyd, who has lived and worked as a volunteer among the Bedamuni people in Mougulu for many years.

The only hope for a permanent solution: a MAF flight with a skilled electrician on board.



### A story about pain, courage and hope

Babra's life was in danger during the birth. Without a doctor and with her baby in a breech position, the head nurse, Sister Sini, fought for Babra's life all night. "It's really painful when we do our best, but ..."

At dawn, an emergency medical flight was called in to MAF. Unfortunately, the baby could not be saved - but Babra's life could.

Mandy captured these intense hours and spoke with Sister Sini 3 days after the medevac.

You can read the story and watch the video if you scan this QR Code.



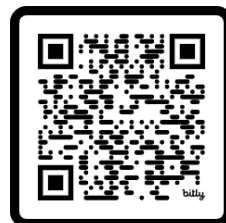
### A story of dedication, challenge and hope

Titus Yabua is a dedicated health worker with a clear mission: he wants to change his people's awareness of illness and death.

In his remote health post at Dodomona, where there's no road access, he struggles daily with challenges such as a lack of equipment, long distances and medical emergencies - but he is not alone and the airstrip his way out.

"Without the support of MAF, we wouldn't be able to save many lives," says Titus.

This QR code leads you to his story and a video.



### Thank God with us

- ▶ for all those who are working for a better future in Mougulu.
- ▶ for 3 new aircraft that MAF in PNG will receive this year, one just was inaugurated by King Charles (the QR code will take you to the video)
- ▶ for 3 new pilot families that we are expecting this year. One pilot arrived in March.
- ▶ for successfully passing the aviation authority test flights, giving 6 pilots, including Mathias, new skills.
- ▶ for a car that will be available to us free of charge for our stay in Germany.



### Pray with us

- ▶ for safety in flight operations.
- ▶ for good health for us and the entire MAF team.
- ▶ for the preparations for our home assignment in Germany.



# GERMANY, HERE WE COME! Will we see each other?

## A first rough overview of when we will be where

We will be back in Germany in the second half of the year. We are looking forward to spending time with the family, resting and recharging our batteries and seeing many of you again. Here is a rough plan of where we are open to requests for dates. We will publish our schedule in our next Flight Recorder, by the beginning of July at the latest.

But this way you can already see in which parts of Germany we will be when... However, the whole thing can still shift a bit...

If you would like to invite us, please let us know immediately so that we can see what we can and can't realise. .

July 9-16	Arrival, doctor's appointments, family time in the Black Forest
July 17-26	Golden wedding of and vacation with Mandy's parents
July 27-August 1	Wetzlar & surroundings, visit MAF office in Siegen
August 2-10	MAF flight school & office in Teuge, Netherlands & a few vacation days
August 11-21	Horb a.N. & surroundings
Aug 22-26	Visiting friends in Bavaria
Aug 27-Sept 15	Lengefeld Erzgebirge & Dresden
Sept 16-22	Vacation
23 Sept-8 Oct	Southern Germany, online course, medical appointments, church retreat CG Karlsruhe & family time, departure to PNG



Dear friends in the north of Germany, you can see that we won't be able to make this detour to you this year. We are sorry about that. But perhaps you can make your way to us in the middle of Germany? Or can we connect you live to one of our mission presentations? We have a few ideas...

## UPDATE FOR ALL BRIDGE BUILDERS!

### Air bridge or suspension bridge

At the end of March a year ago, the MAF agent in Mengamenau received a Medevac request: Samarie was in the village with twins, baby Jared was still attached to the umbilical cord as the placenta had not been delivered. The raging Yuat River blocked the road to the hospital in Megau. Three days later, the MAF agent, who is also the twins' grandfather, managed to mobilise the village and cut the grass on the airstrip. The weather was right, a pilot was available and the mother and children were flown out. Jared died shortly afterwards of sepsis. The twin girl, Sanda, stayed with her mother in the Kompiam clinic for three weeks, then returned to the village. Sadly, Sanda died shortly afterwards of pneumonia - again, the river was insurmountable.

#### [Watch their story on YouTube.](#)

A bridge-building project became a sign of hope. But after a year, it became clear that the project was bigger than expected. The extreme isolation, the narrow valley, the inflation and devaluation of the PNG currency, and the lack of experience in building bridges in such conditions have pushed the cost up to over US\$ 500,000 - far more than the original estimate of US\$ 200,000. Part of the total cost is for MAF airfares for construction materials and personnel.

"We need a dedicated, knowledgeable team - and more prayer, wisdom and financial support than ever," writes Dr Camy Thomas, who initiated the project and works as a dentist in Kompiam.

Thank you if you can help and become a bridge builder through this [Go-Fund-Me-Page](#).



### STAY CONNECTED

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