



## ANNUAL REPORT 2020

MISSION AVIATION FELLOWSHIP INTERNATIONAL





# VISION & PURPOSE



Medical staff transfer a patient to the waiting ambulance in eastern DRC. Credit: Jacob Steentoft

## 2020 IN NUMBERS

60 ✈️  
AIRCRAFT

🌍 539  
DESTINATIONS

998 🧑‍🤝‍🧑  
ORGANISATIONS  
SERVED

🕒 11,583  
HOURS FLOWN

2,216,945 KM  
FLOWN ----- ✈️

37,800  
PASSENGERS  
TRANSPORTED 🧑‍🤝‍🧑

1,096,785 KG  
OF CARGO TRANSPORTED 📦

558 🚑  
MEDICAL EVACUATION  
FLIGHTS



5X-LDR at Bukavu airport, eastern DRC. Credit: Jacob Steentoft

## MAF KEY FACTS

Mission Aviation Fellowship is a family of international Christian organisations whose mission is to use light aircraft, and other technologies, to bring help and hope to people in some of the world's poorest communities.

MAF International oversees programmes in Arnhem Land in Australia, Bangladesh, Chad, Guinea, Kenya, Liberia, Madagascar, Myanmar, Papua New Guinea, South Sudan, Tanzania, Timor-Leste and Uganda. Other members of the MAF family include MAF Canada and MAF-US, and various MAF affiliates. They also run a number of programmes around the globe.

The life-changing work we enable would not be possible without the dedicated support – people, finances and prayer – provided by resourcing groups in Australia, Canada, Denmark, Finland, France, Germany, India, Italy, Malaysia, the Netherlands, New Zealand, Norway, the Philippines, Singapore, South Africa, Sweden, Switzerland, the UK and the US.

## EVERY 6 MINUTES

Every six minutes a MAF aircraft takes off or lands somewhere in the world transporting people who live in remote communities, and assisting missions, churches, aid and development agencies, and other groups to share the love of God.

## VISION & PURPOSE

**VISION:** To see isolated people physically and spiritually transformed in Christ's name

**PURPOSE:** To share God's love through aviation and technology



# BOARD CHAIR MESSAGE



**PETER CURTIS**  
Chairman

MAF's calling to reach remote people, cut off from essential resources because of geographical barriers, conflict, natural disasters or dangerous overland travel, continued during 2020 with the complications of a global pandemic.

Like others, our organisation was forced to adjust to the pandemic. During this very difficult time we were blessed with a leadership team that quickly took action to ensure our people and customers were protected.

We continued the connection of communities to critical services, the provision of spiritual support and the delivery of medical aid and educational supplies.

The very stressful and uncertain environment in which we operated this year has highlighted the dedication and commitment of the talented staff who comprise MAF. Across the globe our teams enabled our organisation to, once again, effectively deliver our mission.

We are pleased that we were able to continue building the hangar in Liberia, commence earthworks at the centre of excellence in Mareeba, and move our staff in Cairns to a new office we had purchased.

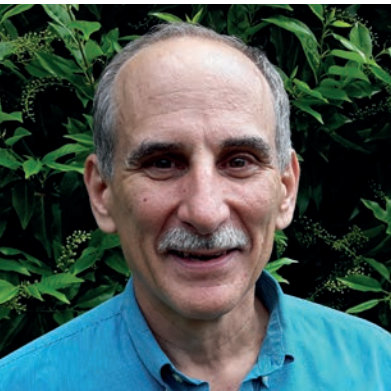
As a response to the pandemic we paused the commencement of our new strategic plan to ensure that the immediate needs arising from the pandemic were managed. This involved reshaping our budget, ensuring staff were safe and cared for, and operating our crisis management team who helped guide our response.

**"IT IS NOW  
OUR TIME TO  
BUILD ON THE  
ACHIEVEMENTS  
OF STUART AND  
OTHERS..."**

We mourned the loss of Stuart King, a key founder and visionary of our mission. From the end of World War II, until his death, Stuart remained deeply committed to the work of MAF. We celebrate his life and the enormous contribution he made, and we will miss his wisdom, inspiration, and dedication to learning.

It is now our time to build on the achievements of Stuart and others, so that people can look back in years to come and say of the MAF family, we understood the times and knew what to do.

# CEO MESSAGE



**DAVE FYOCK**  
CEO

Seventy-five years ago, as World War II came to an end, a group of visionaries merged their love of aviation with their love for God and created MAF. Plans for 2020 included celebrating the rich history of our organisation, giving thanks for those who have served in MAF over the years and praising God for the opportunities we have had to bring help, hope and healing to isolated people and communities. However, it proved to be a year of incredible challenge as we adjusted our plans, along with the rest of the world, to

address the realities of a global pandemic.

In nearly every country where MAF operates, we saw significant decline in our ability to serve the most remote, isolated and needy, due to the pandemic. However, when able, our staff served safely and efficiently, making the most of each opportunity to meet a need. We were able to play our part to address the pandemic by flying medical staff, PPE and Covid-19 test kits to remote villages.

We are very thankful for the many faithful donors who partner with us through their sacrificial giving, and for the MAF International resourcing groups in 17 countries that work so diligently to undergird our ministry through provision of staff, finances and prayer support.

As Ecclesiastes states, there is a time and season for everything. 2020 brought the closure of our Mongolia programme, a decision that had been taken in 2019. It also saw the groundwork being laid for a new programme in Guinea, West Africa.

Throughout these months of the

pandemic, we have been reminded of the stresses that come with isolation and separation. As a ministry, we address the physical and spiritual needs of those who truly live their whole lives isolated from the blessings we consider normal. We are preparing ourselves to meet even more needs as the pandemic wanes and the reality of its impact remains for years to come.

May those who follow us look back 75 years from now and give thanks for the work we have undertaken in 2020 and beyond.





# WHERE WE WORK

## MAFI PROGRAMMES

- ARNHEM LAND
- BANGLADESH
- CHAD
- GUINEA\*
- KENYA
- LIBERIA
- MADAGASCAR
- MYANMAR\*
- PAPUA NEW GUINEA
- SOUTH SUDAN
- TANZANIA
- TIMOR-LESTE
- UGANDA

*\*IN DEVELOPMENT*

## MAFI RESOURCING GROUPS

- AUSTRALIA
- DENMARK
- FINLAND
- FRANCE
- GERMANY
- INDIA
- ITALY
- MALAYSIA
- NETHERLANDS
- NEW ZEALAND
- NORWAY
- PHILIPPINES
- SINGAPORE
- SOUTH AFRICA
- SWEDEN
- SWITZERLAND
- UK

## OTHER MAF OFFICES

- CANADA
- US

## OTHER MAF PROGRAMMES

- ANGOLA
- BRAZIL
- DEMOCRATIC REPUBLIC OF CONGO
- ECUADOR
- GUATEMALA
- HAITI
- INDONESIA
- LESOTHO
- MALI
- MEXICO
- MOZAMBIQUE
- SURINAME





# COVID-19

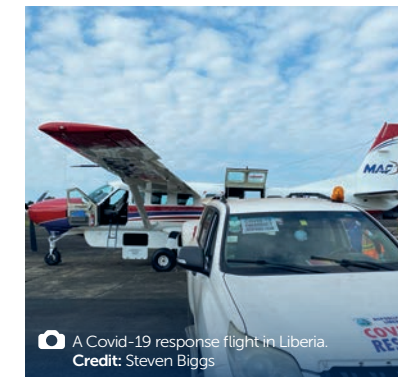


📷 Nawi Mabo disinfects the aircraft in PNG following a medevac. Credit: Mandy Glass.

**“WORKING TO HELP ISOLATED PEOPLE IS ONE OF MAF’S KEY PURPOSES FOR EXISTENCE. IT IS WHY OUR MAF PLANES AND PERSONNEL ARE CURRENTLY IN COUNTRIES LIKE TIMOR-LESTE DESPITE COVID-19 RESTRICTIONS. PARTNERING WITH ORGANISATIONS LIKE OXFAM WHO HAVE THE NETWORKS, INFORMATION RESOURCES AND THE EQUIPMENT TO PROMOTE HEALTH AND GOOD HYGIENE IS WHAT MAF LOVES TO DO.”**

**Andrew MacDonald,  
Pilot, Timor-Leste**

## COVID-19



📷 A Covid-19 response flight in Liberia. Credit: Steven Biggs

In 2020 the Covid-19 pandemic spread across the world causing disruption to normal life and ways of working. The challenges brought by the pandemic were felt throughout MAF as our staff dealt with rapidly changing situations, lockdowns, new regulations for flights, and much more. MAF flights, though limited, were able to continue in many locations and we had the privilege of being able to serve the countries we work in by providing flights for medical teams, essential freight, and Covid-19 test kits.

In March and April we saw a significant drop in flight requests in programmes as governments

locked down to slow the spread of Covid-19. Budgets were swiftly re-worked for the year and measures put in place to ensure staff could work safely, whether on site or from home depending on their role and location. As borders closed and international flights were cancelled by many airlines, our staff around the world experienced the difficulty of spending longer than expected in programme and the uncertainty of when they would be able to return home, or take out-of-country breaks.

In a number of MAF programmes we were able to carry out flights assisting medical teams, the government and NGOs with testing and education for isolated communities. One of the first flights we did was in Liberia on 28 March, taking a medical team to Zwedru to test a patient with suspected Covid-19. Without the one hour flight they would have had a 40 hour road trip to reach the patient and carry out the test.

In Timor-Leste, the region of Oecusse was cut off from the rest

**CONTINUED** ➔





of the country as the border with Indonesia closed and the sea ferries stopped running. MAF, working with Oxfam, was able to ensure that the people of Oecusse were not forgotten by flying hand washing kits, soap and posters for 14,350 households, providing vital sanitation supplies and education on Covid-19.



In Papua New Guinea high frequency (HF) radio was used by our Technology Services team to educate, reassure and provide clarity to dozens of communities that have no access to the internet or printed press, but who were hearing rumours of the devastation caused by Covid-19 globally. In April the team hosted a live talk-back broadcast via their HF radio service, enabling Dr James Gahare to answer questions from health workers within the remote communities.

**“GOD HAS PLACED MAF HERE IN LIBERIA FOR JUST SUCH A REASON. I FEEL SO PRIVILEGED TO BE HERE.”**

- Steven Biggs, Pilot, Liberia



As governments put measures in place to slow the spread of Covid-19, the work needed to prepare an aircraft for each flight increased. Additional cleaning and infection control procedures were implemented in MAF programmes. The engineering team in Mareeba, Australia, developed crew screens to separate the pilot and passengers on MAF aircraft. Once the designs were approved, the screens were manufactured and distributed to programmes.



The Mareeba engineers were also contacted by their local hospital to make a shield to help protect staff from infection. Within a day they had the first prototype ready for testing by the doctors and, after a few modifications, the shield was made for the hospital.

Donations of facemasks were made



by generous MAF supporters to our teams in Arnhem Land and Papua New Guinea. With requirements for all passengers to wear face masks in PNG and the needs of a local health partner in Arnhem Land, these masks were put straight to use.

Throughout 2020 our teams responded to rapidly changing situations and continued to work with governments, partners and customers to reach isolated people. In many locations repatriation and medical evacuation flights were greatly needed as ground transport wasn't available or allowed but customers still needed to reach cities for repatriation flights or medical help.

While our operational income fell due to restrictions in our flying, our faithful MAF supporters continued to give to the organisation in these unprecedented circumstances. We are thankful to God and incredibly grateful for their support as it means we can continue to serve our beneficiaries and the remote people of the world.

With Covid-19 still impacting the countries where we work into 2021, MAF continues to serve isolated people in challenging circumstances.





# MEDICAL & HEALTH

**“YESTERDAY WE WERE IN THE OTHER COMMUNITY CLOSE TO TANA COUNTY AND TODAY WE’RE IN MARSABIT! THAT’S A HUGE DISTANCE! MAF CAN NAVIGATE THROUGH THIS DESERT WITH A LOT OF EASE, IT’S A WORTHY PARTNERSHIP THAT ENABLES US TO CONTINUE TOUCHING THE LIVES OF PEOPLE IN REMOTE COMMUNITIES.”**

**Bennard Osinde,  
Missions of Hope, Kenya**

📷 Missions of Hope nutritionist, Maureen Kendi, disembarks from the aircraft in Kargi, northern Kenya. **Credit:** Jenny Davies

## MEDICAL & HEALTH

For some who live in communities cut off from any kind of infrastructure, reliable medical care is but a dream. A MAF flight can bring hope in the form of medical staff, vaccinations and vital medicines. Isolated people wait for the plane, knowing that it brings supplies that will protect their babies from highly contagious illnesses like measles - the coronavirus vaccine joining a long list of immunisations that need to find their way to their remote village.



Every year approximately 1 million children are born in Madagascar, all of whom need vital immunisations to increase their chances of surviving childhood. In June, MAF partnered

with UNICEF to transport over a tonne of vaccines to remote communities in the Melaky region. 439kg were delivered to Marolambo. It would have taken four days on a motorbike to get there from the capital – by truck it is impossible and so MAF is often the only way to transport cargo in or out of this town. A load of 868kg made its way to Ambatomainty, offloading onto the waiting oxcart – a stark contrast to western medical and logistical transport!

Despite the pandemic, our medical safaris in Tanzania were largely able to continue. Lukas Schmidt who accompanied Kirstein Combrink on the South Maasai Safari describes his first impressions: “I remember the ladies were singing as they were arriving. I think they do that every time, and that is something that has stayed with me. Generally, for all the safaris, it’s really impressive to see all those women arriving at the airstrips, coming a long way with their children to benefit from the service being offered.” Lukas also had the opportunity to experience the

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Passengers ready to board in Lodja, eastern DRC.  
Credit: Andrew Parker

Haydom Medical Safari, travelling to eight villages to the south west of Arusha. On this trip, in the village of Gorimba alone the team of four nurses examined 126 pregnant women, dispensed 585 vaccines to children and performed 223 infant health checks!

In Bangladesh, the Samhati health centre in Katakali is staffed by a doctor and an assistant. It provides medical services to Katakali and the island's entire population of 27,000 which otherwise would have no medical care. "Samhati is very grateful for the service that MAF provides", says Monica Bose. "Previously two of our missions to Barobaishdia Island were cancelled due to political unrest and transportation shutdowns, which affected the ferries that go to the islands. Because of MAF we are now able to go at least every year to the Samhati-supported projects in Katakali Village, Barobaishdia Island."

In September, MAF Uganda was asked to assist with flying women who had been victims of horrific violation crimes to Panzi hospital in eastern DRC, which is dedicated to helping victims of rape and domestic violence. Even though the planning and logistics amidst the pandemic



were complicated, MAF agreed to these challenges because of the desperate plight of the women.

Pilot Andrew Parker explains, "A visiting team of European doctors came to Panzi Foundation in Bukavu and these ladies came from deep in the jungle." On arrival, Andrew was able to meet with Nobel Prize winner, Dr. Mukwege, also the founder of the Panzi Hospital and Foundation. "Dr. Mukwege expressed his thanks for MAF and was really appreciative that we were willing to fly these ladies to the hospital. He expressed his hope that the relationship with MAF would continue, as this was the first flight bringing women to the hospital who live remotely. The women had walked for days or taken motorbike taxis to get to the airfields in Gemena and Lodja." Thirteen women made the journey and it was a humbling part for MAF to play, supporting Dr. Mukwege's vision of restoring women's dignity and bringing some kind of healing to the ordeals they have lived through.

In October the CURE medical safari, in partnership with Missions of Hope, made its way to two communities in northern Kenya – the partnership with MAF enables them to cover more ground, assessing, diagnosing



Patients are treated at the CURE clinic at Kargi hospital, Kenya. Credit: Jenny Davies

and treating all manner of conditions. Health Manager, Bennard Osinde explains, "Yesterday we were in the other community close to Tana County and today we're in Marsabit! That's a huge distance! MAF can navigate through this desert with a lot of ease, it's a worthy partnership that enables us to continue touching the lives of people in remote communities." Across the two locations, 77 patients were seen, and life changing surgeries are in the future for at least 15, many of whom are children.

**"WHAT MAF PROVIDES IS INCREDIBLE. IT HELPS SUSTAIN SOME OF US WHO ARE IN THE HUMANITARIAN FIELD."**  
- Dr. Jacob Atem, Southern Sudan Healthcare Organization (SSHCO)






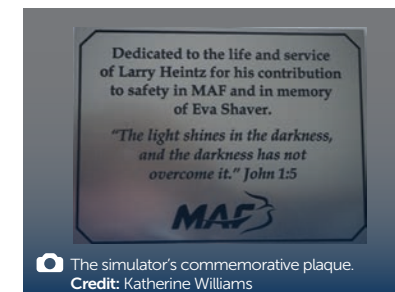
# TRAINING

**“THE WORLD IS  
EVOLVING; WE  
HAVE TO KEEP  
STAFF RIGHT  
ON TOP OF  
TRAINING.”**

**Nawi Mabo, Ground  
Operations Training  
Coordinator, PNG**

 Kori Shinn and Bridget Ingham in the new Redbird simulator in Mareeba.  
Credit: Tablelander Newspaper

## TRAINING



In February, MAF dedicated its new advanced Redbird flight simulator to service in Mareeba in memory of Larry Heintz for his contribution to aviation safety over a 28-year MAF career, and to his aunt Eva Shaver, who left the bulk of her estate to MAF. This simulator will allow students to practice and train in a safe environment, as well as renew their skills.

We were incredibly grateful for the use of our simulators and other technologies for keeping our pilots trained and up to date, especially when travel restrictions and grounded aircraft presented challenges for in-person training.

In August, PNG caravan pilots Mathias Glass, Arjan Paas and Brad

Venter, were able to do their check pilot training virtually using the PNG Redbird Simulator. One of their instructors, MAFI Fleet Training Manager Volkher Jacobson, was quarantining in a Brisbane hotel. The other instructor, Aviation Director William Nicol, was based in New Zealand. All three pilots are very experienced trainers. During this course they were able to simulate training sessions and each play various roles, practising normal upper airwork checks with emergencies and scripted role play.



As in a normal training environment, they started with a pre-flight briefing and then performed the flight in the simulator, treating it as a real aircraft and finishing off the exercise with a

thorough debrief. With the help of the external instructors, the aim is to improve the check pilot's abilities to assess our line pilots within MAF's standard operating procedures.



**THERE ARE MORE THAN 110 PILOTS,  
MAINTENANCE TECHNICIANS AND  
ENGINEERS IN MAFI, ALL OF WHOM NEED  
TO STAY CURRENT IN THEIR TRAINING.**

As with the rest of the world, we adjusted to travel restrictions and lockdowns, meaning that more of our training went online. In April, Stewart Ayling in Tanzania was able to conduct a dangerous goods refresher course for the team in Chad, through the power of MS Teams. "We were able to complete bi-annual refresher training as well as initial dangerous goods awareness training, keeping the MAF Chad team compliant with the Civil Aviation Authority regulations," says Stewart. "We were also able to discuss and address immediate challenges for the team such as how to carry Covid-19 test samples safely."






# EVANGELISM & CHURCH

**“I PRAYED  
TO GOD  
YESTERDAY  
ASKING  
HIM TO  
SEND US  
SOMEONE  
TO EXPLAIN  
THIS GOSPEL  
TO US!”**

**Yolngu elder,  
Arnhem Land**

 A Yolngu woman with her Bible.  
Credit: Divyan Ahimaz

## EVANGELISM & CHURCH

MAF's support of churches, evangelists and missionaries is a direct outworking of our vision and purpose – seeing spiritual transformation and sharing God's love through aviation and technology. Seeing individuals meet with God because MAF has been able to transport His messengers into remote locations is a joy to us!


Sometimes these encounters are unplanned, but total answers to prayer. One wet afternoon in Arnhem Land pilot Uli Muller was transporting a family of Pioneers missionaries. The weather began to deteriorate so he landed at Nyinyikay to wait for safe weather. Uli was invited by some local Yolngu to stop for a chat but he had to carry out some other tasks and secure the aircraft so instead he sent his passengers.

A while after the weather improved Uli was expecting his passengers to return but there was no sign of them. He walked to the homeland and to his surprise he now saw a gathering of people! The elder from the homeland said to him “I prayed to God yesterday asking him to send us

someone to explain this Gospel to us!” His prayer was answered.

The missionaries are based in Gapuwiyak, where MAF has partnered with them by assisting with housing and supplying audio-bibles to the community. Eroni, a Pioneers missionary, told us “The flying that MAF does for us, we couldn't have asked for more, and now MAF has supplied to us these audio-Bibles that help us with our ministry. I think this partnership is what God wants us to have – for us to do more work on the ground and MAF to do more work flying up in the sky and transporting people.”



 TT-BRT at a remote airstrip in Chad.  
Credit: Phil Henderson

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Solar powered radio receivers arrive in Mvolo, South Sudan.  
Credit: Daniel Gill

In October MAF flew 900kgs of radios in South Sudan for Every Village. The boxes contained 5,000 high quality solar-powered radio receivers which operate for years in remote areas without the need for batteries. Every Village staff member, Joseph Njuguna, is passionate about sharing the gospel over the airwaves with people in some of the most remote and inaccessible communities in South Sudan. “We are very thankful for your work and ministry,” Joseph shares. “Without MAF it would be very hard for us to serve here.”

In N'Djamena, Chad, Andrew leads a team who are spread across several locations in the country. We flew him in February as he made a trip to catch up with his colleagues – a trip he simply wouldn't have been able to make if it weren't for MAF; “I really appreciate this opportunity with this flight, to get out and back in a span of just 48 hours; being able to see everybody on the team, get in their homes, and hear what's going on. This has just been fantastic.”

The nomadic outreach that his team are doing is having an eternal impact. When people come to faith from a background of Islam it can be risky for themselves and their families, and yet in recent years Andrew and



his team have been seeing new believers show great boldness: “We’ve been seeing people come to the Lord, and not only that, but they’re not ashamed to say it to others. They’re publicly passing their faith to others, and the Lord is really blessing that. It’s a really exciting time.”



A Bible translation team in Madagascar.  
Credit: Bev Erasmus

In Madagascar MAF has enjoyed a long partnership with Bible translation organisation, Wycliffe. Bible translation consultant, Bev Erasmus, says “MAF has been a close ally since the very beginning, and we have benefited from just about every aspect of their ministry, including technical advice (MAF provided our first internet connection before it was widely available), flights to and from hard-to-reach places, and facilitating collaboration between various mission partners. We have really appreciated MAF’s leadership and innovation over the years.”



Translating the Bible in Madagascar. Credit: Bev Erasmus

In December, MAF was able to transport Bev and her colleague to the north-east of the country to visit the translation teams there. “We delivered laptops, projectors, printers and smartphones to each team and trained them on the software used for Bible translation and communications. We set them up on Zoom and Skype and have now been able to continue the training remotely.” – something of a blessing during Covid times!

“WE ARE SO THANKFUL FOR THE SERVICE MAF PROVIDES TO MISSIONARIES ALL OVER THE WORLD; WE ARE INSPIRED AND ENCOURAGED BY YOU!”

- John, Chad





# RELIEF & DEVELOPMENT

**“THE ROADS ARE SO BAD IN THE RAINY SEASON THEY TURN TO RIVERS DUE TO POOR DRAINAGE. I’D RATHER DO THEM WITH A SNORKEL THAN DRIVE BY CAR!”**

**Jesse Kamstra,  
Lutheran World  
Federation, Uganda**

## RELIEF & DEVELOPMENT

When the Uganda programme was grounded for six months due to a national lockdown, many NGOs were no longer able to easily reach the remote communities where they work. Jesse Kamstra, Director of Lutheran World Federation (LWF), was especially pleased that we were back in the air and boarded our first flight in September. LWF contributes to community development in Uganda with programmes addressing internally displaced people, returnee integration, sustainable livelihoods, community empowerment, human rights, malaria and HIV and AIDS. Jesse went to the north to inspect four LWF offices’ response and preparedness for Covid-19.

‘On previous occasions it would take five days to do the same inspection trip instead of the two days it took this time, with MAF dropping me off in Adjumani airstrip on Wednesday and then collecting me on Friday in Pader. It takes 16 hours return trip by road, but the roads are so bad in the rainy season they turn to rivers due to poor drainage. I’d rather do them with a snorkel than drive by car!’



Ugandan roads in the rainy season.  
Credit: Jesse Kamstra

Jesse continues, “It’s great that MAF was able to resume flights as I have had to do several of these five-day trips over the last six months when MAF wasn’t flying.”

In Kenya, MAF continued its support of LEDO (Lokichoggio Emuriakin Development Organization), assisting staff who needed to travel home as the country shut down in March, and later flying staff who had stayed throughout the pandemic. “There was a point to us staying,” says Thorkild Jorgensen who, at first, had wondered if there would be anything for them to do with their schools and

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MAF pilot, Greg Vine, with LWF Uganda Country Director, Jesse Kamstra. Credit: Dave Forney





churches being closed. “There were a lot of things at the school that needed repair and the practical work has kept the teachers busy!” This practical work ensured that teaching staff still had an income. The school also started a feeding programme, handing out food parcels each Saturday to 100 vulnerable children. As the needs increased, they started distributing food to another group of 150 vulnerable adults.

After months of hard work, Thorkild and his wife, Charlotte, were able to leave with MAF for a much needed break. “We were so thankful to go - MAF was our only option!”

MAF was pleased to come to the aid of Samaritan’s Purse in South Sudan, who usually operate their own aircraft from Uganda but were restricted due to Covid-19. MAF carried out almost 200 hours of flying over May and June, taking building supplies and other cargo to isolated communities. Samaritan’s Purse’s work includes WASH (water, sanitation and hygiene), food security and nutrition programmes targeting populations in six locations across South Sudan. MAF pilot, Alistair Youren says “Humanitarian projects around Mayendit would quickly grind to a halt without air transport, everything they need must be flown in.”

“OUR PARTNERSHIP WITH MAF HELPS US AMPLIFY OUR IMPACT BY GETTING US TO WHERE WE NEED TO BE WHEN WE NEED TO BE THERE.”

- Deepak Khadka,  
Country Director iDE, Bangladesh



Bikram Rai, Samaritan’s Purse International Relief’s Senior Operations Manager, was delighted that MAF and Samaritan’s Purse could work together. “It is all by our God’s grace that he provided MAF to reach out to His people in this pandemic. These days, people are dying, not because of coronavirus but because of having no food and supplies. With MAF flights, we could drop 21.5 metric tonnes of supplies to different places.”

In Timor-Leste we transported staff from Caritas Australia to Oecusse to monitor the projects there. Caritas Australia implements food security projects and better livelihood opportunities to improve household



incomes and community resilience. Projects include horticulture and livestock trainings, savings and loans activities, disaster risk management



planning and improving access to basic services. With the funds from Caritas Australia and local partner, BANO, they established a clean water project. This project benefited a total of 111 households who previously had to walk at least 2km to reach the clean water well. They now only have to walk 300 metres and the stable water supply has helped the agricultural group, providing water for crops. Programme Manager, Helder Teixeira says, “During the Covid-19 pandemic the Timor-Leste government imposed a state of emergency which made it difficult for staff from Caritas Australia to


access transport to the enclave in Oecusse. My colleagues and I consider us lucky for having access to MAF flights during times of urgency.”



# AIRSTRIPS

“SOME COMMUNITIES MET US WITH DANCING AND CRYING - SO HAPPY TO HAVE SEEN A PLANE LAND AFTER MORE THAN TWO MONTHS WITHOUT.”


Glenys Watson,  
MAF PNG Pilot on  
the reopening of an  
airstrip

 An airstrip survey is conducted in PNG.  
Credit: Corné Noordhoek

## AIRSTRIPS

Safe rural airstrips are vital to the success of MAF's ministry; without them our aircraft cannot reach the remote communities we serve. A working airstrip also provides missionaries and aid workers the reassurance they need in order to remain in these isolated areas.



 Villagers pose with the aircraft in PNG.  
Credit: Brad Venter

In Chad this year we were able to partner with a mission organisation to reopen an airstrip in a town they were looking to reach. When God opened a door to minister there, they rejoiced, but it quickly became apparent that it would be difficult to recruit a ministry team to a place where there was little infrastructure.

They discovered there was a disused

airstrip just outside the town and asked MAF Chad to assess it and see if it could be reopened – which they did. The mission leader said “What does this airstrip and MAF Chad mean to us and our ministry team? It means we can recruit and place people with confidence in this remote location... It means we can move forward with this ministry team and the goal of sharing the gospel to those who have never heard, and by God's grace see an indigenous church birthed amongst this people group.”

Of course, it is not enough for airstrips to exist, they must be maintained in order for our aircraft to land safely. Our team in PNG embarked on a safety review of more than 200 airstrips, methodically surveying each one to ensure they measure up to the MAF standard. Without regular reviews the length and width of an airstrip can be reduced due to jungle growth.

Meanwhile in Myanmar, construction continued on the Lailenpi airstrip in Chin State. Built at the request of the local population, it will link the Lailenpi community to healthcare



100 AIRSTRIPS ASSESSED  
AND REOPENED IN PAPUA  
NEW GUINEA



LAILENPI AIRSTRIP,  
MYANMAR, 85% COMPLETED  
BY THE END OF 2020

and development opportunities they have never had before. The airstrip was 38% complete at the start of 2020, and despite logistical challenges as a result of the pandemic, it finished the year at 85% completion.





# MEDICAL EVACUATIONS



Two children are medevaced to Dili in Timor-Leste.  
Credit: Mark Hewes

**“FOR PEOPLE  
LIVING IN  
REMOTE  
COMMUNITIES  
LIKE LOS PALOS,  
MAF REALLY  
CAN MEAN THE  
DIFFERENCE  
BETWEEN LIFE  
AND DEATH.”**

**Bridget Ingham,  
Pilot, Timor-Leste**

## MEDICAL EVACUATIONS

In 2020 MAF International carried out 558 medical evacuation flights in 10 countries. This vital service connects isolated communities to health care facilities, enabling people to receive treatment quickly when needed.

MAF supports the Ministry of Health in Timor-Leste by providing medevacs. In 2020 63% of our flying in the country was for medical evacuations.

In January a fisherman was bitten by a crocodile and his local hospital in Baucau called MAF to carry out a medevac flight to the national hospital in Dili. Nineteen-year-old Lino was working on his boat when the crocodile attacked. Because the sea was dirty from the heavy rains, Lino didn't see the crocodile approach. He was bitten on the leg but managed to escape greater injury by moving out of the water and onto the sand. Thankfully the crocodile didn't follow him, which most likely saved his life and leg. A nearby friend was able to telephone his brother to come and help take Lino to hospital.

Pilot Jason Job picked up Lino, two

family members and a medical professional for the forty-minute flight to Dili. On arrival Lino was transferred to the local ambulance which was waiting at the MAF hangar to take him to the hospital.



Lino is transferred to the ambulance, Timor-Leste. Credit: Jason Job

Medical evacuations are necessary for people of all ages, including children. In 2020 MAF carried out medevacs for children in Timor-Leste suffering from a range of conditions including bronchitis, malnutrition, diarrhoea and meningitis. Flying with MAF instead of taking the road means that patients and families don't have to

**CONTINUED** .....+





Imelda Pereira and Kim Job with care packs for medevac patients.  
Credit: Mark Hewes

“IF THESE BABIES HAD NOT BEEN MEDEVACED AS QUICKLY AS THEY WERE, THEY BOTH WOULD HAVE CERTAINLY DIED.”

- Eddie Andersen,  
Africa Inland Church, Kenya

endure hours of slow, bumpy travel during very distressing times.

In Timor-Leste the team give each medevac patient a care pack containing toiletries, some food, scripture in the local language and craft materials for the children. Many patients arrive with nothing and these packs can help provide some of the necessities for their stay in hospital.

Elsewhere, medevacs provide the reassurance of access to medical care that can be taken for granted in the wealthier countries. When MAF was called to a remote homeland in Arnhem Land to assist with evacuating a four-month-old baby, the pilot didn't know what to expect. However, upon arrival at the airstrip he was greeted with smiles from the passengers. The baby had been running a high fever for a number of days, causing the mother to worry. Thankfully the fever had begun to recede after the call for assistance had been made, but a flight from this remote location to Gove for a thorough check-up provided the peace of mind that all mothers need.

This peace of mind is exactly what missionaries need when they decide whether to relocate their families to isolated places. In regions where



The Wintermantel family. Credit: Chris Ball

infrastructure is poor and quality medical care is lacking, what do you do in an emergency? This was precisely what the Wintermantel family faced in Torit, South Sudan. When their 17 year-old daughter Hazel was visiting from boarding school she never imagined that she would need an emergency flight for surgery. But when she woke in the night with a stabbing pain in her right side, it became obvious that appendicitis was the likely cause. Within hours they were being transported to Juba where Hazel had an appendectomy – something that couldn't have happened in Torit and when time is of the essence.

Sometimes our medevacs are vital when people are potentially facing the end of their lives. But occasionally, we have the privilege of witnessing the miracle of life right at the very



Glenys Watson with medical staff and the baby born in the air. Credit: Brad Venter

beginning. In February MAF pilot, Glenys Watson, was called to a medevac in Papua New Guinea. A woman had been labouring for two days and was having difficulty. With the three passengers secured and a prayer for strength for this mama, Glenys took off heading for Goroka. However, within five minutes of being airborne Glenys heard the distinct cry of a new baby, finally born in the back of the aircraft in the skies above the Eastern Highlands Province. They continued on their journey, landing in Goroka where the mother and child were taken to hospital. “I praise God for the safe

“A TWO HOUR [MEDICAL] TRANSFER BY MAF IS MUCH SAFER THAN 30 PLUS HOURS ON THE ROAD.”

- HVM (Good News Hospital),  
Madagascar

arrival of this little one and being able to play a small part in it,” says Glenys. “I certainly won't forget the time I took off with three passengers and landed with four!”.





# EDUCATION

“OTHER  
SCHOOLS HAVE  
CLOSED DUE  
TO LACK OF  
FOOD, SO IT  
WAS GREAT  
THAT MAF  
COULD  
HELP US.”

Glenda Giles,  
Oksapmin Secondary  
School, PNG

## EDUCATION



Exchange students in Arnhem Land.  
Credit: Nhulunbuy Christian College

When Covid-19 caused the lockdown of schools in 2020, fair access to education for all became a hot topic, driving home the fact that, for many whom we serve, access to education is not a given. MAF's education flights play a vital role in providing education in isolated communities – through flying teachers, students and supplies – meaning that many children are given a better start in life.

In September, MAF supported a cultural exchange in Arnhem Land, flying students from the largely non-indigenous Nhulunbuy Christian College to experience living and learning from Yolngu elders, students

and their families from the Gäwa Christian School. This incredible opportunity has allowed students to build a richer understanding between indigenous and non-indigenous cultures through shared experiences. Principle of Nhulunbuy Christian College, Tanya Van Seters says “We have seen the lives of our students transformed and greatly impacted by their time in the Gäwa homeland. As they have immersed themselves in the community and culture of Gäwa, students have experienced the love of Jesus in new and profound ways.”

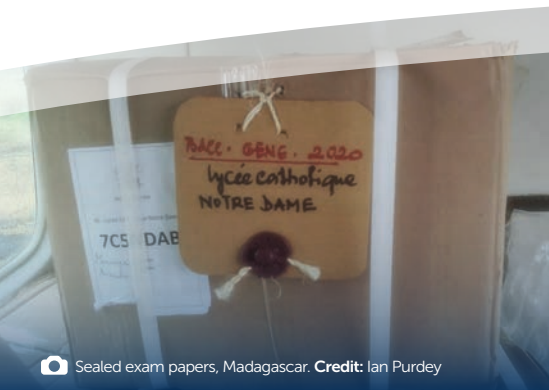
She says of MAF, “MAF Arnhem Land plays a vital role in the community. For me, when we are taking a group of precious students to one of the most remote parts of Australia, we have not wanted to compromise on safety. MAF Arnhem Land is the obvious choice for us to fly with as a college, as I trust their knowledge, expertise, safety, pilots and genuine heart to serve.”

In October, MAF Madagascar was

CONTINUED .....➔

Exchange students in front of an aircraft in Arnhem Land. Credit: Divyan Ahimaz





Sealed exam papers, Madagascar. Credit: Ian Purdey



Breakfast buns for Oksapmin school children, PNG. Credit: Glenda Giles

entrusted with the task of transporting top secret baccalauréat exam papers. Taking off from MAF's base in the capital, pilot Ian Purdey's first stop was to pick up the boxes of papers and a team of officials, the heads of the local exam centres who will manage the overall running of the exams in schools. "We had a dozen or so boxes of exam papers," says Ian, "with a wax seal on and white strapping, to prevent a sneak peek at the questions, I guess!" This is not the first time MAF has been involved in transporting exam papers; for several years we have supported schools in and around Marolambo, a region to the south east of the capital so poorly served by roads that it can take three days to reach there in a vehicle.

Of course, students need much more than academic papers for their school experience! In Papua New Guinea, MAF flew 600kg of rice and 120kg of flour to Tekin. This was to feed the 300 boarding students at the Oksapmin Secondary School there. Glenda Giles, a teacher at the school, writes: "It was hard to find enough kaukau (sweet potatoes). Flour means we can bake buns for breakfast and rice takes the pressure off the amount of kaukau needed. Other schools have closed due to

# STATS

943 ✈️  
FLIGHTS

118 🌐  
DESTINATIONS

82 👥  
CUSTOMERS FLOWN

946 ⌚  
HOURS FLOWN

3,471 👥  
PASSENGERS FLOWN



Building materials for Mougulu High School, PNG. Credit: Ryan Cole

lack of food, so it was great that MAF could help us."

MAF continued to support Mougulu High School, a school that was established and opened in early 2020 and is expanding in answer to the local needs. In October we flew roofing iron to cover staff housing and dormitories, providing secure housing to staff and pupils so that education can take place - an investment that will pay dividends for the next generation.

Of course, education comes in many forms and it is often adults that benefit as well as children. At the beginning of March Harriette Knigge, wife of MAF PNG pilot Wilfred, accompanied Caroline Walde, who works for the Liebenzell Mission, to Moropote to deliver a trauma healing course. The course explained what



A student at the trauma healing course in Moropote, PNG. Credit: Harriette Knigge

wounds of the heart and grief are, how we can help others, forgiveness, and what God says about it all – topics that are so very relevant in an area where many do not have access to healthcare or professional help for psychological needs. About 40-45 students, both men and women, attended the course and in between lessons Harriette sold audio Bibles, Tok Pisin Bibles, reading glasses and Jesus DVDs from the Bible Box provided by MAF Technologies PNG. Harriette reflected on the course and the impact that it had on her: "I enjoy training and it was wonderful for me to be able to use my gifts outside of

**"I TRUST MAF'S KNOWLEDGE, EXPERTISE, SAFETY, PILOTS AND GENUINE HEART TO SERVE."**

*- Tanya van Seters, Nhulunbuy Christian College, Arnhem Land*

the house. We have now been out of the Netherlands and part of MAF for over three years, and for the first time abroad I felt it from my toes: Yes, I was made for this!"





# ENGINEERING

**“I WOULD OFTEN REASSURE MYSELF THAT MAF ENGINEER, MARK, WAS ON THE JOB. HE WOULD NEVER LET US ON A PLANE THAT WASN'T PROPERLY SERVICED OR SAFE.”**

**Sara Sheppard,  
missionary, Liberia**

 Engineering apprentice, Annamarie van der Meijden, working on the Cessna caravan in Uganda. **Credit:** Dave Forney

## ENGINEERING

Although the global pandemic limited how much our aircraft could be in the air in 2020, our engineers certainly made the most of having aircraft in the hangar, working on routine maintenance as well as entire overhauls, engine changes and repaints.



5Y-EST in the MAF Uganda hangar.  
**Credit:** Kees Barendse

Our Uganda team spent four months carrying out extensive work on 5Y-EST. Avionics Engineer, Dave Waterman describes this in more detail: “Back in April, after a limited number of us were allowed back to the hangar, work continued with the reassembly of the aircraft. During our inspections, we found some damage to the cargo pod so that was stripped back to the composite structure, repaired and painted fresh. The

engine was overhauled and then reinstalled, and an overhauled propeller was fitted to give it a new lease of life. Time was taken on the interior with a new headlining installed and new wooden floorboards to refresh the entire passenger cabin. The instrument panels were removed, stripped and then powder coated to give them a longer life. Avionics systems were updated to the latest software in preparation for the return to service in Kenya.”

MAF's engineering apprentice, Annamarie van der Meijden described watching EST taking off from Kajjansi. “Seeing EST take off and ‘wave’ farewell with wings rocking on ascent after such extensive work was so exciting and so rewarding to see after the number of hours everyone has put in; such a beautiful and well-loved aircraft finally taking to the skies again, ready to continue the work of MAF.”

Covid did present some engineering challenges, however. Some programmes are reliant upon engineers travelling into the country from other programmes to perform



**MAF INTERNATIONAL HAS 38 ENGINEERS, INCLUDING AVIONICS SPECIALISTS, MAINTENANCE SPECIALISTS AND ENGINEERS.**

routine maintenance and with restrictions in place this became difficult. Still, our staff persevered, enduring quarantines and finding creative, safe solutions even where it may have taken longer than we would have liked.

We were also thrilled to see the progress of our new hangar facility in Liberia, which was opened in November with the aircraft, 5X-SCO, moving in. Project Manager, Maarten Temminck says, “I’d like to thank everyone who has contributed to make this project possible, through finances, prayer or their work. We give thanks to God for this new hangar – as there have been many things happening during the project that were well outside our control, yet we’ve come this far!”





James Kuma, Liberia. Credit: Steven Biggs

## “I LOVE MY JOB BECAUSE I LOVE ASSISTING PEOPLE”

- James Kuma, Logistics and Technical Assistant, Liberia



## SHARE YOUR STORY

### Our amazing staff are crucial to MAF operations

“Anna and I feel extremely privileged and blessed that God has called us to Kenya to take the gospel to the ends of the earth.”

**Ryan Cuthel, Country Director, Kenya**

“I love my job because I love assisting people. I love seeing myself helping with check in, loading and making sure that all passengers on-board use the seat belt correctly, and that one or two are able to operate the door in case of emergency.”

**James Kuma, Logistics and Technical Assistant, Liberia**

“I loved living in in Kenya and South Africa, and working in South Sudan. Some of the best people I’ve met in my life have been through the work that I’ve done with MAF. Knowing that you’ve achieved something at the end of the day is great.”

**Stu Fitch, Acting Aviation Director**

“I serve with MAF because I have seen both physical and spiritual changes in the lives of people. I would say that MAF really is a

lifeline to the people here in PNG by providing air services. It is a wonderful thing to be within this organisation and be a part of providing an essential service.”

**Nawi Mabo, Ground Operations Training Coordinator, PNG**



Nawi Mabo, PNG. Credit: Mandy Glass

“This little talent God has given me has been used to do greater things. I didn’t dream of becoming a manager one day and here I am. I thank God for using people like Todd [MAF PNG Country Director] to encourage me. He inspires me and others as well.”

**Lydia Yomba, Quality Manager, PNG**



Amber Joy Mori, PNG. Credit: Mandy Glass

“One of the things I like about MAF is they always try to put people first. In this pandemic, I know a lot of people in the aviation industry have lost their jobs. MAF has a value of putting people over profit and that is something that I am grateful for.”

**Amber Joy Mori, Aircraft Maintenance Engineer, PNG**

“I want my faith to not just be something that happens in my head and on a Sunday. I want my faith to have practical impact on other people. I’m called to love like Jesus loved, so I’m trying to fulfil that calling by doing what I’m doing now with MAF. The flying bit is not the most important thing for me, I was a pilot in Norway for almost 30 years.

What excites me the most is seeing the difference we make to the communities we fly to.”

**Jan Ivar Andresen, Pilot, PNG**

“My village is in a remote area, so MAF was the first plane we saw when I was a kid. There were no other planes; MAF was the only transportation in my area. Now, working with MAF is a blessing and I’m really happy to be here with MAF.”

**Felix Kenny, Property and Vehicle Maintenance Manager, PNG**



Charlotte Chan and some of the South Sudan team. Credit: Charlotte Chan

“When I saw the dedication and professionalism of our pilots and ground staff, I was moved; it was a familiar voice of calling home to be in fellowship with believers in Christ, a sense that this was home.”

**Charlotte Chan, Deputy Country Director, South Sudan**

## “MAF WAS THE FIRST PLANE WE SAW WHEN I WAS A KID.”

- Felix Kenny, Property and Vehicle Maintenance Manager, PNG

“I organise all of the major inspections and overhauls for turbine engines. I especially like to work out creative ways to manage our engines so that we can save money and at the same time keep our high standards of safety. I do love travelling from programme to programme and training engineers and helping out wherever needed. Transferring to our young engineers some of the knowledge I have gained after 45 years in the business is important.”

**Larry Nicholson, MAFI Turbine Engine Specialist, based in Uganda**



# PROGRAMME STATISTICS



**“WITHOUT MAF, THESE PEOPLE  
WOULDN'T HAVE ACCESS TO REGULAR  
EXAMINATIONS AND VACCINES.”**

- Lukas Schmid, Pilot, Tanzania

Children gather for a bible lesson on the Kilimatinde evangelistic and medical safari in Tanzania.  
Credit: Lukas Schmid

## STAFF

|   |   |
|---|---|
| <b>Arnhem Land</b><br>Local 6<br>International 16 | <b>Myanmar</b><br>Local 1<br>International 1                  |
| <b>Bangladesh</b><br>Local 20<br>International 3  | <b>Papua New Guinea</b><br>Local 86<br>International 32       |
| <b>Chad</b><br>Local 13<br>International 3        | <b>South Sudan</b><br>Local 32<br>International 15            |
| <b>Guinea</b><br>Local 0<br>International 1       | <b>Tanzania</b><br>Local 3<br>International 3                 |
| <b>Kenya</b><br>Local 20<br>International 8       | <b>Technology Services PNG</b><br>Local 23<br>International 2 |
| <b>Liberia</b><br>Local 4<br>International 2      | <b>Timor-Leste</b><br>Local 3<br>International 2              |
| <b>Madagascar</b><br>Local 19<br>International 4  | <b>Uganda</b><br>Local 49<br>International 18                 |

**TOTAL PROGRAMME STAFF**  
Local 279 International 110

## NON-FLYING PROGRAMMES

### TECHNOLOGY SERVICES PNG

Pastors trained in basic computer skills  
60

HF radio calls received  
1220

Bibles distributed  
5106

Audio bibles distributed  
3315

Medical evacuations arranged  
248

### MYANMAR

Airstrip completion  
85%

Tonnes of earth and rock moved  
633,000

Tonnes peak daily rate  
9,200

Construction vehicles utilised  
13

Sticks of dynamite detonated  
12,500+

## FLYING PROGRAMMES ✈

### Arnhem Land

Hours Flown 2,831  
Passengers transported 9,977  
Distance flown (km) 484,913  
Cargo transported (kg) 12,739

### Bangladesh

Hours Flown 138  
Passengers transported 319  
Distance flown (km) 29,434  
Cargo transported (kg) 0

### Chad

Hours Flown 366  
Passengers transported 461  
Distance flown (km) 80,934  
Cargo transported (kg) 5,282

### Kenya

Hours Flown 511  
Passengers transported 933  
Distance flown (km) 118,821  
Cargo transported (kg) 10,505

### Liberia

Hours Flown 370  
Passengers transported 1,624  
Distance flown (km) 92,526  
Cargo transported (kg) 16,098

### Madagascar

Hours Flown 490  
Passengers transported 1,290  
Distance flown (km) 111,389  
Cargo transported (kg) 21,916

### Papua New Guinea

Hours Flown 2,637  
Passengers transported 14,264  
Distance flown (km) 539,221  
Cargo transported (kg) 815,895

### South Sudan

Hours Flown 1,628  
Passengers transported 4,595  
Distance flown (km) 399,237  
Cargo transported (kg) 173,905

### Tanzania

Hours Flown 253  
Passengers transported 618  
Distance flown (km) 44,715  
Cargo transported (kg) 901

### Timor-Leste

Hours Flown 486  
Passengers transported 1,544  
Distance flown (km) 82,581  
Cargo transported (kg) 2,827

### Uganda

Hours Flown 1,043  
Passengers transported 2,175  
Distance flown (km) 233,174  
Cargo transported (kg) 36,717



# FLEET

In 2020 work continued on preparing a C208B for service in West Africa. A new C208 was ordered for the PNG programme and will start serving the isolated people there in late 2021. We are grateful that throughout a challenging year, our aircraft have been able to continue bringing help, hope and healing to those who need it most.



CESSNA 206



CESSNA 172



CESSNA 208B



CESSNA 208 (AMPHIBIOUS)



GA8 AIRVAN



CESSNA 182

4 ✈  
CESSNA 172

6 ✈  
CESSNA 182

4 ✈  
CESSNA 206

13 ✈  
CESSNA 208

14 ✈  
CESSNA 208B

2 ✈  
CESSNA 208 (AMPHIBIOUS)

15 ✈  
GA8 AIRVAN

2 ✈  
DHC-6-300 TWIN OTTER

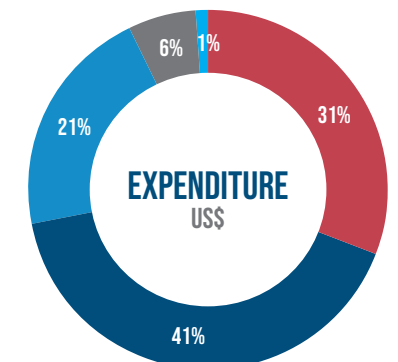
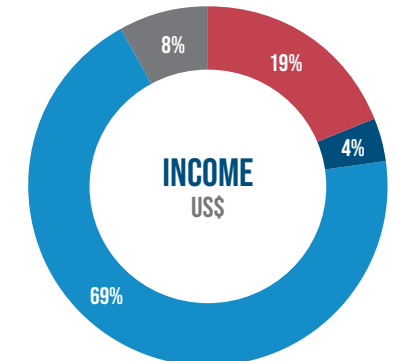
# FINANCIAL REPORT

MAF International is funded primarily through our MAF resourcing groups from around the world. We deeply value our partnership with them and their supporters' contribution to the ministry of MAF remains vital.

| INCOME                         | US\$              | %           |
|--------------------------------|-------------------|-------------|
| FLYING ACTIVITIES              | 7,217,000         | 19%         |
| OTHER MISSION ACTIVITIES       | 1,605,000         | 4%          |
| DONATIONS AND DONATED SERVICES | 26,309,000        | 69%         |
| INTEREST AND OTHER INCOME      | 2,812,000         | 8%          |
| <b>TOTAL</b>                   | <b>37,943,000</b> | <b>100%</b> |

| EXPENDITURE*                                  | US\$              | %           |
|---|-------------------|-------------|
| FLYING AND OTHER MISSION ACTIVITIES           | 10,946,000        | 31%         |
| STAFF COSTS (INCL. COSTS OF DONATED SERVICES) | 14,192,000        | 41%         |
| OTHER FIELD EXPENSES (INCL. DEPRECIATION)     | 7,270,000         | 21%         |
| GRANTS  | 2,075,000         | 6%          |
| RAISING FUNDS                                 | 341,000           | 1%          |
| <b>TOTAL</b>                                  | <b>34,824,000</b> | <b>100%</b> |

2020 was an extraordinary year as the organisation responded to the impact of the COVID-19 pandemic. Income from our flying activities fell significantly and difficult decisions were made to manage our costs well. During the year, MAF supporters sacrificially gave towards the mission and so we ended the year with an unexpected surplus. This surplus will be used in future years so the organisation can continue to operate throughout the pandemic and be well prepared to respond to the needs of remote people long into the future.



\*Support costs are allocated against the relevant line of expenditure, in accordance with UK charity requirements.





# ANNUAL REPORT 2020

MISSION AVIATION FELLOWSHIP INTERNATIONAL

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Mission Aviation Fellowship International is a company limited by guarantee, registered in England and Wales  
Registered Charity Number: 1058226 Registered Company Number: 3144199

Registered Office: Operations Centre, Henwood, Ashford, Kent, TN24 8DH, UK

Coronavirus regulations vary across the world. MAF is committed to safety and adheres to local regulations wherever it serves. The images and people you see in these pages conform to the rules of the countries in which they were taken.

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**Front cover:** 5X-LDR at Bukavu airport, eastern DRC.  
**Credit:** Jacob Steentoft