

# Safety Net



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## Ministry in Africa by Steve Quigg

### Botswana



Attendees and MSI Team Members take a break from the Safety and Security Seminar presented on behalf of Flying Mission in Gabarone, Botswana.

Ah, the FEEL of Africa again. Punch-drunk as I was from having been in an airliner for most of the previous 28 hours, I could still sense the stir of excitement in my soul as I breathed in a fresh lungful of the pungent Botswanan air. The seasons were changing, and I could taste the dust in the air even as it mixed with the humid scent of the coming rains. A sensation often duplicated in my experience in other parts of the world, but never quite equaled. I wondered what adventures this familiar continent held in store for us. Would I embrace the memories of those adventures in retrospect as fondly as I anticipated them in advance?

We were the MSI Six—Jon Egeler, Joe Hopkins, Steve and Gail Quigg, Al Meehan and Bill Powell—descending upon Flying Mission in Gabarone, Botswana for the first

time in 7 years. No organization, regardless of how well run and motivated it might be, can really look forward to being visited by a team of safety auditors. Yet here we were, ready to look into every nook and cranny, interview each member of staff, impose on everyone's schedule and patience, and ask any number of highly probing questions.

Flying Mission is somewhat unique in mission aviation circles. Started in 1977 to meet the transportation needs of mission medical staff working in the desert areas of Botswana, the aviation service has since grown into a commercially run organization offering flight and maintenance services to the church/missionary community of Botswana as well as to the government and business enterprises located in the southern



Flying Mission's policy is to receive periodic updates from the medical profession. This presentation on HIV in Botswana was presented in the context of the MSI Seminar.



MSI President Jon Egeler in strategy discussion with Tom DeWaal, Regional Facilitator for the Christian Aviation Alliance. The Alliance includes several mission agencies with aviation operations in the southern regions of Africa. Common operational standards have been developed, allowing sharing of personnel and equipment as needs arise.

Africa region. In 1999, Flying Mission revisited its purpose and vision statements, and made a bold decision to expand its ministry beyond the traditional aviation services and to become an active supporter of AIDS work throughout the country. Botswana, with one of the highest HIV/AIDS infection rates in the world, is at the critical forefront of the fight against AIDS, and Flying Mission wasn't willing to simply stay on the sidelines watching the country's human infrastructure waste away into oblivion.



Security Consultant Al Meehan observes local police investigating a break-in at a missionary family home in Botswana.

**Safety. . . A Way of Life!**

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## Ministry in Africa cont'd.

After the audit, we had three days to kick back and have some fun by presenting a Safety Seminar for four mission aviation operations working in the southern Africa area: Flying Mission, Mercy Air, Zumat Aviation, and SIM International. The Essence of Airmanship, the Capstone Project, Security Concerns, Safety Program Essentials, Survival Techniques, Practical Maintenance Tips and much more were part of the agenda where everyone was able to study, interact, and learn more about what it means to operate and live safely and securely.



Bill Powell conducts an interview with Dave Lott, Chief Pilot of Flying Mission in Botswana.

### Kenya

Before we knew it, we were flying out of Botswana and descending upon AIM AIR in Nairobi. Kenya for the first time in 6 years. I couldn't keep the childhood ditty out of my head: "Same song, second verse, a little bit louder and a little bit worse. . ." We were about to grill the AIM AIR crew in much the same way as we had the Flying Mission staff. In Nairobi there would be more people, bigger facilities and a different organization, but the routine would be much the same. And as we found out, the results would be too.



In cooperation with Samaritan's Purse, AIM AIR uses the Mitsubishi MU-2 for long distance and international flights. The MU-2 is a demanding aircraft to fly and requires a professionalism in the cockpit commensurate with its design and flight characteristics.



Jon Egeler had the opportunity to present the Capstone project to members of the Flying Club in Nairobi, Kenya. In cooperation with the FAA, MSI is assisting in the deployment of the Capstone technology in many places of the world.



Gail Quigg became part of the AIM AIR flight crew in order to facilitate her short stay in Entebbe, Uganda, where she interviewed several AIM AIR air- men and their wives on location.

AIM AIR operates a mixed fleet of aircraft—all the way from the Cessna 206 to a turbine DC-3. This adds to the burden of keeping operations moving safely.

We didn't find perfect organizations either in Botswana or in Kenya. We never do wherever we go, but we always find mission agencies willing to learn. We certainly found that Flying Mission and AIM AIR were very conscien-

tious about their work and serious about wanting to improve their operations wherever that might be possible. The reports we leave behind always include commendations for things we discover a mission doing that make a positive contribution to safety and security. And we also know that the recommendations that we include in our reports are taken seriously and make a difference in the safety of the operations of these and other fine agencies.



The dispatching and logistic duties for AIM AIR—all are necessary. Whether its scheduling flights, loading aircraft, or getting passports, long-time employee Godfrey Khaikha says it's all in a day's work.

I took one last lungful of the sweet African air as I climbed into the bowels of the airliner that would hold me captive for the next 23 hours and let the taste linger on my senses for a few more moments. What adventures this familiar continent had held in store for us! I wonder, will I anticipate the coming of future adventures as fondly as I embrace the memories of those just past?



All MSI Safety and Security Audits conclude with a presentation of the results of the findings of the MSI Team to mission personnel for whom the service was performed. Prior to this, MSI Team members meet to compare notes and assemble a single report for the mission.

# Of Interest . . .

## The Tsunami

It is difficult to comprehend the unprecedented disaster that happened in the far Pacific/Indian Ocean area the day after Christmas, 2004. The press was not there when it happened, but the scenes captured by those who were are difficult to watch. As of this writing, the estimated death count stands above 200,000 and is still climbing as starvation and disease take their toll.

World response to this humanitarian crisis has been overwhelming. Private donations in the United States alone is reported to be over a half-billion dollars! Many mission agencies have responded with special focus on extending those services they are especially equipped to provide. SIL has sent teams to help with language difficulty due to the multiple languages spoken by the many agencies involved. JAARS is helping with helicopter flights. New Tribes and MAF, for years well known in Indonesia, are hard at work in relief efforts. Samaritan's Purse and AirServ are also providing assistance in the stricken regions.

This out-pouring of world concern from Christian agencies is a reflection of their desire to be of help to those in dire need as well as to extend the Kingdom through more traditional means. The way in which this assistance is being provided is a testimony to the integrity and desire for human well-being in this world as well as in the world to come.

## MSI and Capstone

General aviation flying in Alaska has had the worst safety record in all of the 50 States. Late in the 20th Century, the FAA and other organizations addressed this problem. UPS Aviation Technologies worked closely with the FAA in developing and testing an advanced navigational system based on data communication and GPS positioning technology. The goal was to provide real-time situational awareness of terrain and other aircraft in a single on-board package that was relatively inexpensive. Also, the information was to be available to ground controllers as well as to pilots.

This effort, called the Capstone project, has proven to be very effective, user friendly, and has resulted in a marked reduction in accidents. The success in Alaska has given impetus to its continued refinement and gradual implementation in the USA, with overseas application to follow.

At the recent EAA Airventure in Oshkosh, MSI came into contact with FAA officials who were interested in seeing it employed in underdeveloped areas of the world. Because of MSI's interest in improving safety and its world wide contacts, MSI has found itself on the leading edge of extending this technology to mission aviation and other overseas agencies.

## New MSI Staff

Cary Cupka joined the MSI staff last fall as Research and Development Coordinator. Cary, formerly with MAF-USA and more recently trained in avionics at Moody Aviation, had seen the beginnings of the Capstone project several years ago. Cary is working out the logistics of seeing how MSI can best assist both the FAA and mission aviation agencies in the deployment of this exciting and potentially life-saving technology overseas.

## Safety Certification Program

The concept of developing a set of common operating standards for mission aviation agencies is not new. Joe Hopkins has carried that desire for some time, believing that such a program should result, among other things, in reduced insurance costs that have become increasingly heavy over the years.

With the increased staff now on board, MSI President Jon Egeler is beginning the process to bring a Safety Certification Program into reality. The process began at the recent IAMA Conference and is expected to take a major leap forward at the Safety Summit scheduled for May 16-17 at the JAARS headquarters in Waxhaw, NC. This promises to be a major benefit to individual MSI member missions in their aviation operations.

## Samaritan's Purse Caravan

For the second time, Samaritan's Purse was to make its Alaskan Cessna Caravan available to the mission aviation community for training purposes during the winter season. Ed Robinson had brought the Caravan to Elizabethton and it was already in use for turbine pilot training. However, in the wake of the Tsunami, Samaritan's Purse has relocated it to Indonesia.

## Present with the Lord

The last few months have seen the home-going of several of the Lord's servants:

### Marge VanDerPuy

Marge VanDerPuy, widow of MAFer Naint Saint, passed away in Florida November 22, 2004, almost a half century since the martyrdom of the five missionaries to the Waodoni (formerly called the Auca) in Ecuador. The Saint legacy lives on through the life and ministry of Steve Saint and his continued involvement with the Waodoni. Steve has produced a documentary "Beyond the Gates of Splendor" and is involved in the production of a commercial movie of the 1955-56 effort to reach the Waodoni. The movie is to be released later this year.

## Eko Pinardi

Moody Aviation graduate Eko Pinardi died November 30, 2004 in an airplane crash in the St. Louis area. He and his family had been with MAF, but had returned to be near his wife's family in Indiana. Eko was employed by Grande Aire, a small freight carrier based at Toledo, Ohio. He was co-pilot along with the owner when the engines on the German Hansa jet quit shortly after take-off.

## Bruce McCurdy

Veteran New Tribes missionary pilot Bruce McCurdy was killed in a car accident on January 19, 2005 in Michigan on icy roads. At the time of his death he was on home assignment and was visiting two Indonesian friends who are in aviation mechanics training at a Michigan school. Bruce and his family began service with NTM in Indonesia in 1983 but had returned to NTM Aviation in Arizona in 1998. He has been on home assignment since 2002.

## Progress in Spokane

The hangar facility for the new Moody Aviation training program in Spokane, Washington is taking shape. Director Cecil Bedford says that the hangar should be completed in the very near future. Pictures of the progress can be seen on the Moody Aviation website [www.moodyav.org](http://www.moodyav.org).

## Quest Kodiak

The Kodiak, a new 10 place turbine aircraft under development for several years by Quest Aircraft in Sandpoint, Idaho, has recently completed its 50th test flight. Reports indicate that the performance will meet the projected numbers. The Kodiak was designed to have Caravan-like payload capability yet be able to match or better CE-206 take-off and landing performance. FAA certification tests are to begin this summer.

## Upcoming Events

**For Dates, Locations and Host Mission agencies of upcoming MSI Safety Surveys and Seminars, see "Scheduled Events" on the MSI website, [www.msisafety.org](http://www.msisafety.org).**

April 12-18 EAA Fun n' Sun—Lakeland, FL  
May 16-17 MSI Safety Summit II—JAARS, Waxhaw  
May 18-20 IAMA Conference—JAARS, Waxhaw  
May 27 Final Moody Av Graduation—Elizabethton  
May 28 Moody Av Closing Banquet—Elizabethton  
June 5-7 SATS Demonstration—Danville, VA  
July 25-31 EAA AirVenture—Oshkosh, WI

# Looking Ahead



It has certainly been a joy to work with the team that God has brought together here at MSI. Their enthusiasm, energy, vision, and sense of humor are very encouraging to me. It is also humbling to inherit the legacy of Joe Hopkins and all that God has done through him and MSI in the past 22 years. As we continue to provide the vital services that MSI has traditionally been known for, we are also branching out into some new areas of service to the mission aviation community.

We will be introducing our new initiatives and projects to you in the next few issues of the *Safety Net*. As we look to God for His leading and wisdom in launching them, we recognize that He uses His people to accomplish His will. MSI has been richly blessed with a host of volunteers—those who willingly and often sacrificially give of their time, efforts, and resources. Whether it is expertise, time, or money, God uses every gift, large or small, as a piece of the puzzle that He is putting together for His honor and glory.

I am very excited by what God is doing, and the interest that is being shown in our services and ministry. To help all of us understand what MSI does and what costs are associated with our services, I have broken down some of our key services into projects, so that they can be presented in a clear, concise way. They are:

- Safety Certification Program**
- Development of a Searchable Accident/Incident Database**
- Technology Research and Development**
- Safety and Security Surveys**
- Safety Seminars**
- Website Development**

The estimated cost this year of all six projects in terms of cash flow is over \$230,000! Although this may sound very ambitious for MSI, God has laid these burdens on our hearts, and He is certainly able to raise up people who are interested in investing in His kingdom in this way. As you read about the projects and follow their progress through the *Safety Net*, beginning with this issue, I would ask that you prayerfully consider partnering with us as we follow God's leading in making

*Safety a Way of Life!*

*Jon Egeler*  
Jon Egeler  
President

## PROJECT

### **SAFETY CERTIFICATION PROGRAM**

**Purpose:** To introduce a much higher level of safety and efficiency in missionary aviation operations worldwide.

**Process:** Common standards are adopted by mission organizations worldwide and are monitored and enforced by an independent organization. Currently, lack of standardization in missionary aviation results in a great loss of efficiency, as people and equipment are not shared as readily as they should. In addition, this lack of standardization has prevented implementation of self-insurance and many other cost-saving cooperative ventures. Not only will equipment be used more efficiently, but major resources will be freed up as accidents are reduced and insurance premiums are slashed. Information, wisdom, and experience are more readily shared across organizational lines as they work more closely together, and become more familiar with each other.

**Need:** There is a significant need to continue to lower the accident rate in missions. Also, the need to do something about the cost of insurance in missionary aviation is **critical**. Already, one mission agency has closed three flight programs in large part due to the cost of insurance. At the IAMA conference in May 2004, insurance costs were listed as the #1 problem facing almost all of the 32 organizations present. When the Safety Certification Program was presented, the response was overwhelming.

**Cost:** Estimated cost of getting this program up and running is **\$100,000 USD**. This includes hosting a Safety Summit at JAARS in May 2005, and extensive travel, both to introduce the program, and to conduct on-site inspections of various aviation programs seeking to join.

Safety Certification Program	\$ 100,000
Development of Searchable Accident/Incident Data Base	\$ 25,000
Technology Research & Development	\$ 20,000
Safety & Security Surveys (Audits)	\$ 30,000
Safety Seminars	\$ 50,000
Website Development	\$ 10,000

Shaded area indicates percentage funding received to date

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