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Safety Net

Robert King Retiring

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Robert King Retiring

by Jon Egeler

Farewells are a difficult yet inevitable part of life. With heartfelt gratitude and sincere appreciation, we wanted to let our readers and members know that our staff member Robert King will be retiring from MSI on December 31, 2025.

Robert King grew up as a missionary kid in The Congo in Africa. His family was with the Presbyterian church. He graduated from Moody Aviation in Elizabethton in 1990.

He met Kim while he was a student at Moody. They were married in 1990.

Robert and Kim served in aviation in Ukarumpa, Papua New Guinea with JAARS and Mission to the World from 1994 until 2014.

Robert came to work full time with MSI in November, 2016. During his time at MSI, he has edited mishap summaries and the field edition of the Safety Net. He wrote articles and helped get pictures for the Safety Net, and helped process mass mailings. He assisted with the MSI hospitality tent at Oshkosh, and he helped get things ready for our board meetings twice a year. He helped keep the MSI office running from day to day. These are just some of his responsibilities during his time with MSI.

Robert is a Philippians 2:14 kind of Christian. He does things without complaining. He is dependable and trustworthy. He is friendly, and he puts people at ease. He is a kindhearted servant to all.

Robert also is a servant leader at Memorial Presbyterian Church in Elizabethton, where he is an elder and is involved in several outreach ministries.

Robert and Kim have two grown children. Their daughter Kelly lives in the Tri-Cities, TN, and works for Elizabethton City Schools. Their son Matthew and his wife live in Bogota, Columbia where they are 5th generation missionaries. They are expecting Robert and Kim's first grandchild in February, 2026.

Robert, we thank you for your faithful service to MSI and to the Christian community at large. We wish you and your family the very best in your new adventures.

MSI

AIM AIR in Kenya and Uganda

by Derik Flensburg

This summer, my wife Zoie and I joined Garry, Cynthia, and Jon for an audit at **AIM AIR** in Nairobi, Kenya. This was our first experience serving with MSI and our first time visiting a missionary aviation operation outside North America.

Having interacted with AIM AIR representatives back home at Moody Aviation, we expected to see an organization that operates at a high level of excellence and with a strong conviction to facilitate the spread of the gospel through the church in East Africa. There are still many unreached people groups in Africa; many of these unreached people groups are difficult to access because of geographical and political barriers. Mission aviation is often the only practical way to meet these transportation needs, and the Lord uses AIM AIR in a big way to do this.

For the first week we were in Nairobi, where we were met by a team with a harmonious combination of missionary families and Kenyan national workers. Amid the challenges inherent in operating in a densely populated area, AIM AIR Nairobi serves in a capacity oriented towards fleet maintenance, training, and logistics. Thanks in part to the development of Nairobi and the surrounding area, ministry flights are often farther away than one would expect to see in a typical missionary aviation operation. Being uniquely equipped and positioned to meet distant needs, many of AIM AIR's flights take them across national borders to aid in the effectiveness of the church and the spread of the gospel.

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The next week, we joined Garry and Cynthia to continue the AIM AIR safety audit in their base at Arua, Uganda. Arua is where a great portion of the ministry flying takes place, reaching across borders into South Sudan, Democratic Republic of Congo, and Central African Republic. Our visit to Arua helped paint a much larger picture for us of how AIM AIR responds to myriad, ever-present needs throughout Africa, sometimes even lending critical support to ministries in times of unrest or political turmoil.

AIM AIR Hanger in Nairobi

After those two weeks, we left AIM AIR Nairobi and Arua with the strong impression that there will continue to be a great need for mission aviation for many years to come. It plays a strategic role in transporting the Gospel. AIM AIR is continuously looking at how to grow strategically and respond to these needs. One necessary step along the way is for AIM AIR Arua to build a hangar. Please pray that the Lord would move the hearts of officials in the Ugandan government to allow this to happen, and that He will continue to sustain the hearts of His servants at AIM AIR in Nairobi and Arua.

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MAF Nampa

by Steve Morrell

In July MSI dispatched a team of auditors led by Stan Schmoe to conduct an audit at **MAF US in Nampa**, Idaho. The team, consisting of Stan Schmoe, Glen Ferguson and Steve Morrell were accommodated in MAF's excellent housing facilities located at the airport. In addition to the local training organisation, Nampa is the headquarters for MAF US and is the home for Senior Management responsible for International Operations.

File Photo

Located in three hangars at the airport the maintenance team carry out routine maintenance of a fleet of Cessna 206's, a Kodiak, and serve as the shipping and receiving center for MAF's overseas operations. In addition to maintaining the local fleet, maintenance are undertaking overhauls of MAF aircraft returning from various MAF overseas bases. Currently they have a major project restoring MAF's first Cessna Caravan serial # 10 which was initially received in 1985. This aircraft saw extensive service in Africa with over 23,000 hours in the air. It will now serve in Nampa as a training aircraft for MAF pilots.

At Nampa MAF conducts Technical Evaluations (TE) and pre field training for maintenance personnel and pilots prior to deployment into the mission field. The TE is a key step in a larger selection process that includes interviews, medical assessments, and other evaluations. On successful completion of these, individuals are selected for candidacy and begin the fund raising process. With funds in place the candidate returns to Nampa for pre-field training. Additional training is completed once they arrive in their assigned mission field.

Flight Operations have traditionally used C206 aircraft for the pilot evaluation. The increased deployment of turbine powered aircraft in the mission field dictates the requirement for personnel to be familiar with the maintenance and operation of these aircraft. MAF Nampa has responded to this need by utilising a Kodiak aircraft. The Cessna Caravan mentioned earlier will also join the training fleet once maintenance is complete.

Idaho is an ideal flight training area with numerous airports and a variety of airstrips within a few minutes of Nampa and very few days lost because of weather.

MAF-US collaborates with sister organizations to meet spiritual and physical needs in 37 different countries. Collectively, their fleet of 135 airplanes serves some 1,500 non-profit, churches, and humanitarian organizations. MAF's vision is to "see isolated people changed by the love of Christ," their mission being "Serving together to bring help, hope, and healing through aviation".

For many MAF missionaries Nampa is the launching point. The auditors were very impressed with the professional, dedicated staff they encountered in all branches of the organisation. With excellent training facilities, individuals and families deploying to the mission field arrive fully equipped to meet the challenges they will encounter in fulfilling MAF's vision.

MSI

Samaritan Aviation

by Lyle Reffey

Mitch Morrison and I headed to Papua New Guinea, the land of the unexpected. We were traveling there to visit **Samaritan Aviation** and conduct a safety audit. There were a few unexpected twists to our journey to Wewak, where their base is located. But, with some extra margins built in, it all worked out just fine. When we arrived, we were warmly welcomed and soon felt like we were part of the family.

Samaritan Aviation began its ministry in Papua New Guinea about 25 years ago with a single amphibious Cessna 206. Now God has blessed them with three planes. They use these planes to reach the unreachable in Papua New Guinea. Every lifesaving medical flight opens the door for the Gospel to be shared in these remote regions.

I was privileged to ride along on one of these flights to a small lake. There were two young children that needed urgent medical care, and the Samaritan Aviation plane was the only way they could get to help in time. The team pulled together and quickly dispatched the flight. When we arrived, the pilot flew over the water lane to alert all the canoes to move away and then came around and made an excellent landing. The children and their mothers were quickly loaded and taken back to the Wewak Hospital for medical treatment. Different members of the team go to the hospital every day. They take items essential to meet the patients' basic needs to show God's love. They take this opportunity to share the Gospel with them. Samaritan Aviation has a tremendous ministry giving physical and spiritual hope to hundreds of thousands of people in the Sepik and Gulf provinces.

As Samaritan Aviation expands its ministry in the Gulf province, they need additional mechanics and pilots to join the team. They, like many other missionary aviation organizations, are doing a great job with minimal staffing. Please pray that God will send more men and women to join their team.

It was a wonderful week with the Samaritan Aviation team. To wrap up our time together they took us to the beach by the airport to enjoy the waves and a beautiful sunset together. Many great moments and many great memories for Mitch and me.

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Trinity Aviation Academy

by Glen Ferguson

In June, Glen Ferguson, Bruce and Alexis Booker conducted a Safety Audit for **Trinity Aviation Academy (TAA)**. Founded in 2008, it is located just 30 miles due west of Mt. Rainier in Eatonville, WA.

This was the fourth audit we've conducted for them. We've observed significant improvements in their operations and facilities during this visit. TAA's unique mission is to provide flight and aircraft mechanic training specifically tailored for missionary pilots and mechanics.

The school's location offers an ideal environment for diverse flight training experiences, including mountains, lowlands, and river valleys. Students also develop their radio technique by communicating with Seattle Center. During their 36-month apprenticeship course, students earn their Airframe and Powerplant (A\&P) certification and the necessary pilot licenses to qualify for missions.

Our conversations with the staff highlighted their strong commitment to both the technical training and spiritual growth of their students. As a small school, TAA can focus on the unique needs of each student. One of their most pressing needs is additional staff to accommodate more students.

Should you have any questions about Trinity Aviation Academy, please feel free to reach out to them directly. They would be happy to speak with you.

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Elevating their Game

by Steve Quigg

If you work any length of time within thislarger missionary aviation community, it will soon become evident that there are more Adventist related aviation programs and organizations around the world than you can throw a proverbial stick at. To name a few of the ones which I've run across through the years, there's PAMAS (see the December 2024 Safety Net), Andrews University, MOVE, Adventist Aviation Services, Blue Mountain Academy, Adventist World Aviation, Gospel Mission Aviation, Peru Projects, Adventist Aviation Association, Wings of Legacy, and Riverside Aviation among many others. If, by this plethera of names you suspect that the Adventist aviation programs are more akin to a group of independent flight operations than they are branches of a cohesive aviation ministry, you would be absolutely right. In practical terms, there has historically been little, if any, sharing of resources, vision, standards, training, personnel or anything else aviation related between what Adventists call their aviation "projects".

With a clear vision for bringing closer cooperation between the various Adventist aviation entities, AngelOne has worked diligently since its inception in 2020 to promote safety and common standards within the community. Instead of creating yet another Adventist aviation field project, AngelOne has focused its efforts on raising funds for new aircraft which can be fed into the already existing aviation projects. In what is their best year yet, AngelOne is putting six new-to-them aircraft into ministry in 2025. But along with the aircraft comes an expectation that the receiving project will implement standard operating procedures, improve their safety culture, and have AngelOne provide safety oversight. MSI has been an active partner in that endeavor by means of audits, consultations, and presentations at the annual Elevate conference (one of the most appreciated of AngelOne's efforts).

Open to anyone in the Adventist aviation world who can make the journey to Oklahoma, Elevate is part spiritual retreat, part family reunion, and part safety seminar all rolled into one. But at the same time, it also serves as a catalyst for bringing together a very diverse group of Adventist aviators with the aim of elevating their expertise and aligning their goals. How do they go about doing that?

Well, take a look at some of the items on their agenda this year to get a much better idea of what they are trying to accomplish:

- Practical
  - Patient care during medical flights
  - Airborne Search and Locate exercise
  - Signal flare use
- Educational
  - MSI presentations on Leaving a Legacy, The Problem with Hope, and the Top 10 Best Practices for missionary aviation
  - Panel discussions on
    - Aircraft Maintenance
    - The Future of Mission Work
    - Thriving Together as Family in the Mission Field
    - Spiritual Warfare and Resilience in the Mission Field
- Spiritual
  - Daily Bible studies and prayer
  - Agape Supper & Communion Service
- Inspirational
  - The dedication of a newly acquired Robinson R44 for mission service
  - Daily interaction between missionary aviation veterans and young wannabes
  - Reports of ministry on the mission field

Elevating their game? There is a dedicated group of Adventist aviators doing just that!

MSI

Help Needed

President's Comment

Sometimes it is not easy to ask for help, especially for those raised to value independence and hard work. Our society honors the "self-made" and tells us, "You've got this." However, it is clear that God designed us to be inter-dependent, as illustrated in so many examples in Scripture and commands such as "Bear one another's burdens," and "Ask, and it will be given to you". Perhaps our need for one another is one way that God reminds us of our limitations and keeps us from becoming proud.

When MSI was founded over 42 years ago, it was Joe Hopkin's vision to see missionary aviation operating safely and effectively, while reducing accidents and fatalities. That vision is becoming a reality, as we celebrate over 5 years since the last fatality in missionary aviation with few major accidents in the past several years. This represents a lot of hard work on the part of many people, as well as God's tremendous blessing. Let's keep up the good work!

Since the beginning, MSI has depended on the help of many people: volunteers who share their time and expertise, staff who work hard to ensure safety is made a top priority, and generous financial partners who provide the financial resources to allow MSI to impact aviation ministries in a positive way.

MSI's ministry is a support role in helping to take the Gospel to the ends of the earth. As such, not everyone understands the strategic importance of safety in missionary aviation, so our support base is relatively small. Consequently, it is important for those who do understand the value of the ministry to help in any way they can—every little bit helps! We encourage you to give as you are able, to volunteer to serve, and to share MSI's vision and purpose with others. "Some go, some stay, some give, some pray." Thank you for your role in this ministry.

As you are aware, costs of almost everything have been rising, and MSI is not exempt from the impact. We can't relax our efforts to promote safety now, or we risk a quick return to where we were before. Truly, we need your help to

Keep Safety a Way of Life!

Jon Egeler

Jon Egeler
President/CEO

Mission Safety International, Inc.
328 E. Elk Avenue, Suite 1
Elizabethton, Tennessee 37643-3351
Telephone 423-542-8892 FAX 423-542-5464
E-mail info@msisafety.org www.msisafety.org

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