



Wings of Faith

NO.1

Annamarie's Update

APRIL 2025

"Trust in the Lord with all your heart and lean not on your own understanding; in all your ways acknowledge Him and He will direct your paths." -Proverbs 3:5-6

Hello everyone!

In this newsletter:

Home Support Team, MATC, Hangar One, and more. Keep Reading!



Hope you are all doing well in your part of the world! So encouraging hearing from many of you since my January update. I want to share an overview of what I'm doing now and answer some of your questions I've been receiving. I hope this letter gives a clear picture of what my next steps look like as I continue forward in this process of serving with MAF Netherlands.

What do you mean by building a "Thuis Front Team"?

A "Thuis Front Team" (TFT) or Home Support Team in English, is a concept unique to MAF Netherlands which sees the many diverse tasks that missionaries need to do beyond their technical role with MAF and aims to balance this workload by having the missionary select a team of people around them to assist with specific tasks. The TFT is a group of 5 – 7 people that live in the Netherlands and who will help me with various tasks related to my financial support raising, sharing stories from the field and planning my furlough. Please be praying that God would lead me to the right people as I put my home support team together!

My page on MAF NL website: <https://www.maf.nl/vandermeijden>

This is where my future newsletters will be linked and other support information.

Who is MATC?

Mission Aviation Training Centre (MATC) is MAF International's official flight training provider located here at Teuge Airport right beside the MAF Netherlands Office. MATC is a flight school whose leadership is largely former/current MAF pilots and focuses on preparing pilots to be sent overseas with MAF.



I would love to hear from you!



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WHY ARE YOU WORKING AT HANGAR ONE?

Hangar One is an aircraft maintenance company located also at Teuge Airport. This company does all the maintenance for MATC's fleet as well as many commercial operators from the Netherlands & across Europe. I've been hired to work part time while I continue the next steps with MAF. This allows me to help cover my increased living costs while I'm here in the Netherlands (no more camper life sadly 😊) and to continue expanding my maintenance skills. It's very interesting working in a Dutch aviation environment for the first time with such a variety of different airplanes and a great team of people. I'm learning a lot! Working in a team of about 20 Dutch speakers is challenging but all the maintenance manuals are in English and I'm gradually picking up more Dutch from my colleagues.

Prayer Praises + Requests:

- **Thankful** for all of you who continue to pray for me – your support + encouragement is what helps fuel me forward in this busy season!
- **Thankful** for all the steps that have been accomplished so far with MAF NL.
- **Please be praying** for my GAP Analysis (April: 17,18,30 + May 1), getting familiar with flying MATC's diesel engine airplanes and learning all the differences that come with flying in Europe.
- **Pray** for my EASA conversion – Energy for all the study and figuring out these steps.
- **Pray** for the relationships I'm building at work, that I would be an encouragement to the team and that I would feel more at home for the time I'm here in the Netherlands.

WHAT AM I DOING AT MATC? I THOUGHT YOU FINISHED FLIGHT TRAINING?

I completed my required flight training at Compass Aviation which was an important steppingstone in enabling me to apply to MAF. Now that I have the base licenses (CPL + IR) which MAF requires I will be assessed here at MATC and receive further training specifically designed for MAF pilots. This structure is not based on flight hours but on competency + scenario-based training tailored specifically for preparing me to fly with MAF. This month I will be having my GAP Analysis (Flight Assessment) and in May, June and August I will be flying the 3 Flight Camps which MATC does yearly with other MAF Applicants. These Flight Camps are required advanced training weeks which take place in Germany at various grass strips where we will also tent at. I'll be training in the areas of: short strips, airstrip evaluations and terrain flying.

WHY DO YOU NEED TO GET AN EASA LICENSE?

Good question. I'm asking myself that sometimes too as I'm looking at terms I've never heard of like QNH, QDR/QDMs, CTRs, charts with runway lengths in hectometers and cloud clearances + airspace that's completely different.

Having FAA and Transport Canada licenses means I can fly airplanes that are registered to those countries. So, to fly Dutch registered airplanes here at MATC (without another licensed pilot or instructor onboard) I need to have a Dutch license myself. The plan is to convert my most basic pilot license (PPL) to a Dutch one so that I can fly solo and log PIC time while I'm here. This process involves EASA theory exams, specific radio license training + oral exam, EASA medical, test flight and even an English proficiency exam. (Which is funny...because I do hear a lot of Dutch on the radio 😊). I'm working through these steps and figuring out how and where to find things in an EASA framework. Thank you for your prayers that I have the energy to do all of this.

SUMMING IT UP

Raise financial support. Build TFT. Flight assessments. Further flight experience building + Flight Camps. License conversion....A lot of different steps and pieces on the go. Thankful to have all of your encouragement, prayers and support as I continue walking through this process!

The adventure continues,

Annamarie