

Their Cherokee 6 covered the Gold Field with community and spiritual helps, and is on constant stand by. They are based at Perth's Jandakot.

On Eagles Wings:

Bibles and planes go naturally together, so copies of God's Word have been provided by the Flying Bibleman. When Exodus said: "Bear you on Eagle's Wings", they put it into practice.



Trevor Booth the Flying Bibleman

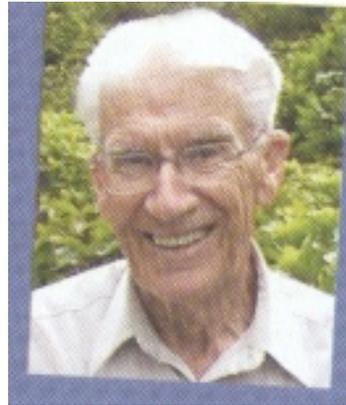
Their planes tackled the most dangerous parts of the tropical far-north and placed Bibles in every remote school and homestead. *And they won the people.*



Nowadays, it's Phil Zamagias from Darwin, but began from Perth by Trevor Booth in the 60's. Zamagias flies high on the strength of greats before him. Visit him at; <http://www.flyingbibleman.com/>

Used by God:

One who flew with the RAF Coastal Command in WWII was Murray Kendon. He considered that general aviation could be used by God, and he was backed in prayer by the Mildmay Movement in the UK.



Kendon at home in NZ at 90

He gathered the first adventurers together in 1944. They'd just ended a war, now they were ready to conquer distance to support missions. They matched prayer, technology, aviation and mission together and called it "Missionary Aviation Fellowship".

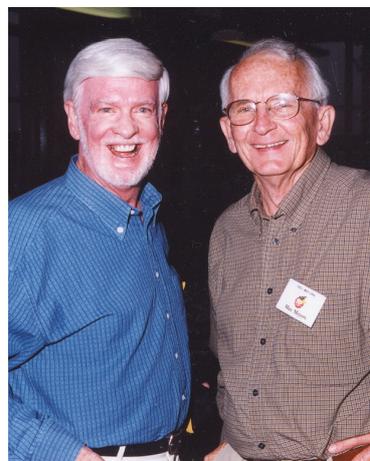
Africa and Back:

1948 Kendon and Jack Hemmings flew a 1945 Miles Gemini twin on a research flight from Croydon UK, to Africa and back (*crashing in Burundi*). From that primitive adventure, the MAF vision took off.



Hemmings Gemini

For more than fifty years Australia sent planes and pilots to PNG and bases in northern Australia. Harold Morton and Wal Job led the pack. Today's MAF flyers can be seen at: <http://www.maf.org.au/>



Nixon and MAF's Meyers

Harold Morton knew of these; he began at Moorabin in WWII, then to hangars at Morwell in the Latrobe Valley.

After years of mission flying in Borneo, he eventually returned to Morwell in retirement for the dedication of MAF's newest equipment, an Australian GA8 Airvan.



MAF's GA8 Airvan

Like Doves Flying Home:

A passenger let a snake loose in Max Meyers' 206 in PNG. *Not unusual but unnerving.* Till they landed. *Snakes have been known to slither up a wheel well, and join the flight without a ticket.*

Meyers was a former RAAF fighter pilot and moved on to become MAF's International President. **"Riding the Heavens"** is his book. *"What is that sailing by like clouds or like doves flying home?"* was the excited comment of natives where he flew.



That's one heck of a mountain strip in PNG.

But MAF could have failed at the beginning. In April 1951 pilot Harry Hartwig commenced operations in Papua New Guinea with one aircraft, a single engined 4-place fabric tail-dragger, a DH J1 Auster Autocar.



MAF Auster dedication at Bankstown

In August the Auster crashed near Goroka due bad weather, instantly killing Hartwig. After years of praying and planning and less than four months after commencing operations the mission closed.

Health In His Wings:

A year later it reopened and has continued valiantly, conquering distance and time, meeting the physical and spiritual needs of the missions and remote communities in Papua New Guinea, and a hundred other nations. Because ... *"Health is in their wings". (Mal. 4:2)*

Fifty years along, former MAF pilot Alan Stray became the head of the international department of Australia's **National Transport Safety Bureau**, an agency which researches aviation incidents. Andrew Robertson joined them, too, from Derby.

Way in the Wilderness:

Nixon still quotes Isa. 43:19, which is about Israel, and it is his too: *"Behold, I will do a new thing. I will even make a way in the wilderness and rivers in the desert".*

Snags:

Mission humor keeps crews alert. Here's a pilot "snag-sheet", - and the solutions that appear everywhere. Locations not disclosed, but keep your eyes open ...

Snag: Left inside main tyre almost needs replacement.
Answer: Almost replaced left inside main tyre.

Snag: Something loose in cockpit.
Answer: Something tightened in cockpit.

Snag: Evidence of leak on right main brake.
Answer: Evidence removed.

Snag: Friction locks cause throttle levers to jam.
Answer: That's what friction locks do.

Snag: Suspected crack in windshield.
Answer: Suspect you're right.

Snag: No. 2 motor is missing.
Answer: Search for No. 2 motor found it on the right wing.

Snag: Aircraft handles funny.
Answer: Warned aircraft: straight-en up, fly right, get serious.

Snag: Mouse in cockpit.
Answer: Cat installed.

Snag: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
Answer: Took hammer away from the midget.



Not only is this the shortest runway, it's the widest!"

Pilot's Faith?

The pilot learns early to trust his equipment and instruments. It is impossible to be agnostic. He is a man of faith. He is a believer.

A Christian learns to trust in his Jehovah God, and Jesus