

Safety Net

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MISSION SAFETY INTERNATIONAL

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Cooperation. . . Key to the Future

May 10-12, 2006 may come to be recognized as another significant moment in the history of missionary aviation. Under the leadership of John Armstrong and hosted by **Missionary Maintenance Services (MMS)**, the **International Association of Mission Aviation (IAMA)** held its 35th convention in Coshocton, Ohio. In some ways similar to a trade association, these annual events allow participants to get up to speed on what's going on in mission aviation. They also provide the opportunity to renew friendships and receive updates from participating agencies as well as provide for social and inspirational times together.

If there is one thing that is abundantly clear in the history of IAMA, the desire for cooperation is at the heart of those ministering through Missions. Is there any particular member organization that can complete the "Great Commission" by itself?

Even before the beginning of this year's Conference, there was a clear sense that now is the time for serious cooperative efforts by mission aviation agencies. IAMA President John Armstrong expressed this in his quote above from the April 2006 IAMA newsletter.

For the 120 participants from over 40 different mission agencies attending that meeting, none will forget the impact of Jim McGee's presentation of the results of the world-class research he has done so far for **Global Mapping International**. The purpose is to provide stakeholders—those individuals and agencies involved in providing actual field operations as well as those who support them—with solid evidence for effective decision making for the future of mission aviation.

Known as the "Flight Plan," his research has been going on for several years and has been divided into three phases. Phase 1 was designed to identify the current state of mission aviation, the forces at work in it and what trends can be seen. Phase 2 was to see what present perceptions, needs, challenges, and opportunities can be identified. The purpose of Phase 3 was to see and analyze what options might be available or desirable for the future. Phases 1 and 2 have been completed and he is now gathering the data for Phase 3. His presentation at IAMA summarized the results obtained during Phases 1 and 2. It is no stretch to say that this was received with much appreciation and with sober reflection by all who attended.



Light Work



When I was young, I was told the story of a large group of people meeting in a room when suddenly the lights went out. An elderly Chinese gentleman stood up and asked who wanted the lights to come back on. Everyone raised their hands, and the lights came back on! "You see," he said, "many hands make light work!"

We laugh at the double meaning of his words, but the principle he alluded to was sound: if you have a large task, get lots of help, and it will be finished quickly.

As MSI began working on the Safety Certification program and the cooperative self-insurance initiative, it became obvious very quickly that we were in the same type of situation. The task is huge, and we realized we would need lots of help to pull it off. Both of these programs would require each participating organization to be audited initially and have follow-up visits regularly. As we mulled over in our minds how best we could accomplish the task with the resources we had, it occurred to us that there were resources out there that were not being used to their full potential.

Many of the organizations we work with have grown in size and complexity to the point that they have designated safety officers. These officers are generally responsible to raise safety awareness, investigate mishaps, do research, share information, perform safety inspections, and keep an eye on the overall safety of the organization. Most of them have experience in performing audits and inspections, and we thought that perhaps we could ask them to help us lead teams of auditors to perform safety audits on our behalf in the geographical regions where they are working already. Thus, the concept of MSI's RSVP was born.

The Regional Safety Verification Program (RSVP) is not an end in itself. It's rather a tool to allow us to use the resources that are already out there to accomplish our goals in the spirit of cooperation that we have been talking about. It is also using the resources God has already provided to more adequately help missions be more effective and efficient in reaching people for Christ.

How do we see it working? Each participating organization designates people to serve on audit teams or committees in the region of the world where they are working. Each team is led by an experienced safety officer or equivalent. MSI helps them organize and coordinate audits in their region, and provides audit forms, advice, resources and follow-up. Each of these teams audits all of the aviation programs of the participating organizations in their region, and continues to do so on a regular basis.

This concept of peer review and audit is not new, and has been used very successfully and effectively in education and industry. There are tremendous benefits to be realized as a result of using it, besides improving the safety of the participants. As members of the audit teams visit the programs of other organizations, they share their expertise, and learn new things to take back with them. Valuable lessons learned are thus spread widely. As relationships develop, trust, understanding, and mutual respect increase. With building trust comes a much greater desire to cooperate and work together. Soon resources are being shared freely, and effectiveness is multiplied tremendously.

As you can see, God has placed MSI in a unique position to serve as a catalyst to help cooperation develop. As we work with many different organizations, we become the mediator or "go-between" that encourages the organizations to work together with each other, thus fulfilling the prayer of Christ in John 17:23 "May they be brought to complete unity to let the world know that You sent me and have loved them even as You have loved me."

This is our prayer as well, and we want to thank you for your help, also, as you provide some of the "many hands that make light work!"


Jon Egeler
President

Cooperation



IAMA President John Armstrong, also President of Proclaim Aviation Ministries, greeted attendees at the concluding Banquet.

One of the most interesting results of his research was that the values held by those participating in the study showed that cooperation with other agencies was at the very top of the list of those values most desired. Hand in glove with this finding was the concern that the cost of mission aviation operations to many agency providers and those served was very near the top of the problems faced today.



Former Mission Aviation Fellowship pilot Ted Ludlow (Zimbabwe) has managed a fixed based operation. One of the founders of Grace Community Church in Minnesota, he now is active in leadership of several Christian ministries.



Mission Safety International President Jon Egeler explains the MSI vision for the Cooperative Insurance and RSVP programs.

MSI President Jon Egeler motivated attendees to think of the benefits of working together in a cooperative insurance program undergirded by a Safety Certification program. Using actual numbers from many mission agencies, he showed that the combined premiums paid in for hull and liability insurance versus the amounts actually received from claims to insurance agencies through the past 6 years was astoundingly out of reasonable balance—enough to get anybody’s attention. With the assistance of professional insurance brokerages and with the cooperation of many mission agencies, MSI is hard at work to create a cooperative insurance program that will reduce the insurance load on missions—resulting in better stewardship of financial resources available for Kingdom efforts. His description of how MSI’s Regional Safety Verification Program (RSVP) would work further showed the benefits of working together—getting more done with less expense through shared efforts. His presentation was warmly received.



Dwight Jarboe, President of **Missionary Maintenance Services**, welcomed guests to the 35th annual IAMA convention.

Throughout the Conference, Keynote Speaker Ted Ludlow’s devotional messages hit hard at the spiritual qualifications for those involved in ministry. Out of personal experience as a former MAF field staff member, he challenged attendees to be done with trying to remake the old self, which is to be considered crucified and dead, and to focus on the new self—new creations made in God’s image—laboring together with fellow believers to extend His Kingdom. Ted led the fellowship shared as brothers and sisters in Christ gathered around a communion table at the close of the Conference. None who attended would doubt the joy sensed in that fellowship or the recognition that God’s will is best reflected in working hand in hand as much as possible to flesh out His will in our various ministries.



Jay Hopkins, President of **Error Prevention Institute**, interacts with IAMA delegates to obtain feedback toward the goal of creating specially designed and useful strategies for increasing the effectiveness of mission aviation operations.

Jay Hopkins, author and creator of **Error Prevention Traps and Tools**,™ presented his complete seminar on Preventing Human Errors. He challenged his listeners to carefully reflect on their operating procedures and to understand how they can best be constructed to help prevent accidents. The strategies he suggested have been tested and the evidence is in—they really work! He is generously giving of his professional time to develop and share with mission aviation agencies his insights that will help their operations—making them safer and more effective. He requested feedback from the participants to tailor his efforts specifically for the mission aviation community. He looks forward to getting a first hand look at field conditions as part of an MSI team going to Papua and PNG this Fall.



MSI's Research and Development Coordinator Cary Cupka explains some of the latest avionics technologies and how these might affect mission aviation operations.



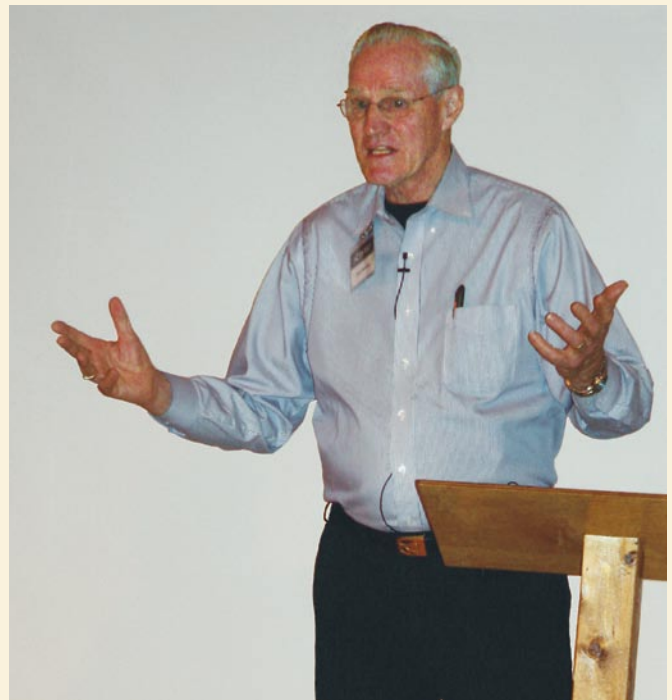
The MMS hangar was the place where everything except the final banquet was held. These extensive snack tables during break periods provided plenty of munchies for delegates to refresh themselves as they interacted with colleagues.

The talk by MSI's Cary Cupka on emerging technologies and Dave Voetman's update on the status of the Kodiak program completed the formal presentations made at this year's conference. The Kodiak project has been a cooperative project from beginning to end—and is destined to be a tremendous benefit to mission aviation.



As an outsider to the fraternity of mission aviation pilots and mechanics, Test Pilot Russell O'Quinn expressed admiration for what is being accomplished around the world through mission aviation.

Following the presentations by Jon Egeler and Jim McGee, Jay Hopkins commented on the seemingly opportune time for cooperative efforts to begin to make a significant impact for the future of mission aviation. Friday evening's Banquet speaker, Test Pilot Russell O'Quinn, kept his audience in laughter as well as in sober reflection of how God works in individual lives to bring them safely home—literally and spiritually. Mr. O'Quinn was also in attendance during the presentations made by Jon Egeler and Jim McGee. He asked to speak and reflected on how he had never before been in an assembly of so many different Christian groups using aviation technologies to reach the world for Christ. Visibly moved, he wondered what mission aviation agencies working together as much as they possibly could might accomplish in the future.



The efforts of Quest Aircraft Company to build and certify a new aircraft specially designed for the realities today's mission aviation agencies face is a wonderful example of cooperation. Dave Voetman, Co-Visionary of the Kodiak concept, shared the latest information.

No formal conference theme was announced beforehand. The theme that emerged was undeniable—cooperative efforts appear to be one significant way to move into the mission aviation future. Not only agency effectiveness may result, but even survival of many aviation programs may also be one of the desirable consequences. Thanks to **IAMA** for a great conference and **MMS** for being such wonderful hosts.

Now He Knows . . .



Ed Essick (center) with fellow MSI Board members Rev. James Richter and Keith Ericson

Ed Essick had been battling lung cancer for some time. For about the last year and a half he would send e-mails updating me on his situation and treatments. Almost without exception he would end with some type of tribute to his loving God. Several times he said something like, "Those are my plans, but God has not told me His yet." Well, now He has. I'm sure my dear friend Ed is not disappointed.

Ed had his own business and over the years owned several airplanes which he used for travel to call on customers. One was a Cessna 210 which he purchased from Moody Aviation, and as a result he came around fairly often. Since I was a flight instructor at Moody at the time, I first got to know Ed during those days.

In 1982, when I was looking for some men to join me as trustees in the formation of Mission Safety International, Inc., someone mentioned Ed. I met with him and after hearing what MSI was to be, he excitedly came on board as one of the original four founding board members. Eventually he became Chairman of the Board and served in that capacity until the bylaws required that he rotate off the board in 2005. At that point, as a founding board member, he was made board member emeritus.

Ed had a real heart for MSI. Not only would he call often for lunch in order to get updates and give me counsel, he also participated with us on several ministry trips. What fun it was listening to him recount his experience of being invited up to the cockpit on his flight back from Bolivia and even sitting in the co-pilot seat of the Boeing 727!

He was less excited in recounting his experience with us on another trip—this time to Indonesia, where he had the dubious privilege of sleeping on a foam mattress on the floor in a crowded room with a bunch of guys. We made it up to him by arranging a ride in a rickshaw to a local restaurant to sample the native cuisine.

Sometime later Ed, along with wife Dottie, joined us in Kenya for our safety work with the mission aviation community there.

He wanted to make a difference in the lives of others just as God had for him. In one of his e-mails last September he said, "God has not told me that He will heal me with this [special medication], but He has gone to a lot of trouble for an Old Sinner already."

As I review Ed's e-mails starting in February of 2005, I am blessed. Here is a sampling of his closing statements over the next year and a half:

A tribute to Ed Essick 1935-2006

Ed Essick went to be with the Lord on Sunday July 2, 2006 at the age of 71. A native of Iowa, he had lived in Johnson City, Tennessee for the past 50 years. He was preceded in death by his father and one daughter. He is survived by his wife, two sons and daughters-in-law, one daughter, a brother, and eight grandchildren. The family has requested that memorials be sent to Mission Safety International.

Trusting God.

Always in God's hands.

Trying to be sensitive to God's will. As of 9:10 a.m., I am content with waiting for God's will to be revealed (I don't know about 9:30!). Grateful to be in God's care.

Thank you Lord!!!

God is trustworthy and my trust is still in Him (that doesn't mean He has to do everything my way), trusting God.

Unsettled.

I'm still in the hands of the Great Healer (He hasn't told me what the outcome will be.)

**As ever, the physical part of my life is in God's hands. (The spiritual part too, but that has already been determined.)
Trusting God.**

Praising God for His mercy and His grace.

Perhaps sensing the end was near, on June 20 he ended with:

**Your prayers for the three of us are greatly appreciated!!!
Loving God.**

Finally, in the last e-mail received June 26, he closed with:

Please pray that ALL decisions are from God... for peace and acceptance on my part, that I will embrace God's decisions for my life. I love you all. Ed.

What a testimony of trust in our Savior. Getting this message out to those who haven't had the opportunity to hear is the reason for MSI's existence. We support those missions serving on the front lines taking God's message of salvation.

Thank you Lord for what you did in Ed's life. Thank you Ed for what you have done in my life. I'll see you later. Maybe we can do lunch!

Joe Hopkins

Getting It Together

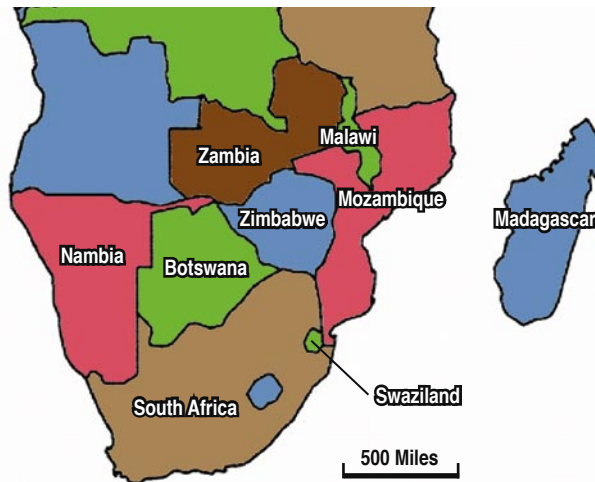
From time to time in articles past we have featured many organizations that have been part of the MSI world. This time around, we'd like to introduce you to a whole alliance of them cooperating together in nine different countries!

Spreading its ministry across the southern latitudes of the African continent, the **Christian Aviation Alliance of Southern Africa (CAASA)** is composed of three different organizations with long histories in the region—**Flying Mission**, **Zululand Mission Air Transport (ZUMAT)**, and **Mercy Air**. Separately, they each have very

effective outreaches. Together, they find mutual support and accomplish far more than they could possibly do individually. Membership assures that they share common goals and standards. Flights can be planned and executed in an efficient manner because each organization has access to the services, aircraft and staff of the other groups and can offer a large variety of transport solutions throughout the southern African region. Each year, the Alliance members come together for quality consultations and safety meetings, something that they never did well before.

Flying Mission is a Christian charity organization whose aim is to facilitate the activities of missionaries and national organizations through its aviation program and growing HIV/AIDS ministry. Although historically based in Botswana, Flying Mission was granted Charitable status by the Zambian government in January 2006. This was a major step in setting up the new Flying Mission base and ensuring that more mission personnel will be able to move into Zambia and assist on a long-term basis.

Aircraft: Cessnas 206, 210, and 421
 Website: www.flyingmission.org
 Countries: Botswana, Zambia



Mercy Air, an independent, Christian humanitarian aid aviation service established in 1991, provides safe, professional and cost-effective aviation service to the wider humanitarian and mission communities in southern Africa. The goal of Mercy Air is to provide lasting aid to victims of natural and human disasters in a swift and non-bureaucratic manner. In addition, Mercy Air supports the ongoing efforts of various non-government organizations, recognized mission and church ministries and development agencies.

Aircraft: Cessnas 210, 310, Beech 18 and Helicopter
 Website: www.mercyair.org
 Countries: South Africa, Mozambique, Zimbabwe, Zambia, Botswana, Malawi, Namibia, Swaziland and Madagascar

ZUMAT's aim is to be a practical expression of the love of Christ by facilitating access to health care in under-served and remote areas. They transport doctors, health workers, patients and emergency cases between hospitals and clinics and to larger health centers as far south as Durban, South Africa.

Aircraft: Cessna 207 and Maule 7.235
 Website: www.zumat.org
 Countries: South Africa

MSI delights in being a part of such a special group of aviation programs. **CAASA** is living proof that very different groups can work together in an effective manner. It has established a precedent for cooperative programs in the mission aviation world and we are following their lead with initiatives like the RSVP, group insurance, and Safety Certification programs. In December, MSI will be back to the region to do safety audits for ZUMAT and Mercy Air and to lead a safety seminar for the Alliance and its friends. For their vision to safely and effectively minister in the region, we say, "Well done, indeed!"

Steve Quigg
 MSI Vice President for Field Services

Special Financial Need

MSI is committed to following through with its vision to assist missions in more effectively using the resources God has given them for ministry. Not only do we seek to do this through our continuing safety surveys and seminars, we are passionate about helping missions reduce their insurance costs through participation in MSI's certification and insurance programs.

An MSI Team, including Jay Hopkins, will be traveling to Papua and PNG in November of this year. Two safety seminars, a safety survey, and several training sessions for the RSVP are scheduled. We'll also be introducing some of our research into insurance initiatives.

The cost to MSI will be very substantial—about \$9,000. We have only made a very modest beginning to fund this service and we have a long way to go. In faith we are looking to God to supply this amount through those who will partner with us in the stewardship of resources He has entrusted to them.

A special public thanks to everyone who shares in this cooperative effort to help the cause of missions around the world.

Safety Award Nominations

Nominations are being sought for recipients of the Joseph G. Hopkins, Jr. Safety Award. This award is given by the Board of Directors of MSI to an individual in recognition for outstanding efforts to improve the safety of Mission Aviation and who has demonstrated dedication to the highest goals of operational safety and security as promoted by Mission Safety International. Please submit your nominations to Jon Egeler at jegeler@msisafety.org



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