

DERIK & ZOË

F L E N S B U R G

joining God in reaching the nations through aviation



the Lord's faithfulness.

EAA AIRVENTURE, OSHKOSH.

Acrobatic aircraft somersaulted midair less than a mile away and an airship circled overhead. A man about my age approached Moody Aviation's booth and eyed the white Cessna 185 with red trim and numbers N185CX. Tears streamed down his face as he recognized this plane as the one that had flown him around Indonesia when he was a missionary kid. This was the plane he eagerly washed as a youth so that it would be fit to transport missionaries, food, medical supplies, medivac patients, and bible translations in the mother tongue of the nationals. He walked up to the airframe and gave it a big hug. Moody had borrowed the plane for the event, but its sister plane N185PR is used to train students at Moody today. Our original plan was to bring Moody's 185, but instead God used this borrowed plane to remind the visitor of his days in Indonesia.

REPRESENTING MOODY We were invited to represent Moody Aviation at EAA Airventure in Oshkosh, WI this year in celebration of the mission flight school's 75th year in ministry. I took on the task of putting together a Moody Aviation history video, which was played at Moody's booths. Missionary aviation was represented at the event by MAF, JAARS, and many other agencies in order to share what God is doing to bring the Gospel to the nations and invite fellow believers to get involved.

At one of the mission aviation events at Oshkosh, the results of a recently-completed study were presented. The research sought to answer the question, "is missionary aviation effective?" The resounding answer from the data was, "YES! But there is room for improvement." That room for improvement is in the movement of very small and very large cargo. Our long-term vision for ministry is to seek solutions to logistical problems like these using innovations in aviation technology, so we were very interested to hear these research results. We spoke with Scott Zibell, who conducted the Aviation Effectiveness Research. When we shared the idea of using drones and lighter-than-air in missions, he encouraged us to keep seeking these solutions. Other missionary aviation reps at Oshkosh encouraged us in this also.

OUR VISION

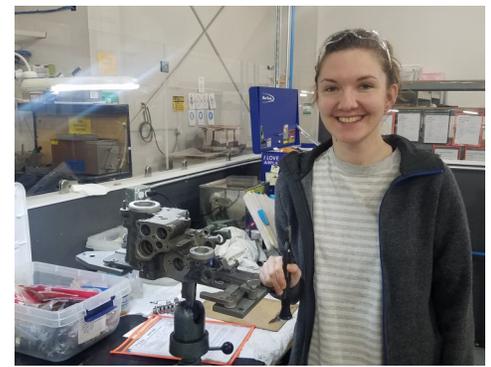
God uses people to reach others throughout the world and he uses missionary aviation in many ways to accomplish that. Zoë and I want to be a part of what God does to reach the lost. We want to use the knowledge and skills He has given us in aviation to solve logistical problems on the mission field.



Derik & Zoë with the rest of the Moody Aviation crew at Oshkosh



Derik practices teaching instrument ground school to his CFII instructor



Zoë overhauls a propeller control unit at the FAA repair station

DEVELOPING PARTNERSHIPS

Since joining Proclaim Aviation Ministries, God has grown us immensely. As eager as I was to start my safety development role at Moody, Zoë and I knew we first must walk through the steps of ministry partnership development and fundraising--sharing the Lord's work with others and inviting them to get involved through prayer, giving, and advocacy. We attended a training for partnership development, where we learned to share stories of what God is doing to reach the nations and encourage others to take part in fulfilling the Great Commission given in Matthew 28. Then, we began reaching out to churches and fellow believers. The Lord began building our ministry partnership team, and we have been energized by those He has brought about. Even when we were sick for two weeks, we received notices of people who partnered with us. It was then that this truth became clear to us: the work is wholly dependent on God and his faithfulness.

GROWING FURTHER

The end of October rolled around and brought with it the opportunity for me to begin training at Moody to become certified as an instrument flight instructor. Certified flight instructor - instrument (CFII) training entails a series of flights and briefings with an instructor to refresh pilot and teaching proficiency and to practice teaching instrument procedures like departures, holding patterns, and approaches which allow pilots to operate safely even when they cannot see outside the cockpit. My instructor, Walton Kostreva, graduated Moody one year ahead of Zoë and me. I have appreciated his attention to detail and the example of humility he sets as an airman. Our days over the last few weeks have been filled with briefings where I teach him, and flights where I wear a view-limiting device that makes it so I can only see the instrument panel.

LOOKING FORWARD

My CFII training ends next month with a checkride. Once the training is done, we can once again focus on ministry partnership development. Currently, we are nearly 75% of the way to completion of the fundraising goal; it feels like we are on the home stretch. Lord willing, once fundraising is complete, I can start working with Garry Barkman (pictured in the group photo above, right side) at Moody Aviation to analyze the safety management system and improve upon any weak points we find. When the system has been well revised, we can then share it with other missionary aviation agencies to help them manage safety in their operations. The chance to play a part in the improvement of safety at a school that trains missionary aviators, and at other aviation ministries makes me eager to get started; development of safety is at the heart of our vision to use innovations to serve missions.

The Lord is faithful in completing His work to reach the nations for the Gospel. We are thrilled to be a part of that, and are equally thrilled to invite you to be a part of it as well.

Derik & Zoë

pray.

Finishing the race of our ministry partnership development and monthly fundraising

Finding success in Derik's instrument flight instructor training and Derik's upcoming role at Moody

Renewing Zoë daily so she can more effectively be Christ's light in a spiritually dark workplace

CONNECT



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GIVING & SUPPORT



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