Aeroplanes have been used in missions for more than 60 years. They have proved to be an essential element in many areas of the world in tribal mission work, enabling the gospel to reach “inaccessible” places.

Yet people often ask, why not simply use helicopters? They have obvious advantages:
- They can land on the smallest spot without a runway
- They can transport large cargo by slinging it underneath the helicopter

But helicopters are also complex machines, resulting in high operational costs, while requiring highly skilled staff.

While serving with Helimission, I came to the conclusion that God must consider the “eternal costs” for the lost tribes higher than the expenses that come with the use of a helicopter.

There are seven different mission organisations using helicopters around God’s world. But what many people don’t realise is that each hour flown in the air by a helicopter requires at least 3.5 hours of maintenance done by a skilled Engineer on the ground.

Amazingly, we too have experienced God’s provision in it, perhaps beyond our belief. As we move forward in training people for this crucial ministry, pioneering the last unreached pockets of the world by helicopter, where an airplane can’t land, we take the opportunity to thank you for your involvement in prayer and support!

Hans Kummer
ACMA Helicopter Maintenance Instructor
Open Day 2012

New Flight Simulator at ACMA

Just arrived! MAF has installed a new state-of-the-art Redbird Flight Simulator at ACMA’s Coldstream facility which is able to accurately simulate our flight training aircraft including:

- 3 degrees of motion
- 180 degree visual presentation
- variable and marginal weather situations, and
- full instrument flight capability

This machine will significantly enhance our capability to provide efficient and effective training for mission aviation pilots without being restricted by weather or daylight.

At what cost?

Once in a while I hear a person question the high cost of training an Engineer or Pilot for the ministry of mission aviation.

Sometimes the question is a search for genuine understanding.

But sometimes I’m left wondering whether the person is asking from the perspective of economic rationalism with which we in the West have been so infected. Somebody once gave me a definition of an economic rationalist as “someone who knows the cost of everything but the value of nothing”.

It’s absolutely true – it costs a small fortune to train people for mission aviation. And the small fortune becomes a larger fortune when they get to the field.

But that’s true of pioneer missions everywhere.

- How much does it cost to train the medical staff and operate a mission hospital in Africa?
- How much does it cost to train and equip a Bible translator and support him or her for decades as they translate the New Testament?

Is it all worth it?

As I write this, the Dao tribe in Papua is hearing the wonderful news about Jesus for the first time...

...Today!

Who knows how much it cost to get to this point? People. Helicopters. Perhaps even lives.

But here’s the big question –

WHAT IS THE COST IF WE DON’T?
ACMA CEO RESIGNS TO TAKE UP POSITION AS PRIME MINISTER OF AUSTRALIA

If that untrue statement got your attention, so might some other rumours which have been floating around!

You may have heard via one of the infamous “grapevines” that there are some changes afoot in the way ACMA delivers its Aircraft Engineering training for future mission aviation aircraft maintenance engineers.

That part is true. There are changes occurring.

The rest of what you have heard may well not be true.

So here are the facts as we have them at this point in time:

1. The increasing demands of the many state and federal authorities involved in the development of the new Aeroskills training package are so complex that it is no longer possible for ACMA to deliver the Diploma of Aeroskills curriculum under the RTO approval of MST.

2. For the foreseeable future, the ability of ACMA to continue delivery of that level of training will require us to develop a new model in co-operation with another training provider which already has approval from the various state and federal authorities. That process will take some months to bring to completion.

3. ACMA has already had discussions with Kangan Institute, which is a major training provider in Melbourne and the only other RTO in Melbourne which is authorised to conduct Aeroskills training. A number of possible models are currently being explored. Generally, the proposition being considered is that Kangan will provide the RTO authority, conduct the off-job (theory) training, and issue the awards. ACMA would continue to provide on-job practical training and the specialised experience required of those embarking on a ministry in mission aviation.

4. In order to provide sufficient time for the transition process to be completed effectively, ACMA will not be enrolling any new Engineering students in the first semester of 2013. Depending on outcomes of our continuing discussions, it is expected that new enrolments will not be able to be accepted until second semester 2013 at the earliest, and maybe not until the beginning of 2014.

5. For the first half of 2013, our great team of Engineering Instructors will be busy preparing for the new model of training, upgrading their qualifications and ACMA’s facilities to meet requirements, continuing to use their skills in maintaining aircraft through AvServe (including MAF’s flight training fleet), and undertaking short term teaching assignments to mission aviation fields in order to upgrade the skills of serving mission aviation Engineers.

6. ACMA is working with current Engineering students to develop a satisfactory path forward for their continuing training.

7. The ACMA management and Board are currently actively analysing the various options, and we expect to have some more definitive information towards the end of February 2013.

8. No changes are anticipated in relation to the Aeroskills program conducted by ACMA for High School students at Ranges Tec, nor for the commercial maintenance operations of AvServe, nor for the ACMA Flight Training courses operated in partnership with MAF.

We all value your continued prayer and support as we seek the Lord’s wisdom in forging the way ahead.

Dr Bruce Searle
ACMA CEO
4 Dec 2012
Funding Opportunities at ACMA

As you can imagine, aviation training demands continual upgrading of facilities in order to provide effective and efficient training. Additionally, the facilities at ACMA need expansion to cope with growth.

YOU CAN HELP US! The following projects are needing funding. All of these are in addition to ACMA’s annual operating budget...

Praise Points
Praise the Lord with us for:
• Provision of donated funding for the Helicopter Maintenance Project
• Provision of donated funding for the upgrade to the Telephone System
• Funding made available through MAF for the provision of the Redbird Flight Simulator.

Prayer Points
Please pray for:
• Engineering and Flight student enrolments for 2013 and beyond
• Continued provision of funding to enable planned projects to proceed.

For more information on:
• How you can be a partner with us in the Mission Aviation Course.
• How you can support Mission Aviation Training through bequests.
• How you can support Mission Aviation Trainees.

Contact Jennifer Barton
P: (03) 9739 0612
E: jennifer@acma.vic.edu.au

Contact Delyse Searle
P: (03) 9739 0612
E: delyse@acma.vic.edu.au

www.acma.vic.edu.au

ACMA Affiliated Organisations

Building tomorrow’s leaders today
Non-Tax Deductible Donations

- Please enlist me as a Prayer Partner
- Please enlist me as a Financial Partner
- I would like to share as follows
  - $_____ monthly
  - Please debit my credit card (see info right)
  - Please find my one-time gift of $_____ enclosed (Please make cheques payable to ACMA)
  - Please send me details about leaving a Bequest to ACMA in my Will

Electronic Transfer
Bank: Westpac
Account Name: Australian Centre for Mission Aviation
Branch: Lilydale
BSB: 033 107
Account number: 381844

Please email us or telephone
or include your name as a reference when paying by EFT.

Non-Tax Deductible Donations – through Annabel Charitable Foundation Ltd (ACF)

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Donors wishing to deduct a tax deduction for their donation are required to complete the details below.

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Please note that you include your name and/or supporter number with each deposit and note that the donation is for ACMA students.

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ACMA’s address overleaf...