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Upcoming events:

- Engineering
- MAF ministry team
- Studying for Piston engine exams
- Working towards PT6 engine license
- Fixing up the Land-cruiser

Matt's Prayer & Praise

- Thanks for opportunities to spend time in Wewak & Sydney
- Thanks for Australian Airframe licenses
- Thanks for my two drums arriving safely
- Thanks for God's protection
- God's protection in the air and on the ground for MAF PNG operations
- Spiritual growth
- MAF ministry team/Engineer's Bible Study
- Bible Faith Orphanage
- For wisdom & to grow as an Engineer
- My family back in Australia.



MFU's C check completed



Dan, Timon & myself in Wewak



Volume 3, Issue 3

July — October 2010

Update

On my return to PNG in July, it did not take too long for things to get busy here. I had unscheduled maintenance on a Twin Otter which was my first release to service (certifying the aircraft back to operations) since becoming Licensed. It was a big job and was named my baptism of fire. We also started a C check on another Twin Otter, which was a really busy and stressful time. I was working overtime everyday, three out of four weeks and some Saturdays. The C check ended up being five weeks in length and by far the hardest time I have had in PNG to date. Despite this it was really a time of finding my feet as an License Engineer. As I didn't really rest during furlough and having this C check, I hit the wall pretty hard. Three of us ended up having a short holiday in Wewak in September. Falling over the 65th anniversary of the Japanese surrender, ending WW2 in PNG. It was a much needed time of rest. I also sat my Australian air law exam in August, which I passed. I received my Australian airframe licenses back in September, which was a big victory, something that I have been working towards since starting my apprenticeship back in 2002. There are always hangar maintenance/safety projects to work on. We have had a few busy months in Engineering, so has been hard to make progress on projects. One of the main projects has been installing a chemical triple incep-

tor at the back of the MAF head quarters compound for chemical waste. It is still underway but close to being finished. The MAF ministry team has had only two programs the last few months, I have only been able to attend one. We ran an outreach program at Andakapla out of Mt Hagen past Newtown. We



Family Christmas dinner

screened the Jesus film in Tok Pisin outdoors, which involved most of the local churches and the community. I have had a few injuries too lately. I had a heavy fall on my mountain bike one Saturday morning which left me very sore and stiff. The worst injury was spraining my left



With Zach & Lani

wrist, it has taken seven weeks to come close to a full recovery. I was really grateful that I didn't have any severe injuries. I also managed to have a piece of lockwire (stainless steel safety wire) go through my finger while working on a PT6 engine. Which resulted in a trip out to Kudjip mission hospital for an X-ray and have it removed with

my own lockwire pliers. We have had two GA8 aircraft heavy landings. One Friday evening after working back, Timon was driving the Engineer's bus and it was held up at gun point in town. I was behind him in another vehicle. In the end it was a failed attempt, praise God for his protection. I had a weekend away visiting the Perrett's, who serve with CRMF in Goroka. I attended a men's camp in the Buyier Valley with guys from Mt Hagen KBBN Church. It was a good time of camping and fellowship. I have been looking after two dogs on our compound Zoey and Vida. My two drums from furlough arrived safely. We have had a few farewells too, people finishing or moving to another MAF program. One of them was seeing Brandon depart for furlough to get married back in North America and return to PNG next year. Congratulations to Brandon and Sharlene! In October I was asked if I would travel to Sydney to transport engine parts for overhaul. So I spent over a week on business in Australia. I also got to celebrate Christmas early with my family and see some friends and supporters. So much has happened in the last four months. Coming back from furlough I was more determined to put more focus on Engineering as it is my main ministry. Since coming back I have taken on more responsibility and in this short period I feel I have grown the most as an Engineer during my time in PNG.



In Goroka with the Perrett's

“ So the last four months really have been mainly Engineering. Having more responsibility too since coming back, I think over this short period of time I have grown the most as an Engineer since being in PNG...”



Men's fellowship in the Buyier Valley



MFM in after it's heavy landing

Christmas in October

When I left Sydney in June, I thought I would not return until 2012. So when I was asked in October to transport the engine parts down for inspection and overhaul, it was quite a shock. It is not uncommon for us to transport such expensive parts, as it is a much cheaper way of getting the maintenance carried out quickly. To purchase these parts as spares, even overhauled ones would be around \$150,000US. By hand carrying the parts, we are able to clear customs in both countries with the correct paperwork and it is the

most efficient way of transporting the parts while the aircraft is on the ground. This job did not just involve transporting the parts but also observing the work carried out at the overhaul shop. I learnt alot while there, but the work was delayed due to awaiting parts to come from Canada. Besides work it was a great opportunity to catch up with family and friends. I was able to have an early Christmas dinner with my family. On top of an early Christmas with my family I was able to get some needed medical

attention. It was also a surprise seeing how much the babies had grown in over four months. I was able to go watch the Four Nations game of Aus vs PNG Kumuls, which was painful to watch. I was able to do a lot during my time in Sydney, but not over do it and repeat mistakes of furlough. There was some drama in travel, one of my flight's down was cancelled and I almost missed one flight on my return due to being held up in Customs. But in all it was a win win situation.

Holiday in Wewak

During PNG's remembrance day in July, I realized that this year would be 65 years since the Japanese Surrender at Wom Beach at Wewak. I really wanted to be there for the anniversary as my Grandfather saw the end of WW2 in Wewak. So initially it was going to be a long weekend away. But due to burning out during the C check, it became a post furlough recovery holiday. Starting off at a week and becoming ten days while down there (I had enough overtime built up from the C check). Timon

and Dan (CRMF) my good friend joined me for the trip. We were able to stay in a vacant house on the MAF compound and have access to a vehicle. On the 13th of September (day of the 65th anniversary) we were the only ones at Cape Wom memorial park. Despite it being disappointing it was special to be there. Besides taking it easy and swimming everyday at the beach, we had a good balance of rest and going out exploring. This being my second trip to Wewak, we did more WW2 site search-

ing, including exploration of some Japanese tunnels in Wewak Hill, Japanese anti aircraft guns at the airport, more exploration around Cape Wom and surviving someone digging up a live WW2 bomb. We also celebrated PNG's 35th anniversary since Independence while in Wewak. I love the coast and Wewak. It was a good time of rest, food and fellowship with the guys. I am really grateful for God's provision, the way this trip came about and the way He continues to sustain me.



PT6 Engine parts



Climbing out of a Japanese tunnel, Wewak Hill



Lockwire through my finger



Passam Falls, Wewak



Farewell with close friends