A REPLACEMENT FOR MAF’S OLDEST CARAVAN

9S-EAU’S LEGACY
For 50 years, MAF airplanes have flown over the vast, harsh terrain of eastern Democratic Republic of the Congo (EDRC). These airplanes have provided safe transport for people who otherwise would have traveled days and weeks over barely passable roads, often through areas fraught with danger from rebel groups and a rising number of radical Islamic extremists.

For 33 of those 50 years, Cessna Caravan 9S-EAU—the 10th Caravan manufactured by Cessna, ferried directly from the assembly line to EDRC in 1985—has relentlessly served isolated villagers in EDRC. Because of 9S-EAU ...

- Unreached people groups have embraced the Gospel and received Bible translations in their heart languages.
- Large populations experiencing crushing medical epidemics have been vaccinated and have received medical aid.
- Former enemies have been reconciled in Christ through the ministry of Organisation, Evangélisation, Intercession et Libération (OEIL).
- Refugees from South Sudan and Central African Republic (CAR) have been trained in water purification and basic hygiene and equipped with supplies such as tarps for shelter.

By God’s grace and with your support, MAF aircraft in EDRC will continue to help meet these needs and many others. But in order to do so, 9S-EAU—the oldest Caravan in the MAF fleet—must be replaced.

THERE’S A LIMIT TO WHAT ONE AIRPLANE CAN DO
9S-EAU has flown over 22,000 hours. At 20,000 hours, it underwent an NDT (Nondestructive Testing) inspection that required the full-time labor of five MAF pilots and mechanics over a period of three weeks. After 20,000 hours, Cessna requires an NDT inspection every 5,000 hours because parts wear out more often, corrosion worsens, and cracks start to appear. At that stage, airplanes often stay grounded for long periods of time while waiting for hard-to-obtain replacement parts.

“Transporting local missionaries to their destinations is not just about ease of movement. It can mean the difference between life and death.”
—Jon Cadd, Program Manager, EDRC
A NEW CARAVAN FOR A NEW KIND OF MISSIONARY

The MAF pilot turned to the men seated on his airplane. “Are you pastors?” he asked. “We are missionaries!” was their unequivocal response.

Following decades of tragic violence and destruction—during which most Western missionaries left EDRC—the Congolese Church is rising up as a prominent national mission force. With courage and creativity, these new missionaries are speaking forgiveness, reconciliation, and hope into the lives of their unreached countrymen.

The men on this airplane are part of a group of missionaries sent from their church to an area in the north where active rebel militia frequently ambush travelers, steal, kidnap, or kill. Each team of missionaries stays in the area two months at a time, strengthening the few struggling churches and sharing the Word with people who have never heard of Jesus. These Congolese missionaries leave their families behind, under the care of their sending church.

By road, their journey would take one to two weeks through dangerous and difficult territory. A Caravan transports them to their destination in two hours. MAF’s partnership with these fellow believers gives us a front-row seat to the powerful works God is doing through them. With a replacement Grand Caravan, we plan to support this ministry effort for many years to come.

9S-EAU is one of three MAF airplanes located at the MAF EDRC base in Nyankunde. The other two airplanes are a 10-year-old Cessna Grand Caravan and a Cessna 206.

<table>
<thead>
<tr>
<th>9S-EAU</th>
<th>Replacement Caravan</th>
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<tbody>
<tr>
<td>Model</td>
<td>Cessna 208 (&quot;short&quot;) Caravan</td>
</tr>
<tr>
<td>Passengers</td>
<td>10</td>
</tr>
<tr>
<td>Payload carrying round-trip fuel for a two-hour flight</td>
<td>2,123 lb</td>
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<tr>
<td>Engine power</td>
<td>675 horsepower</td>
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<tr>
<td>Avionics</td>
<td>Legacy instrumentation</td>
</tr>
<tr>
<td>Length</td>
<td>38 feet</td>
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</tbody>
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*The exact model and year of the replacement Caravan will be determined by factors such as fluctuating costs and field priorities at time of purchase.

THE COST: $2,560,000 for a Cessna 208B Grand Caravan EX

THE RETURN: Generations of isolated people physically and spiritually transformed by the love of Jesus.

Is God leading YOU to help fund a new Grand Caravan to bring His love to the people of EDRC?