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Adventist World Aviation
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serving the physical, mental, and
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forgotten peoples of the earth.

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President's Weather Report

The theme for this issue of *AirWays* is "Called to Serve." Thankfully, each team member of AWA feels they have been "called to serve" on behalf of this ministry. As we begin a new year, we are excited about the new goals, new possibilities, and new opportunities in which to serve others. Thank you for serving with us through your daily prayers, your monthly donations, and your communications with us. We appreciate you very much!

Recently I was reflecting upon the past two years as president of Adventist World Aviation, and feel honored to have been given the privilege to serve Christ with my passions in aviation and soul winning; yet, I wonder what we could have done differently.

One of the things I thought about was the misconceptions that many constituents have about ministries, particularly about donations. In fact, I had similar thoughts until I became part of Adventist World Aviation.

Some of the misconceptions are as follows:

- "My \$25 does not really make a difference."
- "Much money is wasted in areas of no ministerial value, such as travel or appeal letters."
- "The ministry has many BIG donors."
- "The ministry has many little donors."
- "Others will contribute."

Another perception that some have involves spending money

publishing and mailing the monthly newsletters, appeal letters and the quarterly *AirWays*. We have had donors ask us to take their names off our mailing list in order to save the postage. However, without these forms of communication you would have no idea what Adventist World Aviation is doing around the world, and donations would decrease as a result. The cost of printing and postage is minimal compared to the value of our donors hearing from us each month. This is part of how we "serve"—by sharing wonderful mission stories.

Then, at times, I wonder why it seems to take so much time to complete projects, such as building a hanger in Alaska or repairing a plane for the Philippines or obtaining an additional plane for Guyana. That's what happens when resources and qualified personnel are limited.

So, where do we go from here? What does 2014 look like? How will AWA be "called to serve?"

Well, much of that answer lies with you—our faithful donors and partners.

I love the story of the church pastor who announced to his congregation one Sabbath morning, "As you know, we have voted to build a new fellowship hall, which will be used for many functions, such as fellowship meals, wedding receptions, evangelism, recreation, feeding the homeless, and much more. The good news is that we have the money to accomplish this great project, enough to do it debt free!"

After the applause and the resounding “AMEN” had subsided, the pastor continued, “However, there is one small step. You, my dear congregation, must now place those funds in the offering plate, and we will get this project done!” You could have heard a pin drop in the congregation.

Throughout 2013 we have informed you of the great needs around the world where AWA is serving others and making the world a better place. Sadly, most of the time we do not receive all the funding necessary to enable us to “get the project done.” Is it presumptuous to say to you, “With your help, we will complete our goals for 2014?”

Our goals for 2014 are many—but they are worthy goals that will bring many people to Jesus.

Here is a list of our critical needs:

- \$180,000 is needed for repairs and maintenance on six AWA airplanes.
- \$56,719 is needed to eliminate the debt on AWA’s hanger in Dillingham, Alaska.
- \$250,000 is needed for the Cessna 206 amphibious airplane for our new airbase in Manaus, Brazil.
- \$350,000 is needed for the Robinson helicopter for the Philippines. More people can be reached with a helicopter; places where there are no landing strips, no roads, and no rivers.
- \$240,000 is needed to expand and improve the airbase on the Palawan Island, Philippines

(and to return the airplane to the Philippines).

Among these vital concerns are the monthly needs to keep the planes running, the ministry operating, and monthly support for our dedicated missionary families.

Together we can make it happen, and make a difference in the (hard-to-reach) places of the world—beginning with Guyana, Philippines, Alaska, Brazil, Nicaragua, and Argentina.

Thank you for your continued support and prayers. If each one of our donors gave \$150 each month, our list of critical needs would be cared for and we could begin operating in other parts of the world where people are waiting to hear about Jesus.

May 2014 be full of blessings for you!



Ric Swaningson, president/CEO



In this issue:

4

Flight School Reports:

Blue Mountain Academy
Heritage Academy
Thunderbird Academy

6

Features:

Restore Houston
Reaching The Unreached
The Flight Plan

10

Mission Reports

Is God Calling You?
Serving God Is An Adventure
Ready And Willing
Moonlight
Answering God’s Call

20

Flight Safety

21

Planned Giving

22

Growth and Expansion

Front Cover:

Cesna Amphibious plane

AWA-PA Students Visit Class D Airport

When you think of school, having a “D” is not necessarily a good thing. If, however, the “D” is a Class D airport tour, the expectation goes way up!

The airspace that overlies airports is divided into different categories, depending on how busy the airspace over those airports is. Class B airspace is the busiest, with mostly commercial airline traffic. It includes places like New York, Chicago, Los Angeles, etc. Class C airspace is crowded, but it serves a lower volume of airline traffic than Class B. Class D airspace overlies airports that have a significant level of airport traffic, but only occasionally handle airliners. An airplane must be dialoging with the control tower in order to enter class D airspace. In fact, all of the airports in these classes of airspace have control towers.

The airspace that the Blue Mountain Academy airport lies under is Class G, which means we do not have to talk to a control tower in order to fly. So it was a real learning experience for the BMA ground school class to take a full tour of the Reading, Pennsylvania Class D airport (RDG).

We began in the terminal with the director of airport operations. He told us the story of General Carl A. Spaatz, for whom the airport is named. We learned that the Reading airport was used as a staging area for B-24 bombers before they were flown across the Atlantic during World War 2. Reading airport was also the site of a low-security internment camp for German nationals, many of whom settled in the area after the war was over. We were able see one

of the airport fire engines, and learned how it worked.

Then we walked over to the air traffic control tower, where we were taught how airplanes traveling through the area are handled by the approach control, and if they are landing at RDG, handed to tower. We learned exactly what information they know



Students visit Blue Mountain Ridge Tower.

about transitioning airplanes, and what information pilots should supply after a hand-off. Then we climbed the stairs and entered the tower cab. RDG is one of only about six facilities in the United States that has the radar/approach position located in the tower cab. Most places have the radar controllers down in a lower level of the tower facility. We saw the tower supervisor record a new hourly ATIS (report of current weather conditions and active runway information). We watched while an arriving flight was handed off from another sector, how the controllers sequenced them in, guided them in to land, then gave them taxiing instructions to their destination on the airport.

After we left the tower, we went across the airport to the Mid-Atlantic Air Museum, which has a very large collection of World War II airplanes. Our personal tour guide, who normally doesn't let visitors into the airplanes, allowed the AWA-PA students to climb into the flight deck and forward bombardier's station of their B-25, since he said that as flight students, we had the kind of respect for airplanes that the public would not understand. The museum has a TBM Avenger, an SNJ Texan, a Stearman, and a B-25, all of which are airworthy and are flown to airshows or are used for rides. We did not, however, get to take any rides. The museum is in the process of restoring a P-61 night fighter “Black Widow.” Only three others still exist in the world, but when theirs is finished, it will be the only one that flies.

Seeing how a larger airport operates, how air traffic control does their job, and how airplanes were used on the front lines of air service 70 years ago helps inspire us as to how God can use the skills we are learning for His service today. It helps us understand the National Air Space system that we fly in, and it helps us see what it takes to build and maintain an airport. It inspires us to be the best, most professional pilots we can be.

Eric Engan is ground/flight school instructor for Blue Mountain Academy and also teaches computer, math, and music courses.





Thank You For Making A Difference

It may be a new year, but here at Thunderbird Adventist Academy, we are only halfway through our school year, and what a fantastic first semester we had! Thanks to your generous prayers and donations we added a Light Sport Cheetah to our fleet, in addition to a fuel truck. It is because of you that we are proud to promote our program as one that enables high school students to obtain their pilot license for a quarter of the cost of most flight

schools. It is only because of people like you who use the gifts and talents that God has blessed you with to bless our students here at Thunderbird. For this we are extremely grateful.

I want to introduce you to Melanie Ramirez, a student at Thunderbird. I'll let her tell you in her own words about herself and why she felt God leading her into aviation. Here is her letter:

At Thunderbird Adventist Academy students have the opportunity to grow in knowledge in various aspects of education. Besides the standard academic subjects, extra-curricular activities include acrobatics, team sports, class leadership, and flight school. This year, as a junior in high school, I have decided to join the aviation program to get my pilot's license.

Many people wonder why I would join such a challenging class, but there are many reasons I chose this excellent opportunity in life. First of all, it's a unique quality – to learn how to fly – that may open many doors in my future. Another reason I picked flight school was because it offers a benefit in my career. As a future medic, learning to fly to other countries in order to help them gives an advantage over others in the job market. Finally, learning to navigate a plane will help with my mission work to reach people far from civilized areas to spread the gospel of Jesus Christ and His soon return.

This class offers an affordable path to learn how to fly and, above all, it's an exciting and unique opportunity that allows you to be different and have a lifetime qualification. I'm thrilled to be part of this program.

– Melanie Ramirez

This is just one of many students' lives you are touching through your prayers and donations. We are still raising funds to put a hanger up for our aircraft to stay out of the hot desert sun and give us a nice place to work on the aircraft. We would also like to put a couple of classrooms in the hanger so that our students can have the best learning atmosphere we can possibly provide. A very unique way you can make the difference in our students' lives is to sponsor a student to help cover their flight costs. We have lowered the costs significantly, but our students still need your help through sponsorships or donations toward these costs.

Once again, thank you so very much for your continued

prayer and support for our Thunderbird project here in Scottsdale, Arizona. We truly are blessed to have people in our lives who not only support aviation but the continued growth of our young people.

May God continue to bless you in the New Year.

Derrick Heisey
Aviation Director
Thunderbird Adventist Academy





Restore Houston

Aventist World Aviation and Adventures in Prophecy were invited to work with the Texas Conference of Seventh-day Adventists in an initiative entitled “Restore Houston” this past October and November to help share Jesus throughout Houston, Texas.

Pastor Ric Swaningson gladly accepted the invitation and his meetings were held at the West Houston Seventh-day Adventist Church, and began Friday, October 18, 2013. Close to 150 people came out for the first night of meetings, eager to learn about Bible prophecy and to find hope in uncertain times.

Each evening Pastor Swaningson took the audience on an exciting multimedia adventure in Bible prophecy. Sharing knowledge he gained from his time spent in the Middle East studying biblical archaeology, he was able to take those in attendance on a virtual tour, beginning with ancient Bible history, to the present, and on into the future. Occasionally “Pastor Ric” showed archaeological artifacts to help illustrate that evening’s Bible principles. Topics presented during the two-week series included Daniel and Revelation, the origin of sin, the Ten Commandments, the Sabbath, and death—just to name a few.

In addition to the evening meetings, there were special programs for children, which included Bible stories, songs, and crafts. Occasionally, Lee Arthur, M.D., an anesthesiologist in the greater Houston area, gave 10-minute health lectures, emphasizing the importance of healthy living to enhance our relationship with Jesus. At the conclusion each night, a light supper was prepared by the local church members, giving time for the attendees and church members to fellowship with one another; and it gave additional opportunity for questions and answers about what they have been hearing and learning. Most of these questions were directed to pastors Ric Swaningson

and Ashwin Somasundram, senior pastor of the West Houston church and the youth pastor, Steven Solero.

One church member said, “I thought I knew the Bible, but I guess not.” Others made similar comments, such as, “Pastor Ric makes the Bible come alive,” or “I never understood the 2300-day prophecy until now.”

One young college-age man, Marcus, never missed an evening of meetings. He came eager to learn more about the Bible. He treasured and studied the Bible lessons that were handed out each night. One evening he said,



Ric Swaningson took his listeners on a virtual tour of the Middle East as he shared with them facts about Bible history and archaeology at the West Houston church in Texas.



Pastor Ashwin (right) and Pastor Steve (left) prepare to baptize Mark Phelps as he dedicates his life to the Lord Jesus.



Pastor Swaningson's prophecy seminar at the West Houston church was well attended.

“These meetings have changed my life. There is hope for the future. I am glad that I was able to come and hear the Bible messages.” As the meetings progressed, Marcus made the decision to be baptized.

William was another attendee who came to the meetings every evening. He heard about them from the flyer that had been mailed out. He, too, was eager to learn more about the Bible. One evening he told Pastor Swaningson, “I am a member of the Episcopal Church. But I have never heard these Bible prophecies. I am glad I received the flyer and could come to hear you speak.” A few days before the series ended, William made the decision to be baptized and join the Seventh-day Adventist Church.

The prophecy seminars ended on Friday evening, November 1, 2013. On the following Sabbath a special dedication service was conducted, which included a baptism, a sermon of joy, and encouragement by Pastor Somasundram, and then a dedication to those baptized. The church members, with tears in their eyes, were overjoyed and gladly welcomed the new members into their church family. You can be sure the heavenly hosts were also rejoicing.

“Restore Houston” made an impact on Houston. Throughout all the churches that participated in this special outreach program, 419 people were baptized. Not only did this program increase the church membership in Houston, but it also revitalized the current church members. Many accepted their role of being “disciples” for Jesus and showed a desire to nurture the new church members. This was especially true for the West Houston church.

You may wonder why Adventist World Aviation was part of this outreach program. Was aviation involved? No, but soul winning was, and that’s our most important task. Pastor Swaningson, an experienced evangelist in his own right,

was invited to participate in “Restore Houston.”

Secondly, like any ministry in the North American Division of Seventh-day Adventists, visibility is important. Through church appointments, participation in camp meetings, and conventions, we are able to continue to share the mission and vision of AWA, and to encourage others to become partners with us. Houston was no exception. Many opportunities were available to share what AWA is all about. In fact, two individuals are now making preparations to become missionaries on behalf of AWA in 2015.

When we open our hearts and become willing to serve Jesus, amazing things happen. Pastor Swaningson was willing to give two weeks of his time to the Texas Conference and to Houston. As a result, approximately 30 people attending his meetings gave their hearts to Jesus. In addition, more people learned about mission aviation service and now, new missionaries are being prepared to serve.

What are you willing to do? What impact will you make for Jesus and His kingdom? Not only does Houston need to be “restored,” there are other places, as well. Are you willing to help AWA “restore” places, such as Guyana, the Philippines, Brazil, and Nicaragua? How about your city?

Through your daily prayers, your monthly contributions, and telling others about Adventist World Aviation, you can help us “restore” where restoration is needed.

Charlene West is project development and evangelism director for AWA.



Please Partner With Us to Reach the Unreached



Kids were jumping and running all around. A few kids sat quietly playing in the dirt while others were running after the chickens. I put down my stethoscope to look around. “There are so many people to still be seen,” I thought. Some days it seemed like there was one snotty-nosed kid after another, nothing exciting . . . a few fevers, colds, sniffles, skin rashes—the usual.

The quiet indigenous mother walked over toward me with her small son, and a rather distrusting look on her face. Her son looked to be about 2-years old. He had some snot running down his lip and some dirt around his neck, the common look in this village. As she told me that he was sick and had been sick for “some time” as they put it, I began to



go over in my mind, yeah, it is the common cold.

But as my rule is, I always lay hands on the kids, listen to their heart and lungs, and take the opportunity to show love tangibly to them.

Some of these kids may have never had a true physical exam. As my stethoscope descended upon his small chest I immediately detected an abnormal murmur. My training told me that this was pathological. This needed intervention. I begin questioning the mother, and found out that for his whole little life he had been sick, not able to play with the other kids. She had exhausted her resources traveling to larger cities on more than three occasions, only to be told by multiple doctors in multiple health care facilities that he was fine and had a cold. No one had ever listened to his heart.

Through our network of volunteer physicians, we were able to get the little boy the needed open-heart surgery to

save his life. Now, two years later, as we visit his village we are able to see the boy run and play as he enjoys a normal childhood, like all the other little indigenous boys and girls. His mom and whole family today are members of our local Adventist church as a result of our first visit to their community several years ago.

Amazon Lifesavers Ministry uses medical care as an opening wedge to enter into the hearts and villages of jungle dwellers in the Amazon Region of Brazil. By first taking care of their physical needs, we are able to then open up to them the hope of salvation that we have in Jesus Christ. We have seen time and time again the right arm of the gospel effectively opening people to a saving relationship with Jesus.

In this specific indigenous village, Ponta Alegre, we were able to later place Bible workers who lived with the Indians for several months. Our Bible workers are able to reach the locals personally with Bible studies and church planting. In Ponta Alegre we now have a beautiful little Seventh-day Adventist church of more than 80 members. Our Bible workers then continue in each community to work on training disciples and future missionaries so that each community is able to continue leading their local church!

Amazon Lifesavers Ministry would like to reach out further to the hard to reach, distant communities of the Amazon. There are whole regions yet un-entered by the third angel’s message. With a partnership with Adventist World Aviation, we hope to be able to do just that. We hope to be able to reach farther and work more. With the assistance of an airplane we can use more effectively our medical professionals and pastors and volunteers who have limited time to donate to the jungle regions. Instead of traveling several days and working only a few, we can maximize our time offered by each volunteer with less time spent getting to each destination. We pray that you will consider joining us in this endeavor as we seek for financial support to make these plans a reality.

Brad Mills is an Amazon riverboat captain and director of Amazon Lifesavers Ministry. He and his wife, Lina, and their two boys live in Manaus, Brazil.





The Flight Plan

We are in a new year! I am excited about that, not because 2013 was necessarily bad, but because I like new beginnings, new things, new challenges, and going forward.

Adventist World Aviation is moving forward—expanding into new areas, sending out more missionaries, acquiring new airplanes. Our “Flight Plan” for 2014 is looking great!

FLY-IN

As you read in the last issue of AirWays, we are planning a “fly-in and air show” at the McDermott Airpark in Sullivan, Wisconsin, on Sunday, May 25, 2014. The weekend events begin with Friday evening vespers at the Waukesha Seventh-day Adventist Church in New Berlin, Wisconsin. The next morning, Sabbath School and church services will also be at the Waukesha church. For more information on this Memorial Day weekend event, please go to our Web site: www.flyawa.org. We hope to see you there!

MERCY FLIGHTS

In 2014 AWA will launch our mercy flight program, which you may have read about in the last AirWays. Through the use of our “Toku-Hana,” a Comanche PA24-250, we will be able to make a difference in the lives of many people, bringing people to Jesus, and providing humanitarian services to those in need. Please let us know if you know someone who could benefit from a mercy flight. Also, your donations will help make this program possible.

PALAWAN OUTREACH

Recently more than a dozen team members, on behalf of Adventist World Aviation, were involved with our mission outreach on the Palawan Island in the Philippines. In partnership with the Palawan Mission of Seventh-day Adventists and the North Philippine Union Conference, meetings were held in six churches throughout the area. Attendance was so high at the Saggangan Church (adjacent to the AWA airbase) they had to re-locate to the village plaza. Each night in addition to the evangelistic meetings there were activities, crafts and stories for the children as well as an informative health session. Additionally Pastor Ric Swaningson conducted a special series of seminars in Puerto Princesa for business people and community leaders who were seeking Bible truth.

Please pray for the over 150 newly baptized members and for God’s continued blessings on the work in this region.

FUTURE MISSION TRIPS

AWA has opportunities for mission experiences for you, your family, your church, and your school. We are currently making plans for short-term mission opportunities in Guyana and Alaska for 2014. These opportunities will include helping at the various mission airbases, working in the communities, and sharing Jesus with others.

PLEASE PROVIDE US WITH YOUR E-MAIL ADDRESS

We live in a “techie” world now. Most people are connected somehow through e-mails, iPhones, and iPads. This makes it faster, easier, and less expensive for ministries to communicate to their donors. Through e-mail we can send mission reports, special requests for prayers, and exciting news about people accepting Jesus. Thus, we need your e-mail address!

GET INVOLVED

There are many ways that you can be involved and stay connected with Adventist World Aviation. We keep our Web site updated with reports from the mission fields, new and exciting mission videos, announcements, and many other things. Please log on regularly and see what new and exciting things are happening (www.flyawa.org). Please check us out and “FRIEND” and “LIKE” us on Facebook and Twitter!

We also need ministry representatives in each conference across North America. Please contact us at 414.226.5195 or at projects@flyawa.org for more information.

Please write and let us know how we are doing. Hearing from you encourages us to continue God’s work.

Thank you for connecting with us in 2014!

Charlene West is project development and evangelism director for AWA.





Is God Calling You?

If you had asked either of us 20 years ago what we'd be doing in the future, I'm sure that Laura wouldn't have told you that she would be a mission pilot. After all, she was a registered nurse! I would not have told you that I would be living in a third-world country managing a mission aviation program, because I was working as a sales manager! However, when we give God our hearts and lives, He often has more planned for us than we could ever think or imagine for ourselves.

As a nurse, Laura always wanted to do medical mission work, especially since she grew up as a missionary kid. I converted to Adventism when I was 30-years old. I had gone on a Maranatha trip to Mexico a few years before I met Laura, and thought it would be great to be a full-time missionary. However, I discarded the idea because I never imagined I would meet a woman who'd want to do the same thing!

It's a long story of how God led us to this point. The road hasn't been straight. It has had many unexpected twists and turns and the way has not always been clear.

However, our lives have always been in God's hands, and by faith we've kept putting one foot in front of the other. It's been an awesome journey and God has used us to His honor and glory!

Today, when Laura lands the airplane in Mabaruma, our home village, the nearby children come running out, and they all shout "Sister Laura!" Because of the relationship that she's developed with the children, she can now talk to them about important things they won't learn at home, such as the importance of going to school and not dropping out, not drinking alcohol, brushing their teeth, and not getting pregnant when they are only teenagers! These are all very real issues. When they are in our home, the children join us for worship, and we try to show them a better way of family life.

As project manager, I'm always busy on the phone handling flight dispatch for emergencies and scheduling passengers, or at my computer managing other aspects of the project, but I always take time to go out and visit people. I also put my computer skills to work by servicing people's



computers for free (computers are a relatively new phenomena in Mabaruma). Having developed many relationships in the community, people now respect me enough to ask for and take my advice on a variety of issues.

In mission training, we were taught that it takes about five years of living in a place before the people really begin to trust you and care about what you have to say. This has absolutely been proven true for us in Mabaruma! The Wickwires, our previous teammates, helped us to lay that five-year foundation, and move the project to a whole new level to which we could never have taken it. The VanFossens joined our team in June 2011 and have been doing a tremendous job with one-on-one evangelism and Bible studies, in addition to flight responsibilities. We are both greatly encouraged and amazed by what God is doing and the results we are seeing!

We are so grateful to all of you who have supported this project over the years. You have been an integral part of our team! In fact, you are as much responsible for what is happening in Guyana as we who are on the front lines. Is God extending to you a call to serve? Do you realize that you don't necessarily have to serve overseas? The call could come in your local community, at your local church, or even at your workplace. Wherever God calls you, rest assured that He has already been working on something just for you that you are uniquely tailored to do. Keep in mind

that it may not be some grandiose endeavor. It may be as simple as praying for a mission project, collecting clothes or literature to share with those who are less fortunate, or enabling a missionary to work in the field through your financial contributions. Whatever the call may be, won't you answer? God is anxious to come back and take us home, but He is longsuffering "not willing that any should perish, but that all should come to repentance" (2 Peter 3:9).

Adventist World Aviation is currently exploring at least four new mission locations where missionaries will be needed, both on the ground and in the air. As Jesus said, "The harvest truly is great, but the laborers are few: pray ye therefore the Lord of the harvest, that he would send forth laborers into his harvest" (Luke 10:2). Again, will you answer the call?

The LaBore family, Bill (project manager) and Laura (pilot) with their two children, Micah and Danielle, have been serving in Guyana since 2005.



Laura LaBore provides a patient exam.



Bill LaBore shares the Word with a local congregation.



GUYANA REPORT

Serving God Is An Adventure



Student missionary Jana Sauder holds a newborn baby.



Serena with newborn



Baby just born in the plane

It wasn't a day that would go down in infamy but the images will not be soon forgotten. The plan was to fly to Georgetown to pick up my brother and sister-in-law, who were coming to visit. Jana, our newest student missionary, and Serena, were to ride in as well. Jana needed to apply for a temporary Guyana nursing license to volunteer at the hospital in Mabaruma.

Not long before our planned departure from Mabaruma, a call came in with a request for a medivac from Matthew's Ridge, a community about 30 minutes flight time to the south of Mabaruma, about 90 degrees in a different direction. There was a woman who had been in labor since the previous day and did not seem to be progressing to "get the child out." So we took off south for Matthew's Ridge.

As we approached Matthew's Ridge, we found a layer of clouds too thick and too low to descend through. However, as we flew over the airstrip we saw a hole directly over the airstrip. This is not an uncommon situation. The difficulty is that one must descend away from the runway to land on it. We also observed, through the hole in the clouds, an airplane that had recently arrived. By radio, I had been informed that the cloud bases were about 600 feet. This was Jana's second ride in a small plane and I wanted to not make it too much of a roller coaster-like ride. We were able to descend directly over the runway and then circle to land with a low approach over the trees. But that was not to be the most excitement for the day.

Jana has recently passed the board exam for her R. N. license. Her clinical interest at this time is in Labor and Delivery. Before I could get out of the plane after parking, a physician and nurse carried the patient to the plane and waited outside the door. A seat had to be removed and placed in the baggage area with the baggage. One more person was coming than was planned for. So there was a passenger for each seat in the plane.

This was okay until about halfway to Georgetown at 5,500 feet, when the physician decided he needed to get out of his seat and move to the baggage area. He passed the "extra" seat forward, then a briefcase. The remaining suitcase was too big to move. Then the nurse moved back to the seat the physician had been in and passed the seat and briefcase forward to his now empty seat. I only had to adjust the trim a little.

I looked back when the physician moved back to the baggage area. A couple minutes later I looked again and the baby had appeared. So apparently what was needed to get the child out was cramped quarters and being at 5,500 feet above sea level! The baby boy "pinked up" fairly quickly, the placenta appeared intact, and mom's blood pressure was stable. The baby was passed forward and the baggage back, so all passengers could get buckled into their seats again for landing.

Jana was pretty excited to see this within her first week as a student missionary in Guyana. This was the first airborne delivery room I had been a part of and I was glad the physician was along to manage the patient care.

When you answer the call to serve, you never know what experiences lay ahead. Serving God is often an adventure. If you follow God's leading, trust Him, and claim His promises to be with you, He will see you through every circumstance. Where and how is God leading you to be of service to Him?

Greg and Chrystal VanFossen, along with their two children, Brandon and Serena, have been serving in Guyana since May of 2011.





Ready & Willing

Many times in life we go somewhere with certain expectations of why we're going and what we'll be doing when we get there. When I went to Guyana I believed it was because I had obtained my A&P certificate (my license to work on U.S. registered aircraft) and that my job would simply be to work on the plane and do other small mechanical jobs. I realized that I would sometimes have other duties as well, but I expected to be mostly engaged in mechanical work. But after having been here for over four months, it seems that I only occasionally get to work on the plane, and most of my time is spent doing things I never thought I would be doing. I'm actually OK with that, though. Let me explain.

Not too long after I arrived, I was down in Kumaka (the local town where the farmer's market is) with Chrystal VanFossen, simply following her around to learn more about the culture. The smell of brackish water and dead fish was almost overwhelming to my senses as we approached a group of small shacks. In the shacks people were selling shoes, clothing, cups, pots, weed whipping string, and many other items that seemed to be completely unrelated to each

other. Chrystal approached the first shack and greeted the man who was selling shoes.

"Hello, brother Arnold, how are you?"

"Fine, sister," he responded as he stuck out his hand to greet her.

"Have you met our new student missionary yet? His name is Bradley, and he's an airplane engineer (that's what they call an A&P)." He looked at me and smiled, offering his hand.

"Nice to meet you," I said.

Then it got a little bit more interesting when Chrystal smiled and told Arnold, "He's the one who's going to help you with Bible studies." The wheels in my head started to turn, trying to figure out when I had told Chrystal that I would be interested in going around with a Guyanese man whom I had never met to give Bible studies to people I could hardly understand because of their accent. Arnold's eyes got big and a huge smile spread across his face.

"Oh, good!" he exclaimed as he stretched out both of his hands and clasped my hand in his, shaking it with an enthusiasm that was highly contagious. "You will help me



do Bible studies?”

I smiled and responded with a slightly hesitant, “Of course,” glancing at Chrystal as I said it. I don’t remember much more from our conversation with Arnold, but I do remember that as Chrystal and I were walking away, I looked at her and said, “Did we talk about my wanting to do Bible studies with people?”

“Well,” she responded, “you mentioned that you might be interested in doing them, and I knew that Arnold wanted some help, so I thought that you might possibly want to join him.” And, join him I did. A few days later Arnold and I went to a couple of different houses to study the Bible with the people there.

Since then I have spent quite a bit of time with Arnold, doing different things in the community of Barabina. And

I’ve come to realize, that when I came down to Guyana with Adventist World Aviation, that I was answering a call to serve. It wasn’t simply a call to do a particular job, but to be flexible and ready to do whatever it takes to meet people’s needs and exemplify the character of Christ. That’s the reason we’re here, to show in a practical sense what living the Christian life is all about. And that’s what it means to answer God’s call to serve. Are you ready to respond to God’s call on your life?

Bradley Church recently completed his A&P (Airframe and Powerplant) mechanic license at Andrews University in Berrien Springs, Michigan, and is currently serving as a student missionary in Guyana.



Student missionaries Bradley and Joshua in the Cessna 206

Student Missionaries Needed

Student missionaries play a vital role in Adventist World Aviation projects. Many SM’s accept the call to serve with the expectation of using skills developed through formal education, but often find themselves challenged beyond their comfort zone and must dig deep in their faith for service to others. Health care, gospel ministry, education, communication, and agriculture are all needed skills, but most important is a deep desire to follow Jesus’ example in serving others selflessly. AWA is accepting student missionary applications for Central and South American projects to serve for nine to 12 months.

Applications available @ flyawa.org or call 414.226.5195 We want you!



Moonlight

Having been home for a few months now, I can say without a doubt that this past year was the best of my life so far. I spent a total of eleven months as a student missionary in Guyana, working with the Adventist World Aviation team as a teacher, and later in the year as a mission pilot. Over the course of the previous year, I had felt repeatedly that God had, in a sense, left me out to dry. Reaching the end of my year abroad and looking back, however, I saw that God was leading in my life all along.

One could argue that the most memorable sight in Guyana is the night sky. The clarity of millions of stars is enough to make anyone stand in awe. Its immeasurable vastness makes you feel infinitely small. When the moon comes out, it's as if the rays embrace you. The dim, yet warm beams sink lightly into the soul.

A gift from my grandfather, *Tattoos On the Heart* is one of my favorite books. It is written by Gregory Boyle, a priest who works with gang members in Los Angeles, California. In his book, Boyle quotes a poem written by a

gangster named Hafez:

Admit something:

*Everyone you see, you say to them,
"Love me."*

Of course you do not do this out loud;

Otherwise,

Someone would call the cops.

Still though, think about this,

This great pull in us to connect.

Why not become the one

Who lives with a full moon in each eye

That is always saying

With that sweet moon

Language

What every other eye in the world

Is dying to hear.

I believe this is the true goal of any missionary, whether abroad or here at home. What higher calling is there than to put aside our own needs in order to fulfill our fellow man's? If we were all willing to put aside our need to be loved,



make ourselves vulnerable, and just love those around us, imagine how the world would change!

One experience stands out in my mind. It happened before I was checked out for solo flights. At the time, Laura let me go along and fly on her flights whenever there was an extra seat. On this particular day, there was a medivac for a very critical patient out of an airstrip on a rice farm. We hopped in the plane and flew there as quickly as possible. I don't remember what was wrong with the patient, but I know she was having trouble breathing, so the nurses were using a breathing bag on her.

There was a lot of gurgling, and to be honest, I felt nauseated by the sounds. Unlike Laura and Greg, the full-time pilots in Guyana, I have no medical background, so I didn't know what to make of it. The patient was obviously struggling and I was sorry for her, but I'm not sure that I really felt empathy. At least, not yet.

I flew the flight into Georgetown, trying to make myself not think about what was going on behind me. I was scared, but I had the feeling of being on an important mission, which mentally propelled me. You see, I was only thinking about myself and what a good a thing I was doing. I was internally focused, selfish really, wanting to get the admiration (and hence, love) of those around me. The thought of the woman dying in the back of the airplane was simply a story that I could tell when I got home.

When we arrived in Georgetown, something happened that changed everything. After landing, we taxied to the parking area to transfer the patient onto the waiting ambulance. The nurses hopped out and went around to help move the patient, but I kept myself busy around on the other side of the plane. In reality I was reluctant to look into the woman's eyes. Then Laura called for me to help her. Because of the way that the patient had to be off-loaded from the airplane, none of the nurses were able to work the breathing bag, which, if I remember correctly, is supposed to be squeezed every six seconds. I, however, was in position to do it. I didn't want to do it, but forced myself to. How could I say no? I grabbed the bag and squeezed it, expecting to feel myself shudder.

Instead, however, I saw the patient for the first time. I saw the fear in her eyes, and immediately a strange selflessness came over me. No longer was I sickened by the

noises. Rather, the patient became a person. By choosing to help others we become equals. I felt that 'sweet moon language' spoken of by Hafez.

I never found out what happened to that woman, but I'll never forget the connection. All it took was for me to lose sight of myself for a moment and a whole new world was opened up to me. You can do it, too. If you're a student, I highly recommend spending a year as a student missionary. It will change you, perhaps more than the people you go to serve, and that's OK. Even if you're not a student, go! If you can't do that, please consider supporting the Guyana project. Long-term missionaries such as the LaBores and Van Fossens are the ones who are making connections and saving lives every day.

Every eye in the world is dying to see and feel love. What will you do about it?

Bryan Soderblom recently served as a student missionary in Guyana as a pilot and, home school teacher, and actively served the community. Bryan now studies at Pacific Union College in Angwin, California.



Bryan Soderblom working on a starter



Answering God's Call

Is God calling? If He is, are you answering? Most of us have cell phones and know that cell phones today come with a variety of ring tones. There are your standard ring tones and then there are ring tones that allow you to identify a particular caller or a designated group of callers. For example, my wife Monique has two special ring tones on her cellphone: to designate when I'm calling or when Tammie, our daughter, is calling. The rest of the calls are set to a standard ring tone. Many of you may have similar set-ups to screen calls. But perhaps, some of you are like me and you have just one ringtone for all calls. The problem with my system is that

the only way I can distinguish one caller from another is by physically looking at my cell phone to see who called or is calling. Actually, my call handling system is that I answer all calls if I am able; if I am unable to answer the call, my

phone is on silent mode and I let the voice message catch it.

When God calls, how do you know it is He who is calling? Do you have a special ringtone or system that enables you to recognize His call, or do you need to check to see if it is really God calling?

As Christians we know that God calls each one of us to service for Him. Scripture clearly reminds us that all believers, not just pastors and full-time missionaries, are



Bruce and Monique Wilkerson spread the word about AWA missions at the ASI Convention.



AWA missionary Vonzell Chancy distributes school supplies.



A homeless man receives a sleeping bag from a child.



Laura LaBore bandages a wound prior to air transporting a patient.

called to serve the body of Christ and to spread the good news of salvation; each of us was “created in Christ Jesus for good works, which God prepared beforehand for us to do” (Ephesians 2:10). This means we all have specific and important tasks to accomplish in service for Him.

But what does it mean to serve? Service is the manifestation of love; love for our Father in heaven and love for humanity. Our call to Christian service is to our family, to our neighbors, to our community, to our nation, and to our world. Our call to service begins with our current circle of friends and family, then, as God leads, He expands our connections to other areas, where He is calling us to serve in other ways or in a greater capacity.

In August 2012 Monique and I were called to foreign mission service with Adventist World Aviation (AWA) in the remote interior of Guyana. There, we will manage the business operations and coordinate flight schedules of Wings for Humanity, a non-profit government organization established to meet the physical and spiritual needs of the people of the interior using the airplane as a tool to share the love of Jesus. AWA has been in Guyana since 1997, where early pioneers such as R.A. George, Dr. Daniel Stepp, and others blazed the path for future missionaries, such as Bill and Laura LaBore. For almost seven years the LaBores have grown Wings For Humanity into a recognized organization of humanitarian service in the bush of Guyana. Bill and Laura LaBore, with their children Dani and Micah, have planted the seeds of faith and love and are cultivating their growth. As Monique and I, along with Vonzell and Gwendolyn Chancy transition to Guyana over the next year,

we hope to harvest the fields planted by fellow missionaries in Christ and to plant new fields of faith in unreached areas of the interior. Friends, we are all partners, working together in this Great Commission.

The Bible says: *I planted, Apollos watered, but God gave the growth. So neither he who plants nor he who waters is anything, but only God who gives the growth. He who plants and he who waters are one, and each will receive his wages according to his labor. For we are God's fellow workers. You are God's field, God's building. According to the grace of God given to me, like a skilled master builder I laid a foundation, and someone else is building upon it. Let each one take care how he builds upon it.*

1 Corinthians 3:6-10, ESV

We all have a part to do in His service. In all our labors, rest assured, God gives the growth. Even if we feel unworthy and everything seems to be in vain, rest assured, God knows what we are doing, what we are sacrificing, and what we are all about. As we do our part, whether in planting or watering, ours is not to worry about what comes next, because God will provide the increase, the growth, and the need.

Is God calling us to service? Yes, He is!

Bruce and Monique Wilkerson are AWA missionaries in training. Bruce writes from Albuquerque, New Mexico.



Coming In For A Smooth Landing

I think one of the most rewarding parts of flight instruction is teaching someone to land the airplane. Generally we discuss the legs in the traffic pattern, positions where power is reduced, 10 degrees of flaps are lowered and the descent abeam the runway numbers is commenced. Control your airspeed. Now the turn from downwind to base should be accomplished with a medium bank and don't roll out until you have the runway in sight which will be slightly past a 90-degree turn.

With their view of the runway blocked by the wing, students often lift wings and interrupt their smooth turn to find it. Just keep turning until you see it, I promise it will be there. After turning base, check your altitude and adjust power as necessary. Check for other aircraft to make sure someone is not doing a straight-in approach. Add flaps to 20 degrees and be sure to lower the nose of the airplane as the flaps extend. Maintain a constant attitude as if you are attacking the runway. Control your airspeed with power. A nice gentle turn to final with the runway always in sight and the nose of the airplane pointed to where you want to go. Add your final flaps if desired.

If you start getting low, add power and raise the nose slightly. If you get high, reduce power and lower the nose. Again, your job is to keep attacking the runway and control

your airspeed.

I see students allow the nose to rise to a level attitude and then reduce power to descend, not even being able to see the landing area they are descending to and then dropping in like an elevator that makes a sudden "arrival" on the main floor. OUCH! You must fly the airplane all the way to the runway at the selected approach speed, nose down, cut the power, level off, and then hold the airplane off the runway by raising the nose to bleed off speed while controlling any drifting tendencies with the rudder pedals. The stall warning horn will probably be talking to you as the main wheels touch. With a little practice, this landing technique will produce what is called 'a greaser'— the perfect end to a fun flight.

Life is a lot like flying a coordinated approach; there are always ups and downs. Just remember to always use the power of Jesus Christ to carry you in safely.

Noel Clark serves as AWA's chief pilot. She brings with her a wealth of experience in flight training, as well as corporate flight experience. Noel is based in Green Bay, Wisconsin.



Good Assets, Bad Assets

When you saw the title “Good Assets, Bad Assets,” perhaps you said, “I would think any asset would be good, and I’d be thankful to God for it,”—and you should be. But when it comes to estate planning, there are definitely good assets and bad assets.

Too few Americans take seriously their responsibility to decide where their remaining assets will go at their death. A high percentage of us die without a will or any kind of estate plan. Sadly, this is true of Christians, as well. As His stewards, God will hold us accountable for not only what we do with His assets in life, but what we do with them in death. I want to encourage you, as you start this new year, to make it a top priority to get an estate plan in place so you know you won’t leave your family with the mess that often goes with dying intestate (without a will), and that you can also say, “Lord, I did my best to be a faithful steward.”

If you have small children, they are the primary responsibility God has given you and you need to have decided who would be their guardian if something happened to you (you name that guardian in your will), and how you would provide for them until they could be on their own.

If your children are grown, you need to pray about what God might want you to leave to them and what you should return to God and His work. This is where the good and bad assets come in. Property or cash are generally thought of as good assets, since you can pass them to your heirs, or

anyone, for that matter, with no tax liability for the person who receives them. However, if you give regular IRA or some annuity type assets, you give them with a tax liability for the person who receives them. You can convert these bad assets into good assets by giving them to charity, because the charity will not have to pay the tax.

I would ask that you consider including Adventist World Aviation in your estate plan. Many of you give regularly, and this would be a way to continue your gifts.

Wishing you a wonderful new year with a new or updated estate plan in place.

To gift a stock to AWA, provide the following information to your broker:
Account #11041291, DTC #0705

Be sure to inform AWA of any transfers. This helps identify the gift as yours and send you the proper acknowledgment for your tax purposes, along with our thanks.

Call 414-226-5195 with any questions and ask for Richard Habenicht.



Richard Habenicht is AWA's director of development.



Used Cars Needed!



Three years ago a used car was donated to Adventist World Aviation; it was truly a blessing. The car was used by the administration to travel to speaking appointments and loaned to AWA missionaries who came back to the U.S. on furlough. This car now has about 180,000 miles, and we are in need of a newer model, with less mileage. Are you making plans for a new car this year? Do you have an extra car in your driveway that is not being used? Your extra car(s) will be a blessing to AWA. For further information about this type of donation to our ministry, please call Richard Habenicht at Adventist World Aviation at 414.226.5195.

Introducing The Amazon



Three of us were up to our necks in the oily black water of the Amazon with our backs against the hull of the mission launch. We strained valiantly as our feet sank deeper in the muddy bottom, however, the heavy ship refused to do more than sway mildly.

The Amazon River's annual high-to-low level variation can be an astounding 50 feet. I have heard these numbers before, but to see it for myself brings it into perspective. The large island that I just walked over disappears entirely when the water level rises, including the grove of trees on the top! With the dry season well underway, the water is dropping two feet per day and the boats must be closely monitored to keep them from becoming grounded.

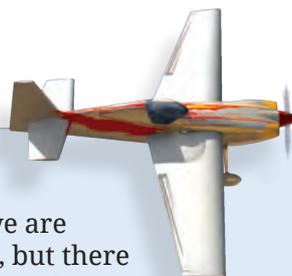
Amazon Lifesavers Ministry has once again returned medical mission launches to the lower reaches of the Amazon River. The original Luzeiro (Light Bearer) Mission program was begun by Leo and Jessie Haliwell back in the 1930s. For many years the series of Luzeiro boats actively plied much of the 40,000 miles of navigable tributaries

in the Amazon Basin with medical care and the message of hope and salvation.

Adventist World Aviation is pleased to announce air support to this frontline missions program. Medical launches travel for days through the meandering river channels to reach the villages; in the dry season many areas are even cut off from river access. For these reasons medical teams are often simply unable to reach villages to provide care and treatment.

An amphibious aircraft will provide a vital link from the ministry base in Manaus to allow workers to go farther and work more effectively to provide medical care and deliver the gospel message. This is an exciting undertaking for AWA! We ask for your prayers and support as we seek an aircraft and pilot(s) to make this project a reality.

Jud Wickwire serves as AWA's director of operations.



The "Call to Serve" is not made by Adventist World Aviation; we are simply the messenger. Mission service is not easy or glamorous, but there is great peace and confidence in surrendering all to Jesus, knowing that your mortal efforts are blessed and then multiplied in ways you could never imagine. Following are areas in which AWA has current needs for dedicated workers.

The invitation to dedicate your life to mission service comes directly from Jesus Christ, which is the highest calling. Has He been preparing you?

DOMESTIC

A&P/IA Mechanic, full-time
A&P Mechanics, short-term

NICARAGUA

Mission Pilot, airplane
A&P Mechanic
Project Manager

ALASKA

Mission Pilot/Pastor

GUYANA

Mission Pilot, airplane
Bible Workers, long-term

PHILIPPINES

Mission Pilot, helicopter
Mission Pilot, airplane
A&P Mechanic

BRAZIL

Mission Pilot, seaplane
Project Manager



In Memory and In Honor

The many gifts given in memory of a loved one are greatly appreciated by Adventist World Aviation. These special gifts help share Jesus with others through our aviation programs. If you wish to honor a loved one through a memorial gift, please indicate so with your donation and provide the individual's name. We will be happy to list your gift in a future *AirWays* magazine.

In Honor of:

Jesus's Work

Gen Rose James

Their Children

Jim and Joyce Hannum

Merylin and Ron Breingan

Victor and Theresa Diaz

Bobby Harper, Sr.

Bobby and Mozelle Harper

Noel Clark, Richard Habenicht, Bill and Laura LaBore, Henry Oyhe of Tuku-Hana, Bennett Spencer, and Jud and Karen Wickwire

Earla Evelen Quisido

George and Katie Herber

Leo and Claudine Herber

Olga and Jennifer Keane

Fay Headley

Bill and Laura LaBore

Reginold and Jeanette Eighme

Eleanor Menzer

Roger W. Menzer

Mr. and Mrs. Harold L. Tucker

Michael and Judith Stone-Tstee

Steve and Connie Vail

Marilyn A. Cousino

Greg and Chrystal Van Fossen

Clareen Colclessner

Dennis and Maria Wilkerson

Anonymous

In Memory Of

Faith Allen

Elmar and Darilee Sakala

Steve Beglau

Don and Barbara Beglau

Pastor Jeff Brown

Steve and Mary Lou Pride

Robert Chase

Ruth L. Chase

Joan Clarke

Harold and Joann Brown

Danny C. Edween

Danny and Connie Edween

Joyce Ellis

Lyle Ellis

Preston Fletcher (son)

Evelyn Rost

Thaddeaus Franklin

Douglas and Yvonne Franklin

Roger Froemming

Virginia H. Denler

Raymond and Ruth Greer

Joseph and Jeanelle Stoia

John Hancock, Youth World Pathfinder Leader

Samuel and Elda Eller

Walter Harper

Frances Wells Harper

Helena W. Tolis

Herman and Wilma Johnson

Reginold and Jeanette Eighme

Herman J. Johnson, Jr.

Reginold and Jeanette Eighme

Fred Krall

Marie Krall

Rachel Labo-Jesus Gonzales

Elizabeth L. Gonzales

Joe Laws

Anonymous

Ross D. Menzer

Roger W. Menzer

Elma Jean Moore

Kehaulani Webb

Loved Ones

Deborah J. Szasz

Doreen Palmer

Glenn Palmer

Hermína Rodriguez

Ralph and Marcella Rodriguez

Emil Schneider

Patricia L. Schneider

Sara Silver (grandmother)

Pete and Linda Villarreal

Lorrene Smith

Rick A. Osten

Tia Stanaway

Barbara Stanaway

Jacquiline Tall

Eldon Tall

Roger Vitrano

Hernan and Kristine Schmidt

Angie Voorhees

Lee and Marlyn Sheive

Ellwood Voorhees

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