

Airways

THE OFFICIAL VOICE OF ADVENTIST WORLD AVIATION



Pathfinder Plane I: Returning to Service

INSIDE: A MIRACLE OVER THE CLOUDS, P. 20

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MISSION STATEMENT

Adventist World Aviation exists to provide aviation and communications support to those serving the physical, mental, and spiritual needs of the unreached and forgotten peoples of the earth.

ADVENTIST WORLD AVIATION

is a 501(c)3 nonprofit missionary-sending agency. Funded by private contributions, AWA enables missionaries to reach the unreached around the world.

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PRESIDENT'S WEATHER REPORT:

Jesus is Coming Soon!

It's 2017, and counting! Imagine power plants failing, generators running out of fuel, traffic lights becoming inoperable, endless traffic, and horrible car accidents. All over the United States, you hear of one tragedy after another; trains running head on into each other; people running into their local Walmart store and taking everything off the shelves. There are lines of people fighting to get into their banking institutions. The bank employees are

see the familiar hammer and cycle of what appears to be a space ship.

"OH NO!" you cry. "It's a NUKE!"

It sent itself to its primary target. You hear the ground quake. Looking up, you see a rocket leaving the ground from its underground silo heading up into the sky. You see the American flag on it. The rocket screams up and away. It is the end of the world as we know it!

It's January 1, 2000. Well, that is what we were told would happen.

I never thought we would see 17

Matthew 24:36 tells us, "But of that day and hour no one knows, not even the angels of heaven, but My Father only."

there; there is nothing they can do. "There is NO money," they say.

The computers are flickering and blinking, making a whirring sound like a tape being rewound at high speed. The television is "Off the Air;" you only hear static from the radio stations. If your car is manufactured after the 1970's, the onboard computer is trying to rest itself with no success. It starts and stops, and starts again. The computers are in overload. They simply cannot wrap their binary (2-digit) brains around the 99-00 turn. All around you is chaos and panic.

You suddenly hear a sound like a rocket. You look up into the sky and

years into the 21st century. It is hard to believe that 17 years have passed since the Y2K scare that had everyone running around in a panic. I remember it as if it were yesterday.

I remember my wife being very worried about it. For the past month, she had worked day in and day out with the computer experts at the financial institution where she worked. They had told her horror stories of potential disasters.

"If you don't install our software and take a Y2K course on what to do next, you will lose everything," they had told her. The government had

everyone in a pre-panic stage.

I asked my wife, “Has the majority ever been right? If it is the end, it’s the end. If not, the joke is on them, not us.”

Seventeen years have passed; still, Jesus has not come. There was another time in the past where people experienced a disappointment. It is known as “The Great Disappointment of 1844.” People were predicting what would happen at the end of time, and that Jesus was coming on October 22, 1844. The stars fell, the moon turned red, and many people were ready to meet their Savior. The next morning, after Jesus had not come, some people decided not to wait in faith any longer. Those who had true faith believed Jesus would come again. Through their diligent study of the scriptures, they concluded that on October 22, 1844, an event took place in the heavenly sanctuary. This study became the basis for the Seventh-day Adventist church.

Jesus is still coming; we know that through the scriptures. We know not the hour of His coming. Matthew 24:36 tells us, “But of that day and hour no one knows, not even the angels of heaven, but My Father only.” This confirms that we cannot predict the exact day when this sinful world will come to an end.

Jesus said in Mathew 24:37-39, “As it was in the days of Noah, so it will be at the coming of the Son of Man. For in the days before the flood, people were eating and drinking, marrying and giving in marriage, up to the day Noah entered the ark; and they knew nothing about what would happen until the flood came and took them all away. That is how it will be at the coming of the Son of Man.”

The majority of the people said NO to Noah and chose to stay out of the ark. Were they right?

We read in Luke 23:20-21, “Wanting to release Jesus, Pilate appealed to them again. But they kept shouting, “Crucify him! Crucify him!”

The majority of the people voted to crucify Jesus. Were they right?

I can site many historical examples, and I am sure you are thinking of several, yourself. I think you get the point. Just because a majority of people think a certain way, doesn’t make it right!

In John 14:6-7 Jesus answered, “I am the way and the truth and the life. No one comes to the Father except through me. If you really know me, you will know my Father as well. From now on, you do know him and have seen him.”

The year 2016 was a life-changing year for AWA; it was the best year to date. Adventist World Aviation is all about saving lives. We are about truth and reality; we are about sharing the Good News, not the other news.

Will you help us carry out our mission? Will you help us do even more?



Pastor Ric Swaningson,
President/CEO



In this issue:

- 4**
The Flight Plan
- 6**
Update on the Alaskan Project
- 8**
A New Generator is an Answered Prayer
- 10**
Pathfinder Plane I: Back in Service
- 12**
Using Our Skills and Talents to Serve Jesus
- 14**
Service is a Sign of Faith
- 16**
Reaching Milestones
- 18**
The Nicaraguan Team in Action
- 20**
A Miracle Over the Clouds
- 21**
Importance of Teamwork
- 22**
Project Needs
- 23**
Good News for IRA Holders
- In Memory and In Honor



The Flight Plan

WEBSITE LAUNCH

Just as AWA's aircrafts need regular overhauls, so did our website, www.flyawa.org. After many months of hard work, Nik Nagy, our tech savvy missionary, and graphically sophisticated videographer Gloria Tokics-Murphy have produced a streamlined, simple-to-use and visually stunning website that Adventist World Aviation is proud to call our own. Please take the time to visit www.flyawa.org. We invite you to explore our missionaries page, check out our current projects, and catch-up on previous *Airways*.

FACEBOOK

Are you on Facebook? Join the Adventist World Aviation Facebook community. AWA's Facebook page is the place to get daily and weekly updates and stories on your favorite missionary families, what our pilots and aircraft have been up to, and the many ways AWA is reaching the hard-to-reach areas of the world.

INTRODUCING NEW AWA TEAM MEMBER

AWA has two new team members who have been welcomed into its ministry.



Sarah Peterson

Sarah Peterson came to Adventist World Aviation with a Masters of Business Administration from Andrews University, Berrien Springs, Michigan. She has always desired working for a ministry. During the General Conference Session in 2015, she

heard a little about Adventist World Aviation; she never thought she would be working for AWA. Then, one Sabbath at the Raleigh Seventh-day Adventist Church, she had a conversation with Pastor Ric Swaningson, and her journey with AWA began. She is happy to be part of the team and enjoys using her skills for the organization. She is grateful to her parents, Pastor Rick and Beth Peterson, who raised her to become the woman she is today and for teaching her God's love.

Dan Storkamp is the new Director of Development for Adventist World Aviation. He and his family join the team from Florida where he served as the



Dan Storkamp

Associate Director of Development at the conference office. His wife Deb, has served at Florida Hospital as an ER Nurse while homeschooling their three pre- and early teen daughters. Previously, Dan

served as Director of Planned Giving with Amazing Facts Ministries and loves meeting the "salt of the earth" Adventists who understand our message and have the true spirit of Christ abiding in their lives. Dan's family is tight knit and enjoys outdoor activities whether it be backpack camping the California mountains, surfing the Florida coast, or simply tending the garden. They are pleased to be in the Lord's service and look forward to seeing how the Lord will bless the ministry and mission of Adventist World Aviation in the years to come.

OFF THE GRID & OTHER MEDIA

AWA Angel Flight

www.youtube.com/watch?v=Ern-EZSgkXI

AWA is excited for another opportunity for outreach and service in the form of Angel Flights. Angel Flights provide free transportation for medical patients across the U.S.



In this Off the Grid episode, Pastor Ric Swaningson, president of AWA, flies from Wisconsin to pick up a patient in Minnesota to bring him to his home in Kansas after skin cancer treatment. The first thing on his pre-flight checklist? Prayer, of course. Angel Flights such as these provide great opportunities for Pastor Ric to share the love of Jesus and to provide a service to those in need.

A Powerful Message From Our President, Ric Swaningson

www.youtube.com/watch?v=JBniDdu90cA

From the air, Pastor Ric talks about Adventist World Aviation's mission and how integral our supporters and volunteers are in order to help save lives. He discusses how we are all participants in reaching the hard-to-reach and working to fulfill the call from Jesus Christ to help the sick and spread the Gospel.



Brazil Airplane Spotlight

www.youtube.com/watch?v=aaNL5jISgMw

AWA is going to see some exciting growth in 2017. We will be working alongside Amazon Lifesavers in order to reach more people more effectively with the use of aviation. We will be able to send healthcare teams to communities that have never seen a physician. Check out the Brazil Spotlight to learn more about these two ministries coming together to serve in Brazil.



UPCOMING EVENTS:

March 26, 2:00 PM to 6:00 PM, 2017 — AWA US invites you to their dedication/open house at the Johnston County Airport, located at 3457 Swift Creek Road, Smithfield, NC 27577. Elder Leslie Louis, the Carolina Conference president will be present for a special dedicatory service. In addition, Young Eagle flights will be available for the children.

April 4 to 9, 2017 — Look for the AWA Booth at the SUN 'n FUN International Fly-In & Expo at Lakeland, Florida. www.flysnf.org/sun-n-fun-intl-fly-in-expo/

May 21, 10:00 AM to 2:00 PM, 2017 — AWA Canada is having an Open House at the Kelowna YLW Flying Club and you're invited! Come for lunch, check out our aircraft displays and bid in the fundraiser silent auction! Email jenna@flyawa.org for more info.

June 23 and 24, 2017 — AWA will have a booth set up at the Canadian Owners & Pilots Association (COPA) Convention & Tradeshow located in Kelowna, BC. Stop by to meet up with Jud Wickwire and Jenna Volkwyn of the Canadian office to hear about everything AWA! www.copaagm2017.ca

Jenna Volkyn is the Administrative Assistant for AWA Canada.





Update on the Alaskan Project



Aerial view of Ambler Village.

AMBLER VILLAGE

Finally, after seven years of efforts, the purchase of two village lots has been concluded. The plans are to build a small house on one of the lots for mission use; the other lot will have a combination chapel and apartment built on it. We are currently designing the structures and preparing a cost analysis for the project, as well as fundraising activities.

SHUNGNAK VILLAGE

The new house that was built a few years ago is finally finished. The siding on the house was completed in late October 2016, just before the first snow of winter. It is a lovely home for the missionaries residing in this village.

SELAWIK VILLAGE

The remodeling of the building in Selawik was completed 2016, just as winter ended and the new spring came forth. The final effort was adding insulation to the floor and covering it for protection.

RADIO STATION

Ryan Woehler from Nome, Alaska spearheaded the



Selawik Church Fellowship.

installation of several radio stations across the northern region. The establishment of more stations is being planned. The installation of a radio station in Shungnak Village was completed in October 2016. All the stations have pre-programmed content from Seventh-day Adventist sources, with local programming capabilities. Many villagers are tuning into the radio stations and hearing the message of Jesus.

EVANGELISM MEETINGS

A revival seminar was held in Kotzebue, Alaska the last two weeks of October 2016. More than 20 visitors attended at various times. The Episcopal priest and her husband attended most of the meetings and brought several of their members, as well. Several of the attendees began taking Bible studies at the end of the meetings.

DILLINGHAM

Pilots are greatly needed in the northwest territories of Alaska. Training of potential AWA pilots for the northern areas has begun. Several local Seventh-day Adventist pilots have shown an interest in serving as mission pilots.

2017 PLANS

As AWA's operations expand in Alaska, much

work needs to be accomplished, and volunteers are welcome. Site preparation work at the Ambler project has begun for the work crew we are expecting in August for two weeks. Also, the exterior of the building in Selawik will soon be ready for painting.

As for flight operations, we are in the process of recruiting and training a bi-vocational pilot for the operations of the Hawk XP (N1352V), and the annual on this aircraft is due in March. AWA is also recruiting missionaries to replace the current ones who will be departing in 2017.

Are you interested in serving Jesus in a true mission field? If so, please contact Adventist World Aviation. Pilots, mechanics, teachers, medical personnel, Bible workers, and many others are needed to help bring hope and encouragement to those living in remote areas of Alaska. Please continue to keep this mission field in your prayers. Your donations are also appreciated to help with the many needs in this area.

Jim and Linda Kincaid, both pilots living in Kotzebue, Alaska, have served more than 36 years in various capacities, including pastor and church administrator, native missions, commercial aviation, and aircraft maintenance.





A New Generator is an Answered Prayer



One of the workers painting the walls of the mission house.

The groaning of the generator stopped, and then so did the work on the ceiling in the mission house. The men were cutting hardiflex sheets, which are made of a very fine sand and cement. It was for the ceiling. We redirected our energy and did everything we could to revive the generator. This time there was no life left in it. This generator was bought in 2005, by Clif Brooks, the first AWA missionary to the Philippines. For the past 11 years, it has worked hard. It broke down many times and countless hours were spent in keeping it operating.

That very same day, our family was on furlough, half a world away in the United States. We received a call from someone living on another continent, another world away. The caller asked if by chance we needed funds for a generator.

“Yes!” We excitedly replied.

At the time of the call, we did not know about the generator breaking down. We knew funds were needed to purchase a smaller one. It was no coincidence — all of this happened on the same day, spanning three continents. We do serve a God of miracles!

I (Bill) was able to wire the funds to Christine, our



Top: Celso Magalso working on the forms for the house.
Right: Edgar Espinosa and his helper are trying to repair the generator.



accountant in the Philippines. We were able to find a good generator (a Honda 5000) for \$1,200. It was perfect for powering the power tools needed to finish the house.

The progress on the house is going well, and everyone is excited that it's getting closer to being livable. As funds come in, we can move forward. The outside has had the neutralizer coating applied and is ready to be painted. The roof is completed, with rain gutters in place. We will be painting the steel window frames, and the ceilings will soon be finished.

By the time you read this article, a team from the United States will have arrived to pour the floors and work on kitchen cabinets. They were the same team that came to help build the foundations and walls. We are SO happy to have them come and work so hard to get the house closer to move in. Their dedication to seeing this project completed is appreciated. We could not have gotten this far without all of their hard work.

Once the house is finished, we will begin work on the runway. This will be crucial, as the airplane is scheduled to be completed around March. It has

been in Ohio, being worked on by people dedicated to getting mission planes out in the field. It will be completely overhauled from prop to tail and ready to fly new missions in the Philippines. When the overhaul is completed, it will be shipped to the Philippines. Even though a runway is greatly needed, the mission house must first be completed.

This coming year will be exciting as we keep stepping forward in faith to take this project to the next level.

The LaBore Family—Bill (project manager) and Laura (pilot and nurse), with their two children, Micah and Danielle, are now serving in the Philippines.





Pathfinder Plane I: Back in Service

We have had a long-term relationship with the Pathfinder I airplane. Before our son, Micah was even born, our daughter, Dani took her first steps next to that airplane after I (Laura) had flown it from Michigan to Pacific Union College for training. We ferried it to Guyana, along with Keith Mackey. Bill and our children sat in the back, while Keith and I took turns flying up front.

Once in Guyana, the Pathfinder airplane spent over seven years in working very, very hard. During a Medevac, one baby was born in that plane, while others died. However, many, many lives were saved because of that hard-working, little yellow airplane.

With all the work that it did, in harsh conditions, the time came for it to fly to the United States to get detailed work, which was not available in Guyana. Although we tried for almost ten years to obtain land for a hanger, it wasn't until just before we left that we finally signed papers to lease a plot of land for that long-awaited hangar. The work which the plane needed would require much more than our little tool shed on wheels could provide, while we worked in the dirt, rain, and mud.

In August 2012, the Wickwires, our first teammates in Guyana, finished their term of service; they flew away in the Pathfinder I airplane. They flew it to the office in Wisconsin. Meanwhile, the airbase in Guyana received a replacement airplane that was a bit bigger — a Cessna 206. Later, we also received the Pathfinder II aircraft (Cessna 182) to work the jungles of Guyana.

Watching the Pathfinder I airplane take off from the Mabaruma airstrip for the last time, I never in my wildest dreams thought that it would be sent to the Philippines, AND, NEVER once did I think that I'd be



Work being done on the inside.



MMS Team with Laura LaBore (left to right) Chuck Egbert, Randy Ferguson, Keith Woockman, Laura LaBore, and Brad Hoblit.

the one actually to fly it in that region.

When AWA asked Randy Ferguson, AWA Safety Officer, and I if we could go and “visit” the Pathfinder I airplane refurbishment project at Mission Maintenance Services (MMS) in Coshocton, OH, while on furlough, I emphatically said, “Yes!” MMS is a Christian organization whose sole purpose is to work on missionary airplanes to prepare them for deployment. They are performing the work on our plane for only the

cost of parts. What a blessing it’s been!

It was so much fun for me to be able to meet these amazing individuals who are so dedicated to God and His mission! When we arrived, we observed that they had stripped off all the paint and were in the process of repainting it. They replaced anything that wasn’t up to specifications and replaced every bad bolt or corroded piece of aluminum they found.

The engine was overhauled by another company and is currently at MMS ready to be installed. They estimate the work to be completed in March 2017. Once it has been made mission ready, they will take off the wings and pack it into a crate to be shipped to the Philippines, where we will put it back together with someone experienced to supervise that process.

We are hopeful this will be an exciting year of progress in the Philippines. I will continue to work on my Philippine pilot license. We hope to finish the mission house and the airstrip and see the arrival of the Pathfinder I airplane to its new home.

Thank you so much for your prayers and support on our behalf. God is doing amazing things!



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The LaBore Family—Bill (project manager) and Laura (pilot and nurse), with their two children, Micah and Danielle, are now serving in the Philippines.



HELP WANTED



You don’t need to be a pilot to be a mission worker for *Adventist World Aviation*. Mission pilots and other missionaries are urgently needed. Do you have a desire to share Jesus with others, to live in another country and learn a different culture? *Adventist World Aviation* is expanding into other parts of the world and urgently needs pilots, A&P mechanics, A&P inspection authorities, certified flight instructors (CFI), project managers, Bible workers, and medical personnel. Pilots must have instrument ratings, commercial ratings, and high performance ratings.

Anyone interested should also have a strong desire to share the message of Jesus. Please send resume to Adventist World Aviation, 3457 Swift Creek Road, Smithfield, NC 27577, or by e-mail to info@flyawa.org.



Foundation of the new lifestyle center.

Using Our Skills and Talents to Serve Jesus

Whoever you are, whatever you do, God can use you to do His work and show His people His love.

In December 2016, our 23-year-old daughter, Tammie and her husband, Heber, joined us in Guyana to spend Christmas with us and to participate in some of our mission work during their visit. They were here in time for the distribution of food hampers and witnessed God’s hand at work. Our budget allowed us to provide food baskets for only the neediest of families. When we purchased and brought home the sacks of rice, flour, and sugar, we began bagging them. After we had finished, we discovered we had enough provisions to complete the entire list, not just the neediest. Even greater still, we had many bags left over. It was just like the story of Elisha and the widow in the Old Testament, as well as the miracle of the five loaves and two fishes in the New Testament. God provided!

While Heber learned the trades of “friendship ministry” by hiking to remote parts of the villages, Tammie observed the usefulness of her chosen

career, physical therapy, in overseas mission work. When someone hears that she is studying to be a physical therapist, many eagerly share their physical ailments, such as back pain, knee swelling, and stiff hands. Tammie has since determined that on her next visit she will be able to function as a fully licensed physical therapist, using her skills in mission service. She will be prepared to help the people by bringing taping supplies, materials that could help immediately relieve pain, printed exercise plans that patients can reference for prescribed activities in case they forget the instructions she provides. She will also investigate a way to follow up with patients from her location in the United States by phone or video teleconferences using applications like Skype or Whatsapp.

Both Tammie and Heber feel that the people we serve in the interior of Region 1 can experience relief and comfort from physical abnormalities because of a person’s willingness to use their talents and gifts to serve Him. We would like to extend an invitation to anyone desiring to use their gifts and talents in



Tammie teaching Travis the ukulele.



Flour, rice and sugar that multiplied.

mission service to see what God will reveal.

One day, Bruce, Monique, Heber and Tammie went to the village of Barabina to conduct visitations and have prayer with the residents. While Bruce and Heber went farther into the community to minister to the needy, Tammie and Monique visited the home of a church member. Tammie brought her ukulele and started playing. Travis, a young five-year-old boy, who loves music, wanted to try the ukulele. After she had shown him how to play a few notes, the other children stopped their playing and began watching Travis; they also seemed eager to learn. Tammie contemplated that perhaps a music program for the young children could be taught. She plans to teach the ukulele during her next visit. Consequently, musical talents are another way to introduce souls to Christ.

We envision the construction of a lifestyle center that provides a place to minister to the physical, emotional and spiritual needs of the community we serve. Services could include clinical care for those who are sick and injured, as well as cooking and nutrition classes, exercise classes, academic tutoring, mentorship, lay worker training, Bible studies, and much more. In Matthew 7:7-8, it states, "Ask, and it

shall be given you; seek, and ye shall find; knock, and it shall be opened unto you. For every one that asketh receiveth; and he that seeketh, findeth; and to him that knocketh it shall be opened."

In November 2016, we started preparing the ground for a lifestyle center in Mabaruma near the airfield. In January 2017, in faith, we began building the foundation. In many instances, during our time in Guyana, God has been faithful as we put forth the effort. He is the great Provider, the great I Am. Please pray with us that the vision of a lifestyle center will come to fruition so we may serve the needs of Mabaruma and the surrounding villages in a much greater capacity, where their physical, mental, and spiritual health concerns are met. But most of all, please pray that through the center they may learn more about our Lord and Savior, Jesus Christ.

Bruce and Monique Wilkerson are project managers for the Guyana project.





Service is a Sign of Faith

STEM (Science, Technology, Engineering, and Math) is a catchphrase mnemonic that is becoming more common in education. Mostly, it pulls practical applications into learning by giving young people a hands-on experience, encouraging them to consider higher education and careers related to these four areas.

approached Wings of Hope over a year ago about doing an aircraft overhaul with the completed project to go into humanitarian service. At that time, Wings of Hope had another AWA Cessna 182 in their shop in St. Louis, Missouri, where they were doing the typical modifications for mission use. These improvements consisted of a STOL kit, gross weight increase, heavy duty landing gear and brakes, oversized tires, folding seats, engine overhaul, and updated avionics. These improvements were like taking a Cessna 182 from a family sedan to a sports utility vehicle.

Because Wings of Hope was already modifying an airplane for AWA, they knew what was needed, and proposed this to the STEM project organizers. Furthermore, they recommended that the completed project be turned over to Adventist World Aviation for use in Nicaragua or Guyana.

This completed project has a budget of \$100,000. However, AWA needs to raise only \$30,000. The airplane was delivered to Texas in August 2016 and is already well on its way to completion. Its engine is in assembly already, the airframe is being prepped for paint, and new avionics have been ordered. Completion is targeted for March or April, and we hope to deploy the airplane almost immediately. Please consider being a part of this exceptional investment opportunity.



Jenna Volkwyn sitting in Canadian office.

So, what does that mean to AWA? Well, it turns out quite a lot! Through our partnership with Wings of Hope in St. Louis, Missouri, we have the incredible opportunity to receive a mission-ready Cessna 182, completed through a STEM project at a public high school near Dallas, Texas. The leaders of the project



Students of the STEM project working on aircraft.

The year 2016 brought about some exciting changes. A new office for the Canadian headquarters in Kelowna, B.C. is one of those changes. This modest area has allowed more productivity and workspace for Randy Ferguson, our safety officer; Jenna Volkwyn, the administrative assistant; and myself. Jenna now handles all the mail, banking, data entry for Canada, is very active in organizing the missionary training programs, and publications. We are very grateful for her organizational skills that help our efficiency.

As I look at our map in the office, I find that there are 21 locations in seven countries around the world where there are one or more AWA airplanes, missionaries, and an AWA project or facility. This kind of activity is only possible by people who selflessly volunteer their valuable time and resources to ensure the progress and success of this ministry. It's not easy stuff, either, and it's not just about airplanes. Many people, such as architects, engineers, builders, lawyers, plumbers, electricians, doctors, dentists, nurses, and of course, pilots and aircraft mechanics make AWA successes a reality. There are dozens of people who volunteer their time for events, help in the offices and

hangars, speaking at churches and other gatherings, and the list is endless.

Recently, a pilot came by the office and inquired about AWA. After a lengthy explanation of our activities, his first question was, "How do you fund all of this?" That resulted in another long explanation. Of course, raising financial support through a variety of methods is the "lubrication" that keeps things moving at all levels. However, it was the description of the sheer volume of volunteer time that demonstrated a genuine essence of this ministry to him.

Service is a clear manifestation of our faith. At Adventist World Aviation, we want to recognize and lift up everyone who helps to make this ministry possible through contributions of time. We thank you for all the support you give to AWA.

Jud Wickwire serves as AWA's vice president of operations.





Reaching Milestones

We all love reaching milestones. Those special events or experiences in our lives often create memories that can last a lifetime. Our aviation program here at AWA-Thunderbird Academy allows students the opportunity to do just that and accomplish milestones in the air.

But getting there takes work and dedication. This past semester, to get our flight training in, we spent many mornings getting up early before the sun rose. In addition to their academic classes, Thunderbird Academy offers the students optional programs for music, sports, acro, and the AWA flight training, which

creates a full schedule for the students. Due to class scheduling this year, flight students usually fly before their first class or at the end of the school day.

Often it starts as early as 5:30 AM when it is still dark. We meet and hop on the golf cart to head over to where the airplane is. Then, we hook the plane to the golf cart so we can tow it to the campus gate and down the special taxiway reserved for Thunderbird Academy to get to the Scottsdale Airport access gateway, using the clickers provided by the airport to open the gate. Once we have reached this access gate, we still have one more obstacle before reaching the airport gate.

The city of Scottsdale has grown over the years, and now there is a road between the campus and the airport. The city has put in a stop light just for aircraft to CROSS THE STREET. I should say it did feel weird the first few times traffic stopped for us to cross.

Elijah, after his solo flight.



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At any time of day that we are crossing this street, people in their cars stop and stare in disbelief. Many would say, "There is an airplane crossing the street!" It is comical at times.



remember. I started ground school as a freshman and worked my way up to taking flight school as a senior. Without the assistance of the AWA Scholarship Fund and friends

But this has been the way we get to the airport gate.

Once we reach the airport, we disconnect the tow bar and do a final preflight check. Then, we can hop in and fire up our Cessna 172. Once we're in and deal with the required radio pleasantries with air traffic control and cockpit checks, we are cleared for taxi and takeoff. And if we time it right, we see lots of beautiful sunrises as we take off to start our daily flight lessons.

Accomplishing flight training multiple times during the week requires concentrated effort from students. They have to be serious about it to be training at some of these inconvenient times. But it has paid off, and the milestones are beginning to appear.

Recently, one of our flight students did his first solo flight. He was anxious and excited at the same time. The flight went beautifully, and his efforts paid off. He did fine on his own while I watched with pride. I could gently "kick him out of the nest." These are the moments we cherish as flight instructors. Watching our students grow and reach milestones like these is what we love.

Here is how that solo student summed up his experience so far:

"My name is Elijah, and I'm taking my flight training at Thunderbird Adventist Academy with the aid of AWA. I am currently a senior and have been passionate about aviation for as long as I can

who financially helped, I could not have afforded the aviation training program.

I started flying with my instructor, Mrs. Simmons, in the Cessna 172 trainer. She helped me and is teaching me how to fly the airplane. I am having so much fun learning to be in the cockpit, and how everything works. I've been learning and sharpening the skills needed to operate the aircraft efficiently. Now after practicing ground and air operations, I have several flight hours. I also recently completed my first solo flight. It was such an incredible experience and accomplishment for me. I'll never forget it! I am grateful and thankful for the blessings the Lord has presented to me. I am looking forward to what He has planned for me next."

Elijah has reached this first milestone in flight with the assistance of generous folk who have collaborated to help young people have a life-changing experience. Some of these flight students have the interest to serve in the mission field. This first step is an invaluable exposure to help them as they choose their future endeavors.

If you have an interest in helping or have a love for aviation, I encourage you to consider investing in a young person and assist them to reach milestones through our AWA-Thunderbird Worthy Student Fund. Without scholarship assistance, students like Elijah would not be able to have this experience. It is a real blessing. We thank you for your prayers as we continue efforts to build this program and our much needed hangar facility.



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Dina Simmons is Flight director and CFI/CFII/MEI and A&P for the aviation program at Thunderbird Adventist Academy.





The Nicaraguan Team in Action

Exciting things have been happening in Nicaragua during 2016 for Adventist World Aviation; that excitement continues through 2017.

The first seven months that AWA was in Nicaragua, the airbase remained closed. However, emergency flights were conducted by Wings of Hope from the airbase in Puerto Cabezas. This was primarily due to the wait for the paper processing to be completed by the local government for the plane that would be flown there.

In July 2016, the three families being deployed to Nicaragua attended the Institute of World Missions at Andrews University, Berrien Springs, Michigan.

Once these three families completed their two-week training, they prepared for their long-awaited deployment. At the beginning of August, Artur and Margarita Karst arrived in Nicaragua and were soon followed by the Kaboos family near the end of August. Upon their arrival, the airbase was reopened, and much work went into getting prepared for active mission service.



Top: Working on the well that brought fresh water. Above: Several village children who are befriended by AWA team members.

While Dennis and Dayana Kaboos and their children took up residence in the home built by Clint and Marilyn Hanley, the former missionaries at this airbase, Artur spent time in Puerto Cabezas flying with Wings of Hope pilot, TJ Stewart, who taught Artur various aviation procedures specific to flying in Nicaragua. Then, the beginning of September 2016, TJ was relocated to a post in Belize, leaving AWA with the inability to operate as Artur had not yet met the minimum requirements of the aviation insurance



coverage in Nicaragua.

As a mission pilot, it is disappointing to be in the area, seeing the needs to be met, and not being able to fly because of “red tape.” Thus, over the next several months, the Hansen’s and the Karst’s transitioned the operation in Nicaragua to Adventist World Aviation, still keeping the name, “Alas Sobre Nicaragua,” which means Wings over Nicaragua. However, since the NGO (non-governmental organization) has not yet been set up, AWA is operating under the SDA Mission in Nicaragua. It is our hope that this will be completed in 2017.

Many improvements were made to the airbase. A water well was drilled, and a concrete water tower with a 10,000 liter water tank was built. This was very important in providing them fresh, clean water for daily use.

Since December 21, 2016, which was the first emergency flight flown by Artur, he has operated 24 other flights and transported 25 patients. He averages between three and four flights a week. Wings of Hope continues to support AWA by supplying the existing Cessna 172 and the maintenance on this aircraft, which has been a real blessing from God.

Another blessing has been Francisco and Victoria



Medical personnel assisting with medevac.

Alvarez, who joined the AWA team in October 2016. This couple grew up in Nicaragua and then immigrated to Canada. Since 2004, they have been helping the Nicaraguan people, doing personal ministries and outreach among them. They are working in the southeastern part of the country and have introduced many people to Jesus through their evangelistic outreach and arranging medical support for some of the poorest

people of Nicaragua.

There is so much to do, so many people to reach for Jesus. The Hansen family plans to arrive in Nicaragua in early spring. Plans are underway to bring down a well-equipped Cessna 182 in the summer or early fall. This plane will add lots of capacity to the flights, as it will carry significantly more weight and fly faster.

Please keep this project and our missionaries in your prayers. Your financial support helps in the outreach to those served by Adventist World Aviation.

The Hansen Family—Norman, Nancy, Andrew, Steven and Melanie are preparing for deployment to Nicaragua.





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The doctor checking the baby's breathing.



Premature baby who was saved through medevac.

A Miracle Over the Clouds

As I noticed the doctor being very nervous and checking the little prematurely born baby's vital signs again and again, I also started being afraid of the "what if." What if the baby doesn't make it?

Even as I tried to keep my focus on flying the airplane, I still turned around every few minutes to see if the baby's chest was still moving.

Somehow this flight was different than all the other flights I had done thus far. I looked at the mother who had just given birth to her little child. She seemed calm; I figured she was calming herself by not looking at her baby, feeling hopeless.

In this area, babies born prematurely do not have much chance of survival, especially without the proper medical equipment.

As I looked back once more, I saw the doctor hastily checking for the baby's breath and heartbeat. I started praying and pushed the power in a little more on the aircraft. Usually, that flight from Bonanza to Puerto Cabezas takes about one hour.

Taking another concerned look back, I saw the child's body color change and the chest no longer moving. The young doctor started reanimating this baby, who was dying right next to him. I never had anyone die during a flight, and I begged God to give this wonderfully created baby his life back.

"Please God, don't let him die, make his heart beat again, I know you can do it!" I cried.

I kept looking back, still there was no breath, no heartbeat. He was a little creature with no life in

him. For about ten minutes there was no change. The doctor seemed ready to give up. I glanced at the young mother, tears rolling down her cheeks.

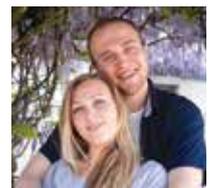
"No God," I prayed. "Even though there seems to be no hope left, I know there is hope and that You are the life giver. Please, don't allow death to triumph today. Please do a miracle and please do it now!"

Looking back at the child, suddenly a very slight movement of his chest began. By now, I had the runway in Puerto in sight. I landed right in front of the taxiway and saw the ambulance was already waiting. As I helped get the breathing baby into the ambulance, I praised our loving, heavenly Father for his love and mercy. The child's mother gave me a strong hug and a kiss on my cheek. She whispered, "Muchas gracias!"

We serve an omnipotent God; I will never forget that!

Because of your prayers for Adventist World Aviation and its mission services to those in hard to reach places, your financial support which keeps the aircraft operating and the missionaries serving, this precious baby's life was preserved. Hopefully, someday the child will have an opportunity to read stories about Jesus.

Artur and Margarita Karst, from Germany, are serving with AWA in Nicaragua. Artur is one of AWA's pilots and Margarita helps with community outreach to bring people to Jesus.



Importance of Teamwork



Listening to sports broadcasters analyze the professional performance of an individual or team sport brings out interesting analogies. It would be good for us to pay attention to these parallels.

In the individual sport, it is about the coach and the athlete's work ethic, willingness to learn, and natural capabilities. This is also true of a team sport, with another level of attitude and thinking. It's not the performance of one individual, but the combined performance and responsibility of each team member that leads to success. Like in football, if the ball is fumbled, but recovered by a fellow teammate, the fumbler will feel bad. The player who fumbled the ball will rejoice with the team that they still have possession of the ball.

You are driving along and your passenger says, "That's a red light." If the passenger had not been with you, you might have stopped in time, even if it was an abrupt stop. But inside your brain, a voice is saying, "I know how to drive, why do you always tell me what to do?" You think they can't hear you, but by taking it personally, the insulted and sulking part of the brain has kicked in, and it shows on your face and body language. Now the rest of the ride is silent. This is the exact opposite of teamwork, good communication, and far from safe because the team member's minds are now totally distracted by perceived injury instead of focusing on the goal of getting home safely.

One of the things I learned from observing and taking some dual pilot training is that safety is everyone's responsibility. If the right and left seat are to rack up mega hours, without an incident or accident, then there should be no insult when one of the team brings something to the attention of the other team member. Both have the same goal in mind and have trained together to understand that they need each other to complete the job safely.

What I learned from my life's experiences, Human Factors courses and training is that almost every incident or accident can be traced back to mechanical failure or human error, for several hours, days, or weeks, and it is a combination of several things that lead up to the event. These events are usually related



Pilot Artur Karst and his wife, Margarita, working as a team in Nicaragua.

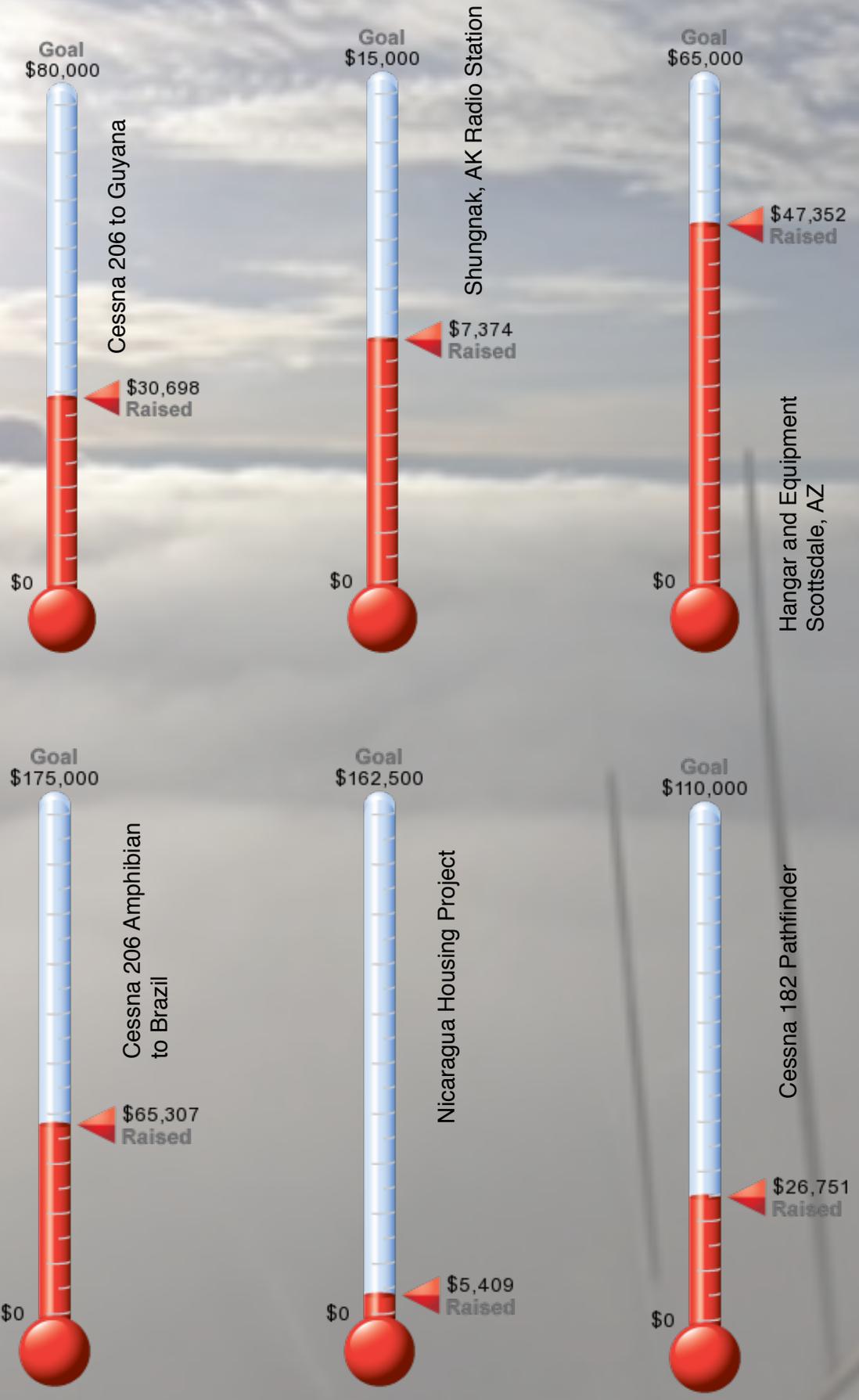
to being very busy, time pressures, stress, and lack of or misunderstood communications, which causes distractions and leads to missing something. Whether in the office, out in the mission field, fixing equipment, or in control of the equipment, every member of the team is responsible and it affects the safety of AWA's Mission. The team approach is very real for AWA.

Next time you feel like someone is reminding you of something you already know, take a moment to look and think about the comment. Remember, this is not an individual mission, it's a team mission, and we all want to get home safely tonight.

Randy and Karen Ferguson live in Kelowna, BC (Canada). Randy is the safety officer for AWA and audits areas where AWA may be vulnerable and provides resolutions to any safety issues.



PROJECT NEEDS



Good News for IRA holders

The opportunity for IRA holders to request that their RMD (required minimum distribution) or a portion of their RMD go directly to the charity of their choice has been made permanent. For many of us who have retired, the amount we give to charity doesn't help us on our income tax return because the government gives everyone a particular break anyway. However, by donating all or part of your RMD to a charity, means that it is not reported as income. That can mean immediate tax saving.

Ask your IRA manager how you can distribute to

charity and still meet your RMD requirement. We hope you will include AWA and help take the gospel to remote areas and save lives here and for eternity.

Richard Habenicht is AWA's director of development.



To receive a free probate worksheet, or for more information, call our Estate Planning Department at 414.226.5195 or write us at 3457 Swift Creek Road, Smithfield, NC 27577.

Western Adventist Foundation

Remember AWA is available to help with your estate planning through a will or trust. AWA is partnered with *Western Adventist Foundation* (WAF), a non-profit organization brought into existence to assist Adventist entities by expertly managing their trust services and planned giving programs. The WAF team is committed to the same values and goals on which AWA was founded 20 years ago. Their attorneys, administrators, and caring business professionals have a vision to be an active part of the mission and ministry of the Seventh-day Adventist Church, including ministries like AWA. For more information, please contact Richard Habenicht, AWA's trust director at 414-226-5195.

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.

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Mary Ellen Oropeza
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Betty Haas
Darlene Jones
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Cami Cress
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