



Airways

THE OFFICIAL VOICE OF ADVENTIST WORLD AVIATION



Infrastructures in God's Business

INSIDE: AWA PLANE "BRINGS" POWER TO MABARUMA, P. 14

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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:

How Necessary are Infrastructures?

Recently I was asked, "What is the greatest challenge your organization faces?"

Sadly, my response was, "Finding the money to accomplish our mission."

GuideStar, the world's largest source of information on nonprofit

Central Florida, Inc. agreed and said, "We never lack for vision, ideas or enthusiasm. The challenge is always finding sufficient funds today to safeguard the agency's financial vitality while working toward a progressive and stable future."

"As each one has received a special gift, employ it in serving one another as good stewards of the manifold grace of God." —1 Peter 4:10

organizations recently published statistics about the three greatest challenges facing a nonprofit organization. Their statistics show the following:

Finding the money to accomplish our mission – 46%

Other (governance/management, communications) – 21%

Getting the word out about us and what we do – 17%

Dr. Roshani Shay of the Hawaii Wellness Institute wrote, "All other challenges pale in comparison to the need for funding to keep our doors open and accomplish our mission." Barbara Wetzler of the SPCA of

When I face any challenge or problem, I go to the Bible. What wisdom can I find from it?

When thinking about financial challenges, I think of the disciples. How did they survive during their ministry on earth?

First of all, Simon Peter and Andrew were fishermen before meeting Jesus (see Mark 1:16). After Jesus' resurrection, Peter went fishing again (John 21:32), so it's likely he continued to derive some income from fishing.

However, they did receive financial support from their followers. In Luke 10, Jesus sent His disciples out to preach the gospel, with instructions to accept food and shelter from those

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Getting + Giving the Most from Your Assets

In Memory and In Honor

to whom they preached. If they didn't receive that support, it was a sign that the community did not accept their message, so they were supposed to move on to another town or village. Also, the Bible tells us (Luke 8:1-3) that there were several women who considered themselves Jesus' disciples and that they supported him and the other disciples from their personal financial means.

Perhaps finances were also their number one challenge. They, too, have basic needs such as they trusted in their followers and that if they continued ministering God would provide.

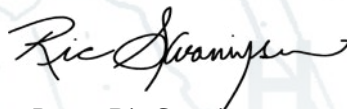
Adventist World Aviation also has "disciples," who include the office secretaries, bookkeepers, project managers, pilots, flight instructors, and maintenance personnel. They too have basic needs, such as food, housing, utilities, medical, and other living expenses. AWA's team members are dedicated. Most could find jobs in "corporate America" and make lots more money. Each one has a love for missions and helping to spread God's messages of hope to those in the hard-to-reach regions of the world. They live simpler lives so they can work for a mission organization. Their joy is found in hearing the stories about a life being saved through a medivac. They cry when they hear about a jungle child dying because the plane was down

and unable to transport the child for medical care.

Some types of funding are harder to obtain than others. Administrative funds are getting harder and harder to find. It is these funds that cover payroll, office expenses, travel expenses, utilities, insurance, and other expenses to manage and operate a nonprofit. Administrative funds keep the infrastructure of *Adventist World Aviation* in operation.

"As each one has received a special gift, employ it in serving one another as good stewards of the manifold grace of God" (1 Peter 4:10).

Thank you for your daily prayers and financial support to help keep *Adventist World Aviation* in service for our King!



Pastor Ric Swaningson,
President/CEO





The Flight Plan

According to the Association for Talent Development, “People are an organization’s most valuable asset.”

Adventist World Aviation believes the same thing. Without people AWA would not exist. Without people, planes could not be flown, churches would not be built, villagers would not receive the necessary medical and dental treatments they need, and many would not be brought to Jesus.

Not only are the missionaries important to the success of AWA, but so are those who work in the corporate office or satellite offices. They are the ones who make sure the missionaries have the supplies they need, the planes are maintained, and the funding raised to keep things going.

A group that is the very foundation is our donors. Without you, none of this would be possible. AWA is so thankful for its generous donors continuously supporting the growth of our mission and the implementation of our ministry around the globe.

A WARM WELCOME TO OUR NEW TEAM MEMBERS

Lynden Bechtel, Chief Pilot

Adventist missions have been part of Lynden Bechtel since he was very young. In 1960, his parents moved their family of four children to the remote jungles of Honduras. There, with the help of local people, they built an orphanage and school, which is still in operation, preparing hundreds of students for service to God. Lynden’s parents instilled in him a love for God and mission work. Later, they worked



Lynden and Helen Bechtel

in Belize, Guatemala, and then in Chiapas, Mexico, where he was the administrator for the Adventist hospital and school.

In 1977, Don Kirkman recognized the need for mission aviation in Central America. He offered Lynden the opportunity to return to the United States and begin training for his private pilot’s license. Lynden eagerly and gratefully accepted his offer.

At the same time, Auburn Adventist Academy church decided to provide an airplane as a mission project. With their help, Central America had a new mission pilot and a Piper aircraft. Lynden’s career as a mission pilot had begun.

Upon returning to Guatemala, Lynden spent the next nine years as a mission pilot. During this time he acquired his IFR, commercial, and A&P. This meant that not only could he fly the airplane, but he could maintain it as well.

Eventually, Lynden, with his wife and young family, returned to the United States where he worked on obtaining his MEL, CFI, commercial helicopter, and ATP.

Lynden has been blessed with a 40-year career, with over 26,000 flight hours and 7,700 hours of which have been in helicopters flying external loads, such as logging, power lines, ski lifts, fighting fires, etc. He also spent a few years flying for an inter-island airline based on Guam. But the last 20 years have been spent flying corporate jets around the world.

Lynden has been greatly blessed with a wonderful family. His wife, Helen, is the love of his life. They have six grown children (three sons, Lindy, Trent, and Troy; three daughters, Michelle, Stephanie, and Brianne) who all live in the Pacific Northwest. They are all living busy, productive lives and make Mom and Dad Bechtel very proud. Troy and Brianne are each engaged, and they look forward to officially

welcoming their future spouses into the family.

It was a long journey for Lynden to *Adventist World Aviation*. He felt that the Lord has brought him full circle and led him back to God's work. AWA has given Lynden the chance to combine his passion for flying with his love for Jesus and mission service.

According to Lynden, "It is with a humble heart that I pray for God's blessing and His guidance as I join the AWA family in spreading the good news of Jesus Christ."

Enoch Echemendia

From Eastern Tennessee, Enoch is 17 years old with a passion for mission aviation. His loving parents, who adopted him as a very young child, taught him to love God. Knowing he was also adopted into God's family, Enoch has wanted to give his entire life to service for Him, in foreign missions. He watched many mission videos from around the world. The ones that interested him the most were the ones with

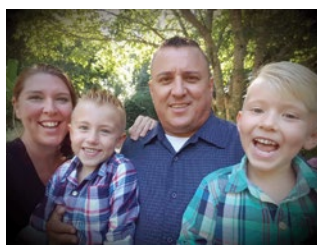


Enoch Echemendia

airplanes. He was home-schooled since second grade. Since he was 7 years old, he has wanted to be a pilot. He is currently in the process of obtaining his pilot's license while finishing high school. Upon completing his ground school courses, he will go to AWA's headquarters for more aviation training. He heard about AWA through his pilot friend, Darren Lea, who is an AWA pilot in Guyana.

Roncarly & Lisa Silva

Roncarly and Lisa Silva are a very unlikely duo. Born a continent apart, a Brazilian pastor's kid and a Michigan truck driver's daughter, they met online and were married in North Carolina. Since then, eleven years have slipped past and God handed them a red folder with *Adventist World Aviation*'s logo on it and they couldn't just toss it out. Since moving to the United States over 20 years ago, Roncarly has served as a pilot, CFI, corporate translator, and tour guide. For the past 18 years, Lisa has been a chiropractor, in



Roncarly and Lisa Silva, and family.

private practice. Together they are supporters of the SDA health message, natural remedies, and gardening. They have two sons, ages 5 and 6, whom they homeschool. The Silva's are humbled and blessed to be handpicked

by our Creator and are looking forward to serving in the Brazilian Amazon.

Sharon Williams

Sharon is our newest administrative assistant at AWA's corporate offices. She was born in Canada and raised a Catholic. Now a "Southern" American Adventist, she is anxious for Jesus to come. She has been blessed with three grown children and four grandchildren. Her husband, Ron, also has three children and seven grandchildren. They have wonderful family get-



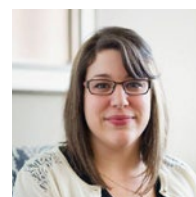
Sharon Williams

togethers and during the holidays they celebrate their blessings. She enjoys beautiful music, being outdoors, camping, and gardening and believes in the healing power of natural remedies.

She is so happy to be part of *Adventist World Aviation*. She spent the last 15 years in stressful corporate America facing Sabbath issues and being considered controversial because of praying in public. Although it was bittersweet to leave friends and familiarity, she was grateful for the opportunities she had to share with her coworkers. She is now looking forward to working with people who are committed to the Lord and to sharing Jesus and helping others.

—continued on page 15

Jenna Volkwyn is the Administrative Assistant for AWA Canada.





Construction for God in Selawik, Alaska

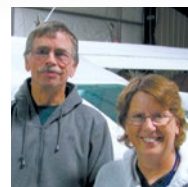
Miles Stanley, a resident of Fairbanks, Alaska is spending the summer in the village of Selawik, Alaska. Miles is a builder, carpenter, and talented handyman. He also has experience as a literature evangelist.

Among the things to do in the village, he has painted the church and is engineering a new, safe walkway.

The mission work in Alaska has need of long-term (two years or more) mission staff, as well as short-term (three to six) month personnel. If anyone is seeking a unique and challenging way to work for the Lord in a remote part of the world, please contact *Adventist World Aviation* or the Alaska Conference of Seventh-day Adventists to apply.



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



Left: Miles Stanley, builder working in Selawik.
Below: Selawik, AK SDA Church.



Safety is Goal for AWA

When asked about his position as chief pilot of AWA, he replies, “My first concern is for the safety of AWA’s operations. This includes pilots, passengers, and aircraft. Safety is no accident and can only be established by close attention to details. We talk about safety, safety, safety. But what is safety? To me that means habits.

Habits are hard to break so we want to establish only good ones. We will be working as pilots to establish simple procedures that we follow every time, such as walk arounds, check lists, and take-off and landing procedures. We will recognize our limitations concerning weather, weight, fatigue, and ego. We have been entrusted with the care of very precious cargo. Our goal is to ensure a safe and pleasant flight for all our guests. The pilot in command will ensure that all passengers are briefed on safety around and in the aircraft before each take off.”

AWA’s aircraft are meticulously well maintained by the staff. AWA has a long standing reputation for outstanding safety and professional aircraft operation. With Lynden’s guidance, AWA will continue with that tradition. A good store of parts in the field is essential to the maintenance and upkeep of field aircraft. Lynden will constantly strive to make sure the field mechanics have what they need to maintain the aircraft in tiptop shape. Whenever possible, there will be a “second pair of eyes” looking to make sure everything is in order.

These are just a few of the things that AWA has consistently done in the past to ensure a safe operation

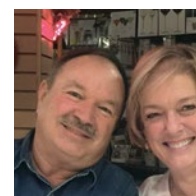


Lynden Bechtel on his first flight (Young Eagles) for AWA.

and with Lynden’s help will continue to do so in the future.

We appreciate your continued prayers for AWA as we seek to do the Lord’s will and hasten His soon return.

Lynden Bechtel, chief pilot for Adventist World Aviation



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Aviation Skills Create Better Students

One of the many advantages of flying is the incredible views available only to those of us in the air! As we depart and arrive from our local airport, the training time in between brings with it the work to develop special skills, but also provides a unique way of looking at the world around us.

We spend most of our time dealing with other air

traffic, radio communications, and navigating our way around the busy airspace environment. Putting our students through these paces helps develop their piloting abilities. It's a lot to handle at times but greatly benefits the students.

One flight student stated, "The aviation program at Thunderbird Adventist Academy is truly a blessing. I've learned many skills that help me both in and outside of the aircraft. Aviation has challenged me to be a better student. My short-term memory has increased tremendously from all the radio calls required to air traffic control. This skill has helped me in other classes, such as Math and English."

While we do need to be on our toes when flying, we should never forget the other important realities it can allow us to see of spiritual significance. Sometimes we're flying over vast open spaces, the desert, or the beautiful mountain ranges that surround our valley. During each flight, we get to see the grandeur of God's handiwork.

The other perspective we receive is overlooking the wide expanse of the metropolis in our area. We are traveling high above the hustle and bustle of life



Student pilots scanning the sky for air traffic.

Flying over Scottsdale, Arizona.

in the countless buildings that represent homes and businesses. This translates to hundreds of thousands of people living and working underneath our training flights daily. And while those types of large numbers can be mind boggling for us to deal with, it's a real comfort to know that our God loves and takes particular interest in each one of those individuals down there on the ground, as well as each of our lives.

We have the same assurance given to the prophet Jeremiah, "Before I formed you in the womb I knew you, and before you were born I consecrated you" (Jeremiah 1:5 ESV).

Each morning, afternoon, or evening when I fly over the wide expanse of the city, I'm reminded that while the true scale of our significance in this universe is very, very small, God has raised us up to special recognition as His sons and daughters. The individuals down in the cityscape below are not lost in the shuffle; we are not just another number. We are His, unique and cherished.

We continue to ask for your prayers as we move into a new school year. With the assurance that God is aware and cares for each of us and our challenges, we are hopeful and looking forward to what this school year will bring. Thank you for keeping us in your prayers as we continue working to build the critical infrastructures into this program at Thunderbird. Your support is very much appreciated!

By Dina Simmons, aviation program director at Thunderbird Adventist Academy.





Eye Clinic Brings Eyesight to Nuna

Eye doctor examining Nuna's eyes.



Nuna is about 65 years old. Wrinkles gather at the edges of her eyes as she smiles, and her eyes always look happy. She is staying in one of the huts next to our house while her daughter recovers. Each day she busies herself with washing clothes by hand and cooking. Yet, she still was getting bored and restless. She wanted to be able to do something else to keep her occupied.

We have an abundance of fire grass which grows wildly around where the new mission house is being built. When fire grass is dry and ignited, it fulfills its namesake by quickly burning anything in its path. We have several young trees that are planted and would quickly be engulfed in the flames if the grass ever got on fire.

We offered Nuna the job of pulling out the grass. She happily said, "Yes!" We were grateful for her assistance and she was grateful for the work and extra money.

The first morning that she went to work, Raylene took her over to the work site to show her around. Before Raylene left her there to work, Nuna asked with a bewildered look on her face, "How will I get back?"



PHILIPPINE REPORT



Left to right: Nemy Marcelo, Nuna, Raylene Espinosa, and Laura LaBore.

This question came as a surprise as there is only one dirt road that leads to the entrance. Then you cross the main dirt road and are immediately in our driveway. We knew the island she lives on is small, but we figured she would be able to find her way back the 800 feet that she had just traveled.

A medical team associated with Loma Linda University from Hanford, California came to our main city to provide free medical care. Nemy Marcelo, who is on the board of our directors for the Philippine project, arranged for the medical team to come. He approved Nuna to be included on the list of patients for a possible cyst that she had on her ankle. Laura drove Nuna and Raylene the hour drive to the capital city of Puerto Princesa so the doctors could have a look at her ankle. Since they were there, they decided that Nuna should also have her eyes checked by the volunteers.

Nuna sat down in the chair and squinted toward the chart on the wall. Raylene stood by to translate for her. Regina, the volunteer from the United States, pointed to the big “E” and she confirmed that she was able to see the big “E.” Regina then pointed to the line of letters under the “E.” Nuna leaned forward and

squinted, then shook her head. It was too blurry.

Regina’s husband, Dr. Oscar Carreon examined her eyes. Then Regina went to the table and shuffled through the glasses and pulled out a pair that she thought would work. She put them on for Nuna and asked her how far she could see down the chart. Her eyes widened, as she realized that her world had just grown. She could SEE! She was able to read down a bit past the 20/20 line! A huge smile quickly crept across her face, and her eyes twinkled happily.

She later told us that she didn’t know what any of us looked like because before the glasses, we were all just shadowy figures to her.

We also now knew why she couldn’t find her way home! It wasn’t that she wasn’t capable; she was just unable to see! She now happily walks to and from work every day alone.

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





Sometimes Ministry Needs a Little Push

The engine made half groans as Edgar tried to start the truck. We all knew what to do when we heard that. It was almost an every-other-day occurrence. Whenever someone needs to go somewhere, and the engine doesn't start, we all drop what we're doing and dash out to help the driver push-start the truck.

Last week, Laura was alone at the market when this

happened. She prayed that God would send someone to help her push. As soon as she finished her prayer, a sidecar (motorcycle with a sidecar so that you can carry more passengers, cargo, etc.) pulled up to park across the street. Laura rushed out and asked if they could help. Her Tagalog lessons haven't included vocabulary for "cars that won't start." She ended up making a lot of funny noises and hand motions to help them understand. However, that day she did learn the word for "push." Together, they were able to get it clutch-started quickly. Even though we have had work done on the truck to find the problem, it is probably electrical that needs to be chased with a fine-tooth comb.

This Sabbath was no different than most. Edgar tried to start the truck; it failed. We all ran out in our church clothes and began to push in the mud. Then, we jumped in it to go to church. We picked up other church members and soon were on our way down the bumpy dirt road to worship at an elderly couple's home in a remote area. There is a small group of Adventists that meet there every Sabbath. They are delighted when we can go once a month to worship with them. We are also happy to join them! We all bring food for the potluck and have an afternoon program before going back home.



Children working on their crafts.

Bill and Edgar took the lead with teaching Sabbath School and preaching. Laura took the children to the kitchen area for their Sabbath School. A pot of rice steamed over the wood fire while the children quietly listened to a Bible story. For crafts that day, the children covered tin cans and made lids to make a place for them to keep things. While making the crafts, the kids had to creatively fetch coloring pens and scissors that had fallen through the bamboo cracks.

Raylene Espinosa took the lead in music. God has blessed our church with a total of six ukuleles and two guitars. It sounds quite nice when our small group starts singing and playing together!

All too soon, it was time to go home. The small group lives out at the base of some foothills, and it is hard for them to get to town. Their main substance is rice, chicken, fruit, and vegetables. We usually try and bring bread and baked goods to leave with them as a treat. They often send us home with stalks of bananas, pumpkin, and other goodies from their farm. We feel that we are getting the better deal. One family quickly devoured a loaf of bread before we even left, and this was after the potluck. It made us



Villagers studying their Bible during the church service.

wonder if they had had breakfast or not.

We all loaded into the truck, and then said a prayer of thanks when it immediately started. Last year we weren't able to visit them as much as we had wanted to because the four-wheel drive was broken and the truck would get stuck in the smallest of slippery areas. Now the four-wheel drive is fixed, and we are happy to be able to start going back once a month.

We are very blessed to have this truck, which was bought over ten years ago. At some point, we will need to replace it. For now, it keeps our prayer life active!



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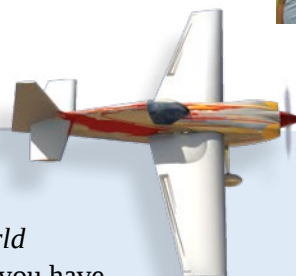
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The LaBore Family—Bill (project manager) and Laura (pilot and nurse), with their two children, Micah and Danielle, are now serving in the Philippines.



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, Corp. 3, Smithfield, NC 27577, or by e-mail to info@flyawa.org.



AWA Plane “Brings” Power to Mabaruma

Infrastructures are important for organizations and communities. Without them, many would experience failure of critical or important support systems.

In Region 1 of Guyana, our team is part of the Region’s vital support structure. We receive many calls for our aircraft to provide emergency air evacuation of critically ill patients. With the continued blessings and support from our partners in the United States and Canada, we can offer support that often saves lives.

At the writing of this article, our aircraft was grounded for more than 30 days while waiting for parts from the United States. During this time, we actually understand the importance our work plays in the regional infrastructure. In addition to urgent medevac flights, we provide humanitarian support flights which help transform lives or provide closure in a time of loss.

A newly baptized young lady who struggles to provide for her family also provides home care to her disabled father-in-law and mother-in-law. The mother-in-law was recently medevaced to Georgetown for a minor abscess. Sadly, during treatment and recovery,

she experienced kidney failure and died. The young woman contacted our team for humanitarian support. She requested that we transport her deceased mother-in-law from Georgetown to Mabaruma for burial.

Chartering a commercial flight is not easy since many will not carry human remains or they charge 200,000 GY\$ (~ 1000 US\$), which many times is more than a family earns in a year. Our team often assists with humanitarian flights such as these. When our aircraft is grounded for repairs, or there is no pilot available to fly our plane, we lose the ability to provide humanitarian relief to those in great need. Please pray with us that our aircraft is back in service soon and remains in service. Despite disappointments, we learn to be patient, rely on God, and draw closer to Jesus.

POWER. CURRENT.

In the US and Canada, we take this service for granted and remember their importance when natural disasters or freak accidents happen. In the mission field, current can be a treat or comfort not always available. For the last two months in Mabaruma, we were without electricity. The town generator’s crankshaft broke and, of course, no backup generator was available. The Regional government asked our team to fly the crankshaft to Georgetown for possible repairs.

Unfortunately, we learned that repairs would cost too much, almost as much as a new generator, so the government opted to buy a new one. After researching many companies worldwide, the government bought one from a company in England. Now as a reward, the town gets an additional hour of electricity per day from 5 AM to 8 AM in the morning then 5 PM to 11 PM. We are so pleased to be able to use appliances like our bread makers and blenders during those hours. It would be a real luxury to be able to use them any time of the day.

During the two months with no government power, we depended on portable generators provided by faithful supporters on the home front to charge our phones, to light our paths at night, and to offer a little refrigeration for perishable goods. The Guyana team



Loading crankshaft into 38X plane.



Medevacking infant with respiratory distress.

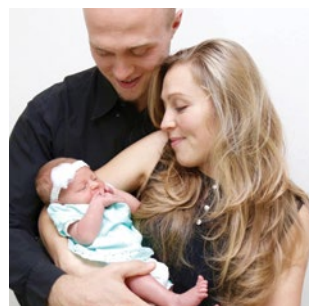
is also a recipient of 10 older model solar panels. Currently, one panel is used by the Leas to charge their phones and run their refrigerator. We would like to acquire two charge controllers strong enough to charge five solar panels totaling about 800 watts. That would truly help us to be more sustainable while off the grid and less dependent on government support systems.

We know and understand that our God is a loving God and His timing is always perfect. Many times, when our man-made infrastructure or systems experience failure we can rest assured that the infrastructure provided by our Father in heaven will never fail us. This is the time we find that He wants us to redirect our cares and trust from human infrastructures to His spiritual infrastructure. Christ's power is made perfect in our weakness.

Christ said to the Apostle Paul in 2 Corinthians 12:9 "My grace is sufficient for you, for My strength is made perfect in weakness." Therefore, most gladly I will boast in my infirmities, that the power of Christ may rest upon me. So, during times of human infrastructural failures we watch, listen and pray and in His time, we see where He is leading or revealing new light. Glory be to God from whom all blessings flow.

Please continue to keep our mission project in Guyana in your daily prayers. Your financial support as partners is also greatly appreciated.

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



Artur and Margarita Karst with baby girl, Giana.

Giana Karst

Congratulations to Artur & Margarita Karst on the birth of their first child, a baby girl named Giana. She was born on May 27, 2017 and is happy and healthy. AWA is excited to have little Giana join the AWA adventure!

OFF THE GRID & MISSION SPOTLIGHT

Have you had the opportunity to watch "Off the Grid?" These are mission stories and project updates that you will thoroughly enjoy, produced by AWA's videographer, Gloria Tokics Murphy. Episodes can be viewed on 3ABN on Mondays at 2:00 PM (Eastern Time) or on Hope Channel on Mondays at 9:00 AM, Thursdays at 6:30 PM, and Fridays at 12:00 PM (Eastern Time). Or you can view them all online on our website at flyawa.org/videos/

UPCOMING EVENTS

AWA is scheduled to be at the **AMEN (Adventist Medical Evangelism Network) Conference** on **October 26-29, 2017** at Hilton Head Island, South Carolina. We hope you can join us there!

AWA has plans to attend the next **GYC conference in Phoenix, Arizona, December 27-31, 2017**, to support our youth and swap stories. This year's theme is "Arise." We invite you to join us in Arizona and learn how together we can "arise, and shine for Jesus," and become His disciples to get the work finished for His soon coming.





Storms Without and Within

MED-EVAC!

An unconscious 5-year old girl needed to be flown to the capital. We had just made the 75-minute flight in our four-seater aircraft from the village to do some business in the capital. We were waiting for our taxi ride into town when the call came in.

Would I accept the mission? Without too much thought with regards to weather, I said, “I can fly back to Mabaruma and get the child. There’s nothing urgent I need to do around here.”

I rushed to the tower to file the flight plan, calling for the fuel truck as I went. You just had to be prepared for anything.

Once the tanks were full, I taxied out to the runway and was soon airborne. Little did I realize what lay before me! Alone in the cockpit, I couldn’t help noticing the changes in the clouds. There was a lot of

vertical growth in a short period. What had been tiny clumps of ‘cotton wool’ earlier that morning were now huge masses of towering cumulous, making my 4,500 feet look insignificant. Weather patterns were such that storms would build as the day progressed. Although we were moving into the dry season, there was still the occasional day you’d rather be on the ground. Today was looking like one of those.

My respect for thunderstorms resulted from an experience years ago. While taxiing at an airport in Georgia, I had been completely flipped upside down. I had felt the power of nature and didn’t want to be at the mercy of the elements again.

The ambulance was waiting for me as I landed in Mabaruma. I didn’t know much about Katyana, the patient. Seeing her rolling eyes and her weeping mother told me enough. I folded up the rear seat,



Loading patient into 38X for flight to medical facility.

and we lay her, still unconscious, in the plane. We strung up her IV, keeping the oxygen at hand. The accompanying nurse squeezed in beside her, while her father took his seat up front with me. Not looking forward to getting back into the air, I prayed out loud, “Dear Lord, please lead us safely to Georgetown. We place our lives in Your hands. Amen.”

Once airborne, I studied the darkening masses before me. I kept asking the Lord for ‘a path through the sea’ like he opened for the Israelites.

Not knowing where the thunderstorms were made it all the harder. I zig-zagged across the sky trying to pick the best entry points. Whenever I expected to hit heavy turbulence, I slowed to maneuvering speed. We wove our way through the clouds, suddenly in darkness. Rain would pelt on our windshield, and we’d get tossed up and down. As my vertical speed indicator continued to rise and fall, I tried to relax and ‘ride the surging waves’ not knowing when we’d pop out into a bit of clear sky again.

I looked over and noticed Katyana’s father nervously clutching at the handle of his door. I tried to give a reassuring smile. This wasn’t going to last forever. The last portion of our flight, as we approached Georgetown, took us away from the land and across the mouth of the broad Essequibo River. We started our descent but noticed flashes of lightning to our left. The thunderstorms were moving across our path, and it was exceptionally dark ahead of us. We brushed the edge of heavy downpours as we continued towards our destination. Would we be able to land? Without radar, air traffic control isn’t able to help the pilot much when it comes to weather. Ogle Airport came into view, and I could make out a curtain of rain just past the end of the airstrip. I was cleared to enter ‘left downwind on runway 07’. A few seconds later they called me with new instructions, “Join right base for 25.”

The windsock was standing straight out, against the prevailing wind. I fought my way through the wind shear using the throttle the best I could. I was thankful for the long runway which gave me time to get the plane stabilized before touch-down.

I could feel the general relief from my passengers when we were on the ground at last. I breathed a thankful prayer myself. This just had to be my most turbulent trip!



Darren, Joanne and Rosanna Lea

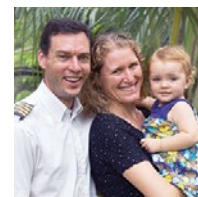
We transferred Katyana to the ambulance. Who knew if this flight would save her life? Not all of our missions have a happy ending.

Sadly, about a week later we were requested to fly little Katyana’s body back to her family in Mabaruma. We tried to comfort the grieving father who had been by her side through the whole ordeal. As the small corpse was placed in the same spot on the plane she’d traveled a few days earlier, we noticed the father wiping his eyes. Why had things turned out this way?

We were thankful for clear skies this time, but our hearts were heavy. Back in Mabaruma, a pickup truck arrived, and they loaded the lifeless body on the back. It was all so stark. No frills or ceremonies. These people keenly felt the loss of a loved one. What I thought had been my most challenging flight was nothing in comparison to the storm this family was going through.

This is the nature of our work. We fly because we want to demonstrate Christ’s love. We fly to show kindness and compassion. Although we come from different parts of the globe, we are all sinners in need of a Savior, bound together in one humanity for which Christ gave His life.

By Darren (pilot) and Joanne Lea are AWA missionaries in Guyana.



Grassroots

Some time ago AWA had an inquiry from the members of the small church in Sioux Lookout, Ontario, Canada. This church had a burden on their hearts for the indigenous people scattered across Northern Ontario in small and isolated communities. They saw the social and spiritual challenges that these villages faced including drug and alcohol dependencies and disproportionately high suicide rates. It was clear to them that the only way to effectively reach and sustain a presence would be to have a dedicated aircraft. So, they turned to AWA for a solution.

From that grassroots initiative, AWA is very proud to announce this new project in partnership with the Ontario Conference of Seventh-day Adventists. It has been amazing to watch how quickly the various elements and resources have fallen into place, a

Ontario Conference, the possibility of moving forward with the mission aviation project in Northern Ontario. Then, when I was back at Wings of Hope, I asked if they still had that Cessna 185, fully expecting to hear that it was long gone. But no, it was still sitting in that same hangar. However, it was the subject of a pending sales offer, and if that fell through, then AWA could have the first option on it.

Now for our aviation readers, here are the specs of this airplane;

- 1976 Cessna 185F
- Airframe Total Time Since New: 2,056
- Continental IO-550-D2B (upgrade) 546
Total Time Since New
- Robertson STOL Kit (drooping ailerons)
- Horton STOL Kit
- Vortex Generators
- Wipline 3730 Amphibious Floats

As you may have guessed, and I couldn't be happier to say, that the other purchase option did fall through. We now need to raise \$150,000 USD to acquire, prepare, and deploy it to Canada. The Ontario Conference has already pledged a very significant amount, and we have committed to the acquisition of this airplane.

Our aviation readers will quickly recognize that number represents far below market value. We thank Laura Helling, Steve Long, and the genuinely dedicated team at Wings of Hope for being such strong partners in providing aircraft for mission service.

Of course, there is more. Who is going to take care of this project?

We have two families who have been with AWA in Canada as missionaries in training; both have been waiting for a project assignment.

Bryan and Alissa Harding, along with their four young children, are looking forward to resettling from near Fort St. John, British Columbia to Sioux Lookout and will be leading the organization of the work as Project Managers. Bryan is also a pilot and will move into a flying role as he builds the time and experience. Alissa played a very active role in managing and



Ryan and Janet Kennedy, deploying from Kelowna, British Columbia.

divinely orchestrated series of events.

Two years ago I was at Wings of Hope in St. Louis, Missouri, on an orientation visit. In discussion with the president, he mentioned that they had a Cessna 185 on floats. At the time I thought it could be used for the project on the Amazon River in Brazil. Going to a different hangar, we were able to look at the plane. It was impressive, to say the least! Due to importing and maintenance requirements, we opted for a Cessna 206 on floats for Brazil. The 185 was forgotten.

Spring of this year we began to discuss in earnest with Pastor Mansfield Edwards, the president of the



1976 Cessna 185F amphibious float plane to be deployed to Ontario, Canada.

organizing their family logging business, plus home-schooling their four children, and she is very capable. The Harding's have a deep attachment to the North and affection for working with Native peoples. For them, this move will take them geographically farther South.

Ryan and Janet Kennedy will be deploying from Kelowna, British Columbia. Ryan and Janet met while they were both student missionaries in the Marshall Islands. Ryan took Aviation at Walla Walla University and joined AWA fully qualified with his commercial and instrument, as well as float ratings. Janet is from Mexico and may have just a little trepidation about the winters in Sioux Lookout. Nevertheless, both she and Ryan are enthusiastically looking forward to joining this project.

Like all AWA missionaries, the Harding's and

Kennedy's will be raising their financial support for long term, sustainable service. Please consider supporting one of these families or project/aircraft to help bring this to a soon reality! Tax deductible donations are accepted in the United States or Canada. Go to www.flyawa.org and click the "donate button" and choose your country.

AWA is very excited to be part of delivering hope, health, and ministry to these isolated Northern communities.

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





COLEGIO ADVENTISTA "NUEVA GUINEA"



Educamos para la Redención

Through Faith Students Receive an Education

The South Atlantic Mission of Seventh-day Adventists in Nicaragua was established in 2012. The Mission has many financial challenges because it is located in the poorest areas in Nicaragua.

One such challenge is the Nueva Guinea Seventh-day Adventist College. The following information is from the SDA South Atlantic Mission in Nicaragua. The construction of the college buildings was done by a group of SDA's from the United States. The school has remained closed for more than three years because of financial challenges. It was not

able to be open to students until 2015 when a group of SDA teachers decided to take steps to open the school.

These teachers met with the mission president to work out a plan. The area of the South Atlantic Mission is large but the tithes and offerings collected are insignificant compared to the expenses in operating the entire mission. When the teachers asked for some financial assistance from the mission to open the school, they were told that there was no money.

The teachers trusted in God. They came in one

agreement to work together and open the college, regardless if they received any financial assistance. They believe in Christian education.

Two SDA churches heard about the teachers' plans to open the school. So, the church offered to pay each teacher \$66.00 US each month. This equates to 1,980.00 córdoba each month. The cost of living for a family in Nicaragua is about 7,000.00 córdoba a month.

The college tuition for the students is approximate \$7.00 US a month. Currently, the college has 135 students and 15 teachers. The financial



Students at the Nueva Guinea SDA College.

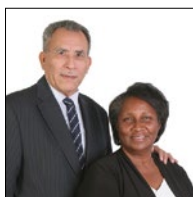


Top: Students preparing for school.
Left: Dedicated teachers at the school.

Funding is still needed. Please pray for this school, the teachers, and the students.

challenges are still facing the school and the dedicated teachers who came to Nicaragua in faith. Funding is still needed to keep the school open for the next school year. Please pray for this school, the teachers, and the students.

Francisco & Victoria Alvarez, Adventist World Aviation Missionaries to Nicaragua.



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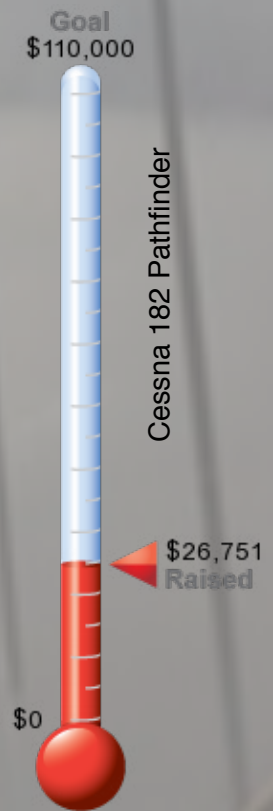
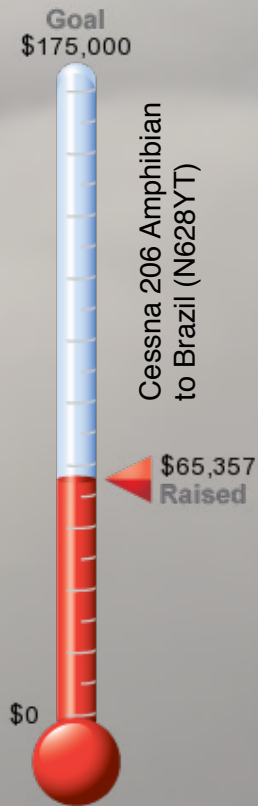
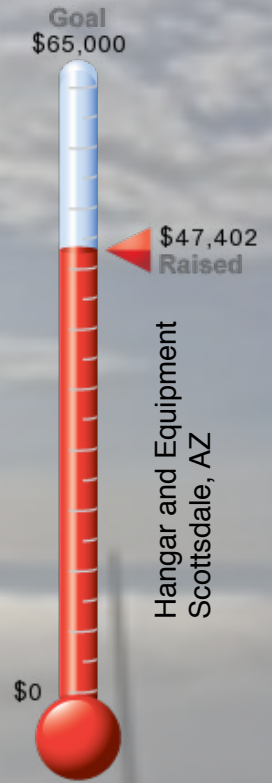
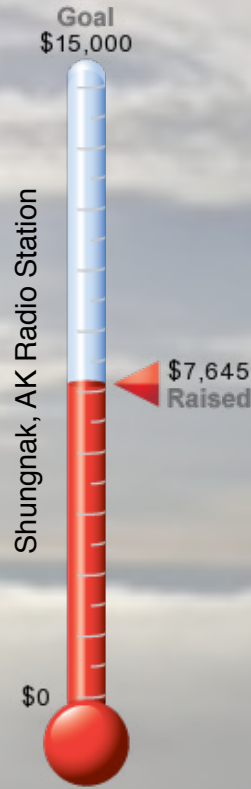
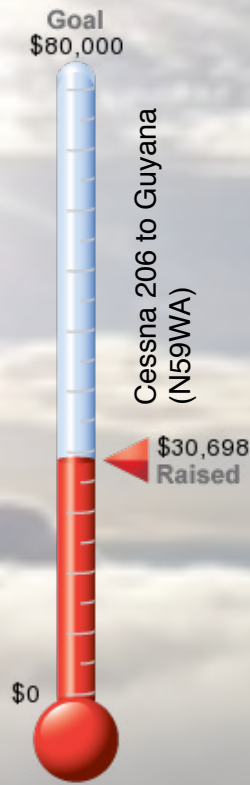
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PROJECT NEEDS



Getting + Giving the Most From Your Assets

Do you own highly appreciated stock or other investments that, if sold, would result in a high tax bill? Are your CDs or other investments producing a lower return or less income than desired? If you are looking for ways to manage your investments, maximize your worth and minimize taxes, there are a number of charitable strategies that can help you achieve your goals.

Here are three options to consider:

■ **OUTRIGHT GIFT** – One of the easiest ways to lower taxes on an investment is to make a tax deductible gift of the asset to our organization (*Adventist World Aviation*).

■ **CHARITABLE GIFT ANNUITY** – CDs or other investments that produce little or no income can be exchanged for a charitable gift annuity that makes fixed payments for life.

■ **CHARITABLE REMAINDER TRUST** – Investments that have appreciated can be used to fund a charitable remainder trust that will generate income and tax savings.

If you have questions, or if you wish to include *Adventist World Aviation* in your plans, please contact us. We can help you work on a plan that works for you.



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.

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, Corp. 3, Smithfield, NC 27577.

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

Former Students of Dr. Flemons Shelem

Albert Wiggins and Donna Stafford

In Memory

Cara Rickaby

Jerry and Linda Rickaby

Carmen Birge

Stephen and Alberta Cook

Genita Edwards

Christobelle Edwards

Elder M. J. Perry

Albert Wiggins and Donna Stafford

Margo Swaningson

Rick Loar

Mr. Oseas Imperio, SR

Ernie and Annabelle Lopez

Mr. Severo Lopez, SR

Ernie and Annabelle Lopez

Mrs. Conchita Lopez

Ernie and Annabelle Lopez

Delmer Wiggins, a pilot

Albert Wiggins and Donna Stafford

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George H. Akers

Imogene Akers

Arlene Wiggins

Albert Wiggins and Donna Stafford

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