



The Official Voice of Adventist World Aviation



VOL 20 | ISSUE 3

THIRD QUARTER 2014

# AWA: WE'RE ON A MISSION!



## A SPECIAL DVD FOR YOU: PATHFINDER PLANE STORY SEE P. 13

**INSIDE: MISSIONARIES TO WISCONSIN P. 8; THE "YELLOW PATHFINDER PLANE" P. 10**





THIRD QUARTER 2014

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#### **PRESIDENT/CEO**

Ric Swaningson  
President@FlyAWA.org

#### **DESIGN CONCEPT**

Bond Design

#### **LAYOUT & DESIGN**

Matt Brunson  
Seminars Unlimited, Keene, Texas

#### **PRINTING**

Seminars Unlimited, Keene, Texas

#### **EDITOR**

Pat Humphrey

#### **ASSISTANT EDITOR**

Charlene West

#### **PROOFING**

C. H. York

#### **BOARD OF DIRECTORS**

Tom Chapman, Chairman  
Lloyd Jantzen  
Ric Swaningson, Secretary

#### **CONTACT**

Send all inquiries or change of  
address notices to:  
Adventist World Aviation  
9323 West Greenfield Avenue  
West Allis, WI 53214-2733  
Phone: (414) 226-5195  
E-mail: [info@flyawa.org](mailto:info@flyawa.org)  
Website: [www.flyawa.org](http://www.flyawa.org)

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#### **IN CANADA**

Please send donations to:  
AWA Canada  
1281 Highway 33 East  
Kelowna, B.C. V1P 1M1  
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## **PRESIDENT'S WEATHER REPORT:**

# President's Weather Report

**T**he other day I was asked,  
“How are things going? I see  
that AWA has come a long  
way in the past several years. How  
are you holding up?”

That's a loaded question, I thought  
to myself; and my mind drifted  
through the complex narrative of  
Adventist World Aviation.

From its inception, Adventist  
World Aviation was established  
as a supporting institution to the  
Seventh-day Adventist church

We are proud of how far we  
have come. We have developed  
flight aviation programs at three  
academies in North America—  
Heritage Academy in Tennessee;  
Blue Mountain Academy in  
Pennsylvania; and Thunderbird  
Adventist Academy in Arizona.  
In addition, we are developing  
new mission aviation projects in  
Nicaragua, Argentina, and Brazil.  
We have also added new staff to  
help with the daily administration of

---

Our growth has been absolutely amazing as we  
have allowed God to guide us along the way.

---

family. Its mission is a worthy  
cause; yet, with any worthy effort  
comes pain and sweat equity;  
AWA is no different. All of our  
missionaries, workers, volunteers,  
staff, and friends work hard to  
keep our ministry functioning—it  
is not without push. AWA is like an  
aircraft—it requires wind beneath its  
wings; otherwise, we fall from the  
sky!

My answer was, “Man, you are  
right! We have come a long way.”

The following Bible verse  
comes to mind, which has given  
us encouragement and strength to  
further our work. In Isaiah 40:31  
(ESV) we read, “But they who  
wait for the Lord shall renew their  
strength; they shall mount up with  
wings like eagles; they shall run and  
not be weary; they shall walk and  
not faint.”

our projects.

Our growth has been absolutely  
amazing as we have allowed God to  
guide us along the way. However,  
you have played a major role in  
making it all possible. The wind  
under our wings is provided by  
you—our donors. God offers His  
blessings from above and you have  
provided the ground support.

An aircraft requires ground  
support to get airborne—planes  
don't just fly without help. The A&P  
mechanics keep the plane airworthy;  
controllers provide the air traffic  
control; and flight service provides  
updates on the weather conditions.  
In addition, a plane needs fuel  
to make the journey, and some  
military aircraft are even refueled  
while in the air. It is panic time  
for a pilot who feels he or may not  
have enough fuel to arrive at their



destination.

Just as an aircraft depends on ground support, AWA depends on ground support; our donors and supporters are the ground support. As AWA expands into new territories, we realize we need larger “fuel reserves.”

Pilots never plan a flight with minimal fuel—it is not smart. Extra fuel is always onboard for the “just in case” situations. If there is no fuel, pilots don’t fly. As president of AWA, I would never expect one of our pilots to fly with minimal fuel.

In our ministry we also want to operate with “enough fuel onboard.” When we feel our “fuel” is short, we halt the journey until the needed resources are made available. We plead to our “ground support” for help in providing the “fuel” we need to continue the journey.

When I was young, I remember my father telling me, “Ric, when you begin working, make sure you budget appropriately; just because you have money today, you may not have it tomorrow—when you need it. It is like the farmer who purchased a hen for eggs. Then, one day he decided to eat the chicken; now he had no resource for more eggs. It became, ‘chicken today and feathers tomorrow.’”

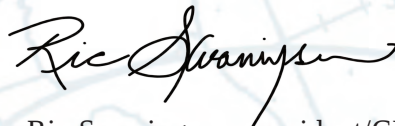
I remember laughing at this statement, which needs no explanation. But I immediately understood my father’s advice. I learned from my earthly father to plan ahead for the future and live today in the present.

We operate AWA with that same philosophy, to operate within our

means and landing for tomorrow with the level of what we have received today. We ask our Heavenly Father for His blessings on the moment and pray for increase in the future. This way, God gives us what is needed.

Yet, at times I wonder, “Are we eating the chicken?”

Thank you for your continued support; thank you for helping us be good stewards for God; thank you for your prayers; thank you for the “fuel” that keeps Adventist World Aviation operating without endangering our missionaries!



Ric Swaningson, president/CEO



## In this issue:

4

### Mission Reports:

*The Grapes are Blossoming; Harvesters Are Needed in Alaska*

*Spreading Hope In Palawan*

*The Yellow Pathfinder Plane*

*Advancing God’s Kingdom*

*Making Disciples for Jesus*

*A Beacon of Light for People in Distress*

20

### Flight Safety

22

### Planned Giving

23

### In Memory and In Honor

#### Cover:

*AWA’s aircraft, such as the Pathfinder Plane II, are on a special mission to serve humanity by relieving suffering and providing speedy access to medical care for people in crisis. These acts of compassion in far-reaching places of the world are made possible only through the kindness and generosity of AWA’s donors.*





# The Grapes Are Blossoming; Harvesters Are Needed in Alaska

**W**hat can be said about the needs of Alaska? When I think of the answer to this question, it is difficult to keep my focus only on our mission post in Shungnak. There are about 250 villages in Alaska, and probably less than ten of these villages have heard the three angels' messages. It will take more willing people to go into the many remote areas of Alaska.

In our village of Shungnak, we communicate locally with VHF, as well as travel from village to village making public announcements. Recently we heard multiple requests for prayer from a nearby village being haunted by ghosts. People who have passed away have been "seen" walking around the village. Even in our village, we have had similar reports and problems at the clinics and in the villagers' homes.

When we have the opportunity, we share the truth

from the Bible to reveal the great controversy that takes place in every home. The problem is that we need more missionaries; the harvest is plentiful, but the laborers are few.

Our goal, with God's help, is to reach more people and be able to connect with the nearby villages in our region, which is about 12 villages. We continuously think of new ways to make Kingdom friends with those around us. Some of our methods include conducting gospel concerts and sing-alongs in family homes in various villages nearby. Occasionally, this means flying with the AWA mission pilots to get to where the people are. We also use our snowmobile in the winter, when it is too cold for the plane. Frequently, we are asked to preach and participate in the worship services of other churches, which gives us the opportunity to make new friends and work with their children.



Several children enjoying their Sabbath School Program

As of now, each week we have three different Bible studies that we give; we hold Sabbath School programs for the children and a separate program for the adults; and each Monday night we conduct a program for the youth.

During the winter months we are able to work with more consistency, as the people tend to stay indoors more. Hopefully, this winter we will be able to expand our work into more homes, making new relationships.

Our plans to help grow our work beyond Shungnak include utilizing our aircraft more. The villages have no roads connecting them to each other; the only legitimate way to get around is by aircraft, boat, or snowmobile. The cost for aviation fuel is about \$7 to \$8 per gallon and \$10.50 per gallon for regular unleaded fuel. Therefore, we are praying for donations to help us keep the plane flying in and out of the nearby villages. In addition, to fly the plane in the winter, we need better equipment to keep the plane warmed for flying, as well as the cost of maintenance for the plane.

Secondly, a piece of property has been made available for us to use as a spiritual retreat. This camp will be a great place to hold programs for the children, as well as adults, away from the distractions of village life. Going to camp is not just recreation here, but a way of life for subsistence, as well as family bonding. We are very confident that our camp will be a success; many non-Christian organizations have youth camps in our region, which are well-attended.

Thirdly, we have a long-term goal of starting a Christian school for the young people from

Shungnak, as well as Ambler and Kobuk. There are no Christian schools in our region; many parents will send their children away to receive a quality education. We have spoken to many parents, who desire a Christian education for their children, and would rather their children live at home. Therefore, we are now beginning to make plans for this project. We know that it will be difficult, and have costs and needs that we are not yet aware of and not able to predict. Yet, we know that a Christian education will not only impact the children, but also the families and the whole village.

God's work is expanding in our region; the work of the Holy Spirit is growing. We need your continued daily prayers and your monthly financial support to help us pursue the work that God has set before us in the Northwest Arctic of Alaska. More and more families are opening their hearts to receiving the message; thus, we need more willing disciples to accept the call of sacrifice to help share God's love. The needs are great; but the experiences are priceless. God is calling people to His vineyard where the grapes are blossoming.

Anthony and Airen Sherman serve on the frontlines as mission "pioneers" in the small community of Shungnak in the northwest corner of Alaska.







# Spreading Hope In Palawan

**“A**nd this gospel of the kingdom shall be preached in all the world for a witness until all nations, and then shall the end come”  
(Matthew 24:14).

This Bible verse is the foundation of AWA’s goal to plant an Adventist church in every village in Aborlan, Palawan, the region where the AWA airbase is located. But to reach this goal, we need to preach the gospel in every village, to win souls for Christ; then we are able to plant a church.

So we needed a plan. We called the elders and lay workers of the existing churches, and began organizing our evangelistic programs. Then, we began working on the budget.

Thankfully, the Palawan Seventh-day Adventist Mission provided 10,000 pesos (\$232.55 US), and we had 4,500 pesos (\$104.65 US) from our church’s “piggy bank.” The mission has a “piggy bank” program for each church to help them save money for evangelism, church building repairs,

and training for local church officers. Then, toward the end of each year, the churches in each district meet to discuss their evangelism plans—and combine their “piggy banks.”

In addition to the mission’s contribution to the evangelistic outreach and the “piggy bank” funds, the church members of the district also donated 20,500 pesos (\$476.00 US). We also received vegetables and about 25 kilos of rice. Yet, we were still short of the necessary budget—but we trusted in God to provide.

These resources were divided among the lay workers for their food allowance and travel expenses for a month, while they worked in their assigned territories. In addition, their portion was to also provide for Vacation Bible School expenses, snacks for the visitors coming to the meetings, advertising expenses, and the electric bill during the meetings.

The meetings began on August 17 in the village of Tagpait, also known as Bitterness. Many people attended



## PHILIPPINE REPORT



Children enjoying the Vacation Bible School program

the meetings, even though others tried to discourage their attendance. The children were excited about their programs, and even persuaded their parents to attend the meetings.

Sabbath, August 30 was the final meeting in Tagpait, with a glorious baptism. Three precious souls were baptized, with many more asking for Bible studies in preparation for a future baptism. For many coming to the meetings, this was the first time they had heard stories from the Bible—and they wanted to hear more. We know that many seeds were planted within this village; soon we will be able to plant a church. The focus is now on the next village—Barake.

We know that God will sustain all that is needed, according to those who persist to do His will—preaching the gospel in every village, town, and city. The Holy Spirit will

do the rest.

God's message of love and hope is spreading throughout Palawan and the areas around the AWA airbase. Please continue to pray for our evangelistic outreach as we continue to enter every village in Aborlon. Your monthly support is desperately needed to keep the Bible workers funded, and for the further expansion of our project.

Edgar Espinosa is the airbase attendant for AWA in Palawan, Philippines.



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# Ray and Julie Young— Missionaries to Wisconsin



Ray and Julie Young

**T**his issue of AirWays is focused on the growth and expansion of Adventist World Aviation and how God continues to bless it. Obviously, getting additional aircraft into the mission field is important growth that results in saving lives, sharing Jesus, and providing the necessary logistical support for missionaries and mission personnel.

Yet, Adventist World Aviation has also been growing in numbers of people willing to serve, giving their time and energy to make things happen. Ray and Julie Young came to AWA to help in the expansion of AWA.

Flying from Kelowna, British Columbia, Canada, in their own private plane, Ray and Julie were eager to help with the refurbishment of Pathfinder Plane II. They are

very familiar with aviation projects and Adventist World Aviation. As members of the Rutland Seventh-day Adventist Church in Kelowna, they have supported AWA-Canada. In addition, they are members of the Kelowna Flying Club, of which at one time Ray was the president.

“Because of our involvement in the local aviation community, we developed a desire to participate in a mission project that would include our love for flying and give us adventures away from home,” replied Julie, when asked about their involvement with AWA.

So, when Jud Wickwire, director of operations for AWA, and his wife, Karen, told the Youngs about the Pathfinder Plane II project, and how Ray and Julie’s skills and talents would be a great asset to the project, they decided to volunteer at the AWA hangar in Sullivan, Wisconsin, and help ready the plane for deployment to Guyana.

With a background in logging in the British Columbia interior, as well as computer technology, Ray is also a commercial pilot, an accomplished aircraft mechanic, and a skilled finishing painter on various types of aircraft. He is also an apprentice to become an Aircraft Maintenance Engineer (AME), which is the Canadian version of an Inspector of Aircraft (IA) in the United States.

Being a supportive wife, ready for an adventure, Julie has a degree in Pharmacy Technology and has been a private care aide. She enjoys her supportive role by helping Ray and others in the hangar, removing old paint from the plane, passing tools, preparing meals for the hangar crew, and giving general support and encouragement along the way.





The Pathfinder Plane prior to being disassembled for reconstruction.



Pathfinder II ready to fly.

Occasionally, Julie works in the AWA office, answering phones, preparing items for upcoming events and church appointments, entering and updating data in the donor system, and providing general support as, needed.

In June 2014, when Ray and Julie made the decision to join the AWA team by working in the hangar, they had planned for a two- or three-week adventure. However, their “three-hour tour,” turned into four to five months. But, never a complaint!

The understanding was that Ray would finish the painting of the plane and any other remaining tasks, such as interior, avionics, wiring, and the seats. However, once Ray and Julie arrived and began immersing themselves into the project at hand, they found many parts missing and other complications. It was their plan to stay for a few weeks and accomplish a lot on the plane, and then return to Canada; then, return on an as-needed basis to finalize the project.

Working alongside Ray, Jud Wickwire fully realized that if the plane was to be finished as promised and deployed to Guyana where it was needed so badly, Ray would need to remain in Wisconsin much longer—his skills were definitely needed. In addition, Jud asked Ray if he would fly the finished plane to Guyana. According to Julie, “Jud’s request was intriguing enough for our adventurous spirits, and never one to say ‘no’ to Jud, we committed to his request.”

Even though Julie did not fully comprehend the enormity of the work to be accomplished on the plane, she was willing to remain with Ray in Sullivan and work beside him, giving him the support he needed. She says, “I am not one to back down on a challenge; I am still here!”

Both Ray and Julie have a desire to get the plane to Guyana, knowing it is really needed there. This past June Ray made a quick visit to Guyana to help replace a cylinder on the current plane in Guyana. He spent time visiting with Bill LaBore, regional project manager, and his wife,

Laura, one of the pilots. From this visit Ray witnessed the desperate need for a new aircraft to continue AWA’s mission work there; now he is determined to see the Pathfinder Plane II completed and flown to Guyana—no matter how long it takes.

Missionaries are people who are willing to give up their lifestyle and home to do what is needed and to share Jesus with others. Ray and Julie are true missionaries. They have the desire to continue working as missionaries and help support the work of Adventist World Aviation.

But their story does not end there. Recently, while returning from the International Pathfinder Camporee in Oshkosh, Wisconsin, an unforeseen circumstance happened with their own plane, grounding it until they have the parts and time for its repair. This has added to their patience and faith in God. Yet, Ray and Julie continue working on the Pathfinder Plane II, making plans for its deployment to Guyana. Then, they will consider the repairs needed on their plane. When asked about it, Ray replied, “God’s work comes first—always!”

Please pray for Ray and Julie Young, and the others who are working feverishly to get the plane ready for Guyana. In addition, your donations to help with the expenses in the deployment of this plane are appreciated. It is estimated that \$14,000 is needed to cover the cost of fuel, emergency supplies on board, expenses to clear customs on the plane as it enters the country of Guyana, and food and lodging for Ray and Julie Young, and Gloria Tokics, the videographer for Adventist World Aviation, who will record the story!

Charlene West is project development and evangelism director for AWA.





# The Yellow Pathfinder Plane—

# A Symbol of Compassion

I was about to depart with some church workers in the Pathfinder plane from Georgetown, Guyana. The workers were on their way to conduct a weekend training program at the Port Kaituma church. It was the beginning of the rainy season and the satellite showed heavy cloud cover, but it was impossible to know just how much rain to expect.

Our aviation fuel fund was nearly depleted, so I only took enough fuel for the return trip, plus a safe reserve, knowing that I had a few extra gallons at our home base in Mabaruma if I needed more, and I could save these funds for one more flight.

The passengers were late; just before departing I had a call from the Mabaruma Clinic telling me that a four-year-old boy had been stung by a scorpion. I told the Cuban doctor, who was working in the village, that I would be there as soon as I dropped off the passen-

gers in Port Kaituma.

The precipitation increased on the flight to Port Kaituma; yet I was still able to make an approach to land in spite of the low overcast and moderate rain. Leaving my passengers, I was quickly airborne again. As I neared Mabaruma, I could actually see the edge of the village, but the airstrip was obscured by what can only be described as a wall of water. It was one of those tropical downpours, which is more like a waterfall than rain. After circling the area for over 30 minutes, I could make out one end of the runway well enough to land; still the opposite end was shrouded in rain.

By now it was later than planned, and I had used up enough of my fuel reserve; I would have to access the stored fuel that was some distance from the airport. Taking into account the time it would take to get the fuel, and challenging weather conditions that could





result in further diversions, I was forced to cancel the medevac for the four-year-old boy.

With a heavy heart, I walked to the clinic and I visited with the boy and his parents. I explained that I would be ready at first light to make the flight. He was conscious, but not very responsive. His parents explained that he had been putting on his shoes to go outside in the morning, only to be stung on his big toe by a tiny black scorpion. He had an immediate reaction and began to vomit, followed quickly by a fever. They lived some distance up the river, so it took several hours by canoe to get him to the clinic.

Early the next morning I walked back to the clinic in the gathering light of the misty morning. As I approached the gate, the doctor came out to meet me and I could tell he had bad news. The little boy had died just minutes before; behind him I could hear the wails of the distraught parents as they learned of the loss of their son. I was devastated, knowing that if just one thing had worked out a bit better, I might have been able to make a flight that could have saved his life.

As mission pilots, we often make hard decisions and we must always ensure that we do not lose sight of safety, regardless of the emotions of the moment. It has been a few years since this happened. Even so, it has always weighed heavily on my heart, particularly because a strong contributing factor in the decision was not having enough funding to fill the airplane fuel tanks at the beginning of the day.

The cost of an air medevac in the United States can range from \$10,000 to more than \$25,000 for a single flight to a hospital. The Pathfinder plane alone has conducted in excess of 500 emergency medevac flights during its deployment in Guyana. The average cost? About \$600 each.\* Of course, emergency flights are only a part of the service of a mission plane; this small yellow airplane transported over 6,000 passengers in the past ten years, including the sick and injured, pastors, Bible workers, medical and dental teams, construction teams, health workers, and government and community leaders; and, of course, our own AWA missionaries who live and work in the very

communities they serve.

It has been a privilege to be one of the pilots to fly many of these missions, through torrential tropical rainstorms to literally splash down onto the rain-slicked mud of a jungle airstrip to rescue a patient in critical condition—women in labor, snakebite victims, people suffering with malaria, typhoid, appendicitis, trauma, and even stabbing and shooting victims. Patients in need of critical care do not choose to be in that situation; yet, we can be there to help when they need it the most.

Over the years, the “Yellow Plane” has become synonymous with care, compassion, and pilots who pray with the passengers before they fly. This is preparing people for the Kingdom of Jesus Christ. Please be a part of this work that impacts people daily. Many lives have been saved. Thank you for helping us do more.

\*Including fuel, maintenance and overhaul allowances.

## History of the Pathfinder Plane

In the summer of 1998, AWA personnel submitted a proposal to the General Conference of Seventh-day Adventists, North American Division, and Adventist Risk Management for Pathfinders to participate in the first youth-sponsored mission aviation project in Seventh-day Adventist history. The goal was to involve the youth in rebuilding an airplane, which would enable native Amerindian laymen—augmented by medical, dental, health, and education volunteers, and Pathfinders—to reach 56 unentered native villages in the interior of Guyana.

Then, in the fall of 1998, Adventist-laymen’s Services and Industries (ASI) granted Adventist World Aviation funds for the acquisition of a 1970 Cessna 182, which was in great need of repairs. A few months later, in the spring of 1999, AWA staff and volunteers began disassembling the plane. In fact, several Pathfinder clubs scheduled weekends to come to AWA’s hangar to work on the plane. In addition, many

Pathfinder clubs helped raise \$50,000 to help with the refurbishment of the plane.

At the 1999 International Pathfinder Camporee in Oshkosh, Wisconsin, many Pathfinders helped AWA in the final assembly of the aircraft, getting it ready for deployment to Guyana. President Al McClure dedicated the aircraft with water taken from the Demarara River in Guyana.

The Cessna 182 was chosen for a number of reasons—it is a single-engine, four-place aircraft. It can carry up to 1,000 pounds, is able to operate out of 1,000-foot airstrips, travels at 150 miles per hour, and has a range of 700 miles.

After transporting more than 6,000 passengers in the past ten years, the “Yellow Plane” has come back home for a much-needed overhaul. At the July 2014 International Pathfinder Camporee in Oshkosh, Wisconsin, this plane was once again featured. Pathfinders from all around the world were able to see it and touch it—many who had been at the 1999 camporee, helping in the final work. Laura LaBore, one of AWA’s mission pilots who flew the aircraft, was present to share mission stories of the plane’s past adventures.

Currently, this Pathfinder plane (now designated as Pathfinder Plane I) is in Wisconsin at AWA’s hangar, waiting for funding for the overhaul. Approximately \$110,000 is needed to accomplish this task. Once the aircraft is made airworthy again, it will return to Guyana to continue in God’s service. Thank you for your prayers and financial support to keep the planes flying—safely!

## Pathfinder Plane II

Yes, there is a Pathfinder Plane II! In December 1998, Adventist World Aviation obtained a Cessna 182 through an ASI grant. From the day it was flown into AWA’s airbase in Sullivan, Wisconsin, we knew it would be a blessing in service for God. However, it was in need of special outfitting for mission service.

With great excitement and anticipation, the work began by disassembling the aircraft. However, the deeper the mechanics dug in the plane, the more problems were found—gas leaks, engine overheating problems, and many broken or missing parts. Then, deeper evaluations revealed wing attach points which were severely corroded—not good for the structural

integrity of the wings.

At one point, there were serious doubts about the viability of making this plane airworthy for the field. Yet, through many prayers, consistent donations, and the hard work of many volunteers, the doubts turned to belief, the sadness turned to joy, and a “plane in pieces” became a beautiful flying machine, which will save lives and bring others to Jesus. It was a project that needed many prayers, many hands, and sacrificial donations.

Currently, the final touches and fine-tuning are being done to this plane—another “Yellow Plane.” Soon it will be on its way to Guyana. But again, funds are needed to cover the expenses of insurance, fuel for the trip, onboard emergency supplies, expenses to enter into another country, and food and lodging for the team flying it there. We estimate these costs to be \$14,000.

Won’t you prayerfully consider helping us—once again—in making sure this plane arrives in Guyana? Upon its arrival, this Pathfinder Plane II will be caring for the needs of the villagers and AWA missionaries.



Jud Wickwire serves as AWA’s director of operations.







A patient is being carried to the first Pathfinder Plane, which has served in Guyana since 1999. Below, the second Pathfinder Plane is ready to be deployed to Guyana.

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# Advancing God's Kingdom

**W**e still remember our arrival in Guyana, September 2005. We were given the task to begin a new AWA project; all we had to get started was a legally-registered entity in Guyana—Wings for Humanity.

Bill began by sorting through all the political “red tape” in order to set up a mission aviation project. Those with whom we communicated, including the Guyana Conference of Seventh-day Adventists, gave us leads on how this should be accomplished. It was like putting together a puzzle, using unknown pieces. Finally, after 18 months of research, meetings, and loads of paperwork, we finally received our official approval in July 2007.

It was finally time to move to Mabaruma! We had researched this area and felt that God was leading us to this village, using it as our home base; Region 1 became our vineyard to work.

By God's grace and His power, today we have developed a very robust medical mission aviation

program. Wings for Humanity (the humanitarian side of Adventist World Aviation) is viewed favorably by the local government and the ministry of Health in Guyana, which provides value to the country beyond church work. In addition, we have an on-going partnership with the Guyana Conference. We support their evangelistic outreach and church management, whenever possible within our region.

The most amazing thing in all of this is how the airplane has opened doors for evangelism in many interesting ways. The first five years in Mabaruma were rather lackluster in the way of evangelism. We spent that time genuinely showing the people that we cared about them and were willing to do whatever we could to help them. This was a time of building relationships.

Several years ago, when we attended training at Adventist Frontier Missions, we learned that we could be in a country for five years before we saw any results of our efforts. We discovered this to be true.





Laura LaBore (pilot and nurse) preparing the plane to transport a patient to the medical facility in Georgetown, Guyana



Laura LaBore passing out clothing to the village children

Then, early 2012 we began to receive requests for Bible studies. The VanFossens received the first call in their village of Thomas Hill. In addition, we requested that they take over the evangelism work in the village of Barabina, where we had done some work in the past. In both of these locations, the Bible study interests are beginning to blossom into church plants—and we praise God!

Pastor Rupert John is one of the men that Greg VanFossen studied with. Pastor Rupert did pastoral work with several Sunday churches in Thomas Hill, as well as in the village of Hobo. He had asked if our family would be willing to work with his Hobo congregation. We agreed and on Wednesday evenings we began showing videos on a variety of religious topics. From this, things began to evolve into other opportunities.

Next, Pastor Rupert asked if we could begin branch Sabbath School programs at the Hobo church on Sabbath mornings, followed by Bible studies for the adults. Again, we agreed. Today we have from 40-50 children each Sabbath morning and a Bible study group of about six adults. God has really been blessing our outreach.

One day Laura flew from Georgetown to Mabaruma, returning from a medevac operation. Bill was there helping disembark passengers and to load the cargo into our vehicle. He had just placed the truck into gear when there was a knock on his window. As he rolled down the window, the man introduced himself as a pastor from the Shared Life Ministries church, which is a Pentecostal church in Bomberly Hill. It is the same church denomination as the church in Hobo.

The pastor said, “Do you preach the Word,

brother?”

“Yes,” Bill admitted.

“Would you come and preach next Sunday at my church?” asked the pastor.

With that simple invitation, Bill had the opportunity to preach on two Sundays prior to our furlough, and once when we returned.

On the last Sunday, Bill told the pastor to ask the congregation if they would like to study the Bible with us on Wednesday nights. They unanimously said, “Yes!”

That was the start of weekly Bible studies for the past seven months; now they are requesting deeper studies on the prophecies of Daniel and Revelation. From this we have received even more requests.

God’s message of love and hope is effectively spreading through Region 1 in Guyana. As more and more people learn about Jesus, the need for more Bible workers, more aviation support, and more Bibles, and other literature increases. Bill has been conducting basic Bible studies with them weekly for the past seven months; now they are requesting deeper studies on the prophecies of Daniel and Revelation.

God is truly working in incredible ways. Thank you for your prayers and financial support—for being part of our Guyana team!

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





# Making Disciples for Jesus

**T**he hot tropical sun beat down on us as Ann and I walked the 30 minutes back to the house. We had just finished the second Bible study with Priscilla from Khan's Hill. For some time now, she has expressed an interest in spiritual things, and asked if I would study with her. Her request came about four weeks before our family was scheduled to begin our ten-week furlough. I was not sure if we should begin the Bible studies before we left, or wait until we came back. Yet, after Greg and I discussed it, we decided we should begin Bible studies with her immediately, provided we could find someone to continue the lessons while we were on furlough.

Since Ann had already requested baptism, we thought that she might be interested in continuing the Bible lessons with Priscilla. When I discussed this idea with Ann, she was delighted. So we decided that the first week she would observe me leading out in the

Bible study; then, the other weeks I would go with her and she would do the teaching. I gave her all the lessons she would need. "All About Him," written by Lee Venden, is a set of great lessons for new Bible students—even though we do leave out the stories, as they are not culturally relevant. The short daily devotions provide an easy way to begin a personal relationship with God.

After our second lesson, on our walk back home, Ann said, "Sister, I really enjoy doing this. After I retire this coming September I want to do a lot more of this."

I was so excited; she had done a nice job in teaching the lesson and enjoyed it. There is no better way to strengthen one's relationship with God than to help someone else with their own relationship with God.

While we were on furlough, Ann continued a few of the lessons with Priscilla. However, life has a way of





Chrystal VanFossen (left) with Priscilla holding her new baby.



The VanFossen family--Chrystal, Brandon, Greg, and Serena

bringing in complications. First, Priscilla gave birth to her sixth child. The baby was delivered at home, with no help except from her daughter, who had just completed the sixth grade. Then, the weather turned unusually rainy, which cancelled one of the study sessions. Further, Ann's brother was killed and she had family issues to care for. The devil was busy, but he is being defeated—we have since resumed the Bible studies with Priscilla.

When we see others become excited about learning more about Jesus and His plans for our salvation, we are thrilled. This is why we are in Guyana. During our training with Adventist Frontier Missions we learned that unless there are local people who have the vision to be missionaries themselves, the work stops when we leave. But we have been blessed with three locals who have received the mission vision—who are willing to become disciples for Jesus.

Rupert has been working with those on Hobo Hill. Even though he has met with some difficulty, he is not discouraged. Arnold has been working in Baribina

and a few other places. Currently, he is studying with someone who has the same issues he faced, so he knows how to help them navigate through it. Now, Ann has caught the vision and wants to give Bible studies and make visitations.

We are multiplying ourselves to help expand God's kingdom. That's the mission and vision of Adventist World Aviation. Your prayers and continuous donations help make this happen.

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





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# A Beacon of Light for People in Distress

**T**he cell phone in the other room jarred me awake. I jerked off my mosquito net, flew out of bed and down the hall. A lady from our village was on the phone, relaying a message from someone else.

There was a large truck wreck about an hour's drive from our house. I sleepily told her I would go see what I could do to help. I flipped on the light and peered through my foggy mind at the hands of my watch. It was only 9:30 p.m.; because it gets dark at 6:00 p.m., we are usually in bed by 8:30 p.m.

I quickly got dressed and into the truck. Being thankful for a dependable truck, I started the diesel engine and listened as it clattered to life. The wreck was in a bad area, which was known for thieves to frequent. Christmas season always brings increased crime and robberies, as people feel desperate for a little extra Christmas cash, and this evening was December 27.

The favorite thing for thieves to do is fell a tree across the road in a place where a vehicle cannot

turn around; then they rob them. Even though I had received this message from at least two people, I had no way to verify the story about this truly being a wreck. Thoughts drifted through my mind as I splashed through the mud holes in the road. As I prayed about it I decided that this is why we are here, so it was necessary to at least go and see. I would try my best to avoid any traps.

I picked up a watchman from the village to keep an eye on the truck. The kilometers slipped slowly by, trees and red clay illuminated by the headlights. The large puddles reflected my headlights on the trees overhead before my wheels disturbed their peaceful rest. I watched the edges of the road closely, and strained to see as far as I could, looking for any sign of trouble. Eventually I rounded a corner and saw multiple flashlights, probably ten or more, spread out on the road, along with one set of vehicle headlights. This was not the way robbers operate—it looked like an accident.

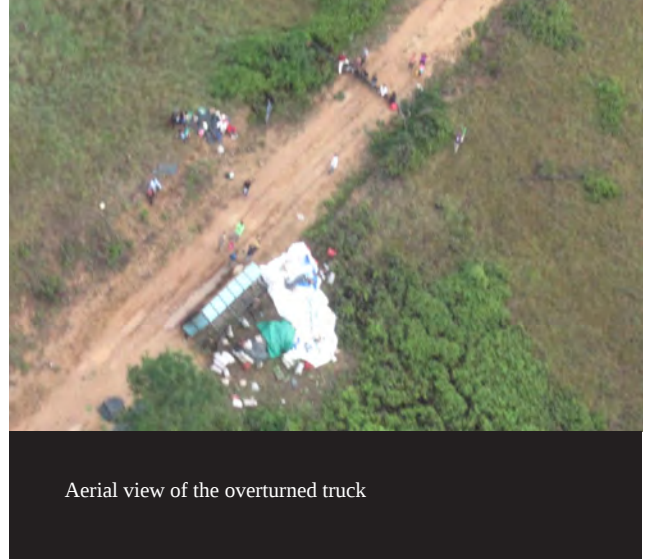
As I got closer, I saw the red lights of an ambulance; the hospital staff were already there. I saw a big truck with its bed sideways on the ground. Two vehicles from the hospital were there, with four doctors and two nurses. They had triaged the patients and were happy to see me.

The wrecked truck had 100-pound sacks of food with 45 people riding on top and on the edges of the bed. When it turned over, the 100-pound sacks crushed





Medical personnel making plans to medivac some of the injured people



Aerial view of the overturned truck

many people. One mother and her baby died instantly. People were crying and moaning. They loaded my truck with six patients—there were two lower-back injuries, one broken pelvis, a six-month-old baby with a crushed chest, the baby’s mom with a broken shoulder, and one lady with broken ribs.

I had also brought Dr. Saul with me to help with injuries, if needed. The other doctors and nurses stayed to continue treating people. One lady with a back injury was in and out of consciousness and thrashing around; later we found out she also had a concussion. I drove quickly and carefully, trying to ignore the moans at every bounce from the lady inside the truck with the broken pelvis. The road was very rough. Two hours later, we arrived at the hospital. It was a relief to see the gates open and several doctors and nurses directing us to back up into the waiting area. They efficiently unloaded the patients and I was free to go home. As I drove home at 2:00 a.m., I thought of all these people, wondering about their Christmas and New Year holidays and how this accident had disrupted their families.

The next day the phone came alive with the call I was expecting. The ambulance was on its way with a load of injured people on the way to Puerto Cabezas, and was going to drop one off at my house for me to fly in my airplane. It was the lady in the back of the truck who was thrashing around with a back injury and concussion.

My wife strapped her into the stretcher and I pulled on my flight vest and started my checklist. After a short prayer we were airborne, making what would have been a five-hour bumpy drive in 40 minutes. Fortunately there was an ambulance ready at the airport that whisked the patient to the hospital.

To each patient, these flights offer hope. They have access to a larger and better-equipped hospital. Many of them would not survive the the long trip over the rough roads. We pray that the prayers and Bible tracts we share with our patients at this rough time in their lives will become a beacon of light in their traumatic experience.

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Marilyn and Clint Hanley are helping to meet medical needs and bring comfort to people in a remote area of Nicaragua.





# You Must D.E.C.I.D.E.

**A**dventist World Aviation is all about spreading the gospel of Jesus Christ to the whole world. We just happen to specialize in getting that gospel to some pretty incredibly remote places, through aviation. The only way that we can successfully carry out this mission is to make aviation safety a priority.

As a pilot and instructor, one of my favorite things to do is “hanger talk” with other pilots. We all do it, and we are all proud of it. One line you will always hear is, “This one flight. . .” followed by a heroic story of bravery and superior airmanship. Don’t deny it—we all do it.

What isn’t always talked about is the possibly compromised decisions that were made, which resulted in the need for “superior airmanship.”

From my experience, most pilots do the first two—Detect and Estimate (D&E) quite well, as it is taught while obtaining a private pilot’s license. Most pilots accomplish the third one—Choose (C), as well. Checklists and procedures get pilots through these first three without much trouble. It is the last three where things begin to get muddled or missed.

Experience goes a long way in helping us through Identify (I), as there is no guarantee. One of the pitfalls of Identify (I) is the eternal cycle of “what if’s.” A pilot has come a far way once they make it to this point of Identify (I), but they are not done yet.

DO is probably the most important item on the D.E.C.I.D.E. technique; D.E.C.I. will not accomplish anything—you have to DO—DO the best option. The experienced pilots and the rookie pilots may all fall into the lack of DOing. It may not always be easy to DO, but it must be done.

Captain Sully (Captain Sullenberger), pilot of U.S. Airways, Flight 1549, that went down on the Hudson River, had an extremely hard DO that he had to execute. There was very little time to make it through the first four. Proper training and procedures got him and his first officer to the DO item in quick fashion. Once Captain Sully realized during the Identify (I) step that the aircraft had to be ditched, he had very little time to execute the DO stage.

We are all accustomed to having committees, boards, family, and friends to run ideas by or get approval from. Yet, in the airplane we seldom have this luxury. We use the resources we have available, as time permits; and still the wrong choice could be made. This is why there is one more step in case the wrong choice is made—Evaluate (E). You will never be able to Evaluate (E) or see if you made the right choice without the DO.

Decision making is never a perfect science. It is not always easy or may not always feel comfortable for you. Each pilot may have an easier time or a more difficult time with the different steps in the D.E.C.I.D.E. technique. But remember, the whole technique hinges on you taking action in the DO step.

Most importantly, invite God to fly with you. There is no One better as your Pilot!

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Derrick Heisey  
Aviation Director  
Thunderbird Adventist Academy







# The Flight Plan

**G**rowth and expansion is the message of this quarter's AirWays. God has been blessing our ministry, our missionaries, our team members, and the work that AWA is focused on. Because of your partnership with us, AWA is bursting at the seams—we need more pilots, we need more aircraft, we need more missionaries, and we need supplies to help us meet the growing needs. Your prayers and continuous support are important to AWA and blessed by God.

## EVANGELISM

Plans are being made for evangelistic meetings in Kansas City, Missouri, from October 24 to November 22, 2014 at the Kansas City Central Seventh-day Adventist Church, located at 14651 SW Peterson Road, Kansas City, Missouri 64149. Pastor Ric Swaningson, president of Adventist World Aviation, will be the featured speaker each evening, as Bible prophecy is shared in new and exciting ways. "Daniel's Predictions and an Ancient Rock" is the title of the opening sermon on Friday evening, October 24, 2014. If you are located in this area, or have friends and family in this area, please join us on opening night.

## NEW MISSIONARIES

Part of the expansion and growth of Adventist World Aviation is our team members. We are pleased to have new missionary families making plans to join our team in the near future, in various areas of the world. For the next several issues, we will be featuring one of our team members. In this issue, we have included an article about Ray and Julie Young, who have been deeply involved in getting the second Pathfinder Plane built and ready for Guyana. They have been a great asset to the AWA team, and we appreciate them so much. You may also DONATE online to their projects at: <http://www.flyawa.org/Donate.html>.

## DONATIONS

Donations come to Adventist World Aviation in various forms—financial support, gift-in-kind, volunteer services, and even much-needed parts and supplies for our aircraft. As you saw in the last issue of AirWays, we are beginning to include ads from various vendors who have either made a monetary contribution to our ministry, or more importantly, donated much-needed aviation supplies. If you happen to be in the market for the purchase of any such supplies, we encourage you to support these vendors, as they have supported us.

In addition, if you are interested in being a sponsor in the AirWays, and would like us to include an ad for your organization, please contact us at 414-226-5195, or email us at [projects@flyawa.org](mailto:projects@flyawa.org).

## GET INVOLVED


There are many ways that you may be involved and stay connected with Adventist World Aviation, and we invite you to participate in any way that works for you. We keep our website updated with reports from the mission fields, new and exciting mission videos, announcements, and many other things. Please log on each day and see what new and exciting things are happening ([www.flyawa.org](http://www.flyawa.org)).

Stay connected with AWA through Twitter and Facebook! On Twitter you may find us at @adventistworlda, and on Facebook you can find us by searching Adventist World Aviation or AWA. Please check us out and "FRIEND" and "LIKE" us!

Thank you for connecting with us in 2014!

Charlene West is project development and evangelism director for AWA.





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# Charitable Giving

## It's Good for Your Heart and Your 1040

Usually, the first reason someone gives to a charity is because the cause is close to their hearts—it's something that they have strong feelings about and believe in. But aside from that, a well-planned gift has many other benefits to the giver. Here are a few:

- Gives you an income tax deduction or reduction.
- Helps you avoid or reduce estate taxes.
- Gives you a greater income.
- Allows you control over your assets during your life and even after death.
- Allows you to take care of heirs or even friends.

Charitable Gift Annuities can be set up, naming an heir or a friend as the beneficiary. The incomes would be a blessing to them; and you know the charity would receive the remainder after their death or a term of years. In addition, a Charitable Gift Annuity is a great way to increase your own current income.

By giving appreciated property to a charity, you are able to escape the capital gains tax, while receiving an income tax deduction, usually at fair market value. At the same time, you remove the asset from your estate, reducing a potential estate tax burden.

If you need the security of some money coming in for a period of time, you might want to consider a Charitable Remainder Trust, which works well with appreciated assets and allows you to convert the asset to an income-producing asset, while avoiding the capital gains that would have been due if you had sold the asset outside of the trust. You get a current tax deduction based on the future value of the asset when the charity gets it. Again, you reduce your potential estate tax.

Please give us a call at Adventist World Aviation and we will provide you with more information and help you use one of these instruments when you are ready to proceed.

Thank you for including Adventist World Aviation in your will.

Richard Habenicht is AWA's director of development.



Remember AWA is available to help with your estate planning through a will or trust. AWA is partnering 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 about 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.

Detach and Mail



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- ☐ We are interested in learning more about how we might be able to include AWA in our Estate Plan.
- ☐ We have questions about estate planning. Please contact us.
- ☐ We have already included AWA in our estate plans.
- ☐ We have already included AWA in our estate plans and give permission for AWA to include our name in the Planned Giving Society.





# 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 Memory of:

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