



The Official Voice of Adventist World Aviation

AIRWAYS

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FOURTH QUARTER 2014

THE SPIRIT OF GIVING

WINGS FOR CANADA P. 17

Help us make it fly again!

(Rendering of Cessna 150 renovation)

INSIDE: AWA WELCOMES NEW MISSIONARIES P. 4



FOURTH QUARTER 2014

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MISSION STATEMENT

Adventist World Aviation
exists to provide aviation and
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serving the physical, mental, and
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PRESIDENT'S WEATHER REPORT:

President's Weather Report

Year of Thanksgiving and Gifts

"To you, O God of my fathers, I give thanks and praise, for you have given me wisdom and might, and have now made known to me what we asked of you, for you have made known to us the king's matter" (Daniel 2:23).

Major fundraising was accomplished on Pathfinder Plane II, and it successfully arrived in Mabaruma, Guyana, on October 21, 2014.

A special event of thanksgiving was the approval by the Arizona Conference of Seventh-day Adventists for the construction

"This year was an amazing year for Adventist World Aviation. Our infrastructure has grown and our ministry has matured in many ways."

This year was an amazing year for Adventist World Aviation. Our infrastructure has grown and our ministry has matured in many ways. Several new team members have joined our team this year, including Betty Haas (CPA), who is now our CFO; Nik and Lynette Nagy; Dennis and Dayana Kaboos, and their children, Angel and Daliana; and Norman and Nancy Hansen, and their children, Andrew, Steven, and Melanie.

Adventist World Aviation actively participated at the International Pathfinder Camporee in Oshkosh, Wisconsin, where the first Pathfinder Plane was on display and the new aviation honor was taught to several hundred Pathfinders.

of AWA's hangar operations at Thunderbird Adventist Academy (TAA). This hangar will contain the overall maintenance operation of AWA's aviation program. In addition, having AWA's maintenance program at TAA will allow us to enhance the aviation training program to include A&P maintenance training. We look forward to a long and strong relationship with the Arizona Conference and Thunderbird Adventist Academy.

Currently AWA has airbases in Alaska, Philippines, Guyana, and Nicaragua. These places give us opportunities to share Jesus with others, and to give the gift of emergency medical services. This

year we received several requests from other missions for AWA air support, as well as requests for evangelistic meetings. Our need for quality trained pilots, aircraft maintenance personnel, medical and dental professionals, teachers, Bible workers, support staff, and student missionaries is great; we need to continue giving the gift of Jesus to people in the hard-to-reach places in the world.

We are also very grateful for your continuous donations and gifts. We have endless needs, and your monthly gifts help to fulfill those needs. Your gifts have allowed us to balance the financial books, stabilize our infrastructure, maintain our current projects, and respond to new projects. Because of God's blessings and the stewardship of our team, we have been able to operate extremely efficiently—operating in the black (albeit just barely).

However, if we are to press forward into the future, to finish what we have started, to keep the planes flying safe, we need your continuous donations. We have many projects that we need to complete in 2015—\$90,000 to overhaul the first Pathfinder Plane; \$150,000 for the hangar project in Arizona; \$135,000 to overhaul the Cessna 206; \$225,000 for the airbase in the Philippines, \$350,000 for the Robinson helicopter for the Philippines. (For more information, see our Project Needs on page 18.)

Yes, these are big amounts! But, we serve a BIG God. Won't you send a gift to Adventist World Aviation during this giving season?

Better yet! Would you consider sending a gift to AWA each month—become an Navigator with AWA by being a monthly donor? Help us to help others! It will make the recipient grateful, it will make you grateful, and it will make AWA grateful.

In closing, 2 Corinthians 9:11(NIV) tells us, "You will be enriched in every way so that you can be generous on every occasion, and through us your generosity will result in thanksgiving to God." Yes, God will bless your generosity and bless those who are the recipients.

Thank you!



Ric Swaningson, president/CEO



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In Memory and In Honor

Cover:

AWA to Fly in Canada!

A Cessna 150 has been donated to AWA Canada for mission pilot training. It is in need of paint, avionics, and an airworthiness inspection. See page 17.

Welcome to Our New Missionaries

Gifts do not always come in boxes, wrapped in seasonal paper, and tied with a bow. Sometimes they are missionaries, ready to serve where God is leading them.

Recently Adventist World Aviation welcomed three new families to become part of the Missionaries in Training (MIT) program. Once their training is complete, they will be deployed to places where their skills and talents are most needed. So, please help AWA welcome Dennis and Dayana Kaboos (project managers), along with their children, Angel and Daliana; Norman (pilot) and Nancy Hansen along with their children, Andrew, Steven and Melanie; and Nik (A&P mechanic) and Lynette Nagy, with their children, Devyn and Simon.

Dennis was born in Grand Rapids, Michigan, and grew up in the rural town of Moline, Michigan. He was the youngest of eight children. He has a passion for sharing his faith with others and enjoys being with people. He also enjoys working outside and learning languages; he speaks fluent Spanish.

He has earned associate and bachelor's degrees in Education. Dennis served in public schools for many years; currently he is homeschooling their two children, Angel, 11, and Daliana, 8. When not educating his children, he performs light construction projects for others.

Dayana is the middle child of three. She was born in San Pedro de Macoris, Dominican Republic. At the age of 14 she migrated to the United States with her family. She has received her associate and bachelor's degrees in education, and currently teaches first grade in Zeeland, Michigan. Dennis and Dayana have been married 14 years and both enjoy country living and are looking forward to serving Jesus as full-time missionaries in Nicaragua.

Norman was raised on a farm in Alberta, Canada, and learned to fly in the back seat of his father's Super Cub. He attended Canadian Union College and served as a student missionary in the Marshall Islands. The year he spent there changed his life and he has had a love of missions ever since. He completed his studies in engineering at Walla Walla College and Washington State University; and then served with Adventist World Radio for 13 years in Costa Rica and later in Guam. During his time in Costa Rica he married Nancy, who had recently graduated from the Adventist University in Costa Rica as a bilingual office manager.

Nancy was born in Nicaragua to missionary parents and grew up in Costa Rica. She has lived in a number of countries in Central and South America. A year after their marriage in Costa Rica they moved to the Island of Guam, where they continued serving with Adventist World Radio for seven years. They have three children—Andrew, 15, Steven, 13, and Melanie, 11. Nancy is kept busy with homeschooling them. Norman has worked at the Computer Services Department at Canadian University College in



The Hansen family— Norman, Nancy, Andrew, Steven, and Melanie



The Nagy family— Nik, Lynette, Devyn and Simon



The Kaboos family— Dennis, Dayana, Angel, and Daliana

Alberta as an IT Support Specialist for the past seven years. The Hansen family is excited to be part of Adventist World Aviation and they look forward to serving in Nicaragua.

Nik Nagy was born and raised in Czechoslovakia (now Czech Republic) and his wife, Lynette, was born and raised in North Dakota. She received her bachelor's degree in Elementary Education from Jamestown College in North Dakota. They met each other at Flag Mountain Camp in the Black Hills of South Dakota, where God had arranged that they both work for the summer of 2001. They were married the following year. They have two sons, Devyn, 7, and Simon, almost 1.

In 2011, the Holy Spirit went to work overtime on their hearts, bringing them to the realization that they needed to stop pursuing the things of this world and go about their Father's business. They asked God if they could incorporate Nik's lifetime love of aviation into His business, and He led them to

mission aviation.

Nik attended the School of Missionary Aviation Technology, where he attained his Airframe and Powerplant (A&P) certificate and gained two years of invaluable experience as an aircraft mechanic. Now God has called them to be part of Adventist World Aviation. While Lynette homeschools the children and takes care of things at home, Nik repairs and maintains airplanes that are used in the mission fields to tangibly demonstrate God's love to people in remote areas of this world.


Student Missionaries: Bradley and Jana



Student Missionaries Needed

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

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



Sharing the Gift of Eternal Life in Kansas City

During the world series between the San Francisco Giants and the Kansas City Royals, Adventist World Aviation and Adventures in Prophecy held a prophecy seminar in the Iowa-Missouri Conference. On Friday, October 22, 2014, at the Kansas City Central Seventh-day Adventist Church, Pastor Ric Swaningson began the seminar with the topic, “Archeological Discoveries Prove the Bible.” Close to 100 people came out for the first night of meetings, eager to learn about Bible prophecy and to find hope in uncertain times.

Each evening Pastor Swaningson took the audience on an exciting multimedia adventure in Bible prophecy. Sharing knowledge he gained from his time spent in the Middle East studying biblical archaeology, he was able to take those in attendance on a virtual tour, beginning with ancient Bible history, to the present, and on into the future.

Occasionally, Pastor Ric showed archaeological artifacts to help illustrate that evening’s Bible principles. Topics presented during the four-week series included Daniel and Revelation, the origin of sin, the Ten Commandments, the Sabbath, and death—just to name a few.

In addition to the evening meetings, there were special programs for children, which included Bible stories, songs, and crafts. At the conclusion each night, a light supper was prepared by the local church members, giving time for the attendees and church members to fellowship with one another; and it gave additional opportunity for questions and answers about what they have been hearing and learning. Most of these questions were directed to pastors Ric Swaningson and Bob Joseph, senior pastor of the Kansas City Central Seventh-day Adventist Church.

When I asked Pastor Bob Joseph his thoughts about the meetings, he replied, “Whenever you get a group of people together for Bible study, prayer, fellowship, and good food,

you see the Holy Spirit leading people to make life-changing decisions to follow Jesus with all their heart. You can’t help but have fun, because God blesses those who gather together. I think another word for “blessed” is happy. That’s how I would summarize these meetings with Pastor Ric—we are having fun. We already had several guests attend church with us on Sabbath, and we haven’t even covered the Sabbath topic yet. We also had a couple of people check their decision card for baptism—and we haven’t covered that topic yet, either. Ric is a very energetic speaker and it is always good to see God at work in a series of public evangelistic meetings.”

Much of the pre-work in preparing for the meetings was accomplished by Pastor Alan Miller, the Bible worker and associate pastor of the Kansas City Central Seventh-day Adventist Church. He told me, “I prepared for these meetings by handing out handbills and flyers door-to-door and by inviting people to the meetings. I also recorded two radio segments to promote the meetings. While involved in other community outreach seminars, I promoted the meetings to those in attendance at the seminars.”

Pastor Alan also says that he informed, advertised, and established many friendships with others to help get people excited about the meetings. He has established contact with all guests coming to the meetings. If the guests do not show up on a particular evening, Pastor Alan calls them or visits them to keep their interest high. It is apparent that he is fully engaged in the meetings and with those coming.

Odell Jones is one of the guests coming to the meetings, not missing a single night. The look of excitement on his face every night as he comes through the door is FUN!

I asked him to tell me what he liked about the meetings, and his background. He said, “I have attended many



Alan Miller, Bible worker; Pastor Ric Swaningson; and Bob Joseph, senior pastor.



Pastor Ric and Pastor Joseph reviewing the baptismal vows with those who were baptized.

different churches and have believed in God my whole life. I have studied Bible prophecy several times in the past. But these meetings are different. Pastor Ric takes us much deeper into the prophecy and makes it come alive.”

The prophecy seminars ended on Saturday evening, November 22, 2014, which included a baptism, a sermon of joy, and encouragement by Pastor Bob Joseph, and then a dedication to those baptized. The church members, with tears in their eyes, were overjoyed and gladly welcomed the new members into their church family. You can be sure the heavenly hosts are also rejoicing.

Not only did this program increase the church membership, but it also revitalized the current church members. Many accepted their role of being “disciples” for Jesus and showed a desire to nurture the new church members.

When we open our hearts and become willing to serve Jesus, amazing things happen. Pastor Swaningson was willing to give four weeks of his time to the Iowa-Missouri Conference and to Kansas City, Missouri, bringing to others the gift of eternal life. There is no greater gift than that!

What are you willing to give? What impact will you make for Jesus and His kingdom? Not only does Kansas City need this “gift,” there are other places, as well. Are you willing to help AWA in such places, as Guyana, the Philippines, Brazil, and Nicaragua? How about your city?

Through your daily prayers, your monthly contributions, and telling others about Adventist World Aviation, you can help us give others this great GIFT.

Charlene West is project development and evangelism director for AWA.



Kansas City Attendees Take to the Skies

On Sunday, November 9, 2014 twelve attendees of the evangelism meetings accepted Pastor Ric Swaningson’s invitation to join him on a short flight over the Kansas City area. They flew in AWA’s Mooney aircraft, which has room for three passengers and the pilot. For several, this was their first time in an airplane. Two of the passengers were children and completed the registration forms for the Young Eagle program; they received their Young Eagle log book, signed by Pastor Ric.

Melissa Field-Allgeyer was able to sit in the co-pilot seat, and even held the controls for a brief moment. After her ride, she stated, “I want my pilot’s license!” This was not her first time in a small plane, and it increased her desire to become a pilot. But, she was not the only one. Derek Jefferson also stated he wanted to become a pilot. Several of those who came to fly were family members, and had not been coming to the meetings. Yet, the experience excited them and they have since been coming to the meetings. Amazing things happen when we create friendships and share fun times together!





A Gift to Shungnak

Shungnak is an Alaska native village located on the Kobuk River about 150 miles east of Kotzebue at the foothills of the Brooks Range in the Arctic Northwest. Shungnak was established by the Eskimo people of the region known as the Inupiaq, and began when the residents of the neighboring village of Kobuk migrated to the bluff rising above the west bank of the Kobuk River (current location) to escape the massive flooding, which occurs a lot in Kobuk. This took place in about the 1920s.

Shungnak and 11 other villages in the region were occupied by the Friends' Church (Quakers) in the latter part of the 1800s. The establishment of the Friends' Church in the region handled the spiritual needs, as well as much of the region's functions. The leaders of the businesses and various tribal governments are all Friends and most of the pastors of the churches are leaders and representatives in various parts of tribal affairs. In short, evangelism has been slow in these areas, but not hopeless. It is God's message and it must go to all peoples, nations, and tongues.

Approximately in 1969, a chapel was built in Shungnak, which was donated by Clyde Harris of Harris Pine Mills. Missionaries at that time were mostly students, who served for one to two years at a time in the village. They were supported with a small stipend and room and board, including utilities. The first missionaries lived in the attic space above a back room in the church. Around two years after the church was built, the original parsonage was constructed.

When the Alaska Conference of Seventh-day Adventists was still under a mission status, there was a great deal more missionary activity and funding available. In various villages one can still find old Seventh-day Adventist churches and schools that have long ago been abandoned. Today there is a resurging emphasis on the need in Alaskan villages to "resurrect" these buildings and bring them to life. There are currently 250 villages in Alaska, and an Adventist missionary or church occupies only about ten.

The village of Shungnak, where my family and I live, has



Shungnak church, waiting to be finished



Volunteers working hard to finish the church

been revitalized. My wife and I moved here in September 2010, and moved into the original parsonage, which was built back in 1972. Then, through many prayers and donations, we were able to build a new home. We cannot say “thank you” enough; it has truly been wonderful inviting people to our new home for fellowship, Bible studies, youth groups, and other activities.

We have also been blessed with the Parker family (Caleb, Melody, and Lynie and Elana, their two daughters), who stayed with us last winter to help with the needs of our church building. They will be back again this November to continue to help with the many things that are to be done. This year they will be living in the old parsonage, which we were able to reconstruct and remodel with the help of Caleb’s construction talents.

Now that we are in more livable conditions, our hearts have been turned to the need of our church building. This last winter we placed emphasis on the refurbishment of the Seventh-day Adventist Church in Shungnak. We received donations to help with the refurbishment, which included re-enforcing the insulation, new roof, new windows, porch, doors, and stucco for the exterior.

We live in a place that is very remote and far removed from any roads, nearly 300 miles to the nearest road; everything is brought in by plane or barge in the summer, provided the river is high enough. Now that we are nearly finished with all the work to be done on the outside of the church, we will begin working on the interior of the building, which can be done during the winter. We hope to have new flooring, paint, chairs, interior doors, electrical, and possibly a small bathroom. We also need a new woodstove. The refurbishment of this building, re-creating a Seventh-day Adventist Church, is a special gift to us and the village of Shungnak.

The people of Shungnak are why we are here. God has created many opportunities for us to share His love and to

bring others to Him. Even though the church in Shungnak has no church membership, we have many people who are studying the Bible and soon will become church members. Each week we have three to four different families in Bible studies with us. Two of the people are leading elders in the Friends’ church. We have been holding Sabbath services in our home; a local teacher has been attending regularly, and we continue to pray for more.

Each week we have a youth group meeting on Monday nights, as well as Sabbath School programs for the children. During the week we visit with many families in the community; we bring our guitars and sing with the elders, an activity they love very much.

Our outreach to Shungnak and the neighboring villages keeps us busy. We know that with our faithfulness each week, and with our continuing to study with the villagers, decisions will be made for Christ—soon our church will be full with members. We know that God is “longsuffering, not willing that any should perish.” Your prayers help keep the discouragement away. Satan often tempts us with doubt; we are confident that we have many brothers and sisters who are bearing the burdens with us, and we are not alone.

My wife (Airen) and I thank you for your prayers and financial support to AWA’s project in Shungnak, Alaska. Your spirit of giving is greatly appreciated.

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





An Unhappy Ending

The call came in from the Mabaruma Community Hospital at 4:30 a.m., asking if we could medevac a little boy at sunrise. Of course we could!

By local law, we are not allowed to fly at night, unless the plane is equipped with two engines; our Cessna 206 has only one engine. The hospital was unable to reach any pilots who had access to an airplane with two engines for a night flight. We were their next option.

Before dawn we took the motorcycle to the airstrip to prepare for the flight. Laura did her pre-flight inspection as the rays of dawn began to poke over the jungle trees. I (Bill) siphoned off the extra fuel, as we store whatever is not needed at our house for flights that do not require a visit to Georgetown.

The “ambulance,” basically a white van, drove up on the orange-clay road, and parked alongside the airplane. The side door noisily slid open, and the doctor jumped out.

The driver opened the back of the ambulance; inside we could see the four-year-old boy, lying motionless on the bench seat. He had an oxygen mask over his little face. Another non-emergency female patient, who suffered from seizures, was also in the van. She needed to go to town for some tests.

The boy’s eyes looked, but it seemed to us that he couldn’t really see. His mom got out of the ambulance

with another baby in her arms. Her face was void of emotion. Showing emotion is not prized in this culture; it can be hard to determine what is really going on in their hearts and minds.

Dr. Chefoon was frustrated with the mom. He explained to us that neither the mother nor the father wanted to fly with their son on the medevac. Our hearts recoiled at the thought of sending a dying son to town and not being there with him. However, we didn’t know their side of the story.

Maybe the mom had five other children at home, and no one to care for them if she left. Maybe the father had a job; jobs are very hard to find, and if you lose your job, then there would be no rice at all for anyone in the family. When you do get a new job, often you don’t get paid for the first three months of work, leaving the family to scrounge for food, even though you’re working.

The doctor’s frustrations went beyond the parents not wanting to fly with the boy to town. He explained that when the boy came in, he was “blue” and so naturally, the doctor put him on oxygen. The mom yelled, “Dhat will kill he!” And ripped off the oxygen mask. Every time the doctors tried to do something for the little boy, she’d interfere.

Usually the people are thankful when you start an I.V. or put them on oxygen, because at least something



“The last enemy that will be destroyed is death” (1 Cor. 15:26, NKJV).
The ultimate happy ending!



A young patient who was experiencing seizures

is being done for the patient. A person can go to the hospital, get an I.V. of saline, and feel they have been cured; so it was a surprise when the mom kept interfering.

Laura quickly laid down a little mat on the floor of the plane and went to get the little boy. The doctor wondered if the boy was going into a diabetic coma, and asked if we had our glucometer handy. We didn’t, so Bill raced home on the motorcycle and grabbed Laura’s medical bag.

When he returned with the device, the doctor quickly checked his sugar and it was fine. Laura rummaged in her flight bag and found a pulse oximeter, which shows the amount of oxygen in the blood and also the person’s pulse. It showed good signs.

However, we could see blood trickling from his mouth and nose, as it had been doing all night long. The doctor cleaned it off, and went to the other side of the ambulance to get his medical bag.

As the doctor returned, and went to scoop up the boy in his arms to transfer him to the plane, the boy stopped breathing. The doctor immediately started CPR. Laura was at the boy’s feet, monitoring his oxygen and pulse. The oximeter showed a flat-line for the pulse and oxygen levels quickly dropping. The doctor continued to work on the little body. His eyes were now still and turned upward, and his face was pale. The mom at this point started wailing. Laura went out to console her, and Bill quickly joined in. The baby in her arms started wailing in response to his mother’s cries.

Nothing the doctor could do helped. After a time of working on the little boy, he pronounced him dead. Laura closed up the plane and we all left the airstrip.

We went home to wake up our own children and get them ready for the day, giving them extra hugs and

realizing, yet again, how blessed we are for every day of life that we have.

The doctor went home to write up a report and get some sleep, as he had been up all night with the little boy. Later, it was determined that the boy likely had some type of viral hemorrhagic fever, possibly Dengue. As a result, his clotting factor wasn’t working, so he bled out. The mom went home to work on burial arrangements.

It’s a hard life to live on this place called Earth. It makes us look forward to heaven even more. However, every day we have on this earth is a blessing. Every day we have a choice as to how we are going to use that blessing. Will we use it to bless others, or pass up opportunities to share those blessings with others? Even a smile to someone who looks sad or worried can be a blessing!

In this season of giving, we want to thank you from the bottom of our hearts for all the blessings you have shared for the people here in Guyana. Unfortunately, the stories we share may not always have happy endings. We will never know until Jesus comes how we have impacted the lives of others.

To those of you who constantly pray for us and support us financially and with your kind words, we thank you. Without your help, we could not do all we have done. You have made a huge difference here in Guyana, and we thank you!

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





Is it a GIFT or a WAGE?

Recently Gloria Tokics, videographer for Adventist World Aviation, was in Guyana filming the mission activities our team does each day, so they can be shared with you. During the interviews she asked different questions. However, one question kept playing over and over in my head: “Why do you like to help the people here?”

It seems like such a basic question; yet, when she asked me, a variety of answers came to mind, such as, it makes me feel good; I get real joy in giving. But, why?

Well, depending on what I’m giving, it helps accomplish other goals. If I give food, it helps feed empty stomachs; but, they will be empty later. If it is clothing and shoes, it helps relieve the tyranny of poverty. When we give out school supplies, like uniforms,

shoes, pencils, book bags, etc., it allows the child an education they may not otherwise receive. When we help someone start a business, it gives them a chance to better themselves and their family. When we tutor, it gives the child a chance to do better in school; therefore, they will have a better chance of doing well on the exit exams and eventually obtaining a “good” job.

Even though all of these answers are correct, I ask myself, “Why do I even care? What kind of impact does my little gifts make?”

This brings me to the real reason I do what I do. Because Jesus set an example for us, He asks us to help our “neighbors.” Yet, I find I just cannot help myself. It hasn’t always been that way; but as I have grown in Christ, I find I have more compassion—not something



Gloria videotaping



Little girl using her school supply gift



Christmas bags ready to be handed out

I work up, but something that just happens.

Christ gave so much for me, so anything I do is small by comparison. Giving is what God does all the time. I just want to be a conduit for God. He has given us the privilege to work with Him. Just as the water pipe gets wet as the water flows through it, I get blessed as I give to others.

Many of the things we give do not seem to have any long-term impact. They will be hungry again and they will need clothing and shoes again. When we leave, unless someone takes our place, there will be children who miss school because they do not have the things they need in order to go.

However, other things do have a long-term impact. Helping people start a business or get an education can lift them out of poverty. **But that isn't the biggest gift I want to give them. The biggest life-changing opportunity I want to make available to the people in Guyana is to help them develop a personal relationship with Christ. That is why I do what I do.**

A gift is not a gift if we have to do something before we get it; it has become a wage we've earned otherwise. The attitude of both the giver and recipient matters. If the giver has no expectation when the gift is given, it is a true gift, but if there are requirements of the receiver before the gift is given, then it is a wage. "Come give auntie a kiss before I give you this little thing." What child hasn't heard something like this, and after giving the required kiss thinks, "This better be worth it"? Now it has become a wage, not a gift.

Some churches in Guyana will give things to bribe their church members. They can get clothing, help for school, and food, if and only if they attend

only that church. This reduces church attendance to a duty, which is paid for with goods and services. How sad!

God emptied heaven for the earth, while we had no desire to receive it. But, as the magnitude of the gift is realized, then out of gratitude and amazement, we respond with love (a kiss) to such a gift.

Now, if the receiver thinks that they have to do something for the gift and they do it, then in their mind they deserve the "gift;" they have earned it, even if the giver had no expectations. So the receiver has turned the gift into a wage and lost the joy of the gift. Have you received a gift from God, or are you expecting a wage?

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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Edgar (left) and Marcos (right) delivering the metal sheet



Marcos and his wife awaiting their new roof

One Sabbath afternoon, after church services, Marcos came to me with a very big smile on his face. He asked me, “Are you going to the market tomorrow?”

Although I usually go to market every Sunday to purchase vegetables for the week, I take the motorcycle to save fuel—not a mini truck. The trip is about 18 kilometers to the market and back.

Marcus is 60 years old and is married to a woman who is quite ill. They have no sons or daughters who can help provide support for their daily needs, especially food. He works hard as a laborer for those who need his services, such as taking weeds out of the garden, manually cutting grass with his knife, planting fruit trees, cutting fire wood, and even climbing coconut trees. He does anything so that he can provide for himself and his wife.

Because of his hard work, he was able to save a small amount of money to purchase six metal sheets for the roof on his home. He asked me to purchase an additional two sheets, for a total of eight sheets. With two more sheets, the roof of his home would be complete. Marcos’ home is made of light bamboo walls, round timber, and coconut leaves for the roof. Without the metal sheets on the roof, the rain would get the leaves wet and soon come into the home.

In the past, I have found it rewarding to help my neighbors—buying their medicines when they are ill, plants and seeds for their gardens, cash for emergency needs, and much more. It is a gift, and I expect nothing in return. Many times, these “gifts” have opened their hearts to receiving the Word of God and learning more about Him.

Our church building, which is about 7 years old, was

a gift from you—donors of Adventist World Aviation. It was made with bamboo walls, round timber, which is now rotten by termites. The lamb shelter for the children has already deteriorated into nothing. We use kerosene lamps and rechargeable lanterns, as electricity was never installed. It needs major renovation—as well as electricity.

In addition to the refurbishment of our church, our plans are to utilize some of AWA’s property around the airbase for an agricultural project. Rice is the prime food for many Filipinos. The National Irrigation Authority will open their canal to supply water to every agricultural area. By providing a rice plantation, jobs and food can be provided to many of the villagers, which would be a great blessing to the community. It will also be a blessing to Adventist World Aviation Foundation, as it will help open doors into many homes to continue sharing Jesus with them.

These plans will not be successful without God’s blessings and your prayers and financial support. Please pray for Marcos and his wife, the youth of our church, as well as those that have joined our Bible study groups. Our outreach on Palawan Island includes Vacation Bible School programs for the children, Pathfinder activities for the youth, feeding programs, and evangelistic programs. Your gifts during this time of year are greatly appreciated!

Edgar Allan R. Espinosa, pastor/airbase attendant, AWA, Aborlan Palawan, Philippines





Calling All Snowbirds

Canadians who spend winters in the warm United States are affectionately known as Snowbirds. This winter (and future winters) Adventist World Aviation invites aviation-minded Snowbirds to Arizona to help prepare planes for mission service.

We are thrilled to announce an exciting new level of partnership between Adventist World Aviation and the Arizona Conference of Seventh-day Adventists and Thunderbird Adventist Academy. On land granted by way of a long-term, pre-paid lease from the Arizona Conference, Adventist World Aviation will be building two hangars with taxiway access to the Scottsdale Airport. These hangars will house the academy flight training and serve as AWA's global maintenance and training facility to prepare aircraft, pilots, and mechanics for mission service.

With the growth and maturity of AWA, the need for a place to call home for aircraft operations has been

steadily growing. The year-round weather conditions, which are conducive to VFR flying conditions, and Thunderbird Adventist Academy's unique location adjacent to the Scottsdale Airport makes this a perfect combination. What an amazing demonstration of God's direction to bring these organizations and resources together to support mission aviation! Plans are underway for hangar construction; please check the list at the end of this article for ways that you might be able to help.

Moving farther South to Nicaragua, Clint and Marilyn Hanley are conducting regular medical evacuation flights from remote villages to the hospital on the Atlantic Coast. On a recent flight Clint carried two pregnant women with pre-eclampsia, a rare condition in North America, but common where pregnant women do not regularly participate in pre-natal care. Marilyn regularly conducts a clinic

Scottsdale Airport

in the village of Tronquera and makes house calls in the four-wheeler at any hour. We are calling for missionaries who are willing to serve for one to two years to assist with managing the project. Pilot's license is not required, but medical skills would be an asset, as well as a willingness to learn a new language.

In Guyana the team now has a freshly refurbished Pathfinder Plane—N8838X, a Cessna 182; soon the Cessna 206 will return to the states for engine and airframe overhaul. We are looking forward to the Spring 2015 deployment of missionary couples Bruce and Monique Wilkerson and Vonzell and Gwen Chancy, to keep the project fully staffed. A hangar site has finally been secured at the Mabaruma airstrip; we are looking for supporters to make this financially possible and for volunteers willing to spend some time building it in the near future.

Even farther south to the Amazon, the medical mission launches of Amazon Lifesavers are traveling in the remote reaches of this massive watershed. We are still in need of an amphibious Cessna 185 or 206 to dramatically increase the effectiveness of this exciting mission outreach. In addition, this past May, pioneer missionaries graduated from the Amazon Lifesavers mission training school and have headed out into the villages of the Amazon. They need aviation support; please consider helping us provide the floatplane they need!

AWA Canada recently received the donation of a Cessna 150 for mission pilot training and time building. There is an amazing story behind this aircraft. Watch for it in the next issue of the AirWays magazine!

AWA's new facility has a number of specific resource needs, please review this list and see if you can help. Gift-in-Kind donations are eligible for tax deductions, both in the U.S. and Canada.

- Cars, vans and/or light truck for missionary transportation.
- Recreational vehicle/fifth wheel/trailer suitable for volunteer housing near the hangar.
- Tools of all kinds for setting up the maintenance facility.
- Ramp tug for moving aircraft to the airside ramp.
- Airplanes or airplane parts. We can use most anything, for restoration or salvage parts.

We can turn your donation into something of value for mission service; please help us do more.

AWA to fly in Canada!

A Cessna 150 has been donated to AWA Canada for mission pilot training. The first mission pilot to utilize this resource will be Norman Hansen, as he builds time and experience toward his commercial and instrument ratings in preparation for advanced mission-specific flight training. It is in need of paint, avionics, and an airworthiness inspection. We invite you to provide support for the labor, parts, and supplies needed to return it to flying condition. This generous donation to missions comes to us from the Thorp and Brundula families and is to be known as "Adrian's Legacy." It has a poignant and inspirational story behind it. Please watch for the full historical account in the next issue of AirWays magazine.

Jud Wickwire serves as AWA's director of operations.





Adventist World Aviation Project Needs

Refurbishment of Pathfinder Plane I - \$90,000



The Cessna 182 (N81708), which we refer to as Pathfinder Plane I, needs a complete engine overhaul, paint, and interior refurbishment. It is currently in Sullivan, Wisconsin, waiting for the funds necessary for this project. Once the refurbishment is completed and the aircraft is made air worthy, it will be transferred to the Philippines for mission service. **To realize this goal, \$90,000 is needed** to cover the expenses of the labor and parts.

Overhaul of Cessna 206 - \$135,000



Currently in Guyana is our Cessna 206 (N59WA), which is tired! Once the Pathfinder Plane II has arrived in Guyana, the 206 will be returned for a complete overhaul, which means the engine has to be removed, disassembled (torn down), cleaned, inspected, repaired as necessary, and tested using factory service manual-approved procedures. Once completed, the engine will perform as new. In addition, the engine's previous operating history is maintained and it is returned with zero hours since major overhaul. **To realize this goal, \$135,000 is needed** to cover the expenses of the labor and parts.

AWA Airbase in the Philippines - \$225,000



In the past, approximately 60 acres of land was purchased for the airbase, to include runway, hanger, and staff housing. The current need is for the excavation of the runway and the construction of a hanger and additional staff housing. Our plans are to deploy another mission pilot and project director to this airbase, as the needs there are expanding. In 2014 we were granted \$10,000 from ASI for this project. **To realize this goal, an additional \$215,000 is needed** to finish the runway, housing, and hangar.

Robinson Helicopter - \$350,000



Adventist World Aviation has partnered with Adventist Frontier Missions for many years, providing air support as needed. Currently AFM has missionaries working in the rugged mountain regions on Palawan Island, where it can take weeks for them to come down to the flatlands for food, water, medicines, and other supplies. Because of the rugged terrain, a helicopter is needed to provide the necessary transportation. **To realize this goal, \$350,000 is needed** to provide sustainable support for missionaries in remote areas of the Philippines.

What Makes an Engine Run?

I have a good friend who is a glider instructor. I'd like to fly a glider sometime, but for us pilots who use airplanes to go somewhere or to accomplish something, we know we need an engine. Gliders are for fun, not utility. The only time we do any gliding is seeking to fly a pattern that will allow us to glide to a landing, if the engine fails.

Airplanes need an engine; engines need fuel. It is absolutely amazing to me how many accidents result from fuel starvation. Just a year ago, a young man landed in Michigan, but failed to fuel up and didn't make it across the lake as he returned to Wisconsin. I guess he thought the fuel was cheaper at his home airport. He drowned just a few miles from shore before help could arrive. What a senseless loss!

You remember the rules? Under visual flight rules you must have enough fuel to fly to your destination and have 30 minutes of fuel remaining, or 45 minutes of fuel remaining if the flight is at night. Under Instrument flight rules you must have enough fuel to fly to the airport of intended landing and then on to an alternate airport and still have 45 minutes of fuel left to fly at a normal cruise setting.

Speaking of fuel, it was a sunny morning and I was doing a pre-flight on a Piper Cherokee. When I drained some fuel into my test tube it was all the same color. (We look for any water to show up in the bottom of the tube, since it is heavier than gasoline.) An alarm went off in my brain that the color was clear. I poured a little on the tire and sure enough, it beaded. Gas won't bead and I realized it was all water. I drained several more tubes of water before getting a larger container and draining over a quart of water out of that tank. It turns out a driving rain several nights before had run back over the wing and into the tank via a broken fuel cap gasket. If I had taken off, I would have had a fuel starvation accident with a lot of fuel in the tank.

Questions to ask:

- 1. Do I have enough fuel to complete this trip with the required reserves?** Sometimes the legal minimum is just that; it meets a requirement but may not be enough to make good sense in bad weather conditions.
- 2. Have I verified I have the right kind of fuel?** This is a pilot responsibility. Sadly piston planes have been fueled with Jet A and vice versa. You remember, 80 octane is red, 100 octane leaded is green, 100 low lead is blue, and jet fuel is colorless or straw colored.
- 3. Have I drained the sumps to verify that the fuel isn't contaminated?**
- 4. Have I made sure the backup fuel delivery systems are working?** Some high wing airplanes are fine if the engine fuel pump quits; but that isn't true of low-wing airplanes. Have you verified that the electric fuel pump is working? If it isn't and your engine fuel pump quits, you will unintentionally be flying a glider and not with a glider glide ratio.
- 5. Do I know how the fuel feeds from my tanks and do I have the fuel selector set to the proper setting?**

In summary, keep the proper quantity and kind of fuel in your tanks, understand your delivery systems, and fly safely.

Richard Habenicht is AWA's director of development.





The Flight Plan

Thanksgiving is a good time to count our many blessings. We can say “thanks” to family, friends, mere acquaintances, or even that stranger that we pass by. Our ultimate thankfulness extends particularly to God!

As Christmas approaches, the “spirit of thanksgiving” transforms into a “spirit of giving,” as we make lists of all those special ones we want to remember with gifts this year.

AWA has much to be thankful for in 2014: staff members healed, Pathfinder Plane II refurbished, airplanes donated, new missionaries joining AWA, a reconstructed church building in Shungnak, Alaska, and especially YOU—our donors, who help make it happen, praying daily and sacrificially giving so we can keep moving forward! THANK YOU!

PLANS FOR DEPLOYMENT

Exciting things are planned for 2015 - new missionary families will deploy and others will transfer to new challenges. Please pray as they transition in the next few months.

Bill and Laura LaBore and their children, Daniella and Micah, will leave Guyana in January 2015. They will visit the States and re-deploy to Palawan Island, Philippines, May 2015.

Bruce and Monique Wilkerson will leave for Guyana in May, 2015. Plans include additional training at Adventist Frontier Missions in March, 2015.

Also, going to Guyana in May, 2015 are Vonzell and Gwen Chancy, Vonzell as a mission pilot and Gwen will use her nursing/midwife skills among the villagers.

If you're interested in having these families visit your church, Sabbath School, or school, contact our office at 414.226.5195 or via e-mail at info@flyawa.org to schedule an appointment.

NEW MISSIONARIES

Our missionaries are God's gift to AWA. Without them, we would not exist. In this issue you will read about three new families joining our team. Currently they are in training while raising the needed funds for deployment. Please help us welcome the Nagy, Kaboos, and Hansen families. You may DONATE online to their projects at: www.flyawa.org/Donate.html.

CORRECTION

In the 3rd quarter issue of *AirWays* there was a printing error on page seven, in the article entitled, “Spreading Hope in Palawan,” written by Edgar Espinosa. The corrected article can be found at www.flyawa.org. We apologize for the error.

GIFT OF AIRPLANE

Everyone enjoys receiving a gift. AWA is no exception to that. We accept gifts in various forms—financial support, gifts-in-kind, volunteer services, and even much-needed parts for our aircraft. Recently, AWA received a donation of two airplanes, which will be used to further our mission. We thank those who have donated the airplanes.

AMAZON SMILE

If you shop Amazon, Amazon gives! Amazon will donate 0.5% of the price of your eligible AmazonSmile purchases to Adventist World Aviation whenever you shop on AmazonSmile, which is the same Amazon you know. It has same products, same prices, same service. Support AWA by starting your shopping at smile.amazon.com.

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 Web site 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).

Stay connected with AWA through Twitter and Facebook! On Twitter you may find us at @adventistworlda, and on Facebook we may be found 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.



Charitable Giving

How you can add a double blessing to Adventist World Aviation

Have you ever checked to see if your employer has a matching gift program? Some of our donors have been excited to find out that theirs do. They have been able to double, or in the case of some employers, triple their gift.

FIRST: Ask your employer if they have a matching gift program.

SECOND: If they do, ask what are the requirements or paperwork that needs to be filled out to qualify for matching funds.

THIRD: Usually they have a form or two that we need to fill out verifying that we are a 501(c)3 charity that meets their requirements.

FOURTH: When you make your donation to us, make sure we know that this is a donation that needs to be matched and tell your employer about your gift. They usually require us to verify the amount of the gift to them and then they send the matching funds.

FIFTH: Donations should be sent to:

**Adventist World Aviation
P.O. Box 444
Sullivan, WI 53178-0444**

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

 **Planned Giving Society**

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Address _____

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Email Address _____

Mail to: Adventist World Aviation | PO Box 444 | Sullivan, WI 53178-0444

- ☐ 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:

Jennie Voorhees

Lee and Marlyn Sheive

Emil Schneider

Patricia L. Schneider

Marietta Cebedo

Francis and Nona Tham

Dr. Jim McNeill

Peggy McNeill

Don and Ginger Kenyon

Gerald and Jean Kenyon

Jesus Gonzales

Elizabeth L. Gonzales

Robert Carrier

Donald D. Carrier

Herman and Wilma Johnson

Reginold and Jeanette Eighme

In Honor Of:

All loving parents

Larisa Seidel

Pastor Steve Vail

Marilyn A. Cousino

Jimmy Clarke

Burton Wright

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