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GIFTS OF LOVE

INSIDE: YOUR GIFTS HAVE ETERNAL VALUE! P. 13

FOURTH QUARTER 2015

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MISSION STATEMENT

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

ADVENTIST WORLD AVATION

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

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PRESIDENT'S WEATHER REPORT:

What is your definition of *is*?

'T is the Season. It is a resonating statement we hear all the time, especially at this time of year. However, what does it really mean?

If there is no God, then what do we have to be thankful for? Thank a cell, some ooze, or a bug, I guess. However, I do believe in God and I believe He is the Lifegiver. On each and every Sabbath we have the opportunity to say "thank you"

not possess love. . . For you see, God is love."

Then, he read 1 John 4:16, "And we have known and believed the love that God has for us. God is love, and he who abides in love abides in God, and God in him." (NKJV)

So, the question is, what is God? "God is love." That is what He is!" Former President Bill Clinton once said, "It depends on what your definition of is, is." Well mine is, "God IS love."

Only God can give life; if there is no God, there is no life. Therefore, God is life.

to God for giving us life! Yet, during the Thanksgiving and Christmas seasons we specifically set aside time to give thanks.

Years ago, Pastor David Moench, a very close friend of mine, was telling about the sermon he had just preached in his church. In his sermon, he asked the question, "How much love does God possess?"

He told me the answers came in like a verbal flood. Around the congregation, as the hands went up, the answers were "one hundred percent," while others said, "God possesses ALL love."

Then Pastor Moench said, "You are all wrong."

Then, after an awkward moment of silence, Pastor Moench said, "God does

My friends, this can change your life if you think about it. Soon after Pastor Moench and I had a conversation about his sermon, he and I went to one of the southernmost regions of India to share the love of God with those who have never heard of Him. We traveled with Mark Finley and four other evangelists. Each of us was assigned a city to work in. We collectively decided the first message would be on Matthew 24. So, I started with the verse that reads, "As it was in the days of Noah. . ."

It wasn't long after I read this text that I could see the blank looks on the faces of the men, women, and children—they had no clue what the text meant, or who Noah was. After a long pause, Pastor

Moench, who was there as part of the support staff, came up from behind me and asked if I was OK.

I said, "No! These people do not know what I am talking about! Can you not see the blank looks on their faces? These people don't know even the basics of the Bible." Then, Pastor Moench said to me, "Well, help them to understand."

Then, it hit me. Why do people have a philosophy to begin with? They need to believe in something, right? Yes, we do!

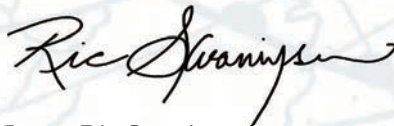
I knew that I was speaking to a group of people who had a variety of belief structures. Some believed in Buddha; others had some sort of animistic viewpoint; others an evolutionary viewpoint, and the rest were looking for something to believe in. The bottom line is, we all believe life came from somewhere. We didn't just come into existence without design.

So, I put my sermon notes down and began with the Genesis story. The sermon that I had heard from Pastor Moench hit me right then and there. I told those in attendance at my meetings that night that "in the beginning God created the heavens and earth." And it hit me. God is not just love. But rather, He is something else first. Of course He is love; but, without life there is nothing to love. Only God can give life; if there is no God, there is no life. Therefore, God is life. First, God is love; Secondly, God is life. Put together, God loves to give life.

When sin entered into His creation, He needed a solution or plan to save those whom He first loved. However, only He, the Lifegiver, could solve this problem. There is no possible way to create a solution. The active God of creation is His Son, the Lover of life, the Giver of life. Without Him we are nothing and without His Son, we wouldn't have the promise of life.

This is the season to remember not only the fact that Jesus came into this world to save His lost children, but we need to remember that He is the Lifegiver from the very beginning.

As disciples and workers for Him, we need to do our very best to restore life in a variety of ways.



Pastor Ric Swaningson,
President/CEO



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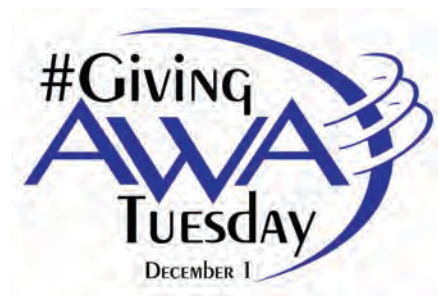
The Flight Plan

Fall is one of my favorite times of year. I love the smells of fall—apple cider, cinnamon, and pumpkin pie baking. But, more than that, I love the spirit of Thanksgiving and remember the things we are thankful for.

Obviously, the greatest gift ever given was eternal life! Each day is a blessing knowing that Jesus died for us and that one day soon we can live with Him in heaven. Without that gift, life would be full of hopelessness and despair. That's not a life I would want to live!

This issue of AirWays shares ways that Adventist World Aviation is helping others see the Gift of Life that Jesus has given each of us. In addition, you will read stories of how the lives of villagers in a hard-to-reach place were spared through the emergency evacuations by AWA mission pilots and their aircraft. The “gifts” of the emergency evacuations were given as a result of the donations that have been received from donors like you to help keep the planes flying. Thank you for your continued gifts so that AWA may continue to save lives and share Jesus with others in remote areas.

#GIVING TUESDAY



Did you participate in #GivingTuesday, December 1? Even though the day is past, you still have time to donate for our special #GivingTuesday

project—a Cessna U206 float plane, which is desperately needed for our Amazon project in Brazil. Our goal is \$175,000!

Adventist World Aviation is excited to be one of the more than 7,000 non-profits across all 50 states to help make a difference. Imagine the lives that can be changed when each one of us thinks about bringing hope to someone in need—someone who can benefit from our ministry.

It's not too late! Log onto http://www.flyawa.org/Giving_Tuesday.html and give today.

OFF THE GRID



Have you had the opportunity to watch “Off the Grid”? These are mission stories and project updates that you will thoroughly enjoy, produced by AWA's videographer, Gloria Tokics Murray. Each episode can be viewed on 3ABN at 1 PM Central Time. If you have the QR Code App on your smart phone, feel free to scan this QR code for viewing the episodes.

20th ANNIVERSARY

There is still time to help AWA celebrate our 20th anniversary this year. Help us

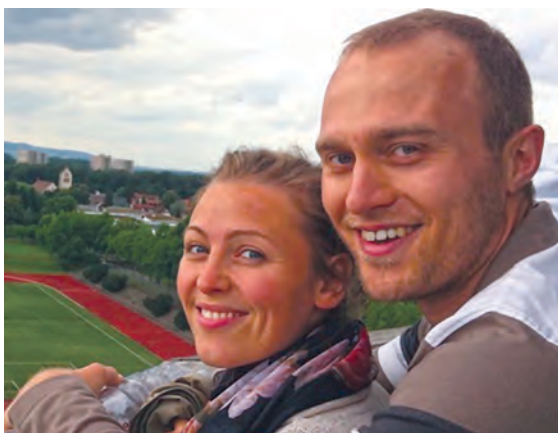


celebrate and impact more people through AWA's mission aviation service. We again suggest that you donate an extra \$20 to our ministry, marked as "Anniversary Gift." Then, encourage 19 others to do likewise. That will equate to a total gift of \$400 from you and your 19 friends, and it will be used to help save lives!

INTRODUCING NEW AWA TEAM MEMBERS

We are pleased to introduce several new Adventist World Aviation team members, whose skills and talents will be a great benefit to our ministry.

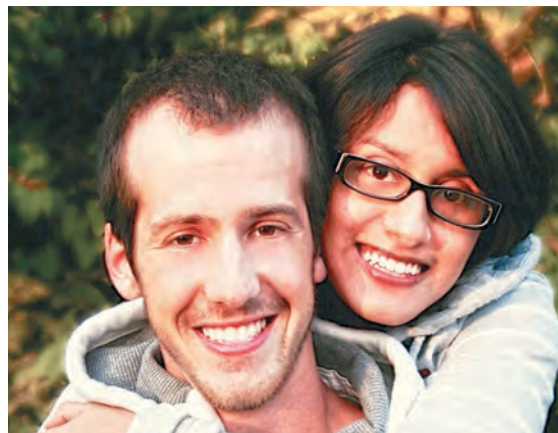
ARTUR AND MARGARITA KARST



Artur and Margarita Karst were both born in Dshambul, Kazakhstan. In 1991 and 1993, Artur and Margarita, respectively, moved to Germany, as both their grandparents were Germans. They both received their high school diplomas in Abitur, Germany. After finishing his schooling, Artur went as a student missionary to Honduras to work in an orphanage. A couple of years later, Margarita ended up in Honduras, which is where they met. When Artur returned to Germany he went to the Josiah Mission College where he received health evangelism training. Then, he received training to become a mission pilot. During this time Margarita began her studies to become a teacher. Once Artur

received his pilot's license, he went to the country of Chad and began working as a conservation pilot. After he left Chad, he was able to receive nursing assistance training in Berlin, where he and Margarita started to become more than just friends. They were married in 2011. They both love to travel and enjoy serving others and making a difference in this world. It is their dream to be able to be "a little tool" in God's hands in preparation for His soon coming. They are looking forward to being deployed by Adventist World Aviation to Nicaragua, where they will be able to use their skills and talents as mission pilot and teacher.

JOSHUA AND YOSIDAY FIX



Joshua Fix was born in Quarryville, Pennsylvania, but was raised in Maryland and then Kentucky. He was homeschooled by his parents and after receiving his GED, he completed the College of Health Evangelism course in Wildwood, Georgia. After finishing his studies at Wildwood, he received extensive training in construction and maintenance, including working on planes. Josh enjoys the outdoors and doing things like hiking, camping, dirt biking, and mountain biking. He also enjoys playing the guitar.

His wife, Yosiday, was born and raised in Mexico. In 2008, she finished high school in Monterrey, Mexico, and then came to Wildwood

and took the health evangelism course. She also completed the advanced course. While taking the classes at Wildwood, she worked at various places, such as the student cafe, the laundry, the Department of Hydrotherapy and Massage, and the IT Department. Yosiday loves to cook (especially baking) and to try new recipes. She also enjoys photography, gardening, the outdoors, working with children, and helping others. Yosiday is also interested in getting her pilot's license, as she enjoys flying. They are looking forward to being deployed to Scottsdale, Arizona, to work with the AWA team in the aircraft refurbishment center in preparation for overseas mission service.



DARREN AND JOANNE LEA

Darren Lea was born in Cape Town, South Africa, and received his education from Maxwell Adventist Academy in Kenya. His work experience has taken him to Africa, Australia, London, and the United States. Through this experience he has worked in a microlight factory as an aircraft mechanic apprentice, learned to make wooden microlight propellers, has worked in the wood industry, manufactured furniture, been a mission pilot and flight instructor in Chad, and did campus maintenance for Wildwood Lifestyle Center and Hospital. As for aviation, he received his private pilot's license in South Africa, his instrument rating and commercial pilot's license in Chattanooga,

Tennessee, his CFI at Andrews University in Michigan, and his CFII also in Chattanooga. He has built his own propeller-carving machine and developed a manufacturing process for it, as well as designed, built, and flew a backpack powered paramotor. He enjoys running (has completed 4 ultra-marathons), and hiking in nature.

His wife, Joanne, was born in Adelaide, South Africa. She studied at Heidelberg College and graduated with a B.A. in Communications and a BBA in Accounting. After college she taught English and Bible in South Korea for a few years before attending Wildwood College of Health Evangelism. After completing this course she worked at the lifestyle center as a lifestyle counselor. Once Darren and Joanne were married, they spent about a year in Chad, Africa, doing mission work. She enjoys mountain climbing, playing musical instruments, reading, and gardening. Their first child is due in late December, 2015. They are in the process of being deployed to Guyana.

TRAVIS AND MICHELLE MALONEY

Travis Maloney was born in Amery, Wisconsin, where his parents ran a dairy farm. His father was



also a commercial truck driver. So, as Travis and his three younger siblings became old enough, they helped manage the farm when their father was out driving. They learned the meaning of hard work at a very young age. As Travis grew older, he realized

he needed more than what his parents were able to provide, such as a car. He began working on many odd jobs, including construction. Working for a builder helped him develop the necessary skills, which later developed into his own trade. At the age of 21 he started his own construction company, KBM Construction, Inc., and settled down near Coleman, Wisconsin. As the business grew he began to feel that something was missing in his life. Even though he had been raised in a Seventh-day Adventist home, he had drifted away from the church. But in 2010 he began going back to church and soon “volunteered” to go to Guyana, South America, to assist with building a missionary home. Soon after that mission trip, he met his wife, Michelle. Together they began taking Bible studies and were baptized in February 2012.

Michelle was born and raised in Hart, Michigan, and lived there until moving to Wisconsin about four years ago. She grew up working on her parents’ 700-acre farm, which grows numerous crops, especially asparagus—even today. After finishing high school in 1990, she began taking interior design courses from Kendall College of Art and Design. But after two years, she changed career paths and began pursuing a career in nursing. She completed her nursing education and received her RN license

in 1996. Immediately, she began working in the area of long-term care, ambulatory surgery, and labor and delivery. Women’s health soon became her primary focus and in 1997 she went to UCLA to become a Certified Lactation Specialist. She spent ten years working in labor and delivery. Then, her desire to advance her career increased and in 2003 she obtained her Bachelor of Science in Nursing from Ferris State University. After several more years of nursing in various areas, she decided to obtain a Master’s of Science degree in Nursing, which she received in 2011. Michelle currently is the Clinical and Imaging Supervisor for Aurora Health Care in Wisconsin. She manages five clinics, 19 departments, and 63 employees.

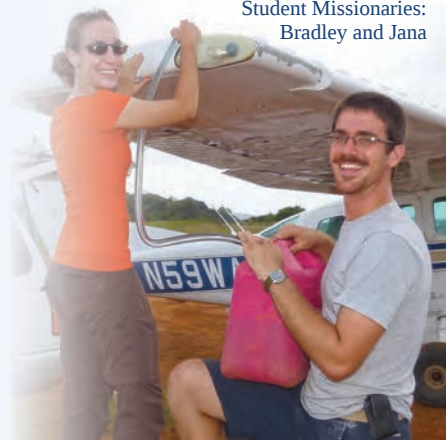
Travis and Michelle enjoy sharing Jesus with others, gardening, raising animals on their farm, and spending time with their family. They have three girls and two boys. At the end of 2015, Travis plans to sell his part of the construction business and devote his time as Director of Operations for Adventist World Aviation. Michelle hopes to bring her nursing knowledge and skills, as well as her love for photography, painting, sewing and piano playing, into mission work with AWA.

Student Missionaries Needed

Student missionaries play a vital role in Adventist World Aviation projects. Many SMs 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. AAWA is accepting student missionary applications for Central American, South American, and the Philippines projects to serve for nine to 12 months.

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

Student Missionaries:
Bradley and Jana



MEGAN MIKE



Megan Mike is the newest team member of Adventist World Aviation's growing family. Megan (aka: Peggy "Peg") is the new executive administrative assistant in the corporate office in East Troy, Wisconsin. We are pleased to have her helping to manage and coordinate the activities in the office. Megan was born in Fairmont, West Virginia, and raised in central Florida. In 2013, she moved to Northern Indiana with her family, which includes two sisters. She was baptized in 2007 during the Southern Union Camporee. She has worked at the Florida Conference Youth Department with other volunteers. In addition, she worked at South Bend Junior Academy as a teacher's aide, and providing after-school-care during the 2014-2015 school year. Megan enjoys drawing, painting, and reading. Megan says, "I am very excited to fill the position of executive administrative assistant. Three weeks ago I flew with Pastor Ric and really enjoyed it. Since then I have been strongly considering getting my pilot's license."

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For eBay, click on <http://givingworks.ebay.com/charity-auctions/my-causes>, which takes you to eBay's charity page. Then, select Adventist World Aviation.

STAY CONNECTED

Have you been to our Web site lately? We invite you to log on at www.flyawa.org and read new and exciting mission stories and view the videos. Stay connected with AWA through Twitter and Facebook! On Twitter you can find us at @adventistworlda and on Facebook we can be found by searching Adventist World Aviation or AWA. Please check us out and "FRIEND" and "LIKE" us!

Charlene West is project development and evangelism director for AWA.



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Heritage Academy Prepared Me for Service



Students participating in the disaster response program

When I was 9 years old, Don Starlin (then president of AWA) took me on a short flight at the Michigan camp meeting. This is where my love for aviation began. The thought of being at the controls of a mission plane transporting sick and wounded patients for much-needed medical care became my focus for the future.

When it was time to choose an academy to attend, I immediately looked for the ones that had an aviation program. Heritage Academy stood out to me at the time, because not only do they have a mission aviation program, but they also have a disaster response program. I read about their disaster response experience, and how they had been instrumental in helping after many devastating hurricanes and tornados, working alongside organizations such as FEMA, TEMA, Harvard, and GR3. I was also enticed by the fact that students not only learn how to respond to disasters, but the school also trains students to teach disaster re-

sponse training to others. This would give me experience in presenting to and working with professionals.

Currently I am in North Carolina teaching disaster response (CERT, Community Emergency Response Team) to several junior academies that have come to the “To Serve” leadership conference in the Southern Union. I can’t say it has been easy staying up late, studying, traveling for hours on end in a cramped van filled with ten people along with their CERT training gear and personal items, but I do think that it is preparing me for the mission field.

So I will continue to strive for a greater knowledge of God and follow His example of helping people physically and spiritually. I have been doing flight training for about eight weeks and have completed most of the preliminaries before my first solo flight. This is great, because it means I am one step closer to reaching my goal of being a mission pilot for God. I feel that mission aviation and disaster response go hand-in-hand in the mission field, and I am being trained to succeed in both.

Derek Logan is a student at Heritage Academy and is a student pilot.





BMA Aviation Students Learn Life-saving Principles— For Now and for Eternity!

Adventist World Aviation in Pennsylvania started the 2015-2016 school year with a record number of eight students in ground school.

They range in age from 14 to 17 years old, and come from Delaware, Connecticut, Ohio, New Jersey, and Pennsylvania. And in part, they chose Blue Mountain Academy because of the possibility of learning to fly while still attending academy.

While learning about basic aerodynamics, aircraft systems, flight instruments, regulations, and airport operations, they are also learning the benefits and blessings that aviation can provide to spread the gospel. They read articles about mission aviation, and watch videos of aviation missionaries in action.

Acting as pilot in command carries with it a lot of responsibility, both for those in the airplane and for those on the ground over which you fly. The Federal Aviation Administration wants to know that those who carry the license to fly take that responsibility seriously. As a result, one of the FAA regulations requires that before a flight, pilots are to “become familiar with all available information concerning that flight” (FAR 91.103). This is not something that should be taken lightly.

In much the same way, we as Christians have a great responsibility to those around us. Whether it is the people who are close to us (just like our passengers), or those who look at our example (those on the ground gazing skyward as we fly overhead), we need to strive daily to become familiar with all that Jesus

has revealed to us, and let Him live in us and shine out through us in our demeanor, in our compassion, in our leadership, and in our example. Luke 12:18 tells us that to whom much has been given, much will be required. God has given us so much that reveals who He is. He has given us the Bible. He has provided examples in nature. He inspires His people through sermons and the written Word, through music, and through providential leadings in our own lives. We have been given so much. All God asks is that we become familiar with Him!

The rigors of flight training make it a formidable task. There is a lot of information to know, from principles of flight to rules and regulations to weather theory to navigation to aeromedical factors. It is a hard endeavor, and it should be. But those who have persevered to the end and earned their pilot’s license declare that it is worth it!

If we are willing to work so hard to study about aviation, shouldn’t we be all the more willing to give God this much and more of our time, energy, and devotion? It is something to think about.

Eric Engen teaches computer and music classes at Blue Mountain Academy, as well as private pilot ground school and is their certified flight instructor.





Are We Looking in the “Right Direction?”

The lunar eclipse, which happened earlier this year, had people talking about the end of the world. This was an intriguing thought for me. One time last year I was talking to an old Indian woman and I asked her if she was afraid of anything. She said she was afraid of just two things. One was a tornado and the other a blood moon. She said when they saw a blood moon they knew they had to get busy for God and work for Him. So, she would get down on her knees and pray, and then she started washing dishes.

Why is it that people who normally have no real interest in spiritual things, all of a sudden have at least a short interest when something unusual happens? The last super moon lunar eclipse happened in 1982; the next one will happen in 2033. They aren't that "rare" as celestial events go; yet, there was a lot of press.

While we were in Redding, California, we would go walking most nights down to Sundial Bridge at Turtle Bay. On the evening of the eclipse, we again went to the Sundial Bridge, as we thought it would be a great place to see it. We went online and discovered that the eclipse in the Redding, California, area would begin by moonrise. So, we set off on our little walk. We saw people setting up cameras on one hill and

clusters of people in different places that had "good" views of the horizon.

I noticed that some people were asking others what they were doing. They would tell them they were waiting to see the lunar eclipse. Some seemed interested and decided to stay and watch it, as well. Others simply said, "Hmmm," and walked off. Many people were waiting on the bridge to watch the moon rise over the water.

The time came for the moon to rise. At first, we didn't see anything. After waiting for a while, we decided to begin our walk back home, feeling a little disappointed. Just as we got to the top of the hill, we saw it—a light pink half moon.

Then I realized that we were the only ones who saw it. Everyone else was looking in a different direction, totally oblivious to the very thing they were looking for.

Just before we arrived at our apartment there was a little boy about 8 years old running around in circles looking up at the sky. I asked if he was looking for the moon. He said, "Yep." So, I pointed out that he could see the moon if he came this direction and looked through the trees. Once he saw it, he ran with excitement into his house, probably to tell his family.



Sundial Bridge at Turtle Bay where many were waiting for the lunar eclipse

Isn't our work as missionaries the same thing? We want to point them to a celestial event—the Second Coming. Unfortunately, many people are waiting for Christ's second coming, but they are "looking" in the wrong direction. Others are looking a little more in the right direction, yet need someone to point the way or they get disappointed. Some are interested; some are not, just like the people looking at the lunar eclipse. Our goal is to reach the hard-to-reach. However, many people think that reaching the "hard-to-reach" is about geographic challenges. Yet, there are philosophical challenges, as well. I doubt that the people with the cameras would have been very eager to take down their gear and move to where they could actually see the eclipse. Fortunately, we were able to watch most of it from the second story window of our house. We

had a front row seat. But the arch of the moon was such that you probably never saw the eclipse from the bridge or the ridge, because by the time the moon got past the trees, the eclipse would be over or almost over.

Hopefully, we are looking in the "right direction" for Jesus to come. Hopefully, we are willing to help others look in the "right direction," as well. Jesus is coming soon. Let's not miss it!

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





Your Gifts Have Eternal Value!

After three months living in the country of Guyana, South America, we are so very thankful for this wonderful experience. Our diet has changed with the abundance of mangoes, papayas, grapefruits, bananas, passion fruits, yellow pumpkins, callaloo, string beans and many other tropical fruits and vegetables. We've learned to love rising early and going to sleep early, taking showers two to three times a day, and ignoring creepy crawlers around the house; but most of all, we've learned to depend, trust, and rely on God for all we do. Living outside the comforts of home in the States—without family and friends, without conveniences or the availability of the usual goods and services—has led us to a greater dependency on Him, and for that we are thankful.

Many of you sent backpacks and school supplies to share with the children living in the villages of Hobo Hill, Thomas Hill, and Barabina. There were nearly

50 young recipients of your generous donations. With primary and secondary schools starting next week, we are eager to report that each child that received a backpack was truly grateful for your generosity and care.

Many mothers were worried about their children going to school empty-handed, and their eyes lit with happiness and joy when we told them that we had donated items to share with them. One of the mothers happened to be a woman we were conducting weekly Bible studies with. After the Bible study, we asked whether the children were excited to go back to school. She shyly replied, "Yes." When we asked her if they had backpacks, she sadly said, "No." We then told her that we had backpacks for all her school-age children and she excitedly said, "I knew God would provide!"

You see, some village communities are easily



Children in Guyana who received school backpacks

embarrassed or shamed if they don't have what local schools consider essential school materials. Many would choose not to attend school rather than face the embarrassment of shame. They are very thankful for the heartfelt donations. We pray that these physical gifts will create opportunities for them to learn more about the love that Jesus has for each of them; that with a life fully surrendered to Him, things of this world are not what we should place our trust and faith in. Instead, we cast our eyes on Jesus—the One that gives us peace and security for this life and for eternity.

We are also very appreciative to those of you who help support our Bible worker fund. Your gift of love allows Guyanese men and women who love to share the gospel of hope and peace to do so with their fellow countrymen. Many of you faithfully give to other projects in Guyana—the work here is thriving because of you!

Finally, thank you to all our missionary donors and supporters who give of yourselves to our mission, whether through prayers and/or financially—we cannot do this without you.

Charge them that are rich in this world, that they be not high-minded, nor trust in uncertain riches, but in the living God, who giveth us richly all things to enjoy.

That they do good, that they be rich in good works, ready to distribute, willing to communicate; laying up in store for themselves a good foundation against the time to come, that they may lay hold on eternal life (1 Timothy 6:17-19).

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





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Impacted by Mission Aviation Fellowship (MAF), Twice!

Providing aviation support comes with tremendous responsibility and complexity, which is something we do not take lightly. Most of the basic rules of safety for maintenance and airmanship are directed by the Federal Aviation Authority (FAA) and similar governing bodies in the countries where we operate our airplanes. However, beyond that we have the responsibility to develop unique procedures, standards, and protocols within our organization that can and must be applied by all of our pilots, mechanics, and support personnel.

It was 1972, in the savannahs of San Juan, Bolivia. Jerry Kopitzke, Laura's dad, had moved his family from Washington State to this very different place where cattle ranchers were king. Before arriving, the local conference representatives (shown in the above picture) had changed plans and asked

him to do pioneering work in San Juan instead of Puerto Adventista.

Jerry was not only a jack-of-all-trades, but also a pilot and a pastor, so this assignment suited him perfectly. He built the family a home out of the locally used mud bricks and started flying.

"Bush" flying has its own set of difficulties, and back before the days of GPS, finding suitable maps was one of those difficulties. He went to Bolivia armed with an aeronautical map that he had purchased in the States, but it wasn't very detailed. When he arrived, he bought a Land and Surveys map that was made locally. On the bottom of the map was printed, "Information may be 100 miles off!" Obviously, when you are flying, being 100 miles off is a huge deal! There were lakes printed that didn't exist, and rivers showing to run in the opposite direction from which



The mission plane flown by Jerry Kopitzke



Several passengers who flew with Jerry Kopitzke

they appeared on the map. He quickly realized that he was on his own, so, as he started flying, he would note the wind and direction for every flight, and make those changes on the map and in a tablet he carried with him.

Once, while he was in the city of Trinidad buying supplies for the family, he ran into two Mission Aviation Fellowship (MAF) pilots. MAF started some 70 years ago around the time that mission pilot Nate Saint was martyred trying to reach the Auca tribe of Ecuador. MAF is comprised of a group of Christian “bush” pilots who are there to serve the people and other missionaries as they reach others for Christ.

Jerry was delighted to run into fellow pilots and he asked them what they used for maps in their area. They gave him a map of Bolivia that they had made. He was so grateful and used it for the remainder of the time he was there. He then passed it on to his replacement.

The legacy of MAF helping others still goes on today. Our family has now left Guyana and we are transitioning to the Philippines. Our replacements are in Guyana and running the project beautifully. One day, Jud Wickwire, our vice president of Operations, called and asked Laura if she would like to go and train with MAF before transferring to the Philippines, as the flying in the Philippines could have more mountainous terrain, something Laura had not flown over much in Guyana.

She was delighted for the opportunity! MAF pilots are known to be the best of the best in what they do,

and she was eager to learn what she could. She was not disappointed with them! It was a long month of training, and her head swam with information at the end of each day, but her excitement built as she learned new ways of doing things, and they patiently worked with her to break old, bad habits.

Laura still plans to do a bit more training before launching to the Philippines at the beginning of next year, to hone her new skills. Flying can be a dangerous and unforgiving venture, but if done properly, it is the key that can save lives, both physically and spiritually. We are looking forward to serving God in the Philippines, knowing we have done all we can do to be prepared. Thanks for your continued prayers and support during this transitional time.

The LaBore Family—Bill (project manager) and Laura (pilot and nurse), with their two children, Micah and Danielle, have been serving in Guyana since 2005. They will be deployed to the Philippines in early 2016.





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“IMSAFE”...or am I?

The IMSAFE acronym and checklist has been used by the FAA for years to provide pilots with a good way to help evaluate their fitness for flight. It's simple and familiar, but periodically we still need a reminder of its value in promoting good decision making. We do a preflight inspection on the aircraft before each flight. Using IMSAFE helps us do a proper preflight on ourselves, as well. Here are some things we can check for and consider:

Illness

Most people will admit they are not at their best when they're sick. Try flying an instrument approach, navigating through bad weather, or acting in any other capacity as Pilot-in-Command (PIC) when you're sick; we have to agree performance suffers. If you find you are feeling under the weather, it may very well be time to cancel your flight that day. Don't risk the likelihood of being in the air wishing you were on the ground. If you've suffered a lengthy illness, consider how that may have caused some rust to appear in your piloting skills.

Medication

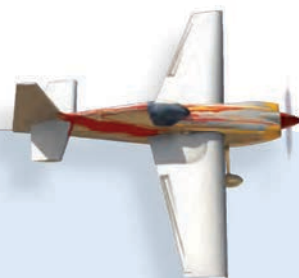
This is one I've seen become a major obstacle to some pilots over the years. If you are a pilot and are

not on any medications, that's awesome. Count your blessings! Not only do we all have to pay attention to the potential side effects of certain meds taken when sick, and whether they will affect our piloting ability; but all pilots should be wary of any new medication prescribed by any doctor other than an Aviation Medical Examiner (AME). In most cases, your primary physician will not be up to speed on the FAA's list of disqualifying medications, or the required times and conditions needed before resuming flying after taking certain prescriptions or over-the-counter medications. Be informed, and be careful to avoid getting into a situation with a medicine that can ground you, sometimes for extended periods or permanently.

Stress

I've heard more than one person say, "What don't we stress about?" The reality is that there are a lot of stressors that permeate our daily lives. Pilots not only deal with the stress of always watching the weather, but often planning, scheduling, and the pressure to complete a flight because of work demands or even peer influence at times. Then there are the complexi-

HELP WANTED



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

Anyone interested should also have a strong desire to share the message of Jesus. Please send resume to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444, or by e-mail to projects@flyawa.org.



FLIGHT SAFETY

ties of personal relationships, conflicts, and other situations that can become distractions to the pilot workload. Be deliberate in trying to reduce the stressors in your life, and it will translate into improvements on the flying side, as well.

Alcohol

This one is easy, and I emphasize it to my students. Just don't drink. If you aren't drinking, you don't have to worry about whether you're legal or not. Impairment due to alcohol can exist even up to 24 hours. And for our health, it's better to just avoid it. Period.

Fatigue

The fact is, we all experience fatigue at some time or another. Whether you fly for fun, commercial operations, instructing, or mission work, it's important for all of us to have sufficient rest when we hop in the plane and buckle up. We often think of fatigue stemming from lack of proper sleep, but it also can be from pushing yourself too much, and can vary from a reduction in our mental ability to a tiredness that makes us physically weak. Pilots owe it to each other to keep this one prominently on their radar, and also to keep it in check. We would get upset if a truck driver risked causing a major accident or near miss by choosing to push the limits driving while exhausted.

The same thing applies to those of us flying. While some will argue we have more room up there, the same scenario can play out each day in the highways in the skies. Let's not be part of the problem. Somebody will not have made the smart choice that day. Make sure you're not that pilot! Safety seminars emphasize the need to be defensive drivers on the ground and practice defensive flying in the air. That starts by setting our personal minimums and practicing good habits to get enough rest and not overextend ourselves for that next appointment in the air. Then we will be better prepared for the unexpected actions of the other guy.

Eating

Back in the day, I recall when lunchtime seemed more scheduled. Students worldwide are still "saved by the bell" daily, and ushered off to a cafeteria or some other lunch option. Pilots tend to have it harder in this area. With schedules fluctuating, meals can be

irregular, and on the run. This is where picking the healthiest options, and making time to eat properly are crucial. Just like the plane can run out of fuel, the pilot can too. Prioritize so you can be well fed before flying. I don't mean wolfing down the huge holiday meal and then grabbing your gear for a long cross-country flight. Just make sure you've eaten sufficiently so that your stomach doesn't become a growling distraction in-flight.

Flying for humanitarian efforts can put several of these IMSAFE areas especially to the challenge. Often a mission pilot is providing transport to someone in a critical or emergency situation. This can be highly stressful. There are times some may be first providing initial medical care to the passenger, and then piloting the aircraft to deliver them to get more help. There are multiple calls, and this can make for exhausting days. Meal times can be irregular. AWA mission pilots have the complex assignment of carefully navigating many things tied to the safety of flight and the IMSAFE checklist. They prayerfully continue to give their best for the benefit of others, and to share the love of Christ. While this tool serves as a great reminder to those of us who fly, it also is a great resource for application by our non-pilot friends. That way we can all say, "I'M SAFE."

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



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Never Give Up



I remember a story about two Inuit hunters who became stranded far out on the packed ice when the drive shaft snapped on their snowmobile. Their meager tool kit contained just a few wrenches and a file. Their predicament seemed impossible and yet they refused to accept defeat. They spent the next several days in the bitter cold and wind tediously filing the hardened steel of their gun barrel into the splined shape of a new driveshaft. Eventually they were able to ride back to the safety of their village because they didn't give up.

I often say that sustainability is my favorite word in reference to mission work. What is harder to describe, though, is what it takes to achieve sustainability. While it is in fact multifaceted, the core of our sustainability as a ministry is people. More specifically, people who won't give up!

Recently the Guyana team was struggling with engine temperature readings that were inconsistent after a cylinder was changed. There was clearly a problem that precluded returning the aircraft to service and yet after days of struggling in the pouring rain and blazing sun, troubleshooting failed to reveal the source of the anomaly. Darren would daily drag the tool trailer out to the airport and inspect the same parts and places that he had searched for days, to seek out that invisible problem. Possible solutions were regularly recommended by Nik Nagy and other experienced aircraft technicians and he would carefully investigate every suggestion. The prayer warriors were hard at it too, and many prayers were sent up, not just for a solution, but for the courage of the

team.' Just when it seemed as though every option had been explored, Darren discovered a tiny missing plug that was assumed to have been installed from the engine shop. The problem was solved because they didn't give up!

The very nature of mission aviation is difficult in a wide variety of ways. Such circumstances as isolated living conditions, challenging logistics, frustrating bureaucracy, political interference, poor communication, and of course, the expense of aviation are just a few of the challenges in mission aviation. The cost is often the most noticed, because that is what we seek from our supporters, but perhaps we focus on that too much. Any ministry that reaches out to people to relieve suffering and offer hope in salvation through Jesus Christ is going to have a significant monetary cost; that is the reality. Equally so, any ministry that is seeking to reach people for God is taking large leaps of faith; they must "dream big enough to need God!" We are often held back by our mortal minds that focus on the limits of our own abilities.

I've been asked many times when a donation is made, "Is this enough?" The answer is simple; God multiplies our gifts to accomplish His will; every gift is "enough" in its own right and when offered from a "giving heart." This is important though; the stability and core of the missionary's support comes from the \$50 and \$100 regular monthly donations. Sustainable, long-term commitment allows the missionaries to focus all of their efforts on serving the needs and sharing the love of Jesus with the people in the places you send them. Sustainability is the result of a "never give up" approach. That is the commitment of all of us at AWA and we thank you for that same attitude in your support of AWA missionaries and projects everywhere.

Jud Wickwire serves as AWA's Vice-President of Operations.



A photograph of two men standing next to a white Cessna 172 aircraft. The man on the left is wearing a white shirt and sunglasses, and the man on the right is wearing a green shirt and a cap. The aircraft has the registration "N75586" visible on its side. The background shows a brick building and a dark SUV parked nearby.

Thankful at Thunderbird

Our AWA-Thunderbird team has much to be thankful for during this holiday season. The flight program has gone through some transitions in the past year, and God continues to provide the means for it to weather changes and position it to fly ahead. We want to take this opportunity to thank Derrick Heisey, who served most recently as flight director at Thunderbird Academy. Derrick had a heart for his students and was dedicated in his promotion of the Thunderbird program. His efforts and contributions are much appreciated. We wish him well as he returns to professional flying in the commercial realm. Thanks also to Dr. Joilo Barbosa, who donated his time and assisted Derrick and AWA with a good portion of student flight instruction during the recent transition period.

An unexpected call

It seemed very much to be God's timing to my family and me, when I received a call to join the AWA team and move from the Midwest to Arizona. Having grown up in West Texas, the Arizona landscape feels very familiar. In many ways, this move seemed very much like coming home. I certainly look forward to the work I'll be doing here serving with this unique ministry. There are so many positive experiences and opportunities we can provide the young people we train in pilot ground school and in the cockpit. I'm just getting settled in Arizona, but I am excited for the potential we have here, and I look forward to serving with AWA and Thunderbird Adventist Academy!

Dedicated maintenance

Good news! Because AWA decided to move their maintenance operations to Scottsdale, Arizona, there will also be full-time maintenance support for the Thunderbird trainer, a Cessna 172. Nik Nagy, AWA's A&P maintenance technician, and his family are also relocating to Thunderbird. The temporary maintenance hangar will be going up soon. Everything is ready with the hangar components on-site; just awaiting the last of the permit and FAA approval process. This location will become the hub for AWA's maintenance on aircraft back from the mission field needing repair, inspections, or upgrades; as well as some being prepared for mission use. Even though it is an interim arrangement, the hangar will be put to good use until a more permanent facility can be built. Once the hangar is up, we will finally have a resting place for our aircraft out of the hot Arizona sun! With our current engine in the plane about timed out, we are thrilled Nik is arriving just in time to install the new engine that is ready for our Cessna 172. With this new engine, we will add an increase of 100 pounds to our useful load in the plane. That translates into more pounds of people, fuel, or cargo.

Opportunities to give "wings"

Once the engine replacement is finished, flight training starts up again in January. Students are itching to get into the air! The airspace where we train is very busy and students have to learn quickly to multi-task in order to manage the workload. Dealing

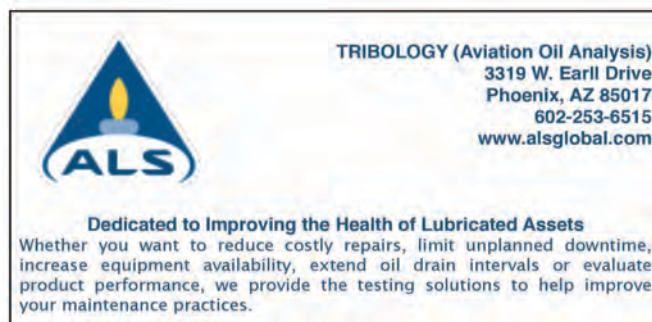
with air traffic control from the first flight builds good communication skills, and keeps students on their toes. In this complex environment, we want to improve our situational awareness and the cockpit resources we use to improve safety. So, we are currently in need of two iPad Mini 4 tablets for use in flight training (at a cost of approximately \$800 each with mounts). The iPads will be tools to help those flying with situation awareness and traffic avoidance and will be used by all students who fly. They will save expenses in the long run, because they act as electronic flight bags, providing all the moving flight maps, weather, and airport information, and in-flight resource materials all in one place at the students' fingertips.

AWA has recently created a Worthy Student Fund for Thunderbird Academy. Although we can offer training at a much reduced rate to students, there are still those who have the passion for flying that just can't afford it. Eligible students must apply and will be selected based on need, goals, and performance. If you would like to contribute to help get some ambitious and committed young people "into the air,"

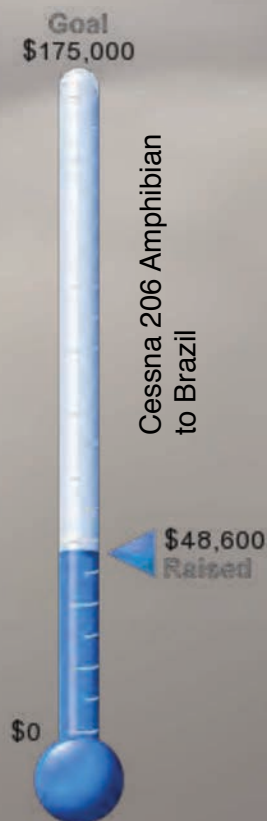
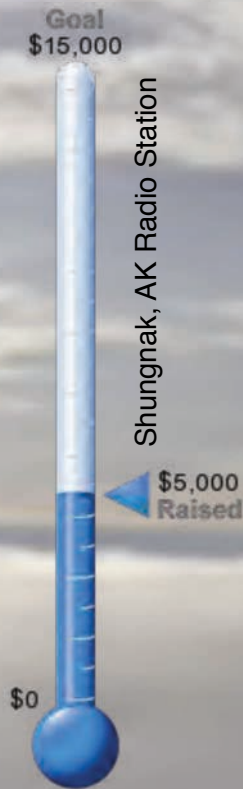
please send your gifts marked for "Worthy Student Fund–Thunderbird." If you would like to help in other ways supporting our program here in AZ, send donations marked for AWA–Thunderbird. Thank you to those who have already partnered with us to begin the fund to help TAA students. Our hope is to see it grow and be well maintained so we are able to assist more young people accomplish their dreams and reach milestones as mission-minded student pilots and private pilots.

We have much to be thankful for here in Arizona. Thanks for your prayers and support for this program. Wishing you blessings this season! Stay tuned for our next report as we continue to share how God provides for this program and our students.

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



PROJECT NEEDS



Charitable Giving

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Richard Habenicht is AWA's director of development.



Western Adventist Foundation

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 20 years ago. Their attorneys, administrators, and caring business professionals have a vision to be an active part of the mission and ministry of the Seventh-day Adventist Church, including ministries like AWA. For more information, please contact Richard Habenicht, AWA's trust director at 414-226-5195.

In Memory and In Honor

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

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Barbara L. Vories

**Mrs. Felix Estrada and
Mrs. Isidro Talangbayan**

Francis and Cristina Talangbayan

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In Honor of:

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