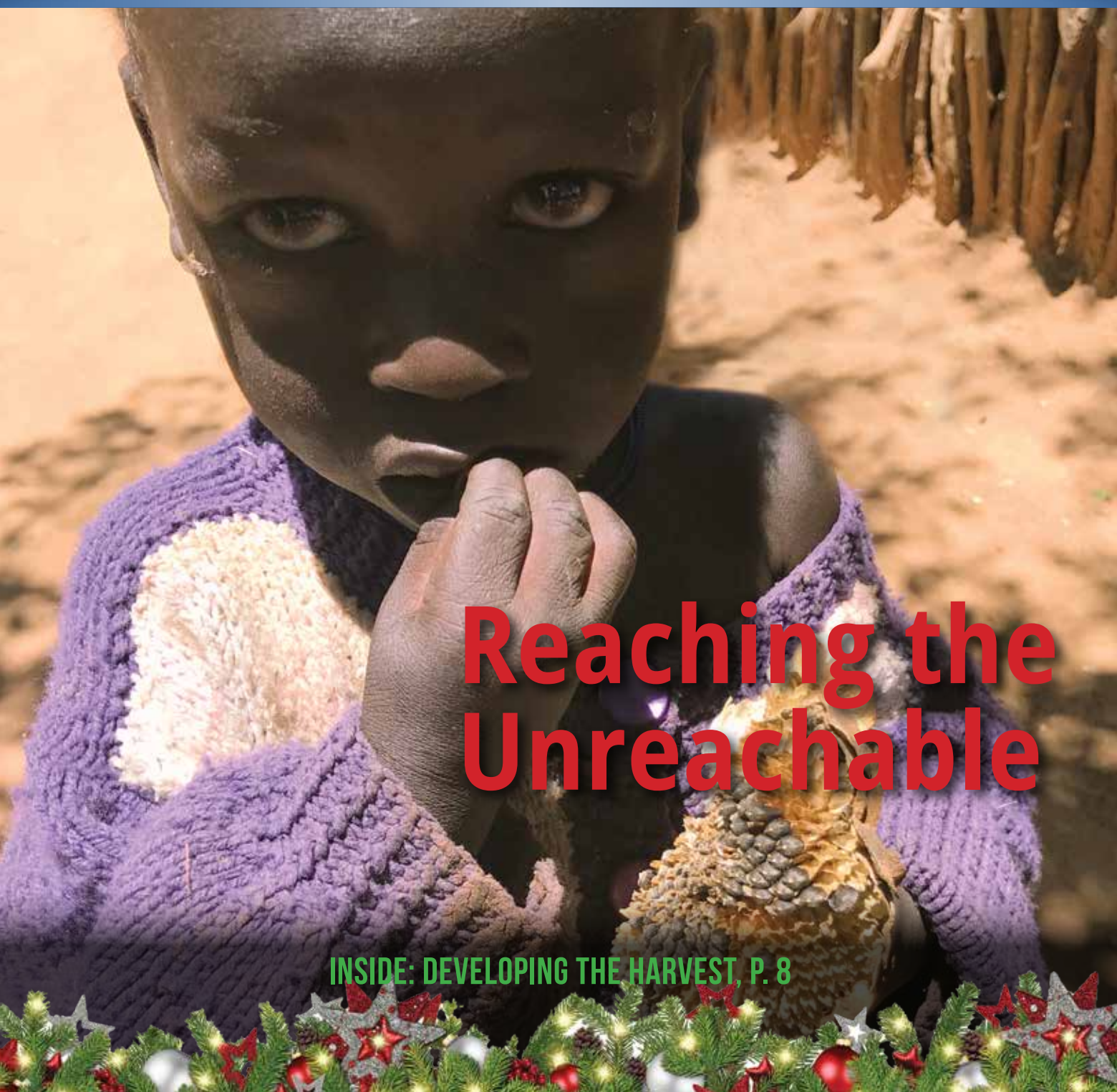
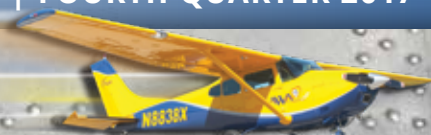




VOL 23 | ISSUE 4 | FOURTH QUARTER 2017

Airways

THE OFFICIAL VOICE OF ADVENTIST WORLD AVIATION



Reaching the Unreachable

INSIDE: DEVELOPING THE HARVEST, P. 8



PUBLISHER

Adventist World Aviation
AirWays is available free of charge

PRESIDENT/CEO

Ric Swaningson
President@FlyAWA.org

LAYOUT & DESIGN

Seminars Unlimited, Keene, Texas

PRINTING

Seminars Unlimited, Keene, Texas

EDITOR

Seminars Unlimited, Keene, Texas

BOARD OF DIRECTORS

Tom Chapman, Chairman
Ric Swaningson, Secretary
Lloyd Claycomb
Donald Corkum
Dennis Dahl, DDS
Erik VanDenburgh

BOARD OF DIRECTORS/CANADA

Donald Corkum, Chairman
Richard Habenicht, Secretary
Ed Dunn
Betty Haas
Dan Scuka
Ric Swaningson

CONTACT

Send all inquiries or change of address notices to:
Adventist World Aviation
3457 Swift Creek Road, Corp. 3
Smithfield, NC 27577
Phone: (414) 226-5195
E-mail: info@flyawa.org
Website: www.flyawa.org

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.

IN CANADA

Please send donations to:
AWA Canada
1281 Highway 33 East
Kelowna, B.C. V1P 1M1
BN 84364 2166 RR0001

STOCK ART

Dreamstime Stock Photography

PRESIDENT'S WEATHER REPORT:

The Heartbeat of God

As we enter the holiday season we often reflect on our many blessings and consider those who are less fortunate in other countries around the world.

All around us we see crime, political corruption, and greed. We wonder,

Recently, I visited a friend who was in the hospital. I was greeted by a kind, gracious elderly lady working at the front desk. She was volunteering her time. As a youngster, I never gave much thought about volunteering my time to any charity or cause. In fact,

“When I consider Your heavens, the work of Your fingers, the moon, and the stars, which You have ordained, What is man that You are mindful of him?” —Psalm 8:3, 4

“Why, God, do you put up with us?”

The words of the Psalmist come to my mind, “When I consider Your heavens, the work of Your fingers, The moon and the stars, which You have ordained, What is man that You are mindful of him” (Psalm 8:3, 4).

God created man, His crowning achievement of planet Earth, and He said, “It is very good.” Sadly, sin soon crept in, and we turned to our selfish desires instead of God’s desires. Selfishness seems to have taken over everywhere you look. The good news is that not everyone is completely focused on self. There are some who care; many people do care about others.

of those who did, I thought, “They must just be bored and have nothing better to do.” I am now stirred by the responses I receive when I ask, “Why do you serve?” The answers are heartfelt and heartwarming. The lady at the hospital had recently lost her husband. She was still grieving. Even though she had never given much thought about those who volunteered, nor had ever volunteered herself in the past, she said, “Oh, I suppose if someone had asked me, I might have reluctantly helped out. My life was just too busy.” She was so grateful to those who had volunteered when she was on the “other side of the counter” that she wanted to return the kindness to those

who were in need. It had never really hit her until she needed help herself.

I think of the workers of Adventist World Aviation, and many other nonprofit organizations who are dedicated to helping others. Usually, they are among the lowest paid employees in the United States. For them, it is a life choice. Most likely, they could obtain employment in “corporate America.” **They choose to serve**, and their hard work saves lives, makes an impact on others, and brings people to Jesus.

In each position at AWA, those answering the phone, taking donations, handling the finances, planning mission projects, flying airplanes, managing projects, maintaining the aircrafts, attending to the needs of the villagers in the hard to reach places, and managing the affairs of AWA in a cost-effective way, each task is done as efficiently as possible and with a spirit of giving. For the AWA team, **it certainly is NOT about the money!** It is about giving back and making the world a better place.

Our workers humble me as they strive for God’s cause each day. Each one is a “superstar.” **They have the heartbeat of God!**

Jesus said, “The thief does not come except to steal, and to kill, and to destroy. I have come that they may have life and that they may have it more abundantly” (John 10:10). Our team is committed to helping give that life and to give it more abundantly.

Next time you see a volunteer, a service personnel, stop and say, “Thank you for your service.” They will be blessed; so will you! But do more than say, “Thank you!” Why not empower them by giving a gift for the continuation of their work?

During the Thanksgiving and

Christmas seasons, let’s be mindful of our blessings, our freedoms, and our opportunities to serve—let’s give back. We all have much for which to be thankful!

While God has opened doors for AWA to develop a more significant heart of compassion for His people around the world, the exciting part is that you will be able to share in this compassion in several ways. First, you can help pray for AWA’s team members. We need prayers that God will bless our efforts as we minister to the people in the Philippines, Guyana, Brazil, Nicaragua, and the United States. We also need prayers that our financial needs will be met.

You can be involved through your donations to provide that financial support. Please visit our website at www.flyawa.org to read current stories from our missionaries and to see where your help is very much needed. Adventist World Aviation thanks you for your prayers and your support—which in turn helps so many others.



Pastor Ric Swaningson,
President/CEO



In this issue:

- 4**
The Flight Plan
- 6**
Letting God Lead
- 8**
Developing the Harvest
- 10**
“Bad Boy” Becomes God’s Servant
- 12**
Training New Pilots for God’s Service
- 14**
“Bite Size” Donations
- 16**
Why We Serve
- 18**
Pre-Flight Practice
- 20**
Arctic Adventures
- 22**
Sioux Lookout Project Update
- 24**
A Season of Thanksgiving
- 26**
Project Needs
- 27**
Ending the Year Well
- In Memory and In Honor**



The Flight Plan

As I sit at my desk thinking about the idea of Thanksgiving, I remember the emotion of being thankful. When my husband and I lived in Saskatchewan, Canada, we had no family for hundreds of miles to help us in our most desperate times. Being stuck in a snowy ditch, having our truck break down on a back road, we had to depend on the help of strangers each time. We had to depend on God to send us strangers to pull us out of the ditch or take us home.

Thankfully for us, Saskatchewan has some of the kindest people, and we only waited for one vehicle to drive by, and they stopped immediately to help us. What a relief! What joy and reassurance that God still moves the hearts of strangers. I'm sure our supporters and missionaries have many stories similar to this, where they received help from strangers in their most desperate hour.

Depending on others in this day and age is hard. Catastrophic storms and fires remind us once again the importance of community, and to trust in the salvation of Jesus. The more we do trust, the more thankful we feel for the people around us, and for what we have.

We thank each one of you for being there for Adventist World Aviation and for supporting our missionaries and our ministry in its changes and

growth. Praise God for the loving hearts of strangers and friends!

WELCOME TO OUR NEW TEAM MEMBER!

Brendon Peterson, Missionary-in-Training



Brendon Peterson

Brendon is 21 years old and passionate about mission aviation. He recently joined AWA to do mission flying full time after he completes two years of training at SMAT (School of Missionary Aviation Technology). He is also excited about creating quality Christian media

and looks forward to using that talent in the Lord's field. He has a private pilot's license and enjoys flying cross-country to visit family and friends building hours for a mission pilot career. Above all, he loves His Savior Jesus Christ and looks forward to His soon return.

Check out <https://flyawa.org/portfolio/peterson/> to watch his intro video!



OFF THE GRID & MISSION SPOTLIGHT

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



AWA Missionary Family featuring the Wilkersons

<https://youtu.be/oQwWIKl13TA>

Want to learn more about what's happening at the Guyana Mission Base? Visit our YouTube channel and learn all about the Wilkerson family in Guyana! Both aircraft and boat are used to provide access to unreachable areas of the jungle to provide medical and humanitarian relief as well as to support the flourishing river ministry. AWA is also building a Lifestyle Center where the



Wilkerson's are giving Bible studies, teaching people to read, and promoting nutritious lifestyles to their community in Mabaruma.

AWA Young Eagle Flight with David

<https://youtu.be/F88k0jINwPQ>

In this heartwarming video, AWA uses aircraft right here in North America to bring hope to a young boy named David, who is suffering from brain cancer. When asked by his teacher, "what would you like to be when you grow up?", David replied, "a pilot". The teacher reached out to Adventist World Aviation, and we gladly responded by having our Chief Pilot take David on his first ever flight. Bring your tissues and watch this video on bringing hope to a courageous young boy fighting for his life.

Jenna Volkwyn is the Administrative Assistant for AWA Canada.



HELP WANTED

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

Anyone interested should also have a strong desire to share the message of Jesus. Please send resume to Adventist World Aviation, 3457 Swift Creek Road, Corp. 3, Smithfield, NC 27577, or by e-mail to info@flyawa.org.

**COMING IN THE NEXT ISSUE:
AWA'S VISIT TO UGANDA / PARTNERING WITH ADRA**

Letting God Lead

The rhythmic sound of the engine was suddenly broken as it began to cough and sputter. I instinctively advanced the throttle and checked the mixture, but the engine still threatened to quit. A glance at my airspeed indicated the inevitable; we were losing airspeed and altitude on takeoff just off the end of the runway, 200 feet above the trees. I lowered the nose to compensate for the loss of power and began looking for a place to make an emergency landing if necessary.

Sixteen years earlier, my younger brother, Daniel, and I dreamed of flying. I can remember running out of the house every time a plane flew over and looking up in awe, anticipating the day when I would be old enough to get my pilot's license. Every time I rode in a small plane, it strengthened my desire to one day fly an airplane on my own.

As I grew older, my love for aviation grew. I knew I would be a pilot someday, but I wanted to do something as a pilot that would make a difference and help people. That's when I learned about missionary aviation. I read every book I could get my hands on about missionary aviation. The stories of pilots who risked all to spread the gospel to far off lands in remote places fascinated me. A fire was lit inside me, and I knew then what I wanted to be when I grew up—a mission pilot.

Months turned into years, and I finally found myself driving to the local airport in Moberly, Missouri for my first flying lesson. I was ecstatic! The months that followed saw me at the airport before and after work every day that I could be there. I can still remember

the exhilaration and joy as I took off by myself — my first solo!

It was on one of these cool mornings before work that I drove to the airport. I was going to be flying a different plane than usual and was looking forward to it. We did a thorough preflight, and my instructor briefed me on flying the airplane. Finally, we climbed in and taxied to the end of runway 13. I made the call, "Moberly area traffic, 7986L departing runway 13." The wheels left the ground, and we began our ascent to traffic pattern altitude. That is when we lost power. As I looked at the instruments, searching for the problem, I felt a strong impression to look at the fuel pressure gauge; it read zero! I quickly pointed this out to my instructor who was also working to find the problem. When he saw it, he immediately rotated the fuel tank selector knob. The engine roared back to life, and we began climbing again. Praise God!

In our preflight that day, we failed to notice that the fuel valve indicator was "backward" compared to the plane that I was used to. When we turned the fuel selector to the "open" position, it was closed, cutting off all fuel to the engine. The fuel in the lines was just enough to get us in the air.

This experience has been a valuable lesson for me. I know God helped us get the plane running again that day. I know Who impressed me to look at the fuel pressure gauge right away and Who impressed my instructor to rotate the fuel selector all in less than seven seconds. I am confident that God does have a plan for my life and I know He will help me through



The view from the cockpit.



Hand-turning the propeller.

every difficulty, just as he helped me that day. I was reassured that I am indeed never alone. God has promised never to leave me nor forsake me, and I claim that promise often.

I now have my pilot's license and am currently studying at SMAT (School of Missionary Aviation Technology) to be an A&P mechanic. My current goal when I am finished with school is to go to Guyana, South America and be a part of the AWA team that is there. I had the privilege recently of visiting the mission in Guyana for two weeks. Through that experience, I got reassured that God is calling me to full-time mission aviation.

I want to thank you for your support whether it is through prayer or financial means. The devil is not happy about what God is calling me to do, but praise God, He is bigger than the devil and will come through victorious! God works through the cooperation of His people to carry the Gospel to every tribe, tongue, and nation. One of my favorite quotes is the one that says that "Prayer is the key to unlock heaven's storehouses."

Flight and mechanic training comes at a price. God has blessed me abundantly and provided the funds for my flight training and mechanic training up till now. I know God has called me here, and even though I don't have the funds now for the whole school year, I know

that God is faithful and He will provide. Next month I will need \$5,000 for the next quarter of school. Some critical FAA tests are coming up in November that I will not be able to take until next quarter is paid. If you would like to help financially with my tuition, there is an envelope enclosed for donations. Please remember to write my name in the memo of the check and on the envelope so that the funds will be directed to me.

I would like to make myself available to come and talk about AWA and share my testimony about the mission that God has placed on my heart. Maybe your church, group, or club would be interested in helping to support a missionary in training. On my weekends, I would love to visit and share the calling of mission aviation that God has placed on my heart. If you are interested in having me speak at your church, conference, club, business, etc., please email me at brendon@flyawa.org. I look forward to hearing from you soon!

Thank you so much for your support! Remember, you are never alone.

Brendon Peterson is a missionary-in-training and is currently attending SMAT to become an A&P Mechanic.



888-871-0421

Fuel Pumps - Smoke Pumps - Hydraulic Pumps

New - Exchanges - Overhauls - Repairs



TRIBOLOGY (Aviation Oil Analysis)
3319 W. Earle Drive
Phoenix, AZ 85017
602-253-6515
www.alsglobal.com

Dedicated to Improving the Health of Lubricated Assets
Whether you want to reduce costly repairs, limit unplanned downtime, increase equipment availability, extend oil drain intervals or evaluate product performance, we provide the testing solutions to help improve your maintenance practices.



Developing the Harvest

Okay., let’s be honest. How many of us, when we pop open a jar of mixed-nuts has to fight off the urge to pick out the cashews? I know everyone has their favorite, but the cashew nuts are the ones that our family likes the best. Deep down, each one of us hopes that in the handful that we grab, we don’t come up with mostly peanuts or Brazil nuts.

In the Philippines, the soil is excellent for growing cashews. It’s tough to produce a decent tomato, but the cashews grow well, and those who harvest them can make some money.

Each nut grows at the end of the fruit. The fruit is edible, but most don’t like it too well. It makes your lips pucker. It isn’t sour or bitter, but something in them makes your lips want to stick to your gums! The nut, however, is delicious, after it is roasted. It takes a lot of work, and a lot of fruit to get enough nuts to fill a jar.

When the fruit drops, the labor begins. You twist off

the nut from the fruit, which usually leaves dark stains on your fingers. Then you must lay the nuts, which are still in their shells, out in the sun for almost a week. This can be tricky when the rains come. You have to choose whether you are going to dash out of your house to either whisk the laundry off the line or save the cashews. The cashews always win!

After drying, then they are split open with a special knife. Then each side is taken out of the shell with a tool that is similar to what a dentist uses to poke around your mouth. Any nuts that weren’t dried enough the first time, must again be put out in the sun. In the end, you have raw cashews. Then, if you want them roasted, you must do that in either an oven, or the hard, old-fashioned way of over the fire. These usually turn out slightly charred in areas.

The last two cashew seasons that we’ve been here, Laura has gone around the trees that are growing on



Filipino lady shelling cashews.

the property, picking up the nuts. She exercises at the same time doing leg squats! Raylene Espinosa, our local team member, has taught her how to harvest them. After a couple of months of gathering bags of them, the two women take the harvest to a local woman for processing. She is grateful for the work. We are thankful to be able to get cashews cheaper than if you bought them at the store.

We are trying very hard, whenever possible, to provide jobs for the local people. We’ve employed masons and woodworkers as funds allow. We have hired others to plant over 100 coconut trees and pineapples on our property or perhaps jobs weeding and clearing the property of brush and debris. We are

hoping to develop more ways of creating more stable jobs for the people here so they can better provide food for their families. This also gives us a chance to interact with the people, practice our Tagalog and develop relationships. We continue to look for ways that we can be a blessing to the people here, and show them the love of God.

Our new mission house is completed, and the front entrance has a large receiving area with seating where people can visit with us and where Laura can do health checks and health teaching. It is also an excellent place for Bible Studies. God has a plan for all of this, and we are continuing to move forward in faith. Thank you for your faithfulness in praying and supporting us as well. May God bless us all as we continue in developing this airbase to reach remote people groups in the Philippines.



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





“Bad Boy” Becomes God’s Servant

Romy, who had seven siblings, was considered a “bad boy” when he was younger. He started smoking when he was six years old, and drinking when he was 10. He later would smoke TEN packs of cigarettes a day. Because of finances he lived with his grandfather and learned the process of turning sugarcane into mascove (the most-unprocessed form of sugar). Because his grandfather held cock-fights on his land, Romy learned all there was to know about it and was involved in the gambling that went with it, a favorite on the islands of the Philippines. As he grew older, he got into a lot of trouble; he did something

wrong nearly every day, and finally, ended up spending the night in prison. Almost every day the grandfather would go and get him out of jail.

There was a Seventh-day Adventist church nearby, and Romy hated the church and the people in it. Every Wednesday and Friday night, he would quietly sneak into the church and poop near the pulpit, so there would be a mess for them to clean up before the next service. He would at times hide in the shadows, inwardly laughing and taking secret delight as he watched them clean up the mess. One time, as he was watching the clean-up process, one of the men cleaning up said: “You know, one day, the man who did this will stand here at this pulpit and speak.”

Romy’s father and uncle got so frustrated at how he was living that fights regularly broke out between them and Romy. It got to be unbearable for Romy, who was now 28 and decided to leave their island. He picked the island of Palawan because it was the farthest away from where he lived. He was so angry at his father and uncle that he planned to kill them one day. He knew no one on Palawan, but that would soon change. He ended up meeting someone from the same island who knew that Romy understood the process of making mascove. He had a friend, Leonito, who was going to college and writing a thesis on the process but needed more information. In return for meals, Romy agreed to meet with him and teach him everything he knew.

At the meals, Romy noticed that Leonito and his family would pray before every meal, which impressed

him. Leonito also was an honest man and sincere. After a while, the meals turned into Bible studies. Romy was very impressed with what he was learning. When he studied the harmful effects of nicotine and alcohol, he immediately stopped drinking and smoking, cold-turkey. He had absolutely no symptoms of withdrawal. Soon afterward, there was a series of nightly meetings that lasted a month. Romy decided to go, but at first, he would just stand in the shadows outside. After a while, he would just stand in the back. He was so engrossed with what he was learning that he soon sat in the last row. Then he sat in the middle rows. This continued until one night a group of women convinced him to sit in the front row.

In the end, the pastor made a call for baptisms. Romy eagerly went up. The pastor noticed that his hands were still stained yellow with nicotine, and he had heard of his terrible past. He hadn’t heard of his recent Bible studies and that he had quit smoking and drinking. The pastor said that he didn’t believe that Romy was ready, and didn’t want to baptize him. Romy looked him straight in the eye and said: “Pastor, if I go home tonight and die without being baptized, with whom will the guilt lie?”

The pastor was silent for a full-awkward five minutes, the wheels churning in his head. Finally, the pastor spoke up and said, “All right! I will baptize you”! And so he was. When he came up out of the water, he was a changed man. He was on fire for God, a fire that hasn’t gone out yet, even though he is 71-years old.

He later returned to his island, and visited the church where he used to leave his “little offerings.” He got up and told his testimony, and apologized for his bad behavior. Some proclaimed, “That’s right! After you left, we no longer had messes to clean up. We never knew it was you!” The man who had said one day he’d return to speak there was correct, even though he had no idea who it had been at the time.

He would go on to hold many evangelistic meetings in that church and many others. He was placed in charge of 12 churches. During one of the meetings, Lourdes, a woman with a beautiful voice caught his attention. She was in charge of all the music for the meetings. They quickly fell in love and were married.

They have been unable to have children and have put ALL their time, efforts and resources into reaching others. She is 80 years old, nine years older than



Romy pumping water from well.

he, and both of them join the youth in any activity in which they are asked to help. This means many camping trips, late-nights, and meetings. They would walk miles just to get to the function so they could help out. The youth love and respect them.

When there was a church being built, there were no funds to buy a tin roof. They donated the roof off of their own small house, and replaced it with coconut palms instead. They never complain, even though their roof now leaks every time it rains.

On their property is a fantastic well with alkaline water that never runs dry. They allow 15 neighboring families to come and pump all they want. Unfortunately, because they have to be gone so much, some of their neighbors take advantage of that and will help themselves to their fruits and chickens. It is frustrating to them because they are so poor, but Romy says that he’s not mad. He realizes that he was just like them once upon a time, and he forgives them.

This couple is like family to us, and we love them. They have helped babysit our children over the years. We try and help them whenever possible. Recently, a church in Wisconsin donated several boxes of clothing and other supplies to our community. We were very happy to be able to take some much-needed items to them, such as shoes, bedding, a backpack, and toiletries.

Please keep Romy and his wife in your prayers, as well as our overall project in the Philippines.

Left to right, Raylene Espinosa, Romy, Lourdes, and Pastor Edgar



The Espinosa Family—Edgar, Raylene, Edrei, and Earyl. Pastor Edgar is the airbase attendant for AWA in Palawan, Philippines.



Training New Pilots for God's Service

There have been some great things happening this semester at AWA-Thunderbird.

Elijah Barragan, a 2017 Thunderbird Academy graduate, is now at Andrews University to continue to work towards his aviation goals. His flight training while at TAA has helped him get off to a good start. We wish Elijah all the best in his studies! I know Andrews can provide him the challenge to grow spiritually and academically as he pursues a professional path of service in aviation.

Fresh on Elijah's heels, current TAA senior Robbie Hakes is working hard toward his own aviation goals. Robbie began actively training during the spring 2017 semester at Thunderbird, and spent most of his summer working hard to earn and save towards his flight training. He has resumed flying and made significant progress. He has also been a recipient of generous scholarship assistance that has cut the cost of his flying significantly. He's on track to earn his private pilot license before he graduates. We are excited that we're almost to the finish line!

We have a diverse new group in the introductory aviation class this fall, and they are eager to learn. We even have a couple of English Language Learner (ELL) students who are working hard to take advantage of the aviation opportunity while they are here at Thunderbird Adventist Academy. They are a long way from their homes in China but are eager to explore the world of aviation with us.

The influence of the flying program and interest in aviation has even carried over into the local Pathfinder club. Club members have been excited to take discovery flights and recently adopted an aviation theme for their club name and motto. This year brought the name Thunderbird Copilots, and Pathfinders and staff will be sporting a new club motto on their shirts: "If God is your copilot switch seats."

Many of the locals here at TAA are happy to welcome cooler weather. I'm also glad that the summer heat has faded. Flight training operations in the summer can be limited by the excessive Arizona heat. In fact, we have adopted the practice of other flight training operators in the Phoenix area and do not commence flights when the temperature has hit the 105-degree mark. Temperatures in the cockpit can feel significantly higher, and aircraft performance is affected by the extreme heat. So, we do some flying during the summer, but there are added restrictions due to safety considerations.

For daily flight operations, we hook up the airplane from its parking spot near TAA campus and then tow it by a vehicle just under the half mile to the airport access gate. Along the way we must assure wing clearance for the plane on narrow back streets, and work to avoid obstacles; occasionally having to play "chicken" with the traffic that use the same access route to local businesses. (We generally win in those circumstances because we can't back up with an airplane in tow.) With a pre-flight inspection complete,

we can start up, contact air traffic control, and get our clearance to taxi out and take-off. We're still moving ahead with plans for our much-needed facility. This will allow the airplane closer access to the airport gate, provide a space to base our flight and maintenance operations, and the ability to hangar the plane out of the direct sun so that we can avoid heat-related issues.

Speaking of high temperatures, one day I went to move the airplane and had a very unexpected experience. Usually, I can attach the long tow bar and give a few pulls to get the plane rolling to connect to the tow vehicle. On this day, it wouldn't budge. I thought that strange, so I tried again, this time pulling with all my might. No movement. Made sure there were no chocks on the wheels. The wheels were clear. Ok, maybe the brake was put on accidentally. Checked, not that. So perhaps the brakes have seized somehow and need to be broken loose. (This is getting stranger by the minute.) So, I rest the tow bar on the ground and go back to the side wing support strut and push, and push, and push. No movement there either. About that time, I was contemplating giving up but figured to try one more time. I pushed enough I knew I'd "pulled something" myself, and there was a strange ripping sound and the plane moved. I looked down, and to my amazement, there was what looked like a black stamp on the pavement where the plane's tire had just been. It was the same thing for all three of the tires. Evidently, the heat was working on the tires, and they had somehow given off a sticky residue that caused them to stick to the ground. That was a first for me, and all due to the extreme temperatures.

You can probably imagine we are very anxious to get a hangar in place to avoid these kinds of scenarios from happening. That is only one of the many reasons we need a place to call our own and allow for shelter and maintenance operations out of the sun. With the program progressing, we also are hoping for more progress on the planned facility. Latest update is there have been some changes along the way, and new plans have been drawn. Currently, we are planning for the new facility to include a hangar and aircraft parking, office space to base our Arizona operations, and a

dedicated aviation classroom space. All this will be on the edge of the TAA campus and have direct access to the airport taxiway. We are continuing to raise funds for the Scottsdale AWA—Thunderbird project which is now estimated to be upwards of \$250,000. We are grateful to those who have been volunteering their time and resources and are still working to make these plans a reality.

We look forward to having this facility in place as soon as possible. Some of you may want to support



Fall 2017 Aviation Class

this or share the project with someone you know who may be interested. We need your help to make this project a reality—a place for shelter and maintenance on mission aircraft projects and our training aircraft, and space where students and missionaries can use the facility in the learning environment. We are grateful for the assistance that comes in dollars and prayers for the project plan to be brought to fruition. With the holiday seasons approaching, we wish you each the blessings of health and peace. Thank you for your prayerful support of AWA and this education program where we strive to influence youth for service to God and their fellow man.

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



“Bite Size” Donations

Ever wondered what some of AWA’s specific needs are? Here’s some of our current “Bite Size” needs that you can really sink your teeth into! Help support AWA’s aircraft and projects directly by donating today!

SAFETY & ENGINEERING ITEMS

UBG—16 Engine Monitor

Price: \$2,100

Graphical engine monitor from Electronics International. Digital technology upgrades our legacy aircraft to allow constant monitoring of engine temperature and pressures including warning alarms and recording of data. Use of this technology reduces maintenance and extends the life of our valuable aircraft engines.

R-1 Tachometer

Price: \$530

Engine tachometer also brings modern technology and digital accuracy to older aircraft for accurate engine power settings. Elimination of mechanical drive eliminates moving parts for greater reliability.

Cylinder

Price: \$1,500

Even with careful engine management we occasionally have to replace an aircraft engine cylinder. New replacement assemblies eliminate problems associated with repairs and having a spare on-hand ensures little downtime for aircraft in the field.

ADS-B Equipment

Price: \$6,200

By the year 2020 the FAA requires that all aircraft be equipped with Automatic Dependant Surveillance-Broadcast technology. This allows much greater traffic awareness in the air both

between aircraft and to Air Traffic Control. AWA aircraft are being completed one at a time as we near the 2020 deadline.

TKM Replacement Avionics Nav Com Radios

Price: \$2,900

Sealed Aircraft Battery

Price: \$300

Tires

Price: \$200 for tire, \$100 for tube



Sky-Tec High Torque Starters

Price: \$489 to \$1286 depending on aircraft

Engine Magneto

Price: \$1,000

The magneto is the central part of an aircraft engine ignition system. Inspections and overhauls are required at 500 hour intervals, having spares on hand ensures continuous operations of AWA aircraft without downtime for these overhauls.



Scheduled Maintenance Kit

Price: \$500

Routine maintenance items such as air and oil filters, engine oil and other lubricants, hoses, gaskets and seals.



Reverse Osmosis Treatment System for Safe Drinking Water

Price: \$2,500

OFFICE SUPPLIES

Box of Paper

Price: \$47.99

Printer Ink

Price: \$25.19

Laptop

Price: \$1,299



MISSION SUPPLIES

School books for ten children

Price: \$50

Breakfast for one student for month

Price: \$60



Medical supplies to refill an Emergency Medical Kit

Price: \$50



Fuel for a two-hour medevac flight

Price: \$100

Recurring monthly donations makes giving bite-sized
Levels: \$25, \$50, \$100

If you would like to help with any of these “Bite Size” needs please donate today at <https://www.flyawa.org/donate/>



Everything for the Aircraft Enthusiast—whether your kit is wood, aluminum, tube & fabric, composites.

410 Pine Street
Highland, IL 62249
(800) 221-9425

scottw@wicksaircraft.com
www.wicksaircraft.com



Why We Serve

For our family, becoming missionaries with Adventist World Aviation has been a long process. It has taken years to finish the flight training, sell our acreage, raise funds, and finally arrive at the AWA airbase in Northeastern Nicaragua.

Now, we are finally here! In spite of all the challenges we have to face, we find God helping us in miraculous ways. As an example, to open a bank account in Nicaragua, you must have a reference

Two of the Hansen children preparing for special music.



from two people who you have known for at least a year. As we were wondering who we could find to provide these references we saw a missionary from another Adventist mission waiting in line at the same bank. He was delighted to be able to fill out one of the references for us. At the same time, we received a text message from another contact we had made during our first visit to Nicaragua offering his help if we needed any assistance. Within half an hour we were able to meet the requirement for references in a country where we hardly know anyone. We couldn't help but praise God for taking care of these needs so quickly.

As we travel around the region, we are always told how much they appreciate the work that Adventist World Aviation has done in Nicaragua. We enjoy the excellent reputation and hard work of the missionaries that have gone before us. While riding in a taxi in Puerto Cabezas, we met a lady who worked for the government health office arranging transportation for pregnant women who lived in the most remote areas of Nicaragua. Tears were in her eyes as she told the story of a woman who had to travel 13 hours by boat before our little plane could meet her and fly her to the hospital where she eventually recovered. She told us that we would never know how many lives have been saved and how many children were spared the pain of losing their mothers and becoming orphans. We were



Leading out in children's Sabbath School.

humbled to see that we would be carrying on this life-saving work.

As excited as we were to hear these reports we are acutely aware that over the past summer there has been no one to carry on the emergency flights and have heard that at least four women died in childbirth because of a lack of emergency transportation.

A highlight of our short time here has been attending the small Adventist church in La Tronquera, the village near our airbase. The church was packed with local villagers and a neighboring Adventist congregation who joined us in celebration of our arrival. We were surprised when the head elder admitted publicly that the church had not been opened since the previous missionaries had left almost two months before, because of division and disagreement in the church. He was glad that we had come and that the church could put this behind them.

We are humbled by the reception we have had here in Nicaragua and pray that God will help us meet the challenges that are ahead. We have already experienced some of the discomforts of living here. Difficulty in communicating with loved ones back home, painful bug bites, and the four and a half hour drive over roads full of potholes for shopping trips is just a few.

When we think about the sacrifice of Jesus leaving the comforts of heaven to come down to our dark, lost world to give us eternal life we know that whatever sacrifice we make is small in comparison. Our prayer is that we can be the hands and feet of Jesus in this land where poverty is everywhere. When we look around and see an incredible need, we know



Children enjoying singing in Sabbath School.



AWA team members visiting various villagers.

that it is not an accident that we are here. We know that we have been called to serve and share the love of Jesus.

And the King will answer and say to them, 'Assuredly, I say to you, inasmuch as you did it to one of the least of these My brethren, you did it to Me.' —Matthew 25:40

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





Pre-Flight Practices

I was on the way back from Ontario to British Columbia, and I made a quick fuel stop at a small airport in Alberta for the final leg home. It was a very windy day, enough so that when the tank was topped off the wind was blowing fuel out of the filler. I quickly replaced the cap and secured it with the quarter turn that should have locked both tabs in place. After winding up the hose and ground wire, I

was ready to go. But, as is my habit, I made one last walk around the plane. Even though I was the only one there, I checked for anything around or under the plane, closed doors, seat belts or anything else hanging out of a door, and a visual check of the fuel caps. One of those caps that I had quickly replaced was crooked, only one tab was hooked. The cap would probably stay on, but it wasn't sealed. In flight, the fuel would have siphoned out in the airflow potentially leading to unexpected fuel exhaustion. How I could not have seated that cap correctly, I can't explain. It should have been obvious, but I was in a bit of a hurry. However, my established habit of double checking the caps allowed me to catch it before it became a problem.

I have compiled the following short list of safety items over the years; the unfortunate truth is that some have been developed in response to my own errors. Most of the time when we fly in the United States and Canada, our operations are at improved airports where you likely park on a paved ramp and fuel is dispensed by hose from a sealed storage tank through proper filtration and metering. Even at small airports there is some element of security, enough so that you can complete your pre-flight and loading without being interrupted by an ambulance



Always double check that fuel caps are properly secured.

backing up too close to the airplane, screaming children, or distraught family members. You also shouldn't have to worry about dogs, chickens, cows, ATV's, trucks or bicycles unrelated to flight operations randomly moving around the airplane. However, this sense of urgency, for a good cause, may occur anywhere. In mission locations that urgency can, in fact, be life and death; it can also lead to pre-flight errors or omissions that you can't fix after departure.

HERE ARE MY TOP FIVE PRE-FLIGHT PRACTICES:

1. Never walk away from a hand tow bar attached to an airplane. Take it off and set it clear, or carry it with you if you need to walk away from the plane.
2. Never leave a cowl access door open during a pre-flight while you are doing other things. An exception to this can be if you are adding oil AND it is clearly visible from the pilot's position.
3. Never come down off of a wing and leave a fuel cap off, even if it is just to pick up another fuel container or pull the hose closer.
4. Never leave a portable fuel container unsealed. After use, immediately seal it

thoroughly to prevent contamination.

5. Always, always, always do one last visual walk around the airplane after you are fully loaded, passengers and cargo are secured, and all but the pilot's door is closed. Check for people or animals, seat belts, or other things hanging out of the doors, items left on the stabilizer, fuel caps, access doors, wheel chocks and obstacles in your path. It takes all of 10 seconds, and you WILL make discoveries!

Regardless of the urgency of the situation, you, as the pilot in command, must stop and take a deep breath and remind yourself that your sole responsibility is to conduct the flight from startup to shutdown safely and professionally. There may be a host of distractions and events going on around you, but you have merely one and only one job to do.

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





Pastor Dodge baptizing one of the new church members.



Enjoying a meal of haystacks.

Arctic Adventures

When we meet, we eat,” said Pastor Tobin Dodge.

We were loading up three Cessna 206’s on Sabbath morning in Fairbanks, Alaska for the flight to Birch Creek. A substantial part of our baggage was made up of several large crockpots of beans and all the toppings for a haystack lunch north of the Arctic Circle. This was the last day of filming with the Seventh-day Adventist, North American Division Ministerial Department. We had flown to several Native communities following Pastor Tobin to capture the story of how ministry is being conducted in these isolated villages. Of course, the role of Adventist World Aviation was also being emphasized as airplanes are essential to reaching these areas. Today was a highlight. There were baptisms planned after the church service, which were the very first in the village.

Eric Proelle was flying one of the planes today with his family. He has been coming into Birch Creek with his Cessna 170 for some time now helping with fuel and supplies. As a result, the people in the village started to ask questions about his faith. He shared with them and

eventually introduced Pastor Tobin to them. Together they have been trying to hold regular services for some time now. For Eric, this started as a simple act of kindness through his passion for aviation. Sometimes we underestimate what the Lord can do through us by having too narrow a focus on what our gifts might be. Showing love, care, and kindness through any of our work, social, or public interactions is how we manifest our faith in others.

It was only mid-August, but the roaring fire was welcomed in the little log cabin church. Pastor Tobin delivered a thoughtful message while the crock pots simmered on the back table. In the afternoon we made our way down to the banks of the creek to watch Pastor Dodge and the three others cautiously step into the cold, dark waters of Birch Creek to demonstrate their decision to serve Jesus. It was exciting to be part of this celebration. We will be watching and encouraging this little church group as they grow and learn.

Earlier in the trip, we arrived in Shungnak just in time for the going away tribute to the Sherman family. You may have read about Tony and Airen Sherman in previous issues of the AirWays. They have been



living in Alaska for the past seven years. The day we arrived was Tony’s last day in the village. We sat in the school gym and listened to moving testaments to their friendship and faith so clearly demonstrated over the years. As a lasting legacy, Tony was instrumental in establishing a Christian radio station in the village that broadcasts 24 hours a day with inspiration programming that is downloaded by satellite. We heard that station on the air ourselves in homes and public places. We want to recognize and show our appreciation to Tony and Airen Sherman for their determination and commitment to serving the Native people of Shungnak!

Elder Dave Gemmell from the NAD was the organizer of this production. For AWA, this was a fantastic opportunity to work together to show how ministry is being done in isolated areas. Footage will be used for NAD pastoral training and production of more AWA “Off the Grid” programming. Along with Elder Gemmell, our hardy crew was made up of videographers Peter Damseegt, Andrew Bikichky, and Alaskan pastors, Tobin Dodge and Nick Clark.

Of course, we couldn’t have done any of it

without veteran Alaska pilots Jim and Linda Kincaid. Kincaid’s have been serving and flying in Alaska for decades. Several times when we were at a small airstrip, pilots from other airplanes came over and greeted Jim enthusiastically. They would explain how Jim had mentored them during their start in aviation, not just in flight instruction but in a personal and spiritual way as well. It was a true testament to Jim and Linda’s dedication to serving others through their passion for aviation.

Mission aviation plays a unique role in Christian ministry. By nature, it is somewhat gritty, and Alaska is no exception where small planes are operating in remote places and almost always with limited or even no facilities. The airport shuttles are small, open trailers pulled by a four-wheeler and the waiting area is limited to huddling out of the wind behind the building that houses the snow plow. Of course, you also have the privilege of seeing some of the world’s most stunning scenery from an unusual perspective while serving the kind and caring Native peoples of this land.

In Alaska, we have openings for more missionaries and pilots for long-term service to work and serve in isolated areas. Join the Kincaid’s, Sherman’s, Proelle’s and others who need your help to continue where the ministry has started and expanded into new frontiers!

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





Sioux Lookout Project Update

God has blessed the AWA project in northern British Columbia beyond our expectations. God is good and His mercy endures forever.

We run a small logging operation for our livelihood, which has done well in the last year. Our business has enabled us to live frugally and continue flight training through the summer. The closest flight school to us is nearly a four-hour drive to the south. On rainy days, when it is too muddy in the bush to work, I would make a beeline for Grande Prairie to cram in as much flying as I could until things dried up again. The flight school has a futon in one of their briefing rooms, which I frequently used. Between a sleeping bag on the futon, canned beans and vegetables, flying, studying, logging, and church activities, the summer seemed to evaporate.

In mid-September, I completed my PPL (private pilot's license) and was ready to begin building the flight hours necessary to be of use. We found a great deal on a Cessna 150 for

much less than we could find locally. With a little sacrifice in other areas, we were able to purchase it. The plane was on the other side of Canada, in New Brunswick. It gave us the perfect opportunity to build cross-country flight and solidify the training I had received.

We made the trip in the last part of September, when God's creation is at the height of its glory, resplendent of all the colors of fall. We flew across the northern parts of the provinces where road access is slim to none—except winter road when it is cold enough, where the people are warm and open to anyone who cares enough to be with them, and where hope is a rare visitor and drugs and alcohol seem to hold the upper hand in almost every broken home.

I wondered what difference we could possibly make in such a vast area, dealing as they are with so many generational issues, what answers could we give to their questions that have baffled them for years, and what efforts could



Harding's Cessna 150.

Beach on Lac Seul.

Cold Lake, Alberta.

we make to understand their deep seated world views which are so different from ours. From my human perspective, as I contemplated these situations, I felt hopelessness setting in.

I have been reading through *Desire of Ages*, which describes a similar situation. Satan almost held complete control of the world when Jesus came the first time. Men's minds were darkened with sin and depravity. Hope was nearly gone and evil seemed almost to have triumphed in the great controversy. It is always in hopeless situations that God is able to show His power.

As we enter the Christmas season, we need to realize that this was the first in a two-part solution in dealing with problems, like those facing the people during Jesus' time on earth. The problems are the same—US. If that can be fixed, our work will be a success. Jesus was able to pull people from the degradation of sin then, and He is still doing it today. As He is in the Most Holy Place, He is carrying out His work of cleansing and will not stop until His work is done. We are the temples of the Holy Ghost. He promises the same cleansing to all who will come to Him.

This is the message which our church was based on, and it is our assurance of success today. So, I don't need to worry about the solution to the problem. The problem is sin. The solution has been given. Our job is to let that solution work in our lives, then give it to the world. It is the "Three Angels' Messages" or the "Gospel Commission." If the work is God's, so are the results. We can go in His name and power and expect the same results across all cultural and religious barriers; we all humanity in common.

We were able to stay over the Sabbath in Sioux



Fueling in Edmundston, New Brunswick.

Lookout where we met many people already engaged in this work. The need to reach these people in these remote areas was very apparent and it gave us a greater sense of urgency to finish our preparations and get involved. Many dedicated members laid the groundwork in building trust relationships with the people. It is now time to build on that while the door is open.

Please partner with us as we move ahead where God is leading and share the gospel message. We look forward to hearing, "Well done. Enter in to the joy of thy Lord."

Bryan Harding is the project manager and pilot for Northern Ontario Sioux Lookout project in Canada.





A Season of Thanksgiving

Thanksgiving time always brings memories of family togetherness.

As the family gathers around the table, before prayer is lifted up to bless the food, words of thankfulness are shared by everyone at the table. To our family and friends, we say, "Happy Thanksgiving." Thank you for being a part of our lives, for lifting us up in prayer, for giving us the will to stand for the gospel of Jesus Christ.

We would like to highlight some individuals and organizations, our heroes who have helped us

appreciate the diversity we have in Christ during the past two and one-half years in Guyana. The tokens of love we receive day-in and day-out are humbling, undeserving and encouraging.

Adventist Frontier Missions: Thanks for providing us the essential tools we need to assimilate our lives not only with the people of Guyana but also to those with different ways of thinking, reacting and speaking than ours.

Wings of Hope: Thanks for providing us with skilled people to ensure we keep flying and for affording us another mission aircraft to help sustain the work in Guyana.

Maranatha International: Thanks for sharing your material and clinical resources to assist the people in the interior to receive much needed dental care, clothing and much more.

Churches: Thanks to Corrales, New Mexico, our home and family church, for adopting our ministry and to the many churches who believe in our calling and partner with us as we labor in the mission field. You remind us of the Philippian church in the New Testament that shared with Paul in his time of need intercessory prayer, physical and material support and continuous financial support.

Family and friends: Thanks for your prayers, financial support, and understanding as we are miles



Left to right—Local dentist Neil, two Maranatha volunteer dentists, and Brendon Peterson (missionary-in-training).

apart and absent from those special functions we treasure and hold dearly.

Strangers but now new partners: Thanks for your inspired faith and belief in our ministry. Only through God's divine placement were we able to meet and partnership together for His Kingdom. Our hearts are full because of the trust you have placed in us, strangers no longer.

Guyanese Partners: Thanks to all of you who have helped make life a little smoother for us living in a foreign land: medical professionals, accounting professionals, taxi drivers, church officials, government officials, construction workers, vendors, mechanics, non-profit companies and much more than we have room to mention.

God, our Creator: Thank you for your Son, Jesus Christ who died for us sinners. Thank you for the opportunity to serve in a foreign mission field and showing us the beautiful country of Guyana and introducing us to amazing Guyanese who are now family to us.

AWA leadership and support personnel, former missionaries and current team members—thanks for being there ready to back us up, offer advice and cheer us on.

In Mark 9:39-40 it records, But Jesus said, "Do not forbid him, for no one who works a miracle in My name can soon afterward speak evil of Me. For he who is not against us is on our side."

Jesus is coming real soon. In Matthew 24:7, Jesus provided the signs of His coming. "For nation shall rise against nation, and kingdom against kingdom: and there shall be famines, and pestilences, and earthquakes, in divers places." We all know these signs have come to pass just these last few months along with hurricanes, earthquakes, and rumors of nuclear war. Let us now bond together and be ready for our Savior's return. Let us be passionate about participating in preaching the Gospel to all nations.



District pastor baptizing in Barabina.

And finally, let us take every opportunity to engage in mission work whether locally, nationally or globally. Now is not the time to slack. Now is not the time for division. Now is the time to forget the little things that divide us and keep our eyes on Jesus who unites us.

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



Music and Customized Messaging
For Your Callers To Hear While On Hold

- Reduced Caller Frustration
- Callers Hear About Your Offering

Expert Script Writing In-House Audio Studios

Ask for Dan or Rich

www.onholdmarketinginc.com 1-800-342-0098

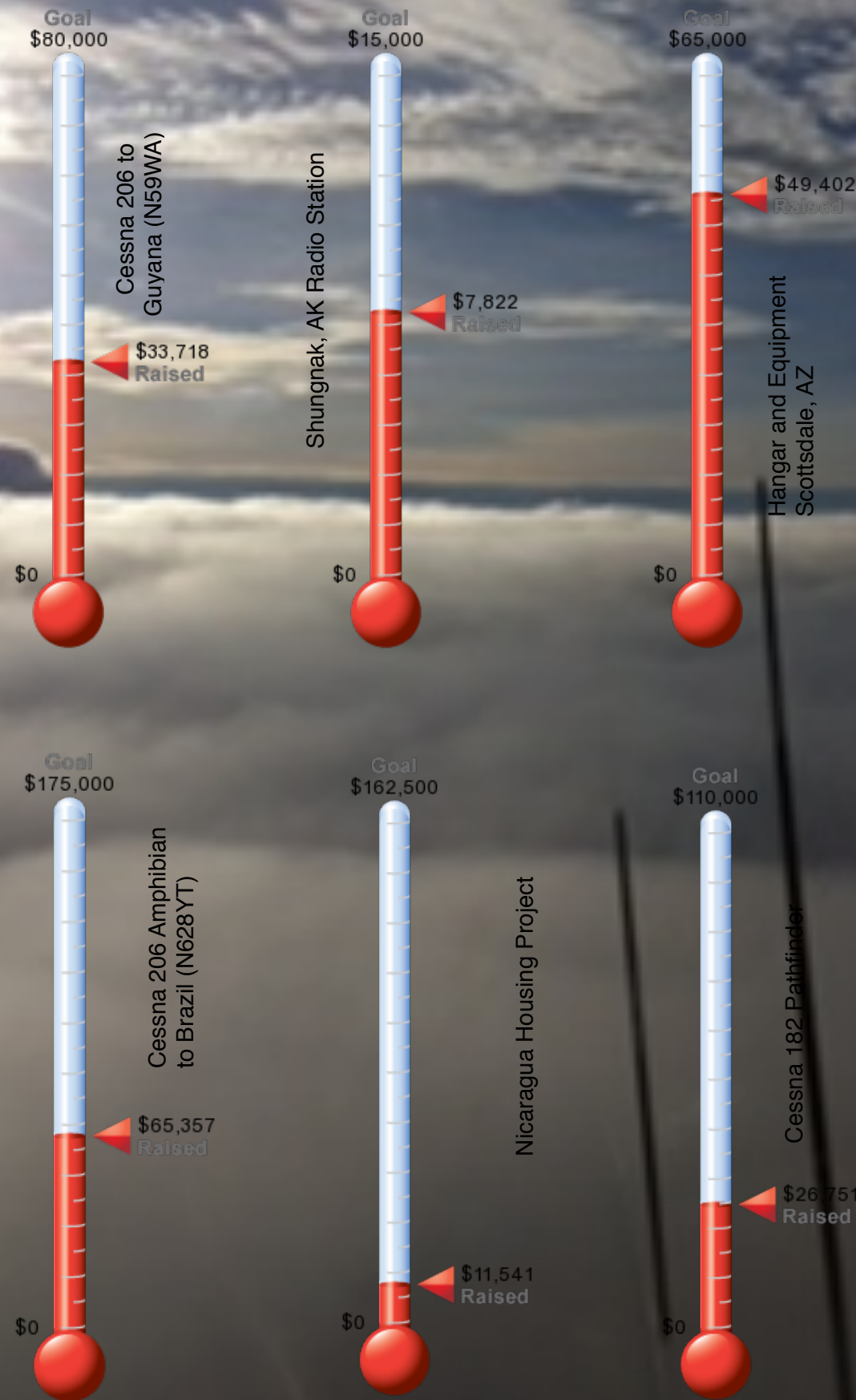
Serving the Nation Since 1989

Dual XGPS170D
GPS and Dual-Band ADS-B
Weather & Traffic Receiver

- Dual-band receiver picks up 978 UAT & 1090 ES broadcasts
- Free weather (FIS-B) and traffic (ADS-R/TIS-B) in the US
- Works with the iPad® and Android™ tablets
- WAAS GPS receiver
- The most widely supported ADS-B receiver



GPS.dualav.com



Ending the Year Well

Get a head start on your year-end tax planning.

Six tax-saving solutions for the year end
With planning, you can trim your tax bill and avoid paying too much. Here are six things you can do to make your money work harder for you.

1. Pay Your Mortgage Early – Make your January mortgage payment in December.
2. Defer Income – Defer income or a year-end bonus until next year.
3. Give to Charity – Give to your favorite qualified charity.
4. Mange Your IRA – If you are required to take a distribution from your IRA< take only the required amount to reduce taxable income.

5. Balance Stocks – To offset any capital gains, sell some stock for a loss and rebalance your portfolio.
6. Gather Deductions – Make early payments for any deductible expenses.

These ideas are some of the simplest and most effective ways you can reduce your tax bill. Contact Adventist World Aviation to learn more ways you can save this year by helping our ministry and furthering the message of Jesus to others.



Western Adventist Foundation

Remember AWA is available to help with your estate planning through a will or trust. AWA is partnered with *Western Adventist Foundation* (WAF), a non-profit organization brought into existence to assist Adventist entities by expertly managing their trust services and planned giving programs. The WAF team is committed to the same values and goals on which AWA was founded 23 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 Dan Storkamp, AWA's trust director at 414-226-5195.

To receive a free probate worksheet, or for more information, call our Estate Planning Department at 414.226.5195 or write us at 3457 Swift Creek Road, Corp. 3, Smithfield, NC 27577.

In Memory and In Honor

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

In Memory

David Hardwick
Winston SDA Church
David and Lynda Hardwick
Mariano D. Tabali, Jr.
Mariano and Regina Tabali
Elmer and Ruth Wiggins (Parents)
Albert Wiggins
Marcia S. Cooper (Wife)
Joseph Cooper

Thaddeaus Franklin

Douglas and Yvonne Franklin
Jack Pester
Albert Wiggins
Marjorie Nowun
Albert Wiggins
Zyllah Razon
Esther De La Cruz
Ron Bedoe
Albert Wiggins
Anita Beers

Albert Wiggins

Missionary Support
Lee and Marlyn Sheive
Jennie Voorhees
Lee and Marilyn Sheive
Austin Krum
Loraine Sweetland
Ellwood Voorheas
Lee and Marlyn Sheive
Margo Swaningson
Walter and Laurie Parson

Raymond Etheridge

Bruce and Monique Wilkerson
Ailia Bigger
Albert Wiggins
Ron Colcord
Albert Wiggins
Family and Friends
Carol Whiting-Johnson



Adventist World Aviation
3457 Swift Creek Road, Corp. 3
Smithfield, NC 27577

Change Service Requested

NONPROFIT ORG
U.S. POSTAGE
PAID
PERMIT NO. 13
KEENE, TX



**HELP PEOPLE LIVE
THEIR LIVES TO THE
FULLEST THROUGH
AVIATION!**

**Request
FREE DVD**
www.flyawa.org

Visit the new Adventist World Aviation website:
www.FlyAWA.org, or call: **414-226-5195**