

THE OFFICIAL VOICE OF ADVENTIST WORLD AVIATION

Airways



***Safety for our Pilots,
Passengers, and
Planes...***



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AWA AIRWAYS

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MISSION STATEMENT

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

ADVENTIST WORLD AVIATION

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

PRESIDENT'S WEATHER REPORT:

The Birth of the Checklist

It October 1935, at an airfield in Dayton, Ohio, the U.S. Army Air Corps command arranged for a flight competition between aircraft manufacturers vying to create the Army's next-generation long-range bomber. The Boeing Corporation had developed a new, shiny aluminum, Model 299 plane powered by four Pratt & Whitney R-1690 Hornet radial engines, each producing 750 hp at 7,000 ft, and a controllable pitch. This aircraft was a powerhouse and a handful. The 299 was faster and could carry five times more payload, bombs, or cargo than the Army had requested. With this plane, Boeing was way out front of the competition!

The test pilots, Major Ployer "Peter" Hill, and Boeing employee, Les Tower, were considered "the best of the best" of the Army Air Corps and Boeing. They were excited at the prospect of testing the new Model 299 plane and said, "Let's fly this thing!"



Down the runway, the four engines roared into flight! Quickly the nose went up higher and higher. At just three hundred feet, they realized something was desperately wrong! The aircraft entered a steep climb, stalled, nosed over, and crashed, killing Hill and Tower. It was all over in just seconds.

As you can imagine a lot of speculation and debate took place about what went wrong. Some said that Major Hill and Les Tower could not handle this aircraft, and it was simply "too much plane for a pilot to manage." They found later that the crew forgot to disengage the "gust locks", which locked control surfaces (that control the attitude: up, down, left and right, of the aircraft) in place while the aircraft was parked on the ground.

Boeing lost the competition; however, not wanting to lose a long-term contract, they formed a "Think Tank". During that Think Tank session, they came up with a solution so simple they could hardly believe it. Irrespective of the simplicity, a simple solution ended up being the perfect one. They determined that the pilots needed a checklist. It was not a criticism to the pilots, or stating the aircraft was too hard to fly, rather the aircraft was just too complex for a pilot to remember all the steps needed to fly the aircraft. After developing the checklist, the Model 299 plane later became the B-17, commonly referred to as the "Flying Fortress" and was used in several wars.

Thus, the checklist was born, and pilots have been using a checklist since 1936. It was a simple solution to a complex problem.

One saying is, "In the land of the blind, the one eyed man becomes king!" Every pilot has to visually check every item on the checklist, so

even a poor checklist is better than none at all. If we can simply see the problem, we can instantly correct a potentially devastating, perhaps even life threatening issue. A checklist causes us to slow down, examine the details, take in all the input from our senses, and process each item properly. As a result, we can save lives because of a precaution or an action listed on a checklist.

Many of us could benefit from simply establishing a “life checklist”, in everyday tasks we perform. An efficient man wanted to make sure he did all things he needed to do before he left for work, and created a checklist.

- Take Vitamins
- Drink a full glass of water
- Brush teeth
- Kiss wife
- Kiss kids
- Let the dog out
- Pray with family

One day, he woke up late and decided to “forget the list” in order to see if it would accelerate his efficiency. Unfortunately, he gave the kids vitamins and put them outside, gave his wife a glass of water, and kissed the dog. What kind of day do you think he had? What kind of a day do you think his family had?

In similar fashion as the man who ignored his list, ignoring a problem will not make it go away either. Ignoring a problem, be it by omission, commission (on purpose) or simply by arrogance, does not make it go away. In fact, many ignore the warning signs in life... You know that pain radiating in your left arm, that you rarely exercise anyway, is not muscle fatigue! Could it be my heart? Could it be something more serious? Many hope if they simply ignore that little, “check engine light” it will eventually just go off!

Imagine a world where we pay attention to detail by stopping and actually looking at the world around us.

Imagine if we took time to make a checklist to complete our everyday tasks.

Imagine if we took time to make a checklist about our future and what we want to accomplish in life.

Imagine if we stopped to think, “What can I do today to make life better, not only for myself, but also for everyone around me.”

Imagine what we can do together to bring to pass AWA’s checklist in reaching the world and helping those who live in remote areas! What is on your checklist for today?



**Pastor Ric Swaningson,
President/CEO**



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ABOUT THE COVER



Featured on the cover is (left to right) Tom Meighan, Bruce Wilkerson, Nik Nagy doing the annual inspection on one of the AWA Pathfinder planes in Guyanna. With your help, we are able to keep the plane flying to save lives every day. Thank you for being part of our team!

THE FLIGHT PLAN

By Jenna Volkwyn

The desire for safety comes naturally to most of us. We want to feel secure. We lock our doors at night, follow driving rules, and keep a watchful eye on our children playing in the park. For pilots, being safe is something they constantly and consistently need to check, and check again. Pre-checks on the aircraft before flying, annual inspections, regular updates on the aircraft, and keeping their pilot's license up-to-date are just a few of the things AWA pilots need to complete to ensure the safety of all involved, no matter where they are flying in the world. Of course, we cannot forget the most important step before taking off - PRAYER! These are things that AWA takes seriously, and we are thankful for pilots who care so deeply for what they do and who they help.

AWA pilots and missionaries care deeply for the mission behind AWA: to provide aviation and communication support to those serving the physical, mental and spiritual needs of the unreached and forgotten people of the earth. With this uncompromising goal to ensure that our brothers and sisters get to the hospital safely, you, our beloved supporters, can trust that Adventist World Aviation puts safety first. Thank you for believing in our mission and in us to provide this life-saving service.





CONNECT WITH AWA!

Have you had a chance to connect with AWA on social media to see the most up-to-date stories, photos, and videos from our mission bases?

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You can also subscribe to us on YouTube, find us at AWA - Adventist World Aviation

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EASY WAYS TO DONATE

Visit www.flyawa.org/donate/ to donate quickly and securely to AWA or AWA Canada! Call us at 414.226.5195 to connect with us during regular office hours. Or, mail the enclosed envelope with your tax-deductible donation.

UPCOMING EVENTS

Look for the AWA Booth at the Sun 'n Fun International Fly-In & Expo at Lakeland, Florida from April 4th to 9th. We would love to see you there!

AWA is so thankful to be part of the Carolina Conference Camp Meeting again! It takes place from May 26th to June 1st at Lake Junaluska, NC. Come say hi at our booth and learn about what is happening with each of our projects!

AWA Canada is having an Open House in May at the Kelowna YLW Flying Club and you are invited! Come for lunch, check out our aircraft displays, and bid in the silent auction fundraiser! Stay tuned for further details or contact jenna@flyawa.org to make sure you get an invite!





PROJECTS AROUND THE GLOBE

By Jud Wickwire

As the calendar rolled into 2019, AWA was busy with projects everywhere!

As winter approached, The Sherman Family returned to the village of Shungnak, Alaska. The Sherman's lived in the village for seven years, took a well-deserved one-year furlough, and now we have welcomed them back to the community. Alaska Project Managers Jim and Linda Kincaid, along with Eric Proell, flew the family and their supplies from Fairbanks into Shungnak. We look forward to hearing more stories from this small community.

While in Alaska some important flights are still going on during the winter, Jim Kincaid took the opportunity to warm up in Nicaragua to complete the annual inspection on the Cessna 172 there. We are appreciative for his extremely valuable help! With the Nicaraguan airplane back in the air, Norman Hansen can resume emergency medical flights in the region. Even without the plane for the last few weeks, the Hansen's have still been busy transporting patients using the truck in the local area.

Along with Jim in Nicaragua, a team led by Nik



Nagy and Tom Meighan is in Guyana to complete the annual inspections on the two Cessna 182s there as well. For the first time, we are able to complete the maintenance out of the weather and inside the new hangar at the Mabaruma air base! As soon as the annuals and flight-testing are complete, Jim and Lorraine Craik will be arriving to cover the flight duties while Darren and Joanne Lea are on furlough. Jim has

thousands of flight hours that have spanned from Alaska to South America including Guyana; we are very pleased to have Jim and Lorraine joining the team for a few months. The Leas are currently at home in South Africa where they recently welcomed a new baby, Christie Margaret, into both their family and into our AWA family.

In other exciting news, the Cessna 185 for the Ontario project is now Canadian registered! We were able to secure the registration "C-FWOH" as an acknowledgment to Wings of Hope. The team there has been working on a range of modifications for over a year and we are very pleased with the result. We are currently filing final paperwork to secure the Certificate of Airworthiness under the new registration. Once completed, the plane will then be ready for mission

work. Ryan and Janet Kennedy have just returned from a long overdue visit with her family in Mexico. The Kennedys, and the rest of us at AWA, are all looking forward to putting the floatplane into service as soon as the ice clears from the lakes of Northern Ontario! AWA is always looking for ways to be efficient and cost-effective, so we want to give a shout out to George Haines for delivering the aircraft covers from British Columbia to Ontario to save the shipping costs. Every time we can save money, it helps us do even more!

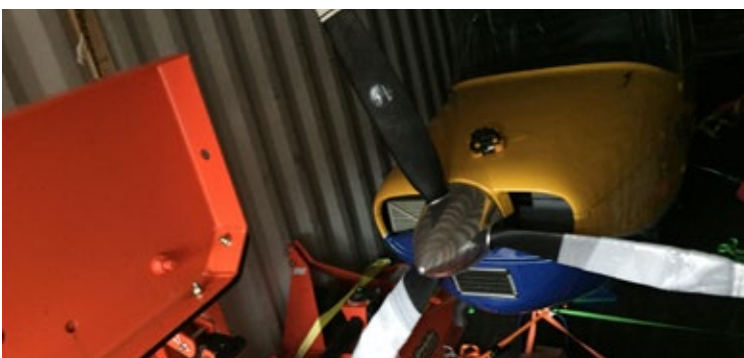
It has been a long journey for the AWA flagship Cessna 182 "Pathfinder Plane," but it is now nestled securely inside a shipping container in Seattle, ready for shipment to the Philippines. Thanks to some generous donors, we were able to fill the remaining space in the container with a nearly new

tractor and a selection of implements that will be valuable assets for the maintenance of the Philippine air base.

Another airplane that has been on a long journey is the Cessna 182 that is on standby for the diesel engine conversion and deployment to Uganda. As we raise the money for conversion, we are keeping the plane busy; Ryan Kennedy has been maximizing the use of the Cessna 182 in cold and snowy Northern Ontario while waiting for the Cessna 185 completion. Watch for news about this plane in the summer, as we will feature it at the Pathfinder Camporee in Oshkosh before relocating to Washington State for the engine conversion. Please help us get this airplane prepared and deployed to Uganda to support the work of ADRA there.

A long-running project that will be getting back on track is the Cessna 206 floatplane, destined for Brazil to reach communities along the Amazon. We painted the floats, wings, and all controls in bright yellow, assembled the fuselage, and installed new avionics and instruments. However, we will need more for this project before it can get off the ground, so please continue to pray for and support this project.

It is going to be another exciting year ahead for AWA! Thank you for your support to help keep the airplanes flying!



SUCCESSFUL SAFETY MEASURES

By Jim Kincaid

Some say that survival requires preparation for the unlikely. Just being alive in the world we live in has inherent dangers. In many of the areas where we do ministry, the risks may be elevated. We at AWA contemplate enjoying the highest level of safety our particular position, geography, and vulnerability presents. My goal is to encourage a calm, proactive, best practices approach to safety issues, regardless of whether we are in flight ministry, relief efforts, aircraft or vehicle maintenance, or types of administration as these measures can be used in your own home.

It is good to assess the risks as much as possible before deployment into the mission field, or even going on a trip with your family. Here are some of the risks AWA has to deal with in many areas of the world.

NATURAL DISASTERS

We should evaluate natural disasters to see if they will impact us, and how often it might

happen. For instance, in the event of a major earthquake, how long would your area have to be on its own before any assistance could be expected from “outside.” In Alaska, it would likely be from four to ten days. In your area, it could be shorter, or far longer due to lack of infrastructure. In this case, it is important to determine the least perishable food to have on hand, how to store it properly, and keep it portable to be useful for survival.

RISK IN AIRCRAFT OPERATIONS

Just like driving a car or operating other machinery, often internal and external factors pressure us to fly. We operate in many places where a health emergency is the precipitating factor that initiates a flight. Health emergencies do not have any respect for weather, aircraft capabilities, or pilot qualifications. There have been times when the prospect of catastrophic medical outcomes has pressured pilots to attempt flights that should not have happened. Some of the factors that determine pilot readiness include

prior rest, personal health, flight currency, weather, aircraft capability, and available daylight. When we are on the home front as well, we have to evaluate the risk with our own lives, and sometimes the risk indicates it is safer to stay home than to go out in bad weather.

SURVIVAL GEAR

We all plan and pray to have a safe completed flight. For optimum safety, we must also plan for consequences of off-airport landings.





Survival gear is important, not only for flight, but also for any situation around your home. Though your gear may be different, it is important to have a few similar items. It should include First Aid kits to deal with post-crash wound care and personal protection items like insect repellent. In addition, gear to protect from exposure is wise to have on board. The lightweight emergency blankets, that are silver on one side and orange or red on the other, are a great investment wherever you are because they double as a blanket and a signaling device. Other signaling devices such as flares, mirrors, and high intensity lights are good to consider.

On our airplanes, we must carry sufficient food or calories to sustain everyone on board for a few days. This can be in the form of food bars expressly designed for survival with a shelf life of up to a year or more. Water purification devices or tablets are also an essential item to include. Fire starting material is essential to staying warm in colder climates, but also to cook food or to start a crude rescue beacon. If you are interested in a more detailed list of suggested equipment for airplanes, online resources are helpful, including www.preparedpilot.com and www.aircraftspruce.com.

We at AWA have to work with these risks to safety on a daily basis, and I hope to encourage you to approach safety issues with pre-planning and proactive preparation for your area.

ABOUT THE WRITER



Jim Kincaid is the Project Manager of AWA's Alaska Mission Project. Jim and his wife, Linda, moved to Kotzebue in 2007 to re-establish connections with the isolated native villages through their commercial aviation service. Kotzebue lies on the end of the Baldwin Peninsula and is currently the largest city in the Northwest Arctic Borough with a population of 3,082. Jim and Linda have recently moved to Fairbanks where they continue to support missions in Arctic villages across Alaska.



AN EXCITING DAY ON SOMBRERO ISLAND

By Laura LaBore

The black mixture of sand and mud oozed through our naked toes as we walked the quarter mile of exposed seabed. It was low tide. We knew it would be low, but we had no other options, as high tide was still several hours away and we needed to start the dental clinic.

We hoisted whatever we could in our arms and on our shoulders and made a beeline to the boat. Water still surrounded the boat, nestled in an area of lower ground, but the higher ground around it was sand and mud. This meant we would need to lug the boat out of the water, over the mud and sand, and into the deeper water in order to make the journey.

We had hired both a small and larger boat to carry the Dental and AWA teams and supplies across a small expanse of sea to a small island. As the engines roared to life, we eagerly took off, holding on tight to whatever we could, precariously perched on top of boxes and supplies. Smiles played across everyone's faces, even as waves splashed up, smacking us with its warm water. It took about 30 minutes to reach Sombrero Island.



Sombrero is a small island, and some of its people make boats by hand for a living. They also fish and sell their catch at the market on the main island. We had arranged to work at the school where they have a large auditorium. The day before, at another village, we had worked in a covered basketball court. Having no walls around the court allowed the breezes to blow through, but not so today on the island. The walls of the school auditorium soaked in the tropical heat and radiated inwards. The body heat



of people waiting to get dental work also warmed things up. Everyone on the team kept smiling and working, even though they were hot and sweaty.

Most of the patients were children. The dentists were horrified to see the extent of decay in the children's mouths. Many of them had decay on every tooth. The dentist's only choice was to pull the most-decayed ones, leaving the others for a later time.

The dental team, Peak International Missions, hails from Alaska. We were so grateful to have them come and take care of the people that have such a desperate need. They asked Laura to do some dental

hygiene teaching. While others translated, Laura tried to drive home how to clean teeth and the importance of a healthy mouth. Rotting teeth can lead to large infections. Loss of teeth can also lead to poorly chewed food, which leads to poor digestion. Dental care is so important for the whole body to be healthy. Everyone who came received free toothbrushes and toothpaste, to help promote habits of good hygiene.

Many of the local leaders and teachers quickly stepped in to help wherever



possible with crowd-control and translating. They even brought the team fresh coconut water...a huge welcome break from the heat!



Just as we were seeing the last patient, it was time to pack up, so we did not have to send anyone away untreated. We quickly packed the supplies in large plastic bags and tied them to keep the equipment safe and water-free. Everyone on the team was happy for the refreshing splashing waves on the way home. While we had worked, the tide had come up, and gone again, and now was on its way up again. The boat was still unable

to get very close, which meant walking in the water back to the shore. This time, we could float some of the items alongside, and so it was easier to carry! The sun quickly was setting and we did our best to get to shore before it got dark.

As we rode home, we were tired from the long day, but still, smiles played across everyone's face of a day well spent. A peace fills your heart when you give of yourself to help others. It is a peace that "passes all understanding" as the scripture says, and helping others on Sombrero Island, gave us peace as we headed home.



CHALLENGES AT THE DENTAL CLINIC



By Edgar Espinosa

Peak International Missions is a team of dedicated people from Alaska willing to travel to the ends of the earth to provide dental care to people in need. They are not afraid of rough travel, and are willing to tough-out the heat, bugs, inconveniences, and “weird food” in order to bring relief to hurting mouths. We were very blessed to have this team come to our part of the earth in the Philippines!

The team included Dr. Mark Just, Dr. and Mrs. Heagy, Mellisa White, Valerie Stewart, and Ashley Lucero. For a couple of them, it was their first time on a mission trip, for the others, they were already traveling professionals. All of them were troopers. Lost luggage meant washing clothes every day. Washed-out roads and bridges along with low tides meant walking supplies out to destinations. We had many power-outages and pouring rain... yet, through it all, no one complained!





DAY 1: We stayed close to the mission base, and provided care for our local village, Sagpangan. Bamboo huts comprise the village where jobs are scarce and the needs are great. It was pouring rain in the morning and we were worried that patients would not be able to come, since most of them would be walking or riding scooters. The rain clouds rolled away just in time, so we had enough people to keep us busy all day.

DAY 2: We rode small boats to Sombrero Island. The people's teeth here were the worst from all the other areas. At all the villages, it was sad to see children sucking on sodas and eating a large quantity of refined snacks.

DAY 3: After negotiating a flooded-out bridge, we arrived at the village of Barake. We had an open-air basketball court to work in, like at the first village. The flooded bridge episode put us behind schedule, and we worked as fast as we could, but it was still dark by the time we all loaded up in the truck to return home. We were happy, though, because we were able to see everyone that had come for help.

DAY 4: We were back at the village of Sagpangan, and used this as a day to see anyone who we had not seen before. Because of the rains on the first day, we were able to see the



local people, but those living in the foothills were not able to come down. A second day here gave them a chance to get help too. We only had time to work half a day before the team had to leave. We saw as many as we could, but sadly, still had to turn people away.

Not just the dental team that worked, but our whole AWA team was involved too. The four missionary kids went to work with assisting the dentists, translating, and checking blood sugars. Our accountant, Christine, helped pass out toothbrushes and toothpaste, and taught those who attended how to brush. Charymie, an RN, took vital signs, and did health teaching. Laura filled in wherever needed, while Raylene and I helped with translating and assisting the dentists. Every day was a new adventure as every day came with a fresh problem to deal with, but we all took it in stride and had many laughs along the way.

God blessed us to be able to reach out to those in need. So many people were in terrible pain. We were grateful for Peak International Missions that traveled from the other end of the earth to use their vacation time to help us help others.

A month after the team left, the people started asking when they would be back. The dentists and the whole AWA team treated the people they were able to help so gently and with minimal pain, that everyone noticed a difference. The villages here look forward to having them back!





**BITE
SIZE**

Donations

A \$25 GIFT CAN PROVIDE:

- Breakfast for 12 children
- School books for five students
- A hand held water filter for emergency access to clean drinking water
- A fruit tree for a mission orchard
- Assorted garden seeds
- Aviation Laboratories Metal Check Analysis kit

A \$50 GIFT CAN PROVIDE:

- A propane tank to provide fuel for cooking
- Disposable medical supplies to refill an emergency first aid kit
- School books for 10 students
- Fuel for mission boat or motorcycle use for transportation

A \$100 GIFT CAN PROVIDE:

- Aviation fuel for a one-hour medevac flight
- Shipping cost to send one large box of mission supplies to the Philippines
- Disaster preparedness kit with three days of supplies for two people
- Spark plug
- Case of oil for an airplane



AWA has many places where your donation would specifically help a person, plane, or missionary working in the field. Please consider these “Bite Sized” opportunities to help.

A \$150 GIFT CAN PROVIDE:

- A two-wheeled yard cart wheelbarrow
- Motorcycle tire
- Folding backboard for medical transports
- Food baskets for five needy families

A \$200 GIFT CAN PROVIDE:

- Aircraft tire
- Aviation fuel for one four-hour medevac flight
- 55 gallon barrel of humanitarian supplies

A \$300 GIFT CAN PROVIDE:

- Fuel pump for single engine plane
- iPad for plane pilot to use to navigate the plane
- Box of medical supplies

A \$500 GIFT CAN PROVIDE:

- A portable gas-powered generator
- Aircraft battery

A \$1,000 GIFT CAN PROVIDE:

- An AED defibrillator
- An engine magneto for aircraft ignition system





CULTURE OF SAFETY

By Jud Wickwire

We had spent an amazing day providing treatment and vaccinations in a Guyanese village with a major Whooping Cough outbreak. Nearly a hundred mothers and children lined up through the doors and down the street with seal-bark coughs and runny noses. Many had a baby in their arms, with two or three toddlers or children in tow. I had never seen so many sick people in one place. The small team of two doctors and a medex that I had flown in from the Ministry of Health were well prepared though, and were able to treat them all by early afternoon.

On the flight back to the city, they wanted to make a quick stop at another village to check on the clinic, but it was getting late in the day, so I gave them 20 minutes to be back to the plane.

Unfortunately, they returned almost an hour later and while it may have been possible to squeak into Georgetown by sunset, it was too close. The weather was not ideal either, so I informed them we would be staying the night. In this case, it worked out pretty well, they found us some beds in the clinic and by mid-morning the next day, the weather improved, and the final leg of the journey back went off without a hitch.

"I have never regretted choosing the safe alternative."

Over the years though, I have spent a great deal of time waiting for better weather for flying. I have slept in the plane or on airport couches, but I have never regretted choosing the safe alternative. Difficult choices often face our pilots. They may be standing under the wing of the airplane looking directly



at the bad weather, while a voice on the phone is pleading for immediate help. It does not get any more real than that.

While mission aviation can provide huge benefits to reaching people, it also comes with enormous responsibility. A clear "Culture of Safety" in our AWA ministry allows or gives pilots permission to

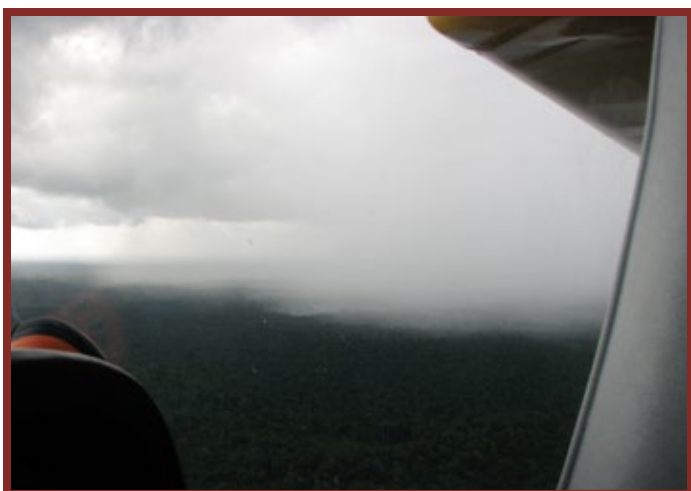
make safe decisions, regardless of how difficult that decision might be. Rushing a decision into causing an accident is the worse outcome.

The most important decisions that pilots make typically are before they even get into the pilot's seat. Evaluating weather, fuel, runway, loads, patient condition, daylight, alternate airports and more, the pilot can do during the flight planning stage. After the flight commences, this allows the pilot to focus on flying the airplane and being prepared for those dynamic changes that can occur.

One of my favourite safety slogans is "Learn from the mistakes of others because

you won't have time to make them all yourself." For decades, it has been the tagline for Transport Canada's Aviation Safety Letter. For a non-pilot it may seem that pilots have a morbid curiosity for aircraft accidents and incidents, but the truth is that we can always learn valuable lessons from these mistakes. Greater access to technology brings improved safety as well, in mechanical reliability of aircraft, access to information such as weather and graphical information in the cockpit, all of which has dramatically improved situational awareness. The good news is that general aviation safety in the US has improved dramatically over recent years, an impressive 57% reduction in the accident rate (per 100,000 flight hours) from 2001 to 2016.

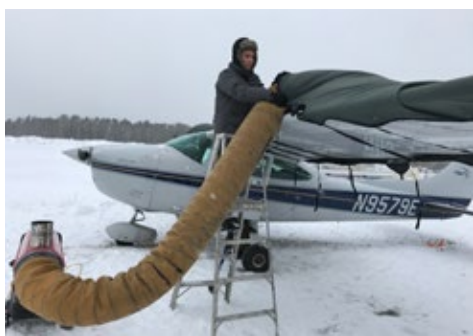
At Adventist World Aviation, our mission is to deliver aviation support to isolated locations around the world with the highest level of safety and professionalism. We thank you for supporting all aspects of that mission!





A VERY PRESENT THREAT

By Ryan Kennedy



The art of flight is a beautiful and wonderful opportunity; however, like all other forms of transportation, it demands respect and boundaries. I began flight training at a small flight school in my hometown, Penticton B.C. in Canada, learning the basics of flight, and the principles accompanying the actions involved in operating an aircraft. One cold morning, I performed my pre-flight checks on the airplane; however, I did not have my gloves. This was a quick reminder that cold metal does not play well with skin! As I held onto the hot water pipe inside the flight school later to warm my hands, I learned a valuable lesson about being

safe and prepared around aircraft, before even thinking about getting into the plane.

Working as a lineman while studying at Walla Walla University in Washington State U.S., I started to get a better grasp of the added areas of caution of flying during the colder months. This job involved tasks such as preparing the aircraft for flight and making sure to secure them in between lessons. Due to the geographical location, we received a great deal of fog and freezing rain at the University. One day following a night of mixed freezing rain and icing conditions, I saw a tug pulling a large private jet to maintenance. It had become too “tail heavy” and tipped up due to the accumulation of ice on the tail, striking its tail on the ground! If someone had placed the tail stand, a metal bar attached under the tail on the plane, to prevent tipping, we could have avoided the problem!

Since arriving in Sioux Lookout Ontario, it has been another rapid learning curve. One piece of necessary equipment is covers for the wings and tail. These covers keep snow and frost from building up



on the wings and control surfaces and make it much easier to prepare the aircraft prior to flight. When flying, the wing needs smooth air passing over it to produce lift. If there are “contaminants” like frost, ice, or snow present, this disrupts the airflow, leading to a great loss of lift and causes accidents in many cases. A thin as sandpaper layer of frost can dramatically reduce the lift produced and increases the drag on the aircraft enough to make it crash on takeoff!

Once in the air in cold weather climates, the accumulation of ice is a present threat, and one that needs a great deal of respect and planning prior to becoming airborne. The popular saying, “It is better to be on the ground wishing you were in the air, than in the air wishing you were on the ground”, applies here! During the short time we have been in Ontario, there have been many times the weather is just too low and thick for even the airlines to attempt a flight due to the icing conditions. During landings as well, the procedures differ greatly depending on where



you are attempting to land. So far, the flights we have completed have all been on a maintained airstrip, meaning that it is plowed and graveled, however just like with other vehicles, the traction lessens greatly in the presence of compact snow and ice. Due to this, it is sometimes necessary to slow the aircraft using very little or no brakes to not lock the tires. In some cases, a light cover of snow hides the icy patches underneath. We do a low pass over the runway to inspect the intended airstrip visually, gaining all the knowledge possible before touching down.

The final routine, not restricted to only cold weather flying, is prayer! I make it part of the pre-flight process to say a prayer for God to protect the crew, passengers, aircraft, and that the angels fly alongside us throughout the flight. We know that, as with automobiles, there is risk involved. The safety measures taken and constant precautions keep us safe as we serve and grow as God leads in our ministry in the cold weather.



JEHOVAH JIREH, GOD PROVIDES...

By Bruce Wilkerson

**MATTHEW 6:8 STATES, "...FOR YOUR FATHER KNOWS
THE THINGS YOU HAVE NEED OF BEFORE YOU ASK HIM."**



In Guyana, they celebrate Old Year's Day on December 31st, instead of New Year's Day on January 1st. This year, the people asked us to lead out in two worship celebrations on December 31st: one morning and one evening. The day before Old Year's Day, Monique was impressed to share dozens of socks donated from the states. She was unsure about this, because she felt that the people would not value the socks since they mostly wear slippers for footwear. Socks are only worn with school clothes, work, and for formal occasions, and we have noticed that they are not typically worn in such a warm tropical climate. Regardless of her uneasiness, she felt impressed to bring the socks during the morning worship service.

During the 9 am Old Year's service at Khan's Hill, many Guyanese and Waraos shared their singing talents that made the morning a high day. When the service was over, Monique asked two of the ladies living in the village of Khan's Hill to help distribute the large bag of socks, thinking that the attendees will not really care for nor want dozens of nice warm socks. When we opened the bag of socks, and when everyone saw what we were sharing, they quickly scrambled for the socks as if it was a long sought-after treasure. It was an answered prayer for all!

Months before, God touched the hearts of the donors in the States to donate socks even though we did not specifically ask for them. God also knew the heart and needs of the people to receive the gift, and His timing was perfect. He knew that cold, rainy weather



would plague the Mabaruma communities at night for over a month. Also, God knew some of the Venezuelan Waraos would migrate to Guyana, specifically in our region, thus creating an unusual need for the gift.

You see, many of the Waraos sleep on rudimentary bamboo platforms without walls and without a barrier for chilly, rainy nights except their hammocks. During the unusually long cold nights this time of year, they are exposed to the elements each night. Thus, the socks were a precious commodity for warmth and well needed! God is an amazing loving God that allowed us to have, not only this humbling opportunity to know Him more, but to participate in such a wonderful blessing.

In other news, the Wilson SDA Church in North Carolina, USA, once again provided us the means to continue our annual sharing of food hampers during Christmas time. God never fails! We are amazed to find each year since our arrival in Guyana, we have been able to make more hampers than we anticipated. This year was no different, and we were blessed with enough hampers to serve all we intended and more!

Two days after Christmas, Michael who lives by Kissing Rock visited us at our AWA Center and Quarters. He felt he needed to sell his 2-year old pet parrot and offered it to us for \$25 USD. We told him we love his charming, well-mannered talking



parrot, but unfortunately were unable to provide the care his fine bird deserves and cannot accept his offer at this time. He was sad to hear our answer and said that the reason he was selling his pet was that he needed to buy food for his family. Monique immediately responded by providing Michael with

a food hamper, a few of the remaining donated clothes, and Bible tracts. He was so happy that he did not have to sell his parrot and he left with a smile on his face. God again knew the need and connected Michael with a source for his needs.

Finally, friends, as Darren and Joanne Lea mentioned in the previous Airways edition, over 1,100 Venezuelan Waraos moved to several communities within

Region one. We know the Waraos seek safety, security and a better life, but our desire is to also provide them with the Bread of Life. Building a meaningful relationship with the Waraos was our first goal, and since December first, we have led weekly



Sabbath School sessions at the larger migrant camp located at the ballfield on Khan's Hill. We teach basic English, and in exchange, we learn a little Warao and Spanish. Our AWA supporters have helped with this outreach, and we buy some basic provisions for the people with your donations, including toothbrushes, toothpaste, pinto beans, stuffed toys, plantain, flour and peas. Without fail, whatever we have brought to give out is enough to share with all the Warao people who come. God provides enough provisions to even take care of our Guyanese interpreter, who herself has a family of 18 people.

If you would like be a part of our efforts to serve the Waraos, prayerfully consider a gift of financial support to AWA. Our God is so good and His timing continually revealing His love and provision for us. What a privilege it is to serve Him and be a witness to His love! As they say here, "Jehovah Jireh" meaning God Provides!





A PASSENGER'S PERSPECTIVE

By Monique Wilkerson



As a non-pilot member of AWA/WFH who has ridden many commercial aircraft in different types of weather conditions in the past, I have never paid attention to the processes that make a plane safe. However, since becoming involved with AWA/WFH, my perspective has changed about flying. I have been able to personally see all the pilots I have flown with thoroughly perform their pre-flight checks inside and outside the airplane before every flight, and am impressed with their attention to detail and safety.

The AWA/WFH pilots also take the weather seriously and are constantly checking it, especially prior to flight. In the jungle interior, where less air traffic control support is available, this is especially vital. The pilots are just as serious about weight and balance, always weighing passengers and cargo. This is to make sure we do not exceed the weight limits or place too much weight in the back of the plane so the plane is balanced during the flight.

Besides flying with Bruce in the States, I have flown on numerous flights with two of the

AWA/WFH pilots: Captains Greg VanFossen and Darren Lea. Greg every flight, with no exception, asked me if I have my seatbelt on. I say, "yes." After which, he physically looks if I have it on and if I have it pulled snug. There have been occasions when my seatbelt was not snug enough for Greg and after many such instances, he politely lectured me on the benefits of wearing seatbelts. I will forever remember Greg's safety consciousness. When flying with Darren, he always asks someone to pray. I can tell that he is doing so, not because it is on the checklist, but because he genuinely desires God's blessing on the flight. Prior to take off, he also always asks me if I am ready. These safety checks give me peace of mind that these pilots care, not only for my safety, but for the other passengers and the plane.

AWA/WFH pilots follow these safety measures strictly. So far, there are over 3,000 combined hours of safe flying in Guyana with zero accidents. Glory and praise to God for His guidance and protection as we help the people of Guyana!



SAFETY AT AWA MEANS...

What does AWA say about safety? Here are some short quotes from our family.

"To me, safety means considering, and being aware of, the variables connected to your present situation or circumstances that will negatively impact everyone involved, whether at present or in the short term or long term future. In a nutshell: how are my choices now going to impact others later." ~ Rebecca Stevenson

"Safety to me is paying attention to detail and not being careless." ~ Kyle Stevenson

"Safety means following the check list before take-off." ~ Norman Hansen

"Safety means being prepared for the unexpected." ~ Nancy Hansen

"Safety means to be aware of your surroundings. Staying alert and having a plan in case a questionable situation arises." ~ Carol Beasley

"Safety is doing my part and trusting the Lord for the rest." ~ Darren Lea

"Safety means paying attention and being faithful in small things in order to pre-empt possible danger." ~ Joanne Lea

"Safety means staying in the center of God's will." ~ Lynette Nagy

"I'm safe when I'm home." ~ Simon Nagy - age 5

"Safety means trust to me; trust in people, because it takes people to maintain safety. Whether it is our AWA planes or the pilots, flying the planes, I trust God first and then the mechanics who work on the planes and the pilots who keep their ratings current. They have the skills necessary to do their jobs and have the conviction to do their very best. Safety is huge and I am confident in those at AWA whom I put my trust in." ~ Sharon Williams

"Safety is a culture, a way of thinking that permeates all aspects of life, physical, mental, and spiritual. As pilots, we tend to be natural risk-takers but if we do so with safety in mind, we will live to fly another day!" ~ Laura LaBore



RENEWING THE HEART OF AVIATION

By Norman Hansen

My friend Dave loves old classic cars. His Facebook page is always featuring a beautifully restored vehicle from the 60's or 70's. One of his favorites is a 1964 Pontiac GTO in powder blue. These cars are in excellent condition and restored to

*"Create in me a clean heart, O God; and renew a right spirit within me."
~ Psalm 51:10 (KJV)*

perfection. Unfortunately, those that are fortunate enough to own these classic cars seldom use them, simply because they do not want their investment to depreciate with use.

You may be surprised to know that many of the planes that Adventist World Aviation uses were built in the 1960's or 70's as well. One reason we can keep these planes in useful service for so long is that they undergo a yearly maintenance check. This check by a certified inspector includes the engine, flight controls, airframe, tires, brakes, and instrumentation. When we find problems, we replace the worn out parts





or ground the airplane until the problem is resolved. With this system in place, there is full assurance that all AWA planes that are flying are truly airworthy.

Maintaining planes in the mission field is a challenge as qualified mechanics are not available locally. In Nicaragua, we have just finished the annual inspection on our Cessna 172. This plane has been in Nicaragua for approximately 10 years without ever leaving the country. In order to maintain it, mechanics have travelled to Nicaragua every year carrying parts and supplies. Several years ago, we changed the engine out, right in our hangar in La Tronquera. Thankfully, AWA has a qualified mechanic on staff, Nik Nagy. Other mechanics as well support us by volunteering their time to keep our planes and pilots safe. This year, we are very grateful to Jim Kincaid from AWA-Alaska for travelling to Nicaragua to help us!

Unfortunately, even with the yearly inspections, the rigors of mission flying are taking its toll on our Cessna 172. This plane's legacy is that it has transported over 700 people in critical condition to hospitals! What better "life" could a plane have than to be a mission plane in Nicaragua saving lives!

Thanks to God's provision, a replacement plane is ready to come into Nicaragua as soon as the Nicaraguan government grants permission. Though

new to us, and in much better condition than our current plane, this plane was built in 1961. It is a highly modified Cessna 182 that will not only take off and land in a shorter distance than our current plane, but will carry more weight at greater speed. This "new" plane, as soon as we can get it down here, will be able to renew our efforts to help save lives, and open doors to allow us to share the love of Jesus with the Miskito people of Nicaragua!



TRIBUTES OF MEMORY AND HONOR...

2018 IN MEMORY AND IN HONOR DONATIONS FOR 3RD AND 4TH QUARTER.

Throughout the year, AWA receives many gifts, which we appreciate greatly. Special gifts, made in memory of or in honor of a loved one, hold a special place in our hearts. These special gifts help share Jesus with others through our aviation projects. If you wish to recognize a special person with a gift, please indicate on your donation envelope by adding that individual's name and we will include your gift in a future Airways magazine.

IN MEMORY

GILBERT ALCALA

RACHEL & JOHN LOBO

JONATHAN ADAME

ARVILLA Acala

MY HUSBAND, GEORGE AKERS

IMOGENE AKERS

BEBE NICHOLAS

By BALI FOUNDATION/WHOLE

LIFE CARE

LOIS CHEEVER

ELMER & KATIE BAKER

DAVID DUNGAN

CORINNE B. COUNCELL

BRUCE & LINDA BAUER

GARY & LINDA COUNCELL

AND FAMILY

HERMAN BROOKS

ARLISS BROOKS

SUNNIE CASEBOLT

NEILLES S. ROCKWELL

DONALD & DONNA CASEBOLT

JESSICA CAUTIVAR

TIM & LINDA CAUTIVAR

DANMAR ARVIN SITJAR

JOEVEN & PROMISE CORTEZ

AVA DePINA

MAUNUEL DePINA

CHET DAMRON

DAVID & SONJA De ROSE

PASTOR WILLIAM G. DOWNES, RAF

AVIATOR WWII

WILLIAM DOWNES

ARMANDO N. ESPIRITU

ELENITA ESPIRITU

JOHN & JOHN LOBO

ISABEL CARDONA

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BETTY L LIEBELT & JUDY E. SMITH

OSEAS IMPERIO, Sr.

ERNIE & ANNABELLE LOPEZ

DOMINGO MANALO

EUFEMIA MANALO

ART SWANINGSON

EMIL & RUTH MOLDRIK

ROBERT FOLKENBERG

LAUREN & CHERYL MOULTON

MARGO SWANINGSON

JOHN NOEL

ROBERT PATTERSON

JEAN PATTERSON

EDUARDO & YOLANDA RUILOBA

DR. OMAR ELIAS RUILOBA

BUDDY (RICHARD) HART

ROBERT & PAT SCHUMAN

AGRIPINO C. SEGOVIA

ELVIRA C. SEGOVIA

EVELYN VOORHEES

JENNIE VOORHEES

LEE & MARLYN SHEIVE

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MRS. MABLE SMITH

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TED THORN

VERLA THORN

GORDON & VIRGINIA BURTON

MICHAEL & ALICE WEAKLEY

BERNICE TOPAKYAN

DOUGLAS & MELODY WHEELER

RUTH BECK

E.E. BEITZ

CHET BROWN – MY FIRST PASSENGER

RUTH WIGGINS

ALBERT WIGGINS & DONNA

STAFFORD

IN HONOR

MAURETOWN HOUSE CHURCH

ANATOLIE & SHANNON URUM

DARRIN DARTELL & AMAZING PROPHECY SEMINAR

DUSTIN – STUDENT A&P AND PILOT

PAUL & LEA ADAMS AND EUREKA MT. MISSIONARIES

DAVIS STAFFORD AND EUREKA MT. SDA CHURCH MISSION TO THAILAND

MILES STAFFORD – MISSIONARY TO MYANMAR

ALBERT WIGGINS & DONNA STAFFORD

TIM & JEANNIE HEISCHBERG

GARY & PATRICIA BRYANT

ROBERT ERICH

WILLIAM ERICH

LOIS MOORE FOR HER 79TH BIRTHDAY

SHERI MOORE

NANCY LEE - 51ST ANNIVERSARY WITH ART

ARTHUR & NANCY SCHUMACHER

REBECCA FINK



**Help us paint and overhaul
the 182R Cessna (above)
and turn it into...**



Donated to AWA, the Cessna 182R will be deployed to support AWA and ADRA mission work in Uganda. Due to the extremely high cost of aviation gasoline in Uganda, we are converting it to a diesel technology engine that will allow it to use the readily available and much less costly jet fuel.

AWA is also honored to have been chosen to receive a portion of the Pathfinder Camporee Offering to help support the overhaul and engine conversion for our Cessna 182R plane. In addition to the Camporee Offering support, AWA is promoting an on-going fundraiser for the Uganda project Pathfinder plane. With this fundraiser, Individual or Families donating \$1,000, Pathfinder clubs donating \$2,000, and Churches or Businesses donating \$5,000, will have their names inscribed on the plane when it is ready to deploy.

Anyone interested in adopting this project can donate through our website at www.flyawa.org.

In Remembrance...

On January 29, 2019,
**Karen Adele
(Melenchuk)
Ferguson, RNBSC**

passed away after a yearlong battle with cancer. Karen was a caring friend, cherished cousin, kind niece, devoted aunty, selfless sister and sister-in-law, loving wife, protective and giving mother and mother-in-law, and an amazing nana. She was quick to think and slow to speak; her sage words were meaningful and purposeful. She had the gift of being a wonderful listener, counted on for a much-needed hug, cuddle, and listen in the best and the worst of times. Her final days were spent with her boys and husband by her side laughing, singing, and crying. Her physical pain is gone and she is now free. So for now, we say goodbye to Karen, loving wife of Randy Ferguson, Safety Coordinator for AWA. She had a great faith in Jesus, and let us know that she was not scared of death, looking forward to when Jesus would come and be there with loving arms to hug, cuddle, and listen.



Pathfinders Alert!

If you are going to the 2019 Pathfinder Camporee at the EAA grounds at Oshkosh Wisconsin, we are going to be there! AWA is partnering with Andrews University Aviation Department to help Pathfinders earn The Aviation Honor. To be eligible, make sure to get your Airplane Modeling Honor done before Camporee! You can find more info on it here:

<https://www.pathfindersonline.org/honors/arts-crafts-and-hobbies/237-airplane-modeling>

SELLING ON EBAY? DONATE A PORTION DIRECTLY TO AWA!

eBay for Charity has partnered with the PayPal Giving Fund to make it easy for sellers to donate some or all of the proceeds from eBay listings to their favorite charities. Adventist World Aviation is listed as a registered charity with eBay and you can now select us as your charity of choice!

You can donate with a minimum of \$1 or 10%, up to 100% of your final sales price to support AWA. When your item sells, you do not have to do anything, as the PayPal Giving Fund will automatically collect the donation from you. Sellers pay standard insertion and final value fees for eBay for Charity listings. However, when your item sells, you will receive a fee credit for the insertion fee and final value fee that is pro-rated to the percentage of the final sale price that you have chosen to donate. So next time you are selling your unused items on eBay, consider donating to AWA!



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A close-up photograph of a woman with dark hair and freckles, wearing a patterned headband, smiling warmly. She is holding a young child with dark hair and large eyes, who is looking directly at the camera. The child is wearing a white shirt with blue stars. The background is slightly blurred, showing green foliage and a building.

**Thank You for
Helping Us Help Them!**

**Visit Adventist World Aviation at
www.FlyAWA.org, or call 414-226-5195 to donate!**