



VOL 19 | ISSUE 1

FIRST QUARTER 2013

MAKING DISCIPLES FAR AND NEAR



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Evangelism Jesus' Way

FIRST QUARTER 2013

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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

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STOCK ART

Dreamstime Stock Photography

Suppose a little boy wandered away from home and could not be found by his parents. So, after hours of searching and calling, they call in the Search and Rescue team, complete with helicopter. As the team meets the frantic parents they inform them, "It will cost \$6,000 per hour for the helicopter to sweep the area."

"Wow," exclaims the worried mother. "We have plenty of money, but we are planning to use it on the major remodeling of our home." She turns away and says, "Never mind, my husband and I will do all the searching."

I think if a child were lost, the desperate parents would do almost anything to find that child—no matter the cost. That's how precious our children are.

What about a child of God? How much will be paid to find that lost soul and bring him to Jesus?

Evangelism does cost money, but the end result is priceless. Even for one soul.

Today evangelism outreach programs in churches across America are being conducted in a variety of ways, by a variety of people, and for a variety of costs. We congratulate ourselves and say we are fulfilling the "great commission" found in Matthew 28:19-20.

Yet, many that enter the training program only end up preaching to each other. We are forever training, but never leading anyone to the knowledge of the truth.

So, what is evangelism? It is not just someone preaching! It is a kind smile. Sometimes that is all that it takes to reach someone. Be a friend. Have you looked in a mirror lately and smiled? How do people see you? It should be easier to smile, than

to frown.

It is a healing touch. Perhaps you are in the health care profession—a doctor, nurse, dentist, lab technician. When was the last time you prayed with your patient?

When people are hurting physically their hearts may be open to be healed spiritually.

It is a helping hand.

Do you have the ability

to build something, to move boxes, to clean windows, or paint a fence or two? Do it in the name of Jesus. Many mission groups do these types of community outreach projects in a mission field. What about at home? In your own neighborhood?

It is a loving spirit. Are you self-centered? Do you consider yourself first and others second? A person with a loving spirit "does unto others" first.

This is how evangelism begins—letting Jesus shine through our lives by the way we look, the things we do, and our attitudes. Then, we have

"What about a child of God? How much will be paid to find that lost soul and bring him to Jesus? Evangelism does cost money, however the end result is priceless. Even for one soul."

created an opportunity to begin sharing biblical principles because hearts have been opened.

The problem is that we are in a “short-cut” society. We want the fad diets, the easy exercises, and the pre-made meals. It’s all about short-cuts.

Is that how we are bringing people to Jesus—through short-cuts? In lieu of spending time being a friend and letting them see Jesus first, are we short-cutting the process? Are we preaching first and being a friend second?

When Jesus was on earth His methods included making contact with people by mingling with them. He then showed His concern by only desiring their well-being. He showed them compassion and was committed to them by ministering to their needs. Then, He won their confidence and was able to say, “Follow Me.” This should be our method as well.

Adventist World Aviation may not always be directly involved in conducting evangelistic meetings, but we deliver evangelism! AWA is a facilitator—a means to bring the end. We make it possible for contact to be made in unentered areas. Our missionaries show concern and compassion by providing medical services through much needed aviation support; people’s confidence is then won, and we are able to share more of Jesus

with them.

As you read the stories in this issue of AirWays, you will find how our missionaries are making contacts, showing concern and compassion, making a commitment to those they serve, and winning their confidences. Through your constant prayers and financial support, you can partner with us and help us continue to do evangelism Jesus’ way.



Pastor Ric Swaningson
President/CEO



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The Dreams Of A Youngster

I've had a dream since I was 7 or 8 years old—a dream to be a mission pilot. Ever since my first experience in a homebuilt plane, I was hooked on flying. Since then, flying has been a big part of my life.

When I found out I could receive my pilot's license, and possibly an instrument rating by the time I graduated from high school, I jumped at the opportunity. That brought me to Heritage Academy.

I didn't know much about Heritage until the end of my sophomore year at Guam Adventist Academy. That's a long way from Tennessee—8,000 miles to be exact. But, to me it was worth the sacrifice to leave home so I could pursue what I feel is God's calling for my life.

After a lot of prayers, I made the decision to go. It has been one of the best decisions of my life.

The summer ended all too quickly and my brother and I flew across the ocean to attend school where we only knew one other student—a senior, also from Guam.

On registration day, I received my flight bag, complete with all the materials I would need for the year. I was ready to fly, or so I thought. I was told the plane was down for maintenance, but that it would be up and running in less than two weeks. Of course, I was disappointed, but realized that it would not be a big deal. After all, the school year is

36 weeks long, plenty of time to get the 40 hours necessary to take my check ride.

The time passed, and the airplane still wasn't ready. A 100-hour inspection turned into something more serious. A bad cylinder needed to be replaced. After a few more weeks, I was told that we would soon be in the air.

But again the plane wasn't ready. I smiled and said, "I guess maintenance on an airplane takes longer." However, inside I was trying to hide my frustration. I couldn't understand why God had led me to Heritage Academy so I could fly and then not give me a working airplane to fly.

The first quarter was halfway finished, and I had not even seen the airplane. I prayed over and over again that I could fly, but God seemingly didn't answer. Every day I would go to the flight office and wait for the words I was hoping for, "The plane is ready to fly." Instead, I was informed, "Not today." So, I sat in the office and flew the simulator, which by this time was thoroughly boring to me.

One day my instructor came and asked me if I wanted to go flying. I was ecstatic, and I couldn't wait for classes to be finished for the day. The local airport had a Cessna 172 for rent, and since the maintenance on our plane was taking so long, we finally decided just to rent the airport plane.

But just before we were about to leave, Mr. Miller

informed me that the 172 was not available because of a prop strike. Up until this point, I was pretty upset, but after that day, my attitude changed completely. It was as if God spoke directly to my heart. That still small voice was as clear as ever.

“Bryce, Do you really trust me?”

“Of course I do!”

“Then, let me handle the situation.”

“OK God, I’ll trust you.”

“OK, but it’s not going to be what you want right now. You still need some “ground school” before you fly. You are impatient, and you are letting your zeal to work for Me get in the way of the purpose of your work.”

As soon as I gave the situation to God, I had immediate peace. I realized two things. First, I realized that God had brought me to Heritage for more than airplanes. In my zeal to want to work for God I had forgotten the importance of character development. I wanted to be a mission PILOT, but God wanted me to be a MISSION pilot.

Airplanes are wonderful tools, but if my purpose for wanting to be a mission pilot is so I can fly an airplane into short airstrips in the jungle, I am hindering God’s work more than I am helping it.

The second thing I realized was that God was trying my patience. James 1:3 says, “Knowing this, that the trying of our faith worketh patience.”

Could it be that in trying my patience, the converse of the verse was true, that it actually worked faith? I think so. Now that I can look back and see how God has led, I can have faith that He will get me through tough times in the future.

It took the rest of the first quarter for the plane’s maintenance to be completed, but the time seemed to pass quickly. I began to try to find out the other reasons why God brought me to Heritage. One of them is to share Jesus. We are called to be missionaries wherever we are. If we aren’t, then WE are a mission field.

On the first day of the second quarter, I had my first flight; on the last day, I completed my first solo.

It was an amazing experience, one that every pilot, no matter what age, can explain in vivid detail. As I applied full power to begin my takeoff roll, I knew I was fulfilling part of my dream. The wheels lifted off the ground, and I was flying. I looked over to the right seat, now empty. Now I envision that I had an unseen copilot—One who will be with me on my flights for years to come.

Now that the third quarter has started, I have four days of flying per week, instead of two. I currently have over 15 hours and am on track to receive my license (God willing) by the end of the year, thanks to those two extra days per week. I like to think that God gave me those two days just to make up for the 15 hours I missed during the first quarter.

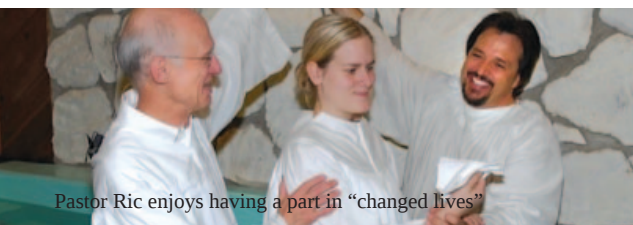
There are other students here at Heritage Academy working hard to become mission pilots for His service. Your contributions to our mission aviation program helps each one of us become His flying disciples. We appreciate your daily prayers for our program, for our students, for His guidance, and for His safety. We also thank you for your donations. Please mark them “AWA-Heritage Academy” and mail them to Adventist World Aviation, Box 444, Sullivan, WI 53178-0444.

– Bryce Onjukka
Junior at Heritage Academy



Bryce Onjukka learns trust as well as the “mechanics of aviation”

UPCOMING EVENTS



Pastor Ric enjoys having a part in "changed lives"

FEBRUARY 22 TO MARCH 30, 2013

Adventures in Prophecy Seminar

Waukesha Seventh-day Adventist Church

21380 W. Cleveland Avenue

New Berlin, WI 53146

Evangelistic meetings, begin each evening at 6:47 PM

Speaker: Pastor Ric Swaningson, President of AWA

APRIL 20, 2013

Church service presented by **Pastor Ric Swaningson**

Charles City Seventh-day Adventist Church

110 Hillside Drive, Charles City, IA 50616-1621

641-228-6557

MAY 10-25, 2013

Adventures in Prophecy Seminar

Manokotak, Alaska

Evangelistic meetings, begin each evening at 6:47 PM

Speaker: Pastor Ric Swaningson, President of AWA

JUNE 9, 2013

2nd Annual Fly-In & Drive-In

Check: www.FlyAWA.org for details

Meet AWA's Newest Missionaries

Vonzell and Gwendolyn Chancy are AWA's newest missionaries, serving on our Guyana project.

Hearing many stories about mission pilots, Vonzell became passionate about becoming a mission pilot. He attended Andrews University where he studied aircraft maintenance and obtained his private pilot's license, and his wife studied nursing.

Upon finishing his training at Andrews University, he joined the military as a medic, while his wife finished her nursing degree. While stationed in Germany, he was responsible as a lay leader for the spiritual nurture of the Adventist service personnel stationed on the base. Then in 2004, when he was out of the military and teaching middle school in North Carolina, and while Gwendolyn was finishing her military career as an OB/GYN nurse practitioner, they felt impressed to learn how to become medical missionaries. So, Vonzell was accepted as a

student in the Wildwood Lifestyle Center's six month health evangelism program in Wildwood, Georgia. At the same time, Gwendolyn shadowed the physicians at Wildwood, learning how to administer natural remedies.

Now, armed with more Biblical knowledge, the health message, and additional flight hours and ratings, it was time to apply their skills in mission service—first in Haiti, then in the Eleuthera Islands, and finally in South Korea.

Adventist World Aviation is pleased that the Chancy's have teamed with them, servicing the people in the villages of Guyana, South America. Please keep them in your prayers.



AWA Chief Pilot Noel Clark

Is Your “Checklist” Useless?

Using a “checklist” is mandatory! No “ifs,” “ands,” or “buts.”

But is your checklist useless or even dangerous?

If you're skipping items on your checklist because they are too cumbersome and out of order, here are some suggestions for you.

It's amazing the number of pilots who seem to be using an inadequate checklist. What's more, some pilots, while using a good checklist, miss some of the items even when they read them, or skip items because they seem out of order, missing them altogether. In addition, some of the items get done twice and even three times because there is no practical “flow” in their checklists.

When I begin a student in any phase of piloting, i.e., private, instrument, etc., we sit in the airplane with the original manufacturer's checklist (keep the manufacturer's checklist available at all times), photo copied with pencil in hand and run through the checklist item by item, rearranging the items in a practical, sensible flow. We surely don't want to miss anything, and by comparing the original we are certain that we will not. We then retype and use our customized checklist a number of times to be sure the flow is correct. After we are satisfied with our revised list, it is then retyped and laminated. Now we have a useful, safe and efficient checklist. So, use it and fly safely!

—Noel Clark, Chief Pilot

CESSNA 172S SKYHAWK NORMAL CHECKLISTS

PREFLIGHT INSPECTION

PREFLIGHT—Cabin	
■ A-R-O-W Papers	Checked
■ POH	Available in Airplane
■ Control Lock	Remove
■ Ignition Switch	Off
■ Avionics Master Switch	Off
■ Master Switch	Off
■ Fuel Quantity Indicators	On
■ Avionics Master Switch	Check Quantity
■ Avionics Cooling Fan	On
■ Avionics Master Switch	Check Audibly for Operation
■ Static Pressure Alternate Source Valve	Off
■ Annunciator Panel Switch	Hold in Test then Release
■ Fuel Selector Valve	Both
■ Fuel Shutoff Valve	On
■ Flaps	On
■ Pitot Heat	On & check tube warm within 30 secs.
■ Master Switch	Off
■ Baggage Door	Check, Lock with key
■ Autopilot Static Source Opening	Check for blockage
PREFLIGHT—Empennage	
■ Rudder Gust Lock	Remove
■ Tail Tiedown	Check
■ Control Surfaces	Check
PREFLIGHT—Right Wing	
■ Aileron	Check
■ Wing Tiedown	Check
■ Main Wheel Tire & Brake Pad	Remove

PREFLIGHT—Left Wing

■ Main Wheel Tire & Brake Pads	Check
■ Fuel Sample	Obtain
■ Fuel Quantity	Check Visually
■ Fuel Filler Cap	Secure
■ Pitot Tube Cover	Remove
■ Fuel Tank Vent Opening	Check
■ Stall Warning Opening	Check
■ Wing Tiedown	Remove

BEFORE START CHECKLIST

■ Preflight & Passenger Briefing	Complete
■ Cell Phones	Off
■ Seats / Belts	Adjusted & Locked
■ Circuit Breakers	Check In
■ Electrical Equipment	Off
■ Avionics Master Switch	Off
■ Fuel Selector Valve	Both
■ Fuel Shutoff Valve	On (push full in)
■ Avionics Circuit Breakers	Check In
■ Brakes	Hold

STARTING ENGINE CHECKLIST

■ Throttle	Open 1/4 Inch
■ Mixture	

Preparing A Mission Airplane For Service



Bob Stone

Currently at the AWA maintenance facility, we are preparing an early model Cessna 182 for service in Guyana, which entails more than one would think. First it must be “airworthy,” which means that it must pass a number of rigorous inspections and regulations established by the Federal Aviation Administration (FAA). Each certified aircraft has what is called a “standard airworthiness certificate,” which is issued by the FAA and is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance to established regulations.

A certificate is issued to a particular aircraft only and is not transferable. In many ways, it resembles a person’s character, which only they can develop; while the regulations regarding airworthiness could be likened to the “Ten Commandments” which help keep an individual “flying safely on course.”

After the final inspection, there is an important entry recorded in the log book of the aircraft which states in effect:

“I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition.”

It is then signed by the A&P (airframe & power plant mechanic) who inspected the aircraft. These federal laws are applicable to all who work in the aviation industry, including mission aviation. It is for the safety of those flying, and those riding in the aircraft.

As Christians it is important that we do everything as unto the Lord. When inspections are being performed on aircraft, precious lives are at stake: the life of the pilot who has spent years in training and experience, the life of the passengers who may be family members, co-laborers, pastors, etc., or even local natives who may not have even heard about Jesus yet.

As I work on airplanes, maintaining them and inspecting them for mission service, I consider many things. Will it be able to perform the task that it was sent to do? Am I giving it a thorough inspection? Will the passengers be safe? Just as A&P mechanics are representatives of the FAA, even so we as Christians are representatives of our Lord Jesus. Our work needs to be thorough in all that we do, which places us in a position of awesome responsibility, and fantastic opportunity: for the Bible promises that “my God shall supply all your need according to his riches in glory...” Phil 4:19 and again: “I can do all things through Christ which strengthens me” Phil 4:13. I want to hear, as I am sure you do also, from our Savior’s lips “Well done thou good and faithful servant!” Won’t you join Adventist World Aviation in helping to hasten that day, so we can all go home to heaven with Jesus?

Please continue to pray for each one of our missionaries and those who work diligently each day to keep the planes airworthy. Your contributions help us keep the planes flying safely. Please mark your donation, “Aircraft/Support,” and mail it to Adventist World Aviation, Box 444, Sullivan, WI 53178-0444

—Bob Stone



New Missionaries Enter Mission Work In Togiak, Alaska

Newlyweds, Chad and Elizabeth (Wagner)Angasan, recently accepted the responsibility for nurturing the company of Adventist believers in the Alaskan native village of Togiak. Chad Angasan graduated in June of 2012, from Walla Walla University with a degree in Theology. His family roots originated from the town of Dillingham, Alaska, where Adventist World Aviation (AWA) maintains a hangar and airplane used in serving the region known as Bristol Bay.

Togiak is a part of that region, and has also been served by Adventist missionaries, which first came to the region in the 1930's. Togiak is easily reached only by air travel, making AWA's service to the area very indispensable.

Chad is the second Native American from the Bristol Bay region to graduate with a Theology degree from Walla Walla University. The first was Joe Chythlook, who graduated in 1964. His family originated from the same village of Togiak, where Chad and Elizabeth (Liz) are now serving. Joe Chythlook began his pastoral ministry in the Bristol Bay region.

While Chad and Liz are both from Alaska, Liz's family living in Anchorage, it wasn't until they attended Walla Walla University, in College Place, Washington, that they first met. Both are excited to serve in the region where Chad spent his childhood.

Please pray for this young couple as they serve the people of Togiak, Alaska. Your continued contributions to the work in Alaska is most appreciated, as many people are

hearing about Jesus each day because of your partnership with Adventist World Aviation. Please mark your contribution, "Alaska Outreach," mailing it to Adventist World Aviation, Box 444, Sullivan, WI 53178-0444.

-Wendell Downs



New To Togiak, Alaska husband-wife team, Chad and Elizabeth Angasan



Evangalism in Texas

For five weeks this past fall, Adventist World Aviation and Adventures in Prophecy united to present an astounding prophecy seminar in San Antonio, Texas, at the Scenic Hills Church.

Led by Pastor Ric Swaningson, the meetings opened on October 12.

There were approximately 75 people who arrived on the first night, interested in learning what the Bible has to say about prophecy and the end times. For many people, the things they learned over the course of the next several weeks were entirely new. Even those who had prior knowledge in the subject area came away with new insights and understandings.

Several of those who attended the meetings came because they had received a flyer in the mail advertising the event. Others had been attending the church for a period of time, and were interested in learning more.

One attendee was very impressed by God's perfect timing

in his life in bringing him to this particular church just in time to be part of the seminar. When asked what brought him to the meetings, he shared, "My wife and I just started going to church at the same time the meetings began. I had been in Afghanistan for the last couple of years. I recently

returned to the United States, and we had just moved into the area. My wife is a Seventh-day Adventist, and it was just by chance we chose that particular church to begin attending. It wasn't the closest one to where we live. But once we started, we had to continue!"

He went on to share that he and his wife were in the process of starting up their own business. "We are very thankful for the timing of these meetings. If our business had been opened up sooner, we would not have been to all the meetings. Now we have the time to open our business. The timing was perfect!"

When asked what they enjoyed most about the meetings, they quickly replied, "We loved Pastor Ric. He is loved and appreciated by all those who came to the meetings."



Pastor Rodney Mills with baptismal candidate in San Antonio



There's no greater joy than surrendering your life to Jesus in the waters of baptism

Others felt that Pastor Swaningson and his wife, Dawn are very personable people and loved by all. It was said by many, "When Pastor Ric opens his mouth to talk, it draws everyone's interest. We loved him!"

Comments by others included, "He was practical, down to earth, a good presenter and teacher, with a great sense of humor, not disconnected from the real world," and "We love his sense of humor."

Many expressed their appreciation for the clarity in the way he presented the topic each evening, stating, "He explained things thoroughly and in detail with pictures. You could tell that he knew his stuff!"

Some of the most interesting things people learned from the seminars were as varied as the people who attended. For instance, one individual was surprised to learn the role the Catholic Church played in changing everyone's perspective on Sabbath: changing it from Saturday to Sunday. Another was surprised to discover that holidays, such as Easter, Halloween, and even Christmas had pagan origins. Others found it interesting to note the amount of natural disasters taking place in current history compared to the past.

Many found it revealing that the Ten Commandments were not inspired: they were written with God's own finger, so God did not have to inspire someone to write them.

One woman stated that she had always been curious about what happens to you when you die. Is your body taken to heaven? She was pleased with Pastor Swaningson's responses, using the Bible to clarify them. Her questions were answered, her curiosity was satisfied, and her mind was put at ease.

Those attending felt that the evening seminars gave them not only increased knowledge of the Bible, but a renewed

sense of motivation and inspiration. It had been a positive experience because the Bible was always used to support the principles presented.

During the time Pastor Swaningson was in Texas presenting these seminars, he also spent some time at the airport giving people a chance to take a flight in the Toku-Hana. Young Eagle flights were scheduled for the children and interested adults were given the opportunity to go for a flight as well.

Everyone had a great time flying with a "flying evangelist" and pleased that he took extra time for them. One person who flew with Pastor Swaningson stated, "I have been an air traffic controller, but have never been up in a small plane. It was interesting to be on the other side of things!"

Another 75-year-old man stated, "This was a first for me!"

As the evening seminars concluded, 20 people accepted Jesus as their personal Savior and were baptized, and many more were interested in baptism in the future.

The seminar meetings were streamed live to the community on the local 3ABN network, and many more were able to watch the series in their own homes.

San Antonio, Texas, will not be the same after the presence of Pastor Ric and Dawn Swaningson, Adventist World Aviation, and Adventures in Prophecy. Many lives were touched, especially that of Pastor Ric, as he was told by many, "Please keep preaching and teaching the Bible truths. God is using you!"

—Marjorie Alcorn Steininger



The meetings closed on a spiritual high note



Preparing For Deployment To Guyana

THE WILKERSON FAMILY

It all started 13 years ago when Monique and I met at the Scenic Hills Seventh-day Adventist Church in San Antonio, Texas. A year later, we started our life together as a family. Since that time, we learned to trust more in God and follow His leading, even though the road ahead at times seemed foggy or unclear.

As we stepped out in faith, we moved our family and a few too many personal belongings to Belleville, Illinois, then to Walla Walla, Washington, then on to Albuquerque, New Mexico. Each step of the way we could see God's hand at work as He placed us in the right place, at the right time, for the right reasons.

With each move, God knew the personal and spiritual needs of our family. He faithfully met those needs by

placing us with wonderful people. These included family, friends, and church members. It gave us the opportunity to grow personally and spiritually. It also gave us many opportunities to join Him in the work that He does in and around us.

On November 10, 2012, we came full circle. We returned to the same church (Scenic Hills Seventh-day Adventist Church) where we began our lives together. We began a new journey as missionaries and future project managers for Adventist World Aviation (AWA) in Guyana, South America.

Ever since we got married, Monique and I have felt a deep desire for mission service. Over the years we have answered His call to serve as financial supporters,



prayer partners, and short-term mission workers for many missionary groups in our local communities: both stateside and abroad.

In 2009, while our daughter Tammie was preparing to graduate from Walla Walla Valley Academy, we felt God calling us for mission work abroad. Our questions were many: What would we do? Where would we go? How would we get there? When should we go?

As servants of God, it is more important for us to understand what He is about to do for us, rather than for us to tell God what we want to do for Him. God is not asking us to sort out all the details. He is asking us to have a willing heart. In our experience, we have found that God does not typically lay out detailed plans for us. Instead, He seems to reveal His plans one step at a time. This allows strengthening of our faith in Him.

In Hebrews 11:6 it says, “Without faith it is impossible to please Him, for he who comes to God must believe that He is, and that He is a rewarder of those who diligently seek Him.”

In the fall of 2009, God revealed an opportunity for us to become involved in AWA’s missionary work when we were asked to assist in delivering airplane parts to their project based in Palawan, Philippines. Little did we know that accepting this call would lead to increasingly more active roles in God’s work with AWA.

Over the next three years we were asked to help share AWA’s mission in a variety of venues, including church services, Sabbath school classes, campmeetings, colleges and universities. During each of these occasions God was able to use our skills and talents to help further His Kingdom, while preparing us for a larger assignment with added responsibilities.

In July 2012, we received a call from Bill LaBore, the project manager for AWA’s Guyana project. He explained that he had been asked to lead the AWA project in the Philippines, and he was calling to see if we would consider

serving as project managers for Guyana.

Many concerns ran through our minds, but we were reminded that God was not asking us to solve our own challenges. So, we quickly said, “Yes, Lord we will go and we will serve!”

In the parable of the talents found in Matthew 25, we recalled the lesson of faith in which God uses smaller assignments to develop and build character for future assignments. One thing we believe is true, being “God-centered” means that we are to adjust our lives to what God wants us to do. If God has a great task for us, He will develop and grow our characters to match His assignment.

In preparing for our deployment to Guyana, we are visiting churches and presenting AWA’s mission and the work in Guyana. In February we traveled to Guyana with our missionary partner, Vonzell Chancy, to conduct our initial site visit for our future mission project.

Your prayers and continued support for the work in Guyana is appreciated. Please mark your donation “Guyana Outreach,” and mail it to Adventist World Aviation, Box 444, Sullivan, WI 51378-0444.

– Bruce Wilkerson



Bruce and Monique Wilkerson



From right to left: Daisy, Vincent, Chrystal VanFossen, Daisy's Daughter and Grandson

THE VANFOSSEN FAMILY

Making Disciples for Jesus

Not long ago, a local church member, “Sister Lena” asked me to go visiting with her. Our first call was on an elderly lady named Daisy. Upon our arrival at Daisy’s home she asked me, “Do you have any eyeglasses that you could share with us?” “Well,” I replied “it depends on the strength you might need, here, try my reading glasses.” I figured that this would give me an idea of what strength of reading glasses she needed.

“These are good. I need the same as you,” she happily told me. So, I gave her my glasses, realizing that I could easily obtain another pair for myself out of the box of

glasses when I returned home.

Then, her husband Vincent, asked if I had a pair for him. He also decided that my pair would be a good strength for him. I told them, “I will be back tomorrow with glasses for him.”

“The next day when I returned with more eyeglasses, they asked, “Could you please stay and read to us from the Bible?” Wow! What a request,”

The next day when I returned with more eyeglasses, they asked, “Could you please stay and read to us from the Bible?”

Wow! What a request, I was excited to be able to share with them from the Bible, but where should I start? Taking the Bible I turned to the story of Jesus feeding the 4,000. As I read them the story they were very interested. It seemed that they had never



had the chance to hear one of the common Bible stories that we all take for granted. I also took the opportunity to give them a “gospel presentation.” They expressed great thanks and appreciation and told me they loved the Bible. I invited them to come to our home Thursday morning and join our Bible study group.

The next Thursday they showed up. After our Bible study they said, “This is very, very good. We need more teaching like this.”

For the past three months this precious couple has been faithfully coming to our Bible study group every Thursday morning. Imagine, once they could “see” better, the Lord helped them “see” spiritual things more clearly. And not only have they been attending faithfully, but they have also been sharing what they have been learning. Rupert, who now also attends our weekly Bible study, became a Christian through their work. They had conducted a small “cottage meeting” in their home and he responded by giving his heart to the Lord Jesus.

When we gave the Christmas bags out, Rupert’s was one of the families to receive them. They came over to express their thanks. “We like the way you ‘share out.’ You share with everyone. Not just the people who come to your church, but everyone. People don’t understand this, but it is the right Christian thing to do.”

They have also planted a garden using the seeds we

distributed a few months ago, again, expressing gratitude for “the seeds, and everything you are doing here.” They said, “We especially like the teaching. Not everyone will understand. It is like the seeds, not all will grow; but some will.”

Recently at the Bible study class Rupert requested that Greg prepare a lesson so that Rupert could begin giving Bible studies nearby, in Hobo Hill, door to door. Greg was excited about this opportunity to train new disciples. When Greg showed the lesson to Rupert, others were there and saw the Bible lesson. They, too, became excited about the possibilities of sharing God’s word with others.

It is exciting to see others catch the vision and have the desire to share Jesus with their friends and family. We are excited to see God multiplying “laborers.” In fact, we believe that the local natives will be much more effective in teaching their own people. We are very happy to give them the support and encouragement they need.

Please continue to pray for us as we stand amazed at what God is doing here. Your contributions help keep us here working for Jesus. Please mark them, “Guyana Outreach,” and mail them to Adventist World Aviation, Box 444, Sullivan, WI 53178-0444.

- Chrystal VanFossen



One of the gardens from our “Seed Project”



Daisy and Vincent’s “house”



Hobo Hill

THE LABORE FAMILY

No one seems to remember why this area is called, “Hobo.” Some say it may be a word in the Amerindian language. Others say it’s because the people who used to live there didn’t have houses—they just made a lean-to to live in.

Even today, the people residing in this area are still very poor. Many children do not know their fathers, and their mothers tend to drink a lot. It is these children that we have been caring for in the last few years. We have given them Band-Aids, bread, and clothing. But most of all, we have given them love!

Since our last furlough and after the Wickwires moved back to Canada, we moved into the house they lived in. The area around the house has several fruit trees. We asked the children from Hobo Hill

not to pick the fruit, as the trees belonged to the landlord (not us). Later it became apparent to us that they had picked the fruit and were selling it—even to us. Therefore, the landlord banned the children from ever coming back to the property, which meant the children could not come to our home.

Just before Christmas we usually make Christmas cookies with the Hobo Hill children. But, this year we were in a quandary as to where to do this, since these children could no longer come to our house.

We asked the pastor from Hobo Hill if we could use his church. He replied, “Yes, that will be fine.”

It is this pastor who began attending the Bible studies the VanFossen family has been having with the people in Hobo Hill. The pastor, hearing the amazing stories about Jesus, fell in love with God and the Sabbath. Since then, Bill and I have been





showing the “Matthew” video during our Bible studies.

So, with the permission of the pastor and with many hands, we hauled the oven and all the fixings to the church in Hobo Hill, and had a great time. We ended up with about 65 people making cookies. While the cookies were cooling, we showed the group a video on the nativity. It was a rewarding experience for all those involved, and the cookies were enjoyed by everyone.

The next day, needing to work on the plane, I went out to the airstrip, which is right next to Hobo Hill. While I was working, several of the villagers passed by and greeted me with warm smiles that said, “Thank you.” Since the culture here is one that shows few emotions, it means so much when they do show their appreciation.

Because of the generous donations of money, clothing, and other items, every family in the Hobo Hill area received a Christmas bag. Then, after receiving their gift bags, the

children came and watched the “Matthew” video, proudly wearing their new clothes.

One little boy came up and said, “Sister Laura, look!” He then stuck out his foot and showed me his new white socks.

God is really working on Hobo Hill. The people there are beginning to really trust us and interact with the AWA team more and more. We feel that exciting things are about to happen—and believe that soon they will accept God’s message of love and hope.

Please continue to pray for each one of the Hobo Hill families, as well as for the AWA team, so that we may continue to make an impact in their lives. Your contributions help make this possible. Please mark them, “Guyana Outreach,” and mail them to Adventist World Aviation, Box 444, Sullivan, WI 53178-0444.

— Laura LaBore



Visiting Hobo Hill with gifts and supplies



Gratitude overflows when you have so little!



PHILIPPINE REPORT

Update: Sapangan Airbase, Palawan, Philippines

As I paused on the trail to suck some more oxygen into my burning lungs, several barefoot indigenous Palawano men swiftly overtook me. On their rapidly retreating backs I recognized the heavy bags of rice that I had seen piled up back at the trailhead. My 25-pound knapsack

seemed pitiful by comparison. But even that small burden contributed to the burn in my legs as I pushed up the steep path to the village of Kamantian.

“By my estimation, one hour of hiking equals one minute of flying,” announced Pastor Kent George, as he led us into a small collection of bamboo buildings. This was where he

THE WICKWIRE FAMILY



Gary Lewis, Edgar (AWA airbase manager), Jud Wickwire and David Brain with supplies for Kamantian



PHILIPPINE REPORT



In the Philippines there is always room for one more!

and his wife, Leonda, have made their home for the last 16 years.

I actually think his 60:1 ratio is a bit conservative; 100:1 might be more realistic—at least based on the pace of our three and one-half hour climb to the village. The precipitous mountain trails are often barely discernable and even a simple miss-step can send you plunging to an unpleasant fate. Some villages are eight or nine hours away in good conditions and others are days beyond, leaving them unreachable.

Our trip to the island of Palawan in the Philippines was to explore how the resources of AWA can be best utilized to deliver the Gospel of Jesus Christ to where it has never been heard before. Providing support to dedicated missionaries such as the Georges who are part of Adventist Frontier Missions is a key element of AWA.

Accompanying me on this trip was Gary Lewis. Gary and his wife, Toni, have spent many years in South America. I know them well having served alongside them in Guyana for several years and I have observed their intense desire to serve God through unselfish service to others. By nature missionaries must be a little bit of everything to survive in challenging environments. In addition to Gary being an experienced pilot and Toni an RN

they also bring a wealth of skills and experience including education, construction, agriculture, language and cultural understanding. Most importantly of course is their burden to demonstrate and share the love of Jesus. We lift them up in prayer as they prepare to join the Philippines project.

Also traveling with us was David Brain, he and his wife, Lily, along with their three children are AWA Missionaries in Training; we welcome them to the AWA family.



Gary and Toni Lewis

The project in Palawan is not new, in fact a great deal of groundwork has already been laid. The airbase property is ready for grading of the runway surface and construction of housing for the mission team. A highly modified Cessna 182 is nearly ready for shipment and will allow Gary and Toni to quickly ramp up air support in the region.

Opportunities for using the airplane to reach isolated villages and islands are nearly unlimited. It is time to answer the call through your prayers and donations. Thank you for your continued prayers and generous

support to the Philippines project. Your donations may be marked, "Philippines Outreach," and mailed to Adventist World Aviation, Box 444, Sullivan, WI 53178-0444.

—Jud Wickwire

Adventist World Aviation Project Needs

Guyana

Description	Budget	Amount Needed
Truck - needed to haul cargo to and from plane and other locations	\$25,000	\$20,780
55 Gallon Barrel of humanitarian supplies - \$200/month	\$2,400	\$1,370
Final repairs Pathfinder replacement plane	\$15,000	\$14,310
Aircraft Support*	\$226,000	\$135,465

Philippines

Palawan Airbase	\$350,000	\$65,902
2 Motorcycles - best transportation for missionaries on islands	\$4,500	\$4,500
55 Gallon Barrel - of humanitarian supplies - \$200/month	\$2,400	\$2,400
Aircraft Support*	\$122,000	\$75,220
Project Development-Equipment Deployment	\$10,000	\$10,000

Alaska

Hanger in Dillingham	\$100,000	\$31,170
Kodiak Aircraft	\$1,200,000	\$330,394

AWA-Arizona (Aviation program at Thunderbird Adventist Academy)

Cessna 172 - airplane	\$80,000	\$60,000
Aircraft Support*	\$4,000	\$3,560

AWA-Pennsylvania (Aviation program at Blue Mountain Academy)

Aircraft Support*	\$3,500	\$3,440
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AWA-Tennessee (Aviation program at Heritage Academy)

Cessna 172 - airplane	\$80,000	\$60,000
Hanger and Runway	\$50,000	\$50,000
Aircraft Support*	\$3,500	\$3,500

***Aircraft support-fuel, equipment, inspections, maintenance, insurance.**

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 include your gift in a future AirWays magazine.

In Honor of:

Godrey Myaing
By Geeta Myaing

In Memory of:

Willie Witzle
By Reginold and Jeanette Eighme

Gary L. Barnhart
By Brenda C. Barnhart

Robert L. Carrier
By Donald D. Carrier

Robert C. Chase
By Ruth L. Chase

Margaret Crawford
By Steve and Mary Lou Pride

Elva Bowman
By Steve and Mary Lou Pride

Ardis Enright
By Steve and Mary Lou Pride

Gordon Engen
By Marguerite Ross

Ornan and Winona Follett
By Ronald and Sharon Follett

J. Fred and Mable Frakes
By Francis W. Ruddle

Eudell Hinds
By Cedric Hinds

Glenn Hitt
By Leeoma Lindsay

Esther Hurley
By Raymond and Julia West

Herman Johnson
By Reginold and Jeanette Eighme

Eleanor Menzer
By Roger W. Menzer

Robert Menzer
By Roger W. Menzer

Ross D. Menzer
By Roger W. Menzer

M. W. Shultz
By Joan A. Shultz

Charles M. Smith, Sr. MD
By Wesley Smith

Rose Stoia
By Joseph Stoia

John and Alta Szasz
By Deborah,
John, and Nancy Szasz

Newton Townsend
By Beverly Townsend

Ellwood Voohees
By Lee and Marlyn Sheive

Sarajo Walker Blair
By Walker Blair

Cleo Wightman
By Roy R. Wightman

Willie Wutzke
By Ruth H. Kaiser



You Can Help!

MISSION PILOTS AND OTHER MISSIONARIES 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 to service unentered areas, and urgently needs pilots, A&P mechanics, A&P.I.A., certified flight instructors (CFI), project managers, Bible workers, and medical personnel. Pilots must have instrument, commercial, and high performance ratings. Interested individuals should also have a strong desire to share the message of Jesus' love. Please send your resume to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

AWA Charitable Gift Annuity – Best “Deal” Around



Richard Habenicht
Director of Planned Giving

Current interest rates are great for home buyers, but terrible for those who are relying on savings for income to live on. The older “saving” generation is being taken advantage of by the depressed rates of the federal government. They hardly get any income, and at the same time the government is printing money and creating inflation which takes away the value of their savings, while raising their living expenses.

I recently checked the rate my local bank is paying, and it was one quarter of one percent for a one year \$10,000 CD. However, the good news is that there are options available to you which will increase your income, and even help benefit the Lord’s work at the same time. This is accomplished with a Charitable Gift Annuity.

One must realize however, that this is an irrevocable contract in which you will not receive the principal back. However, if you have assets that you are willing to use to further the work of God, then it may make sense for you and would increase your income.

A charitable gift annuity is a way to make a gift to your favorite charity, and still receive an income for yourself or others. It is a contract under which a charity, in return for a transfer of cash or other property, agrees to pay a fixed sum of money for a period measured by one or two lives.

The person who contributes an asset for the annuity is

called the “donor,” and the person who receives payments is called the “annuitant” or “beneficiary.” Usually, the annuitant is also the donor, but this is not always true. One can purchase a gift annuity and make a friend or another family member the beneficiary. The maximum number of annuitants is two, and payments can be made to them jointly or successively.

As an illustration, let’s consider a couple who are aged 82 and 84. They could receive a two- life gift annuity paying 6.3 % for the 82 year-old and 7.4% for the 84 year-old. Thus, instead of receiving \$25 a year on a \$10,000 CD, they could be receiving \$740.00 a year for life with a Gift Annuity. In addition, they would have the satisfaction of knowing the balance in the account would benefit the work of the Lord upon their death.

Also, they can get an upfront charitable deduction when they purchase the Gift Annuity. What a wonderful way to help in sharing God’s love and message of hope to others. If you would like more information on this, and are ready to increase your income, please call Adventist World Aviation, at 414-226-5195 and ask for Richard Habenicht, Director of Planned Giving.

- Richard Habenicht

A graphic showing a hand dropping a coin into a small planter with soil and a seedling. The text 'Planned Giving' is overlaid in large blue letters.

Planned Giving

Adventist World Aviation is now able to offer planned giving and trust services. We have partnered with Western Adventist Foundation (WAF). Founded in 1997, as a nonprofit organization, WAF was brought into existence to assist Adventist entities by expertly managing their trust services and planned giving programs. Today the WAF team remains committed to the same values and goals that AWA was founded on over ten years ago. Their attorneys, administrators, and caring business professionals have a vision to be an active part of the mission and ministry of the Seventh-day Adventist Church, including ministries like AWA. For more information, please contact Richard Habenicht, AWA’s trust director at 414-226-5195.

Charitable Gift Annuity Rates:



Single Life

Age	Rate	Age	Rate	Age	Rate
5-10	2.0	50	3.7	73	5.5
11-15	2.1	51-52	3.8	74	5.7
16-19	2.2	53-54	3.9	75	5.8
20-23	2.3	55	4.0	76	6.0
24-26	2.4	56-57	4.1	77	6.2
27-29	2.5	58	4.2	78	6.4
30-32	2.6	59	4.3	79	6.6
33-34	2.7	60-61	4.4	80	6.8
35-36	2.8	62-63	4.5	81	7.0
37-38	2.9	64	4.6	82	7.2
39-40	3.0	65	4.7	83	7.4
41-42	3.1	66-67	4.8	84	7.6
43	3.2	68	4.9	85	7.8
44-45	3.3	69	5.0	86	8.0
46	3.4	70	5.1	87	8.2
47	3.5	71	5.3	88	8.4
48-49	3.6	72	5.4	89	8.7
				90+	9.0

NOTES:

1. The rates are for ages at the nearest birthday.
2. For immediate gift annuities, these rates will result in a charitable deduction of at least 10% if the CMFR is 1.4% or higher and a quarterly payment frequency is used. If the CMFR is less than 1.4%, the deduction will be less than 10% when annuitants are below certain ages.
3. For deferred gift annuities with longer deferral periods, the rates may not pass the 10% test when the CMFR is low.
4. To avoid adverse tax consequences, the charity should reduce the gift annuity rate to whatever level is necessary to generate a charitable deduction in excess of 10%.

Two Lives - Joint and Survivor

Younger Age	Older Age	Rate	Younger Age	Older Age	Rate	Younger Age	Older Age	Rate	Younger Age	Older Age	Rate	Younger Age	Older Age	Rate	Younger Age	Older Age	Rate	Younger Age	Older Age	Rate	Younger Age	Older Age	Rate
5	5-95+	1.8	41	41-95+	2.7	57	64-95+	3.9	67	74-95+	4.6	74	88-95+	5.5	79	85-86	6.0	83	84	6.4	87	87	7.3
6	6-95+	1.8	42	42-95+	2.7	58	58-61	3.8	68	68	4.4	75	75	5.0	79	87-88	6.1	83	85	6.5	87	88	7.4
7	7-95+	1.8	43	43-95+	2.8	58	62-65	3.9	68	69-71	4.5	75	76-77	5.1	79	89-90	6.2	83	86	6.6	87	89	7.5
8	8-95+	1.8	44	44-95+	2.8	58	66-95+	4.0	68	72-75	4.6	75	78	5.2	79	91-93	6.3	83	87	6.7	87	90	7.7
9	9-95+	1.8	45	45-95+	2.9	59	59-60	3.8	68	76-95+	4.7	75	79-81	5.3	79	94-95+	6.4	83	88-89	6.8	87	91	7.8
10	10-95+	1.8	46	46-95+	2.9	59	61-63	3.9	69	69-70	4.5	75	82-83	5.4	80	80	5.7	83	90	6.9	87	92	7.9
11	11-95+	1.9	47	47-50	3.0	59	64-68	4.0	69	71-73	4.6	75	84-86	5.5	80	81	5.8	83	91	7.0	87	93-95+	8.0
12	12-95+	1.9	47	51-95+	3.1	59	69-95+	4.1	69	74-76	4.7	75	87-95+	5.6	80	82	5.9	83	92-93	7.1	88	88	7.6
13	13-95+	1.9	48	48	3.0	60	60-62	3.9	69	77-95+	4.8	76	76-77	5.2	80	83-84	6.0	83	94-95+	7.2	88	89	7.7
14	14-95+	1.9	48	49-95+	3.1	60	63-66	4.0	70	70-71	4.6	76	78-79	5.3	80	85	6.1	84	84	6.5	88	90	7.9
15	15-95+	1.9	49	49-51	3.1	60	67-70	4.1	70	72-74	4.7	76	80-81	5.4	80	86-87	6.2	84	85	6.6	88	91	8.0
16	16-95+	2.0	49	52-95+	3.2	60	71-95+	4.2	70	75-78	4.8	76	82-83	5.5	80	88-89	6.3	84	86	6.7	88	92	8.1
17	17-95+	2.0	50	50	3.1	61	61	3.9	70	79-95+	4.9	76	84-85	5.6	80	90-91	6.4	84	87	6.8	88	93-95+	8.2
18	18-95+	2.0	50	51-53	3.2	61	62-64	4.0	71	71-73	4.7	76	86-88	5.7	80	92-93	6.5	84	88	6.9	89	89	7.9
19	19-95+	2.0	50	54-95+	3.3	61	65-68	4.1	71	74-75	4.8	76	89-95+	5.8	80	94-95+	6.6	84	89	7.0	89	90	8.0
20	20-95+	2.1	51	51-52	3.2	61	69-95+	4.2	71	76-79	4.9	77	77-78	5.3	81	81	5.9	84	90	7.1	89	91	8.2
21	21-95+	2.1	51	53-55	3.3	62	62-63	4.0	71	80-82	5.0	77	79	5.4	81	82	6.0	84	91	7.2	89	92	8.3
22	22-95+	2.1	51	56-95+	3.4	62	64-66	4.1	71	83-95+	5.1	77	80-81	5.5	81	83	6.1	84	92-93	7.3	89	93-95+	8.5
23	23-95+	2.1	52	52-54	3.3	62	67-69	4.2	72	72	4.7	77	82-83	5.6	81	84-85	6.2	84	94-95+	7.4	90	90	8.2
24	24-95+	2.1	52	55-95+	3.4	62	70-95+	4.3	72	73-74	4.8	77	84-85	5.7	81	86	6.3	85	85	6.7	90	91	8.4
25	25-95+	2.2	53	53-55	3.4	63	63-64	4.1	72	75-76	4.9	77	86-87	5.8	81	87-88	6.4	85	86	6.9	90	92	8.5
26	26-95+	2.2	53	56-58	3.5	63	65-67	4.2	72	77-79	5.0	77	88-91	5.9	81	89	6.5	85	87	7.0	90	93	8.7
27	27-95+	2.2	53	59-95+	3.6	63	68-95+	4.3	72	80-83	5.1	77	92-95+	6.0	81	90-91	6.6	85	88	7.1	90	94-95+	8.8
28	28-95+	2.2	54	54	3.4	64	64-66	4.2	72	84-95+	5.2	78	78	5.4	81	92-94	6.7	85	89	7.2	91	91	8.6
29	29-95+	2.3	54	55-57	3.5	64	67-70	4.3	73	73	4.8	78	79	5.5	81	95+	6.8	85	90	7.3	91	92	8.7
30	30-95+	2.3	54	58-95+	3.6	64	71-95+	4.4	73	74-75	4.9	78	80-81	5.6	82	82	6.1	85	91	7.4	91	93-95+	8.8
31	31-95+	2.3	55	55	3.5	65	65	4.2	73	76-77	5.0	78	82-83	5.7	82	83	6.2	85	92	7.5	92	92-95+	8.8
32	32-95+	2.3	55	56-58	3.6	65	66-68	4.3	73	78-80	5.1	78	84	5.8	82	84	6.3	85	93-95+	7.6	93	93-95+	8.8
33	33-95+	2.4	55	59-61	3.7	65	69-72	4.4	73	81-83	5.2	78	85-86	5.9	82	85-86	6.4	86	86	7.0	94	94-95+	8.8
34	34-95+	2.4	55	62-95+	3.8	65	73-95+	4.5	73	84-95+	5.3	78	87-89	6.0	82	87	6.5	86	87	7.1	95+	95+	8.8
35	35-95+	2.4	56	56-57	3.6	66	66-67	4.3	74	74	4.9	78	90-92	6.1	82	88	6.6	86	88	7.3			
36	36-95+	2.5	56	58-59	3.7	66	68-71	4.4	74	75-76	5.0	78	93-95+	6.2	82	89-90	6.7	86	89	7.4			
37	37-95+	2.5	56	60-62	3.8	66	72-75	4.5	74	77-78	5.1	79	79-80	5.6	82	91	6.8	86	90	7.5			
38	38-95+	2.5	56	63-95+	3.9	66	76-95+	4.6	74	79-80	5.2	79	81	5.7	82	92-93	6.9	86	91	7.6			
39	39-95+	2.6	57	57-58	3.7	67	67-69	4.4	74	81-83	5.3	79	82	5.8	82	94-95+	7.0	86	92	7.7			
40	40-95+	2.6	57	59-63	3.8	67	70-73	4.5	74	84-87	5.4	79	83-84	5.9	83	83	6.3	86	93-95+	7.8			



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