



The Official Voice of Adventist World Aviation

AIRWAYS

VOL 19 | ISSUE 2

SECOND QUARTER 2013

A photograph of two young children, a boy and a girl, smiling and peeking over a thick, horizontal wooden plank. The boy is on the left, and the girl is on the right. They are both looking towards the camera. The background is a rustic wooden structure with vertical posts and horizontal beams. A bright light source is visible on the right, creating a strong glow and casting shadows.

AWA SAVING LIVES, BRINGING SMILES

INSIDE: A GROWING CHALLENGE IN AVIATION, P. 2

SECOND QUARTER 2013

PUBLISHER

Adventist World Aviation
AirWays is available free of charge
to interested subscribers.

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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.

IN CANADA

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PRESIDENT'S WEATHER REPORT:

Aviation Training

A Great Need, a Growing Challenge

Did you know that in 1950 the population of the United States was 150,697,361? Just prior to that, after WWII, there were just over half a million, or 580,567 pilots in the U.S. At the same time, there were just under one hundred thousand (97,000, to be exact) students learning to fly.

You might think that as the population has increased, along with the increase in air travel, that the number of pilots would have also grown proportionately. Unbelievably, it has not! Although

the current U.S. population has grown to 313,914,040, there are still only 597,000 registered pilots! Pushing past the 600,000 mark has been a real challenge. The number of student pilots today remains similar to that of 1950, at only 115,000. Yet, our need for aviation has grown exponentially. Added to that, the General Conference's exit from mission aviation has left our church mission wanting, while the need in many cases is greater than before.

Over the last 60 years, the aviation industry has changed dramatically. In the late 1950s, Juan Trippe of Pan Am and Howard Hughes of TWA began buying jets. These whisper-quiet "magic carpets" caught on quickly with a newly-affluent flying public, beginning an era

of glamorous travel, with Sinatra crooning "Come Fly With Me" in the background. The airlines hired pilots as fast as they ordered jets. At the same time, the Seventh-day Adventist Church realized a need for aviation support, and our schools were flourishing with training in the aviation industry, emphasizing mission-related flying.

Sadly, these days are long gone. Today we face a pilot shortage. Organized labor unions have taken hold of this industry, resulting in a typical "union versus management" structure. The airlines are struggling for quality workers at

every level. The Sabbath? Well, forget about that! If you try to keep it, you will be out faster than you can say, "3D TV, anyone?"

The FAA could, of course, end any pilot shortage with the stroke of a pen. It could, for example, determine that technology makes 100-hour pilots as safe as 5,000-hour pilots. However, lowering the standards is not an option and the FAA would never resort to such measures. The solution? Enroll more students in this very safe industry!

Today there are approximately seven billion people living on planet Earth. Of that number, two billion have never heard of Jesus! Of those two billion, 800 million live in places that, without aviation, can only be reached by traveling through the

**We need safe
and highly-trained
Christian pilots, who
have cross-trained
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Bible study.**

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*AWA missionaries bring smiles
to children in Guyana.*

jungle or hiking over mountains—taking in some cases many days. In an aircraft, we can fly to them, often taking less than an hour!

What do we find when we fly into these remote areas of the world? Death, disease, despair, and a hopeless life. We Adventist pilots leave them with life, healing, health, and hope in the second coming of Jesus!

Adventist World Aviation, or AWA, is a 100 percent supporting, yet donor-funded, ministry serving the Seventh-day Adventist Church. We go to the “unreached,” to the hopeless; we heal, we feed, we teach, we baptize. But we cannot do it alone. We need pilots, but not just any pilots! We need safe and highly-trained Christian pilots who have cross-trained in maintenance and Bible study.

I receive calls in our office daily for mission flight operations. Sadly, we do not have the personnel or the financial backing to fill those requests!

We need to be training young pilots and maintenance personnel (aircraft mechanics and engineers).

If I had qualified pilots and maintenance personnel, the funding and the planes, we could—today—deploy approximately 20-30 or more for mission work!

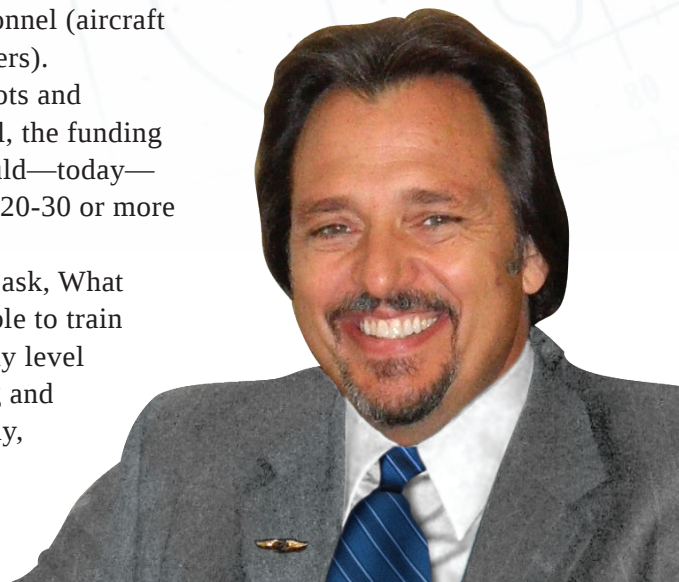
Now I would like to ask, What if? What if we were able to train students at the academy level in the areas of piloting and maintenance? Currently, AWA is working in partnership with three academies, offering

students the opportunity to become pilots. With your help, we could expand to offer the additional option of an apprenticeship program (which would take three years to complete) that would award an A&P certificate at little cost to the student! Students could graduate with both pilot and A&P certification.

Won't you consider helping us to equip mission pilots and mechanics to go out into the unreached areas of the world, to take the message of hope, healing, and Jesus' love to those in need? We cannot do it on “air” alone—we need your participation, we need your support, we need your prayers. Won't you join us today? Please sign up to be a monthly donor and prayer partner. Thank you!

Ric Swaningson

Pastor Ric Swaningson
President/CEO



Pastor Ric Swaningson has been president of AWA since July 2011, and is an avid evangelist whose heart is dedicated to spreading the gospel to the whole world.

BLUE MOUNTAIN ACADEMY

Raises Awareness for Mission Aviation

Adventist World Aviation in Pennsylvania (AWAPA) experienced our strongest year ever since beginning our partnership with Blue Mountain Academy. We started the year with seven young people involved in the flight program! Two of those students transferred out partway through the year, but we ended the year with two seniors, one junior, one sophomore, and one freshman logging hours toward their private pilot certificate.

One of those students came to Blue Mountain Academy from Saudi Arabia, primarily because of the opportunity he would have to train for mission aviation as a career. Solomon is originally from Michigan, but his father is a teacher who works in the educational system for workers in the oil production industry in Saudi Arabia. Solomon, who is a 17-year-old senior, progressed through his training quickly, despite a cold and snowy winter, which curtailed many of the flight hours he had hoped to earn. He persevered, though, and by April he finished the long solo cross-country flight, one of the last requirements before being able to complete his check ride. As of this writing, he is scheduled to take his check ride at the end of May.

The Hamburg Blue Mountaineers Pathfinder Club has

taken on the task of helping fill in the trenches where the dirt has settled after completing the runway lighting project three years ago. At the end of April 2013, they finished the job, and planted grass seed over the new dirt.

We had the privilege of having three former mission aviators visit our campus this year. Chris Kiessling, who spent the summer of 2012 assisting Jud Wickwire and his family in Guyana, came and shared his experiences with our ground school class. Rudolph Pelley, who served as a missionary in Africa for nine years, also came to our ground school and shared the story of his ferry flight of two airplanes from the United States across the Atlantic to Africa. Robert Folkenburg also visited the campus for a ShareHim workshop, but took the time to meet with Eric Engen, AWAPA's liaison to BMA.

As the year draws to a close, AWAPA will again participate in the peanut drop at the Pennsylvania Conference Pathfinder Fair, and offer airplane rides as a way to raise awareness for mission aviation and the part that young people can play in it. The peanut drop is an annual event that closes the Pennsylvania Conference Pathfinder Fair. We take 50 pounds of peanuts in the airplane, and scatter them across the soccer field in about three or four



Solomon checks the oil level during his pre-flight inspection.



Solomon gets ready to depart on his long solo cross-country flight.

passes. The load contains about 20 peanuts that have been marked with different colors or patterns that represent different prizes. After all the peanuts have been released, the Pathfinders run onto the soccer field to pick up all the peanuts they can. If they find the specially-marked peanuts, they turn those in to the leaders and claim the prizes. The items they can win include canteens, mess kits, camping gear, etc., but the “grand prize” peanut is worth one free week at Laurel Lake Summer Camp. Actually, everyone is a winner, because they get to eat the non-prize peanuts they find!

This event gives AWA the spotlight for about 15 minutes while we fly and release the peanuts. This gives the announcer time to talk about the work that aviation can play in missions. This is the perfect age to spark an interest in

mission aviation and AWA, and it is a “win-win” for us and for the Pathfinder organization.

We continue to ask for your prayers and support as we reach out to the young people at Blue Mountain Academy.

Eric Engen is ground/flight school instructor for Blue Mountain Academy as well as teaching computer, math, and music courses.



Current and future academy students get to experience a discovery flight during the Pathfinder Fair. The pilot is Fred Herman, one of AWAPA's flight instructors.

Heritage Academy Prepared Me to Serve



Taylor Shover had a dream of becoming a pilot at a young age. Heritage Academy helped her to not only fulfill that dream, but to use her skills in service for God.

It has always been the joke of my family that one day I would be a pilot. It started when I announced matter-of-factly to a flight attendant that one day I would fly the plane she worked on. Needless to say, she could only laugh at my blatant naivety. That experience happened before I became an Adventist, and later, when I came into the Adventist Church, I figured that my plans to be a pilot were forever lost. I felt that my dreams of being an airline pilot could never uplift God and whatever calling He may have had in mind for me. Not long afterward, though, something happened that changed my perspective.

Going into my eighth-grade year, I was still unsure of what I could do in life until a member of my church preached a sermon that included his testimony. He had gone to Thunderbird Academy in Arizona and had earned his private pilot's license. Afterward he went on to become a missionary pilot for the Lord. After the sermon, he came right up to me and started talking to me about my dream of flying. The more we talked about it, the more I liked the idea of being a missionary pilot.

Throughout the following year, my family and I began

to search for a school similar to Thunderbird Academy that would hopefully be closer to Florida than Arizona. Although Tennessee still wasn't close, it was a bit closer to home. So my family packed up and made the trip to Tennessee to check out Heritage Academy. The more we saw of the school, the more I liked it. Heritage Academy has a central focus around mission work. Everything outside of the academic program is based on helping others, especially those outside the Adventist community. This really spoke to me and sold me on the school.

The school has been such a blessing to my life. I am glad to have been able to come here to earn my pilot's license. Although you might be able to get your pilot's license at other places, you won't find the same atmosphere that you can find here at Heritage. The focal point here is one of service and the school's goal is to help students develop skills in life that not only make us better as individuals, but give us everything we need to live an uplifting life and serve those around us.

Taylor Shover, Senior



Erik Van Denburgh is a private pilot and Youth Director for the Arizona Conference.

AWA's Thunderbird Project Takes Flight



Thunderbird Academy students will learn to fly on its newly-acquired Cessna 172.

“But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run and not be weary; and they shall walk, and not faint.” – Isaiah 40:31

As I reflect on the events of the past year, Isaiah 40:31 comes to mind. God has truly lifted up Adventist World Aviation's Thunderbird project on eagles' wings and taken it farther than we ever imagined in such a short amount of time.

We began our program with a partnership between Thunderbird Adventist Academy and Adventist World Aviation. This allowed for aircraft ownership and insurance became financially within reach. What an amazing answer to prayer. This large hurdle was overcome and we were able to look more closely at the re-opening of a flight school at TAA.

Pastor Ric Swaningson contacted King Schools, Inc., the world's leading producer of aviation training videos and computer software. They offered to provide a comprehensive computer-based ground school training program. The program covers areas needed in order to take the Federal Aviation Administration written exam. This made it possible for us to open our ground school at the beginning of the 2012 school year.

As we didn't have much time to advertise the opening of the flight school, we were not sure how successful the

new flight-training program would be. We were happily surprised to discover the interest in the program and began with an enrollment of 11 students. Interest in the program has continued to build, and our students are eager to begin flying.

Another blessing is that we are in the process of obtaining a well-equipped and well-maintained 1976 Cessna 172. This aircraft will be ideal for flight training and is used as the standard aircraft in the flight training industry. Although almost perfect, we will need to look at overhauling the engine in the near future.

As the Thunderbird project continues to grow, we are eagerly awaiting another miracle from God to provide funds to hire a full-time flight instructor who will help manage the growth of the program and this exciting ministry. We want to have this position filled before the new school year.

We look forward to what the future brings and pray that God will continue to move this program forward, just as He has been leading the entire way.

We appreciate your prayers and support.

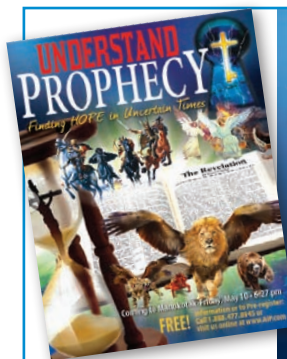
PROPHECY
SEMINAR

AWA Changes Lives

Now came down in blinding flurries as I drove cautiously down the interstate toward Waukesha, Wisconsin. It was a Monday evening, and I was on my way to a prophecy seminar that I did not want to miss! The opening meeting was held at the Waukesha Seventh-day Adventist Church on February 22, and attendance for the event was good. Adventist World Aviation had partnered with Adventures in Prophecy to present this series of meetings, and Pastor Ric Swaningson, president of AWA, began the series in his usual dynamic fashion, capturing the

attention and interest of those present.

The meetings were scheduled four days a week for the entire month of March. The weather, however, was extremely uncooperative with the evangelistic program, and the heaviest amounts of snow seemed to occur on the evenings when meetings were to be held. Undeterred by weather and poor driving conditions, a small group attended faithfully. The Bible truths that were being presented so clearly were making an impression on their minds and hearts.



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Pastor Ric Swaningson (right) and Pastor John Glass (left) baptize Richard Maples following the prophecy seminar.

Pastor Ric's presentation style captured the interest of many who attended. His fast pace kept listeners from becoming bored or losing interest. By keeping their attention focused, it was easier for people to understand and retain the new things that they were learning. The visual displays provided amazing lessons in a way that many had never seen before. One person particularly liked the model of the statue from King Nebuchadnezzar's dream. He found it interesting to see the kingdoms portrayed visually, and this brought the story from the Bible into reality. Also, the visual representation of the various metals that comprise the statue, and how those correlate to different kingdoms throughout history, helped put a new perspective on and significance to where we live in history.

Each evening following the meeting, everyone was invited to stay for fellowship. Refreshments were served, and people had time to interact and get acquainted with one another. Several people commented that one of the things they enjoyed most about these meetings was the friendly atmosphere. They felt welcome and part of the family from the start, and it made them want to come back again. The social interaction was a big part of helping to make this series a success.

The series ended on March 30, culminating in a very special candlelight service and baptism held in the evening. Several of those attending chose to commit their lives to God through baptism, and it was a beautiful ceremony. Fourteen people were baptized at the conclusion of the meetings and four others plan to be baptized in the coming weeks.

I asked one of the new members how taking this step was going to impact his life. He said that it would enrich the path he was already on. He had received a flyer in the mail inviting him to the meetings, and was very interested in prophecy. He felt that God had led him in this direction, and

he certainly did not want to go back the other way. One new and different concept he had discovered was prayer, and he said that from now on, prayer will always be a regular part of his life!

Adventist World Aviation is in the business of saving lives—spiritually as well as physically. Please remember AWA and its evangelistic and humanitarian efforts in your prayers.



Marjorie Alcorn Steininger is an administrative assistant and writer/editor for AWA.

Photos courtesy: Edgar Catacutan



Fourteen people were baptized at the end of the prophecy seminar conducted by Ric Swaningson in Waukesha, Wisconsin.

AWA: Providing Life More Abundantly—For Now and For Eternity

My flight path and that of the wall of rain were converging on the jungle airstrip at what seemed like a matched rate of speed. On the ground waited a patient in urgent need of advanced medical care, so I pushed the nose down for a bit more speed in hopes that I could place the wheels on the ground before rain overtook the airstrip. It was not to be, however. As I turned final at less than a mile, the torrential downpour swept over the airplane and in a heartbeat, all forward visibility vanished.

While rain in the tropics is a truly awesome event, it is one that is best enjoyed from a secure shelter. At first you can hear it coming in the distance like the roar of a waterfall as it sweeps across the jungle canopy. Ahead of it comes the sudden burst of warm wind that rattles the galvanized roof, no matter how well secured, and mere seconds after that you are engulfed by a thunderous roar. The rain is so furious that even under shelter, the air is saturated with a mist of water that dampens everything in its path.

That same mist filled the cockpit too, through the vents and any other poorly sealed opening in the airframe. I held my course with instruments and glimpses of the ground below through the side window, and soon the reflection of the now water-covered airstrip became visible through the windscreen. The landing on what had been a hard dry surface only moments before was a spectacular shower of water and mud as the airplane slid ungraciously down the runway to where the patient was being sheltered under a tattered umbrella in the back of a beat-up pickup truck.

In spite of the rain, we were quickly on our way, the big bush tires sucked out of the mud in time to climb over the trees, and we were headed to the capitol, where the patient would be transported to the hospital for treatment.

As I write this, I honestly can't remember what the

Above: As Jud Wickwire landed his airplane, torrential rains flooded the airstrip, causing limited visibility.



Mission aviation provides hope in life-threatening situations.



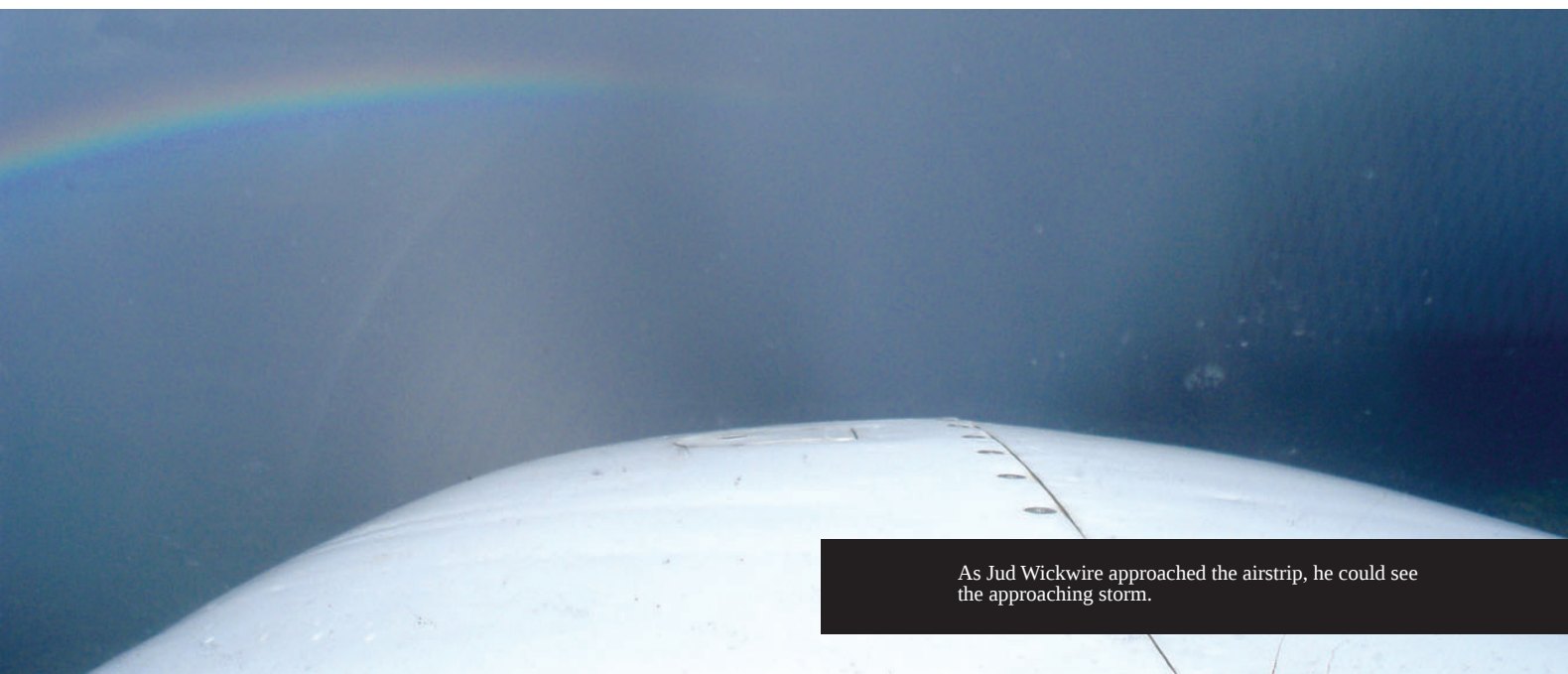
When people in remote areas suffer serious injuries, AWA gets people quickly to a medical facility where they can receive much-needed treatment.

patient's condition was. In fairness, this was one of more than 400 medical emergency flights that were conducted over the five years we were in Guyana. Most of the indigenous people are timid by nature, so for them to express gratitude is unusual. However, I remember one young man taking the time to speak to me while I was loading the plane at a remote airstrip. He explained that he had flown with me some months ago, and lifted up his shirt to proudly reveal the scar from an emergency appendectomy. The simple fact is that without that medevac flight, the chances of his survival were virtually nil; to him the AWA mission plane meant life. Jesus said in John 10:10, "I am come that they might have life, and that they might have it more abundantly." In my opportunity to serve this young man and in his blessing of healing, both of us are privileged with life more abundantly here on this earth that prepares us for eternity; for that I give thanks to God.

There is so much oppression, hunger, sickness, and

desperation in this world. Adventist World Aviation is a powerful ministry that is uniquely equipped to reach across the world's most challenging terrain and conditions to reach those in need. Please help us do more.

Jud Wickwire and his wife, Karen, along with their two children, Jake and Zack, served in Guyana from 2007 to 2012 and now live in Kelowna, British Columbia, Canada. Jud continues to serve as AWA director of operations.



As Jud Wickwire approached the airstrip, he could see the approaching storm.



GUYANA REPORT



When Vonzell and Gwendolyn Chancy visited Guyana for the first time, they found the way of life to be very different from their home town in Philadelphia, Pennsylvania.

Creating Smiles, Touching Hearts, and Impacting Lives

In February, Gwen and I went to Guyana, South America, for a site visit to meet with the AWA team that is ministering there. We shared in their day-to-day activities and became acquainted with the culture. The visit was very fruitful.

The LaBore family and VanFossen family, with whom we stayed, kept us busy and helped us to become familiar with the town of Mabaruma where they live, and the surrounding towns.

When I visit a new place, I like to compare various aspects of their culture with cultural elements of the places that I am familiar with. I found that one difference between English and the Amerindian dialect is the way they structure the words in a sentence when they speak. Often it was a challenge for me to understand them, because their sentence structure is different than ours. For example, if an Amerindian were to tell you about their lack of adequate water intake, they might say, “Me drink no plenty water.” I

really had to focus in order to understand what they meant, but they spoke with confidence, and I enjoyed listening to them.

Another practice, which I was a bit reluctant to adopt, was the way in which they would ask permission to take someone’s picture. I grew up in Philadelphia, Pennsylvania, and if I wanted to take a stranger’s picture, I would simply speak in a humble manner and ask, “Do you mind if I take your picture?”

But in Guyana, the way you make that request is to ask, “Can I take you out?” Now that would not work in Philadelphia! A female would likely consider that a personal request. And to say it to anyone else, well, I had better be ready for a duel, even in North Carolina, where we live now. But in Guyana, I “took a lot of people out,” and as a result, got some really nice pictures!

No matter where on earth we may live, there are some identifiable differences, and yet, there are many striking



GUYANA REPORT

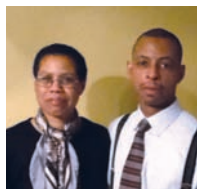
similarities, as well. For example, we all have a need for food, clothing, and shelter, regardless of our taste, shape, style, or personal preference. And even more valuable and precious than that is our desire be loved and to express love; to have our needs met and to help meet the needs of others; to be cared for and to show care and concern for others. As human beings we all share these universal needs.

“As human beings, we all share universal needs.”

It was Wednesday, our day to perform routine maintenance on the airplane at the Mabaruma Airport. Several kids were present, mostly observing, but Chucky, a very active ten-year-old who was about three feet tall, acted as our unofficial assistant mechanic! He was dressed in the standard short-sleeved shirt, with shorts that are several sizes too large and held up by a tattered section of rope, and his feet were dirty and bare. His curiosity was unlimited, sometimes to our dismay, but he sincerely wanted to help out. He had a smile that would light up a room and he seemed to have a surprisingly instinctive ability to recognize the tools and to know exactly which one was needed next.

AWA is a vital part of creating those children’s smiles, and improving their health, life expectancy, and standard of living. You can play a vital part, as well, through your prayers and financial contributions. Thank you from the Guyana AWA team members—and Chucky.

Vonzell and Gwednolyn Chancey are AWA missionaries in training and write from Philadelphia, Pennsylvania.



The children of Guyana have bright smiles, and the work that AWA is doing makes them smile even brighter!



Chucky was a very active 10-year-old who served as our unofficial assistant mechanic.



Chucky enjoyed helping the mechanic as he worked on the airplane.



BEHIND THE SCENES: A Missionary Family Prepares to Launch

We always thought that when we said, “Yes,” to the call for mission service abroad, that we would deploy to the mission field in a relatively short amount of time. Little did we know at the time that our mission work begins on the home front and the journey to our foreign mission field had just begun. There is a rather lengthy process for self-supporting ministries to launch and deploy missionaries to a foreign country. For the most part, it takes about a year and a half to two years for a typical missionary family to build missionary support partners, complete pre-deployment training requirements, and to launch to their foreign destination.

Adventist World Aviation (AWA) is a supporting ministry that was established by the Seventh-day Adventist Church in 1995. That means that although AWA is in line with the teachings and doctrines of the Adventist Church, it is not financially supported by the church or its conferences. Therefore, all operational resources, such as missionaries, planes, and infrastructures, are funded and supported by charitable donations from friends and families of AWA. These are people and organizations that share the same commitment to furthering the message of Jesus Christ throughout the world by meeting the needs of unreached people, using aviation as a tool.

1 Corinthians 14:33 says, “For God is not a God of disorder but of peace - as in all the congregations of the Lord’s people.” Thus, when AWA missionaries say yes to the call for mission work, there is a system to ensure that the mission and the missionaries are enabled to do the work that God has called them to do. In our case, we first began sharing our calling with friends, family, and anyone with an open ear and willing heart. Communicating and sharing God’s mission work is an essential element

of any missionary’s journey. Impacting people’s lives for eternity and growing His Kingdom is the goal. The work is by no means accomplished in a silo or by a single person. Without the involvement of many hands helping physically, spiritually, and financially—at home and abroad—the work simply would not get done. Sharing and telling stories of God’s work helps people to understand the need and provides them an opportunity to become involved in His ministry.

As the Holy Spirit led, we began to share our calling with churches, at camp meetings, and at other venues, wherever the door was open. Not long into the journey, missionaries are typically asked to conduct a site visit to their destination country. The purpose of this trip is to ensure and reassure everyone involved that this is where the Lord is leading and that their hearts and minds are committed to His calling. During the visit to the host country, missionaries meet with some of the missionary partners in the country along with many of the indigenous people they will reach. They also have an opportunity to sample their future mission life. After the site visit, most have a good sense of the sacrifices and costs associated with the mission work. They then set out to create a budget that projects the future launching expenses and the amount needed on a monthly basis to support work in-country—in our case, Guyana.

Before launching to a destination country, missionaries must complete pre-deployment training. For pilots and mechanics, this includes attending a flight and maintenance skills validation seminar at an aviation missionary flight-training center. Regardless of one’s role in the mission field, nearly all will attend a 10-week missionary type boot camp called the Summer Institute of Frontier Missions (SIFM) training in Berrien Springs, Michigan. This training



GUYANA REPORT

is hosted by Adventist Frontier Missions and provides overseas missionaries the tools needed to live, work, and thrive in remote areas of the world.

So we began our pre-deployment journey. We have and will continue to visit churches, camp meetings, and other venues to share stories of our mission work and provide opportunities for people to partner with us. Whether through prayer, financial support, direct service, or in-kind donations, all are considered viable options for partnering in His service. After completing our site visit to Guyana in February, we finalized our launching and monthly support budget. We spent significant time planning and reviewing our budget projections to ensure accuracy. Our commitment is to be responsible stewards of the resources entrusted to us and to use them wisely in His service. As we build our network of supporters, who will support us with prayer and finances, we plan to launch to Guyana in the summer of 2014.

After our site visit to Guyana, we were reassured and certain that Guyana would be our home for six years—the minimum time requirement for AWA missionaries serving abroad. Wings for Humanity (WFH) has made leaps and bounds over the past seven years, working hand-in-hand with many partners, both in the United States and Guyana, to provide for the medical and physical needs of the Guyanese people in the remote interior. The people there are hungry physically, emotionally, and spiritually. We need to teach them to plant and eat nutritious foods, as well as the benefits of eating a healthy, balanced diet. We need to

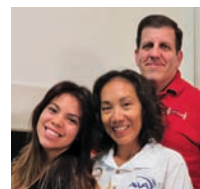
teach them the dangers of substance abuse and how such practices devastate lives, families, and villages. Most of all, we need to teach them the unconditional love of Jesus and the message of His soon return. While in Guyana, an Amerindian (Guyanese native) husband and wife, Vincent and Daisy, made an appeal through song that touched the core of our hearts.

*Guyana for Jesus, hear the battle cry,
Guyana for Jesus, we'll fight until we die.
We will never give in, while Guyana lives in sin.
Guyana for Jesus, help us win...*

After singing for us, Vincent looked deep into our eyes and asked us to send more missionaries to Guyana, because he wants his people to know of a loving Savior who is coming back to take us all home. Amen!

Thank you for praying for us and for all of AWA's missionaries around the world. And thank you for the financial help that you give to carry this work forward. God bless you!

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



AWA's mission planes help to transport critically ill people to get advanced medical treatment.



Bruce and Monique Wilkerson help conduct blood pressure checks and teach the benefits of a healthy diet.



The Right Arm of the Gospel

Bill's phone rang. "A boy has died of diarrhea and vomiting. Would you be able to fly the body back to their village?" Bill agreed and proceeded to organize the flight.

Not long afterward, the phone rang again. It was Dr. Langhorne from the Mabaruma Community Hospital. "We have three patients that have diarrhea and vomiting. Can you please fly them to town for treatment?"

"Of course!" Bill responded.

Our region has had a terrible outbreak of sickness and death from vomiting and diarrhea. The primary cause is the water they use. One village uses mostly water from the river for drinking—the same river that has outhouses hanging over its banks, and where people do their laundry, children swim, and where chemicals from mining are dumped.

However, the outbreak isn't limited to river water. Laura has also flown in specialists from Georgetown to collect samples of running water, and to teach the people how to properly treat their water, using bleach or boiling.

In our local area, a large number of people have contracted malaria. Bill was in one such area giving a Bible study, when he found that one of the men in the village, Romaldo, had symptoms of malaria. Bill carefully

loaded the man onto the motorcycle, and drove him over the dusty and bumpy road to the Mabaruma Hospital. The medical personnel took blood samples, then Bill then drove Romaldo home while they waited for the samples to be read. In a few hours, the hospital called Bill and informed him that Romaldo did indeed have malaria! Bill then went back to the hospital, collected the medicine, and took it to Romaldo. Typically, the hospital's policy is for the patient to come back to get the results and treatment. But that is very hard to do if you have a fever of 102, and have to walk two miles each way! And when you're that sick, the last thing you want to do is leave the mat you're sleeping on! In such cases, the hospital trusts us to pick up and dispense the medicines to ease the patient's suffering.

On another day Laura had been asked to go and check someone's blood pressure and blood sugar. It was her "day off" from flying, so she loaded her backpack with her medical bag and water bottle, and took off. After checking

When medical emergencies arise in remote areas, AWA's mission flights provide life-saving help.



Medical truck taking Lucious and his wife to the hospital.



Laura LaBore flew the body of a boy who had died back to his village.



When Lucious became sick with vomiting and diarrhea, Laura LaBore flew him and his wife, who was also ill, to the hospital in Mabarumba.

out the elderly couple and praying with them, they asked if she'd go and visit another woman down the road who was sick. She agreed. On the way, a young boy greeted her and asked if she'd stop by his grandma's house, because she wasn't doing well at all. When Laura arrived, she found that not only the grandmother, but also her husband, Lucious, was very sick with diarrhea and vomiting. Because of the outbreak and the many who were dying, Laura didn't want to take any chances. So she called the hospital truck to come and take the patients in.

The grandmother refused to go without first being groomed, so Laura helped to comb and braid her hair while family members scurried around, looking in bags (they have no dressers or other furniture) for something she could wear. After Laura finished combing the grandmother's hair, the granddaughter came and smeared a thick concoction of coconut oil on her hair to smooth it. Now she was ready to go. Two men had to support her to get her down the steps from her tiny thatched home. She lives there with seven other people, ages 4-60, and the home is the size of most people's bathrooms. Getting both of them out was essential to stopping the spread of the disease.

After spending several days in the hospital, the couple and the elderly woman recovered and were sent home. The hospital had been completely full, and they could only take the most severe cases. In less severe cases, the standard

procedure is to run an IV, give them an injection, and send them home. There simply isn't space to fit everyone.

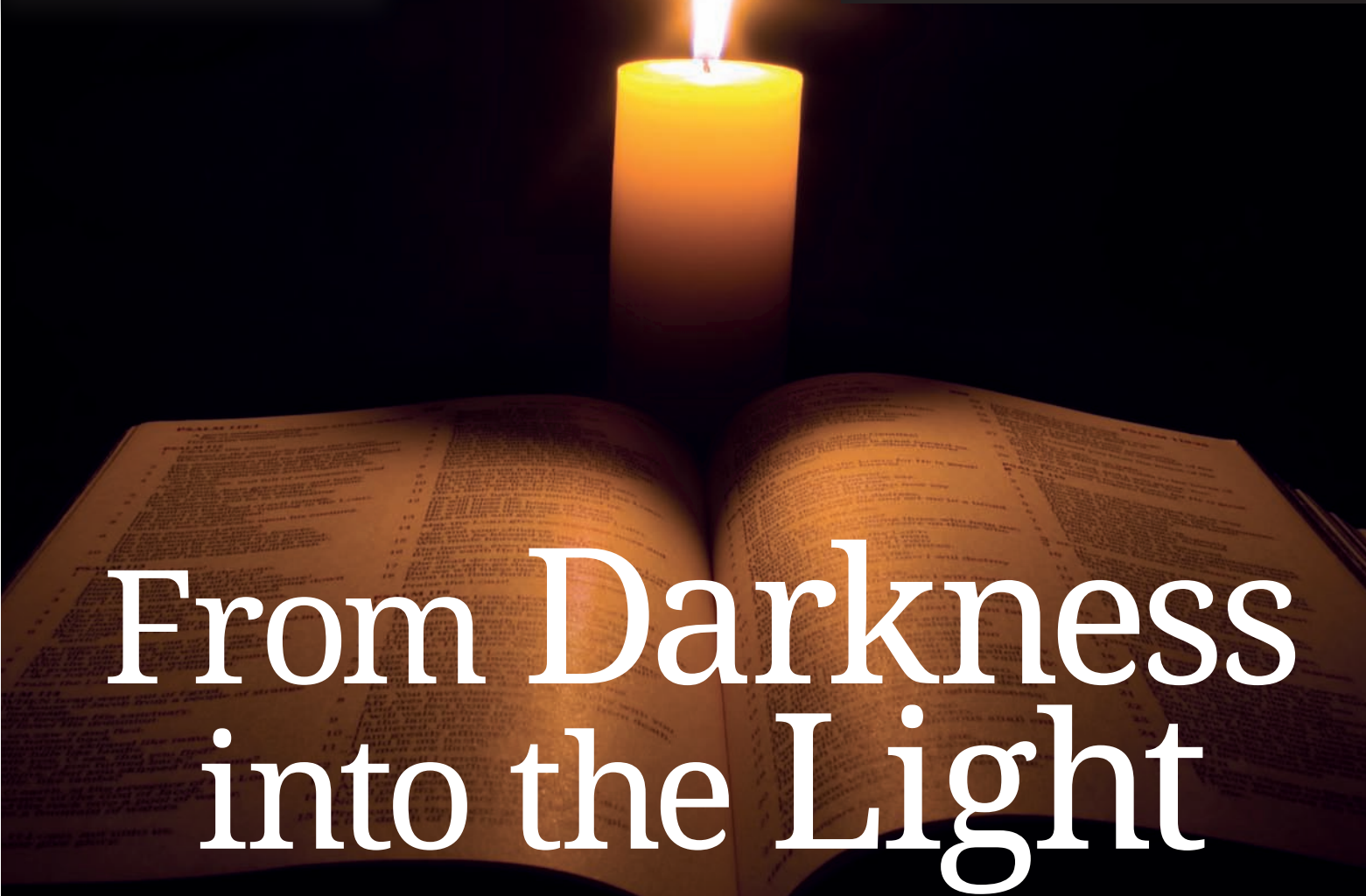
The following quote from Medical Missionary Work by Ellen White has special meaning for Laura and me: "The medical missionary work has never been presented to me in any other way than as bearing the same relation to the work as a whole as the arm does to the body." Our team believes that as we do this work to help the physically sick, we are preparing the way to heal them spiritually, as well. Won't you consider partnering with us to further the work in this remote area of the world? Jesus won't come until everyone has a chance to accept His gift. So, if we work together, we can hasten that great day. Thank you for your prayers and financial support!

The LaBore family, Bill (Project Manager) and Laura (Pilot) with their two children, Micah and Danielle, have been serving in Guyana since 2005.





The Bible says, “Ye shall know the truth and the truth shall set you free” (John 8:32). AWA missionaries, Chrystal and Greg Van Fossen, by teaching the truths of God’s Word, are helping to set the people of Guyana free from their fears and superstitions.



From Darkness into the Light

Over the past couple of weeks, several people have stopped by to visit us to talk about how the devil works here in Guyana, and how the Amerindian people view it. Wow! You would think that you were listening to fairy tales from the Middle Ages. It makes one pause to ask if some of those stories have merit and aren’t totally imaginary. Let me share with you a little and then you can decide.

When the local Adventist churches decided to conduct a “crusade” (evangelistic meetings), five lay people agreed to preach two sermons each. Every night, people would disrupt the meeting with fits. Children 10 years old would have strange voices coming out of their mouths, claiming that they were Lucifer, Bofimit, or that their name was Legion. The lay preachers would pray and lay hands on

these people and they would “come to themselves.”

This would happen with several people each night. Some of the spirits were harder than others to cast out. Several of the lay preachers decided to fast and pray two or three days, asking that their sermons not be disrupted as they were at first, and God answered those prayers. We were told that before the fits start, the person begins to get a “bad feeling” and then they smell a sweet smell. They lay their head down, and if the person resists the feelings and claims the blood of Jesus, then they won’t progress. If they submit to the feelings, they start to get headaches and or stomachaches, and then the fits come. There is screaming and lashing out, the person throws things, and they use lots of profane language during these fits. When the fit stops, the person has no recollection of what has



happened. They only remember it “coming on” and then “coming to themselves.” This is a problem that not only took place during the crusade, but it also happens several times a month at the schools. When it occurs at school, the affected child is put in a room, and the parents are called to come and “collect” them. Sometimes they dismiss school for the day.

In another situation, an elder was telling us of a wall hanging in his home that portrayed Christ in a Catholic setting. It started falling apart, but only around Jesus. It continued to fall apart until only Jesus was left. He began thinking that there was something special about the wall mat. At this time, he also prayed that he wanted everything out of his life that would affect his relationship with Jesus. While he was praying, a little jar of red levenda fell off a shelf all by itself. This is typically used by putting a couple of drops in a bucket of water and washing the house with it to prevent evil from coming into one’s house. The elder had never used it, but had heard that levenda was good to have, and besides, it’s supposed to be good for stomach problems, as well. Now he felt he had to get rid of that jar and the picture, so he did. That night he was sure there would be a spiritual struggle. Sure enough, he felt a heavy weight laying on top of him and he couldn’t move. He called his wife, and the heavy feeling lifted.

When someone gets sick they often think that it’s not natural, that someone must have gone to the obi man to cast a spell on them. There are strange stories about worms coming out of people’s eyes, or people having eyes that are just a big cavity. People experience burning sensations or swelling, and the doctor does all kinds of tests, but is unable to find the problem and the person still dies. People don’t trust one another. Many will wear guards to protect

themselves from evil. The doctors, trying to avoid calling it devil possession, are calling it the “mystery sickness.” Everyone just laughs at that, because if you don’t recognize it for what it is, how can you treat it?

One of the things we would like to do here is to help free the people from their fear. They have many fears. For example, if a certain bird sings at night or early in the

morning it means someone will die, so they have to make a white cross and put it toward the singing bird to protect them and their relatives. The people want to be free from their fears and keep searching for the church that can free them. But just sitting in the church doesn’t change a person. What people fail to realize is that the power is in having Jesus as a friend! And while it is true that simply sitting in church doesn’t guard you from evil, it is the place where you can meet the Guardian. In building relationships with the people here, they begin to see the power of Jesus working in our lives, and ask us to teach them about Him. Bit by bit, people are learning to trust God for their protection! Thank you for your continuing support and contributions as we work with these people, bringing them from darkness to light.



The key to freeing people from their fears is to lead them into a relationship with Jesus Christ. That’s exactly what AWA is doing in Guyana and around the world.

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



Check- Before You Take Off

Is there any oil on the stick or is it all on the belly? The fuel gauges say FULL, but is there anything in the tanks? If you don't pre-flight your airplane, one of these days there's a good possibility that Murphy's Law will catch up with you—which you want to avoid at all costs. In a matter of about 10 minutes you can do a thorough pre-flight check and give yourself some great odds that your airplane will do what it's supposed to do. It's usually the operator that is the problem when the flight ends in a negative fashion.

We held a Pre-flight Contest at our Fly-in in last year, and nine people entered the contest. For the occasion we took a Cessna 182, flattened a tire, took out a few cotter pins, had a hose disconnected in the engine compartment, changed the nav lights around, laid out the required documents onboard the aircraft, and loosened a few important screws. It was amazing how many of the folks missed most everything.

One pilot, who was also a mechanic, caught many of the items, but didn't know the certificates that were required onboard the aircraft. What an eye opener! If you haven't been flying a lot and you need an instructor to walk around with you to get your head back in the game, don't hesitate to ask for some help. Also, you can take the owner's manual, which contains a suggested walk-around that you can use to do a thorough pre-flight. Remember, according to the FAA, the fuel gauges don't have to be accurate—unless they're empty. Remember, before you take off, take some time. . . and check! Keep it on the centerline.



Noel Clark serves as AWA's chief pilot. She brings with her a wealth of experience in flight training, as well as corporate flight experience. Noel is based in Green Bay, Wisconsin.



Dip your tanks for quantity; fuel gauges are only required to read accurately on EMPTY.



Removing all covers and control locks is critical.



Ways You Can Give

Adventist World Aviation has been able to serve countless people in isolated areas of the world only through the support of many generous donors. Whether your gift is large or small, all are important to the operation and expansion of Adventist World Aviation. God has given opportunities to expand our ministry in Guyana, in Alaska, and in the Philippines. We also have opportunities to extend our ministry to Brazil in South America. We trust that God will prompt His children to provide the means to accomplish these tasks. There are many ways to contribute to Adventist World Aviation.

- **Gifts of cash (By check or credit card, of course)**
- **Planned gifts (*See the suggested wording below for a statement in your will to include Adventist World Aviation in your final giving.)**
- **By gifting stocks or securities. (You can receive a charitable deduction and avoid capital gains taxes by gifting instead of selling securities.)**
- **By gifting autos or land for us to sell or selling unneeded assets on your own, dedicating the proceeds to AWA**
- **By signing up for a monthly automatic gift from your credit card. (What could be easier?)**

* "I give to Adventist World Aviation a WI Corporation, whose address is 9323 W Greenfield Ave, West Allis, WI 53214 the sum of (dollar amount) or (percentage) of the residue of my estate to be used for its worldwide ministry."

You can give online at our Web site: www.flyawa.org

You can call directly to our office and make a donation: 1.414.226.5195

You can mail your donation in the envelope in our magazine or use your own.

Thank you for partnering with our ministry to serve the Lord.

Richard Habenicht became director of development for AWA in early 2012.



Adventist World Aviation Project Needs

Guyana

Description	Budget	Received this Quarter	Amount Still Needed
Truck - needed to haul cargo to and from plane and other locations	\$25,000	Purchased-Thank you!	\$0
55 Gallon Barrel of humanitarian supplies - \$200/month	\$2,400	-\$908	\$462
Final repairs Pathfinder replacement plane	\$15,000	-\$170	\$14,140
Aircraft Support*	\$226,000	-\$5,719	\$129,746

Philippines

Palawan Airbase	\$350,000	-\$2,035	\$63,867
2 Motorcycles - best transportation for missionaries on islands	\$4,500	\$0	\$4,500
55 Gallon Barrel - of humanitarian supplies - \$200/month	\$2,400	\$0	\$2,400
Aircraft Support*	\$122,000	-\$505	\$74,715
Project Development-Equipment Deployment	\$10,000	\$0	\$10,000

Alaska

Hanger in Dillingham	\$100,000	\$0	\$31,170
Kodiak Aircraft	\$1,200,000	-\$3,230	\$327,164

AWA-Arizona (Aviation program at Thunderbird Adventist Academy)

Cessna 172 - airplane	\$80,000	\$0	\$60,000
Aircraft Support*	\$4,000	-\$40	\$3,520

AWA-Pennsylvania (Aviation program at Blue Mountain Academy)

Aircraft Support*	\$3,500	\$0	\$3,440
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AWA-Tennessee (Aviation program at Heritage Academy)

Cessna 172 - airplane	\$80,000	\$0	\$60,000
Hanger and Runway	\$50,000	\$0	\$50,000
Aircraft Support*	\$3,500	-\$40	\$3,460

***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 list your gift in a future AirWays magazine.

In Honor of:

Ted Atwood, Pilot

By Brad A. Parmenter

Bill and Eulalia Hafdell

By Erling and Jeanette Snorrason

Don and Trudy Starlin

By Marguerite Ross

Pastor Steve and Connie Vail

By Marilyn A. Cousino

Leeta Hemme, Della Habenicht

By Thelma H. Wearner

Richard Hammond

By Emily L. Hammond

Herman Johnson

By Reginold and Jeanette Eighme

John Martin Laswell

By Frances M. Shaver

Brandon Moor

By Ed and Allegra Gienger

Sebastiana Osorio

By Francis and Nona Tham

Dr. Robert W. Ringer

By Marlene Ringer

Dr. Rose M. Stoia

By Joseph Stoia

John and Alta Szasz

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By Lee and Marlyn Sheive

Dr. Izak Wessels

By Southern Adventist University McKee Library

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Cleo M. Wrightman

By Roy R. Wrightman

In Memory of:

John Linn, Angeline Bowden

By Steve and Mary Lou Pride

Glenn Best

By Janice Thompson

Cecil Buckv

By Steve and Mary Lou Pride

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.





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