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AWA: **REACHING THE UNREACHED THROUGH AVIATION**



INSIDE: SPOTLIGHT ON ALASKA, PAGES 6-15

THIRD QUARTER 2013

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PRESIDENT'S WEATHER REPORT:

North to Alaska!

The people in Alaska need your help, and we need you to help us help them! More than anywhere in the U.S. and perhaps in the world, "air support" is desperately needed in Alaska. Alaska is both the largest and most thinly populated of all the states, covering 663,268 square miles, with

snowmobile in winter, or boat in certain areas, or mostly by air.

The small villages are "virtual islands," with isolation being a real challenge. Social contacts are limited; unemployment is high with few job opportunities available, leading to heavy dependence on government entitlement programs.

"To reach the people of Alaska, we need planes, pilots, fuel, resources, and most of all, people—people who are willing to give of themselves, their time, resources and prayers, to meet the needs of others."

only approximately 730,000 people in all that territory. Outside of the major cities, the population of most villages averages 200 to 450 people.

Another unusual characteristic is that the highway infrastructure between small towns is virtually non-existent. There are no roads connecting one town to another. While highways radiate out from Anchorage or Fairbanks into the surrounding "tundra," connecting roads to other towns or villages simply do not exist. Cars are used to get around within the villages, but they are useless for travel beyond the towns. The arctic tundra between villages is made up of swamp and marshland. The southeastern part of Alaska contains mountains and islands. Accessibility is limited to

The divorce rate is higher than the national average and alcoholism and crime seem to be increasing. The rate of murder and theft in some of the small towns is higher than one would expect, especially when considering there is no place to run or hide after committing crimes.

Depression is on the rise as a natural outgrowth of many of these factors.

I visited Alaska to see our projects firsthand and to evaluate how AWA can lend additional support. While there, I had the exciting opportunity to hold a public evangelistic meeting under some of the most interesting circumstances of my entire public evangelism career. A thrilling account awaits you on page 6!

To reach the people of Alaska, we need planes, pilots, fuel, resources,

and most of all, people—people who are willing to give of themselves, their time, resources and prayers, to meet the needs of others. Are you willing to be one of them? Alaska is a vast mission field, and it needs your help and your prayers.



Pastor Ric Swaningson
President/CEO



We are also pleased to announce another addition to our AWA family. Patricia Humphrey joins our team as editor of the quarterly *Airways* magazine. She comes to us with a rich heritage, not only in journalistic endeavors, but also in missionary zeal. She wears many hats. Currently she is communication director of the Southwestern Union and editor of the Southwestern Union *Record*. She spent several years as an editor for the Review and Herald Publishing Association in Hagerstown, Maryland, and has

written hundreds of articles over the past 25 years for a number of Adventist journals. Having a passion for health ministries, Pat also heads up a health-related mission project in Zambia, Africa, and she was also recently appointed as health ministries director for the Southwestern Union, in addition to her other responsibilities. When she was a young adult she spent six years as a flight attendant for United Airlines.

Pat is married to Art Humphrey, a producer of corporate videos and Christian films and documentaries, and they are both active and longtime members of ASI (Adventist-laymen's Services and Industries). The Second Quarter 2013 *Airways* was Pat's "maiden flight" and we are pleased to have her on board. Fasten your seatbelts as she helps take us on a reality adventure in AWA missionary work around the world!

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Aircraft, such as this Alaskan float plane, are vital to helping to reach the unreached with the gospel.

Training Young People for a Life of Service

It's that time of year again—graduation, a time for reflection and introspection as the year comes to a close. This is a time to not only reflect on the 2012-13 school year in mission aviation, but the entire program. With time comes the need to consider where you have been, where you are, and where you plan to go with the Lord.

The mission aviation program at Heritage Academy began only a few short years ago. The Lord put in motion the elements needed to begin this ministry and has not

ceased to provide students, funds, and faculty to continue to date. Upon reflection, over 80 students have taken the ground school portion of the program. This portion was offered to any student interested in learning, because it incorporates science, math, and meteorology in one exciting class. Every student can glean from integrated learning—it makes the classroom experience more meaningful!

Five students have graduated with their private pilot's license, with two of them continuing their education at

Andrews University, getting their AP certification and commercial license. One continues to clock time toward their instrument rating and one is just beginning their senior year this fall and will fly toward their instrument rating, as well.

Four others have soloed, with three of the four coming within only a few hours or their final test to complete their flight training before graduation. That's a total of nine students in the plane for a concentrated amount of time in only four years! We have a strong, vital, and active mission aviation program, and we praise God for what He is doing through us in the lives of the young people we serve! Please keep this vital ministry in your prayers as we continue to move forward in faith.

Please mark your donation AWA Heritage

Debbie Baker is president of Heritage Academy in Monterey, Tennessee.



Moving Forward In Faith: AWA-Thunderbird Has A New Flight Instructor

FLIGHT SCHOOL
THUNDERBIRD ACADEMY

“And my God shall supply all your need according to His riches in glory by Christ Jesus.”

— Philippians 4:19

God has truly blessed Adventist World Aviation’s Thunderbird Project. Little did I know how God’s plans were much larger than I had ever envisioned.

In mid-spring I had the privilege of meeting with the Arizona Conference administration. I shared with them all of the blessings taking place with our aviation program and what the future looked like for Thunderbird. They realized something big was taking place and the need for a full-time flight instructor for the new students registering for AWA’s flight program.

There was much discussion about funding such a position. They felt it was crucial to have a full-time flight instructor for the coming school year. The decision was made to move forward in faith, believing God would provide the funds.

Derek Heisey rose to the top of the list as we looked at different applicants to fill the position. Derek learned to fly during his senior year at Blue Mountain Academy. From there he went on to Andrews University, where he obtained multiple ratings. After graduation he was hired by Andrews University to teach flight instruction. He held that position for three years, then moved to Florida to teach at a

large flight school. While there, he gained valuable experience teaching multi-engine. Then he accepted a position as a pilot at Express Jet.

Derek shared how he had felt God calling him into ministry, but he didn’t know how God would use him, since his degree was in aviation. As we talked, Derek was ecstatic about the possibility of working with young people in ministry and accepted the call to come to Arizona as the full-time flight instructor, beginning May 1, 2013.

Since moving his wife and three young children to Thunderbird, Derek has been busy recruiting students and promoting AWA at camp meetings throughout the west. He has had a great response, as there is much excitement about another Adventist school offering flight training to our young people.

There is still much to be done in regard to the start of the flight school. We still need to secure a fuel tank so we can cut our fuel costs in half by purchasing fuel at cost. We have received about 75 percent of the funds to purchase a fuel tank and are waiting on the City of Scottsdale for the necessary permits before installing it.

We also acquired a really nice



Derek and Lisa Heisey and their three children

Cessna 172, but still need to raise additional funds to overhaul the engine.

God has truly blessed our aviation program. I am eager to see how He will supply our needs as we move forward in faith to train our youth for His service.

Please mark your donations
AWA Thunderbird

Erik Vandenburg is an instrument rated, commercial pilot and youth Director for the Arizona Conference.





With God, Dreams Do Come True

When I arrived in Anchorage, I met with Elder Quentin Purvis, secretary of the Alaskan Conference of Seventh-day Adventists, to discuss the upcoming evangelistic series and get a better perspective of some of the needs of the Alaskan people. I was soon able to catch a flight with Jim Kincaid, AWA's Alaska project manager, who lives in Kotzebue. Flight conditions here are often extreme, with the terrain being mostly wilderness, and the air cold and blustery. Wind conditions are turbulent in the mountains, so there is considerable potential for disaster. In Kotzebue, our team was preparing a woman for baptism the next weekend; Elder Kincaid was able to answer a number of her questions.

Our next stop was Shungnak, north of the Arctic Circle, an hour away, with a population of 250. We met with Tony and Airen Sherman, AWA missionaries. Tony also works for the government as a medical aide, a vital position, since there are very few doctors living in these small villages. He has trained to respond to various medical situations, and

has back-up help he can call upon for unusual situations. A number of his contacts have resulted in Bible studies.

The Shermans are also in the process of planting a church in their small village. Currently they hold Sabbath School in their home, but are trying to renovate an abandoned Adventist church built in the late 1950s in anticipation of the growth of their group. Progress and finances are slow in coming, but the goal is to not only refurbish the church, but to make it energy efficient so they can hold services during the frigid winter months.

On the way to Dillingham, we passed over Selawik, where Pastor Kincaid will soon plant another missionary team.

Once in Dillingham, I met with Pastor Wendell Downs, my host and teammate for the Manokotak seminar. Pastor Downs pilots our Cessna 172 XP "SkyHawk." While Manokotak is only 15 nautical miles from Dillingham, it is only accessible by air or snowmobile during the winter. We only had 24 hours to prepare for our opening meeting the



Pastor Downs baptizes one of the youth from the village.



A view of Manokotak from the air.

following evening, with much to do, including getting the aircraft checked out in addition to the usual preparation that takes place before a series. Also, using my “crash course” in Alaskan culture, I wanted to try to tailor some of the sermons for this specific audience.

In late spring, the days are very long and the nights are very short, with sunset at 2 a.m. and sunrise at 4 a.m. In spite of the exhausting day, I found it difficult to sleep. Finally drifting off, I thought I dreamed of children talking and running about. But upon awakening in the morning, I realized it was no dream. I was greeted by a full house, as during the night Pastor Downs’ son, Warren, his wife Verity, and three young daughters, plus a house guest had to abandon their home due to a fire, seeking refuge with their parents.

Apparently some smoldering ashes were dumped near a woodpile, which ignited and started the front porch on fire, quickly spreading to the rest of the house. Waking up to the smell of smoke, it was a miracle that their lives were spared, as the house was fully in flames. The family of five, along with their house guest, was more than the Downs’ home could accommodate, but fortunately, a local bed and breakfast opened their doors, giving them a free place to stay, in spite of it being peak season. Despite the challenges that the devil may use to try to hinder an evangelistic meeting, God is well able to intervene! Lives were spared, and the meetings went forward as if nothing out of the ordinary had occurred. Pastor Down’s entire family was in attendance opening night. We often hear various and sundry excuses as to why our members cannot attend evangelistic

Warren Downs’ home suffered extensive damage during the fire.





meetings. But not so with the Downs family. Despite the challenges and the obstacles Satan puts in their way, ministry goes on as usual. What dedication to the spread of the gospel!

Manokotak's population is 450, with only one person being an Adventist—a woman named Rhonda. In addition to the usual religious apprehension and prejudice, Alaskans have a “one church per community is sufficient” mentality, which makes evangelism particularly challenging. In spite of all this, the town opened the doors of the local school and allowed us to use the kindergarten classroom to conduct our meetings. It seems that God's providence had made this possible, because the kindergarten teacher of that school had been raised with an Adventist background.

A high percentage of native Alaskans do not necessarily relate well to “outsiders” preaching to them, but they do feel a kinship toward those who share their ancestry. Amazingly, I was able to identify a trace of Native American lineage in my family genealogy, and because I have a bit darker complexion, it seemed that I was able to make more of a “cultural” connection with those attending. There were 15 guests in attendance on opening night, with most of them attending the entire series.

At the completion of the meetings, almost a dozen people were baptized. Rhonda was re-baptized along with Ed, her husband, and their older children. One young man attending the meetings had worn gauges in his ears. (These are large earring-like plates that are placed in the ear.) He removed the gauges, and was among those who chose to give their life to the Lord and be baptized. From this humble little series of meetings, a new church has been planted in Manokotak. Despite trials and struggles that threatened to derail our efforts, God's will prevailed, and a harvest of souls for His kingdom was not to be denied. This small group of new brothers and sisters needs our continued prayers, not only for growth and survival, but that they, with newly inspired zeal and in the power of the Holy Spirit, will not only flourish, but reach out to their friends and relatives and share the Good News they have received.

We need to see the same thing happen in every village in Alaska. There is an extreme need for missionaries with a heart for evangelism to join the work in Alaska. Short-term evangelism, such as the series I had the privilege of being involved with, definitely has an impact and place, but pilots and missionaries to conduct ongoing evangelism are desperately needed, especially to reach young people who, in turn, could be energized in outreach, prayer, Bible study, and services.

There is so much opportunity for outreach in Alaska. Pastor Kincaid has a dream of missionaries being placed in Kiana, Selawik, and scores of other villages, to do medical work, build churches, and conduct evangelistic meetings. He is not alone in his dream. He is joined by Pastor Downs and his family, Elder Quentin Purvis, and a handful of other dedicated missionaries who want to see the three angels' messages go forth with power throughout Alaska. We are called to spread the gospel of Jesus Christ to Alaska and to the world. Won't you help us?

Elder Downs' favorite choice of transportation for visiting his flock.



News From the Mission Fields of Alaska:

ALASKA REPORT

Cessna 206 Gets New Engine



In the life of a busy airplane there are times when all flights must cease while certain components of the aircraft get renewed or replaced. For the second time since it was launched in 2004, AWA's Alaska Cessna 206 is getting a new engine. The last replacement was only about three years ago. Over the past three years this aircraft has carried more than 1,500 passengers, 10,000 gallons of fuel in drums, and some 200,000 pounds of cargo. It has generated some \$98,490 in revenue from its use as an air taxi airplane leased by Northwestern Aviation in Kotzebue. This lease supports the airplane itself, the AWA-Alaska's Bristol Bay Mission flying base, and the Cessna 172 Hawk XP that Pastor Wendell flies out of Dillingham.

Among the other components being renewed or replaced, the 206 is getting a Sportsman STOL leading edge to enhance its low speed performance when operating to and from remote locations where there are no runways, such as gravel bars beside rivers, tundra benches, ridge tops, and sandy beaches.

Unfortunately, largely due to the high expenses required to maintain the Dillingham flying base and airplane, the expenses have exceeded the revenue needed for the replacement of the engine and STOL leading edge. Please see the Project Needs on page 22 for ways you can help keep this vital airplane flying.

Two Charter Flights Shuttle Camp Meeting Attendees to Nome

A collection of mostly grandmothers and grandchildren attended the Nome camp meeting this spring. The annual meeting generated a great deal of interest and easily filled enough seats on the mission plane to warrant two shuttle flights from Selawik to Kotzebue to catch a special charter flight out to Nome.

Wanted: Missionaries in the Arctic Circle

Our mission post in the village of Selawik has been unstaffed for two years now while we seek to recruit missionaries to live there and lead out in ministry in this village on the Arctic Circle where Adventists have more than an 80-year history. Any potential candidates are encouraged to contact AWA (414-226-5195) to find out more about opportunities to help in Alaska.



Selawik believers attend faith-building meeting in Nome. Pictured, from left, back row: Fred Davis, middle row: Lois Ticket, Victoria La Course, Marie Savok, Jocelyn Loon, Helen Loon. Front row: Hunter Savok, Elvis Davis.

Jim and Linda Kincaid, both pilots living in Kotzebue, Alaska; have served for over 36 years in various capacities, including as pastor and church administrator, native missions, commercial aviation, and aircraft maintenance.



BREAKING BEYOND THE BARRIERS WITH AVIATION

Bringing Hope, Healing, and Salvation to Alaska



While on a family sea-kayaking trip a few years ago we camped on a small rocky island where, in the evening, we would share the beach campfire with fellow paddlers who were enjoying the wilderness experience. For us, camping is an opportunity to prepare creative meals within the limitations of what might be available, and cooking over a fire just adds to the possibilities. While sitting around the fire one evening, I observed one couple pull out a large plastic container of oats and proceed to boil up a big pot of it for their evening meal. I had also noticed that they had prepared an identical batch of “mush” as our family called it, for breakfast, which was not so unusual—but for supper too? Further inquiry revealed that rolled oats comprised nearly their entire meal plan for the several days they would be on the water.

Read the words of Jesus that we find in John 10:10: “The thief cometh not, but to steal, and to kill, and to destroy. I am come that they might have life, and that they might have it more abundantly.” The diet of gruel was self-imposed on the kayakers, but for many in the world, life itself is so fragile that simple survival requires all the effort they have. The thought of an abundant life is beyond their imagination. Not only should life consist of more than a diet of oatmeal day in and day out, but it should also be opportunity for health and happiness that can come with hope for eternity. Our Great Commission as Christian believers is more than just salvation. I have witnessed the fear in a mother’s eyes whose child has what appears to be little more than a simple fever. That fear becomes understood when it is explained that one of her other small children recently died from something equally

innocuous because of a lack of knowledge. Sometimes the knowledge as simple as drinking enough water can be lifesaving in itself.

In this issue of *Airways* we want to take a closer look at our mission in Alaska. The people in the isolated Northern communities face so many challenges and they live beyond those very same barriers that we encounter in developing countries. The missionaries, too, live under incredibly adverse conditions, especially in the winter. Expansion in Alaska and also projects with First Nations peoples in the Canadian North reminds us of the desperate needs of those closer to home.

Every person on the AWA team is committed to bringing hope, health, and salvation to those that we serve, not only through making life here on this earth just a little bit better, but also to prepare them for the abundance of life everlasting. The global needs are well beyond the reach of any of us, however, we ask that you consider supporting AWA as we strive to effectively meet the needs of those who live beyond the physical barriers that only aircraft can overcome.

Please see page 23 for a list of new projects that AWA is undertaking and ways you can help.

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.



A Big Work for a Small Community

Shungnak is a small community of approximately 250 people in the Northwest part of Alaska, east of Kotzebue on the Kobuk River. There are no roads in or out, and the only way to reach this community is by plane. The nationals of Shungnak are known as Inupiaq and are very warm, loving, and family-oriented.

I have been employed as a health aid in Shungnak for nearly three years. I assist with health care needs in the community, such as acute care visits, chronic care, pharmacy needs, labs, and the like. I respond to emergencies and work in cooperation with the physicians who are located in Kotzebue. Medical work has provided us a great context for meeting the people of Shungnak. Aside from work, my wife, Airen, my son and I do regular in-home visits with the local families (mostly the elderly) during the week and spend a lot of time with the children.

We are currently doing Bible studies with the Mitchell family and are looking for others to study with as God leads. We hold Sabbath School for kids each week and are looking forward to holding regular

services throughout this next year at the church that is here on our property. We hold Alcoholics Anonymous meetings from time to time and have enjoyed teaching beginner guitar classes every week with a small group. Each month we also make a trip to Selawik (another village about 80 miles west of us) to give spiritual

encouragement to another small fellowship that is without a missionary or pastor.

God Led Us to Shungnak

One year after our marriage, Airen and I decided to move to Shungnak. We were

lovingly discouraged by a number of caring people, due to the harsh climate, rugged lifestyle, housing situation, and general problems within the villages of Alaska. We spend a fair amount of time providing for the basic necessities of life (we have to haul our own heating fuel in temperatures as low as minus 60 degrees Fahrenheit), plus working full time and raising our young son, Hezekiah.

Initially, Airen and I had been helping with Vacation Bible School under the supervision of the Kovalenko family. After our third year of helping, we felt God





Anthony Sherman is a medical aid and Bible worker in Shungnak, Alaska.

was leading us toward a more permanent commitment to Shungnak.

We have had a very humble beginning here, and had it not been for Jim and Linda Kincaid (who serve on the mission post of Kotzebue) we likely would not have lasted. This is frontline mission work, and to date we still have no active members in our church. We are convinced, though, that God has called us here and know that we have confidently acted in faith. We have now been in Shungnak almost three years but still feel God's abiding presence as we did in the beginning.

Hopes and Prayers for Shungnak

We are very excited that the Parker family, including Caleb, Melody, and their two daughters, will be joining us at the Shungnak mission post. Caleb is a pilot and has his own plane, which will increase our amount of inter-village outreach. This is something that we have desired to do more of within our region, but have been unable to because of financial and logistical limitations. We also are looking forward to having another family join us in order to maximize our local effort in Shungnak by assisting with church services, youth activities, and more focused evangelism in the village. Currently there are about 250 villages in Alaska, and if you count on one hand,

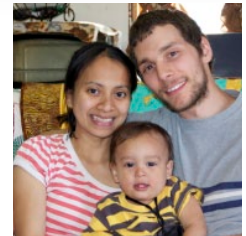
you could name the villages where an active mission post is present.

We hope to raise enough funds to start refurbishing our church this year. We are unable to hold services during the winter due to the high cost of heating fuel and the poor condition of the building. From improving the insulation to replacing windows, doors, flooring, and paint, there are many needs for our church and \$9,000 to \$12,000 will make this a reality. Please consider helping us to reach this goal so that church services can continue throughout the winter.

Our great hope is to see a body of believers engaged in spreading the three angels' messages and participating in the work of the last message of mercy for the times we are living in. We invite you to support God's work among the Inupiaq people of Shungnak.

Please mark your gift AWA Shungnak

Anthony and Airen Sherman serve on the frontlines as mission "pioneers" in the small community of Shungnak in the northwest corner of Alaska.



Pastor With a Flight Bag

A Day in the Life of a Pastor in the Far Reaches of Alaska

I'm Wendell, a Seventh-day Adventist pastor in the Bristol Bay region of Alaska. I would like to walk you through "a day in the life" of my experience as a pastor in a region of Alaska that is accessible only by plane.

I used to have three churches in my district: my main church, Dillingham; my second church, Aleknagik, and my third church, Togiak. Recently, my conference president has begun asking me to also care for the Bethel congregation on a temporary basis.

Within the last year, we combined the Aleknagik church with the Dillingham church, since the two are connected, or rather, nearly connected, by a 20-mile road. The final short distance to the Aleknagik church was reached by crossing the lake in a boat. Alternatively, I could fly to the Aleknagik airport and walk down to the church. Because Aleknagik

turned into a bedroom community of Dillingham after the road was paved, and because most of the membership has moved away from Aleknagik, keeping that congregation alive in that location has become untenable. The Dillingham congregation has warmly welcomed Aleknagik members into its fellowship.

"The final short distance to the Aleknagik church was reached by crossing the lake in a boat."

The Togiak and Bethel churches are a different proposition. There is no road connection to Dillingham, so the only effective way to reach either one is by airplane. The challenge is

finding suitable weather to travel. All the storms that sweep down across the North American continent seem to be created out in the Bering Sea. They pass by this part of Alaska first. To reach Bethel, which lies approximately 150 air miles northwest of Dillingham, I have to cross a wilderness mountainous region known as the Togiak Wildlife Refuge. I also cross into a different weather zone.

It's Thursday, June 20, 2013. I begin checking weather for the next day's flight. I get on the Internet and access CSC DUATS, which covers aviation weather with maps, a written analysis, and provides access to weather cameras located at strategic locations. I find that it will likely require instrument flying to make the trip over to Bethel. I go through a mental checklist of what I will need to accomplish the flight safely.

On Friday morning, I re-check

weather, and note that yesterday's predictions have materialized. A big storm with high winds is blowing in, but things are still OK for today's trip. I check online weather, and then call the local flight service station for their analysis. I ask for any reports of icing conditions from arriving aircraft, since these small aircraft are not really equipped to handle any appreciable ice safely. Fortunately, all reports come back negative for the present. Load factor will not be an issue on today's flight, since only my wife, Linda, will accompany me for Sabbath services at Bethel. Due to weather, I decide to fuel up N1352V with full fuel to give me more options.

My plan is to climb to 10,000 feet to top whatever weather is out there. From that position, I can still climb to 12,000, if necessary. A "rule of thumb" I use is to climb as high as I can, as fast as I can, so that if I run into



Pastor Wendell Downs braves challenging weather conditions, traveling through the Togiak Wildlife Refuge in this Cessna 172 to reach the Bethel congregation, one of several churches that he pastors in Alaska.

unexpected icing, I can retreat safely. I recall that back in 2006, a Catholic priest-pilot perished in the region when he got caught in icing conditions. That knowledge tempers any "get there" urges.

The flight goes as planned, but we do catch just a trace of ice at one point on climb out, which quickly dissipates. The ride is quicker than usual, since we have a greater than 30 knot tail wind. The man in the tower at Bethel sounds much busier than the people at Flight Service in Dillingham. His machine-gun-fire communication moves a lot of air traffic in and out of the field. We taxi to parking, tie down the airplane, then call a church member for a ride.

Friday afternoon, I drive Linda around Bethel to get the lay of the land. I have been to Bethel several times over the years, but this is Linda's first visit here. We stop by the store and picked up food for Sabbath, which includes a potluck.

We spend a lovely Sabbath with our Bethel members, though the weather outside is frightful. We visit most of the afternoon with members who stay after potluck. Then we visit one member's apartment a short distance away. The weather begins to abate. Bethel mosquitoes are out in force, so we do not want to spend long outside without of mosquito repellent.

On Sunday, we get up early to prepare for our return to Dillingham. Linda and I drive over to the airport and meet John, an Adventist who flies for an air taxi. He gets us on to the Internet where we check flight conditions. I decide that we have two options, either instrument flight over the top, or low-level under the cloud deck. I opt for the low-level flight.

As we fly southeast and reach the edge of the Togiak Wildlife Refuge, we move into country that requires careful navigation to avoid flying down a blind canyon. At one point, I am just ready to turn a 180-degree turn and find a different route, when we look to the right past looming fog and see a clear opening down the narrow valley we need to follow. I bank sharply, and we scoot along out into open skies. Soon we see Dillingham come into view, and land with a stiff crosswind. Last of all, Linda and I turn the AWA Cessna Hawk XP around and put it safely away in the hangar, thanking the Lord for another safe flight.

The AWA Hawk has once again helped us to cover our district.

*Note: We still need help defraying the remaining \$50,000 debt on the hangar.

Please mark your donations [AWA Dillingham](#)

Wendell Downs is pastor to three churches in Alaska, commuting between communities via Cessna 172.





Can You Come and Study the Bible with Me?

We have an ongoing saying here: “The only thing constant is change.” I know that is not a new concept, but it certainly holds true for us.

Arnold and I had been going out to a village called Barabina for a few weeks where we visited two households to conduct Bible studies. On the way I picked up Arnold from his home. We each carried backpacks with our Bibles and other study material, so I had to wear mine on the front to make room for him to balance on the back of the motorcycle. Here in Guyana, when you carry a passenger on the rear of a motorcycle, it is called “towing.”

After studying for an hour at each house, we headed for

home. As we passed by Wilmot’s home, he came out and waved us down.

“What can I do for you?” I asked, expecting a request for a ride in the airplane to Georgetown.

“Hi. My name is Wilmot. Can you come and study the Bible with me?”

I noticed immediately that he spoke very good English.

“Uh, I think we can do that! How about next Sunday at 3:00?”

“Yes! That would be a good time,” he responded enthusiastically.

“Anyone else who is interested is invited too!” I said.



After a little more discussion, Arnold and I were on our way home.

I returned to Barabina without Arnold for the next few weeks, since he had some other business to attend to. Wilmot and I completed a number of studies together. Whenever he asked me what I thought about a particular topic, my response would be, “You want to know what the Bible says, *not* what I think.” We studied Bible teachings on speaking in tongues, the state of the dead, the millennium, the divinity of Christ, hell, and others. Wilmot has a lot of questions!

Over the course of our studies together, Wilmot and I got to know each other fairly well. He shared with me things about himself and his family. Even more valuable, he shared with me about the culture there in the interior.

But after a few weeks of study sessions, I found myself “spread too thin” to be as effective as I felt I should be. Because the Wickwires had fulfilled their commitment and moved back to their home in Canada, we, along with the LaBores, had to take the load they had been carrying.

When I told Wilmot I could not continue coming out to Barabina, he was undaunted. Instead of me going there, he started coming to our home, even though this required significant travel for him. One day while he was visiting, we got into a discussion about how to reach Barabina with the gospel.

“I often have a lot of neighbors at my house to watch videos,” he said.

“So you run your little generator to power your DVD player and TV?” I asked.

“Yes, maybe I could take a couple of your DVDs and show them,” he responded.

I looked through and showed him parts of a couple of DVDs and loaned them to him. That evening I received a phone call from Wilmot.

“I just wanted you to know I’m showing the ‘Seventh-day’ DVD. I have a house full of people! After showing it for a while, I asked if they wanted me to show a different video. They said ‘No, no, we like this one!’ ”

Part of our strategy for reaching our neighbors in the interior with the gospel involves finding individuals who are willing to reach out to others. Wilmot seems to be one

of those who is responding to the promptings of the Holy Spirit. He is also blessed with an ability to speak and read well.

Please pray for Wilmot as he works to free his family and neighbors to from the fear that exists in a culture where the evil spirits are active.

Please mark your donations AWA Guyana

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



Greg VanFossen (right) and Arnold (left) have been studying the Bible with Wilmot (center), who is eagerly sharing what he has learned with his family and friends.



I Didn't Know It, But God Was Leading



Bryan with kids at the airstrip

It all began as I was sitting at my desk in my college dorm room last year, writing an essay. Over the past few weeks, I had begun to feel an interest in spending a year abroad as a student missionary. The rather self-absorbed lifestyle of us college students had begun to overwhelm me. The thought that our greatest concerns revolved around our upcoming finals troubled me even more. Something inside me screamed out that there was more to life than this, and I needed to do something about it.

Unsatisfied, I remember going on long walks out in nature, praying out loud; sometimes shouting, other times nearly in tears, asking God what He wanted from me. It's a prayer I've repeated countless times throughout my life. I've heard some stories where people were able to simply sense God's will, or perhaps were given a sign. Not so with me. God left me hanging. I begged Him to show me what He wanted; yet I never seemed to get an answer.

After a trip to the Student Missions office at Pacific Union College, I discovered there were many opportunities. One stood out. There was a need for a Caravan pilot somewhere in Brazil, and the SM director thought they

might be able to use me. At the time I held a private pilot license with an instrument rating, was about to earn my commercial ticket, and thought I could conquer the world. It was a super exciting opportunity! After sending a few e-mails, all that was left was to wait and see if they would accept me.

Sitting at my desk about a week later with positive replies but nothing nailed down, I felt a growing urge, seemingly coming from nowhere, to e-mail Laura LaBore, one of the pilots with AWA's Wings for Humanity project in Guyana. Within a few hours she replied, saying that they would love to have me come down to help homeschool their children, among other things. I've always liked working with kids, and I would only have to do homeschooling in the

mornings, leaving my afternoons free to get involved in the community. There was no promise of any flying, although they said they would let me go along and fly on some flights if there was space in the airplane.

This presented a huge conflict for me. The flying opportunity was still open in Brazil, but nothing was finalized. It seemed like such a great opportunity, but I felt pulled toward Guyana. Once again I prayed that God would show me the way, but got nothing. I felt that if I went to Brazil, I would be serving my own purposes of advancing myself as a pilot, rather than going to serve. That's why I chose Guyana. I didn't expect to get anything out of the arrangement, with the possible exception of some great cultural experiences. All I wanted to do was get out of the mindset of advancing self and give a year of my life working to make other people's lives better.

After spending almost a year here in Guyana, I can honestly say it has been one of the most rewarding and fulfilling experiences of my life. Besides teaching the LaBore's children, Dani and Micah, I also had the opportunity to teach guitar lessons (which often morphed



into impromptu Bible studies) at a local church. In addition to that, I soon found myself teaching nearly 100 high school students basic to intermediate math at the local secondary school. I made some great friends whom I will miss dearly. I witnessed many things that very few people back home will ever see, including demon possession. I saw pain, suffering, and fear among the people, and I was able to help them in whatever small ways I could, be it through conversation, prayer, teaching, or sharing. That said, I could never begin to come close to equaling the efforts of the permanent missionaries here in Guyana. The LaBores and the Van Fossens do so much in the community and make a huge difference all around the region. The people love them dearly, and their hard work is winning souls for Christ.

Much to my surprise and utter delight, I also was given many opportunities to fly. Before coming to Guyana, I earned my commercial pilot certificate, as well as my flight instructor certificate. Laura and Greg allowed me to fly along as PIC whenever there was space; I logged over 100 hours in my first eight months, resulting in a great experience flying here in Guyana. When I heard that Greg and his family were going on furlough this summer, and that they were hoping for a pilot to fill in for him when he was away, I volunteered, even though that would mean

extending my stay. I really just wanted to go home and very much doubted that they would accept me, yet I felt strangely drawn to do it. After all, who ever heard of a 20-year-old missionary pilot? I prayed that if God wanted me to do it, He would have to make it go through.

I was shocked when they said they wanted me to stay as a pilot for the summer. There were a number of restrictions and training conditions for me to conduct solo flights and God still had not given me a good, solid answer—there was a lot of fundraising to do, and I just didn't have the money. So I prayed again, asking that if God wanted me to stay, He would have to provide for me. Within two weeks, I was fully funded. Even though I had a really good CFI job waiting for me at home, I decided to stay. Finally, God had showed me His will in a tangible way.

As I write, I have just begun flying solo missions here in Guyana. God has been good to me! All this leads me to a question. What does it mean to follow God's will? Some of Jesus' words come to mind. "The wind blows wherever it pleases. You hear its sound, but you cannot tell where it comes from or where it is going. So it is with everyone born of the Spirit" (John 3:8, NIV). I was constantly seeking God's guidance, and even though I didn't feel like I got an answer at the time, I can look back and see that He was leading all along.

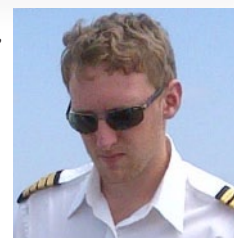
As Christians, I believe God's will is almost never clear to us. However, if we surrender our will to Him, He will carry us like the wind. Even though we do not know where we are going, it will be good. That doesn't mean it will be easy. Wind may find its way through many obstacles; beat against trees, even mountains, yet it goes on. The key to following God is to keep moving. You may not know where you're going, but God does, and He has great plans for you. All you have to do is let Him take control.

Please mark your donations [AWA Guyana](#)



Bryan and Laura lead out in children's class.

Bryan Soderblom is a Bible worker in Guyana, where he is a mission pilot, home school teacher, and helps in the community.



The cause of the Asiana Airlines flight 214 crash is still under investigation. However, relying on the use of automated technology could have possibly been a factor.

FLIGHT SAFETY

Who's Watching the Airspeed? Is it George?

I've been calling our autopilot "George" for as long as I can remember. In the good old days George could be pretty ineffective at times, but also had many useful attributes. Like anything mechanical, though, you still had to keep a close eye on him.

Automation, along with new and improved "Georges," and many other dramatic technological advancements, have made flying and navigating much easier, but in some cases much more complicated. This can also lead to complacency.

If the pilot can program the system correctly and push the right buttons, the airplane will generally do what you are expecting it to do. But, when not programmed correctly, the outcome can be pretty surprising and sometimes downright scary. Take, for example, the pilot of a Cirrus who took off into IFR conditions and while climbing out, connected the auto pilot (George). The airplane pitched up to an abnormally high angle of attack and while the pilot was trying to figure out the right buttons to push, the airplane stalled and killed everyone on board. If only the pilot had disconnected the auto pilot and flown the airplane to the proper climb-out attitude, the flight would have continued in a normal fashion.

If "George" is used, he must be constantly monitored and you must be prepared to correct the problem if he misbehaves. If you do not know immediately how to correct the problem that George is creating, you must disconnect him and use your flying skills. This is a common issue during instrument instruction. Pilots who are flying instrument approaches, relying solely on the autopilot, will watch it fly them right through the final approach course and then, too late, try to salvage that approach with almost aerobatic maneuvering. By the time they realize what has happened, the localizer and glide slope are almost out of sight, and they are unwilling to accept that George could or

would do such a thing.

It appears that no one, not even George, was watching the airspeed on the approach into the San Francisco airport, when Asiana Airlines flight 214, with more than 300 passengers on board, slammed into the runway, lost its tail, and caught fire on July 14, 2013*

FLY SAFE. CAVU. —Noel

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.



*In light of the recent 777 crash landing in San Francisco, it is important to be aware that accidents can occur, even with experienced pilots. The news media, in trying to describe what took place, reported that "The pilot himself had low flight hours in the 777 aircraft." However, that was not necessarily the cause in this crash. The pilot was indeed very experienced in heavy aircraft. It appears that more was going on, and other factors quite possibly were involved. Other factors can include such things as relying on automated technology to control the aircraft, including the use of autopilot and auto-throttle, auto land, and others. While it may be some time before a definitive conclusion is made as to what went wrong with Asiana flight 214, it is important to remember that auto controls are not infallible.

—Ric Swaningson, AWA president



Mission Timber Helps Fund God's Work

God Owns the Trees on a Thousand Hills

We hear some exciting stories of God's provision at AWA. Following up on a note that came with a significant donation, I heard this story first hand. At their request, the names have been changed.

Suzie and her son, Jim, talked about what they could do for missions. Their family budget didn't allow for much beyond tithe and offerings, so they needed some way to raise extra money. There was a consignment store in the area and they got the idea of taking unused or unneeded items to the store and dedicating the proceeds to missions. Each month they would have 20 to 40 dollars to distribute for missions. For a year or two, that was their project and then, unexpectedly, the consignment store closed.

Now what could they do? The two prayed that God would understand their new circumstances and give them a new idea so they could raise money to bless missions. Soon after their prayer, there was a knock on the door and a man and his son stated that they were looking for timber to buy and thought they might have some to sell. Interestingly enough, the woods they had seen didn't belong to Suzie and her husband, but to a neighbor. Before the man left he said, "I'll give you \$1.00 a ton for any timber you can find and refer to us."

Suzie said she immediately "smelled" mission funds. After checking out the man and the company he represented, Suzie called him back and said she had a few more questions. After meeting the owner of the mill,

who turned out to be a Christian gentleman, Suzie felt comfortable giving him a list of names of people she knew who had timber on their land. She was amazed when the logger stopped by with a commission check for \$300 for the first week of logging. When the checks kept coming, Suzie said, "I hadn't expected this much and I was tempted to keep some for my work." *What am I thinking?* She thought afterward. *This is God's mission money that we prayed for!* Suzie admits, "We've never had so much fun watching God work and deciding which missions we'll support this month!"

When Suzie told me her story, I thought, "The 'trees' on a thousand hills are the Lord's." Do we really believe that? In what way might God honor our faith if we, like Suzie, prayed, "Lord, what could I do to raise money for missions?" Would you like to do more for AWA missions? Dare you pray the prayer "Lord, give me an idea to raise money for your work"?

Richard Habenicht is AWA's director of development.





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	\$15	\$447
Final repairs Pathfinder replacement plane	\$15,000	\$1,367	\$12,773
Aircraft Support*	\$226,000	\$3,904	\$125,842

Philippines

Palawan Airbase	\$350,000	\$95	\$63,772
2 Motorcycles - best transportation for missionaries on islands	\$4,500	\$2,500	\$2,000
55 Gallon Barrel - of humanitarian supplies - \$200/month	\$2,400	\$0	\$2,400
Aircraft Support*	\$122,000	\$100	\$74,615
Project Development-Equipment Development	\$10,000	\$0	\$10,000

Alaska

Hanger in Dillingham	\$100,000	\$0	\$31,170
Kodiak Aircraft	\$1,200,000	\$1,065	\$326,099

AWA-Arizona (Aviation program at Thunderbird Adventist Academy)

Cessna 172 - airplane	\$80,000	\$5,000	\$55,000
Aircraft Support*	\$4,000	\$934	\$2,586

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	\$25	\$3,435

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

AWA Growth and Expansion: Ways You Can Help



Growth and expansion opportunities:

Alaska: A Cessna 172 is needed for a pastor (who is also an experienced pilot), to serve a number of island communities in Southeast Alaska. Geographically the area is relatively small, but transportation logistics are very limiting. An aircraft would dramatically improve the effectiveness of this pastor and provide more opportunities to serve the people in this area.



CAPITOL AND DEPLOYMENT INVESTMENT: \$75,000

Alaska: Funding is being sought to retire the expense of a new engine for AWA's Cessna 206 and a STOL kit.



CAPITOL AND DEPLOYMENT INVESTMENT: \$35,000 (engine)
\$4,000 (STOL kit)

Guyana: The Guyana flight operations transport an average of over 1,500 people per year, at least 100 of those are critical cases in which the patient's life is at risk. Hundreds of other medical patients have the opportunity to get advanced treatment not otherwise available, plus, most are returned home afterwards. The larger Cessna 206 (6 seats) has proven to be the most effective and with an official request to expand the area served, a second Cessna 206 is clearly needed.



CAPITOL AND DEPLOYMENT INVESTMENT: \$150,000

South America: AWA is planning to partner with an established ministry operating a fleet of river launches. AWA would provide the support of a Cessna 206 on floats allowing for rapid re-supply of goods and volunteers, providing greater range, flexibility, and safety to the mission.



CAPITOL AND DEPLOYMENT INVESTMENT: \$300,000

Philippines: AWA has partnered with Adventist Frontier Missions to provide airplane and helicopter support to isolated mountain villages. The existing work of AFM over the years has inspired dramatic improvements in the health and lifestyle of these scattered communities. These changes have prepared the way for the gospel to be shared and accepted. With the added support of a helicopter, this work can be sustained and expanded to change the lives of many more people living in these rugged mountains.



CAPITOL AND DEPLOYMENT INVESTMENT: \$350,000



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