



The Official Voice of Adventist World Aviation

AIRWAYS

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FOURTH QUARTER 2013



FLYING HIGH AWA EXPANDS ITS REACH

INSIDE: **AWA FLY-IN, P. 9; MISSION TRIP OPPORTUNITY, P. 10**

FOURTH QUARTER 2013

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MISSION STATEMENT

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

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PRESIDENT'S WEATHER REPORT:

President's Weather Report

Have you ever had a need? Of course you have—we all have needs.

In the Bible we read stories about people with needs. Esau had the need for food, but Jacob had the need for his father's blessings. Noah had the need for the people to repent and join him and his family in the ark. Daniel had the need of the angel to protect him while in the lion's den. The disciples needed the power of the Holy Spirit.

Not only do people have needs, so do organizations. Adventist World Aviation's greatest need is to fulfill the Great Commission that Jesus left behind when He went to heaven. (See Matthew 28:19-29.)

Through our mission aviation ministry we are fulfilling the needs of many in such places as Alaska, Philippines, and Guyana—and soon will be ministering to parts of Brazil and Argentina. Yet, as we tend to the needs of others, we realize our ministry has needs, our missionaries have needs, and our planes have needs.

Let me illustrate:

In June 2012, Greg VanFossen, an AWA missionary pilot in Guyana, had an accident with the Arctic Cat, a utility vehicle used at the AWA airbase. In turning the vehicle around on the road to home, a rear tire got too close to the side of the road and went into the ditch. When the vehicle, containing Greg and his son, Brandon, came to a halt, they began to take note of bodily injuries.

Brandon had hit his head, knocking him out for a few seconds. Greg's injuries were a bit more

extensive, as he experienced significant upper arm and shoulder pain on both sides. At the small hospital nearby it was determined that he had a broken humerus, just above the elbow joint.

The next morning Greg was flown to the University of Miami Medical Center. After two weeks in the hospital (while his family was still in Guyana) and a few weeks of healing in Guyana, Greg was able to resume his duties as a pilot.

So, what was the need?

Fortunately, medical insurance took care of most of Greg's expenses. However, he was without his family for several weeks. There were no available funds to transport his family with him. Can you imagine being in an unfamiliar hospital, hurting, without your family?

As we minister to those in the mission field, there are needs for medical supplies, clothing, Bibles, Sabbath School supplies, and other teaching materials. There are also the basic needs of our missionaries—their own food, clothing, travel, and lodging expenses.

Then, let's talk about the planes, the major tool being used by AWA to fulfill the Great Commission. These planes have needs—major needs! To operate the planes, they need fuel, oil, insurance, and constant maintenance. On a long-term basis, the planes need new tires, new seat belts, annual inspections, and replacement parts when old ones become defective.

Our planes need your support and your prayers. Our missionaries need

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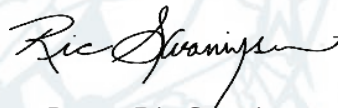
AWA has a great need for a helicopter that will help reach areas of the Philippines that are currently inaccessible.

your support and your prayers. This ministry needs your support and your prayers.

As you glance through this *Airways*, you will read stories from our missionaries about how they serve Christ. We encourage you to pray for them and commit a donation each month to one family, or several families, or to the overall ministry.

Jesus tells us, "Truly, I say to you,

as you did it to one of the least of these my brothers, you did it to me" (Matthew 25:40, ESV).



Pastor Ric Swaningson
President/CEO



Adventist World Aviation is excited to introduce our newest team member, Charlene West. She comes to us from Quiet Hour Ministries, where she worked for nearly 18 years, as QHM's executive director of evangelism. She gained much experience, knowledge, and enthusiasm for evangelism, development of projects, and fundraising in that capacity. Through her work in coordinating evangelism meetings she developed close relationships with other ministries, such as Voice of Prophecy, It Is Written, Amazing Facts and the worldwide Adventist church.



Charlene will coordinate the monthly AWA missionary newsletters and monthly global appeal letters, planning future Adventist World Aviation and Wings for Humanity events, increasing the outreach of our projects to include evangelistic meetings and Bible workers, and working closely with Richard Habenicht, our director of development, in areas of grant writing and other coordinated development work. Charlene also has a law degree, specializing in corporate law, and will provide legal assistance and advice to AWA.

Charlene lives in Colton, California, near her two adult sons, Mark (and his wife, Eunice) and Aaron (and his fiancée, Melissa). She loves to travel, and has led many mission trips for various church and school groups. She is currently a student pilot, hoping to obtain her license within the next several months. Her enthusiasm for flying, aviation, evangelism, and Jesus will be a blessing to this ministry.

Blue Mountain Academy's Training School Takes Off for the School Year

Chase, left, a WWU aviation student and Kelsey, right, an AWA-PA graduate and WWU aviation student, quiz the current AWA-PA ground school class on the parts of an airplane.

Adventist World Aviation, Pennsylvania's training school at Blue Mountain Academy, is off to a great start for the 2013-2014 school year. God has blessed us with five new students in the ground school class: one freshman, two juniors, and two seniors. We also have five students in active flight training: one sophomore, two juniors, and two seniors.

While it is true that aviation is expensive, it is nice to hear stories of how it can pay back in ways you may not have imagined. We recently had two graduates of the AWA-PA program check in with us at the beginning of this school year. Kelsey and Chris are both attending Walla Walla University studying aviation management, and continue to work their way through their ratings. Both of them graduated from BMA with their private pilot licenses. When they enrolled at WWU, they presented their pilot certificates,

and immediately received 10 semester hours of college credit, which is worth about \$5,000! This means that their flight training at AWA-PA came close to paying for itself in the form of college credits! This is yet another reason for us to support our young people by making it possible for them to study flight training while they are still in academy.

The runway lighting project is still awaiting funds to complete the runway end identifier lighting (REIL) system. REILs are synchronized strobes that mark each end of the runway. When an arriving airplane is in the vicinity of the airport, the pilot will be able to key the microphone on the multi-comm frequency a certain number of times to activate the REILs. This helps pinpoint the location of the airport, which is especially helpful if there are other light sources in the area, such as street lights or parking lots, which might be easily confused with the layout of a

runway. The wiring is already in place for this system. All that is lacking is about \$3,000 to purchase the lights, and the pilot-controlled radio module to add to the lighting system.

If you feel you can help, either in supporting a student with their flight training costs or with money to help complete the REIL project, please send your tax-deductible donations to AWA. And if you know of an academy-age student who is looking for a place to earn his or her pilot's license at a school-based missionary-minded program, please ask them to consider AWA's program at Blue Mountain Academy.

Eric Engen is ground/flight school instructor for Blue Mountain Academy and also teaches computer, math, and music courses.



Blessings Abound at Thunderbird Adventist Academy!

Wow! It's hard to believe we're halfway through our first quarter at Thunderbird Adventist Academy (TAA). The excitement continues to be stronger than ever with the flight program back in place.

We are blessed with 11 very sharp students in our ground school and have recently concluded our systems portion of the class. We were blessed to have Erik VanDenburgh as a guest speaker.

I spoke recently to the father of one of our students. He said something that really made my day. He said, "I never thought I would see the day my daughter would come home excited about how carburetors work!"

We just completed a promotional video for our flight school. Please

visit www.flyawa.org to view it and be sure to share this with your friends and family, too.

Both Erik and I are working extremely hard to raise the needed funds to build a hangar at TAA to get our airplane out of the hot desert sun. In addition, we will have a fueling facility. This will mean a substantial savings, since aircraft fuel at nearby Scottsdale International Airport runs approximately \$8 per gallon. Hopefully, ours will run approximately \$4 per gallon. That's a big difference!

I am very pleased to announce that through your generous donations, our AWA Thunderbird flight program has grown. I recently traveled to California in order to fly back with our new Cheetah aircraft. I can't begin

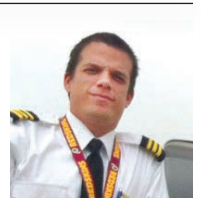
to tell you how much of a blessing this is to our ministry here. Be on the lookout for the next issue of *Airways* magazine, as we feature this fantastic gift that your donations have provided to the students of Thunderbird.

Thank you for your continued support through your prayers and financial commitment. This means so much to me personally, and especially to the students enrolled in our flight program. You and friends like you make this program possible.

May God continue to bless as we work together to enhance our flight program, enabling our youth to reach the world for Jesus.



Derrick Heisey is the flight director at Thunderbird Adventist Academy.



CFI Earl Binder and Nolan follow the checklist during the pre-flight inspection.

Toku-Hana

Comanche 250



Making a Difference with the Toku-Hana

The Toku-Hana is now being used for mercy flights, providing humanitarian and medical services for people in need right here in the U.S.

George was sick—very sick. He had been diagnosed with pancreatic cancer, and was daily struggling with the symptoms and pain associated with it. His local physician was treating him, and providing the necessary counseling to George, as well as his family.

After several months of treatment, George was referred to the Mayo Clinic, which was a five-hour drive from his home. Was he able to handle the drive? Were there other options? Would it be worth it?

Then, one day, a friend of George suggested that he contact a pilot who performed “mercy flights.” This suggestion excited George and his family. Here was an opportunity for

George to be flown to the Mayo Clinic in less time than by road, and the cost was free for the flight—a humanitarian service for the passenger.

The flight was arranged; George and his wife were safely transported to the area where the Mayo Clinic was located; and after his treatment, the pilot flew them back to their home town. It was indeed a flight of mercy, performed by a caring pilot.

Mercy flights or angel flights are names used by pilots or aviation organizations who provide free transportation for needy patients or to perform other acts of community service, in the benefit of volunteering. Like the Good Samaritan in the Bible, these mercy flights lend a helping hand

and give hope to people in need.

Adventist World Aviation is now equipped with an airplane to participate in these mercy and angel flights—our “Toku-Hana.”

The “Toku-Hana,” a Comanche PA24-250, is famous for being the first single-engine aircraft to make the transpacific flight from the United States to Japan. The flight was made in 1964 by its owner, Henry Oyhe, a Japanese-American born in the United States.

At the age of nine Oyhe had an increased interest in aviation and wanted to learn to fly. So, he began to save his pennies and dollars. Finally, in 1931 he earned his private pilot’s license (which was signed by Orville



Wright) and in 1933 he became the first Nisei to receive a commercial transport pilot's license.

Following the attack on Pearl Harbor in Hawaii, Ohye went to the Army Air Force Corp to enlist for military service, but was quickly declined because he was Japanese. He and his parents were immediately transferred to an American "relocation" camp in Arizona. While in the camp, he taught other young boys how to build model airplanes.

Ohye remained a loyal citizen of the United States. In 1960, when tensions again arose between the United States and Japan, he made plans for a "goodwill" mission to Japan. He wanted to reconcile the differences between the two countries and help to reestablish good relationships and peace. He planned to fly his plane, the Comanche PA24-250, to Japan.

To safely make the flight, the plane was equipped with extra tanks. His historic journey went from Los Angeles, California, to Oakland, California, on to Honolulu, Hawaii, to Midway Island, Wake Island, and then Guam. From there, he continued across the Pacific Ocean to Okinawa, Japan, and finally to Tokyo. There he was warmly welcomed by the Japanese. He successfully delivered letters of goodwill from various cities in the United States.

When he was asked about this journey and adventure, he said, "It was the most outstanding and gratifying one of my career."

"Ohye planned and executed his mission of goodwill, not because he was looking for self-gratification, men's applause, or even monetary gain. Rather, his motivation was simply to bring reconciliation and friendship between two countries that had been ripped apart by war and distrust. He made this perilous journey out of love for his fellow citizens, donating his time, energy, and resources to help make the world a better place for others." *Airways*, Summer 2012.

In honor of his parents, Ohye named the plane, the Toku-Hana. In 2012 it was generously donated to Adventist World Aviation, and will again be used for humanitarian efforts and goodwill.

AWA is able to arrange free air transportation for legitimate, charitable and medically-related needs. With the use of the Toku-Hana, mercy flights are available to individuals who are financially distressed or who are in a time-critical, non-emergency situation due to their medical condition.

You may wonder why this aircraft is not being placed in mission service in an un-entered area of the world. The remote, jungle areas of the world require utility aircraft with special equipment and requirements, which the Toku-Hana does not have. However, there are humanitarian needs serving people in the United States. The Toku-Hana is a very comfortable, high performance, cross-country aircraft, which is perfect for this type of mission service.

This mercy flight program is financially supported by individuals, service clubs, and religious groups, as well as our pilots who fly the missions by donating their time and the use of the Toku-Hana. Yet, no financial aid comes from the government.

Without the mercy flight which George received, his life might have been different. He may not have made the road trip to the Mayo Clinic. It changed his life.

Adventist World Aviation is about making a difference in the lives of so many people—saving lives, bringing people to Jesus, and providing humanitarian services. Are you interested in being a "good Samaritan," in helping us provide a mercy flight service to benefit one in need? Please mark your donation, "Toku-Hana," and help us make a difference.





The Flight Plan

As a student pilot, learning how to make flight plans, is exciting. Flight plans give basic information, such as departure and arrival points, estimated time en route, alternate airports in case of bad weather, type of flight, pilot's name, and the number of people on board. Flight plans are optional under VFR (visual flight rules), unless crossing national borders. However, they are highly recommended, especially when flying over special areas, such as water.

I am excited to be writing "The Flight Plan" each quarter for *Airways*. As you read the stories in *Airways*, you see what has been happening around the world through the ministry of Adventist World Aviation. "The Flight Plan" will provide you with information on what to expect with AWA, where we are headed, who will be on board, and the next stopping point—places that you might be able to meet up with one of our team members. Through my flight plan, it is my hope that you will know how you can become a part of this ministry—perhaps a "passenger on board."

So, join me in this first "Flight Plan," and let's see where AWA is going and how you can be involved.

WEB SITE

Have you been to our Web site lately? (www.flyawa.org) If not, I invite you to check it out. During the next month you will see changes, additions, and opportunities to become more involved. Change is good, and these changes will help you navigate through the Web site easier, receive updates from our frontline missionaries, and even donate to our ministry.

One current addition to our Web site is a section for prayer requests. Even though our ministry is about aviation—we believe in prayer! We want to pray for you and your family. Here you will have an opportunity to send us your prayer requests; each morning our team members will pray over the requests that come in.

If you are interested in participating in our mission trip to Palawan island in the Philippines, you may register online for this project. The project description is also available on our Web site, giving all the details, such as where, when, how, and who! We invite you to be one of the "who."

LETTERS TO THE EDITOR

Beginning with the next issue, *Airways* will feature a new section, "Letters to the Editor." We want to hear from you; we want to know how we are doing, what pleases you, and what doesn't. We invite you to write us a letter (or an e-mail) and share what you like about *Airways*, what stories touched your heart, and suggestions. Address your letters to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444; or through e-mail at projects@flyawa.org. We will try to include them in each issue of *Airways*.

MINISTRY REPRESENTATIVES

Do you have a desire to be part of something? Here is your opportunity! Become a ministry representative for AWA. We are looking for people across North America who are willing to represent our ministry in churches, at camp meetings, and other events. Training and materials will be provided to those who are interested. Please contact us at 414.226.5195 or projects@flyawa.org for more information.

TWITTER AND FACEBOOK

Today the world is all about social networking and staying in touch, in an instant. AWA also wants to stay in touch, in an instant. We want you to know what is happening around the world immediately. Sometimes we may simply be asking for your prayers for an injured child in Guyana, or a homesick missionary, or the need for a new airplane part. Other times we may just want to share some good news that one soul accepted Jesus as their Savior. Connect with AWA through Twitter and Facebook! On Twitter, you can find us at [@adventistworlda](https://twitter.com/adventistworlda) and on Facebook, we can be found by searching Adventist World Aviation or AWA. Please check us out and "FRIEND" and "LIKE" us!

This issue inaugurates "The Flight Plan" as a regular feature by Charlene West.





2014 Third Annual Fly-In and Air Show

Air shows are fun activities for family and friends. Watching the planes land and take off, seeing the air balloons soar into the sky, taking a ride in one, and becoming a “Young Eagle.” Watching the remote control planes fly, knowing that even you might be able to fly one of them. Sinking your teeth into the pancakes; enjoying a refreshing lemonade. Hearing the music and making new friends. These are all the activities that make an air show and a fly-in fun and exciting.

Adventist World Aviation wants you to experience these things—for the third time, (or perhaps for your first time.) Besides the planes flying, the pancake breakfast, and spending time with family and friends, we are giving you an opportunity to learn more about AWA and its ministry.

Come to our Third Annual Fly-in (or Drive-in) and Air Show on Memorial Day weekend, May 23-25, 2014. The weekend events begin with vespers at the Waukesha Seventh-day Adventist Church, 21380 W. Cleveland Avenue, New Berlin, WI 53146 on Friday evening, May 23, 2014 at 7:00 p.m. Sabbath School and church will also be at the Waukesha Seventh-day Adventist church, beginning at 9:30 a.m., on May 24, 2014.

During these Sabbath programs you will hear amazing mission stories from our active aviation missionaries, and you will learn how mission aviation is helping to finish God’s work in hard-to-reach places. These stories come from the Philippines, Guyana, Alaska, Nicaragua, Brazil, and Argentina.

For an exciting air show, join us on Sunday morning at

8:00 a.m., at the McDermott Airpark, located at 31WI in Sullivan, Wisconsin, beginning with a pancake breakfast. Your donation of \$8 per plate helps to enhance the global mission of AWA’s ministry.

Following breakfast, enjoy a showing of the historical Toka-Hana aircraft, remote control airplanes, hot air balloons, and other aircraft.

Children, who are ages 8 through 17, will have the opportunity to take to the skies and become a “Young Eagle.” Each Young Eagle becomes part of a special group of people who have shared in a common experience—the thrill of flying! After they have registered as a Young Eagle, they will be assigned to a pilot, who will tell them about the airplane (exterior and interior), go through a preflight inspection, and then take them up into the sky. Once the children have completed their flight, they will be given their own pilot logbook, along with an entry for their flight.

It will be an adventuresome weekend, and we hope to see you there!

AWA 3rd Annual Fly-In
May 23-25, 2014 • 7:00 p.m. (Vespers)
Waukesha Seventh-day Adventist Church
21380 W. Cleveland Avenue
New Berlin, WI 53146



Come To Palawan And Help Us!

Some of my favorite stories in the Bible are about Paul's missionary journeys. In Acts 16 we read about Paul and his companions traveling throughout Phrygia and Galatia. They only went to places that the Holy Spirit allowed them to go.

Then, one night Paul had a vision of a man of Macedonia standing and begging him, "Come over to Macedonia and help us." From this vision Paul concluded that God had called him and his companions to leave for Macedonia, to share the gospel with them.

In 1997 Adventist World Aviation received a similar call for "help," not from Macedonia, but from the Philippines. Even though the call was not received through a vision, it was a call to provide air support for the missionaries living in the interior of Palawan Island, where neither roads nor waterways exist. Palawan Island is the largest province in the Philippines and is home to several indigenous

ethnolinguistic groups, the Kagayanen, Tagbanwa, Palawano, Taaw't Bato, Molbog, and the Batak tribes. They live in remote villages in the mountains and coastal areas on Palawan Island.

Before this time, Adventist Frontier Missions had placed missionaries in the interior of Palawan Island. After five years of rugged living, it became evident that a radius of less than two miles had been reached. Thus, it was determined that the support of aviation was necessary.

Adventist World Aviation was able to answer this request with aviation support, which was stationed at the major airport in Puerto Princessa. Through radio, communication was maintained with the missionary outposts. Much-needed supplies were airdropped over the villages on a regular schedule. This enabled the missionaries to expand their influence by allowing them to dedicate more of their time to their ministry and less time traversing the rugged jungles



Baptism of Palawan church members.



Members meeting at the Palawan church.

to obtain supplies. It also allowed more missionaries to be deployed in this area.

The first missionaries sent by Adventist World Aviation arrived on Palawan Island in August 2002. The first AWA plane arrived (in pieces) at the beginning of the summer in 2004. After it was reassembled, it made its first test flight on July 1, 2004; and its first medivac flight was on July 7, 2004. During this time AWA's planes flew out of the airport in Puerto Princessa.

Finally, in February 2006, as the need for aviation service grew, Adventist World Aviation bought land for an airbase and established a "landing strip."

In June 2007 several district pastors met with Nemy Marcelo, member of the AWA-Philippine's board, to plan an evangelistic outreach in Sagpangan. According to Nemy, "From August 25 to September 1, 2007, we held nightly evangelistic meetings. Over the course of the meetings, by God's grace, 55 precious souls gave their hearts to Jesus and were baptized! The day after the baptism, the new members helped prepare a 600-square-meter lot in their neighborhood (not too far from the airstrip) for their own church."

The new church members were excited about their newfound faith and their new church, and were nurtured by Bible workers. Additionally, Edgar Espinosa, the pastor of the little church and caretaker for AWA's airbase, and his family, also devoted time in ministering to the new church members.

Palawan Island is one of more than 7,100 islands of the Philippines. It has an estimated population of more than 700,000 people, many of whom have been untouched by the gospel. For those on this island, many live in remote areas in the interior, where life is difficult at subsistence level. Their needs are basic—food, water, medical, sanitary, agricultural, and spiritual.

Many of the villagers live close to nature and believe in spirits from nature, with whom they communicate through a "babaylan" or medium. For many of them, the cult of the

dead is the key to their religious system. Over the years, Christianity has been introduced to them, but led to the merger of the animistic beliefs with the Christian elements to produce a folk Christianity.

Although some form of Christianity has been present in the Philippines for more than 400 years, the majority of its influence has remained along the coastal villages and the more populous cities. Therefore, the interior villages still need to receive the gospel message.

Several months ago, Adventist World Aviation received another call for "help" from the Philippines, again, from those on Palawan Island. The North Philippines Union Mission and the Palawan Mission of Seventh-day Adventists have called AWA to come and help them share Jesus in many villages on Palawan Island. The need is great, the people are many, and the workers are few.

In the meantime, Pastor Espinosa and his family are working hard to share Jesus with many. Recently, one Friday morning at 3:30 a.m., Pastor Edgar and some church members gathered for prayer. The group consisted of five ladies and ten gentlemen, including two native guides. Their plan was to visit some of the interior villages and provide them with religious tracts in the Tagalog language.

As the group began their hike, they climbed mountains, crossed rivers, and even passed by some rebel soldiers. When they reached the first small village, they realized how sore they were from their trek. They also praised God for the safety He provided to them on their journey.

When the villagers came out of their huts to greet Pastor Edgar and his group, they were given the tracts. One of the villagers came up to him and said, "Will you please stay with us and study the Word of God?"

He replied, "We have other villages that we must visit before we return to our homes on Monday."

The man was so sad because the group was unable to stay with them. It also made Pastor Edgar very sad, because he understood their great need. Before he and his group left



An inside view of the Palawan church.

this first village, they prayed with the man and the other villagers; then they left.

The group carefully continued through the jungle, up and over more mountains and across the rivers, until they reached another village. Again, they gave the villagers the religious tracts and prayed with them. When nightfall came, they prepared a safe place for the night.

Early Sabbath morning they began their “hike” again, heading toward the ocean, visiting the villagers as they passed through, telling them stories about Jesus, praying with them, and leaving the tracts. Then, at 5:30 p.m. they began their trek back to their home, through the jungle, up the mountains, forging the rivers. They arrived back to their homes at noon on Monday. Their bodies were sore, but their hearts were filled with joy for what they had accomplished and the people they had served.

There was still a sadness in their hearts because of the many people they visited who desired to hear more. The sadness turned into an urgency, which turned into a call to Adventist World Aviation for help in sharing the gospel message.

When we hear the words “help,” it usually calls us to attention. If we are willing and able, we are often eager to help when we can. We would even help strangers whom we have never met before. That’s why AWA has accepted their call for “help.” We are eager to share Jesus with strangers we have never met.

Plans are currently being made for a major outreach to

Palawan Island in February 2014. The outreach will include evangelistic meetings for the adults, Vacation Bible School programs for the children, medical clinics, and health expos. Many team members are needed to help AWA efficiently answer the call for “help.” We need speakers (experienced and non-experienced), VBS leaders, and medical personnel. More importantly, we need people with a willing heart to serve Jesus on Palawan Island.

Now AWA is sending out a call for “help.” Come and use your skills and talents to make a difference; come and help us share Jesus with those on Palawan Island. This is your opportunity for a missionary journey. We thank you for your prayers for the gospel workers, the church members, and the mission staff who are preparing for the meetings; we also thank you for your donations for this project, which will provide Bibles to those coming to the meetings, stipends for the gospel workers, and other expenses to make this outreach a success.

Together, we can answer the call for “HELP!”

Charlene West is project development and evangelism director for AWA.





God Answers Prayer

Pictured here is the beautiful village of Owena, located in the Eastern Highlands of Papua, New Guinea. This is one of my favorite pictures from the area, which was taken long before this story occurred.

A few months ago we received an urgent call from the clinic about a snake-bite patient, who needed to be flown out immediately to the hospital in Goroka. The clinic personnel thought that the man had been bitten by a death adder, a very dangerous snake commonly found in areas below 4,000 to 5,000 feet. For several hours he had been carried on a makeshift stretcher made out of bamboo poles to get him to the clinic and airstrip at Owena. The clinic did not have any anti-venom, so they called several aviation operators, attempting to get a medivac organized. The timing was providential, as we had just landed in Goroka and were getting the aircraft ready for the next day's flights. We were able to be airborne within 15 to 20 minutes of receiving the call and were en route on the 22-minute flight to Owena.

As I loaded the patient and his wife into the aircraft, I could tell he wasn't doing very well. I hung his I.V. bag above him and could hear him struggling to breathe. He was having a hard time swallowing his saliva and controlling his muscles, and he seemed short of breath and sweaty. I couldn't help but think, "I hope this guy makes it to Goroka." We had a special prayer for him before closing

the door and getting ready to depart. As I was closing the door, a man from the village said quietly to me, "Suppose em got hevi, no gut yu pun daun long Goroka," which means, "Suppose he dies during the flight? If that should happen, don't land at Goroka, but bring him back to Owena." During the 20-minute flight I kept praying, "Lord, please let him make it to Goroka, and let the proper medicine and anti-venom be available there."

After what seemed like a very long flight, we arrived safely at Goroka. I had called ahead to the control tower to ask them to call for an ambulance. I also called our base to have them call for the ambulance, as well, and to be standing by with a wheelchair. I was excited to see the ambulance when I parked in front of our hangar in Goroka. This was a small miracle, as the ambulance rarely comes when called. Only about 1 out of 10 are fortunate enough to have an ambulance actually come and pick up the patient. Unfortunately, sometimes the ambulances are used as a personal taxi for whomever happens to have the keys that day.

So the man and his wife were taken immediately to the Goroka hospital. Later I received a call from an Adventist doctor friend who had been working that day at the hospital. Fortunately, the hospital did have the right anti-venom and the patient seemed to be doing better. My friend promised to check again in the morning and call me about the patient's condition. I got a text the next day, telling me that the man was continuing to improve and that the doctor thought he would be just fine.

After church on Sabbath, we decided to go and visit the patient in the "Haus Sik" or hospital, only to find that he had recovered so well that they had discharged him the day before. What a great answer to prayer!

Adventist World Aviation brings you this story by Bennett Spencer, chief pilot for Adventist Aviation Services in Papua, New Guinea, an aviation program operated by the Seventh-day Adventist Church. AAS provides this essential vehicle of support and communication for churches throughout the country by transporting pastors, teachers, medical personnel, and supplies.



Thanks to Adventist Aviation Services in Papua, New Guinea, a snake-bite victim was able to receive life-saving treatment.

Contour Lines

Navigating the rough terrain of the Palawan Mountains in the Philippines

I clawed at the vegetation, trying desperately to get a handhold as the sharp grass cut into my hands. As I climbed unsteadily, even my one cleat-clad foot couldn't get traction in the deep mud. (My other cleated shoe had long since fallen apart, and I had discarded it.) The trail dropped off below me and I tried not to look at where I would land if I began an uncontrolled slide. I had to stay on my feet to maximize traction. Though sitting down feels safer, it raises the risk of a dangerous slide and tumble. And so the trail went, hour after hour, punctuated by pain, terror, and many prayers.

"Why was I doing this? Why in the world would I subject myself to this gauntlet of muddy mayhem, looking like a water buffalo emerging from her wallow? Was I seeking adventure like an adrenaline junkie? No, I was just trying to get to Emrang" said Leonda George, March 1, 2012

Many topographical maps use different colors to depict elevations; however, the only definitive way to show terrain is with the traditional contour lines.

Like many areas of the Philippines, contour lines depicting the mountains of the Island of Palawan are so close together that they look more like an artist's shading than map detail. The sharp relief of the peaks is strikingly evident as we drove across

the narrow band of coastal plain that is dominated by flooded rice paddies. At the base of the mountain the road suddenly ended, to be replaced by a steep and narrow path where we began the hike into Kamantian to visit with Kent and Leonda George.

The Georges have been serving with Adventist Frontier Missions since 1995. They speak the Palawano dialect fluently and are trusted members of the community of Kamantian. They have established schools, churches, and set up a handful of tiny clinics in the mountains that serve in excess of 7,000 patients per year! Over the years they have seen a dramatic change in the overall health of the people they see at the clinic, much of which was accomplished through demonstrating simple hygiene. There are many other villages in need of this support, but, developing and maintaining them are simply beyond the limits of ground travel.

Airstrips can be built in remarkably challenging locations. However, there are safety limitations of not just the airstrip itself, but the approaches, wind, and other conditions that must be taken into consideration, as well. In these mountains

there aren't really any good locations for airstrips and only a couple of places where it could be possible at all. What makes this area particularly unique are the distances. They are short, and in many places you can actually see where you want to go, but on foot it will



The rugged mountain terrain of Palawan.



PHILIPPINE REPORT



A bridge over a treacherous river.

Locals using a rattan backpack.



take several hours. The treacherous trail to Emrang described by Leonda George would take a mere three minutes in a light helicopter from the ministry base in Kemantian. It's not just about convenience either. With the team of 20 or more volunteers, distributed throughout the mountains, there must be some method to provide emergency support.

So what makes a helicopter viable for Palawan? In a word: efficiency. The service area, while incredibly rugged, is geographically small; flight times are counted in minutes. With well-coordinated flight staging, a great deal can be accomplished in a very

modest amount of actual flying time. Adventist World Aviation is delighted to partner with Adventist Frontier Missions to develop long-term, sustainable aviation support using a combination of airplane and helicopter operations. Visit www.afmonline.org to learn more about church planting among the Palawano people of the Philippines.

We welcome your participation in this project. To make this a reality we need missionaries to serve as pilots and mechanics, along with other support positions, and of course, a Robinson R22 or R44 helicopter. AWA's project on Palawan is not new, but we are entering an exciting new phase as we work together to bring Jesus' message of hope and salvation to the Palawano people of Kemantian.

Are you feeling the call?



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.





STRANDED!

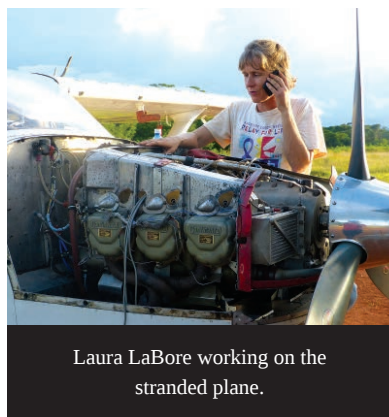
“U m, Laura, the plane won’t start.” These were not the words that Laura wanted to hear!

Bryan Soderblom had flown some people into a remote strip. He had some ground time, then loaded the passengers back into the plane and briefed them. He shouted “Clear!” then looked to make sure that there were no children or dogs running around, and turned the key, but all was silent, except for the solenoid clicking. He tried several times, hoping the engine would roar to life, but nothing. He jumped out of the plane and took off the cowling (the “hood”) over the engine and poked around. He had worked on the engine several times recently with Laura, so he knew his way around a bit. Two of his passengers were very mechanical and were able to give him a hand. They found that the new starter, which was

only a month old, was bad.

After Bryan’s initial call to Laura, she jumped on her phone and called both local and U.S. based mechanics for advice and parts.

Parts are a tricky thing to get here.



Laura LaBore working on the stranded plane.

The best option, if someone is traveling this way, is to have him or her carry the precious cargo in their luggage. It’s faster, but people aren’t always coming in when you need a part. FedEx is the next best option, but that

can take a week (so much for “next day delivery”), at the fastest. Right now, with only one airplane, because the other one was sent to the States for it’s scheduled overhaul; when the airplane is down and waiting for parts, operations are shut down and people suffer.

After numerous calls, Laura found out that there was a speedboat which could take her to where Bryan was located. The sun was setting quickly. It was a three-hour ride there, which gave her about 20 minutes to decide what should be done, then grab her gear, tools, and supplies and get to the boat. Being unable to assess for sure whether it was the starter that was bad, or another part, she packed a few more supplies, in case she got stuck for a week or so waiting for parts.

Danielle, Laura’s ten-year-old daughter, quickly packed her bag, as it was her turn to go with mommy for an “adventure.” Laura and Danielle



climbed into the boat as it bobbed up and down on the water, and tucked their bags under a tarp. The sky was grey, and was promising rain. The boat driver pulled the start cord, the 200-horse power engine roared to life with a deep rumble, and they were off!

The ride was so fast that their eyelids wanted to peel back, their cheeks blew in the wind, and the wind chilled them to the bones. It was painful, but Danielle looked at Laura with glee! Laura was stressed by what the outcome would be. If it wasn't the starter, that would mean a week or two of the airplane sitting out at a remote strip, unattended, while she took a series of boats and buses into the main city to get the new parts. It could have also been a repair that couldn't be done at the remote strip. Starting to feel very helpless, she prayed, asking God for peace, and for His help. Halfway through the trip, she began to relax,



The local government guest house in Moruca, where Laura, Danielle, Bryan and the passengers stayed the night before repairing the plane.

as she kept putting it all in God's hands. The rain that the grey sky promised started to fall, and the drops seemed to tear into their skin; now Laura was able to look back gleefully at Danielle as they both ducked under the tarps and literally rode out the storm!

Laura and Danielle arrived just after sunset and stayed at the government guesthouse, where the other stranded passengers and Bryan were staying. The next morning, everyone was up before dawn, and headed to the airstrip.

The mechanics laid out the tools in the red dirt and went to work. They replaced the starter, and Bryan climbed in to give it a start. The entire group had prayed before trying

to start the engine. They now each prayed silently as Bryan shouted "CLEAR!" When the engine roared to life, it was the sweetest sound, and everyone who was standing nearby jumped for joy.

It's been said, "Aviation is not for the faint of heart." This can be said not only for the pilots that fly the planes, but also for the companies that run them. Parts are not cheap, but a single small part that isn't working can keep an airplane grounded. When our airplane can't fly, our region doesn't get the help that it needs.

Over the past three days, our plane medevac'd out six patients and flew in three technicians to work on the town generator. This generator provides electricity between 5 p.m. and 11 p.m. for about 1,000 people. Without those technicians, everyone would be in the dark. The plane also transported three local leaders (village captains) to a meeting, and flew in five people returning to their homes after being in the main city for such reasons as getting medical care, delivering a baby, and others. That was just during a three-day period. Imagine what happens when the airplane is down!

Investing in aircraft operations has a great impact in our work here. It's an excellent project for small groups, Sabbath School classes, Bible study groups, and youth groups, such as Pathfinder clubs, and others. Funds can be pooled together to directly impact lives, both in this present life and for eternity. If your group would like to get involved, e-mail Bill at blabore@flyawa.org for more information. Thank you so much for your prayers and support. Together, they keep us flying!

The LaBore family, Bill (project manager) and Laura (pilot) with their two children, Micah and Danielle, have been serving in Guyana since 2005.





God will Provide

In I Kings 17:7-16, the Bible tells of a widow and her son who were very poor. There had been a drought in the land and, as a result, she had very little oil and flour left. God commanded Elijah, a prophet, to seek out the widow and ask her for food. The widow yielded and made a small cake for Elijah, knowing full well that it would mean starvation for her and her child. As a result of her sacrifice, God ensured that her supply of oil and flour would not run out. By giving from the little she had and trusting God to supply her needs, she ended up with far more. When we trust in God and do our part to further His mission, He will provide, for He is faithful.

Since we began building support for our missionary service in Guyana 11 months ago, we have been continually blessed by family and friends, old and new, who have proven their support by joining our missionary team.

When we think the road ahead is a long, uphill climb, and garnering support seems a distant insurmountable goal, time and time again God intercedes to reveal partners and new opportunities. Many of our supporters have shared their experiences of sacrifice and faithful giving, similar to the story of the widow's mite found in Mark 12:41-44. What humbling experiences! We are confident that God is leading us to serve Him as missionaries for Adventist World Aviation (AWA). In His time, all the pieces will fit together perfectly.

Another example of God's encouragement was manifested when we met a young man during the Arizona Conference Camp Meeting. On our second day, Bruce met Jennise, who shared the story of her son, Derek. Four years ago, at the Pathfinder Camporee in Oshkosh, Wisconsin, Derek met the former AWA president, who was



Left and below: Derek and his dad, Trent, had the opportunity to fly at the Arizona Camp Meeting.



there sharing mission opportunities with the youth. During the event, youth were selected for a flying experience. Due to space and time constraints, only a few were chosen. Although Derek participated in the AWA activities, he was not among those chosen to fly. He was disappointed, but remained hopeful. On the day the selected few were to fly, one withdrew at the last minute, and because Derek showed up to watch, he was chosen to fly with the group! From that day forward, his love for aviation grew and so began his relationship with AWA. So in 2009, when Derek was 9 years old, he began contributing part of his allowance to the AWA-Kodiak Project. Today, almost 15 years old, Derek remains motivated for mission service as a pilot with AWA.

As in the story of the prophet Samuel found in 1 Samuel 3, Derek responded to God's calling. God has planted a desire in all our hearts for mission service, locally and abroad. At a young age Derek is already responding to God's call. He is an amazing witness for people of all ages!

Bruce and Monique Wilkerson are AWA missionaries in training. Bruce writes from Albuquerque, New Mexico. (Pictured with thier daughter Tamie)



Previous page: During their site visit to Guyana, the Wilkersons visited Kahn Hill, where they conducted blood pressure checks. Above: In the Village of Hobo Hill, the Wilkersons distributed backpacks to needy children.



There's No Time To Spare

Full throttle, 2200 RPMs, airspeed's alive, keep it straight, lift the tail, keep it straight, apply a little back pressure on the stick, feel it? Rotate! Ease the back pressure a bit and let it accelerate. Ahhhh, 60 m.p.h., climb. Keep the ball centered with a little right rudder, watch the pitch attitude, and check the airspeed. RPMs look good.

This was the beginning of a warm and breezy afternoon flight with a pre-solo student. What a gorgeous day it was. My student had done a thorough preflight and the checklist went well on run up. At 400 feet altitude after a flawless takeoff, the engine started to lose power and vibrate gently. An excited voice came over the intercom: "It's yours." Thanks, I thought. Now it was decision time. The engine was putting out nearly 1800 RPMs and would hold altitude at 60, but the airplane would not climb, no matter how gently I nudged it. Oil pressure and temperature were good and carb heat did nothing to help. "Why doesn't it just quit? If it would just quit, I could make a decision."

We picked out a field straight ahead; but, at that moment it didn't seem necessary to land. So, making a gentle turn to the left, still holding altitude, we picked out another possible landing spot. This went on until we worked our way back to a short base. Finally, at our small grass strip, holding altitude, we had to do a forward slip to descend and make the runway. Ah, terra firma. Thank you, Lord! We were safe and sound and so was the airplane. On postflight we discovered that a spark plug wire on the right rear

cylinder had fallen off. This was a great learning experience for this student.

If you can't hold altitude or maintain a safe airspeed, you must make the decision to put it in the best field available, at that very moment. Do not continue to fly past suitable landing areas. It's a big decision, but remember, don't second guess yourself, and make a safe landing while the engine is still running! Practice some partial power loss scenarios with your instructor and 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.



You Can Help Take the Gospel to the Unreached

What goes up usually comes down! Hopefully, you have been enjoying the recent highs of the stock market. Your portfolio is looking much better than it did a few years ago and you may have thought this would be a good time to sell. However, if you sell some stock now, you might have to send up to 23.8 percent of your gains to the IRS. Would you like to avoid that and still take advantage of these highs in the market? There is a way! You can maximize your charitable giving and avoid the capital gains tax by donating appreciated stock directly to Adventist World Aviation. You will feel great and we'll be blessed and able to carry on God's work of taking the gospel to the unreached.

It is quite simple. Here is how you do it:

First, call your broker and let him or her know of your desire to make a gift of stock to Adventist World Aviation. Give your broker the following two numbers and tell him how many shares you wish to donate.

Account # 11041291

DTC # 0705

Then call us at AWA at 414.226.5195 and let us know what funds are being transferred to our brokerage account. This allows us to make sure we can identify the gift as yours and send you the proper acknowledgement for your tax purposes, along with our thanks.

Call 414.226.5195 with any questions and ask for Richard Habenicht.

Richard Habenicht is AWA's director of development.



Remember AWA is available to help with your estate planning through a will or trust. AWA has partnered with Western Adventist Foundation (WAF); a nonprofit organization brought into existence to assist Adventist entities by expertly managing their trust services and planned giving programs. The WAF team is committed to the same values and goals on which AWA was founded over ten years ago. Their attorneys, administrators, and caring business professionals have a vision to be an active part of the mission and ministry of the Seventh-day Adventist Church, including ministries like AWA. For more information, please contact Richard Habenicht, AWA's trust director at 414-226-5195.

AWA Expands Into New Territory



I watched my end of the 1,000-meter cable snap taut from the front seat of the ancient two-place glider. The acceleration was sudden, followed by an immediate and dramatic angle and rate of climb that had my ears popping as if I were headed to the moon. Seconds later, at 1,500 feet, a startling bang announced the pilot's release of the ground-based winch cable. Free of the attachment, we nosed over to a more sedate attitude and airspeed to enjoy the view. As far as we could see were fields of soybeans and corn that are the agricultural trademark of the Entre Rios region of Argentina.

I had been invited to represent Adventist World Aviation at the second South American "I Will Go" Congress for university-age young people with its dedication and commitment for missions. The university is renowned for its nearly constant medical and Christian ministry outreach programs, both regionally and into neighboring Brazil and other countries. The "I Will Go" Congress had over 1,000 registrants, all of whom came with contagious enthusiasm to serve as missionaries. I was given the opportunity to share the vision of AWA and introduce ways of serving with AWA.

There I met a young woman named Agostina, who has a fiery determination to be a mission pilot. She has started her flying lessons with the nearby Aero Club in a glider. Agostina and her father had arranged for this excursion to the airfield that I was now looking at from directly overhead.

"Have you ever flown in a glider?" they all wanted to know.

"Not on purpose," I said, thinking back to my one and only engine failure over 25 years ago. That experience wasn't nearly as peaceful, as the windmilling engine had been loudly trying to cough up loose pieces that were rattling around inside. The result, however, was a safe landing that didn't damage the rest of the airplane.

Our sailing experience was brief as the pilot in the back seat made the most of what little time we had in the air with steep spiraling turns, a stall, and even a pop-up and push-over for a bit of quiet weightlessness on short final. We then slid slowly to a stop in the grass before ungraciously tipping onto the right wingtip in typical glider style.

This trip to Argentina, at the invitation of Universidad Adventista del Plata (River Plate Adventist University), was not only to share the vision of AWA with the students, but also to spend some time with university leadership to investigate the possibility of establishing a mission aviation program. Adventist World Aviation, seeks to widen the net outside its historical boundaries.

Another exciting new partnership is in the Amazonas region of Brazil, where AWA will take to the water with a Cessna on floats. Working with the Lower Amazon Union Mission and Amazon Lifesavers ministry, AWA will provide air support to several medical mission launches currently plying the far reaches of the Amazon and its tributaries.

AWA is answering the call for mission aviation. To be successful, we need your help—pilots, mechanics, managers, donors, and most importantly, your prayers. The work of AWA can only move forward if we are clearly following God's call. Romans 12:4-8 reminds us that we can all participate in the Great Commission, demonstrating the love of Jesus to those "beyond where the road ends."

Please help us do more.

Jud Wickwire serves as AWA director of operations.





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.

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parents Earl & Merna Witzel

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Betty Biggs-Herman

Julia K. Blair
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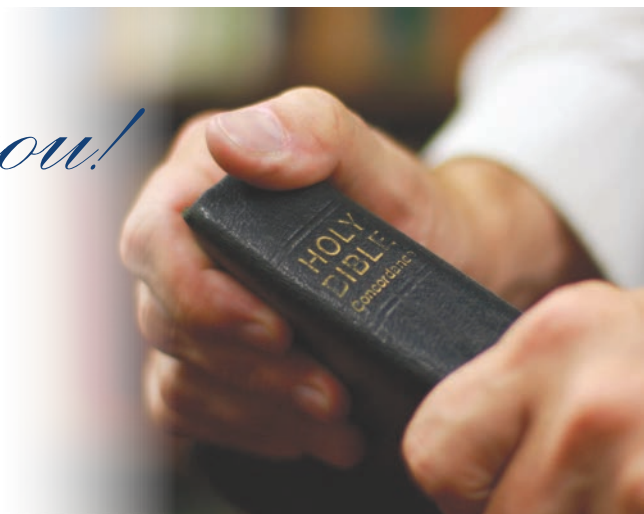
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Let us pray for you!

Submit your prayer requests to our
Web site at flyawa.org.

Each morning our team members
will pray for your requests.





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