

AIRWAYS

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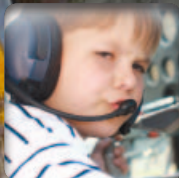
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Maranatha-Our Lord Comes!

FALL 2012

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MISSION STATEMENT

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

ADVENTIST WORLD AVIATION

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As we look at our world today we see divided countries, political unrest, divisive leaders, religious conflict, terrorism, and wars. From the Bible, we know that the end of time is fast approaching. The Bible states Jesus will come when all have heard the "Good News."

There are nearly 8 billion people in the world, and many have not had opportunity to hear. Why?

One reason: many live in "un-entered areas," places that are unreachable except by foot. You can walk for weeks to reach some of these villages. These remote villagers need food, water, and even decent shelter.

Many have no source of education or medical supplies and treatment. Death is routine, and they have no concept of a God who loves them, cares for them, and is creating a heavenly home for them.

With natural disaster "events of the century" coming regularly, one wonders, "How much time remains for earth's history as we know it?"

And, what about those who have had the opportunity to hear about Jesus, but have not openly accepted and even appear to reject Him? We have Biblical examples in the lives of the Apostle Paul and the Pharisee Nicodemus, one an open persecutor of the early church and the other not openly professing faith in Jesus until after His death. It is no wonder that Jesus in his parable of the wheat and the tares states, "Let both grow together until the harvest: and in the time of harvest I will say to the

reapers, Gather ye together first the tares, and bind them in bundles to burn them: but gather the wheat into my barn" Matthew 13:30.

We with our human vision cannot truly see the hearts and minds of individuals to whom the Gospel comes, and many who do not seem to be "promising candidates" for the Kingdom will surprisingly take their stand for Jesus. We cannot judge, we just proclaim the Good News to all far and wide as a "witness" [Matthew 24:14] and then "the end" comes.

In the meantime we are reminded of God's intense desire to see each one of us in Heaven and while the "promise" seems delayed from a human standpoint it is as sure as the One who gave it and will come to pass as the Apostle Peter prompts us to remember:

2 Peter 3: 8-9 "Don't overlook the obvious here, friends. With God, one day is as good as a thousand years, a thousand years as a day. God isn't late with his promise as some measure lateness. He is restraining himself on account of you, holding back the End because he doesn't want anyone lost. He's giving everyone space and time to change.

10 But when the Day of God's Judgment does come, it will be unannounced, like a thief. The sky will collapse with a thunderous bang, everything disintegrating in a huge conflagration, earth and all its works exposed to the scrutiny of Judgment.

11-13 Since everything here today might well be gone tomorrow,

do you see how essential it is to live a holy life? Daily expect the Day of God, eager for its arrival. The galaxies will burn up and the elements melt down that day—but we'll hardly notice. We'll be looking the other way, ready for the promised new heavens and the promised new earth, all landscaped with righteousness.

14-16 So, my dear friends, since this is what you have to look forward to, do your very best to be found living at your best, in purity and peace. Interpret our Master's patient restraint for what it is: salvation" 2 Peter 3:8-16. [Message]

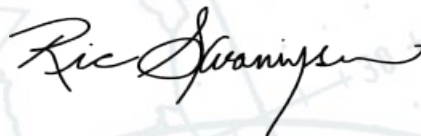
In the meantime, we have work to do:

18 "And Jesus came and spoke to them, saying, 'All authority has been given to Me in heaven and on earth. 19 Go therefore and make disciples of all the nations, baptizing them in the name of the Father and of the Son and of the Holy Spirit, 20 teaching them to observe all things that I have commanded you; and lo, I am with you always, even to the end of the age'" Matthew 28:18-20. [NKJV]

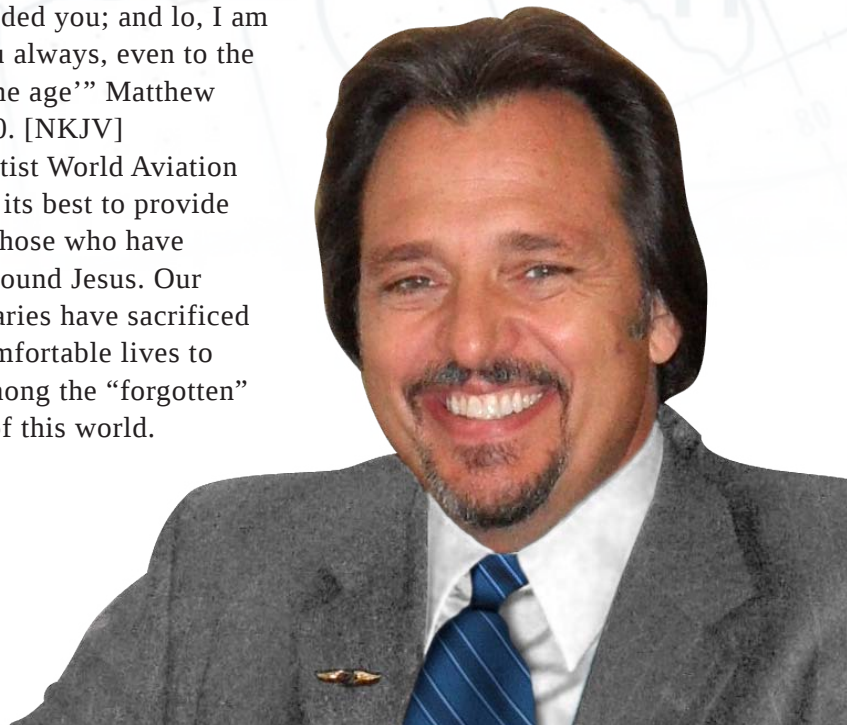
Adventist World Aviation is doing its best to provide help to those who have yet not found Jesus. Our missionaries have sacrificed their comfortable lives to work among the "forgotten" people of this world.

We want to thank you for your continued support, your prayers, and your gifts to enable us to continue our mission. Our joy and gratitude is found in our partnership together, realizing that as we give, God continues to bless, not only in material ways but in transforming our self-centered characters into His selfless, giving nature, helping us to be ready for that great day when we will see His face, and hear from His lips: "Well done good and faithful servant, enter into the joy prepared for you from the foundation of the world."

May we all work together to hasten that day! Maranatha! Our Lord Comes! [1 Corinthians 16:22]



Pastor Ric Swaningson
President/CEO



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In Memory and Honor

How Do You Witness for Jesus?



Jason is a five year old that enjoys his Sabbath school class. He loves the songs, the stories, and coloring the pictures depicting the Bible story for that week. The songs that he has learned have become such an important part of his life, that he can be heard singing them as he plays, takes his baths, and even while eating—much to his mother’s chagrin.

Most importantly, his singing has become a way for this little tyke to witness about Jesus. One day, as he was shopping with his mother, he was singing his Sabbath school songs. As he was sitting in the shopping cart waiting in line with his mother to pay for the groceries, he continued singing his song.

“You sure enjoy singing, little boy,” said the elderly man waiting behind them.

Jason instantly smiled at the man and said, “I am singing about Jesus. He’s my best friend.”

“Do you know Him, too?” asked Jason.

The man smiled at the little boy and muttered, “Not as well

as I should.” That was the witness of a little five year old.

Marilyn enjoys baking bread and sharing what she produces. She lives in a senior citizens complex and has found a satisfying way to share Jesus with others. Each Sunday morning she bakes about 8 to 10 loaves of bread and shares them with various individuals living within her facility. As she carefully kneads the bread she prays about those who will be the recipients of her gifts. Then, as she wraps the loaves in plastic and ties a ribbon around each one, she includes a special tag with a promise from the Bible, and a message that she is praying for them.

Jennifer is a junior in an Adventist college, living in the dormitory. School comes very easily for her. Thus, she is able to find opportunities to help others who struggle with their studies. As she begins to help them with their assignments, she asks them to pray together first, to ask God to help them have clarity of mind and understanding of the subject matter.

Jennifer states, “When my friends receive good grades on



their assignments, I tell them that it is only because of the help from God and including Him in their study sessions.”

Working as a nurse at the local medical center is very important to Rebecca, as well as rewarding. Each day when she begins her rounds she looks forward to seeing the patients and bringing a bit a cheer into their lives that day. As she treats each one, giving them their medications, bathing them, helping them with their meals, or just making them comfortable in general, she finds appropriate moments to pray with them and gives words of encouragement from the Bible.

She said, “Rarely do I find a patient that does not appreciate hearing words from the Bible or a simple prayer to the Great Physician.”

These are simple, real life examples of people that have found ways to share their faith and be a living witness for Jesus. They were simply using their skills, talents, and passions—something that each one of us has.

For Adventist World Aviation, the missionaries and their families in Guyana, Philippines, Alaska, and other places also use their skills and talents to share Jesus with those with whom they come into contact.

On every flight that is flown, a special prayer is offered to God for protection during the flight, and for the safety and recovery of the patient that is so carefully transported. When maintenance and repairs are made on the airplanes, it is done in a prayerful manner, asking God to be with those who are working on the planes and servicing them.

The medical missionaries carefully attend to their patients, praying with them and their families, and giving words of encouragement, and then inviting them to come and worship with them. In addition, while the missionaries’ children are playing with the local children, soon the conversation becomes focused on the next branch Sabbath school program, and will they see them there.

The AWA missionaries (and their children) follow

Jesus’ example by making contact with others, showing compassion to those in need, sharing Jesus with them, and asking them to follow Him. They witness for Jesus by the care they provide the patients who are being flown for medical attention, by the prayers that are said on board the plane before take-off, and by the interaction they provide to the villagers in their day-to-day life.

In order to keep these missionaries in active service, using their skills and talents, both your prayers and support are necessary to help keep the planes flying with the needed fuel, parts, insurance, and maintenance.

Please mark your donations “Airplane Support” and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 51378-0444.



Airplane Maintenance Saves Lives



Thinking back over the flights that she (Laura) had performed over the past several days, she thanked God for His protection and for allowing them to discover the problem while the plane was on the ground.

Once discovered, a series of events went into motion. First, Laura emailed Jud Wickwire, who is now Director of Operations for AWA. He quickly responded, and then contacted Bob Stone, AWA's new chief mechanic.

Bob immediately went to work on purchasing a new cylinder and then bought tickets to fly to Guyana. As soon as the new part arrived, he was on the plane with the cylinder safely tucked in his suitcase.

Immediate action for a replacement part was vital because the other AWA plane is currently in the United States, undergoing a major overhaul. Thus, our team in Guyana has been operating with only one plane, and when that one goes down, the whole region suffers.

For example, the day after the leaking cylinder was discovered, we received a call requesting a medevac. A woman was in labor, but not progressing. In addition, we had received other calls for medevacs while the plane was down, and we were unable to respond.

In this type of situation, the region must call a commercial operator, which costs more money to fly the patient out.

More importantly, since we are already located in the jungle, our response time is faster. In addition, medevacs are not the main focus of the commercial operators, which is why it takes them longer to respond.

Bob Stone was flown directly to Mabaruma the same day he arrived in Guyana. Then, he and Laura LaBore began a three and one-half day process on fixing the plane.

Because there is no hanger, all of their work was done out in the elements. As they began their work each day, the mobile tool shed is brought to the plane, and the tools and parts are pulled out. Then, at the end of each work day, it is all put back into the mobile tool shed and lugged back to its resting place.

When the work was completed, they had not only replaced the cylinder, but also caught up on some other maintenance needs, such as working on the nose strut.

They started working on the nose strut later in the day, and were not able to finish reassembling it before sunset. Even with the help of Greg VanFossen, they worked well into the evening, using a flashlight for their only source of light.

The next day Bob and Laura decided to take the plane up for a test run. According to both of them, "It sounded so wonderful to hear it rumble to life, and it flew beautifully!"

The other thing that flew beautifully was the team effort, despite the fact that Jud had just entered his new position with AWA and Bob had barely moved into his new place and position. Yet, the repairs to the airplane went so smoothly and quickly, that they were completed with less than two weeks of down time. When you consider all the logistics that were involved, and the remoteness of where AWA's Guyana team is, it is truly amazing how it all came together!

But remember, the AWA team also includes you! We thank you for being part of our team and for helping us reach others for Jesus. Thank you for your prayers and your financial support, and even the letters and care packages. Without you, none of this would have been possible.

Please mark your continued financial support as "Guyana Outreach" and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

— Bill LaBore

Meet AWA's Missionaries

MEET THE MISSIONARIES

Jud Wickwire and family (new position)

Even though Jud Wickwire is not new to AWA, he is new to the position of Director of Operations. When the Wickwire family returned to Canada from Guyana, Jud accepted new responsibilities to help expand the ministry of Adventist World Aviation. As such, Jud will provide support to the existing operations, develop new projects for other areas of the world, such as in the South Pacific, South America, South-East Asia, and Canada, help in the preparation of volunteers and their families for long term and short term service, and coordinate the airplanes, equipment, and infrastructure, and continue to develop a culture of safety within the operations of AWA. We welcome Jud and his family home to Canada, and are excited to have them still a part of AWA in a very meaningful way.



David E. Brain and family

David attended Southwestern Adventist University, earning degrees in Computer Information Systems, Math, and Physics. He is currently working as a Software Engineer. David is also a student pilot, hoping to receive his pilot's license before being deployed by Adventist World Aviation. David and Lilly, his wife, have three children—Michelle (16), Jennifer (13), and Alyssa (10), and together they are committed to serving Christ wherever He may send them. David has been involved in church work since he was a teenager and currently serves as head deacon. He is also on several church advisory committees. David has been on two mission trips to Guyana and during that time became close friends with Gary and Toni Lewis (AWA missionaries). That friendship has created a desire to work with the Lewises in the mission field and collaborate with them as a support team in the work they will be doing for AWA.

Bruce Wilkerson and family

Bruce Wilkerson became a Seventh-day Adventist as a result of the Net 98 meetings and was baptized in 2001. Since his earliest connections with the Adventist Church in 1998, Bruce has been interested in supporting Adventist World Aviation, and has volunteered his time, energy, and resources to help the organization accomplish its mission. As a result, he began to feel the desire to be involved in mission service. In 2010, after much prayer, he and his wife, Monique, submitted their application to AWA. Bruce and Monique have both served and managed within the healthcare industry for more than 20 years. Tammie, their daughter, is a junior at Walla Walla University, majoring in Health Sciences. Bruce's experience makes him well qualified to become the new Project Manager for AWA's Guyana project.



“Why Do You Want to Learn to Fly?”



It's a question that inevitably aviation students and pilots have been asked at one time or another. It's not always the easiest question to answer, for many: "It's just something I've always wanted to do."

Why do people climb mountains or explore jungles or scuba dive into ocean depths? It seems that God has put the urge to explore, learn, travel, and challenge ourselves into each one of us. For me, flying satisfies those urges on many levels. That is why I am so excited to be a part of the new (re-newed!) flight program at Thunderbird Adventist Academy in Scottsdale, Arizona.

Thunderbird has a rich aviation history going back to the 1950's when there was only a barren airstrip in the desert



and a few WW2 era hangers on the property. The Arizona Conference purchased the property from the government after the training facilities were no longer needed, and students have been learning to fly at Thunderbird ever since.

The city of Scottsdale purchased the runway and the surrounding property from the Conference in the late 1960's, with the understanding that Thunderbird would always have access to the airport for training purposes. A special access road was built, with a stop-light installed on the busy road between the school and the airport so that students could taxi straight onto the runway, while keeping planes on campus.

Because of the high costs associated with flying, the flight program has been inactive for years. But with the generous donation of a Cessna 182 and the persistent efforts of Erik VanDenburgh, pilot and conference youth leader, the flight

program at Thunderbird has re-opened.

Seven academy students and four adults are now enrolled in ground school, learning the basics of flight. Aerodynamics, instruments, communication, weather, and chart familiarity are all part of the first semester of the program.

The students recently enjoyed a field trip to the airport accompanied by Principal Rick Maloon and his wife April to see the 182. They were able to review the parts of the airplane and sit in the pilot's seat, which was very exciting, especially to those who had not had the opportunity to be up close and personal to a small aircraft.

One student spoke for all when she said, "I can imagine how much fun it will be to take my first flight next semester! I've always wanted to fly!" Flight training gives a lifetime of enjoyment and challenge to those willing to persevere and learn. It's a fitting addition to the ideals and goals of Christian education at Thunderbird.

Thunderbird Academy is committed to providing a safe and affordable program where students with the "right stuff" can learn and grow in their quest to fly.

Your prayers and financial participation are appreciated. Please mark your donations "AWA-Thunderbird" and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

- Jay Warren

Jay Warren (below, bottom row, left) is the Academy Church Pastor and TAA ground school student.

**Current TAA flight
program enrollees**



Are You Current?



Are you a pilot? Do you have the desire to be pilot? Are you taking flying lessons?

If you answered “yes” to any of these questions, then you know that being current in your flying skills and aviation regulations is very important.

If you are a pilot, you may be legally current. But, are your piloting skills up to the task that you are about to perform?

You may even wonder, “Who needs those three take-offs and landings for my class and category of flying, since I am not taking any passengers?”

Based on the legalities of being current, it may be legal for you to go fly a plane, even after a year or more of not flying. But is it responsible? No!

Let me share an illustration with you. Joe is in his late 50’s and is a high time pilot flying a King Air aircraft and part owner of a 4 passenger Cessna.

He had not flown the Cessna for maybe a year. But he decides to fly it in order to transport someone up to a northern grass strip.

In this scenario, he is not legal (not current for transporting a passenger) since he had not flown three take-

offs and landings in that type of plane in the last 90 days.

In addition, he was not quite used to the handling of the aircraft. Thus, on the landing he comes in rather fast and flat, managing a nice bounce and a few exciting porpoises on the nose gear.

Furthermore, the shoulder harnesses were not being utilized, which is another safety regulation that he ignored.

As a result of the rough landing, the nose gear was ripped out and he managed to put another gaping hole about a foot back in the fuselage. The engine and propellers are now pretty much junk.

As for him and the passenger, their faces and chests were sore from the banging around inside the plane. It was very fortunate that they were not hurt much more.

Needless to say, that pilot received quite a reprimand from the FAA.

It is important to consider all of your responsibilities when you are flying, especially with others on board. It is important to be current, legal, and safe!

– Noel Clark



AWA Expands in Alaska



Unloading crates containing new home



Partially finished home

The Adventist mission is advancing in northwest Alaska, albeit slowly at times.

For several years AWA-Alaska has provided ongoing transportation and logistical support for mission projects all over the state of Alaska. In addition, AWA-Alaska has been supporting the small missionary family in the village of Shungnak, which has around 300 people, and has had an Adventist presence on again and off again for the last 40 years. It is a friendly village to us.

For the last two years, Tony and Airen Sherman, and now their son Hezekiah (6 months old), have lived here, following God's call to minister to the Inupiat people of this region which is located 50 miles north of the Arctic Circle.

Thanks to the blessing of God, Tony has been given the role of Community Health Practitioner, which puts him in touch on a daily basis with the people of the village and their needs. It also has given them financial support in this very expensive living environment.

The Shermans have been living in a substandard, one-room cabin which is falling down around their ears, so to speak. For several years the supporters of their ministry have desired to provide them with a more energy efficient living space with a little more room. This year in March a home building package was ordered to be delivered in June. It is a two bedroom, 928 square foot, highly energy-efficient structure.

On July 22, 2012, the building package arrived on two air

cargo flights. A small team of volunteers arrived a few days later to commence the building project.

Unfortunately, some essential materials were left out of the package, and the builders could only complete the foundation.

After several weeks of scrambling, the necessary materials were delivered and other local volunteers helped to get the building project moving again. As of the end of September, the walls and trusses were up, waiting on help to get the roof sheeting on and finally the roof. It is the hope that by the middle of October the structure will be completed before the imminent arrival of winter's snow and cold.

There are several Alaskan native villages in need of young self-supporting missionaries who are willing to come for a minimum of two years to make a difference. And there is always need for funding to provide essential buildings and ongoing support for such mission projects.

Please mark your donations, "Alaska Project." Your generous donations can be made through AWA at P.O. Box 444, Sullivan, WI 53178-0444.

— Jim Kincaid



Volunteers who helped build



Winning Souls in Rio Tuba

Everyone is commissioned to go into the world and preach the gospel. “The field is ripe, but the laborers are few; who will go and work for me today?” asked Jesus.

Adventist World Aviation responded to this call. September is not a favorable time for evangelism in the Philippines because of its heavy rains and frequent storms, but the urgency for planting seeds in the hearts of men knows no weather. Rain or shine, we are to move.

Pastor Rodulfo Bautista, a member of AWA—Philippines, headed the harvesting of souls in Rio Tuba, Bataraza, Palawan September 2-15, 2012.

Enrollment and distribution of Voice of Prophecy lessons started last July 2012, about one and a half months before the prophecy seminar started. Church members and officers from the Cave Church, the Town Site Church, and the Pier Site Church joined forces to distribute invitations to the residents of Rio Tuba. Prayers were also flying up to heaven on a regular basis, asking God’s faithfulness to finish all the good work He began.

Despite the almost nightly heavy rains and muddy roads, people kept on pouring into the church. The messages that they heard were completely new to their ears, yet they were profoundly convinced. There were 47 Voice of Prophecy students visited by lay workers and church members, resulting in 26 accepting Jesus as their Savior. Our human minds can’t grasp the workings of the Holy Spirit, but what is sure is that the Lord does not withhold anything in His power to equip, sustain, and uphold His chosen ones.

Then, early Sabbath morning on September 15, there was a heavy downpour. The brethren were worried that it would continue to rain until the afternoon. The baptism was scheduled to be conducted at 2:00 PM, and it would be impossible if the rain did not stop. Help from heaven was again summoned, yet everyone believed that the Lord

would send the sunshine to dry the earth.

At 2:00 PM, 26 souls all lined up at the river to be baptized. Miracles are surely God’s clever response to impossible situations.

The two-week seminar may not be enough for the seeds of truth to fully mature, but this is the only span of time God needs to harvest the ripe ones and sow more seeds on fertile ground, such as Rio Tuba.

The call for workers is still standing. If we heed God’s call, we might have to fight off bad weather conditions, tread difficult paths, and encounter the very devil himself. But we need not fear because the God we serve is mighty. The God that we work for is a God of wonders.

Please continue to pray for AWA’s missionaries and ministry in the Philippines and the people it serves. We thank you for your continued contributions for the needs there. Please mark your donations as “Philippines Outreach” and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

– Marvie P. Ramirez



One of several who accepted Jesus through baptism



Bearing the Gift of Life

Christmas is just around the corner, and for most of us, we will share the joys of the season with family and friends—perhaps even giving or receiving a gift or two.

Yet, in many parts of the world this Christmas season, there will be children living in undesirable conditions, many sick and hungry, and even needing medical attention. Their families have no way to provide what you and I take for granted.

In many unreachable places in the world—villages in PNG, jungle villages in Guyana, high mountainous regions in the Philippines, and icy villages in Alaska—the people know no other lifestyle. Hunger, illness, and death are the norm. Most have never heard about Christmas and what it stands for—the birth of Jesus. Many have never felt the compassion of a helping hand or heard about Jesus dying for their sins. In many of these regions, villagers worship trees and animals, while living in constant fear and superstitious darkness.

That's why Adventist World Aviation is excited about what we do!

AWA has carried out over 2,000 medical evacuation flights, consisting of over 8 million miles flown. In addition, more than 35 major epidemics have been stopped as a result of our aviation missionaries helping in these remote areas. Hundreds have been baptized because we have been able to fly missionaries and Bible workers into remote jungle villages.

Through the help of AWA, the efforts of local missionaries are greatly multiplied. They no longer have to hike for days in all kinds of weather, through rugged terrain, to reach remote villages. The AWA planes provide lifesaving medical evacuation for the sick or injured. In addition, many tribal people begin responding to the gospel message when their physical needs have been met as a result of the planes flying into their areas.

Soaring oil prices affect everyone. However, the high fuel costs drastically affect the outreach and mission of AWA



as we strive to keep our planes flying. Without resources to provide fuel and maintenance to the planes, many scheduled trips are impossible to complete and villages are cut off, sometimes for months at a time. Many die without necessary medicines and emergency medical evacuations.

In addition, AWA is constantly being invited into many new villages (and countries). Doors of opportunity are constantly being opened for our aviation ministry, giving us a chance to lead people out of oppressive darkness and into the light of God's plan of salvation.

But, without your help the planes will not be able to fly, the missionaries will not be able to respond to the needs of the villagers, and many will die physically and spiritually.

With your help we can keep the planes flying! With your help we can begin operations in new areas of the world! With your help we can share God's message of love to

many who are waiting to hear about Him! With your help we can hasten His soon coming!

Won't you just now help us pray that God will pour out the abundant blessings He has promised, and re-examine what you can do as He leads you?

Together we can continue to bring light to the lost in the far reaches of the globe. As you make your Christmas list this year, please don't forget about Adventist World Aviation—better yet, give the gift of life to a child in a remote area by helping to provide fuel for the airplane that will bring them the medicine, food, clothing, and the love of Jesus.

Please mark your donations "Missionary Airplane Support" and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 51378-0444.





Thomas Hill Church

THE VANFOSSEN FAMILY

Sharing Jesus With Others

One year ago, when we moved into our home here in Guyana, our plan was to simply live here and become acquainted with our neighbors and their culture.

In the training that we had received, we were taught to learn the culture before attempting to teach them about God, so that when we did we would be doing it through their heart language. This was a process that was expected to take a couple of years.

Even though those around us speak English, it is not quite the English we speak in North America. Their “creole” is a bit difficult to understand at first, and they talk very fast.

Because we had received a number of requests for Bibles, we were happy to immediately begin handing out copies of Bibles. At one point, someone informed us that they had been told that Seventh-day Adventists had their own Bible, similar to Jehovah’s Witnesses and the Mormons.

However, we unwittingly dispelled this idea when the Bibles we provided them were NIV, NKJV, and KJV Bibles.

As we settled into the lifestyle, we began to have frequent visitors, generally requesting a ride in the plane to Georgetown. It is common for some of the Amerindians to come and just sit for a while before talking. This was a little uncomfortable at first as we are not used to this.

Three months after we moved in one of our neighbors came by and asked, “Captain Greg, could you check my blood pressure?”

While visiting he asked, “Are you an Adventist?”

“Yes?” Greg responded with a bit of a question in his tone.

“Well, the Adventists haven’t come and taught us here.”

“Are you interested in doing Bible Studies?”

“Yes, Brother,” he replied.

Greg looked at me (Chrystal) and asked, “How about next Thursday?”





Children's Sabbath school at Thomas Hill Church

“Yes, Brother,” he again replied.

And this began the Bible study group that comes each week to our home. We currently have about 10 - 14 people coming every week.

Then, about six weeks ago Greg borrowed a wrench to work on the Arctic Cat which we use to haul goods to and from the airplane. One thing led to another and soon he was asked to lead a church service at a church that had been vacant for about three years.

How amazing and exciting is that? Move into an area and after a few months we're asked to start church services in a vacant church within a five-minute walk. The Holy Spirit has obviously been at work here ahead of us.

Things have definitely not gone as we expected. In fact, they have gone much faster; we are hanging on to just keep up. The people here are hungry for the Word of God. They openly state an appreciation for studying the Bible together, even though many read at a rudimentary level.

The neighbors who asked for the church service have been very active in preparing the church for use. They built five tables initially to accommodate the use of Bibles during their study sessions. But finding enough chairs has been a problem. We have had to use chairs from our house, as well as borrow some. Then, recently Greg began working with Mark, one of the neighbors, to build some benches for the church.

One of the difficulties has been that we have not had community electricity for about a month. Electric equipment doesn't work well without current. Another is that Greg needs to take calls for doing medivac flights and may not be available on a given Sabbath. Thus, we are trying to prepare others here to lead out.

We have been meeting every Sabbath morning at 10 o'clock for about a month, and have enjoyed singing and praying with those who worship with us, as well as our Bible study time. At the conclusion of this worship time, I (Chrystal) conduct a branch Sabbath school for the children, which includes a story and craft. The attendance

has generally been good, about 20-30 people, with half of them children.

We have also been doing Bible studies with four families and a branch Sabbath school in Barabina, another community about one-half hour away by vehicle. We are finding that the “work is great and the workers few.”

It is very exciting to be in His service and experience God's work with our own hands. We are often short of words to describe “what we have seen with our eyes, which we have looked upon, and our hands have handled, concerning the Word of life.”

Your prayers for the many people we come into contact with are so much appreciated, as well as for our AWA team. We are also grateful for your generous donations toward the work that we are doing in Guyana.

Please mark your donations “Guyana Outreach” and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 51378-0444.

- Chrystal VanFossen



Building benches for the church



From Guyana to Canada

St Lucia Tetons

THE WICKWIRE FAMILY

After securing what seemed like all of our personal belongings in the airplane and donning our inflatable PFDs (personal flotation devices), our family departed from Guyana for the last time. The GPS was loaded with a 3,200 mile flight plan that would take us through the tropical islands of the Caribbean to Florida, then across the southern and midwestern states to Sullivan, Wisconsin. It was not your typical family road trip.

Not only were we going home to Canada, but we were also delivering the Cessna 182, affectionately known as the “yellow plane” or the “Pathfinder Plane,” back to the United States for a scheduled engine overhaul and airframe refurbishment. Another Cessna 182 is due to replace this one in a short time.

Our flight at first seemed like a routine trip over the jungle, but as soon

as we crossed the coastline, with a swell of emotion, we said goodbye to the land that had been our home for the last five years. Before long the silt laden brown coastal waters were replaced by a captivating deep azure of the Caribbean Sea that would dominate our landscape for the majority of the trip.

While our lives in service were certainly laden with challenges, there was also a constant current of satisfaction and fulfillment. It is somehow more natural to surrender all of those challenges to God when you are confident that you are in the center of His will. With those miles of open ocean passing under the wings, my emotions were mixed as I contemplated what might be the next opportunity that God had in store for us.

Our arrival in Wisconsin was met with a grand welcome from the AWA



Karen Wickwire prepares for overwater flight



Wickwire's Caribbean route



GUYANA REPORT

staff, and after 26 hours of flying I happily surrendered the keys to the maintenance team.

While our time in Wisconsin was short, it wasn't long before God revealed what was next for us. In fairly short order, our AWA President, Pastor Ric Swaningson, asked me to consider staying with AWA as Director of Operations. Even though I was not expecting this offer, my immediate response was, "How could I not accept?"

Mission aviation has become somewhat of an addiction, so I welcomed the opportunity to continue to serve and support the dedicated team members that I have worked with and also encourage new volunteers joining AWA.

Moving forward, AWA is poised for expansion into new

areas of the world--places where we can demonstrate the care and compassion of Jesus to people who need it the most. Your continued support and prayers for this ministry will help us make this happen. Please mark your donations as "AWA Operations" and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

For more details of the trip through the Caribbean visit the Wickwire blog on the AWA website: <http://wickwire.flyawa.org/wickwire-family/>.



Underwater sand formations in the Bahamas



AWA hanger, Sullivan, Wisconsin



THE LABORE FAMILY

And Now. . . a Word from the Buggy (aka the Arctic Cat Prowler)

It took a while for the mud to wash off because several days earlier, Bill had driven me through a flooded road, on the way to a health fair. Not only did I have to go through ALL that water, but you should have SEEN the cargo they were able to load onto my back! It was awesome!

Also, every Sabbath I go on that road to take the team to Bible studies and also to Branch Sabbath School.

I am not too tall, and the road is bad. When the tide comes in, it affects the creek, which then covers the road. Sometimes the water even covers my floor boards AND the feet of my passengers as they drive me through!

Talking about cargo, just yesterday, Laura had to get

building supplies. I had 3 pieces of plywood on my roof, which Laura and another woman had to hold onto while they drove me down the road. I also had some 9-foot pieces of wood that ran from the back and out to my engine hood, which worked well since my windshield was broken during an accident. So, now it's easy for them to carry long-length items by shoving them through the front.

My work-mate is a traveling tool shed. Since the missionaries don't have a hanger, they have to drag all the tools/generator/compressor and other supplies out to the airstrip every time they have to do maintenance on the airplane. Guess who gets to do the hauling? I do, and I am very happy to help, because I know that if they don't do the



GUYANA REPORT

maintenance, the plane won't fly. Thus, I feel like I am part of the team as I huff up the hill that goes to the airstrip.

When the pilots return from flying, usually someone races me out there to pick them up. It is rare that I only carry passengers, as cargo is usually included. My manufacturer posted a placard on my dash that reads "Max. Occupancy 2." However, it is not unusual for these crazy missionaries to overload me with 10-12 people. I don't mind, though, because they really don't have any other options right now.

Unfortunately for passengers, the pilots can fit more in the plane than they can fit on me. When this happens, the pilot or other passengers involved have to walk home while I'm loaded to the gills with things like food, generator parts, paint, aviation fuel in plastic cans, etc. It seems that I have carried almost anything.

There is no aviation fuel where we live, so when the pilots return from Georgetown, the capital of Guyana, and have extra fuel in their tanks, they pull me up close to the plane, and stand on my back to siphon off fuel to store up for later use. I then carry those full plastic fuel cans back to their homes for future use.

I remember once when Laura flew a patient from another village to the little hospital here in Mabaruma. The hospital transportation was broken, so Laura put the patient on my back to take her to the hospital. The lady had given birth, but the placenta hadn't fully delivered and she wasn't doing well. As soon as she stood up from the airplane, blood gushed out of her. They had to lay her down to keep the bleeding down, which meant that they laid her on my back, which is quite small, and her legs draped over the edge. They really needed a larger vehicle to transport her. I felt so sorry for the lady, as her legs hung out over my sides as we bumped down the road.

As you can see by these stories I am a vital part of the team in Guyana, and have been used so much that that many of my parts have been replaced several times over.

My axle has been broken twice. The last time it happened, I was trying with all my might to pull the mission boat out of the water for some repairs. I tried as hard as I could to drag it up through the mud and up the steep bank, but my axle couldn't take the strain.

You see, I am a hard worker, but there is only so much that I can do. I am just a little guy, good for running to the market. But I have become unreliable and they are afraid to use me to go to church in the next village, or anywhere else that's too far away. In addition, the only way they can go

anywhere as a family is to take two motorcycles, which is fun in the dry season, but not so good in the mud and rain.

Although I have never given a Bible study or led anyone to Christ, I have been an important member of the team, and have made an impact indirectly, by helping out the team members in so many ways.

Oh wait! I have to go now. They just got a call for a medevac and I have to take the pilot to the airstrip. I just love the work I do here!

Your prayers for the many people we come into contact with are so much appreciated, as well as for our AWA team. We are also grateful for your generous donations toward the work that is being done in Guyana.

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-by the Guyana Buggy – LaBore





Tales of the Toku-Hana

N7956P is the tail number belonging to a very special airplane. Built in 1961, by the Piper Aircraft Company, this Comanche was originally purchased by Henry Ohye and christened “Toku-Hana.” After being outfitted with extra gas tanks, it was the first single engine plane ever to successfully make the dangerous transpacific flight from the United States to Japan. In 1964, flying solo, Henry Ohye carried messages of good will from the American people to the Japanese.

In 1987, Lloyd Janzen purchased this aircraft in San Diego, California, to be used in his ministry in the Alberta Conference, where he was youth director. He used the plane to fly to different church locations, often transporting other ministers across the Canadian expanses. In this respect, it could be said that the Toku-Hana was continuing its good will missions!

The Janzens moved to California in 1992, and the plane was relocated to the airport in Redlands, CA, a city that was one of the original ten that had sent good will messages with Henry Ohye to Japan.

During this time period, George Ohye, the nephew of Henry Ohye, came to visit the Janzens. He came to



Lloyd Janzen and George Ohye, nephew of Henry Ohye

see the plane and share with them, not just the historical significance of the Toku-Hana, but also the personal value and honor the family holds for the plane.

In January of this year, the Janzens donated the Piper Comanche to Adventist World Aviation, where it is still working as an emissary of good will.

AWA missionaries, TJ and Nora Kelly, along with Pastor Ric Swaningson and Pastor Dick Habenicht, flew in the Toku-Hana to the ASI convention in Cincinnati, Ohio, where they promoted the organization at their booth.

It has also flown to Kansas City, MO, and Berrien Springs, MI, and is currently in Texas where Ric Swaningson is holding a series of evangelistic meetings. It has been used to fly youth in the Young Eagles program, and is scheduled to give rides to Pathfinders in order to promote the Southwestern Union Conference Pathfinder project to raise money for rebuilding the Pathfinder plane, which has flown over 350,000 miles during its years in Guyana.

We would like to extend a very special thank you to Pastor Lloyd and Lydia Janzen for their generous gift, which is being used to continue sharing the good will of God to the world.



Lloyd and Lydia Janzen

Adventist World Aviation Project Needs

MISSIONARY
NEEDS

Guyana

Description	Budget	Amount Needed
Truck - needed to haul cargo to and from plane and other locations	\$25,000	\$25,000
55 Gallon Barrel of humanitarian supplies - \$200/month	\$2,400	\$2,400
Final repairs Pathfinder replacement plane	\$15,000	\$15,000
Aircraft Support*	\$226,000	\$154,400

Philippines

Palawan Airbase	\$350,000	\$73,793
2 Motorcycles - best transportation for missionaries on islands	\$4,500	\$4,500
55 Gallon Barrel - of humanitarian supplies - \$200/month	\$2,400	\$2,400
Aircraft Support*	\$122,000	\$76,450

Alaska

Hanger in Dillingham	\$100,000	\$31,240
Kodiak Aircraft	\$1,200,000	\$337,039

AWA-Arizona (Aviation program at Thunderbird Adventist Academy)

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

AWA-California (Aviation program at Monterey Bay Academy)

Aircraft Support*	\$2,000	\$2,000
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AWA-Pennsylvania (Aviation program at Blue Mountain Academy)

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

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

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



In Memory and In Honor

The many gifts given in memory of a loved one are greatly appreciated by Adventist World Aviation. These special gifts help share Jesus with others through our aviation programs. If you wish to honor a loved one through a memorial gift, please indicate so with your donation and provide the individual's name. We will be happy to include your gift in a future AirWays magazine.

In Honor of:

Leonard Johnson

By Paul and Doris Arnold

Mr. and Mrs. Harry Kaiser

By Ruth H. Kaiser

Lance Wilson

By Gloria Wilson

Dave and Charlene Kuebler

By Richard and Cherry Habenicht

David Kuebler

By Reginold and Jeanette Eighme

Paul Lee

By Elizabeth A. Lee

Robert Menzer

By Roger W. Menzer

Ross D. Menzer

By Roger W. Menzer

Robert W. Ringer, DDS

By Marlene Ringer

Emily Smith

By Douglas and Melody Wheeler

Genevieve Stackey

By Reginold and Jeanette Eighme

John and Alta Szasz

By Deborah J. Szasz

Jeff Tachenko

By Steve and Virginia Tachenko

Jennie Voorhees

By Lee and Marilyn Sheive

Dan Wildman

By Jeannette Griffith

P. Harlan Wilson

By Jean Wilson-Fitch

Rick Wilson

By Gloria Wilson

In Memory of:

Albert Bauer

By Bruce and Linda Bauer

Julia Blair

By Gary and Marilyn Blair

John B. Bruce (2nd Lt. WW II pilot)

By Paul and Gertrude Nickerson

Luella Bulock

By Billie J. Williams

Missionaries Needed

MISSION PILOTS AND OTHER MISSIONARIES URGENTLY NEEDED

Do you have a desire to share Jesus with others, to live in another country and learn a different culture? Adventist World Aviation is expanding into other parts of the world to service unentered areas, and urgently needs pilots, A&P mechanics, A&P.I.A., certified flight instructors (CFI), project managers, Bible workers, and medical personnel. Pilots must have instrument, commercial, and high performance ratings. Interested individuals should also have a strong desire to share the message of Jesus' love. Please send your resume to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.



Including Adventist World Aviation in your Will

Many individuals would like to leave a significant gift to a charity they appreciate and that they know does excellent work. Sometimes they just don't get around to it or perhaps they just don't feel they have the cash to make that gift. One of the simplest ways to make a deferred gift is through your will.

You could simply name Adventist World Aviation as the recipient of a fixed dollar amount. Just be aware that these gifts, called pecuniary distributions, are paid first before other percentage distributions. For instance if you give \$10,000 to a charity with the balance to be divided between your children, and your assets decrease to where you only have \$10,000 when you die, the charity would get everything and your children nothing. This obviously wasn't what you intended.

A more common and perhaps better way is to give a percentage of your estate. This can be done by estimating your current net worth and deciding what percentage would equal the amount you would like to give.

This has the advantage of keeping the division of your estate residue in desired proportions irrespective of what happens to the future value of your estate. Your gift could be contingent. You could give a percentage of your estate

to a certain individual if that person survives you. Your will could state that if they do not survive you that amount is to be paid to the charitable organization, which you name.

You could create a trust in your will with a percentage of your estate. The trust could then pay all income to an individual for life and then specify that the amount remaining when they die is to go to the named charity.

You have the right to specify how the gift is to be used; although a gift that is not restricted is most useful to an organization because it allows them to apply the funds to the current needs of the organization.

Another option is to give your gift as a memorial in the name of someone you have loved or respected.

I hope you will be one of the 50% of Americans who have planned ahead and have a will to distribute your assets. I like to think of a will as your final act of stewardship. Don't abdicate this responsibility to the state.

- Richard Habenicht



Richard Habenicht
Director of Planned Giving

Planned Giving

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



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