



The Official Voice of Adventist World Aviation

# AIRWAYS

VOL 18 | ISSUE 2

SPRING 2012

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with Jesus P.6



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SPRING 2012

## PUBLISHER

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

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## MISSION STATEMENT

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

## ADVENTIST WORLD AVATION

is a 501(c)3 nonprofit missionary-  
sending agency. Funded by private  
contributions, AWA enables  
missionaries to reach the unreached  
around the world.

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## PRESIDENT'S WEATHER REPORT:

# Ever Pressing Forward

**I**t seems to be a new day here at AWA! A renewed emphasis of our mission statement, “building the kingdom” is being integrated into all that we do.

So, just what is it that we do? Many see Adventist World Aviation as a ministry that provides aviation logistical support to missions and conferences in various parts of the world. But, AWA is so much more. It is about sharing human kindness and saving lives. It is also about helping the helpless. But more importantly, it is about supporting the greater work—sharing the everlasting gospel with others, especially those in hard to reach places.

The same gospel message that Abraham, Isaac, and Jacob relied on is the same gospel message that we rely on today. It is in harmony

with John 3:16, “For God so loved the world, that He gave His only begotten Son, so that whosoever believeth in Him shall not perish, but have everlasting life.”

Jesus is our life giver! Beginning with creation, at the cross, and when He comes the second time, all life comes through Him. As Christians, we believe God created the heavens

and the earth; we believe Jesus died for us on the cross that we may live; and we believe He will come again and take us home

to Heaven for eternal life.

Today He is in Heaven preparing that wonderful place for us. He has promised to come again—soon! As Christians, this gospel message makes more sense than any other philosophy; it has better results than any other viewpoint. God’s way offers the solutions to life when there are none.

Here at AWA this message must be manifested in all that we do—in the logistical support of the aviation program, training young students to become pilots, and sharing God’s love and grace to others.

**“We have a renewed emphasis in “building the kingdom”**





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The young people from schools such as Thunderbird Adventist Academy, Blue Mountain Academy, Heritage Academy, and Monterey Bay Academy are learning the skills that it takes to become dedicated, qualified missionary pilots. In doing so, they are learning that life is more than the "me generation" or "self gratification." They are learning a life of devotion, dedication, and focus. As they learn to focus on the instrument panel in the cockpit, they learn to depend on the readings on the various gauges—and to trust them. Just as we are "flying" through this sin-filled world, we must learn to trust the readings on the "gauges" that the Bible gives us.

AWA is excited about these new aviation schools and the students that are attending, and is working to provide them the support and training needed to fulfill their dreams.

We are also excited about our new offices in Florida (AWA-FL), which is truly in harmony with "helping the helpless."

Those involved in the Florida operations are working in partnership with local conferences to help during times of disaster to provide the necessary logistical air and land support to bring in much-needed supplies, food, water, and personnel required to benefit those in need. In addition, AWA-FL is partnering with youth organizations, such as Pathfinder groups, to introduce them to disaster relief procedures, as well

as basic aviation understanding and knowledge.

Within AWA there is also a renewed emphasis on evangelism—public evangelism. Through the logistical support of our aviation programs in places such as Guyana, Alaska, and the Philippines, people are learning about Jesus through the work of our missionaries. We have now been invited to hold evangelistic meetings in the Philippines, in December 2012.

Yes, we have a renewed emphasis in "building the kingdom." It's because we are about helping those in need, about bringing kindness to others, and saving lives. It's also because we want to bring people to Jesus and know that we can be with them in heaven.

Will you join us? Will you partner with us in this renewed commitment to serve Jesus with our passions? With your passions?



Pastor Ric Swaningson  
President/CEO



Student pilot Erik VanDenburgh

# With Eyes Turned Skyward

From the time when I was a small child, I had the dream of flight. I would point to the sky as an airplane flew over and would make noises of excitement. These expressions of excitement turned into daydreams of the day I would be able to fly. I recall thinking of how I could build an airplane out of wood with a lawn mower engine on the front of it, fully believing that I could make it fly!

During my eighth grade year in school, we had a career day. Of course, I went straight to the airport where I spent a day with a flight instructor, and enjoyed my first flight in a small airplane.

These daydreams became a reality during the summer before my senior year of high school. My parents told me that if I went back to the Adventist academy instead of the local community college I could use all of my summer colporteur earnings for flight lessons, instead of school tuition. I thought, "What a deal!" I headed back to boarding school, and with only three classes left for graduation, I had plenty of time to study ground school and take flying lessons.

My dream was finally realized when I pushed in the throttle and pulled back the yoke. The airplane lifted off the ground and I was flying!

Leonardo Da Vinci said, "When

once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

Today I am the Youth Director for the Arizona Conference of Seventh-day Adventists. I have the opportunity to go to work in an office building positioned right under a "short final" to the Scottsdale airport. I hear planes flying overhead daily--and yes, my eyes are turned skyward. As I look skyward, I pray for a way for Thunderbird Adventist Academy (TAA) students to obtain flight training and have the same opportunities that I once had.

In years past, TAA had an aviation program where students learned the art of flying. Unfortunately, the aviation program was put on hold for over two decades due to the extremely high cost of insurance.

Recently Adventist World Aviation chose to partner with TAA and make aviation an option for our students. This is exciting news!

TAA had a solid reputation for many years as being the place where young people could complete their high school education and get flight training at the same time!

Our goal is to provide flight instruction at cost. Most professional

flight schools would charge more than \$8,000 to obtain a private pilot's certificate. We plan to come in with a price under \$4,000. We have the perfect location to make this a reality. However, we also need faith partners who will share our vision, and who can give substantially as the Lord impresses.

Many of those young people who took flying lessons at TAA in years past have used their experiences to become missionary pilots in all parts of the world. Surely, the Lord has His hand on the young people who are attending TAA with plans to become workers for Him.

The dream of learning to fly, and actually accomplishing that goal, has changed my life. I want to help others have similar opportunities. Will you help me make the Thunderbird Aviation Project a reality? Please prayerfully consider what you can do to help make the Thunderbird Aviation Project a reality. What would you be willing to give to make the dreams and aspirations of our students who are interested in making flying a part of their career or ministry? Your donations may be marked "AWA-AZ" and sent to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444

— Erik VanDenburgh



# Runway Progress and Summer Aviation School

FLIGHT SCHOOL  
HERITAGE ACADEMY

**H**eritage Academy has contracted with J. E. Tiffany and Sons to develop plans for a runway and hanger on the school campus. The plan is to build a 40' by 50' hanger to house two planes.

James Tiffany, along with students, Jeremiah Tiffany and Levi Beirle, recently did survey work by running a level loop on the control points for the airport runway. These points are used to start processing the survey data so we can get started with a preliminary design.

White pipes in the ground (control points), spaced 200 feet apart, form a reference line, in which the survey work is tied in to. They form a reference line for measuring the contours of the land. The runway will be 2,500 feet long. Once the planning phase is completed, construction will begin.

Frank Goodwin of Goodwin Construction has committed to do the excavation work for this project.



James Tiffany, along with Jeremiah Tiffany and Levi Beirle, surveying for new runway

Heritage Academy will have a summer aviation school that will run six weeks beginning on May 27, 2012. This school will be open to those who have an interest in mission aviation, including college-age students and adults.

Those who are interested in this summer program should contact our aviation instructor, Sam Miller, by calling Heritage Academy at 931-839-6675.

Please continue to pray for our young student pilots, and your contributions are greatly appreciated. Please mark them "AWA-TN" and send them to AWA, P.O. Box 444, Sullivan, WI 53178-0444.

Information about Heritage Academy can be found at [www.heritagegetn.org](http://www.heritagegetn.org).





# “Look, Mom & Dad, I Can Fly!”

Since the Wright brothers’ invention of the airplane, many people (young and old) have had a strong desire to take hold of the controls and fly into the wild blue yonder. Many have done just that, and have successfully obtained their pilot’s license.

So, what is the difference between those who have the desire and those who make that desire an actuality?

Time and money is one excuse that people use for not taking the necessary steps to become a pilot. Availability of a plane and instructor could be another reason why some do not take to the skies. Others may have ptermerhanophobia—the fear of being in an airplane. It is also sometimes referred to as aerophobia, aviophobia, or aviophobia. However, for those who did find the time, the money, the plane, and the instructor (and were not afraid), they faced some interesting learning and training—ground school and flight school. After an introduction to flying, they learn about the structure of the aircraft, the principles of flight, aerodynamics of flight, flight controls, aircraft systems, and flight instruments. Then, while behind the controls of the plane, flying in the air, they learn how to make turns, climbs, descents, takeoffs, landings, and much more. Once they receive their license, they may begin the joys of flying.

Pilots are blessed with an insight that others do not have. They are able to escape from the earth’s troubles and pressures—for a bit. Rising above it all and viewing

earth from the sky seems to bring various concerns into perspective.

Unlike a pilot’s flight through the air, our journey through life can be filled with pain, sadness, and frustrations. We become engulfed and entangled and are unable to see beyond our troubles at hand. Some even have lost their will to fight life’s recurring battles. A pilot’s view from the skies is refreshing, and gives them a feeling of being closer to God. From the sky the majesty and glory of God’s creation can be seen, the thousands of ponds and lakes, the mountain tops, the green valleys, and desert sands. While flying at speeds of 100 knots to 500 knots, there is a heavenly quietness that can soothe one’s soul, while watching the ground below pass by.

Our release from the bonds of earth to experience the expanse of our habitat simply reminds us that we can overcome anything in partnership with the Maker of it all. We can do everything through the Lord who gives us strength. (Philippians 4:13) John Gillespie Maggee, Jr., a pilot for the Royal Canadian Air Force during World War II, describes this quietness in his poem, “High Flight.”

However, you do not need to be a pilot and go through the aviation training and maneuvers, to have a close relationship with God. It can be obtained here on earth.

By being a student of God, you can learn to be a pilot for Him, flying through the troubles and heartaches on earth, and learn to observe the beauty of those around us. Just





## COVER STORY

as a student pilot has his ground school books, you as one of Christ's disciples have your "ground school book." It's called the Bible. Through its pages you will learn about love. You will learn about God's promises that will help you "fly" through life's situations. Isaiah 40:31 tells us,

Adventist World Aviation is excited about the young students who are striving to obtain their pilot's license. Besides the aviation skills and techniques they are learning, they are obtaining life skills of discipline, obedience, respect, and focus.

### *-High Flight-*

*"Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds—and done a hundred things You have not dreamed of—  
wheeled and soared and swung High in the sunlit silence.  
Hovering there, I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious burning blue  
I've topped the windswept heights with easy grace  
Where never lark, or even eagle flew.  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of God."*

-J.G. Maggee Jr.

"But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk, and not faint." What a wonderful promise!

Just as a student pilot learns about focus and control, so must we as disciples of Jesus. There is much said in Deuteronomy 11 about why God must be at the controls of our life. Obedience is the appropriate response for those who have experienced the discipline of the Lord and have seen His greatness. Through obedience to God, we receive real life, and are able to soar past emptiness and to enjoy God's blessings.

Then, in Deuteronomy 11: 16-17 we are warned to avoid flying headlong into a trap—a trap that makes us think there is no consequence for disobedience and no reward for obeying God.

We need to let God be our copilot and follow His example; then we will fly through a life of joy and excellence.

When they receive their pilot's license, not only will they be saying, "Look, Mom and Dad, I can fly," they will also be saying, "Look, Mom and Dad, I learned to fly with Jesus."

Your prayers and support for these young students as they learn to fly with Jesus is so important. Please mark your donations, "AWA—Aviation Schools" and mail them to AWA, P.O. Box 444, Sullivan, WI 51378-0444.

—Charlene West



# An Update on AWA's Florida Operations

Things are beginning to really happen in Florida to help establish AWA's Florida operations. We are excited about this branch of AWA, which will help involve others in disaster-relief operations in the United States. We are also encouraging young people, such as Pathfinder clubs, to become involved in this form of ministry.

The excitement about AWA-FL is being shared through church speaking appointments. Adam Lacek has been sharing stories and reports on this ministry at

several churches, using videos produced by Gloria Tokics, as well as Power Point presentations. Through these activities, others have become more aware of their ministries and have become financial partners. These videos may be viewed on AWA's website at [www.flyawa.org](http://www.flyawa.org).

In addition, Denise Cheever, one of the AWA-FL staff, is currently drafting an aviation honor for Pathfinder clubs in the Florida



Gathering food and supplies is only one aspect of disaster relief.

Conference. Several clubs have already shown an interest in earning this honor once it has been finalized and approved.

AWA-FL has also become involved with social networking on the internet—a great way to introduce people to this ministry. A Facebook business page has been set up. The direct link is [www.facebook.com/Adventistworldaviation](http://www.facebook.com/Adventistworldaviation). For those who enjoy “tweeting”, they have a Twitter page, too. Please check these out and get involved!

In addition, plans are being made for them to have an exhibit at the upcoming Florida camp meeting, and we invite you to visit them at their booth.

Finally, Adam Lacek will be attending the Florida Governor's Hurricane Convention to obtain more information and training on emergency management, emergency communications, evacuations, debris management, hurricane decision-making, and much more.

Please continue to keep Adam Lacek, Loretta Lacek, Gloria Tokics, and Denise Cheever in your prayers as they continue to prepare and train for disaster relief operations, as well as minister to young Pathfinders.

Your contributions to help in this ministry are appreciated. Please mark them “AWA-FL” and mail to AWA, P.O. Box 444, Sullivan, WI 53178-0444.



One of many disasters in the US





Laura LaBore assisting on annual inspection & maintenance on AWA plane

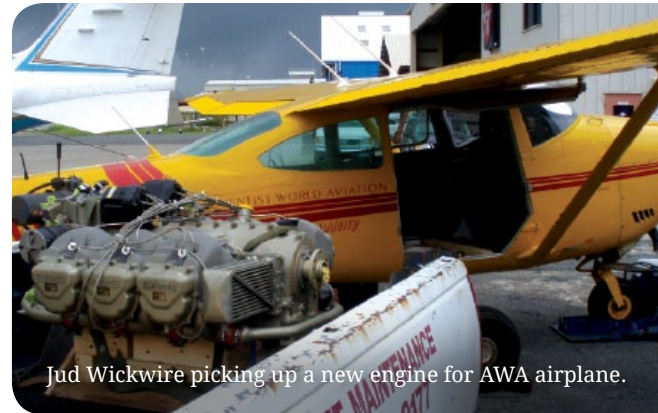
# Annual Inspections

In the last issue of AirWays we looked at some of the costs associated with doing an annual inspection on an airplane. In this issue let's take a look at our planes in Guyana and what it will cost to do the upcoming annuals.

Each airplane that leaves the factory is issued an Airworthiness Certificate, with the following statement printed on the certificate, "A standard airworthiness certificate remains valid as long as the aircraft meets its approved type design, is in a condition for safe operation and maintenance, preventive maintenance, and alterations are performed according to 14 CFR parts 21, 43, and 91."

In later issues we will look more closely at what this means, but, simply stated, the airplane needs to look like the blueprint says it should.

So, what do we have planned for the planes in Guyana? Currently in Guyana there are two planes--a Cessna U206F built in 1975, and a Cessna 182N built in 1976. Both of these airplanes are wonderful mission aircraft and are very capable of doing what is needed. These are the



Jud Wickwire picking up a new engine for AWA airplane.

workhorses in the aviation world, and they both will soon require some maintenance.

The needs on the Cessna 206 are as follows: New windows--these are not expensive, but they do add up. There is a need for nine new windows, ranging in price from \$80.00 to \$226.00 each. Three control tubes at \$358.00, with bearings at \$148.00 each. Five new seat belts at \$60.00 each. (These items should be replaced every ten years.) Oil change and air filter.

The needs on the Cessna 182 are as follows:

Flap actuator at \$522.00. This is the major need at the current time; we do have plans for an engine overhaul in the near future, which will cost approximately \$30,000.00.

Many of the parts listed above are usually only changed a few times over the life of the aircraft. However, they are important.

You might ask, "Is it worth spending all this money on some airplanes?" Let me ask you this, "How much is a soul worth? What did Jesus give up for this one lost planet?" Yes, it is worth the money.

If Adventist World Aviation reaches one lost person with the gospel, it is the best investment money can buy! We appreciate your prayers for those flying these planes, the passengers that ride in them, and the mechanics that work on them. Your donations are appreciated in helping AWA keep these planes flying and taking the message to those in hard to reach areas. Please mark your donations "Guyana Outreach" and send to AWA, P.O. Box 444, Sullivan, WI 53178-0444.

- Bob Stone



Little Chucky helps Jud Wickwire with airplane repairs.

# Inupiat Eskimo Goes Out of His Comfort Zone



Fred with Felix and Angelica Almendarez in Nicaragua

**F**red Davis is a lifelong resident of Selawik, a village of almost 1,000 people located just north of the Arctic Circle in northwest Alaska.

This past February found him a very long way from the familiarity and comforts of home. When he left the village of Selawik at the end of January, it was running in the minus 50° F temperatures. When he arrived in Chinandega, Nicaragua, it was near 100° F. Talk about climate change!

After some urging by friends, Fred decided to take the plunge and go on a mission trip and see another culture, another part of the world, and try to make a contribution where there are some needs even greater than what he sees at home. What did Fred see?

He saw a large population struggling for survival. He saw poverty with no safety net. He saw at the same time a dynamic Adventism growing in spite of great odds. He was given opportunities for service that brings great rewards in children being able to go to school, resulting in liberation from the chains of poverty that bind them.

Fred is eagerly planning to go on another mission trip. This time he plans to encourage others from his village to join him. It was a life-changing experience for him.

Mission trip brings not only a 150° temperature change, but also a renewed zeal for ministry.

Thank you for your continued prayers for those sharing the gospel in Alaska. Even though it is part of the United States, it is still a mission field. Your contributions help to keep AWA flying in the Arctic Circle region.

Please mark your contributions “Alaska Outreach” and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

-Jim Kincaid



Fred and Pearl working on mission project



# God Equips the Called

ALASKA REPORT



Hansens try to provide hope and a positive atmosphere.

I am sure most of you have heard the saying, “God doesn’t call the equipped; He equips the called.” That is so evident with our lives in Gambell, Alaska. We begin each day with a prayer for the Holy Spirit to give us words when someone comes with a difficult situation.

Take for example, sitting with nine-year-olds and listening to them tell how they smoke marijuana with their mom, or hearing several children discuss their biological fathers—some not even knowing who their fathers are; and it seems not to matter!

Or getting a call just before church from a young woman who is crying and someone in the background hangs up the phone before you can talk to her.

Or the man who came over asking for prayer; starting to cry because he is trying so hard to put his family back together after drinking for a long time. After five months of sobriety his wife is having a hard time forgiving him for the past—even though she has done the same things.

Then, there are the joyous times when you feel you have impacted some of the children and made a difference. There is the little girl whose mother died a couple of months before we got to Gambell. She was heading for some real trouble. I have tried so hard to be positive with her. Every day when the children leave after playtime, I tell

them I love them.

One day I was a bit rushed to get some projects finished. As I shut the door this little girl pounded on it and shouted, “Fran! Fran!” I opened up the door again and she smiled and said, “I love you.” Then, with a runny nose, she reached up to give me a kiss. Of course, I put my cheek down for her to give her kiss.

There are many trials and heartaches in the mission field, but the blessings certainly outweigh whatever hardships we may have. We thank each one of you for your continued prayers and support for our projects here in Alaska. As you can see, there are many needs. But the most important need is for them to hear about Jesus and know that He loves them.

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

-Mike and Fran Hansen



Children having playtime at the Hansen home

# Presidential Visit to AWA-Philippines

RIC SWANINGSON

Being new to AWA, I was eager to visit the various AWA projects around the world, with the Philippines' Palawan Island being the first. Arriving in Manila after a nearly 24-hour trip, I was escorted by the AWA-Philippines team as we visited the North Philippine Union Office, Philippine Adventist University, Philippine Frontier Missions, 1000 Missionary Movement, and the Southern Asia-Pacific Division office. We wanted these institutions to know that AWA wants to work in harmony with them in providing logistical aviation support to help bring people to Christ.

The hospitality and friendliness of the Filipinos is amazing, with their one goal to make sure that I was comfortable and well fed with mushroom burgers, pancit, mangoes, rice, ice cream, fried eggplant (the best I have ever eaten), and even Shakey's Pizza.

The sights, sounds, and even the smells are fascinating. The ocean was beautiful and the trees and foliage were amazing—much like Hawaii in many ways. The villages were filled with many makeshift homes built of poorly cut lumber, cardboard, bamboo, and palm leaves tightly woven together; and the streets were dirt, with many ruts. Many of the homes have wayside stores in front of them, from which they sell everything from cigarettes, soda pop, alcohol and candy, to basic groceries. In contrast, there were some very beautiful homes made of stone, or stucco, with red tile roofs. Despite the stark contrasts, God's message of love and hope is needed by all.

On Palawan, I met Edgar, his wife, and their precious little eight-year-old girl, Ariel, who was ill and suffering with a rather high fever. Fearing that she had contracted malaria, her parents were making preparations to see a doctor. After praying with them, they were on their way. Fortunately, Ariel only had the flu, not malaria.

The AWA Philippine office is in Puerto Princesa, in a complex of four homes, with one serving as the office while the AWA air base is another 63 kilometers away, located in the country among hills. The road there is rocky and filled with potholes and the landing strip (which cannot be used in its current condition) is covered with piles of rocks and numerous potholes. Until this airstrip is developed, AWA will have to continue to operate from the airfield in Puerto Princesa.

There is an "AWA church" near the air base. This small congregation was planted by Edgar, who is also their pastor. It is a bamboo church that was built some years ago. Over time the elements have taken toll on the small church, yet, every Sabbath more than 20 villagers come together to worship and praise God, nurtured by Edgar and his family. The huts for the Sabbath School classes, the bathrooms, and even the hut where the occasional Bible worker may live, are in desperate need of repair. The facilities remind me of something out of the pages of "Robinson Crusoe." My heart went out to Edgar, his family, and the church members. Even though they seemed happy with their church, I knew that AWA could give them



Edgar and his daughter, Ariel in front of the AWA offices on the Palawan Island





Ariel, happy that she does not have malaria

more—finish their church and help fill it.

On visiting the Palawan Adventist Mission, I met with the mission president, Elder Daniel Malabad, to discuss a partnership with AWA and the mission to secure their blessing and approval as AWA functions in their territory with a unified vision, building God's kingdom. At the close of our meeting we prayed together and asked God to bless both ministries, and Elder Malabad invited AWA to hold a series of evangelistic meetings in their mission. Naturally, as an evangelist, I accepted the invitation.

Leaving his office I thought, "God is so good!" Not only did AWA receive confirmation from the division office, the union office, and the mission office for its existence and operation in their territory, but they invited us to do more than provide logistical aviation support.

I also had the opportunity to meet with the AWA-Philippines board of directors and staff reaffirming AWA's commitment to continue to operate there as a supporting ministry of the General Conference and its entities. Together we prayed for the future of the operation and ministry there on Palawan Island.

On Sabbath I preached at the Palawan Adventist Hospital church, filled with many people praising God. I spoke of the incredible simplicity of Christ and His amazing grace and love for each one of us. It helped remind me that with God's simplicity and His love, AWA will succeed and will be one of the ministries that will help bring more people to

Christ so that He may return soon. I am proud to be part of that!

As the sun was setting that evening we were sitting on a hill overlooking the lagoon, the ocean, and the mountains. It was breathtaking! Again, as the Sabbath was coming to a close I thanked God for allowing me to be part of one of His ministries, and asked Him to continue to lead me and the other AWA missionaries.

As I prepared to leave and return home, I reflected back over the past ten days. While there were successful meetings at the division office, the union office, and the mission office, and the meeting with the AWA-Philippines missionaries was very good, including a meeting with the board members, and while I met wonderful, caring people who want to hear more about Jesus, one thought dominated my mind: the incredible need for Jesus here. On the faces and in the eyes of the people I saw such sadness, as if they were looking for something more, or perhaps Someone. I knew and prayed that it was Jesus they were searching for—perhaps not even knowing it; and that AWA will be there to help them find Him.

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 our mission there. Please mark your donations as "Philippines Outreach" and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.



A typical home in the Philippines



## GUYANA FEATURE



### THE VANFOSSEN FAMILY

# A Three-Year-Old's Fight to Live

It was 3:40 PM when my phone came alive. I was almost finished giving Jake Wickwire his music lesson.

His father's voice came through, "Do you want to do a medivac now?"

"Sure!" I responded. "Is there enough time left in the day?" I asked.

"A young child has swallowed some poison and several clinical and other personnel are anxious to get him to Georgetown. If we act now there should be enough time to get there before dark," Jud Wickwire responded.

The public hospital in Georgetown provides a higher level of care than is available in the jungle hospitals in the interior where we live.

I quickly reaffirmed Jake's assignment for the following week, then I went to change my clothes and get my things together for the flight.

Our student missionary, Tyler Quiring, arrived about ten minutes later on a motorcycle to give me "a lift."

Captain Jud Wickwire had returned to the interior

earlier that morning. Upon my arrival at the airstrip he was working quickly to siphon fuel for our stock supply before the patient/passenger arrived.

When the ambulance arrived, the first sound I heard was that of a young woman crying inconsolably. Then, I observed a three-year-old boy in the arms of Dr. Langhorn, being lifted out of the van and carried to the airplane. The

young boy had an ambu bag over his face with an oxygen tank in tow. He was lifeless and the doctor was squeezing the bag every few seconds while trying to maintain a seal of the face mask around his nose and mouth.

This brought back memories of my previous experiences working

in critical care transport and a couple of trauma centers in what seems like "a previous life." The environment here is so very different.

I felt a little undecided about what I should do first--get the patient loaded or ready the plane and luggage?

**It is immensely satisfying to have helped someone in a helpless situation at the time of greatest need.**





Jud then helped the doctor with the patient and I got more focused on getting luggage in and the flight plan filed with air traffic control.

While the doctor resolved some uncertainties about who would accompany the patient, I continued through my checklist and had a word of prayer—which is included on the checklist. We then closed the doors and took off.

The flight time is approximately one hour and fifteen minutes, depending on the winds. The doctor continued to squeeze the bag every few seconds. Then, about one-half hour into the flight the boy opened his eyes and began to look around, obviously looking for his mother. The doctor merely held the face mask near so the boy would be breathing a high percentage of oxygen. When his mom became visible the lad became more relaxed.

By the time we landed and disembarked, the patient was sitting up, alert and actively engaged in his environment. However, after leaving the plane, he did vomit.

Since the ambulance had not arrived when we

landed, the doctor decided to take a taxi.

The next day, I was informed that the patient had continued to improve while hospitalized.

It is hard to predict how this incident will affect the boy in later-life. Will he be able to function normally and reach his full potential?

I do know that it is immensely satisfying to have helped someone in a helpless situation at the time of greatest need. I may never see this family again. I do know from experience that touching one family member is like touching a mobile above a baby's crib. The extended family is in some way also touched by what has happened. The extended families here reach out a significant distance into the surrounding communities. In this way, I hope our activities encourage others to help a neighbor, as well.

Your prayers for the many people we meet are so much appreciated, as well as for our AWA team. We are also grateful for your generous donations towards 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.



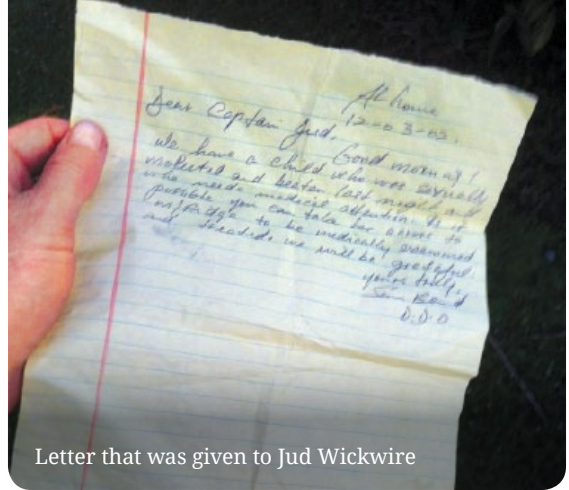
Loading mother and three-year-old boy into plane



A three-year-old boy receives oxygen during a flight to the hospital.



# Wisdom to Know the Difference



Letter that was given to Jud Wickwire

**I**t be an old adage that : “The only thing constant is change.” but it certainly holds true for us.

Just as I was closing the rear doors, I heard from behind me a soft voice say, “Captain Jud.”

I turned to see the community health worker. In his hand was a folded sheet of yellow notebook paper.

“Who is this for?” I asked, noting that it was stapled closed and not addressed.

“It’s for you,” he said.

“It looks important,” I answered lightly as I turned to put

if I would fly the girl over to the next village where there was a doctor. There she could be examined and treated.

It was only then that I noticed the small Amerindian girl standing mutely behind the health worker. She was only 12 or 13 years old. She had a dirty cloth pulled over her head. Her parents would also need to accompany her.

Fortunately I had the space, and the next village wasn’t far.

As I helped her into the back seat, it became obvious that the terrible ordeal had just recently happened before

arriving at the airstrip. There was blood on her face and clothing as evidence of what she had been through.

With a mixture of compassion for this little girl and anger at who could have done such a thing, I finished helping her parents into the plane. With a special prayer for her, we were off for the short flight.

Arriving at the airstrip, I called the clinic and asked them to send someone to pick them up. Feeling helpless, knowing there was nothing more I could do for her, I gave her a stuffed animal for something to hold. As I taxied back out onto the airstrip, I could see them begin their slow walk up the road



Dentist examining the broken jaw of little girl

it on my clipboard. I figured that I would read on the way; but he stopped me and insisted, “Please, read it now.” So I did, and then realized that this was not a typical request.

The note was from the village leader. In it he described a child that had been sexually molested and beaten. He asked

toward the village.

A few days later I was back at that same airstrip. We had a visiting dental team from Alaska working in two remote villages; I had flown over to pick up the Medics and her supplies.





There at the airstrip was this little girl and her parents wanting to go back home.

I talked with the Medics about her condition. They were rather sure she had a broken jaw.

Remarkably, an oral surgeon was with me on this early morning flight. He examined her and confirmed that her jaw was broken at the front, and there were likely other issues.

At that moment there was nothing more we could do; thus, we sent her back to the clinic to wait for our next flight to Georgetown.

This is where the complexities of helping those that need it the most become more challenging. In this situation, I needed to arrange for her treatment and follow-up, and then a return trip to her village. I also knew that she might be terrified of going into Georgetown—the capitol.

My fear was that while waiting for the flight to Georgetown, she and her parents would go back to their village and she would fearfully disappear into the jungle.

In fact, that is exactly what happened. I had worked out some arrangements and sent word that I would be coming back to pick them up. But, upon arriving at the village, they were nowhere to be found.

I spoke to several people and asked them to please try to



Loading the boats to visit the villages to find the little girl and her family

persuade the family to trust us.

At times like this, I think about the Serenity Prayer:  
*God—*

*Grant me the serenity to accept the things I cannot change,  
Courage to change the things I can, and the  
Wisdom to know the difference.*

For us in this environment, this prayer takes on a whole new meaning. Those things you cannot change are so much more serious for the people here in Guyana. Then, there are conditions that we actually could change if we have more time or resources. We know what needs to be done (or at least could be done), and so the “wisdom to know the difference” can be heartbreaking at times.

Please pray for this little girl as we continue our efforts in contacting her and her family to get the care that she needs, and that she will have the courage to face the unknown.

Your prayers and support for God’s work in Guyana is so helpful. Please mark your donations, “Guyana Outreach” and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

—Jud Wickwire



Preparing the plane for flight



# Baby in Distress



Mother crying over the thought of losing her son

**T**he oxygen mask covered most of the tiny baby's face. His little arms and legs weren't much bigger than two of my fingers put together. He lay limp in his mother's arms.

The two live on the river, about two hours by motor boat, and made the trip in when the baby got sick.

I kept calling him "the baby" because, even though he was so young, he had yet to be given a name.

Unlike in the States where parents-to-be peruse through books to help them pick a name long before the baby comes into the world, in Guyana a baby is rarely named until after it's been born, and they are confident that it will survive. In fact, the "name" field on birth certificates is usually left open for the parents to fill in later once the parents decide on one.

The little baby was only a week old; he had diarrhea and quickly became dehydrated. It took a couple of days for the baby's mother to find a boat to bring her to the hospital; by that time, the baby's condition was dire.

When they reached the hospital, the nurses had a hard time getting an IV into his tiny, dehydrated veins. Then, the doctor called us and asked us to medivac him to Georgetown.

I held the tiny baby in one of my arms, barely even feeling his weight at all, while I strapped the seatbelt around his mother with my other arm. Then, I handed her the precious baby, which she held close to her.

After taking off, the mother burst into tears, covering her face. I silently pleaded with God to spare her child's precious life.

After my flight the next day, I called the nurse who had accompanied us on the flight to see how the baby was doing. She stated that they had worked on the baby all through the night, trying to get him in a stable condition. In the end, the baby finally pulled through! Many didn't think he was going to make it!

**THE OXYGEN MASK COVERED MOST OF THE TINY BABY'S FACE. HIS LITTLE ARMS AND LEGS WEREN'T MUCH BIGGER THAN TWO OF MY FINGERS PUT TOGETHER. HE LAY LIMP IN HIS MOTHER'S ARMS.**

I was SO grateful to God for saving that little boy. I was also very thankful to Him for allowing our whole AWA team, working together, to make a difference in the lives of this little boy and his mother.

Since they live on the river, we may not see them again; but I am hoping that one day in Heaven, that little boy (perhaps a grown man by then), will come to me and tell me what name his mother gave him.

Please pray for this child, his mother, and those in his village. We also appreciate your daily prayers for our ministry in Guyana and our AWA team.

Your generous donations also help keep the planes flying and the gospel to be shared. Please mark your donations "Guyana Outreach" and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

-Laura LaBore



# Adventist World Aviation Project Needs for 2012



## Guyana

Description	Budget	Amount Needed
Truck - needed to haul cargo to and from plane and other locations	\$25,000	\$25,000
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*	\$226,000	\$156,000

## Philippines

Cessna 182P - airplane	\$80,000	\$60,000
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*	\$42,000	\$20,000

## Alaska

Hanger in Dillingham	\$100,000	\$50,360
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## 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.**



# Former “GC” President, Robert Folkenberg is “Fly-in” Speaker



**A**WA was established March 24, 1995, at Andrews University with their first office at AU Airpark in Berrien Springs, MI., and the first Flight Log, issued July, 1995, but the vision for SDA mission aviation began in the 50's when Elder James J. Aitken, president of the South American Division, dreamed of using airplanes to reach remote areas. Subsequent Church actions resulted in the purchase in 1964 of a Helio Courier, which was stationed in Peru. The program grew to a total of 26 aircraft by the late 70's, while today there are approximately 13 Adventist aircraft involved in mission aviation. Tightened budgets, a hostile legal environment, rising insurance and operational costs have impacted “Adventist Aviation.”

AWA pilots have served Jesus in places such as Alaska, Guyana, Brazil, Venezuela, and the Philippines. To celebrate the past 17 years of mission service and the thousands of air miles flown, AWA will be conducting its first annual Fly-In (Drive-In) and Air Show.

Join us Memorial Day weekend,

Elder Folkenberg is no stranger to planes or mission service: (from L-R): With J.L.Tucker whose Quiet Hour helped fund Aztec “bush plane”; Flying the F-16; with a Super-Cub converted crop-duster; Cessna 180 named for Great Grandfather, first IAD President; Quiet Hour's donated Cessna 207; oldest flying aircraft- Wright-B Flyer.

May 25-27, 2012. The event will be hosted at the McDermott Airpark, located at 31WI in Sullivan, WI.

**Friday**, at 7:00 PM a reception of light snacks and juice will be hosted by the Waukesha Adventist Church, with Pastor James Fox, Wisconsin Conference Ministerial - Evangelism Director setting the tone as we open the Sabbath.

**Sabbath** services, also at the Waukesha Adventist Church, will feature Elder Robert Folkenberg, Sr., former General Conference president and director of ShareHim. Sabbath School begins at 9:30 AM with Bill Knott, Adventist Review Editor. Following a fellowship luncheon, the afternoon program features the LaBore family from Guyana, Roger DiCiccio, Richard Habenict, and a host of others. Sabbath Vespers at 7:30 PM will be hosted by Pastor Ric Swaningson, at the McDermott Airpark, AWA hanger.

**Sunday**, the pancake breakfast starts at 9:00 AM at the airpark, with your

\$8 per head donation going to help fund AWA's global outreach.

We look forward to the “first-hand” accounts of how God is using mission aviation to help finish His work in some of the un-entered areas of the world.

## Local Accommodations:

### Hilton Garden Inn Oconomowoc (\$90/night)

1443 Pabst Farms Circle  
Oconomowoc, WI 53066  
(262) 200-2222

### Super 8 (\$49 king/\$55 double)

2510 Plaza Court  
Waukesha, WI 53186  
(262) 786-6015

### Waukesha Adventist Church

21380 W. Cleveland Ave.  
New Berlin, WI 53146

**Register at [www.flyawa.org](http://www.flyawa.org)  
For information: 414-226-5195**



# UPCOMING EVENTS



## AWA FIRST ANNUAL FLY-IN!

Memorial Day weekend - Sunday, May 27, 2012

**Pancake Breakfast 9:00-11:00AM**

You are cordially invited to AWA's first annual Fly-In (Drive-In) and Air Show, Sunday May 27, 2012. A pancake breakfast will be held at the airpark, beginning at 9:00 AM. Your donation of \$8 per plate will go to enhance the global humanitarian mission of AWA's Wings For Humanity. Afternoon 11:30am-3:00pm Hot-Dogs-n-Brats & Young Eagle Flights! Pre-flight Contest! Prizes and MORE!



**For more information:**  
Call AWA at (414)226-5195  
[www.flyawa.org](http://www.flyawa.org)

**31WI McDERMOTT AirPark**  
Privately Owned/ Open to the Public  
Located 01 miles SW of Sullivan,  
Wisconsin on 219 acres of land.  
**Address of Airpark**  
200 MAIN STREET  
SULLIVAN, WI 53178



### Location Information:

Coordinates: N43°0.43' / W88°36.12'  
Estimated Magnetic Variation from 1985 is 0° West

### Runway information for 31WI

#### Runway 6 / 24

Dimensions: 4548 x 50 ft. / 1386 x 15 m  
Surface: asphalt  
Runway edge lights: low intensity  
Light activation Five deliberate clicks on 123.50

#### Runway 36 / 18

Dimension 1800'ft.  
Surface: Turf  
Condition: Conditions vary (no lighting on 36/18)

**31WI**  
**CTAF 122.90** Runway Lighting: see Runway info

AWOS (KRYV Watertown 119.975)  
**TPA 1875'**

**RUNWAY 6**  
Left traffic

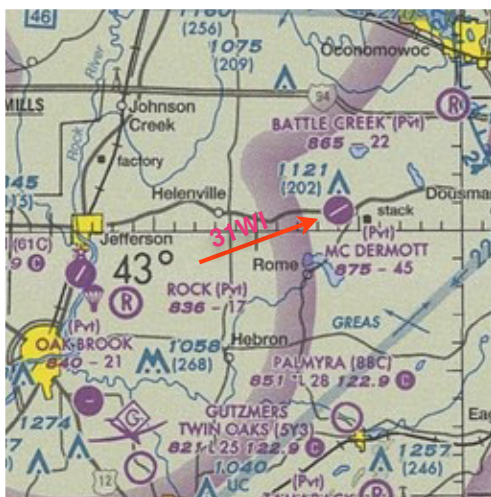
**RUNWAY 24**  
Right traffic

Obstructions:  
Trees, 335 ft. from runway  
Field elevation: 875 feet MSL.

ID	Name	VOR		
		Freq	Radial	Range/DME
BAE	BADGER	116.40	242°	15.4
BUU	BURBUN	114.50	326°	23.2
LJT	TIMMERMAN	112.50	258°	25.6

### For you Old and DUSTY NDB's

ID	Name	Freq	Bearing / Range
RYV	ROCK RIVER	371	331° 11.4
LVV	LAKE LAWN	404	178° 18.5



# 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:

**All missionaries and families**  
by Anthony and Margarita Bonilla

**Steve Vail**  
by Marilyn A. Cousino

## In Memory of:

**Gladys Carrier**  
by Donald D. Carrier

**Wilma Christian**  
by Bette Koeffler

**Agnes Christensen**  
by Kenneth and Sheryl Christensen

**Leonard Johnson**  
by Paul and Doris Arnold

**Ross D. Menzer**  
by Roger W. Menzer

**Vincent Spore**  
by Elkhart SDA Church

**Patricia Stair**  
by Melissa M. Stair

**Donald Wetenkamp**  
by Clara Wetenkamp

# Urgently Needed

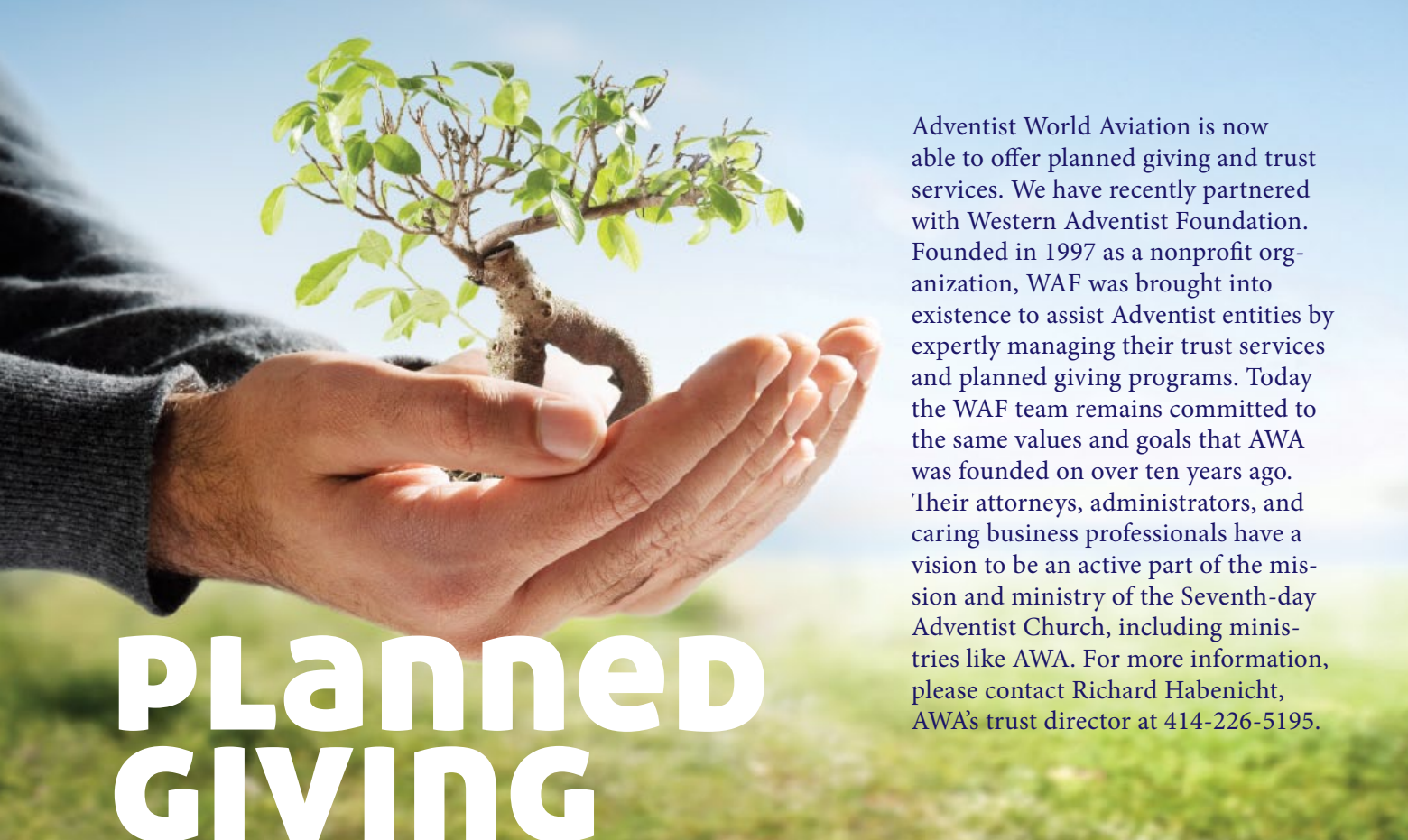


## MISSION PILOTS AND OTHER MISSIONARIES URGENTLY NEEDED

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. Anyone interested should also have a strong desire to share the message of Jesus. Please send resume to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.





# PLANNED GIVING

Adventist World Aviation is now able to offer planned giving and trust services. We have recently partnered with Western Adventist Foundation. 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.

**W**hat's the difference between planned giving and just giving?

Many of you are faithful supporters of Adventist World Aviation or Wings for Humanity, our humanitarian branch. Without your faithful monthly gifts we couldn't operate. Thank you for your support.

Do you have a will? If you don't, you should.

In my 19 years as a conference planned giving director, I tried to help people understand that without a will you are unable to name an executor for your estate. Thus, the probate judge will name an attorney to settle your affairs. The results could go against your intended desires.

In any case, here are some ways planned giving would allow you to

support Adventist World Aviation at your death.

You could include AWA in your will leaving a percentage of your estate for our humanitarian mission work.

You could make AWA the beneficiary of a life insurance policy or list AWA as the beneficiary of a CD.

You could sign a Transfer on Death (TOD) deed for a piece of property. The property is completely yours until you die or until you revoke the deed.

You could contact us about writing a Charitable Gift Annuity. This has the benefit of increasing your current income, while knowing that at your death the balance of the annuity would go to AWA. Depending on your age you could receive up to 9%.

These are typical planned giving practices.



Richard Habenicht, Director of Planned Giving

Thank you for including AWA in your giving, and now perhaps in your planned giving as well.

Feel free to contact our office with any questions you might have. Ask for Richard Habenicht where he can be reached at 414-226-5195 or mail to [dickh@flyawa.org](mailto:dickh@flyawa.org).



**Adventist World Aviation**

PO Box 444  
Sullivan, WI 53178-0444

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West Allis, WI 53214  
*Address service requested*

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KEENE, TX



Visit the Adventist World Aviation website: [www.FLYAWA.org](http://www.FLYAWA.org), or call: **414 226-5196**.