

# AIRWAYS

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WINTER 2012

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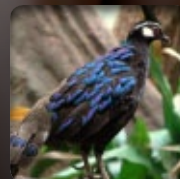
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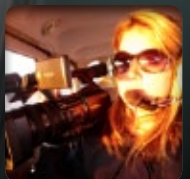
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WINTER 2012

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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

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

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## PRESIDENT'S WEATHER REPORT:

# Come, Lord Jesus, Come!

**C**an you believe this is the year 2012? During the summer of 1968, I remember wondering what life would be like in the year 2000. I would day dream of a future of jet-pacs and hover cars. I would try to imagine how old I would be in that year. Wow! I would be an old man—at the age of 39.

Later as I became familiar with Jesus and understood that He is coming soon, I couldn't imagine the earth lasting this long! I would preach His second coming, and in my sermons I asked, "Do you think we will see 2002?"

"No," was the response. I did not either. I wasn't setting dates—I just couldn't imagine the earth lasting this long. My imagination didn't go much beyond 2001. Nonetheless, here we are in 2012—and Jesus has yet to come!

"What?" you may ask. "Could that one reason be one person?"

Yes! Imagine for a moment that you are a parent of many children—say ten. Do you love child number nine any differently than child number four? Or child number seven? What if all ten children were in trouble, in danger of losing their lives? Without your rescue efforts they would all die.

Wouldn't you do everything in your power to save every last one? Or would you say, "I have three of the ten, that's good enough. Let's get out of here; let's end this

miserable rescue mission and go home."

Of course not! Me neither. I would not stop my rescue until I knew I had exhausted every option before I called off the rescue mission.

Jesus has called each of us to join Him on His rescue mission to the world.

Adventist World Aviation is part of Jesus' rescue mission. I believe with all my heart that aviation is one of the last ways in which we will be able to reach those who have not had the chance to know Jesus and His

kindness or heard of our Savior's saving abilities.

Doug Baker, principal of Heritage Academy, once told me, "Pastor Ric, I believe with all my heart that aviation will be one of the last best tools Jesus will use to save those which by no other means can be reached! It only makes sense!"

The more I thought about that the more I believe he is right. How else can we reach those who live in remote villages or islands that may be unreachable except through aviation? They need to hear about the love of Jesus, that He is our Life Giver, our God and our Heavenly Father.

With 2011 behind us (praise the Lord) we are now facing new challenges—the biggest being financial needs.

Every week desperate calls come

**Jesus has yet to come!  
Why is He delaying His  
coming? I can only  
think of one reason...**



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across my desk asking, “Can AWA help?” More often than not I sadly say, “I am sorry; not yet, we simply do not have the resources.”

War torn countries like Sudan, developing countries like Brazil, isolated countries (islands) like the Solomon Islands all have needs for medical supplies, medical relief and the simple touch of human kindness. There are many areas of the world that are cut off from civilization; they have no access to the daily things we take for granted—clean drinking water, medicines, food, clothing, and education. They also need to hear about Jesus!

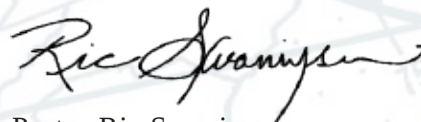
AWA also has the need for more planes, aircraft parts, routine maintenance on the planes and fuel to keep them flying. In addition, qualified mission pilots who are willing to dedicate time for God’s rescue mission are desperately needed—to become disciples for Him.

As you read the stories and testimonies in this issue of AirWays you can see that God is leading. Each one of our missionaries is committed to sharing God’s grace. So, with your continued prayers

and financial support we know that 2012 will be a great year of service for Jesus—because He is leading!

The Bible tells us that Jesus will come when every ear has heard about Him.

How about you? Will you help? May we count on your prayers and support for the challenges ahead? Come, Lord Jesus, come!



Pastor Ric Swaningson  
President/CEO





# Preparing for Disaster Relief in Florida



Adam Lacek at the Florida AWA Office.

Adam Lacek, the 23 year old son (and only child) of Loretta and Paul, was born in Orlando, Florida. He was raised primarily as a Lutheran and hopping around from church to church searching for something better.

Then, in 1999 when he was 12, he and his parents found themselves attending a prophecy seminar at a local Seventh-day Adventist Church. At the conclusion of the seminar, the three of them were baptized.

As a new Seventh-day Adventist, he became involved with Pathfinders and went on several mission trips. It made a huge impression on his life when he met people and saw how they lived with so little, but were so happy.

His passion for planes started just

a few years ago, at the age of 21. He was given a seaplane ride as a birthday present—and became hooked. During the flight he talked with the pilot, who saw the excitement and passion grow within Adam and suggested that Adam learn how to work on airplanes. With this advice, Adam immediately enrolled in the National Aviation Academy and graduated in May 2011, receiving his A&P license.

Adam and his mother, Loretta have a passion for disaster relief. They have donated their time and equipment to FEMA, helping to provide ice, water and food to victims. It is their desire to involve AWA in disaster relief, soliciting pilots from across the nation to volunteer their time and planes in order to provide the necessary aid to

victims. By coordinating their efforts through AWA they will be able to work with various local relief organizations and local conference disaster relief programs.

The Laceks operate their AWA programs out of an office building in Clermont, Florida and need qualified pilots for mission flights and disaster relief programs, as well as volunteers to help organize fundraisers.

We appreciate your prayers and donations for their projects. Please mark your contributions “Florida Outreach” and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

— Adam Lacek

# What Makes a Plane Fly?

## NUTS & BOLTS

**M**any times, the first thing that comes to mind when thinking about aviation is getting off the ground, soaring into the sky and getting away from earth for a while. But what does it take to make an airplane fly?

Most small aircraft require an annual inspection; if it flies for hire it must have a 100 hour inspection, as well. So, let's look at the annual inspection and what it might involve and cost.

First of all, an annual inspection is the same as a 100 hour inspection. To begin an annual inspection the plane's engine is started and various systems are checked, such as cycling the propeller and checking the magnetos to make sure they are working properly. The engine is run until it gets to normal operating temperatures; then it is shut down and brought back into the hanger (if one is available) for the continuation of the inspection. The engine cowling is removed, the oil is drained, and a compression test is done to check the cylinders.

Aviation oil costs approximately \$6.00 a quart, and a midsize engine

will take 12 quarts of oil. The oil filter costs about \$20.00. This equates to about \$92.00 for one oil change, and should be done every 50 flight hours.

Everything is then removed out of the aircraft—seats, carpet, and floor boards. This is so that things get looked at and properly lubricated. The same processes are applied to

are overhauled every 1,400 to 2,400 hours depending on the model and can cost anywhere from \$2,000 to \$10,000.

So, what does it take to make an airplane fly? Tender loving care and the necessary funding.

Airplanes can be a wonderful tool to share the message of Jesus, provide emergency medical evacuation to



One of many AWA planes that are cared for by AWA's mechanics.

the wings and the tail—looking for anything that may not be correct. The wheel bearings are also greased.

When an annual inspection (or 100 hour inspection) is done on a Cessna 182, for example, it can take about 18 hours and can cost about \$65.00 per hour. This equates to \$1,170.00 (excluding oil and any repairs).

Some typical repairs or replacements that might be needed could include wheel bearings (\$50.00 each), brake pads (\$8.00 each), or tires (\$150.00 each).

In addition to the annual inspections, engines need to be totally overhauled about every 1,400 to 2,000 hours flown or 12 years (whichever comes first), and can cost about \$35,000. Propellers

save the life of a precious child, or deliver much needed medicines, foods, clothing or other supplies. But even the best pilots in the world will not fly long without a mechanic and the parts and supplies to make the necessary repairs to keep the pilot and passengers safe.

—Bob Stone

Your continued prayers and support to Adventist World Aviation is greatly appreciated. It keeps our planes flying, the pilots and passengers safe, and God's message flowing throughout the various unentered areas of the world. Please send your donations to AWA, P.O. Box 444, Sullivan, WI 53178-0444.



Tom Edelstein (Blue Mountain Academy) installs a new starter relay. See story pg. 9



# With God, Dreams Do Come True

**A**s far back as I can remember I have wanted to fly. When I was seven years old Bazooka bubble gum was offering a giant 12 foot balloon for 250 comics; so I began saving.

Every penny I found, every nickel I received for doing things like combing my Dad's hair went to Bazooka bubble gum. This was going to be my ticket to the skies.

Finally, I had enough comics. I carefully bundled them up and printed my name and address very clearly. I did not want there to be any confusion as to where this package was to be shipped.



I waited patiently for the rural mailman to drive by and I personally handed him my precious envelope that was bulging with comics.

I earnestly prayed, "Please, Lord, let it get there soon."

I waited for days, weeks. It must have gotten lost; but then one day, after about five weeks, a tiny 3 inch square package arrived.

"No," I cried, "It couldn't be my 12-foot balloon. There had to be some kind of mistake."

Quickly I unwrapped the package. Sure enough, a powder-coated 12-inch balloon lay limp in my hand.

Rapidly I read the directions, wondering how this was going to grow into my 12 foot "escape vehicle."

I was to inflate it 12 inches every day, giving it time to expand.

"Okay," I thought. "I can be building my platform to attach to it while I'm waiting."

Needless to say the balloon only inflated to about 3 feet and my platform weighed more than I did. But I was not discouraged, and my dream continued.

The summer when I was 18 years old, and out of high school, I became part of the Civil Air Patrol and learned to fly a Piper Cub in a local grass field. I was flying! Life was great and God was right there on the back-burner.

My love for flying grew, and God was always right there on the back-burner. My dream had come true and I was flying up a storm.

Then in October 2004, after a life full of amazing flying, good times, and bad times, with God still on the back-burner, I found myself in a Prophecy Seminar, conducted by Pastor Ric Swaningson in Green Bay, Wisconsin. I had been feeling empty, feeling that there had to be more, when I found a flyer advertising the seminar. I decided to attend.

It brought me to my knees and I fell in love with God and the Bible. I was baptized and my new relationship with the Lord filled the void.

I continue to fly and am now involved with Adventist World Aviation chief pilot. It is my pleasure to work with our dedicated missionary pilots in the field, helping with their needs to serve others. Life and flying mean so much more with God in the left seat.

Dreams DO come true!

—Noel Clark



Noel Clark



Noel Clark as a young girl taking flying lessons.

# A New Start for AWA-Thunderbird

## FLIGHT SCHOOL

The concept was not new, but it had been shelved and the very idea mothballed for two decades. With new leadership at the Arizona Conference and a receptive principal, the idea of restarting an aviation program at Thunderbird Adventist Academy (TAA) in Scottsdale, Arizona was rescued from the heap of history.

Thunderbird Adventist Academy has a rich heritage in aviation. Its very inception is intertwined with airport runways and aircraft landing patterns. The land on which TAA stands today was once part of a larger parcel of property, which included what is now the Scottsdale Airport, formerly Thunderbird Field #2. Many mission pilots gained their initial experience and ultimately their pilot's licenses through the exposure to aviation at Thunderbird Academy. Even today, a TAA alumni group named the "Cloud Choppers" traces their collective aviation roots to their experiences at Thunderbird Academy.

With direct and perpetual access to the Scottsdale Airport and over 300 days of perfect flying climate, it seemed like a great concept to re-establish the program. Ruben Escalante, Superintendent of Education, and Erik VanDenburgh, Youth Director, both from the Arizona Conference, began seriously considering the possibilities, but without much substance to back up the vision.

Then, out of the blue, in the spring of 2011, a call was received by Pastor Escalante from a retired dentist in Camarillo, California, asking if there were plans to re-establish a flight program at TAA. If so, he was interested in donating a Cessna 182 to jumpstart the program. After the initial shock had worn off, a request was made for a week to consider the possibilities, and a phone call to Pastor VanDenburgh was made.

It did not take long to re-engage the conversation between Pastor VanDenburgh and Pastor Escalante. In short, the aircraft was donated and the plans to open a ground school and flight school took off again. It seemed like an answer to prayer. But soon the insurance coverage shock poured a proverbial bucket of cold water on the prevalent enthusiasm.

With TAA going through some major restructuring and refurbishing, the associated costs of an aviation program

appeared untenable. Talks of settling for a simple ground school seemed like an unsavory reality due to the financial impact. Pastors Escalante and VanDenburgh continued to press the issue to find another way of providing affordable and accessible flight experience to students who could conceivably flock to TAA for ground school as part of their secondary education. Yet, no workable solution seemed imminent.

Then entered Adventist World Aviation (AWA). Due to their unique charter they will be able to provide flight aircraft and instruction to TAA students who graduate from the ground school. The donated aircraft will be passed on to AWA. In exchange TAA will be able to benefit from



One of the planes that will be used in the Thunderbird Program. Shown left to right: Erik VanDenburgh, Dr. Floyd Hansen (plane donor) and Robert Hastings (AZ Conference Treasurer)

AWA's flight instruction and aircraft more suitable for initial flight training. AWA will gain access through the Scottsdale airport to the campus of TAA and use it as a base of instruction and maintenance. A partnership with Pacific Union College is being considered that would offer college credit to students graduating from the TAA program.

The enthusiasm is once again sky high. God has been opening opportunities and financial support for the resurging program from unexpected sources. We thank God for His leading. We are excited to be flying in such Great Company! Your prayers and financial participation are appreciated. Please mark your donations "AWA-AZ" and send to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

# Heritage Academy: On the Ground

**G**round school is the training that pilots receive before they get into a plane, preparing them for their training in the air. Many students come to Heritage Academy to participate in the mission aviation course, and ground school is available to any student with an interest in flying.

“On the ground” also refers to the destructive force of a tornado when



ACTS Command Center

a funnel cloud touches down, and also refers to people who are active in response to a disaster situation. A mission pilot's service is not limited to his time in the air. What they do on the ground is a vital aspect of their ministry. Often called to respond to emergencies, they may be required to administer first aid to victims whom they will be flying. It is important that they can be calm in a crisis, and skillful in handling emergencies.

Students at Heritage Academy receive a broad training for this service on the ground. Every student is grounded in the beliefs of the Adventist faith. This year our students received a two-week intensive from Scott Moore and the Lay Institute For Evangelism (LIFE) in Bible marking where each student

learned to give a Bible study on any Adventist teaching. Additionally, students are trained in colporteur evangelism and are being taught how to share their faith with people in their homes and businesses.

Additionally, all are trained in First Aid, CPR, and the use of an AED (automated external defibrillator). For response to disasters, students are trained in a FEMA course called: Community Emergency Response Teams (CERT). A component of disaster training at Heritage is a course called: Disaster Psychology, where they learn how to speak to someone who is in a medical crisis. Through disaster simulations they learn how to share Jesus with someone who may be dying. Students also participate in large-scale disaster simulations with the Department of Homeland Security (DHS).

Last year a group of Heritage students prepared fifty victims for a disaster simulation at the Orlando International Airport. For our disaster simulations we use a technique called moulage to simulate realistic injuries. Orlando's SWAT team, Orlando Regional Medical Center's helicopter, and about forty fire trucks and ambulances were involved in this event.

Students also participated in a terrorist simulation in the Amway Arena for which they prepared over three hundred victims. These victims simulated burn injuries and were taken to various Orlando hospitals. The hospital staff was

surprised by the realism of the victims' injuries.

Twice a month students participate in training with the Putnam County Fire Department. Each participant is issued personal protective equipment including a fire coat, fire pants, boots, gloves, and a helmet. This program includes training in fire streams, the use of ropes, search & rescue, the use of breathing apparatus, and many other fire fighting skills. Additionally some students will have the opportunity to ride with the rescue squad.

Affiliated with David Canther's disaster response organization (ACTS), Heritage Academy has been responding to disasters since Hurricane Katrina, ministering to the needs of others in floods,



tornados, and hurricanes. In April 2011, students were called upon to respond to tornados in Tennessee and Alabama, being involved in search & rescue, mass feeding, distribution lines, traffic control, and clean-up operations.

These various courses and experiences combine to lay a foundation for our future mission pilots to be ready to serve on the ground.



# Report from AWA-Pennsylvania

## FLIGHT SCHOOL

**A**viation activity usually slows with the onset of winter, but not at Adventist World Aviation-Pennsylvania. God has blessed us with good flight training weather so that two ground school students were able to start the flight portion of their training. Bobby and Jonathan are learning the basics of straight-and-level flight, coordinated turns, slow flight, stall recovery, and getting the feel for take-offs and landings.

More good news: Chris, a Blue Mountain Academy senior, earned his private pilot certificate in December 2011. Starting his training at AWA-PA during his junior year, even a broken collar bone could not stop him. Once healed, he determined to get back into the air and finish his training. His dad, Kenneth, a licensed pilot with multi-engine rating although not current, decided to invest in fostering his son's love for aviation rather than spend the money to get himself current. Ever since Chris obtained his license, they have been flying together as often as they can.

October 2011 brought Ric Swaningson, President and CEO of AWA, and Noel Clark, AWA's chief pilot to AWA-PA, from the home office in Wisconsin, along with Adam Lacek from Florida and Gloria Tokics, AWA's videographer. They spent three days viewing and videoing our operations up close and meeting the flight students, flight instructor, and the members of the operating committee. Speaking to the 160 Blue Mountain Academy students at a joint worship, they shared the vision of how aviation is a vital tool to help bring the gospel to those who might not otherwise get the chance to hear about Jesus.

Just before the AWA staff visit, on an evening training flight shortly after take-off, Chris noticed the readout on the radios starting to fade. Earl Binder, the instructor, detected an overcharging condition on the ammeter. Surmising

some sort of electrical problem unfolding, he used it as an opportunity for Chris to practice his aeronautical decision-making skills, asking him what he thought they should do. Chris had noticed the cabin lights beginning to fade. He turned off the electrical equipment and headed back to the airport. By the time they reached the home aerodrome, there was not enough power left to activate the pilot-controlled airport lighting. Fortunately, still being twilight, they could see well enough to make an uneventful landing. Tom Edelstein, a local A&P mechanic, replaced the bad starter solenoid and switch just in time for the AWA video shoot.

An additional blessing!

Flying is never inexpensive. As the saying goes, "The way to make a small fortune in aviation is to start with a big one." Parts wear out, Avgas goes up, the Hobbs meter (instrument that measures how long the engine has been running and how much the flight students are billed) continues racking up time. But by God's grace, with support from generous donors, we have been able to continue offering flight training to students from Blue Mountain Academy at very reasonable rates.

Jonathan (not the above mentioned) was so excited about flying, he attended our ground school during his eighth-grade year. He worked mowing

lawns for two summers before he came to BMA. He is now ready to start the flight portion of his training, but he doesn't have enough to fund to finish.

He is just one of the young people who would love to take flight training, but are unable to do so for lack of means. Your generous support helps open doors for students like Jonathan to fulfill their dream of flight training. Thank you for keeping the needs of AWA-PA in your thoughts and prayers. And yes, volunteers are welcome!



Chris, after passing his ground school course.

# Alaska Hawk Provides Steady Dependable Service

**I**n 2006, the Hawk XP began its missionary service transporting construction personnel and materials for the Togiak Mission Center, as well as the construction of the Dillingham Adventist World Aviation mission hanger.

In the five and a half years since that time, the Hawk has served faithfully week by week, helping to share the message of Jesus by transporting volunteer missionaries

to Togiak and other nearby villages in the Dillingham area. It has saved lives by being available to transport the sick and injured into local medical facilities.



Wendell Downs with the Hawk.

Pastor Wendell Downs, a pilot and A&P mechanic, has faithfully led the small staff of local mission pilots who fly the Hawk and the local Adventist mechanics who faithfully and prayerfully maintain the Hawk. It is an excellent example of the usefulness of such a craft for this particular and special mission found in Alaska and the Arctic Circle regions.

In order for an airplane to provide constant dependable service, it must be maintained to exacting standards, which include regularly scheduled inspections with immediate attention to any problems that arise.

Your generous donations help keep the Hawk flying and continuing to spread the Gospel message in Alaska. Please mark your donations, Alaska Outreach and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

## Inupaq Teen Leads the Way

**D**aphne Stein is a 14-year-old Inupaq from Kotzebue, Alaska. The Inuit people [formerly called Eskimos] in this area are known as Inupiat, and an individual is called an Inupaq. She is the only Seventh-day Adventist in her family.

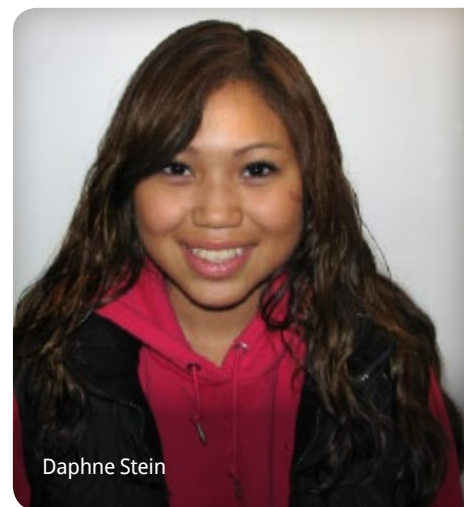
How did this happen? A while ago she was living with relatives in Alaska's largest city—Anchorage. After residing there for several months she met another girl about her age, who was attending the Second Mile Seventh-day Adventist Church in Anchorage. They soon became friends.

Over a period of time and through a series of Bible studies with Steven and Glenda Pyle, lay leaders of the Second Mile SDA Church, Daphne became interested in becoming a member. In spring 2010, Daphne was baptized and became a regular church member in Anchorage. Then she returned home to Kotzebue.

Once home in Kotzebue with her family she sought out the Adventist church there, and found an active, friendly group of church members. Even though the

Kotzebue church members are mainly adults, Daphne became an energetic church member and joined in with the Bible readings and the discussion, using her articulate native voice.

She is an excellent example of what it means to choose truth over other important considerations, including family, school activities and what peers may think. With her energy and excitement for the Bible truth, soon there will be many other young people joining her in Sabbath School, church, and youth activities.



Daphne Stein

Because of the ministry of Adventist World Aviation, we are able to keep Bible workers supported and transported



to many villages where people are still waiting to hear about Jesus. The air support helps provide emergency medical service and brings in Bibles and supplies to help spread the message. Through your generous donations to this ministry we are able to continue to share God's grace and His love to many others in these far away villages. There are other young people in Alaska and the regions

of the Arctic Circle waiting for the plane to fly in with Bibles, Bible workers and the Word of God.

—Jim Kincaid

Please mark your donations, "Alaska Outreach" and send them to AWA, P.O. Box 444, Sullivan, WI 53178-0444.

## Outreach to Alaska

**G**ambell is one of two villages on the island of St. Lawrence in the Bering Strait between Russia and Alaska. Each village has a population of around 650.

In November we were able to distribute 100 turkeys to many of these families—thanks to the generosity of the Chapel Oaks Church in Kansas. The following week we organized a food bank distribution. Ninety-six households were represented for a total of 456 people served. I am personally grateful to be a part of Alaska Food Bank and help the villagers here with their needs.

On December 3 we had our Bazaar wherein those involved bring their handmade craft items to sell. What a wonderful opportunity to discover what others are doing. There is so much imagination and talent, and I am in awe of the variety of items made—beautiful ivory carvings, sealskin mittens, dolls.

Winter is here, and Christmas is just around the corner. With it comes wind and snow—lots of snow. It saddens us to know that many people have no heat or running water. We help where we can, but it never seems to be enough.

One time two little girls were playing near me and as I was listening to their playful conversation I heard, "Let's cover up and pretend we are cold because we don't have any heating oil." It really saddens my heart, but then I knew what I was giving them for Christmas. I began making small quilts and little pillows for the children.

Several days later our neighbor came over to do her laundry. She has three small children, and her husband is in jail until June. With no running water she was unable to do her laundry in her home. As I was helping her I noticed her blankets were threadbare and much worn. I also knew her house would be

drafty and her furnace had been broken for a few days—but is now fixed. The needs here are so immense, and the extreme weather compounds the situation.

Walrus hunting will soon begin once the ice becomes more solid (it is still slushy). The villagers are very dependent on the ocean for most of their food. So, as they begin making plans for the big hunt, Mike and I are making plans to visit our two sons and their families' right after Christmas.

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. Many of the things that we take for granted each day—blankets, food, warmth, heat—are things of need for these precious people.

—Mike and Fran Hansen

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



Inuit child in typical winter coat.



# A Special Girl

I scooped the little nine-year-old girl, Lilly, up in my arms. She probably only weighed about 30 pounds. Her legs had been hit by a falling tree and a large scar across her leg told of the trauma she must have gone through.

A few moments before, Jud and I had finished loading about 500 pounds of cargo into the airplane and it was all tied down, ready to go. We had worked up quite a sweat in the tropical heat. We had an extra seat in front, so Jud had called the Amerindian Hostel to see if they had anyone that needed a ride back to their village.

“Yes,” they exclaimed. “We have a woman with a baby who needs to go home, because the medical care for her baby was complete.”

We were surprised when the vehicle pulled up and a woman, a two-year old boy and the nine-year old girl in her arms clamored out. We now had a decision to make because we only had one seat available. We had removed all the other seats to make room for the cargo that had taken about an hour to load.

We could choose to send them back or rearrange the cargo to make room. We choose to take them with us.

It seemed I waited forever for the security guards to finish their checks and unlock the door. Then, with Lilly in my arms, I walked across the uneven field, over the concrete taxiway to where the plane was parked. She strongly clutched around my neck, every now and then letting out a whimper when her legs hurt. Arriving at the plane with Lilly in my arms, I noticed that Jud had immediately begun to rearrange the cargo, making



Lilly waiting to board the airplane.

room for the additional passengers. In order to help him, I found a cracker box and set her on it and went to work on the cargo.

We finally got it all reconfigured and I took off with Lilly, her mother and brother. I had put her in the front seat with me, so that her mom could hold her little son in the back. Just on take-off as the plane leaped into the air, Lilly let out a scream and frantically grabbed my arm. Her eyes were full of terror. I smiled back to reassure her that we would be okay.

Several other times during the flight, when there was turbulence, she would respond in the same way—with panic in her eyes. But as she searched my face, the fear began to grow less and less.

After landing at their village, I off-loaded them all, and then dug around in a bag that we have full of Beanie Babies®, and found two that I felt were perfect for them. We carry such a bag in each plane to give out to little children and babies who fly with us. The Beanie Babies®, have all been donated by people from the United States and Canada and have been a huge blessing.

I gave Lilly an especially soft pink fuzzy bear, and she was delighted. As I jumped back into the plane, I waved goodbye to them. They sat at the edge of the dirt strip with huge smiles on their faces. They come from a tribe that does not openly express their feelings or gratitude. So, I was completely blessed to see their huge smiles and enthusiastic waves. I knew that I had made a difference that day.

—Laura LaBore



Laura LaBore carrying Lilly to the plane.





# Doors are Opening Wide

**G**od's message of love and hope continues to be shared in Guyana as the result of the faithful service of the missionaries there. One such village that has recently opened their arms to Wings for Humanity/Adventist World Aviation missionaries is Baramita.

## BARAMITA VILLAGE

Baramita is an unreached village with regard to the Advent message, unique in Guyana because the villagers are primarily Carib, for whom the Caribbean was named. The people in this village are an Amerindian people whose origins lie in the southern West Indies and the northern coast of South America.

There was only one church in the village and the village council said they were not interested in the Adventist message or in having another church in Baramita. They felt that one was enough.

But since no other carrier would do it they asked that the mission pilots continue to perform medivacs, flying in needed supplies and returning the bodies of their dead for a village burial. For a year and a half, WFH/AWA pilots continued this service, while showing love and compassion as opportunities arose. Eventually barriers dropped and relationships were built.

One day the village council approached our WFH/AWA staff, asking for missionaries to live among them, sharing the knowledge of God and Bible stories, offering a piece of land on which to build a house. With excitement for answered prayers, the WFH/AWA staff began their search for the missionaries. Because of the cultural differences, they invited an Amerindian couple who would best assimilate into the culture there.

In early 2011, construction began on the mission house. Even though the team from Wisconsin worked hard to finish, some work remains to be done. Once it is, the couple will become part of the village for five years, serving as Bible workers, medical workers, and assisting with the ground operations of the aviation program. The village being next to the airstrip, allows the staff members to encourage and assist the Bible workers as needed.

## FRIENDSHIP EVANGELISM

Evangelistic methods vary in different parts of the world. In some areas large public meetings work well; in others,

small Bible study groups meet, sometimes behind closed doors. In Guyana it is the personal touch, spending time with the people, developing friendships, and helping them with their needs is what brings them to Jesus. Through relationships our missionaries are sharing the gospel, as well as providing literature, such as Steps to Christ, Priorities magazines and other books.

As doors have opened to bring in a missionary couple to this village, soon the gospel can be shared openly and people will accept Bible truth and be baptized then a chapel can be built!

## SHUNDEL THOMAS

Shundel Thomas, an Amerindian from the village of Paruima, has been working around the Mabaruma area for the past four months. She received her training at the Bethany Medical Missionary College in Guyana. Her daily activities include giving Bible studies, taking blood pressure, checking for diabetes, performing basic wound treatments (poultices, etc.), and therapeutic massages.

Through her efforts and the Bible studies that she gives, several villagers are now coming to church in Mabaruma and looking forward baptism.

We thank you for your daily prayers for the workers in



Shundel Thomas, Bible worker in the Mabaruma area in Guyana.

Guyana. Your generous donations will help further the Gospel to those in these hard to reach villages in Guyana. Please mark your donations, Guyana Outreach and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.



# Flying the Yellow Plane for JESUS

THE VANFOSSEN FAMILY

“Do you want to do a medivac or work clinic today?” I heard the voice on the other end of the phone line ask.

Chrystal and I were just finishing our meeting with Bill LaBore, our project manager, when the call came in. Now I had to make a quick decision—should I medivac the boy with the possible appendicitis to Georgetown soon or should I help in the clinic?

Early I had discussed with Medex Willis about coming up to the hospital to assist him. On this particular Thursday no physicians would be there; merely Medex, the only clinician. Having a couple of skill sets can put one in a quandary as to which to use. Since it did not appear to be a particularly busy day at the clinic, I thought for a second about my primary role—being a pilot, and I had not flown for a couple of days. Then I also considered the personal advantage in flying to Georgetown. I could pick up some items that were

needed, as well as bring back a couple of barrels containing Christmas gifts from the States, which we have been “piece-mealing” back to Mabaruma. “I’ll do the medivac,” I said.

I then called the clinic to inform Medex of my decision, but he was not available. So I discussed it with the person on the other end of the phone,

**When I am out doing visitations and mention that I fly the yellow airplane, it opens up conversations and gives opportunities to share why we are in Guyana—**

and requested the ambulance to come out to our house to give me a ride to the airstrip. Since it normally takes about one-half hour to walk from the house to the airstrip, it made sense to

have someone pick me up—which they were willing to do.

Upon arrival at the airstrip I found Jud and Karen Wickwire siphoning fuel out of the plane I was to take. As I finished doing my preflight inspection they had finished taking off 20 gallons. After setting the last jerry can on the ground, they rode off on their motorcycle. They weren’t stealing it—just taking it off for storage since we don’t have a source of fuel in the interior. It would be taken back to their house for storage by the ambulance driver after dropping off the patient.

A few minutes later a nurse and two patients arrived. One was the boy with abdominal pain and the other a pregnant woman needing to go to Georgetown for an ultrasound. In most cases we are unsure of how many patients/passengers will fly with us until we get in the plane.

After take-off I got my phone out and noticed that Jud Wickwire had





tried to call me. He wanted to know if the nurse needed a ride back to Mabaruma. After a brief conversation we determined that she would have the option of not going to the hospital in Georgetown as we would request a nurse with the ambulance. However, she had promised the boy's mother that she would go and make sure Grandma connected with them personally.

After arriving in Georgetown, the nurse left with the boy in the ambulance with plans to return in two hours. I proceeded to run my errands via a taxi while eating my granola bar lunch. Because of the recent elections in the city and the possible violence that can occur as a result, I wanted to make sure we were back in the air on our way home within a few hours.

When we finally left Georgetown my passengers included an Amerindian mother, her four year old son and the nurse, and enroute we also picked up a physician who works in Mabaruma.

You may ask, "Why do you do all this?" "Wouldn't it have been better to work in the hospital to help people?"

Perhaps, but it is rewarding to hear the villagers say, "You brought my brother's son to Georgetown when he was sick." Or, "You brought my husband's son to Mabaruma so he could see him while he was ill."

But not only are we flying sick people to the hospitals or



Delivering the sick.

bringing the deceased back to their families for burials, but there are opportunities to help the communities as a whole by bringing a part for the community's generator or even flying in the electricians to fix the generator.

When I am out doing visitations and mention that I fly the yellow airplane, it opens up conversations and gives opportunities to share why we are in Guyana—to introduce people to Jesus.

Working in the clinic does give us many opportunities to witness for Jesus, and is also rewarding. But people are fascinated with the yellow airplane and those who fly it; and they witness us praying together before taking off.

Through all of our activities our team looks for ways

to develop relationships with the villagers and their leaders. Because of it, Chrystal and I (as well as the other team members) are often asked about our understanding of God. These conversations then lead to Bible studies and an opportunity to grow the relationships even deeper.

Your prayers and support are important and very much appreciated. There are still many people here that need to hear about Jesus and to develop a close walk with Him.

—VanFossen Family

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



Preparing a casket for delivery by plane.



# A Special Christmas Day



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

As we plan our events and particularly our transportation, we simply cannot know for certain in advance exactly how logistics will work out. Christmas Day was no exception.

I was up early and rode the motorcycle to the boathouse to get the boat out into the creek before the tide dropped too low. Later we planned to deliver a few Christmas care

packages to families living along the river. But they also add reference to the passage of time that just somehow becomes a green blur with no real seasons or familiar holidays.

Christmas morning was special for us with unique and creative gifts, traditional music, a little horde of candy and a spritz of holiday potpourri from Pier 1 that took us home for at least a little while.

The call came at 8:45 a.m.—an emergency at Moruca. Since early morning a woman had been in labor, and for the last hour the baby’s head had been out, but there was

no progress. I was airborne at 9:07 a.m.; this is why we live in an interior village. Organizing a departure from Georgetown would take a minimum of one hour and generally longer by the time you deal with ground transportation, flight planning and security.

It was very quiet on the radio and I was actually surprised to hear another flight in the air. We were probably the only two aircraft in Guyana’s domestic airspace.

As I descended over the village I could see the old Land Cruiser coming up the road to the airstrip with its back door open to allow for the stretcher to hang out. With remarkably good

timing we both rolled to a stop at the same time (9:39 a.m.) on the edge of the red dirt airstrip. Of course the woman was in a great deal of pain and distress. As we were about to slide her into the plane from the stretcher she vomited over the side. Thankfully, that occurred before she was in



The “high and dry” boat.

Family celebrations here are important because they





the plane. I secured her husband in the front seat while the nurse buckled in beside her. Together we prayed a short prayer asking for God's protection, comfort and healing. By 9:47 a.m we were in the air again.

As is nearly always the case, there was little I could do to help aside from flying the plane. The woman was screaming the majority of the flight while the nurse did what she could to comfort her.

The husband was clearly distraught; I could fully understand the helplessness he was feeling. I remembered how I felt when our kids were born; here we are in a situation where almost certainly the baby is not going to survive and the mother's life is definitely at risk. Getting her to the main hospital hopefully would save her life.

We are in the midst of the rainy season and during this flight the weather wasn't too severe. However, while flying through a rainstorm we did hit some turbulence, which sent us all up against our seatbelts and caused the IV bag to fall off the hook in the ceiling. I managed to get it back up again, since the nurse wasn't able to reach it.

During this day the logistics worked out perfectly. We landed at the city airport at 10:26 a.m. and were met by the ambulance already out on the ramp with a midwife to accompany the patient to the hospital. Quickly they were on their way, and the ambulance siren was soon fading in the distance.

It was a difficult case for the nurse. She was clearly upset as we climbed back into the plane to head back. Perhaps the helplessness was too much for her, and then this happening on Christmas day added to the distress. Regardless, I was impressed with her empathy, and before departure we prayed again for healing and the peace that only Jesus can bring.

The fuel bay was closed for the day; so after filing my flight plan we were on our way back at 10:24 a.m. I dropped the nurse back at her home village and was back on the ground in Mabaruma at 11:50 AM, where Danielle, my niece, picked me up with the motorcycle.

Our plan was to pick up where we left off. We headed down to the boat to do the Christmas hamper deliveries only

to discover that I hadn't tied the boat so it would stay out in the creek enough; instead, it was high and dry. We were forced to defer the delivery until the next day.

We did enjoy a wonderful get-together with all of our families here. We each dug into our stores for some special ingredients to combine with locally available items to create festive dishes that were as good as what we might have had at home.



The next day we did make the deliveries along the river. Many of the families live up little channels or creeks. Since they only have tiny dugout canoes, they would have to either paddle out to us or slip slide through the mud to get close enough to accept the package. The Christmas hamper delivery originated with the LaBores; but it has grown and they have graciously included the rest of us in the program this year.

Because of the many needs here, we have learned over the years that we must focus on what we know we can do, and do our best in those areas. Showing care and compassion sometimes is the limit to our capacity. But by faith our prayers can go beyond what we can do, and for that we are grateful.

—The Wickwire Family



# Finding the Lost



Jungle along the Barima River.

**“IT’S GONE! SERIOUSLY, IT’S NOT HERE!” I CLAWED THROUGH THE ROUGH VINES TANGLED ON THE GROUND.**

**T**oday was the first day I had started shooting video during my six-month mission stint with Wings for Humanity in Guyana. We had come up the Barima River to a small community called Blackwater where we were holding a Sabbath church service. I had brought along my video camera and was shooting a short film about the experience.

I wanted to get a wide shot of the church, and had set up the tripod in some brambles. When I moved the tripod, one of the rubber feet came off and went missing. I was frantically searching because I was using the tripod for the first time since borrowing it from our project manager.

The ground was a mass of sticks, vines, reeds, and twigs, all suspended over some shallow water. As I kept poking

through the mess, I enlisted the help of a few local and mission kids. When I expressed my distress at losing the tripod foot, one of the mission kids named Serena suggested “Maybe you should pray about it!”

“Oh, come on,” I sarcastically muttered under my breath, not wanting to waste my search time before the service to send up a prayer that probably wouldn’t do anything. But then I stopped. I realized that Serena was probably right. My chances of finding the foot were not good, and I needed all the help I could get. I lowered my head and thought up a quick prayer before resuming my search.

Less than a minute later I found the foot, right in front of my face. I

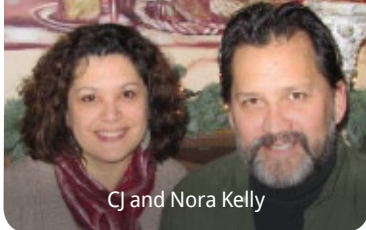
had been looking all around it, but not right at it. It had been there all along, but I had been too blind to notice. I affixed my prize to the tripod and walked back to the church, where I reported my findings to Serena.

I later realized that the little hunt for the tripod foot was oddly indicative of my relationship with God. I often wonder where God is in my life, but insist on trying to find Him myself. Far too often I forget that He isn’t a God that’s far away in Orion’s belt, but instead lives right within my heart. I forget to simply drop my head and pray to Him, which is a shame because He’s always right in front of me but sometimes I’m just too blind to notice.

—Tyler Quiring

Tyler Quiring is a 22-year-old short-term volunteer with Wings for Humanity in Guyana, where he is tutoring the Wickwire family’s children and doing video production on the side. In May 2011 he graduated from Southern Adventist University with a BS in Media Production. You can view the short film from the story at <http://tinyurl.com/wfhvid2>





CJ and Nora Kelly

# God's Sign From a Male Pheasant

PHILIPPINE UPDATE

**T**om and I have always felt a calling to do something other than the normal walk in life. For many years we talked about the idea of being missionaries. While living in Guam, we had an opportunity to visit a neighboring island to help build a church--we sent Tom. His experience was moving, and it fed his desire to do it again.

Moving back to the states to Eau Claire, Wisconsin in 1997, funds and family circumstances kept us living a modest life. However, raising our children and working on our home placed our dreams of being missionaries on the back burner. We settled with the idea of working for God in our neighborhood, and sharing our faith in our community.

Then, one night I woke up to a disturbing sound. Soon I realized I wasn't dreaming and woke up my husband to help me pray. Our room became like white marble and I could see people working in what looked like a large field. There were many people moving about, working around others who were holding tools and standing around. There was no sound in my vision, but I could hear something being said to me, "I have many workers, but few are willing; some things in this world are not as they seem."

As soon as I heard this, the room became black again--it was just 4:00 a.m.

The next morning I decided that if I were to take this vision seriously I would need to pray about it. I prayed silently in my room and asked God to show me if the vision was real. I received a message that I would see a male pheasant in a field that day with its wings outspread, a rare occasion in the middle of January.

I was hesitant to accept this thought and did not share it with my husband. That morning we were supposed to leave for Marshfield, Wisconsin, as our son had a hockey game that day. On the way to Marshfield my son asked me if we could change places in the car. Once re-situated I found myself getting drowsy and laid down.

I must have been sleeping for about an hour when I was awakened by an excited voice. My son was pointing to open farm land. There in the middle of the farm was a male pheasant with its wings outspread. "That is a rare sight in the middle of January," my husband told my son.

Later, when I took the time to do a Bible study, I found two verses about laborers for the Lord. In Matthew 9:37 it says, "Then saith he unto his disciples, The harvest truly is

plenteous, but the labourers are few." In Luke 10:2 we read, "Therefore said he unto them, The harvest truly is great, but the labourers are few: pray ye therefore the Lord of the harvest, that he would send forth labourers into his harvest."

Ever since this vision I have known and kept it to myself thinking that someday God will reveal its meaning.

When Tom and I met Pastor Ric Swaningson during some evangelism meetings, I shared my vision with him. His advice was to keep it and pray that God would reveal it someday.

In December 2011 Pastor Swaningson called us to inform us of his new position at AWA: we knew it was time. We were invited to work in the Philippines, on the Palawan Island, which has a pheasant as its symbol. You can imagine our bewilderment and surprise in hearing this invitation. We could not say no.

As I thought back over my vision, remembering hearing that some things are not what they seem to be, I was reminded that when God created our world He never intended for there to be suffering.

We are called to give up our lifestyle, to share Jesus with others. Thank you for your prayers as we prepare for this life changing experience.

—Nora Kelly



Male Palawan Pheasant

Your donations for the Palawan, Philippines project are greatly appreciated. There is so much need there. Please mark your donations, Palawan Outreach, and send them to Adventist World Aviation, P.O. Box 444, Sullivan, WI 53178-0444.

# AWAF – Philippines Project

**T**he year 2012 brings new hope, zeal and enthusiasm to the local staff after witnessing God's miraculous leading in the past years of its existence in the Philippines. Renewed interest and continuing commitment from Adventist World Aviation in the United States to guide and assist in the Philippines excites our local staff. With their guidance there will be a complete and whole-hearted

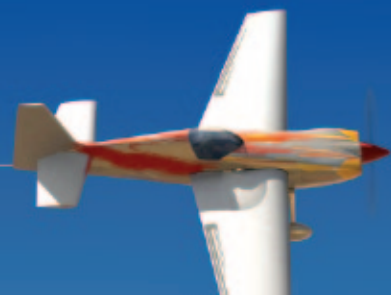
dedication to following God's plan in finishing His work in this corner of the world.

The Philippines is strategically located to be a mission aviation training site for a variety of reasons, including the fact that the English language is commonly spoken in the country. The cost effectiveness of training missionary pilots and mechanics for deployment, not only in

Asia and beyond, is something for us to think and pray about.

The many islands that compose the Philippines are a logistical challenge in deploying missionaries and ferrying supplies that AWA is divinely ordained to fulfill. AWA has a specific role in the preaching of the Gospel to every tongue, kindred and nation. AWA is an active supporting ministry in the North Philippine Union Conference.

## UPCOMING EVENTS



## First Annual Fly-In and Air Show

**Y**ou are cordially invited to Adventist World Aviation's first annual Fly-In (Drive-In) and Air Show, the weekend of May 25-27 (Friday-Sunday) on Memorial Day weekend. The event will be hosted at the McDermott Airpark, located at 31WI in Sullivan, WI.

Sabbath services will be conducted at the Waukesha Seventh-day Adventist Church. Sabbath School begins at 9:30 a.m. and church services begin at 11:00 a.m. The guest speaker for the church service is Elder Robert Folkenberg, Sr., former General Conference president and director of

ShareHim. During this service will you hear about the importance of mission aviation service and how this type of ministry will help finish God's work by taking missionaries into unentered areas of the world.

A pancake breakfast will be held at the airpark, beginning at 8:00 a.m. Your donation of \$8 per plate will go to enhance the global mission of AWA's ministry. During the weekend you will hear amazing stories from the Philippines, Guyana, Sudan and Solomon Islands, as well as what AWA is currently doing in the United States (Florida and Alaska).

Lodging for the weekend can be secured at the following hotels:

**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

**To register for the event or for further information please contact AWA at 414-226-5195.**





## Thank You, Gloria!

Adventist World Aviation would like to give a special thank you to Gloria Tokics, AWA videographer. She has produced several videos describing the projects of AWA. One tells the story about what is occurring in Alaska: one was a special Christmas message from Ric Swaningson and one describes the aviation program at AWA-Pennsylvania for the Blue Mountain Academy students. These videos can be viewed on AWA's website at [www.flyawa.org](http://www.flyawa.org). We look forward to future videos that will continue to share AWA's stories. Again, thanks Gloria!



## 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.

# 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:

### **Mark Finley**

By Marilyn A. Cousino

### **Dmitry & Grace Lossev**

By Anthony and Margarita Bonilla

### **Godfrey Myaing**

By Godfrey and Geeta Myaing

### **Patti Schieringa**

By Marilyn A. Cousino

### **Len Sherwood**

By Lawrence L. Townsend

### **Sara Silva**

By Pete and Linda Villarreal

### **Don & Trudi Starlin**

By Marguerite Ross

### **Arne Swanson**

By Robert and Madeline Johnston

### **Mercedes Dyer**

By Leona G. Running

### **Joyce Ellis**

By Lyle and Joyce Ellis

### **Thad Franklin**

By Douglas and Yvonne Franklin

### **Megan Geraty**

By Brent and Shannon Geraty

### **Richard Hammond**

By Emily L. Hammond

### **George and Katie Herber**

By Leo and Claudine Herber

### **Mr. and Mrs. Walter Kaiser**

Ruth H. Kaiser

### **Junavieve D. Mize and Kenneth Mize**

By Beulah S Dalton

### **Milton King**

By Louis and Evelyn Meyer

### **Aunt Rita Lambert**

By Dennis and Pamela Barthle

### **John M. Laswell**

By Frances M. Shaver

### **David Lawson, II**

By Jill Lawson

### **Wilma C. Mayor**

### **Raymond L Mayor**

### **Anne Menzer**

By Roger W. Menzer

### **Bob Menzer**

By Roger W. Menzer

### **Eleanor Menzer**

By Roger W. Menzer

### **Ross D. Menzer**

By Roger W Menzer

### **E. H. and Helen Moldrik**

By Emil and Ruth Moldrik

### **Wendall H. Nelson**

By Pearl W. Nelson

### **Richard Orrison**

By Reginold and Jeanette Eighme

### **Sebastiana T. Osorio**

By Francis and Nona Tham

### **Richard Parmele**

By Fred and Nancy Turner

### **Catherine Patterson**

By Steve and Mary Lou Pride

### **George D. Pierce**

By George and Roberta Pierce

### **Oseas Imperio, Sr., Severo and Chonchita Lopez**

By Ernie and Annabelle Lopez

### **David Show**

By Richard and Dorothy Show

### **Vesper and Ruth Sias**

By Steve and Mary Lou Pride

### **Lorrene J. Smith**

By Rick A. Osten

### **Jen Starkey**

By Reginold and Jeanette Eighme

### **James and Larry Starlin**

By Harry and Joanna Schultz

### **Herman and Marie Stern**

By Lloyd and Ardis Beckner

### **Elie Stoia, Jr**

By Joseph and Rose Stoia

Russell Straman

By Minerva E. Straman

### **John and Alta Szasz**

By Deborah J. Szasz

### **Jeff Tachenko**

By Rita Smith

### **Ellwood Voorhees**

By Lee and Marilyn Sheive

### **Conrad Wallington**

By Richard and Claudia Sowler

### **Wallace J. Walters**

By Margie R. Mitchell

### **Mary Watkins**

By Steve and Mary Lou Pride

### **Ted Webster**

By Alan and Thetis Bush

### **Robert J. Weiland**

By Arthur and Madelene Hamann

### **Frank and Anna Westman**

By Ronald and Pauline Westman

### **Ruth A. Wiles**

By Herbert B. Wiles

### **Homer Williams**

By Billie J. Williams

### **Charles Wilson, Jr.**

By Lee and Trina Forbes

## In Memory of:

### **Jonathan Adame**

By Elizabeth L Gonzales

### **Eliezer Adante**

Noe & Shirley Sison

### **C. R. Aimes**

By Michael and Carol Rue

### **Douglas Akers**

By George and Imogene Akers

### **Randy Bauer**

By David and Marilyn Bauer

### **Ruby Bidwell**

By George and Nancy Suelzle

### **Thelma Burton**

By Michael and Alice Weakley

### **Carolyn Byers**

By Lewis and Ruth Hart

By Elwin and Alma Liske

### **Robert C. Chase**

By Ruth L. Chase

### **Eldon Cuncell**

By Bruce and Linda Bauer

### **Mrs. Bud Davis**

By Reginold and Jeanette Eighme

### **Jennifer Derouin**

By Elaine Washkuhn

### **Gary Drew**

By Reginold and Jeannete Eighme





# 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.

## Welcome to Richard Habenicht

**B**eing a mission pilot was always a dream of Pastor Richard Habenicht, especially as a child. “The summer after my high school graduation I soloed and scraped enough funds in order to keep flying through my college experience at Andrews University. Just before my college graduation I received my pilot’s license.”

“Even though I kept my flying current through most of the time, I never had the opportunity for mission flying; but I did have the opportunity to receive my commercial and instrument ratings.”

“My career has allowed me to serve as a pastor in North Dakota, as boys’ dean and Industrial Arts teacher at Sheyenne River Academy in North Dakota, pastor and Bible teacher at Broadview Academy in Illinois, associate pastor in Hinsdale, Illinois and pastor of the academy district in Wisconsin. But for the past 19 years it has been my privilege to be the Planned Giving Director, Stewardship, Religious Liberty Director and Corporation Secretary of the Wisconsin Conference. I have been involved in five different mission trips to Mexico and Central America.”

Through his work with the Seventh-day Adventist denomination Habenicht has flown (as the pilot) around the state of Wisconsin, landing in all but four or five of the public use airports. He has flown from coast to coast

several times in the United States and several trips east and south.

Cherry, his wife, although never interested in obtaining her own pilot’s license has accompanied him on several trips. Richard says, “I guess I am fortunate to be able to serve the Lord and fly, as well.”

When AWA’s president, Pastor Ric Swaningson asked Richard if he was interested in serving AWA in development and planned giving upon his retirement from the Wisconsin Conference, he stated, “That sounds like an exciting way to continue to serve the Lord. There are so many places in the world that can be served so efficiently by aircraft. Maybe my aviation experience can be a blessing, as well.”

Richard and his wife, Cherry Lidner Habenicht, have three children—Lisa Isensee (married to Rich), Hans Habenicht (married to Holly) and Ray Habenicht (married to Jess). They have six precious grandchildren.



Richard Habenicht



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