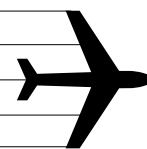


# FLIGHT LOG



Adventist World Aviation Newsletter

June 1997

## *Letter from the President*



*Don Starlin*

Dear Friend of AWA,

During the coming months, the visionaries behind AWA will come to life in this column.

Each month, individual board members will express the needs they have seen, the emotions they have experienced, the people they have met, and the miracles God has performed as they have

travelled and worked in various parts of the world.

The desperate need to support valiant missionaries whose lives and ministry could be made so much more effective by the use of mission aviation will be shared.

Television and radio ministries are reaching untold millions for Christ. These, and others, who have not yet heard the incredible news that He is coming soon and wants to take them home need personal contact with fellow believers. Often the only way to reach them is by air.

A relief worker in a muslim country recently shared with me the following experience.

A local pastor volunteered to fly in along with other workers to help dispense aid in a particular village. When the villagers learned that a Seventh-day Adventist pastor was among the group, people began coming from the surrounding area requesting baptism. Before the day was over, the pastor was able to make arrangements for baptizing nearly fifty people.

Reports coming in from surrounding villages indicated that this was just the tip of the iceberg. Dozens of other villages with hundreds of believers

were waiting for someone to come and conduct baptismal services. Refugees who had come to know Jesus outside their own country had returned to share with others upon their return.

"Then He said to his disciples, 'The harvest truly is plentiful, but the laborers are few. Therefore, pray the Lord of the harvest to send out laborers into His harvest'." Matthew 9:37,38. NKJV

Who of you is willing to participate in the harvest?

With warm regards,

Don Starlin

## *Around the World in 60 Seconds*

### **Guyana**

Through a series of providential circumstances David Gates has received permission to operate his airplane in the country of Guyana. This will be in support of the educational and medical missionary work he and his family are doing in the interior.

As of this writing David is making final repairs and completing FAA paperwork at Andrews University Airpark in preparation for the ferry flight to Guyana with his Cessna 150/150 tail-dragger.

### **Tanzania**

Bill Norton, his family, and Outpost Centers, Inc. wish to thank everyone for their prayers over the past months. In just a few days time miracles broke a number of seemingly insurmountable problems that had built up concerning the air program.

The Aztec is now inspected and properly imported. Bill was granted his type certificate to fly the Aztec in Tanzania. The permit to operate the airstrip at Kibidula is renewed. It appears as the air program is ready to resume transporting medical and church-planting personnel all over East Africa.

Now a suitable hanger facility to house the three aircraft based at Kibidula is needed. A pilot-mechanic assistant would be of great help as well.

## ***Detour To Biano***

*by Jeff Green*

The day dawned overcast with rain in Lubumbashi. I had planned a flight to Luniemu, 260 nautical miles northwest to deliver some freight. From there I would continue home to Songa, only 10 minutes further. I kept an eye on the weather, hoping it would clear before my 2:30 pm cutoff time. To my delight, the sky cleared, and just a few minutes before my cutoff time, I was able to take off.

One hour out of Lubumbashi are the Mitumba Mountains. Through the Lubudi pass, the elevation rises no more than 4000 feet above sea level. The direct flight I had planned would take me past peaks of almost 6000 feet. Nearing this area, I could see that as the terrain rose, the clouds descended. I deviated west of course, hoping that by flying through the pass I could stay below the clouds, but the ceiling continued to drop.

Further west there appeared to be a bright hole - one I might be able to climb through. As I turned toward it to investigate, it dawned on me that my urge to get home, and pressing on into deteriorating weather in unfamiliar mountain territory was a recipe for tragedy. I decided to continue only as far as the bright hole. If that didn't look promising I would turn around and land at Biano, a nearby airstrip owned by a large cattle ranch. Minutes later the decision was made, and I turned course for Biano.

After landing at Biano I called Evelyn on the HF radio to let her know I had landed safely and that I would have to spend the night. She immediately tuned to the ranch frequency and informed them. Half an hour later a friendly man drove up and introduced himself. His name was David Furaha, a young, wealthy, and highly educated Zairian working as a ranch director. He invited me to spend the night in his guest house.

Furaha lived alone in a large, old colonial house tastefully decorated with modern art. Servants kept his house, cooked and served his meals. As we talked, he inquired about my beliefs as a Seventh-day Adventist. Then Furaha told me that

though he was born a Catholic, he no longer practiced religion. As he spoke, I sensed his desire to know God as a friend.

Before going to bed that night I read in Acts 8 about Philip. God sent him to the desert where he met a royal official from Ethiopia. This wealthy African was also searching for a deeper understanding of God, and Philip was sent to lead him to the truth. I suddenly realized God wanted to use me in the same way, and I felt a burning desire to pray for Furaha. That night, and early the next morning I prayed, not only for my host, but also for myself - that I would allow God to work through me.

The next day the weather had cleared and I was able to continue my flight. I have not seen Furaha since. I know, however, that I have a friend in Biano, and I still pray that he will find the truth about the God for whom he was searching.

## ***Students Build Airstrips in Tanzania***

Eight students enrolled in an introduction to mission aviation course taught by Bill Norton at Kibidula Farm Institute, Tanzania. Site selection and runway construction are an important part of mission aviation. For hands-on experience, the students were taken to the remote village of Ikangamwani, site of a small but growing church congregation.

At first glance, the students were dismayed at the condition of the site for the proposed airstrip. Heavy boulders and vegetation wavered their initial enthusiasm. With the attitude that they weren't leaving until the job was finished, they rolled up their sleeves and set to work uprooting bushes and small trees, removing boulders, and levelling the land.

After two days of steady work under a hot sun, the reward of witnessing the first safe landing and the joy of the villagers racing to greet the pilot was well worth the sore hands and backs.

Most of the villagers had never seen an airplane before. The students saw first hand the role aviation could play in the life of this village and the difference their labor of love had made.

# Jungles of Guyana

by R.A. George

David Gates and I departed Georgetown, Guyana in an Islander. Destination: Kaikan, home of the Davis Indians. Though there is a church in the village, they hadn't seen a pastor in over a year.

It was a new experience for me to meet people of the interior who spoke English as well or better than we did! The official language of Guyana is English spoken with a British Indian accent. Additionally, the villagers speak a native Indian dialect and some Spanish.

We were entertained by young people educated by a government sponsored SDA teacher who is allowed to give Bible training in the school. We remained in Kaikan through Sabbath, participating in services and expecting the plane to deliver us to another of the Davis Indian tribes on Sunday. The plane was delayed until Monday.

Landing in Paruima, we were greeted by the best-dressed group of Pathfinders I have seen. We had a nice visit with the people there, looked over the construction site of an unfinished church, and went to the school. The school was established by Elder O.K Davis, missionary to this tribe of Indians. Elder Davis loved the people until his death. He rests in a grave at Paruima.

Located on the Northern coast of South America, Guyana's ethnically diverse population faces serious economic and health problems.

There are 30,000 church members in Guyana, located mostly in the coastal areas. With 83% of the landmass covered by forests laced with unnavigable rivers, transportation into the interior is a challenge. The country has less than 300 miles of asphalt highway. Secondary roads, constructed of dirt, are impassable during the four to five month rainy season.

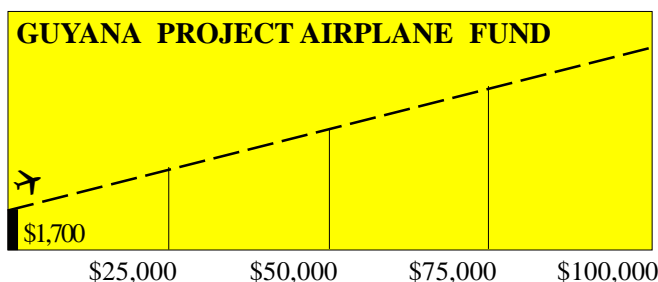
"The vast expanse of unreached territory is a mute testimony to the need of tens of thousands who wait until we take the initiative to bring them the gospel," comments David Gates.

Air transportation is the only way to contact the tribes in the interior of Guyana. The country has 72 airstrips, only two of which (those in the

capital city) are improved concrete. These strips are available for our use. The government welcomes assistance in facilitating medical work in remote areas. They have been unsuccessful in helping isolated tribes.

The Guyana Conference of SDA, in coordination with Davis Memorial Hospital in Georgetown, is developing a plan for reaching these remote areas. Hospital medical personnel will rotate to assist villagers with medical care and health education.

Adventist World Aviation has been invited to provide transportation for this project. Please pray the Lord will open a way for the Light to shine in the deep jungles of Guyana.



## FLIGHT LOG ➔

June 1997  
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*Flight Log is published by Adventist World Aviation and sent free of charge to interested subscribers. Send all inquiries or change of address notices to:*

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**Mission Statement:** *In recognition of the urgency of the gospel commission, Adventist World Aviation exists to provide aviation, and related communications and logistical support, primarily to the Seventh-day Adventist Church in its mission programs conducted in remote parts of the world.*

*Adventist World Aviation is establishing a wide base of support from laymen around the world. If you know someone who might be interested in becoming a part of this organization, please share this newsletter with them.*

## ***Students on the Go for God***

Tad Wintermeyer looks up, notes the high stratus clouds beginning to obscure the sun, and then proceeds with his pre-flight inspection checking the oil level on the Cessna 152.

Sarah Burkhart quickly scans the instrument panel and rehearses engine-out procedures as she maneuvers the Piper PA17 into position for a simulated engine-out approach to a freshly cut hay field.

Jason Fournier helps an African nurse unload a box of medicines from the Zenair CH701, greets a villager in perfect Swahili, and then climbs back into the plane. He needs to return to the hanger to take care of a minor maintenance problem before flying back and picking up the nurse at the end of the day.

Wayne Smith walks out of the hospital where he works as a nurse. He hopes there is still time to get to the airport for a quick flight around the patch before running to another appointment.

What is it that these young people have in common?

Each has heard the quiet call of the Master, bidding them to walk away from their nets and trade an air conditioned airline cockpit for one that reaches 100 humid degrees F. They will load nearly 1000 pounds of cargo by themselves, only to rearrange the load to make room for an injured person whose blood soaked bandages leak onto a shirt that was clean only an hour before.

Each plans to be at Andrews University in September where, with AWA, they will embark on a journey which only God knows where it will lead. He has invited. These and others have responded. Will you enable them to answer the call?



***Tad Wintermeyer***

### ***FLIGHT LOG ➔***

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