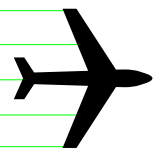


FLIGHT LOG



Adventist World Aviation Newsletter

July/August 1997

SAFETY FIRST

BY HARRY C. LLOYD



Piloting an airplane in the remote areas of the world requires above average judgment and flying skill. Finding that little strip of green grass on which to land calls for accurate dead reckoning and pilotage. The maps are typically poor or non-

existent. Modern GPS navigation has helped tremendously, but should not be used as the only method of finding your destination. As one veteran missionary pilot commented, "When you can turn off all your radios, stay less than 1,500 feet above the ground, and fly from Maine to California, then you are ready to navigate as a missionary pilot."

Weather reports and forecasts are only available at the large airports. A few remote airstrips may have a trained weather observer with a two-way radio to relay weather to the pilot both before takeoff and while enroute. Most of the weather information is what the pilot sees, hears, and feels. The pilot must learn the local weather patterns and how to predict the local weather.

Piloting experience develops good judgment and decision-making skills. And good judgment helps keep flying safe. There was a time when pilots were taught that they were born with good judgment, that you could not learn judgment. If you were not born to be a pilot, forget it. Aviation professionals now agree that a person can improve judgment and decision-making skills.

Some of the most skillful mission pilots have had a higher accident rate than less skillful pilots. Why? Because their judgment was poor, they failed to keep an adequate margin for safety. Their attitude toward safety, toward regulations, and toward company policies is "that is for the other pilot, I'm going to ignore all those restrictions and do what has to be done to get the job done." Many pilots have paid with their lives after making a bad decision. Just remember, safety PAYS; it does not cost.

***Editor's Note:** Harry Lloyd is an Associate Professor of Aviation Technology and Chief Flight Instructor at Andrews University. He also serves as Chief Pilot for the North American Division of SDA's. Harry's experience includes a term as mission pilot in the jungles of Peru. He has also been instrumental in the formation of AWA.*

AROUND THE WORLD IN 60 SECONDS

PERU

Missionary candidates Alberto and Amalia Marin completed training at the Institute of World Mission, Andrews University in preparation for service as the pilot team for the East Peru Mission in Pucallpa.

ZAIRE

Jeff and Evelyn Green have safely returned to the U.S. following the closure of the aviation program by the East Zaire Union. They are currently looking at options with AWA.

TANZANIA

Outpost Centers Inc. pilot Bill Norton is proceeding with plans to construct a hangar in which to house his aircraft.

GUYANA

David Gates has arrived safely in Georgetown with his Cessna 150/150. He plans to immediately commence flights to villages in the interior in conjunction with Davis Memorial Hospital.

GUYANESE GOVERNMENT APPROVES MEDICAL AVIATION PROGRAM

BY DAVID GATES



"I don't want to disappoint you, but there have been many others who have brought in aircraft and have not received permission to operate." A friendly Guyanese commercial pilot shared some advice.

"You should be prepared to keep the plane tied down at the airport for at least a year before you get any answer at all. And then, it probably will be negative."

Over the past three years, I had visited Guyana's interior along with the local conference and Davis Memorial Hospital administrators. It had become clear that, due to a lack of roads and navigable rivers, the only effective means of transportation for a medical missionary program would have to be by air.

A proposal to utilize an airplane in conjunction with a medical ministry was submitted to the Civil Aviation Department (CAD) in November of 1996. We had purchased a small plane in the U. S. and were preparing it for overseas service. Using the Davis Memorial



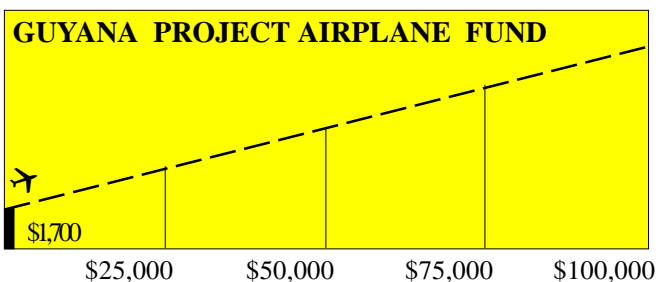
Guyana Adventist Medical Aviation Service's
Pioneer Cessna 150/150

Hospital as medical base, and with help from the Ministry of Health, the plan included reaching out into the jungle communities throughout Guyana with professional medical and dental assistance. Our target date to begin operation was March of 1997.

Months of hard work on the plane with seemingly backwards progress began to weigh heavily on me as maintenance and paperwork problems continued to surface delaying my departure. Having been gone from home several months, I had to return to Guyana without the plane. When I arrived in Georgetown, I stopped by the Guyana Conference Office to pick up my mail and give an update to the administration. While there, I was handed a stack of family and business mail. I quickly scanned it, but found nothing of special interest so I put it in my briefcase to read at a later date. The following morning I caught a 1.75 hour air taxi flight directly West into Kaikan. What a wonderful reunion that was.

Later on the same day, I took the mail out of the briefcase and handed it out to the family. One particular envelope was rather plain and had no return address. What I found inside, however, was not plain. Inside was an official letter from the CAD granting Guyana Adventist Medical Aviation Service permission to operate the aircraft within the interior of Guyana as requested. The letter had been posted on April 1st. What an answer to prayer! I had been praying for approval during the last month, even though the authorization had already been posted. "Before they call, I will answer," God said, and He indeed meant what He said. I praise Him for his "goodness and mercy unto the children of men."

*Editors Note: There are urgent needs that must be met to keep this pioneer air program operational. Three hundred dollars per month are needed to cover the cost of insurance on the aircraft. AWA is also raising funds for a four- or six-seat aircraft capable of carrying more personnel and making medical evacuation flights. Watch for news of the ferry flight to Guyana in next month's issue of **Flight Log**.*



A QUESTION OFTEN ASKED IS, "WHAT DOES IT TAKE TO GET A PLANE READY FOR THE MISSION FIELD?" SINCE A PICTURE IS WORTH A THOUSAND WORDS, WE THOUGHT A LOOK BEHIND THE SCENES MIGHT BE OF INTEREST TO ALL.



The airframe is carefully inspected. Repairs are made to fatigued or corroded structures (right).



A new or freshly overhauled engine and propeller are installed (above and right).



Better than new...ready to go to work in the jungle (right).



Aircraft restoration in progress (above).

Instruments, avionics, and wiring is updated (right).

The aircraft is stripped, primed and painted (below).



FLIGHT LOG ➔

July/August 1997

Vol. 2 No.3

Editor: Don Starlin

Design/Layout: Peter B. Smith

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

Adventist World Aviation
Griggs Drive
Berrien Springs, MI 49104
Phone/Fax: (616) 473-0135
E-mail: awa@andrews.edu
Web page: <http://www.tagnet.org/awa>

Board of Directors:

Derek Bradfield*	David Hensel
Len Cornwell	Harry Lloyd*
Donald Folkenberg	Clyde Morgan*
David Gates	Donald Starlin*
R. A. George*	Bill Tucker
*Executive Committee Members	

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.

Letter from the President



By DON STARLIN

Dear Friend of AWA,

This month our featured AWA board member is Harry Lloyd. This is the first in a ten-part series where, one by one, the board of

directors will share with you dreams, needs and observations concerning mission aviation.

Harry's article on safety is the result of decades of learning, teaching, and flying. There is a saying often quoted in aviation circles, "There are old pilots and there are bold pilots, but there are no old bold pilots."

As Christians who comprehend the value of just one soul and to whom the transportation of lives is entrusted, it is our solemn duty to do all in our power to equip ourselves for the task at hand.

Professionalism is not just a good idea; it is a trademark of the King we serve. "And whatever you do, do it heartily, as to the Lord and not men...for you serve the Lord Christ" Colossians 3:23,24 NKJV

A Gift in Memory of Jim Starlin has been
made by:
CHARLES AND ROSE POOLE.

FLIGHT LOG ➔

Adventist World Aviation
Griggs Drive
Berrien Springs, MI 49104

ADDRESS CORRECTION REQUESTED