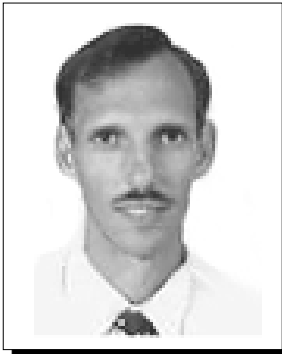


FLIGHT LOG →

Adventist World Aviation Newsletter

November/December 1997

MISSION DRIVEN



By DAVID GATES

“And as ye go,” Jesus instructed, “preach, saying, ‘the kingdom of God is at hand.’ Heal the sick, cleanse the lepers, raise the dead, cast out devils: freely ye have received, freely give.”
Matt. 10:7-8.

These words of Christ gave birth to Adventist World Aviation (AWA). AWA was formed by mission-driven aviation professionals and enthusiasts for the purpose of carrying the news of Christ’s soon return to the most remote corners of our globe.

The need to move rapidly, when an opportunity opens, led AWA to adopt the concept of **rapid deployment**. This allows a project to be officially accepted and volunteer staff immediately deployed upon confirmation of a need and opportunity.

This phase one action depends upon the willingness of professional aviation volunteers to enter a new field and demands a total dependence upon God to provide the needed resources and guidance on a day-to-day basis. This philosophy of immediate deployment and total dependence is very exciting especially as volunteers experience God’s providential leading.

By following this method, AWA established a beachhead in Guyana, South America when the door of opportunity first opened. Guyana Adventist Medical Aviation Service (GAMAS), the country’s only mission aviation program to date, provides nearly 100 flight hours per month of medical and educational services to the Amerindian communities in Guyana’s vast interior.

Needs have already outgrown the Cessna 150/150 bush plane and a larger aircraft and a second pilot will be soon on their way.

Requests recieved from other countries are currently being considered. Availability of volunteers is certainly a concern:

“The harvest is plentiful, but the workers are few.”
Matt. 9:37.

Perhaps He is calling you.

AROUND THE WORLD IN 60 SECONDS

PERU

Alberto and Amalia Marin are on site in the jungles of Peru. The Cessna 182, christened as the **James J. Aitken** during a dedication service at the national ASI convention in Albuquerque, NM, was overhauled by the Marins and friends in Lincoln, NE.

KIRIBATI

Pilots Gary Morgan and Royce Graham of **Search for One**, a sail boat ministry in the Kiribati islands of the South Pacific, have left the States to commence operation of an additional piece of equipment. An Aztec purchased from the Western Pacific Union will enhance the medical/gospel ministry headed by Shane St. Claire.

TANZANIA

Outpost Centers Inc. pilot Bill Norton reports a continued need for dedicated aviation personnel at Kibidula Farm Institute in south central Tanzania.

GUYANA

Jeff and Jan Tachenko of Grassy Butte, ND have been accepted by AWA as missionary candidates for the medical aviation program in Guayana. Jeff returned from an exploratory trip to Guayana in November to be hospitalized with a blood clot and diagnosed with leukemia. Please pray God’s will might be done!

MIRACLES STILL HAPPEN

By DAVID GATES

EDITOR'S NOTE: *What you are about to read is an edited copy of an e-mail message David sent to his father, Richard Gates upon experiencing God's providence on behalf of his faith ministry to the Davis Indians of Guyana.*

After reading your letter last night regarding the possible need to suspend construction work, I decided that indeed the time had come for me to recognize that God, who has all resources, could have supplied my need before now.



As I went to bed, I told the Lord that by today, if I didn't get a response to my urgent need for funds, I would call a halt to the work in Paruima, and keep the plane on the ground.

I awoke at 3:00 a.m. to update my web page with stories and graphics since the internet is not so congested at that time. I finished by 4:00 a.m. and headed for bed once again.

I couldn't sleep very well however, and just dozed on and off. I was trying to understand why God would bring me this far and stop the work. What if I were a dying person in a village, or a child seeking a Christian education.

If I stopped the construction work, word would spread like lightening throughout all the villages, sending a definite negative signal to those who now have hope. I accepted, however, God's clear decision in the matter.

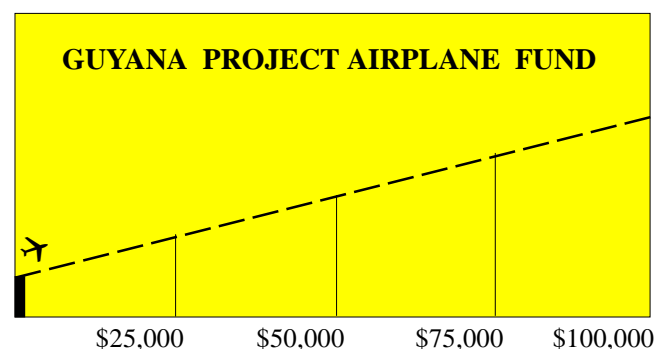
At 5:45 a.m. I got up for worship. I asked the Lord for peace on the decision to stop the work, but peace would not come. Several times I told the Lord, "I refuse to believe that you have brought me this far, only to cut off the funds." Suddenly a thought came to me: "You have some money. Count it and use what you have."

I had a total of \$300 in my briefcase. I owed over \$400 for aviation fuel, another \$500 payroll expenses for those working on the construction of the school. I still needed to purchase fuel and oil for the chain saws on the construction site. Three hundred dollars were not enough, but at least I could start with that.

When I opened my briefcase and took out the envelope. I was surprised at how many \$20 bills there were. There were also a couple of \$100 bills I had not seen before. I counted, then recounted: \$1060 in cash! I couldn't believe it, just the amount needed to pay the aviation fuel bill, the laborers, and to buy more fuel and oil to keep construction going.

I am so overflowing with thanksgiving! Clearly God has provided. "Praise the Lord for his goodness, and wonderful mercies unto the children of men!"

Love, David



DAN THE AMAZON MAN

BY DAN SNYDER
WAYNE SMITH
DON STARLIN

In August AWA's Board of Directors voted to fund the cost of parts and transportation to send Dan Snyder (one of Andrews University's aviation graduates) to Manaus, Brazil to perform some much-needed maintenance on a mission aircraft based on the Amazon River.

The aircraft, a Lake Amphibian 250 Renegade, is operated by pastor Elwyn Owen and is used as an air ambulance, personnel and supply transport. The airplane by-passes dangerous river travel. A trip that may take days under a merciless tropical sun in a boat can be cut to a matter of hours by plane. In performing emergency medical flights, the plane is often the difference between life and death. Dan spent three weeks on-site making it possible to return the aircraft to service.

The hot humid climate of the amazon basin is very hard on metal parts. In this environment an engine must be regularly run to keep the moisture from pitting cylinder walls. A few weeks of inactivity can begin reducing engine life.



Dan Snyder at work on the engine.

antenna, adjusted components on the hydraulic and landing gear system. He then replaced the rear engine seal, and repaired the fuel system.

Cylinder compression had dropped so much that the aircraft was no longer air worthy. Dan performed a complete top overhaul on the engine replacing all six cylinder assemblies with cermanile cylinders. He also installed a new GPS

One thing that impressed Dan was what they were able to do with so few tools. Dan plans to take along more tools if he ever gets the opportunity to work in a jungle environment again.

We salute the dedicated young people who are willing to spend their vacation time helping those in need.

Thank you Dan!



First test flight on the river.

FLIGHT LOG ➔

November/December 1997

Vol. 2 No.4

Editor: Don Starlin

Design/Layout: Robert Myaing, Reakha Gurubatham

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,

Perhaps you have noticed that ***Flight Log*** covers a variety of aviation programs and projects not specifically sponsored by AWA.

Two and a half years ago the founders of AWA identified a number of needs in the Seventh-day Adventist aviation community around the world. One need, the nearly fifty delegates recognized, was for a grass-roots organization which would... “serve as a clearing house for: Interested, and qualified personnel of the needs and openings for their services together with information regarding

the opportunities; Informing missions and missionaries of services available to them;” (July 5, 1995, AWA Articles of Incorporation, Article II).

In keeping with this purpose, ***Flight Log*** has already been instrumental in placing one pilot with a sister supporting ministry, **Search for One**. ***Flight Log*** has also generated interest in two other positions currently under investigation and negotiation by various organizations and respective individuals.

If you know of someone who has a passion for missions and aviation, please pass on a copy of ***Flight Log***. It could change their life...and countless others as a result.

A Gift in Memory of Jim Starlin has been made by:

**The Starlin family
Scott Soper
Charles and Delores Woods**

FLIGHT LOG ➔

Adventist World Aviation
Griggs Drive
Berrien Springs, MI 49104

ADDRESS CORRECTION REQUESTED