

FLIGHT LOG

Adventist World Aviation Newsletter

October 1998

WHAT IS OUR ATTITUDE ?



BY DEREK BRADFIELD

Pilots usually define attitude as the pitch, yaw, and angle of attack of an aircraft. Flying with a poor attitude is a recipe for disaster. This analogy applies to the importance of our attitudes as we work with other people.

About two days after John Denver's crash, a friend and I were speculating on what might have gone wrong with his experimental airplane. Having only been in a small aircraft once before, my friend was new to the wonders and fears of flying. He considered me to be the expert simply because I was a pilot.

As we pre-flighted, I noted the clear sky to the east and the overcast grayness which was building in the west. We headed due-east for a while then turned back to the west and climbed above the gloom of the clouds to enjoy the winter sunshine.

The small two-seater aircraft churned its 85 horses as it labored to carry us into the sunshine at 7,000 feet. After experiencing the magic for 30 minutes, we started working our way back to the east so we could duck under the clouds and head for home.

Considering the possibility of shock cooling, I dropped the wing on my side and commenced a semi-powered sideslip to drop down below 4,500 feet. At 5,500 feet the engine began spluttering. I yanked the left wing up to level flight and switched the tank lever from the left to the right as my friend asked with wide eyes, "Are we going to die ?"

While I reassured him of our safety, I pondered the validity of the question. In those brief seconds of flurried activity and mental gymnastics, I had identified two airports within gliding distance and was summing up the wind direction and speed when the fuel from the other tank reached the carb and the

engine began purring smoothly again.

While busy with our daily activities, it's hard to hear the engines cough. We are so focused on our own needs and the tasks at hand that we forget to rectify our attitudes and focus on the needs of other people.

Quoting Bill Kelly in Check Your Attitude, Aviation Safety Magazine, August 1997, page 22, "You provide the pitch attitude and power, then the airplane will provide the performance you want. You are in command of the attitude (and the power)."

May we, as we press on to the mark, keep our attitudes in balance (pitch, yaw, and angle of attack) in ALL that we do.

AWA

•Derek Bradfield, AWA board member, is Director of Student Financial Services at Andrews University.

AROUND THE WORLD IN 60 SECONDS

GUYANA

AWA students are preparing the twin-engine Navion for the long flight to Guyana. One of the first payloads will be satellite downlinking equipment destined for the jungle. The aircraft, piloted by David Gates, will transport construction materials to build the first SDA TV station in Guyana.

KIRIBATI ISLANDS

Search for One, a medical sail boat ministry, expects its Aztec to be completed by October. The aircraft will augment the medical ministry headed by Captain Shane St. Clair. Interested parties may contact Shane at search41@teleport.com. Incidentally, a potential tent-making ministry opportunity may be available for an experienced turbine engine mechanic!

PERU

The James J. Aitken, a Cessna 182 sponsored by the Piedmont Park SDA Church in Lincoln, NE, received a five year operating permit early August. This permit will allow the aircraft, piloted by Alberto Marin, to expand the ministry of


the East Peru Mission to unentered regions of the Peruvian jungle.

PHILIPPINES

Clifton Brooks, an AWA student, is preparing a five-year plan to assist 30 teams of frontier missionaries from Adventist Frontier Missions and Philippine Frontier Missions. Pioneer teams will hike into previously unentered territory. Scheduled, as well as emergency air-drops, will sustain the stalwart missionaries in extremely rugged and hostile environments. This cooperative approach to mission will enable the teams to reach a potential 3 million people who have not yet heard the Gospel!

TANZANIA

Bill Norton recently test-flew Kibidula's newly completed Zenair CH-601HD. The flight is the result of three and a half years of on-site construction. AWA's Don Starlin was happy to hear the news. The project commenced during a four-week visit in 1995 when Don was privileged to help build the rudder and right wing.

Bill Norton has accepted an invitation to become the Vice-President of Operations for AWA. Bill plans to arrive in Berrien Springs in January. He will oversee the preparation of aircraft for the mission field as well as mentor AWA students as they learn the important skills of maintenance and flight. Dennis Rothgeb is replacing Bill as OCI's chief pilot at Kibidula. 

PARTNERS IN GOD'S MISSION: ASI AND AWA


Adventist Laymen Services and Industries (ASI) challenged AWA to raise the first \$100,000 toward a \$300,000 plan to prepare three mission aircraft for service. ASI promised to grant two dollars for every dollar raised by AWA. The deadline: August 1, 1998.

Many readers and other AWA supporters contributed sacrificially to help reach the goal within the given deadline. AWA is grateful to God and to our financial partners who responded to His call.

One friend of AWA pledged a large amount not knowing for sure when he could fulfill his pledge. At the end of July when he reviewed his company's financial statements, to his surprise he found sales performance far ahead of what he had projected. Ecstatically, he notified AWA that his check, in fulfillment of his pledge, would be in the mail shortly. Miracle? Of course! Giving

to God what is already His always returns a blessing. Though not always so dramatic, giving always stores up treasure in the books of heaven.

Your sacrificial giving will help to tell the "Old Old Story of Jesus and His Love" to the many who will experience it for the first time. Aircraft purchased with the ASI matching funds will be prepared for service in expanding the work already begun in Guyana as well as launching new work in the Philippines. In these target areas, airplanes are the only means to transport people and supplies.

Only in Heaven you will know the far-reaching impact of your financial partnership with the Lord through AWA. Thank you readers and ASI for your partnership with AWA as we fly on God's Mission! 



MEMORIALS

DONOR	IN MEMORY OF
William D. Weitzel	Mr. & Mrs. Adam Weitzel
Grace A. Weitzel	Mr. & Mrs. Clarence Messer
Jerrett & Molly Pate	Carrell (Bud) Victor Shuler-I
Ron & Karla Mckee	Diane Mckee
Duane & Carol Fancher	Jim Starlin & Julie Fancher
Bob & Louise Moon	Shirley Swenson & Bernhard Lall
Larry Poole	Jim Starlin
H. Carl Currie	E. L. Longway
Elly Economou	Helen Economou
Kevin Jacobs	Sara Kerr
Don Hamilton	Sara Kerr
Bill Shuler	Sara Kerr
Tom Marshall	Sara Kerr
Den Lawer	Sara Kerr
Dan Manning	Sara Kerr
Archie Bliesath	Sara Kerr
Mike Ableidinger	Sara Kerr
Harry & Joanna Schultz	Jim Starlin
Grace Holverstott	Ruby Darnell
Margaret Poole	Jim Starlin
Wesley James	Sunderaj James
G. Smith	Myrtle Pohle
Mr. & Mrs. Oren Nelson	Jim Starlin
Harold Washburn	Rita Beth Jacobs

MISSION GUYANA



Seven members from a Sabbath School class at Pioneer Memorial Church ministered among the "Davis Indians" deep in the jungles of Guyana. For two weeks in June, members of this team performed medical, evangelistic, and aviation work.

Dr. Daniel Stepp and his wife, Rolene, treated patients in several villages around the upper Mazuruni river region. "You are God-sent as we have not seen a doctor here in many years, and some of my people have never seen a doctor," commented Chief Benjamin of the Arau village. Medical care is a dire need in these villages. Doctors, nurses and other medical personnel will be appreciated greatly by the Amerindians in these jungles.

Don Starlin assisted Brooks Payne with the annual inspection on the 150 HP Cessna 150 that David Gates flies on God's mission over the jungles of Guyana. Trudi Starlin and Carlita White visited villagers in their huts and prayed with them. Dr. Melchizedek Ponniah ministered to the spiritual needs of the Arecuna and the Akawaio Amerindians interested in being part of the remnant people like some of their tribesmen.



David Gates's aviation ministry has opened many closed doors among these tribal people in the jungle. The medical, educational, and evangelistic needs necessitate

larger aircraft and additional medical personnel and aviation specialists. God has opened ways for AWA to launch out in faith into these unreached territories. The possibilities are endless to proclaim His end-time message among these jewels in the jungle.

"The field is ready for the harvest, but laborers are few."

If God is speaking to your heart and you wish to volunteer among the Davis Indians, please contact AWA. We will be willing to coordinate your mission for God.



•Dr. Stepp (left); Trudi Starlin (lower left); Carlita White (above)

FLIGHT LOG ➔

October 1998

Vol. 3 No.2

Editors: Don Starlin, Melchizedek Ponniah

Design/Layout: Peter 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: (616) 473-0135 Fax: (616) 471-4049
E-mail: awa@andrews.edu
Web page: <http://www.tagnet.org/awa>

Board of Directors:

Derek Bradfield	Don Noble
Donald Folkenberg	Donald Starlin
David Gates	Bill Tucker
Ray Hamblin	Bob Vance
David Hensel	Bruce Wickwire

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 of someone who might be interested in becoming a part of this organization, please share this newsletter with them.

LETTER FROM THE PRESIDENT

IS IT WORTH IT?

By DON STARLIN



"Is the cost of mission aviation justifiable?"

In June, AWA personnel visited the communities of Western Guyana. Previously, basic medical emergency needs warranted a three-day hike over the mountain and

through the jungle. Today, mission aviation has shortened this ordeal to a 15-minute flight. During the two weeks of our stay, we witnessed four lives saved from certain death - only because of the airplane.

The Adventist Amerindian communities feel compelled to share the gospel with unentered villages. Carrying radios, lay missionaries will hike into these villages. As these soul-seekers encounter those in need of medical assistance, they can call for the mission

aircraft. In village after village, attending to medical needs has paved the way for sharing the gospel.


Mission aviation provides hope to these communities.

Thanks to David Gates and his airplane, there is emergency medical care. Result: nearly 300 baptisms this past year. Mission aviation is making possible the construction of the very first television station in the jungles of Guyana. This station will beam the messages of Net'98, bringing hope of release from the clutches of spiritualism. The plane also facilitated the construction of the first trade school in the interior.

"I don't know what my people will do when Elder Gates leaves us," lamented Captain Peters, the village chief in Kaikan. "We will die just like we did before he came to live with us."

Today millions are reachable in one of two ways—either aviation enabled missionaries will contact them or God will have to resort to supernatural means to finish the task. There is no other way.

"I tell you the truth, whatever you did for one of least of these brothers of mine, you did for me" (Matt. 25:40 NIV).

What do you think? If the salvation of a soul cost the life of the Son of God, is mission aviation worth it? 

FLIGHT LOG ➔

Adventist World Aviation
Griggs Drive
Berrien Springs, MI 49104

ADDRESS CORRECTION REQUESTED

FLYING WITH THE ANGELS

"A white man with a black book will come to teach us about the true God. We must wait for him," said Chief Owkwa to his people. The Arecuna and Akawaio Amerindian tribes worshiped spirits and nature around Mount Roraima.

Located over 200 miles west of Georgetown, Mount Roraima stands at the borders of Venezuela, Brazil, and Guyana. During the late 1890's, Chief Owkwa had visions in which an Angel appeared to him and taught him about creation, fall of man, plan of salvation, seventh-day Sabbath, second coming of Jesus, and the New Earth. The same Angel instructed the chief to teach these truths to his people and tell them to watch for a "white man with a black book".

Although Chief Owkwa passed away shortly after the vision, his people continued to keep the Sabbath while they waited eagerly for the "white man with a black book."

In 1906 Elder Ovid E. Davis, president of Guyana mission, made the dangerous journey to the Mount Roraima region. He and his Amerindian companion



walked through thick jungles and paddled their dugout canoe whenever possible. Upon arriving, he opened his Bible to teach the clean, Sabbath-keeping people from the Word of God. The Arecuna and Akawaio shouted for joy and explained to Elder

Davis about the vision given to their chief. Before Elder Davis died, he promised another "man of God" would come.

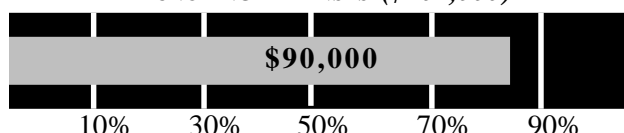
A few overseas missionaries ministered among these peoples through the ensuing years. In the fall of 1996, David Gates and his family moved to the jungles of Guyana. Today the Gates family lives in Kaikan as faith missionaries. David flies from sunrise to sunset. Becky, a Registered Nurse attends a nearly continuous stream of patients seeking medical help. David's little aircraft, a highly modified 150 Hp Cessna 150, helps to transport critically ill patients and medical supplies.

As Director of Field Operations for AWA, David plans to prepare for an aggressive multi-pronged ministry. The results will have global impact.

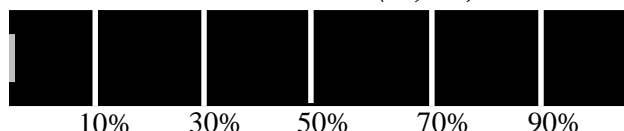
The Lord has already provided \$90,000 toward the \$107,000 equipment launching costs (aircraft, hangar, tools, equipment, shipping and associated start-up

AIRCRAFT FUND

LAUNCHING EXPENSES (\$107,000)

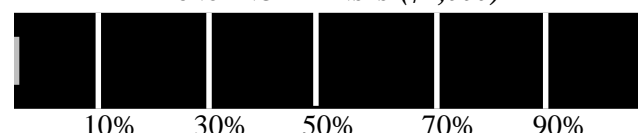


MONTHLY SUPPORT (\$8,000)



MISSIONARY FUND

LAUNCHING EXPENSES (\$7,000)




MONTHLY MINISTRY SUPPORT (\$9,000)



costs). Individual contributions totalling \$8,000 per month can enable the Twin Navion to fly supplies for the construction of TV broadcasting center, a new school, new medical work in Southern Guyana, and facilitate ADRA anti-malaria programs in the Western Region.

A one-time cost of \$7,000 for missionary launching will cover specialized flight training. Monthly ministry support of \$9,000 will cover personnel costs and sustain real-time internet coverage of AWA's ministry around the world. A professionally maintained website will feature video clips and news as it transpires.

Your continued monthly support will make it possible for hundreds of Amerindians in the Guyanese jungles to prepare for the Kingdom to come. 

LOOKING FORWARD TO GUYANA

BY WAYNE SMITH



Guyana. Before December of 1996, the name meant nothing to me. In fact when I heard it, I thought of a country in Africa. I imagined civil wars, famine, malnourished, ethiopianesque children. I did not imagine dense green jungles punctuated by arid savannahs, breathtaking water-

falls, wildly changing rivers, and natives whose presence seemed as natural as the rain showers in the afternoon.

I had been a pilot for two and a half years and had been increasingly frustrated with work in the medical profession in the States. Flying for the airlines didn't appeal to me, but I believed that God had definitely been preparing me for some work involving flying and nursing. So it was with growing excitement that I attended a mission conference. I listened to Don Starlin describe how God had led David Gates to serve Him in Guyana among the Arecuna and Akawaio tribes.

Don described the need for another pilot/nurse to join David in service there. Don did not know he was describing the position I was looking for—the very reason I had chosen to come to the conference.

Since that day in December 1996, my life's direction has been drastically changed. Circumstances occurred that methodically disconnected me from all other ties, and I spent the 97/98 school year as part of the AWA Student Training Program at Andrews University.

In preparation for my prospective work in the interior of Guyana, I was able to spend a month on location after school ended. The experience sealed in my mind that my preparation had not been in vain.

My first impression about the interior of Guyana was the isolation from modern society. The flight to Paruima, the first village I visited, took two hours. Solid jungle divided by rivers and punctuated with mountains passed beneath the wings as we flew west.

It didn't take long to realize just how important air transportation is to the people there. I could not imagine what it must be like to be ill or injured without any medical care closer than a three-day hike. Of course, that medical care would be little more than a clinic, without X-ray services, and often no doctor.

Before the first mission aircraft arrived, the government might charter a flight to evacuate an ill patient, but the return trip would not be covered. For Amerindians coming from a largely noncash economy, this sometimes meant months of separation from their family and friends while the whole village worked hard to scrape enough money together to purchase a return fare.

Many of the people in the villages in Region 7 (the Upper Mazaruni) are Adventist. I was amazed by the strength of faith that I observed among the church members there. The warmth that was shown to me during my visit reflected a deep appreciation for the work that we in AWA are preparing to expand. When I described to the people how I planned to bring a larger plane, live in their villages and serve them, they responded, "As soon as you can, come back to us, Brother Smith."

I am looking forward to returning to Guyana and ministering with my new-found friends there. I thank God for the way He has led me into this work. 