

FLIGHT LOG



June 2002

NEWSLETTER

Vol. 8 No. 2

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION



The crowd gathers for the Dedication Service in the hangar.

ALASKA MISSION PLANE DEDICATED

by Melchizedek M. Ponniah

Despite the thunderstorm on May 11, 2002 more than fifty people gathered in the Tucker Building, Andrews University Airpark, for the dedication of the AWA's Alaska mission plane.

Dr. Dwight Nelson, Senior Pastor, Pioneer Memorial Church, offered the dedicatory prayer. In his prayer, Nelson mentioned that this Cessna is a "mechanical angel that will join those angels of Revelation 14." As he concluded his prayer, he said, "For the great state of Alaska we claim the promise that is inherent in the First Angel's message that the everlasting Gospel will, indeed, go to all the indigenous villages."

"This AWA mission aircraft will be an effective means to take the everlasting Gospel to the unreached villages in Alaska," commented Don Starlin, president of Adventist World Aviation. According to Jim Kincaid, secretary, Alaska Conference, "Among the 225 indigenous villages, only 13 have received more than a passing encounter with the message of salvation."

(Continued on page 2)

AWA's Board and the Alaska AWA Missionaries



The participants lay hands on the plane while Dwight Nelson leads the dedication prayer.



Participants lay hands on the plane as it is dedicated.



Alaska Missionary Aircraft N2019G



MEMORIALS

DONOR

EARL AND MERNA WITZEL
LEDA SMITH
JOHN AND ELLEN GUSSIE GROVES
MELCHIZEDEK AND JOSEPHINE PONNIAH
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STEVE AND VIRGINIA TACHENKO
LEO AND BOBBIE JANE VAN DOLSOON
BARBARA DELANEY
GREG AND KAYE FENNER
DALE HILL AND DINNA RUSSELL

IN MEMORY OF

HELEN YEATES
DORIS TRINKNER
JOHN AND FLOSSIE GROVES
VERDA TRICKETT
JIM STARLIN, VERDA TRICKETT, AND FRANCES POOLE
CHALMERS POOLE
HARRY B. BOLES
ELDON VORIES
LARRY, JAMES, AND DENNIS STARLIN
GEORGE W. PARKER
EMILY SMITH
LINDA HOBENICHT
TAMMY WILKERSON
JAMES L. STARLIN
ALBERT DICKERSON
AMANDA KAISER
JIM, LARRY, DENNIS, AND ELZY STARLIN
JOSEPH SHIGLEY, SR.
HARRY STUTESMAN
VERNA GILBERT
PANSY RUDDLE
JEFF TACHENKO
DONNA HICKS
A. L. BIETZ
MARGRET WALL DAVIS
OSEAS P. IMPERIO, SR.
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ELWIN NORTON
JEFF TACHENKO
JACQUELINE WOOD
MY SISTER KAREN
LES ANDERSON
LUCILLE EK

DONOR

R. ANDREW WOLCOTT
DR. AND MRS. KENNETH MOORE
LYNN AND MINNIE SIMMONS
BECKY THOMPSON
BRUCE AND MONIQUE WILKERSON
JOHN AND DEB MERKEL

IN HONOR OF

MARK AND VALERIE JOCOBS
MARK AND VALERIE JOCOBS
JESUS CHRIST WHO GAVE ALL
JESUS CHRIST
ROSITA DAGTAY
REED MERKEL'S GUYANA MISSION TRIP



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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 forgotten peoples of the earth.

Adventist World Aviation
is a missionary-sending agency.
Funded by private contributions,
AWA enables missionaries to
reach the unreached
around the world.

ALASKA MISSION PLANE DEDICATED


Continued from page 1

Kincaid said that "it has been a challenging task to reach the various people of more than seven different indigenous language groups."

The AWA family believes that this aircraft is an answer to prayer. Although AWA didn't have the needed funds, a loan from a supporting organization made it possible to acquire the aircraft.

The aircraft left on June 3 for Anchorage, Alaska. Please join Dr. Nelson in praying that the Lord will use this "celestial messenger for an apocalyptic mission." May I also request you to prayerfully consider (1) investing your money to help with the acquisition and refurbishing costs of this aircraft, (2) adopting an unreached village in Alaska.

Initially, the plane will transport youth involved in the Alaska Youth Challenge Program where young people spend the summer training and then ministering to the needs of villages around the state. Later the aircraft will facilitate pastoral ministry in the southeast where island perishes require tremendous amounts of travel time on ferries and airlines.

God will surely finish His work in Alaska please partner with Him. 

ALASKA PROJECT

AWA Alaska Aircraft N8287Q \$150,000

\$34,854 Still Needed

10% 30% 50% 70% 90%

AWA Alaska Aircraft N2019G \$45,000

\$32,600 Still Needed

10% 30% 50% 70% 90%

Many Members, One Body

by Bill LaBore

Did you know that God has a job for you to do? It doesn't matter what physical condition you are in. It doesn't matter how educated you are. It doesn't matter if you are eloquent in speech, or if you are a leader or a follower. When we accept Jesus as our Personal Savior, He begins a process in our hearts and our minds so that we are fully in harmony with His will. If we are willing and allow him to do this work, we will achieve a potential that we never thought possible. In Romans 12:4-8, Paul uses the analogy of a body to describe the church. Each church member forms a part of the body and, each member is essential for the overall success and functioning of the body. Here are his words:

"Just as each of us has one body with many members, and these members do not all have the same function, so in Christ we who are many

form one body, and each member belongs to all the others. We have different gifts, according to the grace given us. If a man's gift is prophesying, let him use it in proportion to his faith. If it is serving, let him serve; if it is teaching, let him teach; if it is encouraging, let him encourage; if it is contributing to the needs of others, let him give generously; if it is leadership, let him govern diligently; if it is showing mercy, let him do it cheerfully."

Recently, I read the following story which clearly illustrates what Paul wrote. "Once there was a man whose life was unremarkable in almost every way. He got up and went to work every day just like the rest of us. He had friendships, successes, and failures.

In fact, to look at him, you might assume he was fairly unimportant in the big scheme of things. In the dark recesses of his own mind, the man sometimes wondered just how important he might be in his home church. And because he felt unimportant, unremarkable, and "average," Most weeks, he didn't make it to church. And when he did, he some-

times wondered why he bothered to go.

But one day, the man's life changed forever. While helping a young co-worker move a large load of steel, the man found himself in the wrong place at the wrong time when the load broke loose, and fell toward the man. The man leaped away from the avalanche of steel. Thankfully, he cleared most of it. But a single heavy steel bar knifed downward, struck the man's foot with a force too great for even his steel-toed boots to withstand.

Three weeks later, the man went home from the hospital, alive and in good spirits, but without the big toe on his right foot. The man had no intention of giving up work,

since a big toe is a fairly unremarkable part of the body. Soon, the wound was fully healed, and the man was ready to get back to living his life. It took him several weeks to overcome the soreness, but he was determined, and soon he was back at work.


One day, the man noticed that his right knee was sore. He assumed it was just a strain, and planned to just work through the pain. But instead of getting better, his knee got worse. A few weeks later, his right hip began to ache. Soon, though the pain of his original injury was gone, the other pains had become so great that the man could barely walk!

His doctor explained it simply. No matter how unimportant the big toe may seem, it plays a crucial role in providing balance as we walk. And without that toe, the man had begun walking differently, putting stress on his knee. And once his knee became sore, he began walking still differently, putting stress on his hip. In the end, the doctor had a special shoe made which included a prosthetic toe of sorts, and soon the man was walking correctly again!

He also started going to church again, and got involved in a youth ministry. Why did he do this? Because in the body of Christ, as in the human body, there really are no "unimportant" parts.

From time to time in our Christian experience, the devil may suggest to us that we are just like a "big toe" that plays such a small part in the overall scheme of things. We may even ask ourselves, "With so little talent, why should I bother?" Oh friend, God has a ministry for you. If you aren't currently involved in fulfilling the Gospel Commission in some capacity, pray to the Lord and ask Him what He wants you to do. Then, be patient and wait on Him—this is the hardest part. He may have been preparing you for years for a ministry that you never thought you could do.

Personally, if someone had told me five years ago that I would be going to Guyana South America to be a Project Coordinator for an aviation based ministry, I would have politely smiled and assumed that their elevator didn't go all the way to the top floor! However, as I review my life, in both the church and professional activities, I've been involved in, it is clear how God was preparing the way for my participation in the Guyana Project. Brother, Sister, if you step out in faith as the Lord leads you, He will bless, and you too will look back in five years (or perhaps sooner) and realize that, whatever ministry you are involved in, God was leading all along!

You are an important part of God's community of faith. 

He just assumed
there was nothing
of value that he
could do.

Laura and Bill
LaBore



Walking the Narrow Path

by Marcio Costa

As we walk the Christian life, some-times we don't fully realize the implications of our decisions, but I found that the Scriptures are proven to be true and God worthy to be praised. For example, when the Holy Spirit invited my wife and me to become missionaries, I had no idea what we were getting into; although we were completely assured that God was calling us. One of the beauties of trusting God and accepting His call is the privilege of seeing clearly how God, Himself, takes care of us. God found airline tickets at a certain price, got our family back together, and provided funds for monthly expenses.

During a five month period, I stayed alone in Colorado to study aviation while Jane, my wife, was in Brazil working so we could have more money to pay tuition. I can remember clearly the difficulties with learning the new language, praying constantly, and being alone. During that time, EVERY single prayer was answered, each request made was FULLY granted. I had never experienced that before.

When I was making plans to go back to

Brazil and bring Jane to the U.S. I didn't have much money and lacked the correct information. I budgeted the tickets from Grand Junction, CO to Miami, FL for only



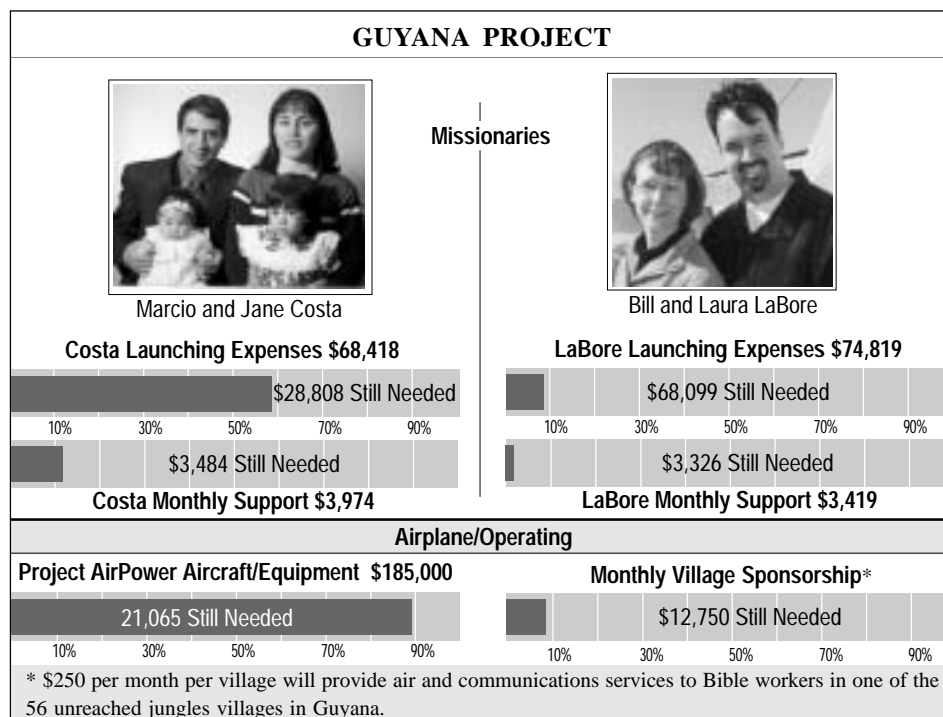
Marcio at the college in Colorado.

\$100 round trip. As I started to call the airline companies, I soon realized that my budget was way out of line. Very discouraged, I continued calling the airline companies when something happened. I gave the itinerary and the lady quoted \$ 275 as the ticket price. I was impressed to ask her to check the numbers again. The lady on the side became very surprised. "Wait a minute, this cannot


be true!" she said. She said that the price just changed to \$75 which she thought was a mistake. She asked her supervisor to help. They tried a different computer and it read the same. They couldn't believe it. Since they didn't know what was wrong they sold me the ticket. The final price, including the delivery and taxes, was \$102.

Finally, the semester was over and I was very anxious to go to Brazil and bring Jane to the States. I already had the tickets for Miami, now I needed a round-trip ticket for Brazil for myself and a one-way ticket for my wife from Brazil. After calling some airlines, I soon realized that I would be better off working with agencies, and got a pretty good deal of \$1,600 (final price). As the gentleman in the agency was about to issue my ticket he asked how I was going to pay, "Credit card!" I said. He immediately replied that for that particular transaction he would accept cash or money order. That surprised me, but God is never caught by surprise. I immediately ran to the bank and tried to get \$1,600 with my credit card but it didn't work. I asked a teller for assistance. He pointed out the ATM in the main entrance and made it very clear that "this machine wouldn't give you more than \$200 dollars and remember you have to pay \$15 for the money order!" With nothing to lose I went to the ATM machine followed by the cashier skeptical eyes. After a short prayer I swiped the card and punched \$1,620 and waited, some seconds later the machine started to pour out bills, very soon my hands and pockets were full of \$20 bills. When I finally got all the money from the ATM I went back to the same cashier with a big smile, \$1,620 and praising God.

I learned quickly that education is very expensive in this country. It didn't take too long before we were out of money and reached a crisis point. We really wanted to be missionaries but we needed the necessary educational training. Jane and I prayed together and we made a deal with God. As long as He provides for our needs we would continue with our training. But the day came when the rent was due and we did not have the money, I was about to start packing up when I learned that there is a 10 day grace period to pay the rent. So we kept praying for God's providence about the money. Finally day ten came and nothing happened, no money. A very comfortable thought came to my mind. "Well, my part of the deal is done and God didn't fulfilled His part, that was His problem. I'm moving back to Brazil." I should admit that it was a relief, just imagine



having control of my own life again made me feel better and I immediately told Jane "Lets pack it up, we are out of here!" So she started. During the packing process, Jane reminded me to take care of the mail. As I was walking towards the mailbox I was trying to figure out an address where I could rerouted our mail and received it back from Brazil. I opened the mailbox and there was an unexpected letter from a very close friend. That mail included a check large enough to pay the rent. We are still living by faith, and God has not failed.

I don't have control over my own life but I'm glad God does. So far the Scriptures have proven to be true and God is most worthy of our praises. 

Please pray with AWA for:

1.Churches, Sabbath/Sunday School classes to adopt an unreached people group in the Philippines. \$750 per month will provide air transportation, communication and materials for a frontier missionary team.

2.Pathfinder Clubs/Churches to adopt an unreached village in the interior of Guyana as a mission project. \$250 a month will help someone to hear of Jesus and His love.

3.Needed funds to operate mission aircraft to reach the unreached villages in Alaska.

4.Needed funds for the operation of AWA's home base.

5.Donation of aircraft and HAM radios for the mission field.

Around the World in 60 Seconds

Continued from page 8

island nation reports that at last their Aztec is ready for work in the islands. Ryan Johnson of Pacific Union College will spend the remainder of the year helping get the program established. A Spirit-filled pilot/mechanic is being sought to make a full-time commitment to this medical aviation ministry. Please contact AWA if God is prompting you to fill this need.

Morgan also reports that a hangar facility tops the list of needs for the Aztec. If you have a desire to be involved in helping purchase or erect a building for this purpose, please contact AWA.

Philippines: In April, AWA and Philippine Frontier Missions signed a formal agreement to work in partnership with the goal of reaching

SMALL GROUP, BIG HEARTS

by Lenee Booth

Friday evening, April 12, 2002, a bright yellow mission plane winged its way through beautiful skies towards Mio, MI, with four missionaries from Adventist World Aviation (AWA), Berrien Springs, MI. These missionaries were coming to share their vision and dreams for aviation-supported mission work. The yellow plane, bearing a Pathfinder logo on both the doors, had been in Guyana and was flown back to the U.S. last spring to be refurbished for jungle flying. This missionary aircraft was dedicated at the "Discover the Power" camporee, Oshkosh, WI in August 1999.

Prior to their arrival, the students of the Mio SDA Church School decided to raise money for these missionaries after learning this project operated on donations. Some were surprised to learn these missionaries depended upon God for all their needs. The students jumped at the thrilling opportunity to raise funds. Five


(L to R) Alice Daley, Nicholas Gennick, Zeb Stutesman, Caleb Stukesman, Matthew Starr, and Nathan Stutesman.



students enthusiastically approached church members, parents, and grandparents, offered to do odd jobs at home, rake leaves, and do yard work in exchange for contributions towards the Guyana Project.

On Sabbath morning, April 13th, during the special Sabbath School program, members of AWA shared some of their own personal missionary experiences. The church school teacher, Mrs. Alice Daley and her students presented AWA with \$161.00. Later in the afternoon, AWA again presented an inspiring program about how they are prayerfully reaching into parts of the globe only accessible by air.


On Sunday, April 14th, the students got the thrill of a lifetime. As thanks from the missionaries each student got a ride in a real live mission plane; a special privilege none of them will ever forget.

Lenee Booth, an active member of the Mio church in Michigan, is a supporter of Adventist World Aviation. 

the remaining 100 plus unreached people groups in the Philippines. PFM recruits, trains and deploys cross-cultural Filipino missionaries who build relationships with secluded mountain tribes before sharing a contextualized gospel. AWA's role is to provide air transportation and communications services to these brave missionaries.

The Quiet Hour has committed to sponsor the first unreached people group of the new venture. Both AWA and PFM have had contact with this Palawano tribe. PFM has missionaries already trained to enter ten more people groups. AWA is seeking sponsors who will commit to

an unreached people group until a self-propagating church is planted within the tribe. Please contact AWA if you would like more information on sponsoring an unreached tribe.

Solomon Islands: First invited by Calvin Townend in 1996, then President of the Western Pacific Union Mission, AWA has long desired to reestablish air services in the Solomon Islands. New opportunities may once again be available. AWA is seeking Spirit-filled aviation personnel to build an air transportation system to facilitate medical ministry in the Solomon Islands. If God has been preparing you for this task, please contact AWA. 



The Run-up

by Clifton Brooks

The cowling was off the engine and the baggage door had not yet been re-installed. The aft cabin wall was missing, leaving the fuselage tunnel open back to the tail. There were no panels on the cabin walls and no carpeting on the floor. Wires and cables were all visible and the plane was definitely not ready to fly. But this was the moment that Andy and I, and a host of volunteers throughout the past months, had been waiting for. It was time to see if the plane would run like it used to, time to checkout all those radios and instruments that had been installed. It was time for the run-up.

Routine maintenance run-up, that's all it was. I looked over the engine to verify that no tools had been left in harm's way, made certain that all wires were going to their assigned terminations, checked the security of bolts and hardware, and tried to see that everything was in order to start the engine. I pulled the plane out of the hangar and rolled it to an out-of-the-way spot on the ramp.

Sitting in the pilot's seat, I ran through the

checklist. Fuel is on both. Cowl flaps open. (Wait, there's no cowl-ing. . . skip that . . .) Flaps up. Mixture rich. Prop full. Throttle half-inch. Carb heat cold. Breakers in. Switches set. Primer. I opened the window and yelled, "CLEAR PROP!" turned the master switch on, and engaged the starter. Varoom. . . pabut. . . rmmm . . . pabut. . . the big engine came right to life, but something wasn't right.

"Hmmm. . . she's running a little rough," I said to myself. "Better run her up and see what happens at power."

Rough was right. Terrible would have

fall. And we hadn't changed anything on the engine side of things; we had only added new avionics equipment. So what was wrong now?

I didn't have a lot of time to spend troubleshooting the problem right then, so I shut the engine down and rolled the plane back into the hangar. It was a Thursday evening, and I had to be gone Friday through Sunday morning. I'd have to work on it later.

Over the weekend while I was away more friends came to work on the airplane. Randy Beckermeyer and Forbes Dabney came from Eastern Michigan to get their hands greasy. Don Starlin and Andy showed Randy and

Forbes what needed to be done. Randy and Don worked on our nose strut (an unrelated but important job) while Forbes and Andy worked on cleaning the spark plugs. They started working on Saturday night, and continued into the wee hours of the morning. When I got to the airport on Sunday morning, the plane was outside with the engine running. Don and Randy were checking it out again. But I could tell by the sound of the engine that it wasn't running any better than when I had left

it on Thursday.

I was very disappointed to say the least. We had wanted to fly the plane on Sunday.

We moved the plane back into the hangar. Forbes and Andy went back to work, trying to figure out what was wrong. They worked late into the afternoon until Forbes and Randy had to leave. Andy finished working on the engine. Then he and I decided to try to run the engine one more time before we left.

We moved the plane back out of the hangar yet again, chocked the wheels and got inside. I had little hope that the problem had been solved as I worked my way through the pre-start checklist. Gas, flaps, mixture, prop, throttle, carb heat, breakers and switches. . .

I told Andy, "I know we're not going flying, but let's just pray and surrender this situation over to God. It's His airplane."

We bowed our heads and I prayed. "Lord, this is your airplane. You know what's wrong with it. We don't know exactly what to do to, but we have worked on what we know how to work on. Please show us what to do if the engine still does not run correctly. Amen."

"CLEAR PROP!" I yelled out the window.



Clif and Andy working on the plane.

been a better description. The old plane engine had always run smoothly before. We had flown it without a hitch up until we shut it down to start our modification work last

PHILIPPINES PROJECT



Clifton and Cynthia Brooks

Brooks Launching Expenses \$65,560

Complete - Thank You!

10% 30% 50% 70% 90%

\$902 Still Needed

Brooks Monthly Support \$3,959

Missionaries



Andy Klein

Klein Launching Expenses \$31,761

\$29,804 Still Needed

10% 30% 50% 70% 90%

\$2,595 Still Needed

Klein Monthly Support \$2,620

Airplane/Operating

Aircraft/Equipment Launching Budget \$283,766

\$114,676 Still Needed

10% 30% 50% 70% 90%

Monthly People Group Sponsorship* \$22,500

\$21,690 Still Needed

10% 30% 50% 70% 90%

* \$750 per month per village will provide air and communications services to frontier missionaries in one of 30 unreached people groups in the Philippines.




I engaged the starter. Varoom... (no pabuts, pabuts this time) It ran smoothly!

"Well, let's rev her up and see what happens," I told Andy with a smile on my face.

Needless to say, the engine ran smoothly throughout the entire run-up. The radios worked as planned and the new instruments were indicating correctly. Praise the Lord!

Now, it's highly likely that what Andy and Forbes worked on throughout that Sunday afternoon fixed the rough engine problem. After all, they are both highly trained and very skilled mechanics. But the point I want to make is this—that Cessna 182 has been dedicated to God's work over and over again. I wrote a few months back about another incident in which we knew that God was working as the Divine Mechanic on His airplane. (The engine wouldn't even start that time.) What I'm saying is this: That is God's airplane, and we (AWA, Andy and I) are all dependant upon Him for the knowledge to know how to fly it, or repair it, or use it in His service. He is the One who is in charge. From time-to-time I think that He likes to remind us of that by bringing about a problem that is too large for us to handle, He puts us in a position where we must depend fully upon Him for a positive outcome. I'm certain that there will be many more stories of our dependence upon Him as we begin our ministry in the Philippines.

What happened next? Andy and I were so excited. We shut down the engine, wheeled the plane back into the hangar and put the cowlings back on. We replaced the baggage door and installed the aft cabin wall to close off the tunnel through the fuselage to the tail. I signed off the aircraft repairs in the logbooks, and completed the required legal paperwork. Again, we rolled the plane back outside. Not just a run-up this time, but for a test flight.

Cyndi, Celeste and I are making plans to leave for the Philippines by August. We want only God's will to be done. I must complete the required mission pilot checkout this summer, and our personal support funding must be in order. We want to especially thank our personal supporters who have brought us to this point. We also ask that you continue in your strong financial support of the Philippines Project. We can only make plans that are as firm as the support base. Please pray for us as we are looking to purchase tickets. This is a major expenditure and will require setting a firm launching date. And thank you again for your prayers and financial support. 

Mission Pilot Dies in Papua New Guinea Plane Crash

Source: Adventist News Network

A Seventh-day Adventist mission pilot died in a plane crash near Goroka in the Eastern Highlands of Papua New Guinea May 3.

Les Anderson, 58, director of the church's Adventist Aviation Services, was flying the new Fletcher 54 P2-SDG solo from Karamui on a routine freight flight. The plane crashed 30 kilometers south of Goroka at 3:25 pm. The cause is unknown.

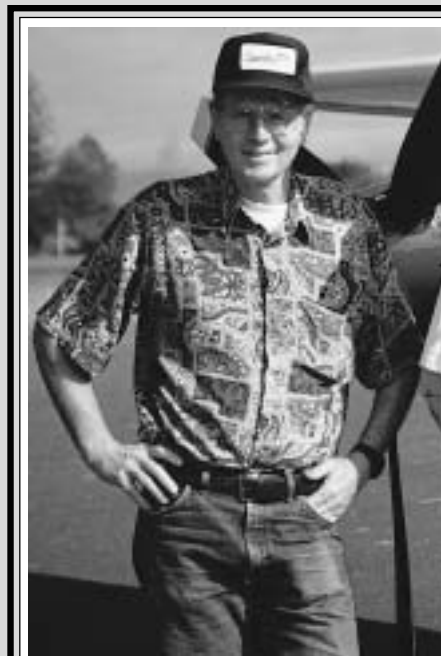
The Civil Aviation Authority reported the plane missing that evening. A team in a helicopter and a team from Adventist Aviation Services searched the area until dark. Teams in two helicopters and two planes searched again the next morning.

"We found the wreckage within half an hour of the first helicopter leaving," said Glynn Lock, the chief pilot for the church in the South Pacific. Lock had been visiting Goroka for an annual assessment of Adventist Aviation Services. He described the news of Anderson's death as "shattering."

Peter Brewin, associate secretary of the church in the South Pacific, called Anderson "a real man of God" who showed "absolute commitment to furthering the mission of the church through aviation."

Anderson, a longtime resident of Canada, was a United States citizen who had worked for the church in Canada and Ethiopia, and had served as director of Aviation Services in Papua New Guinea since 1998. "Les earned the respect of those living in the Eastern Highlands," said Denis Tame, associate secretary for the church in Papua New Guinea. "He was a missionary in the truest sense of the word."


Bill Norton, former AWA vice president for operations, will become the new director of Adventist Aviation Services. Brian



Les Anderson

Scarborough, also from the United States, and Jock Mackay, a volunteer from Townsville, Queensland, continue to work as pilots.

Anderson was buried May 8 in the cemetery on the campus of Kabiufa Adventist Secondary School. He is survived by his wife, Mary Lane, and their children, Loy and Glen. The couple was to return to North America on June 10.

The AWA family considers Anderson's untimely death as a personal loss. Along with Mary Lane and children, we await the call of the Lifegiver who promises "I will come again." 



LETTER FROM THE PRESIDENT

The past 12 months have been hard on the aviation community in general and missionary aviation in particular. The effects of terrorism on aviation have put some operators on the brink and others out of business entirely. Last year, Association of Baptists for World Evangelism missionaries were shot down in Peru and Tribal Air missionaries were taken and remain hostage in the Philippines. Several weeks ago, fellow aviator, Les Anderson, Director of the Adventist Aviation program in Papua New Guinea, gave his life in the line of duty.

Every day missionaries are robbed, jailed, beaten, raped, held hostage and killed. These overt acts of violence in addition to the daily battle with bureaucracy, disease, culture, climate and separation place incredible strain on the human spirit.

Why would rational, educated, skilled professionals choose to subject themselves to such extremes?

It is the life of Christ.

It is the example of Creator God, laying aside the adoration of His creatures and

splendor of heaven to live and die to redeem the lost. Every atom of every molecule of everything we are and own was bought with an infinite price.

The amazing thing is that more of God's people don't share His passion for their fellow travelers lost in darkness. Can His people afford to spend their lives in selfish pursuits when 40% of the human population lives beyond cultural linguistic barriers to the knowledge of salvation?

There are opportunities to open new frontiers. I invite you to read about the opportunities in this issue of Flight Log. Please join us in praying for the Lord of the harvest to place a burden on qualified individuals to commit their lives to the Master's passion: "to seek and save the lost."

Sincerely,
Don Startin
President



Around the World in 60 Seconds

Alaska: On June 2, Adventist pilots, spouses, and some children in Alaska attended the First Annual Adventist Aviator's Fly-in. Sunday Brunch was offered as an Adventist World Aviation benefit.

A Cessna 206 is being refurbished. The project is nearing completion. More than \$115,146 has been raised and \$34,854 is needed to complete painting, fix-up interior, and install radio gear among other things.

The Fly-In Brunch brought in \$3,100. This money will go toward the purchase of exhaust system components, prop governor, vacuum pump, and miscellaneous small parts for finishing the engine installation.

Guyana: Architects Jim Davidson and Jesse Hibler are working with AWA's Guyana team to finish designing the new Wings for Humanity Volunteer Center to be constructed on Guyana Conference grounds.

This facility will serve not only as an aviation operational headquarters, but also as a base for training cross-cultural ministry workers desiring to work among tribal peoples as well as Hindus and Muslims. Much more to come!

Kiribati: Gary Morgan of Search for One, a boat based medical ministry in the Pacific

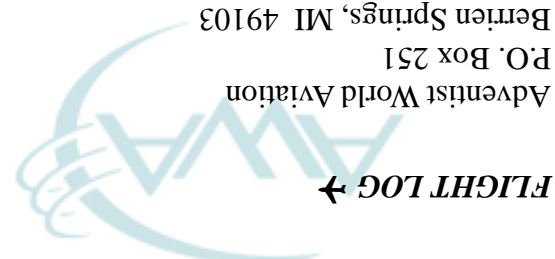
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