

FLIGHT LOG

WINTER 2004

NEWSLETTER

Vol. 10 No. 1

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

Reconnoitering GUYANA *by Bill LaBore*



Future site of the Wings For Humanity Volunteer Center.

Last fall, after several meetings with AWA staff regarding the ***Wings for Humanity Volunteer Center***, Jesse Hibbler, project architect, determined that it would be impossible to gather all of the information needed to finish the working drawings without making a visit to the country. On November 11, I arrived at Miami International airport to meet Jesse at the BWIA gate. We were both eager with anticipation!

We landed in Guyana around 9:00 pm that evening. I placed my bags on the customs counter and unzipped them assuming that they would be thoroughly ransacked as that appeared to be procedure. The customs officer asked me what my business was in the country. I stated that we had a meeting with the Guyana Conference of Seventh-day Adventists. She asked me "Are you a Seventh-day Adventist?" "Yes!" I replied. "So am I," she said, "Welcome to Guyana!" She stamped my papers and waved me through!

The next several days were very busy. We attended morning worship with conference employees whenever possible and then we were off and running. We visited building supply yards for material pricing and made multiple visits to the City Engineer's office for zoning and code information.

We met with Capt. Gerry Gouveia, Managing Director for Roraima Airways. His company specializes in transportation for Eco-Tourism in the country. He has a burden for the Amerindian population. AWA facilitated the donation of computer equipment to one of the native schools his company supports. He reconfirmed his desire to work with AWA where possible.

Laura was very pleased to hear about the abundance of fruit available in Guyana. The markets were packed with delicious delicacies and the supermarkets had a variety of foods we are familiar with in this country as well.

We got up at 2:00 a.m. on November 19th for the early morning flight home. Jesse didn't sleep at all! Needless to say, it was a long day for both of us. We came home happy that God had made the entire trip a success.

Laura and I are more convicted than ever that God has called us to Guyana. By God's grace, we plan to launch later this year. Would you like to be a part of the Team?



Jesse Hibbler, Bill LaBore, Margaret Ramsarran, Philip Bowman, Jack Hubert and Martha Roberts.



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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 501(c)3 nonprofit missionary-
sending agency. Funded by private
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missionaries to reach the unreached
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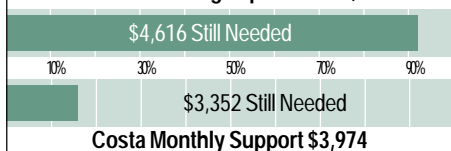
COLOR
WINTER 2004

GUYANA PROJECT



Marcio & Jane Costa

Costa Launching Expenses \$68,418



Project AirPower Aircraft/Equipment \$185,000



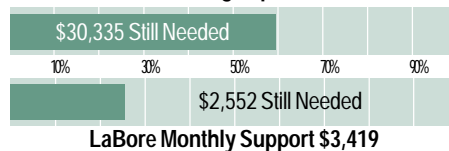
* \$250 per month per village will provide air and communications services to Bible workers in one of the 56 unreached jungles villages in Guyana.

Missionaries



Bill and Laura LaBore

LaBore Launching Expenses \$74,819



Monthly Village Sponsorship*



by Marcio Costa

NOW is Our Only Chance



Marcio and the Guyana project plane.



An Amerindan girl.

At first, I thought going to the mission field required a short period of preparation. The training however, has evolved into a long wrestle with God and a difficult lesson in patience.

Nothing brings one to their knees more rapidly than difficulties in missionary work. Although we understand that all belongs to God and His purpose will be fulfilled in His time and in His way, we are nearly overcome at times with discouragement and grief.

Enduring difficulty has helped my relationships grow with God and our faithful supporters. At times God has placed me in tough situations to demonstrate His glory.

Some time ago, I went to Guyana to retrieve our mission plane for maintenance. I had to fly commercially out of the U.S. to Guyana and was loaded with flight gear: headset, GPS, satellite phone, international maps, charts and approach plates, all inside my bag.

When security found me, it was almost frightening to see the commotion in the airport. Guards ran frantically to where I was standing. The area was immediately closed. I was overwhelmed by the “special” treatment.

Even though I carried letters and documents authenticating my mission, serious questions were asked about my beliefs.

One guard in particular took the lead and probed my knowledge of details regarding denominational facilities only someone familiar with the SDA Church in Michigan would know. After answering the questions, the same guard called the pilot of the airplane I was to board. He told my story to the Captain, showed him my equipment and asked if he would allow me to board the flight with it. The captain agreed under the condition that all my gear accompanied him in the cockpit. Just for good measure, I was seated beside a very large man.

It was encouraging to know that among the guards and dogs God had a man who


understood what I represented. I’m not sure who had the greatest benefit: me - affirming my belief under very odd circumstances, or him - seeing the trouble one would endure to help bring the message of Jesus to “insignificant people” in the middle of the jungle. In spite of the embarrassing attention, I was somehow happy. I had the opportunity to witness to many people.

Generally, difficult moments build faith. However, I’m still mourning the loss of my friends in Palau. The Ruimar DePaiva family (brutalized and murdered missionaries) was really close to us. Many times we sat together discussing plans and strategies – the need for missionary aviation in the Pacific. God and I still have a lot to talk about - the way He allowed my friends, and His servants, to die.

Adjusting my life to God’s plan requires prayer and humility. I feel like the man who prayed: “Lord, give me patience, and give it to me NOW!” I believe we all wrestle with that on some scale. God’s timing is not ours. Even for an event as climactic as His return we are left to wonder. However, the way we spend our time will make all the difference when Christ does return.

In the meantime we have a great opportunity to grow in the knowledge of the Lord - to become powerful tools in His hands. We have an opportunity to exercise faith and practice Jesus’ teachings of love and service.

NOW is our only chance to prepare and to serve God.

(In memory of my dear friend Ruimar DePaiva.) 

FLIGHT TESTING

by Greg Thompson

Base leg Gravelly Valley.

Turning base to final Gravelly Valley.

On November 5, Clif, Andy and Jerry Weldon departed Berrien Springs in N58636 for California. They made a couple of stops along the way to visit a couple of academies to inspire young people to missions. They experienced a couple of weather and maintenance related delays but arrived five days later on the 10th.

My family and I were already in Angwin when the highly modified Cessna 182 arrived. Almost immediately the airplane drew a crowd. People came out of nowhere to view a real mission plane and talk with its crew. Clif made a number of short flights to give the folks an idea of how capable the plane is for its intended mission. Twenty-one people rode that afternoon, mostly PUC student pilots and instructors, but also a few faculty and local managers.

Ninety percent of the people who saw the airplane immediately commented on how nice it looks. This reflects the enormous

amount of work that Clif, Andy, Don and others have put into the airplane. Good looks are no measure of performance however, and for the next couple of days, we set out to prove its worth.

Once the airplane was unloaded, Andy set about changing the tires and tackling a couple of last-minute maintenance items. We then proceeded to do some flight testing and training. First on the agenda was to calibrate the Lift Reserve Indicator – a kind of angle of attack indicator with an LED display next to the airspeed indicator. We needed to establish the speeds and configurations Clif would be using in service. We wanted to ensure adequate safety margins throughout the entire flight envelope.

The flight-testing was a profitable experience. During one of the flights, Clif and Don discovered that in certain power/speed/pitch configurations, due probably to the propeller wash over the canard, an un-commanded torque roll can occur. Even the most even-tempered person can be angered eventually. Although airplanes are not living things, they demonstrate some of the same tendencies! Whilst the torque rolling is easily managed at altitude, it can be quite serious down low, especially with the attendant distrac-

tions of aerial delivery operations. Best to learn all about this at altitude rather than over a village hugging the side of a mountain!

Nathan Tasker, the Chief Flight Instructor at PUC, gained permission to use several fields that would provide safe advanced approach and landing training at unimproved airstrips. We flew to a Forestry Service airstrip north of Angwin, called Gravelly Valley. This is a long but rough, one-way gravel strip used by air tankers when fighting bushfires. At the northern end there is a large 3,000' hill, with a lake at the other end. Landings are generally made uphill towards the mountain, and takeoffs downhill over the lake. The airstrip is no great challenge to conventional light aircraft so after dropping Nathan and Andy off for ground observation, Clif and I decided that more training value would be gained by using the airstrip in reverse.

Because of the mountain, now on final, the approach was significantly higher than desired and landing long was inevitable. We developed a tight, low approach with the base turn alongside the tree line followed by a sharp right turn from base to final, rolling wings level just before landing. This achieved a touchdown much closer to the beginning of the runway. However, the full

training value was not yet realized.

By circling around the mountaintop and following the contours of the terrain we were able to simulate more complicated partially blind approaches.



This entailed precise power management and really demonstrated the airplane's enhanced performance to good effect. We were able to complete the approach and touchdown within the first 700 feet of runway and have the airplane stopped within 500 feet on the gravel without reducing safety margins provided by the STOL modifications.

Although we didn't land significantly shorter or make REALLY steep approaches, this was not our intention. We simply wanted to consistently maximize both performance and safety while operating in difficult and potentially dangerous environments. On the whole, N58636 proved to be a solid and reliable platform for aerial dropping or operations on short strips. We also proved once again that no one ever quits learning and it is always good to sharpen one's skills.

Oh, did I mention it was great fun also?

(Pictures continued on page 7.)



PHILIPPINES PROJECT



Clifton and Cynthia Brooks

Brooks Launching Expenses \$65,560

Complete - Thank You!

10% 30% 50% 70% 90%

\$153 Still Needed

Brooks Monthly Support \$3,959



Andy Klein

Klein Launching Expenses \$31,761

\$11,421 Still Needed

10% 30% 50% 70% 90%

\$1,969 Still Needed

Klein Monthly Support \$2,620

Airplane/Operating

Aircraft/Equipment Launching Budget \$299,562

\$12,459 Still Needed

10% 30% 50% 70% 90%

Monthly People Group Sponsorship* \$22,500

\$21,750 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.



by Clifton Brooks

Back in the Philippines

“To AUP? How much will you give?”

It was night and I was anxious to get back home as soon as possible.

“Oh, I was thinking eighty pesos maybe.”

“Oh no!” was the chorus response from the group. “One hundred fifty.”

“Ahh, it’s too much,” I countered. “I will go one hundred.”

“Oh, but it’s night,” said one.

“No passengers,” said another.

“One hundred thirty,” came another reply.

I was at the local tricycle stop five miles from home. It had been a looooong day in Manila. The cornbread Cyndi had made for breakfast was long gone. I hadn’t eaten all day and now it was late at night. I was standing with my arms full of bags and boxes in front of the group of tricycle drivers haggling for the best price.

“Oh, I know—no returning passengers. One twenty,” I said, just wanting to get home.

“OK! OK!” came the eager responses. “You go in this one.”

A long discussion in Tagalog ensued regarding who would be the one to get to take the “special trip”. I played musical tricycles, placing my bags first in one buggy and then another. Finally loaded, we began the bouncy, breezy ride home.

Normally, I would have taken the jeepney. It’s much cheaper. Traffic was the deciding factor in taking the tricycle, however. There is always a lot of traffic, but Christmas time is the worst. There are approximately 80 million people living in the Philippines. Every one of them comes to Manila two weeks before Christmas. Hordes of people and vehicles of all descriptions clog the streets and markets. I was actually glad I wasn’t able to take my car into the city. Best to sit back,

and leave the driving headaches to someone else.

By the way, did I mention that my car is not running? You see, there was this intermittent grounding problem in the coil wire. The coil kept over-heating and burning out so I cleaned the plugs and points, re-routed a new wire to the coil and fired it up. Best it’s run in a long time. Getting in to shut it down,

I smelled smoke. I looked down at my battery (it’s under the back seat in a Volkswagen) and it was smoking! The ground wire was melting!

I had forgotten about the open wire bundle next to the exhaust pipe. The wires melted onto the exhaust pipe and shorted directly to ground.

Now I’m re-wiring the little Volkswagen — something that always needed to be done, but I never made time to do.

Back to the tricycle: I was now in the sidecar with bags and boxes piled around me wishing that the Bug was running again to save all this headache. And headache it was as we bounced over small bumps in the road my head slamming again and again into the re-bar of the sidecar’s roof.

In spite of the pain, the day had been a success. The process for obtaining the entry permit for the airplane was now in motion. I had met the new officials in the Air Transportation Office who would help me through the maze of aircraft importation and flight permits. They assured me that the process was do-able, for a “little” (and valid) fee. Our visa extensions were filed at the immigration office. I had found the necessary parts to begin fixing the Volkswagen. I was very pleased with the progress packed into one day. God had truly blessed.

As we pulled through the gate the light from inside spilled through the curtained windows onto the front porch and yard. The girls were already asleep in bed for the night but Cyndi greeted me with her cheery smile, a big hug, and asked about my day. Her anxieties melted away as she listened while re-heating supper on the stove. How good to be home!

I praise God for the progress we have experienced on the project in the past six months!



Clif, Cyndi, Celeste and Carolina Brooks





Daystar Academy, Moab, Utah was one of the stops on the journey.



Weather and a vacuum pump failure forced the crew to spend a weekend in Bishop, California.

YOU MAY SEND CONTRIBUTIONS ELECTRONICALLY

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If using your checking account, please provide:
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ALASKA PROJECT				
10%	30%	50%	70%	90%
		\$25,579 Still Needed		
AWA Alaska Aircraft N2019G \$45,000				

Around the World in 60 seconds

Alaska

At the sixth annual Sprout Convention held in Naperville, IL, Jim Kincaid, Alaska Conference Secretary (and AWA Project Manager), was presented the Courageous Administrator Award given annually to an administrator willing to take risks. Kincaid has a history of church planting in Alaska and continues that interest as a conference administrator. *John Kriegelstein, Dec. 2003 Gleaner*

AWA Cessna 206 on the History Channel. A new member of the Palmer SDA Church has developed a bush plane called the Mountain Goat. The plane was the subject of a segment on the History Channel's program "From Tactical to Practical" that aired in December. Part of the program explored the subject of short take off and landing aircraft and their use in Alaska. Jim Kincaid flew chase in air-to-air shots and then was filmed and interviewed as AWA project manager by the camera crew. In the final cut however, AWA's plane made only a 2 second appearance near the beginning of the program.

There is still time to sign up for a missionary trip to Alaska! If you want an unparalleled mission experience, contact Fran and Mike Hansen to be included in this summer's youth mission to Alaska. The VBS program has been so successful at touching hearts in native villages that Togiak has requested a larger church! E-mail Fran at: mikefran@mchsi.com for more information.

Philippines


While the disassembled and palletized Philippines plane waits patiently for government process, Clif is working diligently to iron out details regarding entry of the plane into the country.

A growing inventory of tools, HF radios and aircraft spares are accumulating in Berrien Springs. Only a little over \$12,000 remains to be raised in order to purchase a few more items and pay for shipping of the support equipment.

Kiribati

Search for One is looking for a missionary pilot/mechanic to operate their Piper Aztec in the Pacific. Please contact AWA for further information.

Solomon Islands

The government has requested help in rebuilding its aviation infrastructure following a civil war. AWA is seeking those whom God may have burdened to work in the islands. If you or anyone you know is interested, please contact AWA. 

LETTER FROM THE PRESIDENT

The airship is king of powered aircraft. Airplane and helicopter pilots must yield right of way to the majestic blimp. Though ponderous, these behemoths make excellent platforms for photography, radar and advertising. Why? – They are relatively slow, stable and where the latter is concerned, impressively visible.

Blimp pilots are rare. Only a couple hundred exist in the entire world. About a third of these are licensed in the United States. All of them will tell you that, despite their size, blimps are maneuverable – it simply takes more time to change direction than their fixed and rotor winged cousins.

Interestingly, some of the same terms used above to describe powered lighter than air flying machines are also used to describe God. **King** and **Majestic** certainly apply. The word picture **high and lifted up** found in Isaiah 6:1 could describe one's perspective of either. The reference to stability in Mal 3:6 is a reassuring attribute of both. **Slow** was used above, but in reality, **deliberate** is more accurate.

The apostle Peter weighs in on this view, ***But do not forget this one thing, dear friends: With the Lord a day is like a thousand years, and a thousand years is like a day. The Lord is not slow in keeping his promise, as some understand slowness. He is patient with you, not wanting anyone to perish, but everyone to come to repentance.*** 2 Ptr 3:8,9. Make no mistake: God will accomplish His purposes in His time. This is tremendously encouraging.

At God's direction, one of the objectives AWA has consistently striven to achieve is the involvement of the body of Christ in practical foreign mission endeavors. The health of the church depends on participation. ***To show a liberal, self-denying spirit for the success of foreign missions is a sure way to advance home missionary work; for the prosperity of the home work depends largely, under God, upon the reflex influence of the evangelical work done in countries afar off.*** White, GW 465

It appears as though the Spirit that inspired these words is finding receptivity in

the hearts of God's people. Recently, AWA supporter Duane Beardsley, drew my attention to a report published on page 20 in the November 20, 2003 Adventist Review.

Voted a new proposal from the GC Office of Volunteers that seeks to encourage every church around the world to send and support at least one volunteer for mission... (Emphasis supplied)

That's exciting! Please, seriously consider what role God has planned for you in the closing events of Earth's history. AWA is in need of electronics specialists, project managers, pilot/mechanics, prayer and financial partners and more. If you can't go, would you support?

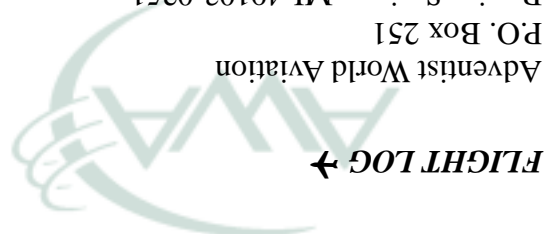
As the Captian brings the ship around, it will be with an expert hand. God's plan is always on time. He's paid the passage for all. Don't be left standing on the ramp.

Don Starlin
President



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