



## Test Flight and Emergency Medical Trip

The Cessna 182 delivered to the Philippines, assembled, and engaged in God's service!



by Don Starlin

On July 1, 2004 Clifton Brooks and Andy Klein test-flew AWA's highly modified Cessna 182 to check the plane following its recent reassembly and rigging. The successful flight was the result of years of prayer, planning, work and training. The plane came on line at just the right time.

Less than a week after the first flight, Clif received an urgent call to transport a pastor from the North Philippine Union - the victim of a serious accident. The man was under a vehicle in southern Luzon when it slid off the jacks and crushed him. The man's unstable condition, bad weather and approaching nightfall kept them grounded.

However, just after dawn on July 7, Clif, Andy and a physician were cleared for a southbound departure from Manila International Airport.

Upon arriving at the airstrip, the doctor went to assess the patient's condition while Clif and Andy configured the interior for the medical flight. The doctor determined that the injured man had stabilized enough to transport. They laid a foam mat on the floor of the aircraft, secured the patient, hung the IV bag on the clothes hanger bracket, seated the attending physician in the left rear jump seat and prepared for takeoff.

The flight back to Manila lasted about an hour. The same trip by ambulance would

The plane, the plane!!!



(Continued on page 6)



## MEMORIALS

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TODD MURDOCH'S YEARS AT MV COLLEGE, PHILIPPINES.  
JOHN AND BELINDA KENT  
ALTA SZASZ'S 80TH BIRTHDAY  
IAN MICHAEL MOSQUERA  
LABORE'S WORK  
DON STARLIN

## GUYANA PROJECT



Marcio & Jane Costa

Costa Launching Expenses \$68,418

Completed - Thank You!

10% 30% 50% 70% 90%

\$3,463 Still Needed

Costa Monthly Support \$3,974

### Missionaries



Bill and Laura LaBore

LaBore Launching Expenses \$74,819

\$10,743 Still Needed

10% 30% 50% 70% 90%

\$1,957 Still Needed

LaBore Monthly Support \$3,419

Project AirPower Aircraft/Equipment \$185,000

Completed - Thank You!

10% 30% 50% 70% 90%

Monthly Village Sponsorship\*

\$12,750 Still Needed

10% 30% 50% 70% 90%

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



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## FLIGHT LOG ✈

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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  
contributions, AWA enables  
missionaries to reach the unreached  
around the world.

## ALASKA PROJECT

10% 30% 50% 70% 90%

\$19,229 Still Needed

AWA Alaska Aircraft N2019G \$45,000

## Keeping the Fire

by Marcio Costa


Jesus once told a parable about a farmer sowing grain. In Matthew 13:1-9 we find a "great multitude" gathered to hear the story. The seed fell in four locations: the wayside, amid the stones, among thorns, and on good ground.

Faith on Fire Camporee attendance will probably exceed the gathering mentioned in Matthew 13. Just like the farmer, AWA will be sowing seeds. We plan to introduce young people to the needs and opportunities in missionary aviation. We plan to demonstrate how such technology can be used to leverage the preaching of the Gospel. We won't hide the fact that missions struggle for a lack of committed people. We'll share with them the need for those who believe in and deeply care for missionary aviation work.

### We'll share with them the Need

We look forward to sharing stories, showing the airplanes and interacting with the kids in many ways during the Camporee. We look forward to keeping in touch with them and to watch the Holy Spirit impress their hearts to become active participants in the Gospel Commission.

The Camporee will be a lot of fun, but more important than the fun, we would like the kids to carry a missionary aviation seed with them as they go back to their community and their churches.

AWA is praying for the kids, their parents and their churches so that the seeds of service will fall on good ground. We pray for a favorable environment to develop their talents as they grow and begin discovering the plan God has for their lives. 

## Who Shall I Send?

by Bill LaBore

One of the biggest challenges AWA faces is finding people willing to devote their lives to "being about the Father's business". With major airlines and schools paying attractive (or at least regular) salaries and benefits to aviation personnel, it is difficult to find individuals who can look beyond this world and focus on eternity. To the question, "Whom shall I send, and who will go for us?" there are few who answer the question with "Here am I; send me." (Isaiah 6:8).

Preparing for service as a missionary aviator requires vision early in life because there is much preparation. AWA requires missionary pilot/mechanic applicants to have a minimum of a Commercial Pilot license with an Instrument Rating, 500 hours of flight experience and Airframe & Power plant mechanic certification. Laura has been preparing for service in Guyana for over four years and we are excited to be approaching our launch by the end of the year! This extensive preparation process is one of the factors necessitating AWA's involvement with the youth. Our goal is to expose young people to needs and challenges that will encourage them to consider God's plan for their lives and prepare accordingly.


This summer, AWA plans to be involved again in the International Pathfinder Camporee in Oshkosh, WI. We hope to impress upon Pathfinders from around the world that there is a great need for them in God's work. AWA personnel have been pray-

ing for this Camporee for the past year. We believe God has awesome experiences in store for each young person attending. In 1999, 465 pathfinders from 39 different clubs representing 6 countries helped to fund and refurbish the first Pathfinder sponsored missionary plane. The plane has been to Guyana and it will be back at the Camporee again this year!

Involvement with Pathfinders is not the only youth oriented activity that AWA is involved in. At the college level,

we have also been active in finding "Here am I; send me." types of individuals. (See article by Greg Thompson regarding the training flight to Pacific Union College.) Since returning from Guyana, the Pathfinder plane has filled a critical role at Andrews University where it has been used for high performance

checkouts and bush training activities. Students are exposed to a real mission plane and get a taste of what God may have in store for them if they answer His call. One of them now flies AWA's Cessna 206 in Alaska.

Our prayer is that you may be one of those "Here am I; send me" individuals. If that is the case and you would like to find out more about becoming a mission pilot with AWA or if you would like to support one who has answered the call, please contact us! 

God  
Wants  
YOU!?



Adventist World Aviation

Providing Logistical Support to Frontier Missionaries

Phone: 269-473-0135 - Fax: 269-471-4049 - Web: [www.flyawa.org](http://www.flyawa.org)



PATHFINDERS BUILT AN AIRPLANE IN 1999!  
EARN A MISSION AVIATION PATCH IN 2004!

### Opportunities for Youth in Missionary Aviation!

- 1999 - 465 Pathfinders from 6 countries rebuild and field first youth sponsored missionary plane in history!
- Short-term youth mission trips!
- **Attention Pathfinders!** Earn a special patch and a certificate in missionary aviation at the FOF Camporee!

In addition to the recent aircraft importation work, I needed to renew my Philippine Commercial Pilot license. This is an annual process here and it gave me the chance to get up in the sky and see the ground around Southern Luzon from the right perspective again—topside. I had the special privilege of flying Tim Holbrook, Project Supervisor for Adventist Frontier Missions, down to the island of Mindoro for a survey expedition of an unreached sub-tribe. (That's another story.) God was working behind the scenes on that flight in ways we weren't aware of at the time.

With AWA's airplane in the process of being shipped, we rented a Cessna 170, a 4-seat, tail wheel plane. I flew as pilot-in-command with an instructor in order to log the flight as training time towards my currency for license renewal. Tim and another friend rode in back. The flight went without incident. Tim wanted to do some sightseeing over the area where he and his family had been stationed for eight years as frontier missionaries. The day was hot, but the wind at altitude was cool as we wound our way over the mountains. We descended to circle and take pictures. Later we dropped Tim off at Mamborao and then returned to Manila without incident. A few weeks later I discovered how carefully God had watched over us as we flew.

I was making a routine trip to the ATO (Air Transportation Office) to follow-up on paperwork in process. On my way up the stairs I bumped into a pilot friend of mine, the flight instructor from the flight down to Mindoro. I casually asked how he was doing and in response he told me that he was okay, just a few bruises but nothing much.

Noticing the questioning look on my face, he asked, "You heard about my accident, right?"

"No, I didn't. What accident? What happened?"

Then he proceeded to tell me how, just a

few days after our trip together to Mindoro, he had flown down to Davao, Mindanao.

He was towing a banner at about 1,000 feet over the shoreline when the engine went rough and he started losing power. Unsure why, he checked the fuel selector and other switches, pulled the carb heat, and checked the mixture. He had just departed Davao airport with the banner in-tow and so tried to call them for help, but was unsuccessful due to his low altitude.

He continued to lose altitude, down to 700 feet. The engine failed and his re-start attempts were unsuccessful. He dropped the

# Lessons From Ditching

by Clifton Brooks

*Ditching*



**Above:** Captain Clif and Tim Holbrook

banner and committed himself to the landing.

Without power, he looked for the best choice to put it down. He was over a large, smooth, concrete pier, but it was covered with people. Not an option. The water was all that was left. He maneuvered the plane. His thought; "Put it as close to shore as possible without getting too close to the people".

At 400 feet he started to set-up his final glide. He completed the emergency landing checklists and closed the mixture, shut-off



**Above:** Philippine Flight Instructor, Clif Brooks (front) with AFM missionary, Tim Holbrook and a friend seated in the back.

the fuel, killed the master electrical switch, made sure his seatbelt was secure, and unlatched the door.

He set-up a normal descent and glided it right down into the shallow water as close to shore as possible, but out of the way of people.

On touchdown the plane was slow enough that there was no major impact. He told me that it all happened in "slow-motion". He glided across the water a bit before the main gear caught. Then it slowly nosed over and the plane came to rest on its back, gear legs sticking up out of the shallow water.

He was able to unbuckle his seat belt and exit through the door. The water was only waist deep. He praised God that he was alive and uninjured.

I praised God with him as we rejoiced over his safety. A post-crash inspection showed that the fuel line to the carburetor had come loose and that gas had been exposed to the exhaust causing a small fire up front which damaged the carburetor air box and exhaust system.

Caught-up in the excitement of the story, it was later that reality began to sink in. *We were just flying that plane.* Tim and I had just taken a trip to Mindoro in that very aircraft. Why hadn't the accident happened to us? What would the results have been with four people on board? The "what ifs" began to flow. Then praises to God replaced them. Thank you Lord for flying with us that day! Thank you for keeping us safe! Thank you for the presence of your angels that always "encamp around about those that fear Him".

We know that there are dangers in flight ministry. But then there are dangers in driving, maybe more so. We also know there are dangers living overseas in the Philippines. But then there are dangers living in the States too. The bottom-line is that this is God's work and He will see it through to completion. We have no control over the outcome of tomorrow. We will maintain our aircraft and flight proficiency, but only God can assure our safety. Only He will decide when and how we will be laid to rest. There are so many uncertainties in life, but my present and future are dedicated to God. And with my life in His hands, as the old song says, "...I know who holds tomorrow, and I know who holds my hand..." I can trust that His decision is always best.



**Above:**  
Southbound  
over  
Occidental  
Mindoro



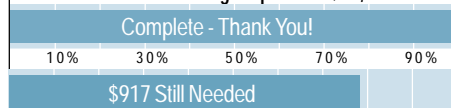
**Right:** The  
rented aircraft  
a few days  
later in  
Mindanao.

## PHILIPPINES PROJECT



Clifton and Cynthia Brooks

**Brooks Launching Expenses \$65,560**

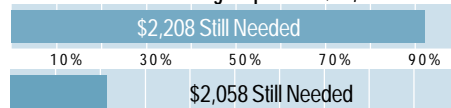


**Brooks Monthly Support \$3,959**



Andy Klein

**Klein Launching Expenses \$31,761**



**Klein Monthly Support \$2,620**

### Airplane/Operating

**Aircraft/Equipment Launching Budget \$283,766**



**Monthly People Group Sponsorship\* \$22,500**



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

## (Continued from front page) Test Flight and Emergency Medical Trip

have taken 12 grueling hours. Air Traffic Control sequenced the medical flight in between the arriving DC-10s and 747s. The injured man's family is tremendously grateful for AWA's ministry and for all of the people who make it possible.

In 1996, John Kent, an Adventist Frontier Missions project supervisor, broke his leg during a hike into the mountain village of Kamantian, Palawan. The agonizing hike out of the mountains triggered a petition to AWA to develop air and communications support operation for missionaries working among the mountain tribes.

Today, the plane is operational and a dozen mountain villages have two-way radios that enable Philippine Frontier Missions personnel to communicate with administrators and medical staff as they work to improve conditions among the tribal people.

Contrary to popular belief, the actions of these selfless workers saves tribal groups from certain extinction and gives them the education necessary to enforce their legal rights relative to the land they inhabit, thus also preserving their environment.

On behalf of all those who cannot express their gratitude,

**Thank you!** 🙏



*Post test-flight smiles, Clif, Andy, and Eugene.*



The Cessna 182, arrived safe and sound—now, more work.





A wing on the move.



Aaargh! Grunt!  
Lots of hands  
steady the wing as  
it is attached.



More lifting and pulling to get the fuselage into the hangar.

## YOU MAY SEND CONTRIBUTIONS ELECTRONICALLY

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# SOLID FOUNDATIONS

The best structure is only as good as its foundation. The ever-practical carpenter from Nazareth once told a parable of two men—one wise and one foolish. (Matt. 7:24-27) The wise man built his house on a rock; the foolish man constructed his on sand.

Having lived four decades a dozen miles east of Lake Michigan, I've witnessed the destruction of houses built on sand bluffs overlooking the inland sea. As the rains came down and the floods came up and the winds blew, indeed, the houses on the sand fell with a great fall. And more will certainly follow unless the Army Corps of Engineers outsmarts the elements.

AWA is triple blessed when it comes to foundations. First of all, the organization is built on the authority of the word of God. "Heaven and earth shall pass away, but my words will never pass away," said Jesus. That's an indestructible foundation!

God brought this ministry into existence and we seek His plan and attempt to align ourselves with His revealed will daily.

Second, AWA has a sensible Board of Directors chaired by a Civil Engineer. "Doc" Davidson has designed structures for buildings all over the world. Not one has failed due to a structural design flaw. It is a pleasure to work with people who possess common sense and know how to construct solid foundations.

The third blessing is the personnel God has brought to AWA. Greg Thompson, Chief Pilot, is earning the appreciation of our missionaries in training. Clifton Brooks is rising to the challenges he has trained for as well as those he has not. Andy Klein's summer trip to the Philippines accomplished two major objectives - reassemble the plane and gather material to share with present and future ministry partners. Bill and Laura LaBore's persistence over the long years of

preparation and progress towards imminent deployment to Guyana are both admirable and encouraging. Faithful volunteers and support staff round out the list of human resources we thank God for.

In the coming months I look forward to sharing with you exciting developments taking place in missionary aviation and some of the reasons we believe God has equipped AWA with these skilled people.

Indeed, heavy storms have beat upon this little ministry over the past nine years, but AWA is built on a solid foundation and it stands firm—ready for an addition.

*Don Starlin*  
President



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FLIGHT LOG ➔



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