

FLIGHT LOG



FALL 2004

NEWSLETTER

Vol. 10 No. 4

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

Year Three: Making Friends

by Fran Hansen



(Above) An Alaskan Glacier. (Inset) Forever Friends of Jesus courtesy of Vacation Bible School.

For the third June in a row, Pathfinders went to Alaska to tell the Eskimo children about Jesus via Vacation Bible School. Due to Pathfinder involvement in the International Camporee at Oshkosh, our group was smaller than previous years but that didn't prevent God from moving in a mighty way. Seven Pathfinders went to Togiak and five to Bethel. We were all blessed. We felt lasting friendships were made with some of the adults in Togiak.

God was at work when Mike walked up to a man and greeted him, "Hi, 'Bob'" * Bob said, "Do I know you?" Mike said, "Well, yes. We met last year." Bob insisted he had never met Mike. They eventually confirmed no one had previously introduced them. So how did Mike, who has a hard time remembering names, know Bob's name? Mike gives credit to the Holy Spirit for the information.

An elder died in a neighboring village just before we arrived. Another died in Togiak while we were there. In spite of the sorrow, we had a large turnout (90+ children during

the week). We were thanked for being there to help the children get their minds off the events.

Vacation Bible School combined with weekly visits from Jim Bingman of Dillingham for Bible study are resulting in revival at Togiak. Three years ago, Togiak church attendance was low: maybe 4-10 people. Now there are as many as 20-30 villagers meeting regularly for worship.

There are many needs in all the native villages—both physical and spiritual. In Togiak, the women sew many items. We learned that their grant to buy materials ran out. Having identified a community need, we are gathering fabric remnants (at least a yard in length), thread, beads, and jigsaw puzzles (working puzzles is a favorite activity at the community center). If you would like to donate materials or puzzles, please send them to the address below. We will also gladly accept cash to pay for shipping materials to the villages. Donations may be submitted in

the enclosed envelope, made out to Adventist World Aviation and marked, "Alaska Native Ministries."

Pictures of Togiak are viewable online. Go to www.flyawa.org, click on **Projects**, then **Alaska Project** and then to **Pathfinders: North to Alaska!** Finally, click on **Pathfinder Slide Show**. Pathfinders 15 years of age or older and adults who would like to be involved can click on **Alaska Mission Trips** for short-term mission trip information. If you would like more information, please contact Mike or Fran Hansen at 417-742-4154.

We expect to go to a minimum of four villages in 2005. Come and join us for a blessing that will enrich the rest of your life!

Send dry goods to:
Adventist World Aviation
C/O Fran Hansen
120 State Rt Z
Willard, MO 65781

*Name was changed to protect privacy.

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Dear Donor:

Thank you very much for your consistent support. AWA could not exist without you!

Those of you who regularly participate may notice changes in some of the figures posted for the missionaries. We recently completed an audit of our missionary budgets, most of which were built four years ago with data collected previous to that. To date, our missionaries have borne the brunt of inflation, but that is no longer possible. Growing families and above average cost increases in aviation-related operations have squeezed our personnel beyond reasonable sacrifice.

While some agencies subsidize or outright hire personnel, AWA's extremely lean structure and philosophy necessitate all costs associated with bringing a missionary on board be raised by the missionary in partnership with supporting team members. Our ministry is validated when the Holy Spirit moves upon the Body of Christ to support it.

Again, thank you for your faithful partnership and commitment to a finished work.

*Sincerely,
 AWA Administration*



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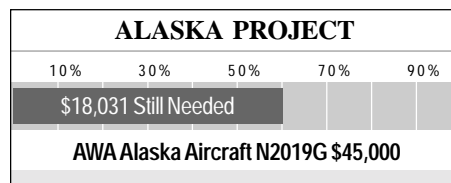
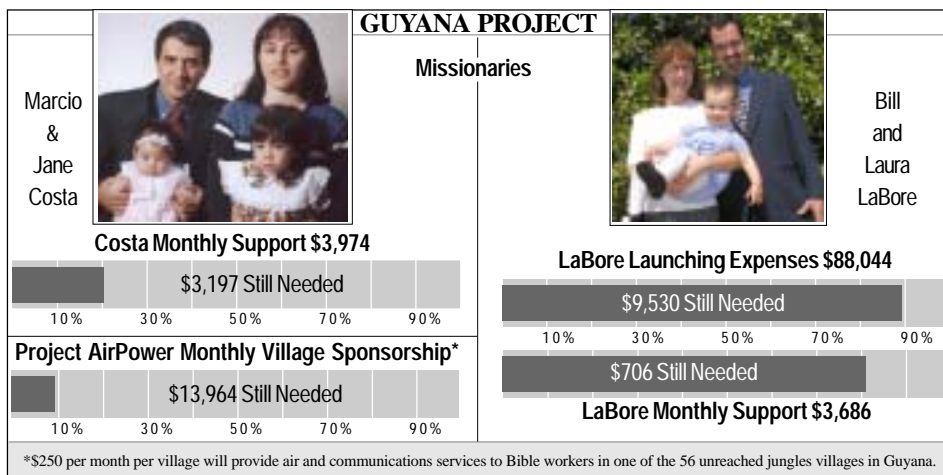
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Mission Statement
*Adventist World Aviation exists
 to provide aviation and
 communications support to those
 serving the physical, mental and
 spiritual needs of
 the forgotten peoples of the earth.*

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.

Read the FlightLog in color-
www.flyawa.org (click on the
 publications button.)



Mission Aviation Alive In Alaska

by Jim Kincaid

AWA mission planes fulfill a variety of roles in the “Last Frontier” of North America. The planes and our pilots are called upon for both the routine and the exotic, for aesthetics and pragmatics, for medical, educational, disaster response, mechanical, and building maintenance needs.

For example, in September, N8287Q our U206F was called upon to support a mission for **Three Angels Broadcasting Network**. Engineer Dan Peek, was asked to make a round of visits to 3ABN downlink sites for transmitter upgrading and antenna tune-up. AWA volunteer pilot John Payne flew the mission, helping Dan move the transmitter in Dillingham to a dedicated facility from its previous temporary site in the church. Then it was northwest bound for Nome where the receiving dish was re-aimed and tune-up done.

One of the more unique roles N8287Q has played was a camera platform and chase plane for the filming of a *History Channel* documentary on aspects of aviation in Alaska’s history.

AWA aircraft recently shuttled Alaska Conference personnel to a pastoral ordination service on the Kenai Peninsula. Twice in the last 12 months AWA aircraft carried people to wedding services in distant sites, which are outreach opportunities for gospel ministry.

Frequently, our aircraft are called upon to transport people to funerals and to medical



The Denali Mountains and glacier in Alaska.


care. In the islands of Southeast Alaska, AWA Cessna 182, N2019G makes weekly trips between Wrangell and Petersburg to carry the local pastor/pilot and his family for services and outreach. The mission plane also facilitates trips to nearby native villages for literature evangelism and visitation.

For the past three years AWA aircraft have supported Pathfinders/Youth mission trips to native villages for Vacation Bible Schools and building improvement projects. The villages

of Togiak, Dillingham, Aleknagik, and Shungnak have benefited from this endeavor. AWA sponsored groups have also traveled by commercial means to impact other villages.

Every winter AWA aircraft transport guest speakers to villages across the arctic from Dillingham to Barrow. In Southeast Alaska from Ketchikan to Juneau they facilitate meetings of spiritual emphasis for our believers and their interests.

There is tremendous opportunity in Alaska for committed people with a gift for native ministry to come, live in a village, work in the local economy, and minister to the local needs. A third AWA plane – preferably a Cessna 170 or 172 is desperately needed in the Dillingham area to facilitate ongoing ministry in the surrounding villages. Such an airplane, if instrument equipped would also be used for initial and recurrent training of volunteer pilots.

Please join us in asking God to touch the hearts of His people to commit themselves, equipment and other resources to allow Gospel ministry among native communities that are opening in ways not seen before. Perhaps you know someone who would be willing to participate. On behalf of those waiting in hopelessness, thank you! 

Coastal native communities rely on aviation.




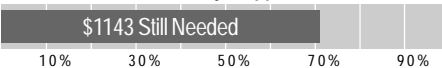


Beautiful weather, no traffic delays at Manila International. What a day to fly! The Cessna 182 eagerly climbed to our enroute altitude as we turned south over the sparkling blue Verde Island Passage.

I have been struggling for the past few months with our focus here. Being based around Manila, it is easy to get absorbed in the paperwork and “busybody” nature of life. There is a lot to the management end of things. It takes days, weeks working out the routine problems and requirements for the organization. (We just finished obtaining our N-registered flight ops permit extension amongst other busy work.) A good trip out into the remote province areas reconnects me with the heart of our work here. The plane makes the best observation platform for this purpose!

We crossed the coast over Abra de Ilog, Mindoro. Descending out of 4,500 ft we followed a cut in the foothills that led us just inside the mountain walls east of the national road from Abra to Mamburao. As the altimeter wound down we began seeing more details. Here and there on the ridge tops, and along side the crystal-ribboned whitewater rivers, native (Mangyan) bamboo and grass huts appeared in small family groupings and little villages.

From our southerly heading I banked left towards the mountains to follow a large river. To the west, the widening river valley spread out on the coastal plain before meeting the ocean. Consciously maintaining an escape route to lower terrain we continued further into the mountains. We circled inside a large bowl, descending to-

PHILIPPINES PROJECT					
Clifton and Cynthia Brooks			Missionaries		Andy Klein
	Brooks Monthly Support \$3,959				

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



wards the river. More huts, more small villages appeared.

A few hundred feet above the river we leveled off and slowly flew back down the river valley. On either side, the green mountain walls rose above us. We spotted numerous gravel bars that would make potential landing areas.

Ahead and to the left, a small, flat-topped ridge jutted out from the mountain. On top of the ridge was another grouping of Mangyan huts. I imagined a missionary family stationed there, sharing the life-changing Gospel with these isolated people. I envisioned dropping bags of supplies into the village for the missionaries or landing on a gravel bar down below to pick up a critically ill patient to be carried to the hospital. "This is why we're here," I thought as we passed by.



As we flew west out over the lowlands for the few minutes of flight back to Mamburao to discuss details of using the airport as a staging area for flying support for indigenous church planters, I knew the reconnection had occurred. It's not about paperwork or busywork. That's required so that we can fly. It is all about reaching the unreached; it's about remembering the forgotten and taking the story of salvation to the lost.

Won't you unite with Jesus, AWA, and our family in reaching out to these people? Roughly 100 tribes scattered throughout the 7,107 islands have no knowledge of God's plan for them. Pray with us that the Lord of the Harvest will send forth reapers and resources into these fields, ripe for the harvest. 🙏



Opposite page: (left) Mindoro River Valley; (top) the tiny huts of a village on top of a mountain. This page top to bottom: following the gravel riverbed through the mountains of Mindoro; aerial view of Mamburao; the welcoming crew at Mamburao airport and 58636 at the Mamburao airport.



Faith on Fire

for Reaching Our Young People

by Bill LaBore



Above: Pathfinders learn to build paper airplanes.
Left: Janel Tasker demonstrates principles of flight used in hot air balloons.

From August 9th through the 13th, Laura and I along with other AWA staff and volunteers participated in the **Faith on Fire Pathfinder Camporee** held in Oshkosh, WI. Our purpose was to expose Pathfinders to missionary aviation. The classes were divided into three groups.

The first group, **Introduction to Missionary Aviation** covered unreached people groups. Mission pilots shared ways to get involved in missionary aviation through summer camping programs and mission trips.

The second group, **Mission Aviation Technology** was composed of three classes: 1) Paper Pilot's where Pathfinders learned to build and fly paper airplanes, helicopters and hot air balloon; 2) Wing Rib Construction in which the youth built a wing rib they could take home; 3) Project Airpower Pathfinder Plane where the Pathfinders assisted mechanics in replacing the interior of their mission plane preparatory for its redeployment to Guyana.

The third group, **Mission Aviation Flight** incorporated 1) Formation Flight where Pathfinders used Microsoft Flight Simulator to taxi an airplane on to the runway, fly "around the patch" at Oshkosh and land the plane;

2) Operation Aviation with Pathfinders trained in various cockpit responsibilities. They were then formed into crews and assigned to fly a simulated disaster relief mission for victims of a Los Angeles earthquake! 3) Young Eagles flights allowed Pathfinders to experience a plane ride around the pattern at Oshkosh. Those who completed one class from each of the above groups earned a patch and certificate. Over 400 Pathfinders participated with nearly 300 of them achieving the patch and certificate requirements!!

This level of participation sends a message to AWA. Our youth have an interest in missionary aviation and they want to be involved in reaching the world for Jesus!!

Overseas missions are receiving less and less attention from the pulpit. Young people are growing up unaware that 800 million people live behind geographic barriers. They don't realize that the Lord is looking for young people willing to dedicate their lives to fulfilling the gospel commission. One of the biggest challenges we have as a church is keeping our young people interested and involved so that

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Please include: name, address, phone number, credit card number, expiration date, and designate the amount and project.



Rest assured that your information will remain confidential.

they don't leave the faith. One of the key reasons young people leave the church is that they don't feel involved or have ownership. The apostle James asks, "What doth it profit, my brethren, though a man say he hath faith, and have not works? Can faith save him? If a brother or sister be naked, and destitute of daily food, and one of you say unto them, Depart in peace, be ye warmed and filled; not withstanding ye give them not those things, which are needful to the body; what doth it profit? Even so faith, if it hath not works, is dead, being alone." James 2:14-17 KJV Young people will stay in church if they have a part in it. Exercising faith makes it stronger.

We have seen young lives changed by simply going on a short-term mission project. Getting their eyes focused on serving others brings about a spiritual change. They walk in the shoes that our Savior



walked in and get to know Him in the process. They fall in love with being about the Father's business. The whole idea of church takes on new meaning. It is now theirs!

It is our hope that you, our friends and partners, will place emphasis on involving our youth in reaching others for Jesus. AWA has youth mission opportunities in Alaska. Laura and I are excited about launching to Guyana early next year. We will have opportunities available in Guyana before long as well. Prayerfully consider personal involvement. Together we can hasten the coming of Jesus and soon make our journey home to the Promised Land.

(Continued on page 8)



From the top: Two Pathfinders make a wing rib as part of the mission training; Aircraft Mechanic, Les Myhre explains rib building to Pathfinders; Aircraft Mechanic, Randy Beckermeyer inspects cleaning operation.




Faith on Fire (Continued)



Above: Pathfinders fly the Flight Simulator.



Above: Operation Aviation - Pathfinders calculate the logistics of flying emergency aid to earthquake victims in Los Angeles. 

Around the World in 60 seconds

Alaska

Tent-making mission opportunities abound! AWA is seeking aviators with a heart for native ministry. Stable family teams comprised of at least one member qualified for flight & maintenance and another with medical or education certification. The aviator should be able to exercise the spiritual gift of helps in friendship evangelism. When not involved in aviation duties, there is opportunity for mentoring village youth in small engine and equipment repair. State salaries are often available for qualified medical and education professionals.

The strategy requires that the family become part of the community to identify needs and opportunities. Short-term mission teams could augment needs requiring outside expertise. Denominationally owned housing is available for use in several communities. If God has given you a burden and the skills to do this type of work, please contact AWA.

Airplane Needed

Roughly thirty native villages lie within a 60-mile radius of Dillingham. Roads are almost nonexistent. A pastor/pilot is currently stationed in Dillingham, but must depend upon others for transportation. If you or someone you know owns a Cessna 172 that is under-utilized, donating or lend-leasing it to AWA would place it where it will make a difference in people's lives now and for eternity.

Philippines


Project Manager Needed

With flight operations commencing, the need for a project manager is becoming more pronounced. If God has blessed you with the gift of management and you enjoy working cross-culturally in a job that really makes a difference, AWA needs you!

In addition to overseeing the day-to-day operations normally associated with management, duties would include interfacing with Customs, Immigration, Air Transport Office, Bureau of Internal Revenue, and Securities and Exchange Commission while processing paperwork for the corporation, personnel, and aviation operations. The manager would also be responsible for facilitating short-term missionary teams involved in various evangelistic outreach projects.

Hangar Needed

Basing at Manila International Airport meets short-term needs, but is impractical for sustained operations. AWA's resident engineer has approved a corrugated steel arch building concept. The structure would be designed to withstand typhoon winds and be both portable and expandable to meet the changing needs over the years. The building design incorporates shipping containers on the sides that function as walls and secure storage area.

If you have an interest in helping AWA-Philippines acquire such a building, please contact AWA. 

The Mysterious Batangan

by Don Starlin

November 1999. Low clouds hung like a shawl about the rugged mountains of Mindoro. Adventist Frontier Missions church planter, Tim Holbrook and I stood on a ridge peering eastward into the mist. Tim's arm swept about locating Alangan villages yet untouched by the message of salvation.

I asked Tim what difference aviation would have made in the project. "It would have easily cut the church plant time in half," he replied. "The initial project assessment indicated the best place to start was in the center of the people group and work outward. Without air support that was physically impossible so we had to start on the perimeter and work in. We are finding that as we move further into the interior, resistance to the message decreases."

Tim turned slightly south and pointed to the highest mountains. "A Batangan sub-tribe lives up there. Overseas Missionary Fellowship established contact with the people group many years ago resulting in more than a dozen churches among the tribe at lower elevations. Alangan church leaders report an isolated Batangan population of perhaps 8,000 people living high in the mountains. Reportedly, they've had little contact with the outside world and are only accessible three to four months of the year during dry season. It's my dream to plant a church up there with air support from AWA."

I promised Tim that I would pray for the Batangan and do everything humanly possible to ensure that the aviation support team arrived in the Philippines.

May 2003. As we worked feverishly to complete the plane and send it to the Philippines, I took a phone call from a donor. He wondered if there was a special project among native peoples he might help with. I shared the story of the Batangan. He replied, "Call me back in a week. I'll ask God if I should underwrite the expedition to locate the Batangan." A week later I phoned him. At the end of the conversation he told me to start planning an expedition.

February 2004. Two contacts were initiated by Alangans sent ahead to make arrangements with Bornay (Alangan ambassador on behalf of the Batangan) in Kolosisi. They were turned down. John Holbrook, Tim's 15 year-old son, fluent in Alangan, accompanied them on the third attempt. Bornay tried to pass John off to Gabriel, another ambassador and vice-versa. Finally Bornay said John couldn't go. He claimed the Batangan would be very angry.

John chose to not press the issue, as it might ruin future negotiations to obtain permission for someone to enter the area.

Though no direct contact with mountain Batangan was made, the negotiations were fruitful. While in Kolosisi, a group of lowland Batangan entered the village to trade. These and the Batangan representatives proved to be a wealth of information.

The "True Batangan" occupy an area described as a hard "two-day hike over incredibly rugged terrain from north to south and a three-day hike over difficult terrain from west to east." Batangan territory is larger than Alangan territory and less populated. It is so rugged that access can only be accomplished on foot with strenuous climbing. Members of this sub-tribe are reclusive and are expert marksmen with blowguns and poison darts.

The Batangan are more powerful and assertive than their Alangan neighbors. Their clothing is made from tree bark. Men and Women wear loin cloths. They smoke pipes and carry tobacco and fire in bamboo tubes.

Spirits are worshipped, appeased and manipulated. One in eight Batangan is a witchdoctor. The people practice *anting*, a type of physical protection granted them by the spirits. In a dream, one will see a specific rock or shell (usually black in color) and its exact physical location. The spirit instructs him to get the object, swallow it or keep it in a pouch hung around the neck. He will then have *anting*. If he swallows it, his chest and abdomen become immune to injury. They frequently have whole-body *anting* making them impervious to bullets and knife wounds. Consequently, NPA guerillas and others are extremely afraid of them and generally leave them alone.

The Batangan obtain spirits as children and continue to collect them as companions throughout their lives. People are known to instruct personal spirits to kill on command simply by pointing a finger. These are very real examples of potent witchcraft.

Batangan do not live in villages. They live in family dwellings scattered randomly over the mountains. Shelters are very basic. They may erect a simple hut under a tree or dig in under the roots.

Like many spirit worshipers, Batangan are terrified of cameras and they do not trust anyone wearing clothes. If they see a stranger with pants and a shirt on, they will run away.


Thus, anyone attempting to contact them must wear at most a g-string.

Difficult as the situation may seem, several incidents indicate that God may be preparing them for contact with missionaries. Recently a TB patient was carried to the Mamburao hospital. This is highly unusual and, in effect, an admission of failure on the part of their witchdoctors and spirits to heal.

An even more direct revelation came while the team was trying to contact the Batangan. Ramon, an Alangan elder of the Pandarukan SDA church and a man with spirit companions before accepting Christ, was given a dream. Ramon saw a large box like a giant TV screen. A voice instructed him to watch. A large ocean, divided in two, appeared on the screen. On the left side he saw a calm, tranquil sea. On the right side, the ocean raged in a violent storm with whitecaps spewing foam. The water was blood red. Standing in the midst of this storm was a large group of Batangan screaming in terror, crying out for someone to help them reach the calm water. Ramon awoke. The Holy Spirit impressed him that it is God's will for the Batangan to hear the gospel!

Ramon and other church leaders had never considered reaching out to the Batangan before the exploratory trip and dream. Since February, however, the burden to tell the Batangan about Jesus is growing. ***Ramon is now anxious that a missionary be sent to the Batangan and has expressed a willingness to facilitate. Ramon is afraid that AFM or AWA will not send anyone because of the extreme difficulties certain to be encountered.*** This represents a major paradigm shift in the Alangan church.

Holy Spirit-filled courageous young people are needed to take on this challenge. Share this opportunity with friends and invite them to pray. God, through His people, has provided an airplane. God has shown us a strategically located piece of property available for a very reasonable price on which a secure hangar may be constructed and used as a forward base of operations.

In February 2005, my wife and I are meeting with Clif and representatives of other ministries in the Philippines to work out logistics for reaching the Batangan and other mountain tribes. I would love to take a report to them that Christian brothers and sisters in North America stand ready to support them in taking the good news of salvation to those who live in great darkness. 

What do you get when you put three pilots in an airplane and send them cross-country for ten days? Besides some GREAT training opportunities and public relations with Pacific Union College, you get to observe whether or not your mission pilots possess the required skills to function effectively in the mission field.

On May 23, Marcio Costa, Laura LaBore and I cleaned a bird's nest out of the engine compartment and departed for California in N81708. Enroute weather, although IFR in many places, turned out quite suitable for training.

The purpose of the excursion was to immerse Laura and Marcio in a concentrated flight experience to build time and prepare them for their Commercial Pilot flight training. Each needed cross-country time and exposure to a variety of airfields along the way. Once at PUC the goal was to conduct mountain strip training exercises. Mysterious Valley, an interesting and challenging private airstrip just 10 minutes from Angwin, was the site of the serious work. Chief Flight Instructor, Nathan Tasker, located the airstrip for us and obtained permission to make a number of approaches and landings.

At Angwin we flew a series of low-level patterns and short approaches to determine the airspeeds and power settings for short and restricted airstrips. The main objective

Westbound

by Greg Thompson



Left: Cloud formations on the way to California. Above: Aerial photo of N81708 over Northern California.

in this type of flying is to instill confidence in the aircraft and the pilot's ability to control it throughout all phases of approach and landing with realistic visual keys before venturing into more "exciting" airstrips.

Gusty winds and turbulence on the first day revealed that the mystery of Mysterious Valley lay in putting the airplane down without destroying it. I evaluated the airstrip and declared it unusable as it was simply too demanding for the wind conditions. We

and Marcio handling the airplane very well.

We also gave the students and flight instructors at PUC the opportunity to fly a high-performance, mission-optimized aircraft soon to be redeployed to Guyana. Several of the students obtained "high-performance" endorsements in their logbooks, and all who flew the airplane came away with renewed commitment to mission flying.

The next project was to develop procedures for a "bucket-drop." We assembled a test rig for deploying a simulated bucket from the aircraft. Marcio held the 1500-foot line reel in the front seat as we flew 35 degree banked turns at varying airspeeds. The "bucket" chased us around the circle until we tightened the bank to about 45 degrees where it fell vertically to the center and remained suspended about 500 feet below us. Everyone was elated that the procedure worked. The aim of the operation will be to deliver and retrieve small objects placed in a bucket at locations without runways.

Leaving Angwin, eastbound for Berrien Springs, we flew to Gravelly Valley (about 50





N81708 on the ground in Southern Idaho.

miles north of PUC) to show Marcio and Laura the same procedures I had covered with Clif and Andy last fall. The Pathfinder plane has a bigger engine and is more nose-heavy thus making it a slightly different animal than our Philippines airplane. It required different techniques to achieve the same results. However, we again proved to ourselves that the airplane is VERY capable and controllable throughout the procedures, and we were able to achieve some very short approaches into an otherwise restricted airstrip,

The balance of the trip home was used to further enhance the multi-crew concepts practiced on the flight out. Marcio and Laura took turns acting as Captain while the other operated as First Officer. This normally wouldn't happen in a Cessna 182, but the concepts are needed for future aircraft that AWA may acquire and operate. The procedures also cultivate the ability of the pilot to assess and utilize all available resources in the cockpit to make the flight as safe as possible. Attitudes thus developed add an element of professionalism difficult to learn any other way.

Overall, the experience was extremely rewarding. We all gained added insights and skills and came away with renewed vigor and determination to see the job done "right". This kind of trip should (and hopefully will) become a standard addition to our mission-pilot courses in the future. The benefits are measurable and serve to increase the skills-set of the pilots involved.

When we deploy pilot/mechanics, we want to know they have been trained to manage very challenging flight operations. We want them equipped to fly safely and effectively to further the Gospel message in the "utter most parts of the earth!" What higher purpose could there be for airplanes?



Dani LaBore with her headset on and loving it.



Marcio and Laura in flight training.



Above: Landing at Mysterious Valley. Note that the airstrip is just a little wider than the undercarriage.
Left: Early Mission pilot training—never too early to start.



LETTER FROM THE PRESIDENT

Greetings Saints:

Over the past few months God has opened opportunities to dialogue with missionary aviation leaders burdened to exploit aviation technology to its fullest potential. The goal: a major effort to place the gospel within reach of hundreds of millions otherwise without access.

This is not an easy task. International working conditions are increasingly difficult while; on the whole, Christians are distracted from the Great Commission. Having chosen other priorities, many are unwilling or unable to commit resources commensurate to the task.

Given this environment, the question is, "What would God have us do?" Prayerful discussions are beginning to yield some potential strategies. The first is to acknowledge the respective gifts God has placed in His church regardless of denominational perspective. The second

is to move beyond recognition to employment of those gifts in cooperative teamwork. Yes, teamwork!

I can hear it now, "Don, you're dreaming!" Maybe so, but interdenominational cooperative efforts are not only possible; they are reality!

As missionary aviation leaders were discussing ramifications of such an enterprise, an article appeared in the September 2004 North American Division edition of the *Adventist Review* entitled **A Community Effort**. Author John M. Stephenson tells the inspirational story of 53 churches representing 15 denominations working together to hold an evangelist campaign in Ocean City, Maryland last year. They raised \$91,000 and held meetings for six nights with 4000 attendees. Over 100 souls made commitments to Christ and were placed in churches with which they had the closest affiliation for follow-up nurturing.

Imagine the tremendous synergy as Adventists, Baptists, Methodists, Nazarenes, Presbyterians and others roll up their sleeves and work shoulder to shoulder toward a common goal? Jesus plainly stated that **all men** would know that we were His disciples if we loved one another. What a testimony to the power of God that would be!

In the course of the next few quarters this space will be dedicated to sharing what God is in the process of revealing to us. Please pray for us as we seek the Master's plan!

Sincerely,
Don Starlin
President



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