

# FLIGHT LOG

SUMMER 2005

NEWSLETTER

Vol. 11 No. 3

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

## THANK YOU!!!!

*by Clifton Brooks*



Years of patient labor yield a harvest: Sixty-nine souls begin a new life in Christ in Cagayancillo, Philippines.

**A**s I looked down from my seat in the cockpit I could see people gathered around the runway. We flew the pattern, touching down on the crushed coral. Smiling faces and happy chatter greeted us as we climbed out of the plane. The clear blue, tropical skies, a slight breeze in the palms and the gentle ocean waves lapping at the beach a few yards away reminded me that I was in a tropical paradise.

Beautiful surroundings notwithstanding, this was no spiritually “friendly” territory. Cagayancillo is a small, isolated island group in the Sulu Sea, 175 miles east of the main island of Palawan. It remains a stronghold of animism and folk Catholicism.

Cagayancillo is known for its black magic, hexes and curses. Stories of sorcery and magic healing are common. Centuries of witchcraft have kept the residents of these islands steeped in fear and mysticism. Bats are plentiful on the island, and stories of the dreaded *Aswang* abound. This creature—human by day, bat by night—flies through the open windows of houses, terrorizing and harassing its victims.

For many years the Palawan Mission tried to find a way to communicate the Gospel with these isolated people. Finally, a young man, Pastor Edbert, took advantage of providential opportunity. Pastor Edbert is the

nephew of the current mayor of Cagayancillo. This connection allowed him to go to Cagayancillo and gently share Jesus with the residents.

For two years Pastor Edbert worked patiently with the Cagayano’s, explaining the Gospel as he lived among them. Eventually, a core of believers developed. Finally the time came for the Palawan Mission to officially welcome these new believers into the fellowship of the SDA Church. I was called upon to provide air transport to the church leaders participating in the final evangelistic series and baptismal service.

Pastor Edbert met us as we taxied in. My passengers went ahead to find lodging, as Pastor Edbert and I remained behind to secure the airplane for the night. We finished and began the walk from the airstrip to town. Pastor Edbert shared with me about his work in Cagayancillo and of plans for the evangelistic series.

“We wanted to bring the medical team over to help,” he told me, “but the ferry schedule has been postponed again.”

It’s about a 20-hour ride on the 50-passenger ferryboat from Puerto Princesa out to Cagayancillo. Pastor Edbert went on to explain that the ferry company often canceled or rescheduled trips due to high waves,

mechanical problems, or a host of other reasons. The ferry may be postponed for days, weeks, or months. One never knew.

One thing was for sure, however, the volunteer medical staff could only come out for the weekend. They had to be back at work on Monday morning.

“Well, there’s a perfectly good airplane sitting on the runway,” I said. “It’s only about an hour and a half flight to Puerto. I’ll pick up the medical team and fly them here.” The solution seemed quite obvious to me.

“Could we really do that?” my friend asked in surprise.

“Why not?” I responded. “That’s what the plane is here for. Many people in North America have given their time, energy, money and prayers so this airplane can support those spreading the Gospel. Let’s use it!”

Later that afternoon we were back in the air. We spent the night in Puerto and early the next morning we began the series of shuttle flights for the medical team and all their equipment.

It was a tremendous weekend. The lead doctor treated over 850 patients. The dentist saw over 100 patients and extracted hundreds of teeth. The surgical nurse, assistant nurse and I worked together to perform approximately 80 circumcisions. The pharma-

*(Continued on page 2)*



## MEMORIALS

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GOD'S HONOR AND GLORY  
THE KING OF KINGS AND LORD OF LORDS  
BILL AND JACKIE DAVIDSON'S BIRTHDAYS  
NANCY GIBBONS  
SHERRY TILLAY'S BIRTHDAY

## Thank You!!!!

Continued from page 2

cist dispensed thousands of dollars worth of medicines. And it was all made possible through God's blessing - the airplane.



(Above): Clifton Brooks, the Mayor of Cagayancillo, and Pastor Tolentino. (Below): Pastor Edbert (straw hat) with part of the evangelism team.



The two years of groundwork by my friend Edbert and his small team of assistants culminated in a two-week evangelistic series where hundreds more learned of a new life available in Christ.

Sabbath morning turned into a grand baptismal celebration. After accepting the vows, the entire group walked down to the airstrip and out to the beach. As we all tried to seek shelter from the sun, the first wave of candidates went down into the crystal clear water. Pastor Tolentino, Director of the Palawan

(Continued on page 5)

Clif shared his testimony over the course of the evangelistic meetings.



**Editor's Note:** The monthly goal for the Brooks has been updated to reflect the growing family.



Vol. 11 No. 3  
SUMMER 2005

## FLIGHT LOG ✈

is published by  
**Adventist World Aviation**  
and sent free of charge to  
interested subscribers.  
Send all inquiries or  
change of address notices to:

**Adventist World Aviation**  
P. O. Box 251  
Berrien Springs, MI 49103-0251  
Phone: (269) 473-0135  
Fax: (269) 471-4049  
E-mail: [info@flyawa.org](mailto:info@flyawa.org)  
[www.flyawa.org](http://www.flyawa.org)

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Adventist World Aviation exists  
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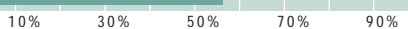
## PHILIPPINES PROJECT



Clifton,  
Cynthia,  
Celeste and  
Carolina  
Brooks

Brooks Monthly Support \$4,400 (revised)

\$1,977 Still Needed



SUMMER 2005



# Introducing Student Missionary-Steve Wilson

by Steve Wilson

Six months ago I would have never dreamed of the opportunities that God is giving me to serve Him in aviation as a student missionary: the chance to help build an airport that will support missions and help maintain the mission plane. I didn't know that such opportunities even existed. I thought I would need many ratings and lots of flight experience to do anything in missionary aviation. That sounds silly now, but I was only half way through A&P training this past August, and I had no flight experience.

At the Andrews University Ministry Fair I was busy passing out fliers for a vespers I helped with. While walking around I saw a group of my fellow aviation majors standing around a guy with white hair who was talking very excitedly.

I went over to see what this guy was saying. He was talking about the Philippines and how they were still finding new tribes of people out there. He went on talking about how he had hiked up into the mountains where there were missionaries. He explained that with an airplane you could fly in minutes what would take days to hike. He also shared stories about a tribe on Mindoro called the Batangan who are only reachable with the support of an airplane.

That was the first time I met Don. In fact that was the first time I had met anybody from AWA. I had seen the Pathfinder Cessna 182 once or twice, but I didn't know what AWA was about. Now I know!

Steve Wilson fills the tanks of the Grumman Tiger N81124.



That semester I decided to be a task force worker. Missions-Emphasis week came and I thought about going as a student missionary. Mr. Marsh, one of the A&P professors, told stories of his days as a mission pilot. I thought about going as a student missionary again. The Spirit was working on me.

In early December, Pastor Dwight Nelson ended a sermon with an appeal for missionaries, so I went up. After Pastor Dwight prayed I turned around and there was Don sitting in the pew behind me. He told me he would like to talk to me. After the service he listed all the places I could go as an aircraft mechanic.

It wasn't till February or March that I got around to notifying the Campus Ministries

Office that I was interested in going as a student missionary. Not long after, Don asked Campus Ministries if there were any aviation students interested in going as student missionaries.

I met with Don and he asked if I wanted to go to the Philippines. I said sure. He showed me plans to build a strategically placed airbase south of Puerto Princesa on the island of Palawan. Now I'm back at where my story began. I didn't know God's plans, but He did. That's why He's leading.

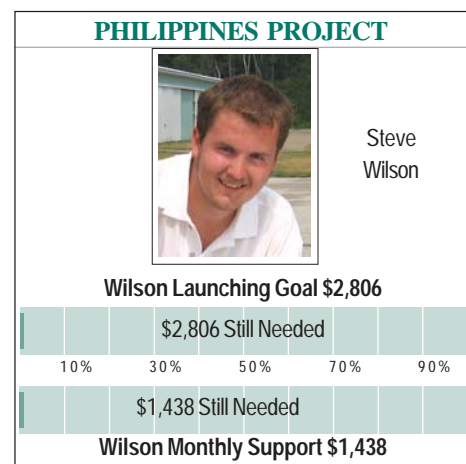
During the next year I hope to learn as much about missionary aviation as I can so I can better prepare myself for service upon my return to school. Would you like to join me?



Steve Wilson and the guy with white hair, Don Starlin, work on the Pathfinder plane.



FLIGHT LOG



# PREPARED TO LAUNCH!!!

by Bill LaBore

**M**odes of transportation: 4  
 Places we stayed: 16  
 States traveled to: 6  
 Vehicles borrowed or rented: 5  
 Hours flown by Laura: nearly 100  
 Time period: 3 months  
 People who touched our lives: Countless



Laura plans a flight.

The last three-months have been REALLY busy!! On February 27<sup>th</sup>, a large garage sale in California liquidated most of our earthly possessions. On March 7<sup>th</sup>, we packed a rented SUV with our remaining belongings and headed for Blackwell, OK where AWA is setting up a training facility for missionary aviators. Greg Thompson, Laura's flight instructor, joined us there where they began to work intensively on Laura's Commercial Pilot flight training. From then through the month of May, it was a whirlwind of packing and moving every week or two for training purposes. We are pleased to announce that Laura passed her written, oral and practical exams at Suburban Aviation near Toledo, Ohio and received her Commercial Pilot License on May 26<sup>th</sup>!

Though a significant milestone in our preparation for the launch to Guyana, there was still one more goal to be achieved - the Instrument rating. With barely a moment to

catch her breath, Laura and Dani left Bill in Berrien Springs, MI, and boarded a plane on June 12<sup>th</sup> for Southern California to be with her family while finishing the Instrument rating. Laura already met all the requirements but needed to brush up before taking her Oral and Practical exams. She passed her Oral and Practical Instrument exams on June 26<sup>th</sup>! We haven't talked with Guinness yet, but we are curious whether or not she was the first woman to pass her Instrument check ride 8 1/2 months pregnant. Regardless, Laura is very relieved to have the training accomplished so she can relax and get ready for the delivery of our second child.

While Laura was sweating in the airplane, Bill worked through his own training assignment in June. Some of the spiritual insights regarding missions changed his life and his view about how to approach working with people in Guyana. Part of the training covered language learning, taught by AFM

Training Director, John Kent. Bill came to realize that language learning *is* ministry. Learning a native tongue develops a bond that opens doors to people's hearts in a way that no other activity can - except perhaps healthcare.

David Lackey, RN, an AFM missionary to Greece, presented several lectures on medical missionary work. During this training, Bill learned how to give a basic physical exam (ask questions, take vitals, etc.), develop a symptom list and then, using books that were provided, come up with a diagnosis. Other training modules included **Inner Healing, Discipleship and Adventure Training**. All in all, the experience was tremendous. Bill developed bonds with missionaries that may be useful in ministry on the field.

The last couple of months haven't been easy, but so many have blessed us along the way by providing places to stay, cars for transportation, food, and even a cell phone!

Laura receives her certificate from the Commerical Examiner, Leo Eggert of Suburban Aviation, Ottawa Lake, MI.



Laura receives her certificate from the IFR Examiner, Larry Hovell of Aero Tech Academy, Redlands, CA.





God provided understanding flight instructors who were willing to allow Danielle to ride in the back of the plane. She loves to fly and usually falls asleep in the back anyway!

We offer God all the glory. We are ready to launch THE FIRST WEEK OF SEPTEMBER!!!

Thank you Lord! 




**Editor's note:**

Micah William LaBore joined the family at 5:24 AM, July 2, 2005. He weighed in at 8 lbs/15 oz. and measured 20.5 inches long. No wonder Laura was having difficulty pulling the yoke all the way aft!



Danielle LaBore & Jolie Thompson asleep during that great airplane ride.

**GUYANA PROJECT**



Bill and Laura LaBore

10%30%50%70%90%

Completed - Thank You!

LaBore Monthly Support \$3,625

Project AirPower Monthly Village Sponsorship\*

\$13,894 Still Needed

10%30%50%70%90%

\*\$250 monthly provides air and communication service to Bible workers in one of the 56 unreached jungles villages.



**Thank You!!!!**


Continued from page 2

Mission, began the service as all on shore joined in song.

Wave after wave of candidates exchanged places with those in the water: old men, young men, ladies and little girls. The service continued into the early afternoon. At the end, all of the newly baptized members gathered in long rows to kneel at the waters edge for prayer. I could almost hear the angels singing in Heaven.

It all came together for me as I stood on the beach after the service. The new church members and their families had gone. I was left alone with pastors Tolentino and Edbert. We talked about the day and praised God together. How good He was to include us in His work of saving souls. How beautiful to see the creation of a new church district in the Palawan Mission composed of sixty-nine individuals and two churches.

Pastor Tolentino's words were as much an acknowledgement of your participation as they were to me. He said, *"We would not have been able to do this without the air service provided by AWA."*

Thank you for supporting this ministry as we strive to meet the transportation and communication needs of God's work in the Philippines. Together we are making a difference. And thank you Lord, for including us all in your final work on earth 



(From top left clockwise) The dentist extracts a bad tooth; Baptized into a New Life in Christ; Dr. Mayba consults with patients—over 850 of them; approximately 80 circumcisions were performed; the pharmacy was very busy during the evangelistic crusade; the children's meetings were packed with eager participants.



by Andy Klein

# Three Months in O.K. Land!

It's hard to believe that three months have passed since I arrived at the Blackwell-Tonkawa Airport. With rotating crews of three or four we have managed to replace the lighting with more efficient and brighter fixtures, refurbish the floor surface with an epoxy coating, put up a corrugated steel wainscoting around the interior and install new wiring. The maintenance hangar now looks clean, bright and professional.

When Ed Vance and I first arrived this past winter we found the Ponca City church members by following directions posted on the door of their condemned building. Since then I've been on a weekend retreat to Kaw Lake with them and have participated in the process of obtaining a new church building. God has blessed and now they have a neat little church with land enough to grow. Meeting with God's extended family is always a blessing. New friends bring joy to ones life. Most surprising of all was to meet people in Oklahoma who were friends of the Alcantara's (our neighbors in the Philippines). This world is really a small place!

On the 3<sup>rd</sup> of July we had a couple of squall lines come through late in the evening.

Just five miles away, Blackwell recorded winds up to 100 mph. While we had lots of lightning and thunder, the winds at the airport registered only 65 mph. God's looking out for us.

With the rain comes a new spurt in growth from the grass. Imagine 3500' of runway and taxiway with their edges and runway lights to mow around. The buildings, ramp areas and the airport lands need to be kept respectable. All this is good experience because we will be replicating the general layout in the Philippines as we develop the runway, maintenance hangar and living quarters there. (See article page 8.)

As I write, Ponca City airport is closed for maintenance. Our first sources of revenue have come in the form of hangar space rental to Ponca City refugees. It is nice to see the hangar we worked so long and hard on filled with airplanes once again.

Pursuant to the metaphor of people bringing their resources to Jesus (see Winter/Spring 2005 Flight Log article "Where's Blackwell"), we view the airport authority's purchase of the lights, epoxy flooring, corrugated siding, electrical materials; the donation of a computer based



Jim Holdeman preparing floor for epoxy coating.



Blackwell-Tonkawa airport with planes fueling and preparing for flight.

(Right center) Don Starlin and Andy Klein install the new high-tech lighting. (Right) Andy and Mike Peterson install the wainscot siding to the inside walls of the hangar.








flight simulator, glass display cabinets, a riding lawn tractor and community volunteer participation as people placing their coats before the colt Jesus is riding.

God has led us here for a purpose. Please continue to pray that we will realize the goal of missionary flight and maintenance training. Most of the general tooling is in place. Now we are in need of specialized

aircraft tools like cylinder wrenches, box brake, large sheet metal shear, etc. so we can perform the maintenance necessary to become fully operational. We can't wait to see how God will furnish those items! 

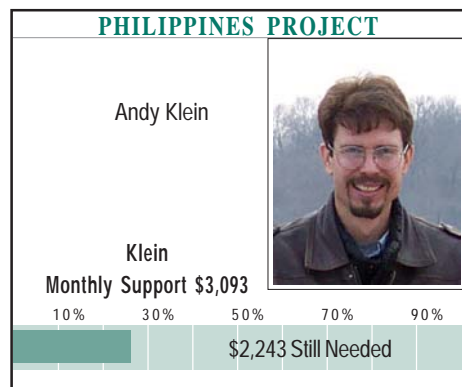


(Clockwise from the top left) Jim Holdeman and Andy Klein prepare the hangar floor for epoxy coating; The hangar before improvements; Mike Peterson from Randall Electric in Berrien Springs, MI installs conduit for new power wiring; the shiny new epoxy floor reflects light as the wainscot siding is installed.



(Left) Barbara and Jim Holdeman accepted God's call as Business Manager and Operations Manager respectively of B-T Aviation Services. Their God-given experience and passion for evangelism qualify them for ministry in Blackwell.

**Editor's Note:** the Klein monthly budget has been updated for the first time in four years.





# God Prepares an Airbase in the Philippines!

by Don Starlin

It was a hot day in February 2005. We received clearance to taxi into position and hold for an airliner departing Manila International on a cross runway. Advising caution for wake turbulence, the tower cleared us for take off. Clif kindly allowed me to fly while he ran the radios. We turned south toward Mindoro. I trimmed the plane for a shallow climb to allow engine cooling as we sought

Don Starlin and Clif Brooks fly the Philippines project plane.



The AWA- Philippines crew was joined by AWA-US in providing logistical support for and participating in Alangan Campmeeting 2005.



which to support missionary teams throughout Palawan Province.

The search began five years ago. Clifton and Cynthia scouted Palawan. Trudi and I went to Mindoro. More than a dozen potential sites were examined while six years of prayer bathed the quest. In October 2004, Clif alerted me to another location strategically located just south of Puerto Princesa. We continued

praying for God's specific direction.

In Puerto we met up with British Columbia Conference youth pastors Brian Wahl and Charles Aguilar on assignment to locate a December 2005 youth mission site. The next morning we hired a van and bounced our way to the municipality of Aborlan (a geopolitical division similar to a county in the USA.) An hour and a half south of Puerto the driver turned off the coastal "highway"

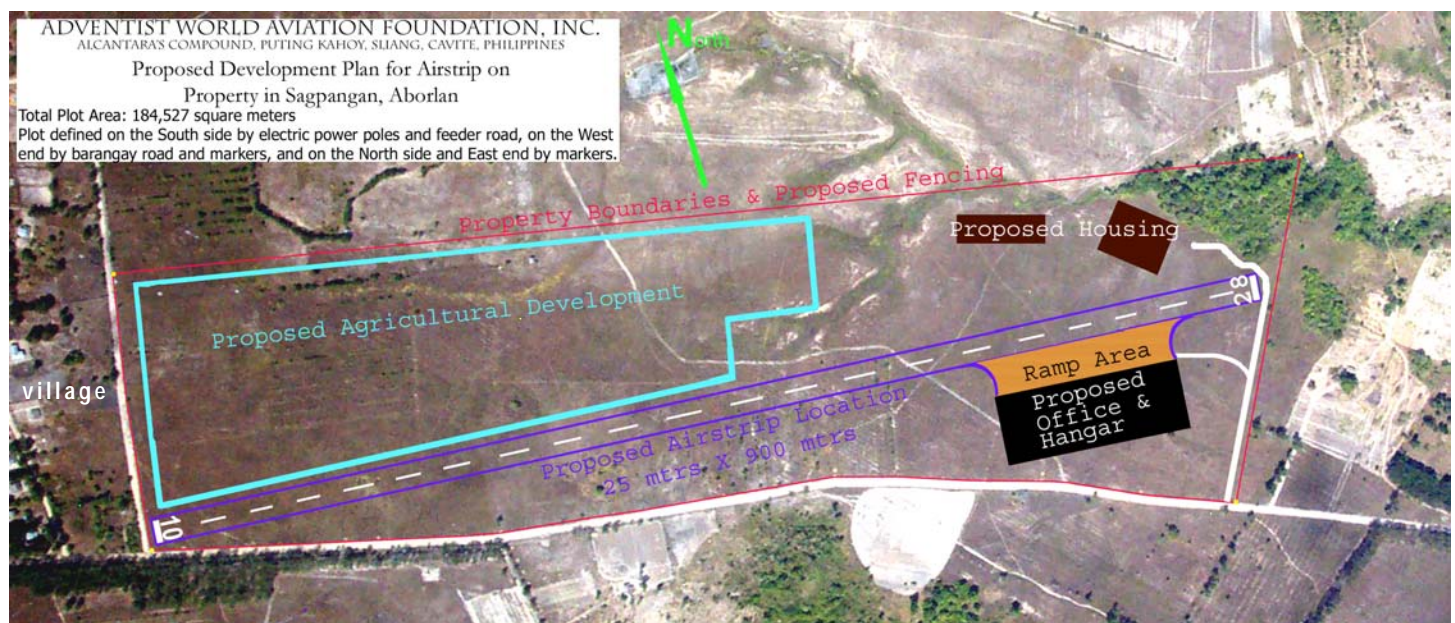
and headed west up a graded drive toward the mountains. Freshly creosoted power poles paralleled the north side of the road.

"How long have these been in place", I queried. "They just finished building the power line in December. It's so new the village of Sagpangan isn't wired yet," came the reply.

"And where is the prospective property in relationship to the road and power line," I asked. "The road and power line run the entire length of the south side of the property! The thousand-meter length is aligned with the prevailing winds and thus ideal for a runway. Sagpangan is largely a Tagbanua tribal village. Philippine Frontier Missions has two mission outposts among the Tagbanua - only five and ten minutes flight respectively into the mountains making it easy to provide air support for them. The property is only fifteen-minutes south of Puerto Princesa by mission plane. Regular airline service and shipping into Puerto make it an ideal location for acquiring supplies to be airdropped

more comfortable temperatures aloft. We crossed Verde Island Passage and about 15 miles north of Mamburao began a descent for the visual approach. Adventist Frontier Missions Tim Holbrook and my wife Trudi disembarked for Alangan camp meeting.

Clif and I departed again and set a course for Puerto Princesa, Palawan - approximately three hours southwest. Our mission: to survey property for a forward airbase from





to the outlying mission stations.”

Ms. Adier, Mayor of Aborlan, stood at the west end of the property. Clif explained AWA's mission in the Philippines and intentions regarding the 50 acres. As he presented her with a photo of the mission plane waiting patiently in Puerto Princesa, she exclaimed, “You don't know how many have come talking of building an airstrip in our municipality. Nothing has happened. This is an answer to prayer!”

We walked the perimeter. The land and its location were perfect. In faith, Pastor Brian Wahl dedicated this property that still belonged to others. That prayer of blessing grasped heaven's vision for a facility from which every people group in the province will hear the three angel's messages. It also foreshadowed God's activity in the weeks ahead as AWA would work in partnership with others preaching the gospel. (*See cover story this issue.*)

We sat in a restaurant in Puerto with the realtors and a local ASI businessman. Clif and I had discussed a plausible strategy for making an offer on the land and decided to outline the plan over lunch. We explained that AWA existed only by the grace of God and the good will of donors who believed in its mission. The reason for the survey trip was to determine the exact boundaries of the property, get descriptions and photos, establish the price, and make a good faith deposit to hold the land until the vision could be shared with donors in the States. We explained that we had no control over how fast the funds would come in, or whether they would come in at all. This was God's project and we would proceed as He provided.

The total cost of property including survey and months of legal work obtaining releases from current owners, their relatives and proceeding all the way to congress was estimated to be approximately \$100,000 – or about one sixth the price of adjacent lands. Not having the funds in hand, we proposed to put \$10,000 down, make a payment of 50% of the balance at six months with the final payment in 12 months. The realtor's faces fell. They said, “I don't think the owner will agree to those terms.” Brother Nehemiah leaned over and gently said, “They don't do business that way here in the Philippines. It's cash or nothing.”

We responded that we had no other option. AWA simply didn't have the money. It had to be raised and that would take some time. Finally, the realtors agreed to ask the owner if he would consider the proposal.

The next morning Clif received a text mes-

The mountains west of the village of Sagpangan



sage from the realtors, “Your God is powerful, the owner agreed to your terms!”

Encouraged by Divine interventions thus far, Clif and I presented the proposal to AWA-Philippines Board the first Sunday of March. The Board acknowledged God's hand at work. In prayer and in faith the Board approved the acquisition subject to legal review of the contract.

Now what to do? The only cash available was \$10,000 for aircraft operations. A busy flying schedule indicated the funds would be needed in the coming weeks if we were to continue supporting major mission efforts.

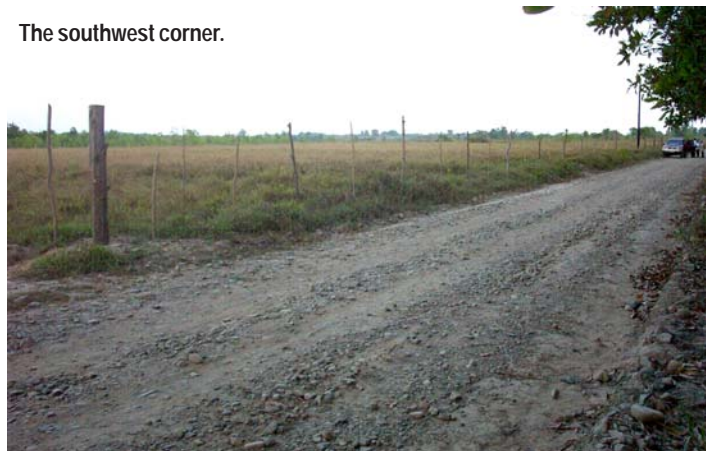
Six days later I was back in the USA making a report to a sponsoring Sabbath School class. I told stories, showed positions of mission outposts on the map and shared God's leading regarding the proposed airbase at Sagpangan. We knelt in prayer for the base, for the unreached people, for the missionaries and for the airplane. The class dismissed. I watched as one of the class members, already in the sanctuary, stopped, turned and came back into the foyer. The individual took me by the arm and pulled me to a corner. “The Lord is impressing me to do something for this project. Would ten thousand dollars be of use?”

“Not only would it be of use, but that is the exact amount needed for a down payment on the property!” I exclaimed.

The funds were wired to the Philippines and the down payment made.

On June 30, AWA-US Board of Directors voted to authorize a campaign of \$350,000 for the Philippines project – all of which is needed before October. Why?

The southwest corner.



About fifty young people and supervisors from Canada adopted the Sagpangan project and plan to arrive in December! They believe God has expressed His will and, by the time they arrive, the property will be paid for and the construction materials will be on site to build a hangar and housing. They believe God intends the gospel to be preached to every one of the twenty-two languages in the province. They've already purchased airline tickets! What faith!

A payment of \$45,000 for the property is due in August. A steel building must be purchased and shipped, a flatbed truck is needed to facilitate the movement of personnel and construction materials, the runway must be prepared and drainage installed so the plane can serve the volunteer group on site. A well needs to be drilled and a septic system built.

God is at work! His young people have faith! Care to join us?

Property acquisition, survey, legal work	\$100,000
Drainage, fencing, runway construction	25,000
Hangar/residence, water, septic, electrical systems	200,000
Flatbed crew cab diesel truck	25,000
Total needed by October	\$350,000
Amount received	(10,000)
<b>Balance needed by October</b>	<b>\$340,000</b>



PHILIPPINES PROJECT				
Aircraft Monthly Operating Expenses* \$22,500				
\$19,500 Still Needed				
10%	30%	50%	70%	90%
*\$750 monthly provides air and communication service to missionaries working in one of 30 people groups.				
Airbase Construction \$350,000				
\$340,000 Still Needed				
10%	30%	50%	70%	90%



# Team Togiak

by Fran Hansen



Alaska project planes disgorge passengers and cargo.



Teens learn Origami.

## Editor's Note:

*This summer's youth mission trip to Alaska included Aleknagik, Dillingham and Togiak. Over the course of the next three quarters, Flight Log will feature one report from each team.*

**O**ur fourth year to Togiak was tremendously rewarding! This year's team included eleven youth and adults plus a two-year-old.

We were blessed with good Vacation Bible School participation. Activities included bible study, games, singing and crafts. It was such a joy to see how much the kids have grown over the years! Throughout the course of the week we ministered to 150 children. After the first day of apples and oranges for snacks, the comment was made, "I've never seen such need in children's eyes before."

Origami was offered to those thirteen years and up.

They picked up on it right away. An eight-year-old girl copied her sister by making an origami box.



String games Alaskan style.

There are string games in every culture and the Eskimos are no exception. The kids enjoyed sharing their string games with us.

Over the last four years Ruth Nielsen of Washington has knitted over 300 hats as gifts to the Eskimo children. The hats are quite a hit!

We saw a baby seal on the shore and rode in a skiff to the other side of the bay to go beach combing. We learned how to weave baskets and each Pathfinder was given a small piece of walrus ivory by one of the artists in the village.

The highlight of the week was the community potluck. We sampled delicious salmon dishes and raw herring eggs. The eggs are laid on kelp and you just scrape them off with your teeth! Our group made pecan and cherry pies and chocolate chip cookies for dessert. We were greatly blessed when the Mayor of Togiak sang Amazing Grace in English and another hymn in Yu'Pik. The city gave each of us a mug or fanny pack in gratitude for working with their children.

Everyone who went wants to return next

year. Nothing is more exciting than bringing the Good News to Togiak!

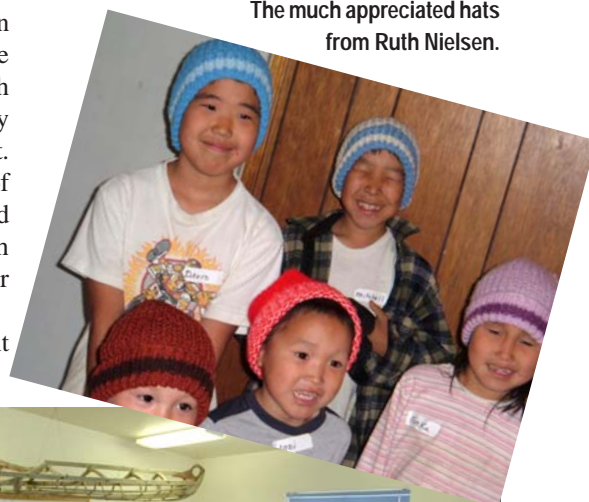
If you would like to participate next summer, please contact Fran Hansen at [franhanzen@flyawa.org](mailto:franhanzen@flyawa.org) or call 417-742-4154.

Sponsor an Eskimo child for one week of VBS! \$25.00 will cover craft supplies and fresh fruit snacks. Please make your tax-deductible gift out to **Adventist World Aviation**. Mark it for **Alaska VBS** and mail to:

Adventist World Aviation  
PO Box 251

Berrien Springs, MI 49103-0251

The much appreciated hats from Ruth Nielsen.



## ALASKA PROJECT

10% 30% 50% 70% 90%

\$17,030 Still Needed

AWA Alaska Aircraft N2019G \$45,000



# “What does it take to be a Mission Pilot?”



Look carefully beneath the “?” mark in the title. You can see N58636 on take off from the coral beach airstrip, Cagayancillo, Philippines (cover story).

by Greg Thompson

That is probably the most common question asked of anyone in AWA. I thought it might be helpful to detail some aspects of mission flying and how missionary pilots need to be trained in order to cope with the varied situations that develop over the course of their deployment.

First and foremost, one must desire to serve the Lord. You have to be “called” for this work or you simply won’t endure the hardships and problems that accompany the job. There are other spiritual prerequisites but they are outside the scope of this article.

## What does a Mission Pilot Do?

A mission pilot is a highly trained “Jack-of-all-trades”. His/her main task is of course to fly the aircraft; but when not flying, maintenance, logistical and administrative tasks need attention. The simplest of tasks can seemingly become a full-time occupation.

## Licensing and Experience

AWA requires a minimum of Commercial Pilot License with an Instrument Rating and 500 hours flight time – including high performance aircraft. Does this ensure the skills necessary to operate in tight, sloped, or obstructed airstrips? Not at all! In fact, a Commercial License is just the beginning.

Modern aircraft are engineered for safety and thus relatively easy to fly – at least compared to their predecessors. The skills passed on by the average instructor are very basic and are sometimes barely enough to keep the student alive if all goes well. With successive “generations” of instructors learning to fly “easy” aircraft, the skills once considered essential to survival are gradually lost from the mainstream of flight schools. Just look around any flight school and count the number of tail wheel aircraft on the ramp. Why is this? Nose wheel types are much easier to take off and land. The nose wheel in contact with the runway counters crosswind loads on the vertical stabilizer minimizing the tendency to “ground-loop”. Why then do nose wheel types still get damaged or destroyed? Again – lost skills, no longer required by FAA syllabi, and no longer taught because the instructors themselves lack them.


Similarly, how many operations in any developed country are routinely flown into short, rough, sloping sod airstrips? Again, with high-quality paved runways, there are very few opportunities to use the old-time handling skills and thus they are lost over time.

And now for one of my favorites... Why can’t modern-day pilots navigate with a map, compass and watch – like Lindberg did when he crossed the Atlantic? Again, we have excellent navigation systems in the United States, the most accurate being Global Positioning System (GPS). The average light aircraft pilot can navigate with the same precision as the multi-million dollar airliners that daily ply our airways. But what about the remote jungle

## The Call


Continued from back page.

mates six to nine months to build the simulator at a delivered, installed and certified cost of roughly \$500,000. Quest anticipates FAA certification of the Kodiak early in 2006. Placing an order for a simulator now would position AWA to develop the facilities necessary to train crews taking delivery of new Kodiaks next year.

The command has been given. AWA’s leadership responded and stands willing to move forward. Would you join us in prayer that human hearts will comprehend the tremendous implications this opportunity represents for proclamation of the three angels messages? 

or desert airstrips where GPS coverage is insufficient to give a reliable and accurate fix? What if some freak of nature, war, or simply an errant finger of some bored member of the Department of Defense, shuts down one or more of the satellites so necessary for a 3-D fix? Simply put, you’re on your own!! You’d better have a plan B or you may not make it home for supper!

Is flight training really that bad? No, I’m simply stating that the modern-day skill set required of a Commercial or Airline Pilot is much different from what it was 30 or 40 years ago. The differences in infrastructure between developed and developing countries creates an ever-widening gap in training that the Mission Pilot must bridge, or be dangerously unprepared for an environment he/she wasn’t trained for.

So where do we go from here? Actually, it is of benefit to survey the types of operations a typical mission pilot will be involved with, as well as the aircraft types, airstrips, climatic conditions and passenger/freight loads he/she will be asked to fly. Each mission field is different and in the next issue of Flight Log we’ll look at some examples from the Philippines project 



Clif Brooks and Pastor Tolentino standing on the coral beach airstrip at Cagayancillo, Philippines (cover story).





## LETTER FROM THE PRESIDENT

# THE CALL

We've watched quietly as a group of extremely capable and committed Christians developed (and stand prepared to manufacture) a single-engine turboprop ten place aircraft. The plane has a stall speed of 58 knots, a useful load of 3450 pounds and a cruise speed of 173 knots at 65% power. Take off over a 50-foot obstacle is less than 900 feet and landing over the same requires less than 1200 feet to be down and stopped.

The Kodiak, built by Quest Aircraft Company, LLC of Sandpoint, Idaho, is the first soon-to-be-certified turbine powered airplane designed by and built for missionary aviators in the 21<sup>st</sup> century. With fuel costs escalating and availability plummeting, the handwriting is on the wall for missionary airplanes certificated for aviation gasoline. We believe God inspired these individuals at this time in earth's history to develop a tool that will allow the Gospel to be preached

to every language group before Christ returns.

In the last edition of Flight Log (Spring 2005) I cited God's directive found in Joshua 1:9, "Have I not commanded you? Be strong and courageous. Do not be terrified: do not be discouraged, for the Lord your God will be with you wherever you go." NIV

On June 30, AWA's Board of Directors took that command to heart and prayerfully voted the boldest package of projects ever approved by this humble ministry. In response to an unprecedented opportunity, AWA's leadership removed procedural obstacles to acquiring not one, but four Kodiaks. A once-in-a-lifetime opportunity lies before us. Matching funds of up to \$375,000 per aircraft are available to assist missions wishing to acquire Kodiaks. This window of opportunity expires the end of December 2005.

Consistent with the gospel commission of Matthew 28 and the prophetic messages of

Revelation 14, we believe that we should not only acquire the airplanes necessary to deliver the message, but also assist in equipping the body of Christ with the skills to fly them. Action was also taken authorizing the executive staff to move forward, as fast as God enables, to commission the construction of a Kodiak full-motion flight simulator.

The emergence of a new mission plane will create a demand for training too costly and too dangerous to be done in the aircraft. Initial dialogue with Quest indicates willingness to work with a Christian entity to conduct training for crews taking delivery of the Kodiak.

The simulator manufacturer estimated  
(Continued on page 11)

Don Starlin,  
President

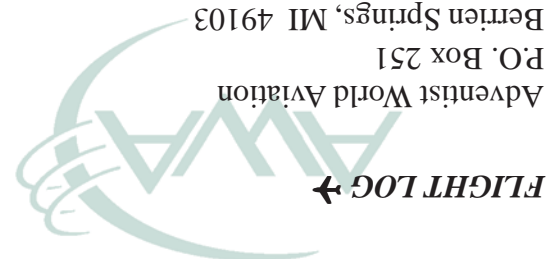


ADDRESS SERVICE REQUESTED

Berrien Springs, MI 49103

P.O. Box 251

Adventist World Aviation



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