

# FLIGHT LOG →

FALL 2005

NEWSLETTER

Vol. 11 No. 4

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

## Guyana Project LAUNCHED!!!

by Bill Labore

*Greetings* from  
Guyana!

We've looked forward  
SO many years to saying that!

Our family arrived in Guyana the afternoon of September 6. We spent almost two weeks living in one of the guest rooms above the Guyana Conference office building at the intersection of Peter Rose & Almond streets in Georgetown.

Aside from strategy meetings with conference personnel, our first items of business were to open a bank account (no small feat here!) and find a suitable place to live. Apartments are in pretty high demand in Georgetown. At first we were concerned the process might take awhile, but lo and behold, we



arrived in the country on Tuesday and by the second Friday we were moving into our apartment!

Our apartment is in a two-story building - we live on the 1<sup>st</sup> floor. This location was an answer to prayer. We had been praying specifically for a safe location in close proximity to the conference office. Our area is thought to be one of the safer places to live and we can walk to the conference office in about 8 minutes! We're getting to know the manager, who lives upstairs, as well as the people who work for him. Praise God!

We met with the Civil Aviation Department. The meeting covered the requirements for Laura to fly in Guyana, the process for plane

*(Continued on page2)*



Above: The LaBore Family: Bill, Laura, Micah, and Danielle sitting on the front porch of their new apartment. Left: Laura buys eggs in plastic bags. Sometimes they break before she gets them home!



The LaBore's new apartment is on the lower level of this building.



## MEMORIALS

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RAY AND LUCILLE BROOKS  
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HOWARD AND LORRAINE DREW'S 50TH WEDDING ANNIVERSARY

## Launched!!!

Continued from page1


registration, other aviation items. The next government meeting will be with the Ministry of Lands and Mines to inquire about the best interior location for our base and the land application process. We would like to start this process before we return to the states for our aircraft because it will take some time to develop. We believe that God has a special place set aside for us and we are seeking His will.

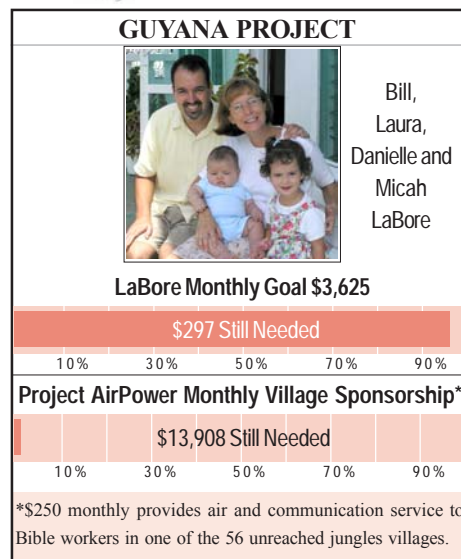
Captain Gerry Gouveia, Managing Director of Roraima Airways, has agreed to provide opportunities for Laura to fly "right seat" so she can log the required observer time in Guyana. Roraima Airways flies eco-tourists to camps in the jungle where people can observe the wildlife. This has been excellent experience for Laura. The aviation buffs would appreciate knowing that she has made flights in a Britten Norman BN-2 Islander!

Jesse Hibler, volunteer architect for the Wings for Humanity Volunteer Center, arrived on October 9<sup>th</sup>. We met with the Guyana Conference administrative staff to discuss plans for the Volunteer Center. We will update you on that next quarter.

Guyana has caused us to reflect on God's leading over the last several years as we pre-

pared for this ministry. We are excited to get to know Him more intimately as we step into uncharted territory. *It's been said, that Jesus did nothing without first seeking the will of His Father. We are humbly realizing that this is how we must live our lives as well.*

Thank you God for your desire to be intimately involved in our lives and for your love of the people here in Guyana. May you accomplish your purposes through us. Amen. 



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FALL 2005

## 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.

*May your generosity  
toward AWA  
bring you  
abundant blessings  
this year and  
in the year to come.*



# Summer Missions Extends It's Reach

by Jim Kincaid



Shungnak missionary team (above); some very happy grateful children from the Shungnak Vacation Bible School (right).



For the sixth year in a row the mission group sponsored by the Delta Junction/Tok District made the trek to Shungnak via Adventist World Aviation aircraft. This Eskimo village of 350 people situated on the Kobuk River has become more and more receptive and connected to these perennial missionaries. It is amazing how learning a child's name and remembering their birthday with a card can make a difference. This year folks from Fairbanks and Wasilla joined the group from Delta Junction.

After spending five days in Shungnak the team was transported to Selawik for four days of Vacation Bible School, building improvements and general cleanup. No group had been to minister in Selawik for many years. A total repaint of the church was initiated.


Mission work in Selawik was begun in the 1930s and 40s by early Adventist flying missionaries. The first baptisms took place in the Selawik River. Several villagers attended the Bristol Bay Mission School during the 1950s and 60s. In this growing community of some 950 persons there are about 15 church members, but many local people have a connection to the church via family affiliation. As the mission team traversed the board-walk streets of the village many com-

ments such as the following were voiced, "Why don't you come back to have regular leadership here? You have a lot of members here!"

This experience once again illustrated the crying need of North American Missions. As the worldview of native peoples has broadened, their desire for Bible truth has increased. Gaining a perspective to put the prophetic words of scripture into proper context is occurring.

There is a crying need for committed young people to invest their lives in Alaskan villages – to work under direction of the Holy Spirit preparing a people for the coming of Christ.

Church planting interests may contact the Alaska Conference at 907-346-1004 or [www.alaskaconference.org](http://www.alaskaconference.org)

Full-time missionary aviation interests may contact AWA. 

ALASKA PROJECT				
10%	30%	50%	70%	90%
\$16,730 Still Needed				
AWA Alaska Aircraft N2019G \$45,000				

## Dillingham, Alaska VBS

by Kathy Rowe

This year eleven Pathfinders went to Dillingham, a village of about 2,500 people. From Dillingham you can drive about 24 miles: beyond that requires a boat or airplane. There had not been a Vacation Bible School for several years. Church and community members alike welcomed us with open arms.

God blessed our team with a variety of talented individuals. Even though the cost of living is very expensive because everything has to be shipped or flown in, the church members and Pastor Prevo fed the team very well. We brought enough food for two meals a day, but we always had food in the freezer.


At 6:00 PM Monday night we had two guests. I thought, "well if God has us here for these two children, we are going to move forward." By 6:30 we had 25 children who wanted to sing and do everything they missed the first half hour.

As children came earlier each night, we started learning Bible verses by hopping, clapping, jumping rope, jumping jacks and group hugs as the verse was repeated over and over. It wasn't long before children riding by on their bikes stopped to listen. Health lessons, nature nuggets, games and crafts were all designed to remind them of Jesus' love.

The Bible lesson came to life as team members dressed up as Bible characters. The children were always part of the story. "Why did I wait until Wednesday to start coming?" one child exclaimed. "Jesus is alive!" shouted a four-year old in the middle of one Bible story. One boy heard there were games in the gym. When he came he found a lot more than games. Many parents stayed to participate in the program and thanked us over and over at the end of the program.

Prayer time really touched my heart. Everyone was very very quiet and you could have heard a pin drop. At the end all the children said "Amen" very reverently.

Three children came at 12:00 noon on Thursday. "Is it time for VBS yet?" On Friday we had ten kids by 5:00 PM. We had not eaten yet, but we let them come in and we started VBS. We ended with 60 children!

I would like to have spent more time there. We wanted to go to the dump to see the bears as well as the church camp, but the weather was a bit rainy. Soooooo we will just have to come back next year!!!! 

# COATS ON THE ROAD

## Coats on the Road!

*Look for the logo above in future editions, it will mark the place of praise for the miracles God provides as AWA moves forward to do what He has given us to do. (See the Winter/Spring 2005 Issue "Where is Blackwell?")*

*"Jesus is riding the colt and we are all cheering! (See Mark 11) As he began to ride, others brought their coats and branches (what little they had) to spread on the road. Read about more coats spread on the road for Christ!"*

## Blackwell... Land-O-Miracles!

by Jim & Barbara Holdeman

There is never a dull moment at the Blackwell-Tonkawa Airport. It is nearly impossible to describe in a few words the almost daily demonstrations of God's power to change lives.

We've commenced maintenance services for the community as well as preparation of aircraft for mission service. We recently completed an annual inspection on a customer's Cessna 182 RG. An annual inspection and installation of a new constant speed propeller on a mission plane awaiting assignment (1961 Cessna 182D...N8838X) followed.

AWA's busy little Grumman Tiger is back in Blackwell after a summer of training and promotion. It is currently undergoing an annual inspection in preparation

ration schedule prior to its redeployment to Guyana with Bill and Laura LaBore in January 2006. A Cessna 172 Hawk XP, destined for the Alaska project is scheduled to arrive at Blackwell toward the end of November before it goes on to mission service.

Finally, our ProTech ProStar PT2C was flown to Blackwell in October in loose formation with the Grumman Tiger. Although the flight was approximately 500 nautical miles for Jim in the PT2C, Don Starlin flew from Berrien Springs to meet Jim in Illinois and then at least 800 miles of "S" turns and slow flight to keep from running ahead of our short takeoff and landing airplane.

In August we were invited to an ice cream social at the local United Methodist church. Word got around that we are "the missionary training people" at the airport. We were

without a pastor and asked if we would consider filling in a time or two.

The enthusiastic Ponca City Seventh-day



The PT2C in flight



Above: The first annual inspection was preformed on the plane in the foreground. Left: Jim Holdeman fills the tanks on the airplane before departure.



invited to speak at the men's prayer

Adventist Church has loved us and offered time, resources, energy, and prayer to AWA's ministry in Blackwell. One member went so far as to lend a brand new, zero turn radius, heavy-duty mower—a blessing beyond words.

God is providing relationship-building opportunities in preparation for Christ's soon return!

Maybe you cannot fly for Jesus...but you can support those who do. Maybe you cannot fix airplanes...but you can help those who do. Maybe you cannot labor overseas for Jesus...but you can pray for those who do. Maybe you think you cannot share what Jesus has done for you...but you can. Ask Jesus; you will find a peace and satisfaction that goes beyond understanding. AWA

Be Blessed...Jim and Barbara Holdeman



The Grumman Tiger in flight.

for further training duties beginning mid-November.

The Pathfinder plane is next on the prepa-

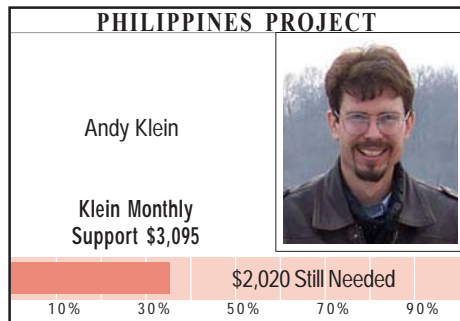
breakfast on a Saturday morning. A 20-minute presentation was followed by a question and answer session. That event led to an invitation from the Nardin Methodist church a few miles away. After a most gracious and loving introduction, we presented the sermon. This congregation enjoys church! Monday morning the worship leader arrived at the airport to thank us for the message and make a donation to the ministry.

The Blackwell Rotary Club asked us to speak at their November 9th meeting; Bill and Laura LaBore are scheduled for January when they come for the plane! A Methodist friend learned that a local Baptist church is



I suppose Clif has kept you up to date with our work here. We got the Volkswagen going and today I found that it won't go into first gear and it pops out of third under load, we may need a different transmission. Such fun. Sure would be nice to have it in Palawan. Things are happening . . . God bless,

Andy 



## YOU MAY SEND CONTRIBUTIONS ELECTRONICALLY

AWA now accepts donations via credit card. Call, E-mail or donate online.

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.

Well, the past month has been busy. On Sunday, October 4, 2005 I took the check ride for my private pilot certificate. After my check ride I packed the last of my things in the car and left Andrews University for Kennesaw, Georgia.

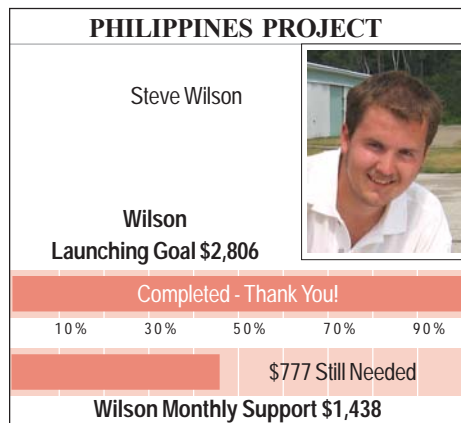
I got home Monday. After some shopping I packed my stuff before going out to eat with my family. The next day I found myself on the plane headed for the Philippines.

In the time that I've been here I have removed the engine and transmission from the Volkswagen (it only had three out of four gears), and helped Clif with plumbing his new water system.

Pretty soon they will be able to do laundry at their house. That

doesn't sound like much, but the water only flows down the street every other day. It takes quite a system to pump water up to tanks on the roof automatically whenever water flows.

Steven Wilson



# Around the World in 60 seconds

## Alaska

God is answering prayers for AWA operations in Alaska! The Lord moved on the hearts of a couple in Texas to provide a Cessna 172 Hawk XP, as well as seed money for a hangar in Dillingham. This generous gift will allow the Alaska Conference to re-establish regular ministry to some 30 native villages that lie within 60 miles of Dillingham! Praise the Lord! Watch for the story in the next issue of Flight Log!

## Pilot/Mechanic Needed

AWA-Alaska is in need of Spirit-led pilot/mechanics to make long-term commitments to building relationships with and responding to invitations to work among native peoples. If you feel God moving on your heart to make a missionary aviation commitment to Alaska, please contact AWA.

## Guyana

Architect Jesse Hibbler is actively working with Wings for Humanity and the Guyana Conference to finalize plans for a building to facilitate aviation ministry in the interior and function as a training and research center to evangelize Hindu populations from African cultural contexts. If you have a burden to financially support this ministry please mark your donation, "Wings for Humanity Volunteer Center."


## Student Missionaries Needed!

Now is the time to start thinking and planning for next school year. AWA is looking for spiritually motivated technically competent licensed A&P Student Missionaries for the 2006-07 school year in the following countries:

## Peru

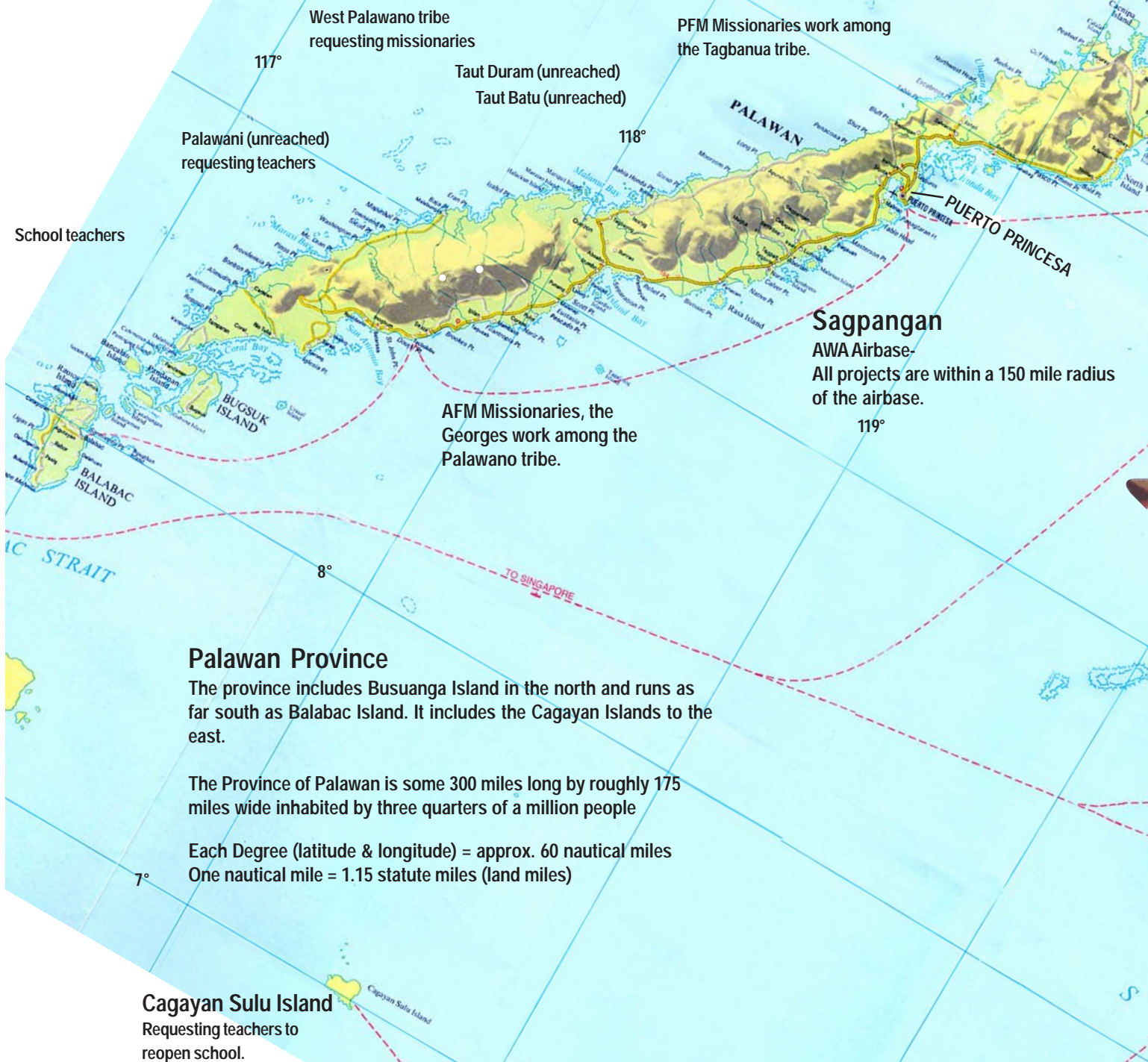
The Peru Project provides an excellent environment for a young A&P to gain real-world mission aviation experience working under one of the best IA mechanics in the field. Maintain a Cessna 182, learn Spanish, visit native tribes, and grow in your walk with God as you see Him at work. Contact AWA for details.

## Philippines

The AWA Philippines Project presents a golden opportunity for a collegiate A&P to take a year out of school and practice what they've learned. Maintain a Cessna 182, participate in the construction of an airbase on the Island of Palawan, interact with frontier missionaries serving local tribal people and maybe even log some flight time! This is excellent experience for someone preparing for a lifetime of missionary aviation service. 

# An Airbase in the Philippines

by Don Starlin







Why an airbase on Palawan? The full answer will only be understood in the context of eternity, but there are obvious reasons even mortals comprehend.

In Puerto Princesa earlier this year, I listened as a young missionary mother holding a newborn baby shared how, after years of labor, they established a school and developed contextually relevant Bible story books. Their work is not in vain. The people are asking for more. How exciting!

As I probed, the brave façade began to crack and the woman, now joined by her husband, with tears in her eyes, confessed how terribly discouraged they were on a *remote island* sharing the gospel. The trip to Puerto Princesa to have the baby took a week one way by ferry and jeepney—not an unfamiliar excursion! They make the trip nearly every month to retrieve their stipend and purchase provisions. Sometimes there is only enough money for return passage or to buy supplies, but not both. The airplane will bring encouragement to them in their station and allow them to double productivity.

There was another couple who, after multiple bouts with malaria in their remote mountain post on Palawan, were finally advised by a physician that, given their weakened condition and the grueling trip, they would probably not come out alive if they returned to their project. Airdropping medicines and supplies could have saved the missionaries from making the health-destroying trips while suffering malaria.

On another group of islands in the Sulu Sea, student missionaries from California established a school among the predominantly Muslim population. The school was rotationally staffed for several years after their departure. Sadly, over time, interest in the project waned and the school closed leaving the islanders without education or Christian witness. Repeated requests have come from the island to the Palawan Mission for teachers. Servicing the remote school remains an obstacle. The requests go unmet. AWA's air support team will enable the project to re-open.

Ten-year veteran AFM church planter Kent George is aware of three people groups within ten miles of his village of Kamantian, isolated by rugged terrain, with whom they've never had contact – and never will without air support. We look forward to helping them share Jesus.

Five years ago a chief begged Clifton Brooks to stay and work in his village. Clif

(Continued on page 8)

PHILIPPINES PROJECT				
Monthly People Group Sponsorship* \$22,500				
\$21,211 Still Needed				
10%	30%	50%	70%	90%
* \$750 monthly provides air and communication service to missionaries working in one of 30 people groups.				



An Airbase in the Philippines  
Continued from page 7

promised the Western Palawano chief that he would return with an airplane to help support teachers and medical workers to their tribe. An airbase will make it possible to deploy missionaries to fulfill that promise!

Well-planned air support will make the difference between life and death (physically and spiritually) for thousands.

Sagpangan, Aborlan, Palawan, Republic of the Philippines. The location is strategic. Roughly centered in the province, the farthest point is only an hour and a half away by mission plane. Within that operational radius about a dozen missionary teams labor under difficult circumstances. **One air support team can not only make the missionaries more productive, but also increase the number of new frontiers accessible for Gospel workers by 300 percent!**

Sagpangan has other advantages. It is rural enough to allow for expansion and yet near enough to the provincial capital, Puerto Princesa, to facilitate transportation and supply needs of the Palawan Mission, Palawan Adventist Hospital, Adventist Frontier Missions (AFM), Philippine Frontier Missions (PFM) and a host of other ministries.

Two PFM teams work among the Tagbanua tribe only 10 and 20 minutes flight time over the mountains west of Sagpangan. Several more PFM missionaries labor at locations further south. Kamantian, where AFM missionaries work among the Palawanos, is only a 45-minute flight south.

The municipality of Aborlan has a population of roughly 30,000 people speaking 22 identified languages and/or dialects – all candidates for the Kingdom. According to the mayor, the proposed airfield meets a felt need in the community—just one more opportunity to build relationships and win souls.

The Province of Palawan is some 300 miles long by roughly 175 miles wide inhabited by three quarters of a million people with an annual population growth rate of 3.6%. Transportation is a challenge. Maps show roads that don’t exist. Boat and ferry service is limited to coastal destinations. Land and sea travel is both arduous and dangerous. Vehicular accidents and sinking ferries are common, yet missionaries must utilize them to reach post offices, banks, retail stores and medical services. Air transportation, wisely used, improves efficiency and safety.


Puerto Princesa is blessed with daily airline service to Manila and is only a 15-minute flight from the airbase. Puerto’s seaport will facilitate the shipment of bulk materials and supplies. By road it takes about 1.5 hours in dry season and 3 hours or so during rainy season to travel between Sagpangan and Puerto Princesa.

God dramatically touched the hearts of His people in August and September allowing AWA to make payment number two on the property. Just one example:

“Don, do you remember the \$10,000 I gave in March?” “Of course,” I replied. “You won’t believe this, because I can hardly believe it myself,” she continued. “For the first time in

my life, in only five months I’ve saved that much and more. I gave it away for missions. God gave it back. I’m going to give it again!” And she did!

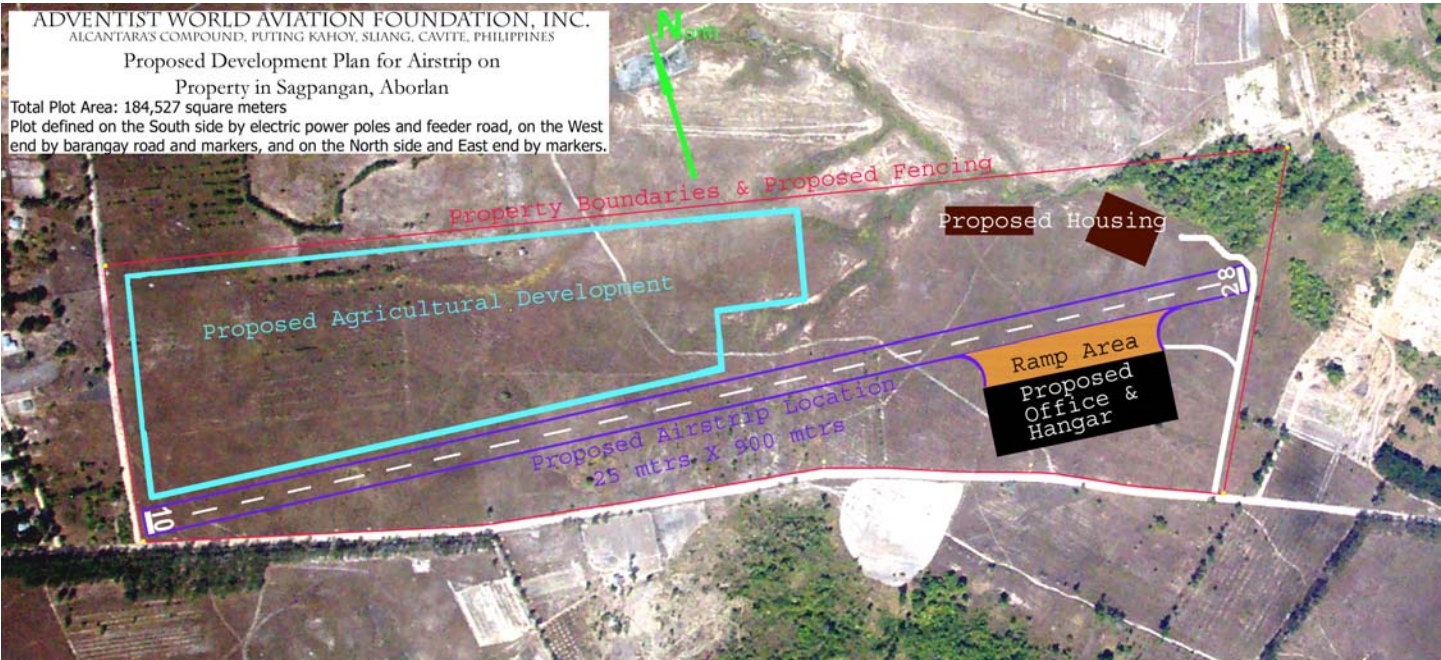
Mid-December a group of 40-50 youth will descend on the project. AWA is \$45,000 toward the \$100,000 property acquisition goal—an amount we are praying will be in hand by the end of the year.

Your prayers, financial participation and on-site construction help will make all the difference in the proclamation of Christ’s soon return to the inhabitants of Palawan. Come join us! 

Airbase Development Budget

<b>Phase I:</b>	
Property acquisition,	
Survey, Legal work	\$100,000
Amount received	(41,526)
Total needed by Dec. 31 2005	\$ 58,474
<b>Phase II</b>	
Drainage, Fencing,	
Runway construction	25,000
Flatbed crew cab diesel truck	25,000
	50,000
<b>Phase III</b>	
Hangar/Residence, Water, Septic,	
Electrical systems	200,000
<b>Total needed for all Phases</b>	<b>\$350,000</b>

PHILIPPINES PROJECT				
10%	30%	50%	70%	90%
\$308,474 Still Needed				
Airbase Development \$350,000				







Clouds burst into downpour just beyond the airplane.

# by Clifton Brooks Anxious for Nothing

**T**he other evening at dinner my oldest daughter, Celeste, said, “Daddy, you know what I like best about flying in the big, big plane? It’s the part where you’re on the ground and you drive out onto the runway, and you start to go faster and faster, and . . . zoom! And then you go up, up in the air!”

I agreed with her. “Yeah, I like the take-offs too, but you know what I like even better?”

“What?” she asked, her ears eager to hear something better than a real cheek-twisting, heart-pounding, set-you-back-in-your-seat, thruster-like, catapult-shot take-off.

“Actually, I like landing the best,” I said.

“Why Daddy?”

“Because then you know that the flight is over and you can sit back and relax, and not have to work any more.”

My daughter gave me a short “Oh”, signaling that she had understood the words, but maybe didn’t grasp all it meant. But it’s true . . . Often it seems that the most rewarding part of the flight is the end.

A specific flight comes to mind. In retrospect, I don’t remember there being any real problems along the entire route. The flight through congested Manila airspace was unusually hassle-free. The plane behaved in its usual docile manner. There were no mechanical problems or concerns. Rather, it was the anxiety of the previous few hours that had me wishing for the touchdown.

Nice weather prevailed as I loaded the mission director and his luggage into the airplane. Only a few clouds punctuated the sky as we departed Puerto Princesa, Palawan that morning. Just before takeoff I called Manila control tower to check the weather. They reported thunderstorms and rain showers across southern Luzon, but Manila was in the clear and the airport was open for visual operations. One never knows for sure, however. Sometimes the airport will abruptly close due to poor visibility. I called Cyndi before we left to let her know we were taking

off and to find out what the clouds looked like around her. She indicated they had high, patchy clouds, but it looked nice. We departed knowing that the report could change during the four hours we would be in the air.

About an hour and a half into the flight we got a Manila weather update over the radio. The airport was closed with thunderstorms and heavy rain in the area. I knew that the clouds would build up over the mountain ridges near our house south of Manila. I was very concerned about how we would get through. We had a long way to go and there were airports ahead where we could still set-down if necessary. We kept flying, praying all the while that God would open the way.

A few large, billowy cumulous clouds at 9,500 feet posed no threat to our flight. But the beautiful weather surrounding us as we headed North over the ocean and across Mindoro couldn’t remove my anxiety. I knew

*(Continued on page 10)*

Anxious for Nothing  
Continued from page 7

that if we were going to get through, God was going to have to intervene.

We crossed the Verde Island Passage and descended to 3,000 feet in the usual heavy haze over Southern Luzon. Although the visibility remained good, I constantly worried about what awaited us over Manila airport.

We flew under high clouds as we passed over Tagaytay ridge and then past our house. The newly updated Manila weather

indicated the skies were overcast at 8,000 feet and the visibility was 10 kilometers - perfect for our visual approach into the busy airspace! Why had I been so anxious for the weather? It was beautiful!

Manila tower cleared us for the visual approach. As we touched down, we observed that the runway was wet. As we taxied back to the hangar, we could see evidence of recent heavy rain. There was a

song in my heart, praising God for bringing us safely back home. Now I could relax; I could breathe. The knot in my stomach could untie itself.

After we pushed the plane back into the hangar, I called my wife again on the cell phone. "Hi Sweetie. Wanted you to know we just landed - had a beautiful, safe flight all the way. By the way, looks like it rained pretty heavy here."

"Oh, I'm so glad to hear from you! You should have seen the clouds and storm that just went over us. After I talked with you this morning, the clouds came in and we had heavy rain and storms all morning. It must have cleared just before you flew over."

"Yeah, looks like it might rain again here at the airport," I replied. "God blessed us with the weather we needed to get through."

A friend working at the hangar exclaimed, "How did you guys get in? It was just storming here so heavy!"


As I walked my passenger out to the Volkswagen parked by the hangar, clouds rolled in and lightning flashed in the northern sky. "Thank you Lord for again opening the way before us and for bringing us safely back to land," I prayed as we headed home under the new storm.

I believe God works supernaturally today just as He did in Bible times. If God could open the Red Sea, hover in a cloud, walk on water, multiply food, open blind eyes, heal crippled legs, and if He is an unchanging God as He says He is; then I believe that He is a God of miraculous power in the present.

Through the past few years in the Philippines we have seen God at work. We invite you to join Him where He is working in the Philippines.

Left: Take off on a sunny day from one of the islands reveals rain storms in the distance.



PHILIPPINES PROJECT				
	Clifton, Cynthia, Celeste and Carolina Brooks			
Brooks Monthly Support \$4,400 (revised)				
\$1,807 Still Needed				
10%	30%	50%	70%	90%



# What does it take to be a Mission Pilot?" Part 2

by Greg Thompson

Continued from Summer 2005 Issue

## An Example:

When Clifton Brooks operates "in the bush", he is mostly flying and navigating by use of visual references and landmarks. He needs to keep aware of his position by reference to a map and the aircraft's compass, and he uses his watch to keep track of distance flown and distance to go to his destination. He has a GPS for backup, and uses it to locate specific villages or drop zones. On the way to his destination, he must contend with weather, varying from hot, humid conditions and poor visibility, to tropical thunderstorms, turbulence, microbursts (very strong localized downdrafts) and electrical activity. Any of these can pose hazards to operations.

Once he arrives at his destination, he needs to ensure that the airstrip is clear of animals, people or other obstructions and that the surface is suitable for use. If he hasn't been to the strip recently, it may have developed potholes, washouts and long grass. He will fly a low pass over the airstrip to inspect it and clear any animals prior to landing. There are some airstrips, however, where an inspection run is not possible because the terrain around the airstrip is too steep or the route into the strip is down a river or canyon. In these situations, Clif must make an assessment of the airstrip and surrounding conditions, perhaps without seeing it until he is past the point of no return, and MUST land. These are known as "one-way" strips, where the takeoff and landing must be conducted from the same end of the strip, regardless of weather, wind or other conditions. Often, the strip allows for an uphill landing and a downhill takeoff.

So Clif is on final approach to his airstrip.... it is short, one-way and he doesn't have the opportunity to go around. Unlike an airline or charter pilot, this first approach must be a good one. He must make the landing, whatever the conditions, or the outcome WILL be disastrous. All pilots are taught in their initial training, to abort the landing if anything looks unsatisfactory. Airline pilots don't abort too often because they generally have long enough runways that allow for minor overshoots, fast touchdown

The Georges have completed the first 400 ft of the Kamantian airstrip. Clif lines up on the drop site (rectangular marker at the end of the runway) before making a supply drop.



speeds or any number of potential problems. Depending on the strip, the mission pilot may only get one chance and must do it right first time – every time.

And what about the mental, emotional and physical stresses involved in mission flying? A critically sick or injured person might need medical treatment. There may be urgently needed tools, equipment, or medical supplies on board that need to be delivered. A mechanical difficulty may have developed during the flight, for which the pilot needs to compensate. The weather plays an enormously important part in any flight, especially around mountains or in remote areas. Clouds can quickly obscure the airstrip or the approach path. The wind can change direction and strength, making the airstrip unsafe because of excessive tailwinds, crosswinds, updrafts and downdrafts.


After landing, animals or people may come onto the strip while the aircraft is still running. Sometimes, there are so many people that you simply have to stop, shut down the engine and unload the airplane where it sits.

The departure phase of flight mandates additional considerations. Every aircraft handles and performs a little differently. We must be aware of the plane's individual strengths and weaknesses. The flight manual must be consulted to ensure that the aircraft has sufficient performance to carry the intended load from the airstrip under the prevailing or expected conditions. Hot weather, high humidity, long grass, sloping runways, water and obstructions in the departure path all affect the runway length needed. The pilot may need to offload passengers or cargo to ensure the aircraft has sufficient climb performance.

So how do we train for these situations? We select difficult airstrips and practice with

various loadings and configurations. The more variation, the greater the training benefits. Missionary pilots must be able to do all things well, approaching unusual situations with cautiousness until they recognize the risks and know the techniques to employ to minimize them.

Safety is paramount to all missionary operations. The loss of aircraft and/or occupants has a significant impact on all who depend on the service. One careless act can lead to years of lost productivity and further loss of lives that might have been saved by the aircraft. Conversely, unnecessarily restricting the load and carrying less than possible may necessitate more flights to do the same job, thus raising costs and ironically exposing the plane and crew to further risk.

A mission pilot walks a fine line. Good judgment is critical. How well one executes the job will determine the viability of the mission. Training is very expensive, but the lack of training can be much more so. Our goal is to be good stewards of the resources entrusted to us by the Master. 



## LETTER FROM THE PRESIDENT

Pastor Henry Blackaby, author of material we use in missionary training, tells of an experience with a church finance committee. The committee decided that they should seek God's will for their congregation and then tally the cost of God's plans. The total brought the committee to a crisis of belief. "Did we really believe that the God who led us to do these things also would provide the resources to bring them to pass? Anytime God leads you to do something that has God-sized dimensions, you will face a crisis of belief. ***When you face a crisis of belief, what you do next reveals what you really believe about God.***"

The normal operating budget was \$74,000. The new budget was \$164,000. They obediently moved forward in faith. At the end of the year they had received \$172,000. "God taught our church a lesson in faith that radically changed us all," relates Blackaby. *Experiencing God Workbook*, p. 108

In the summer 2005 issue of Flight Log, I introduced the Kodiak project. AWA's

Board of Directors has long wrestled with the predicament posed by operating a fleet of aging airplanes, the rising cost and increasing scarcity of avgas. ***The Kodiak is the only plane designed specifically for missions.*** But the cost . . . God's people don't give to capital projects like they once did. Or do they?

A month after voting to move forward, God did something only God could do. He unexpectedly and dramatically impressed an entire missionary family ***outside*** AWA to spearhead a Kodiak capital campaign! Chairman Bill Davidson and I flew to the Quest Aircraft factory where we viewed the plane, production facility and signed on as Quest Mission Team partners. We submitted an application and were ***approved for matching funds of up to \$375,000 per aircraft from the Northwest Christian Community Foundation (NCCF)***!

Dave Voetmann of Quest Aircraft Company called several weeks ago. ***"Don, I just wanted to touch base to see how you were coming along. There are several million***

***dollars in matching funds we'd like to see you get."***

I can't remember being more challenged as a Seventh-day Adventist Christian to live up to the Lord's claim on my life. All at once I was humbled, thankful, embarrassed and hopeful: humbled that Quest and the NCCF desires to partner with AWA; thankful for the kind generosity expressed by these faithful visionary men and women; embarrassed that I can't do more; hopeful that God's children will yet rise to the challenge and not only meet, but exceed that which is necessary to acquire and place these aircraft on the front lines around the world.

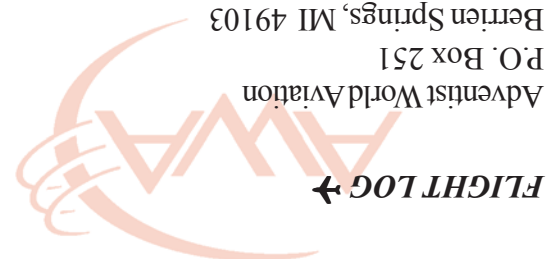
Thank you Dave. ***What we do next reveals what we really believe about God.***

Don Starlin  
President



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