

FLIGHT LOG →

Winter 2006

NEWSLETTER

Vol. 12 No. 1

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

High-Flying Weather Equipped Airplane **NEEDED** in Alaska

by Jim Kincaid



Meet the high-flying 10-seat turboprop built especially for mission aviation - the Kodiak.

For many years we have needed an aircraft capable of climbing above the weather and flying with full ice protection. I have been convicted of this need for so long that I personally bought a well-equipped Piper Aerostar last summer in southern Texas. As many now know, due to mechanical anomalies compounded by pilot error, the high-performance twin was destroyed in a fiery crash on takeoff in Texas. I praise God that He saw fit to preserve my life with relatively minor burns, but the aircraft was a total loss.

The goal, however, of obtaining a capable, safe aircraft for use in the unique conditions that challenge Alaska pilots remains *unrealized*.

Last summer, AWA's Board of Directors, in planning for the future of missionary aviation, voted to expand and upgrade the fleet by authorizing the purchase of up to four Quest Aircraft Company Kodiaks as the Lord should provide – one of which is designated for Alaska!

This is a ten-seat turboprop designed with mission flying in mind. It has a price tag commensurate with its qualifications, but is considerably less than the competition. The cost per delivered aircraft is pegged at approximately \$1.125 million. In the closing weeks of 2005 God's people responded to a direct appeal by giving approximately \$275,000 toward the purchase of AWA's first Kodiak.

AWA qualified as a Quest Aircraft Company Mission Team partner and was also awarded a \$375,000 matching grant by the Northwest Christian Community Foundation! By God's grace we've come a long way in a short period of time and it is not yet too late for donors to participate. Quest Aircraft Company and the Northwest Christian Community Foundation have extended the matching grant period into the spring of 2006!

I can assure you that the need is real. Many locations remain inaccessible to mission work without such equipment. God really does own everything. He can provide the resources so that His mission here in Alaska (and everywhere) can move forward

(Continued on page 2)



MEMORIALS

DONOR

CHARLENE STARLIN
JOHN DENISON

PASTOR AND MRS. JOHANNES NIKKELS
MINERVA STRAMAN
JOHN ZOLLBRECHT
JOHN RIGG
LEDA SMITH
FRANCIS RUDDLE
JAMES AND CAROL CURRY
HERALD AND DONNA HABENICHT
JOHN AND ELLEN GROVES

DANIEL STARLIN
ELIZABETH SCHOUN
RUTH CHASE
DOROTHY JOHNSON
MARCEIL MOORE
HARRY AND JOANNA SCHULTZ
REGINOLD AND JEANETTE EIGHME
ELEANOR HOWELL
N.R. AND LOIS RITTER
STEVE AND MARY LOU PRIDE
RICHARD T. ORRISON
LINDA WILLEFORD
SHEILA PRILLWITZ
DON AND TRUDI STARLIN

IN MEMORY OF

JIM, LARRY AND DENNIS STARLIN
JOHN AND ELIZABETH DENISON, SR.
CPL. MICKEY MISOVIC (USMC 1931-51)
GERARD NIKKELS
RUSSELL STRAMAN
DOROTHY ZOLLBRECHT
DALE HOWELL
THELMA WILSON
PANSY RUDDLE
DALE HOWELL
CHARLENE KUEBLER
VIOLET GIDDING MATTHEWS, ROBERT GAISER II,
APRIL COOPER BOSWELL
JIM, LARRY AND DENNIS STARLIN
BEN SCHOUN SR.
ROBERT C. CHASE
LARRY BOAT
ENNIS MOORE
JIM, LARRY AND DENNIS STARLIN
DALE HOWELL
DALE HOWELL
JOYCE RITCHIE
VEP AND RUTH SIGS
ROY F. BATTLE
FRED HERRINGTON
RACHEL
FRANK HOLBROOK AND DOUG GEORGE

DONOR

LEO AND BOBBIE JANE VAN DOLSON
LAUREN AND CHERYL MOULTON

IN HONOR OF

JACQUELINE AND PAUL HOWE
ROBERT FOLKENBERG



Vol. 12 No. 1
WINTER 2006

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
www.flyawa.org

President
Donald B. Starlin

Newsletter Layout and Design
Margie Mitchell

Board of Directors
William Davidson, Chair
Donald Starlin, Bill Tucker,
Edwin Vance, Bruce Wickwire

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 God Richly Bless
You and Yours
for your prayers
and support of AWA.*

High-Flying Weather Equipped Airplane NEEDED in Alaska

Continued from coverage

safely and efficiently. AWA administration at headquarters and staff in the field are praying for God to show His hand in this and many other steps of faith for the sake of the gospel in the out-of-the-way places.

Perhaps the Holy Spirit is prompting you to become an answer to those prayers.

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.

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000

NCCF Matching Grant	AWA Donors	
\$650,000 on Deposit with Quest	\$475,000 Still Needed	
16.5%	33%	50%
		67%
		83.5%
\$100,000 Needed to Hold Serial Number		+ \$375,000 Due on Delivery

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

The STaTe of The Vehicle addreSS

by Steve Wilson

Philippine Project

for He will command his angels concerning you to guard you in all your ways.” Psalm 91:11. I have seen evidence of this in Palawan. We were definitely guarded on the road - whether borrowing vehicles, hiring them or riding public transportation.

When we went to Palawan at the end of November we needed a vehicle, so we borrowed a little “owner type” jeep at the Palawan Mission. The owner was on another island looking for a wife so he let us borrow it for a “few days”. We took it south down the National “Highway,” over the mountains on that rough road to Sagpangan and back every day.

The little jeep was not built for this task; it’s a low rider, for one thing. A rock in the road the size of your fist requires dodging or one runs the risk of repositioning the transmission or oil pan. The small rims, nonexistent shocks and lack of suspension travel before the wheels hit the fenders didn’t do much for the ride. A section of road where there’s no hope of missing pot holes would just about knock your fillings out. You might be able to slow down; the brakes worked on the first, second, or maybe third pump. The noise associated with rolling over rough road makes all but shouting useless. When on a rare smooth section of road, the little thing makes a plethora of interesting sounds. My favorite is the “didgeridoo.”

The time comes to turn off the “Highway” onto the dirt road into Sagpangan. Andy says the road isn’t big enough to qualify for the term “road”. Anyway, when you go through mud holes or when the road is at high tide and becomes a river (i.e. whenever it rains) it is fun. All there is to protect you from the roadside caribao wallow is a windshield and a cloth top; no doors, sides or windows. Everything you drive through somehow makes it inside. When you go through an especially deep hole it’s like old faithful coming up out of the hole in the floor around the shifter. Some of the people from the British Columbia (B.C.) group thought it was a load of fun to go mudding, but that was just the drive from the school building project to the barangay (village) hall! When you surface on the other side of the puddle two things become very apparent. One, the

distributor and sparkplug wells are now full of caribao bath water; and two, hey - this thing has no windshield wipers!

Then we learned that the owner of the jeep wanted us to stop using it or buy it. That was some sad news. We had no options - we had to buy the “owner type.”

Clif said he wished it had wipers one night when he was coming back from Puerto with Pastor Charles Aguilar. It was raining buckets and flooding over the National highway - again. I was on a jeepney with some of the B.C. group and Cyndi and her kids when I got a call from Clif. He said he didn’t think the little jeep would make it over the mountains. Clif’s daughter Celeste was sitting next to me and asked who had called. I told her it was her daddy and she asked me what he had said. I replied that he thought they might not make it over the mountains, and she asked why. “The little jeep might break down,” I responded. She did a good job of putting into words the confidence that we placed in that thing. “Is that when it breaks in two?” she asked.

The idea of it breaking in two was not too wild. Celeste had already had to pray for her daddy and Pastor Charles one night in that jeep thing. They were on a very rough road when the battery mount broke. the battery bounced around punching holes in the oil filter before it moved onto smashing the distributor cap. Only a day prior to that Andy thought that it might be a good idea to buy a couple quarts of oil and a distributor cap. Clif, looking around, discovered the cap and oil and was able to drive (adding oil) till they got to a place that had oil filters.

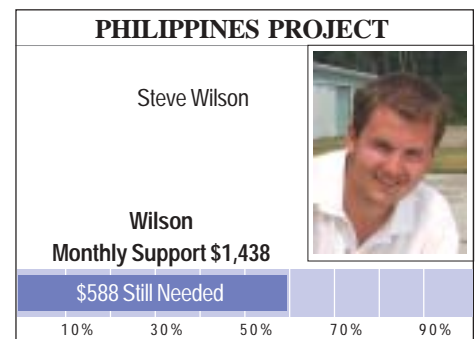
The next day Andy took it to some welders to fix the battery mount. These guys had just welded the fenders and bumper back on the day before! They also straightened the transmission mount after it had been repositioned by some rocks in the road. When they saw the thing they shook their heads and smiled because they had to weld a lot to hold it together due to all the cracks and rust.

The topic of rust and wear brings me to why we are thankful for life. The front cross member is pretty well rusted through, but we didn’t know that until Andy inspected

the steering much later. The steering is pretty loose. One can turn the wheel a quarter turn before getting a response. You merely suggest which side of the road to be on. The pot holes pull the jeep towards the wheel that nailed the pot hole. The suspense is further heightened by the brakes. On whichever pump the brakes decide to work, the jeep pulls towards the right. At least that’s away from an on coming bus - but off the road. One of the things that I have learned in the Philippines is that being a passenger can be a good aerobic workout!

On the day that the B.C. group went back to Puerto, Clif was leading the way in the jeep. We were going pretty fast, passing slower vehicles and staying clear of busses heading the other way. The busses are one of the fastest and biggest things on the highway. Remember that the highway is what in the states would be called a narrow two lane road with no shoulders.

We had supper with the B.C. group at the hotel. Clif drove Andy’s truck back to the house. Andy stayed with the B.C. group so he could have a hot shower. That left me to drive the jeep thing back to the house. Christine (our accountant) rode with me as we drove through the busy streets of Puerto Princessa City. As I backed into the carport at our small rental house something felt different. I could take the steering wheel and turn it around and around! The steering had disappeared! It held together till it was safe to stop working. We could have gone soaring off the side of the road in the mountains, or plowing through a crowd of people in the city, or been a hood ornament on a south bound bus! God had sent his angels to guard us in all our ways! 🙏



Where the Story Begins?

by Clifton Brooks

I just saw a church on fire! It was really exciting...

This past Sabbath I visited our church family along the main road in Aborlan. The afternoon youth meeting was consumed with strategic planning for frontier evangelism - sharing the Gospel in a whole new territory! It was sheer joy! Only a few weeks before, the church was embroiled in conflict. The focus had literally flipped inside-out and shifted to soul-winning. Individual members excitedly shared in the planning. How did this happen?

The story started a few days ago when our construction foreman, Julito, asked teachers about offering a morals/ethics/values class to the children in the public school in Sagpangan. Recent events in the community (that's another story) demonstrated a tremendous need for training the children. Usually a Catholic priest or nun leads out in these classes using the Catechism as the textbook. Religious teachers were unavailable so the school teachers accepted Julito's offer to instruct three half-hour classes per week for the entire school.

What an opportunity to share Christian values! Julito presented the idea to the local church, and that's what fired-up the members. After much discussion about the class topics, two ladies were elected by the church body to teach the new class. At the end of the meeting, the ladies were dedicated and



An aerial view of the village of Sagpangan and the airbase property.

commissioned. What triggered the interest in community involvement?

That story actually goes back a few weeks to the December British Columbia (B.C.) Conference Youth Mission Trip. The mission trip jolted the municipality of Aborlan and especially the barangay (small settlement) of Sagpangan (pronounced sog-pong-on).^{*} Over thirty Canadians descended on the tribal lowland village nestled against the mountains. And they didn't come as tourists. They came to help build a school, hold meetings for the children and provide medical care! Unprecedented and unheard of! Of course, now everyone wants to know more about these Adventist Christians and who

they are.... (Turn to pages 6-7 for photos of the Vacation Bible School).

And that story goes back to February 2005 when British Columbia Conference pastors Brian Wahl and Charles Aguilar stood with Don Starlin and me on the site for the new airstrip in Sagpangan. Pastor Brian emphasized his desire to focus the efforts of the youth on community outreach and relationship-building during their trip to Palawan. Brian's stated goal was to introduce AWA to the community; build relationships and prepare the way for the Three Angels' Messages. **And what a success it turned out to be!** Various individuals are asking me when we will build a church - they want to attend...

But God was at work even before the B.C. mission trip. In the fall of 2004 I visited Sagpangan in search of property for an airstrip to serve the needs of missions throughout Palawan. I remember the day I first saw the property. It was after many days of the same: driving for long hours over hot, dusty, rough roads to explore various sites our realtors wanted to show me--Nothing quite fit. Either the land was too hilly, too short, over-priced, or not aligned with the prevailing winds, etc. But the property in Sagpangan fit. It was along a new, graveled road with brand new power poles running along its length. The plot was long enough for a runway and very closely aligned with the prevailing winds. The land was relatively flat with no major obstacles nearby. The property enjoyed cellular phone signal coverage - an imperative with no land-based

Two women are chosen and dedicated.





The village of Sagpangan lies at the west end of the airstrip property.

phones. Even the price was reasonable. And the community was excited for us to come. Surely God had hand-picked the place.

I didn't consider, however, the ministry prospects in the community of Sagpangan. I didn't know God had already been at work preparing the population for *His coming*!

A prominent family in the community was baptized in 1974 when a self-sacrificing lay pastor traveled through Sagpangan sharing the Gospel. The family remained members until the early eighties, but with no local church to attend, they slowly fell away. Another neighbor (with property adjoining the airstrip) came to help us in constructing the school building. Long ago he attended the church in Isaub. With a little extra money from his work

(and being holiday season and all...) he remained drunk during most of the construction. As the job progressed, the Holy Spirit worked through Julito. Conviction grew and the man is attending church again!

So you see, the story started long ago... long before this past weekend, long before the B.C. mission group came, long before AWA came to this community... In fact, the origin of this story goes back to God Himself. He initiated the salvation of these souls (see Romans 8:29). We merely have the privilege of watching God's unfolding handiwork. The revelation of Himself and His work will bring Salvation to Sagpangan. And it is my privilege to keep you informed as the stories come to light.

Please keep us in your prayers as we share the Gospel in Sagpangan and as AWA proceeds with the purchase and development of the airstrip property. **A special thank you** to our financial supporters who so generously gave additional support these past few months is in order. Your gifts have made it possible for us to go above and beyond in our work here, but that's another story...

*Approximately 95% of the residents of Sagpangan are native, tribal folk of the Tag Banua (pronounced tog-bon-wah) tribe. The Tag Banua are still listed as an unreached people group. Sagpangan is a crossroads for these people traveling in and out of their mountain territory. It is a strategic place for ground-breaking mission ministry.



Julito

PHILIPPINES PROJECT



Clifton, Cynthia,
Celeste and
Carolina Brooks

Brooks Monthly Support \$4,400 (revised)

Completed - Thank You!

10% 30% 50% 70% 90%

PHILIPPINES PROJECT

Monthly People Group Sponsorship* \$22,500

\$21,462 Still Needed

10% 30% 50% 70% 90%

*\$750 monthly provides air and communication service to missionaries working in one of 30 people groups.

Airbase Development Budget

Phase I:

Property acquisition, Survey, Legal work \$100,000
Amount received (100,000)
Total needed by Dec. 31 2005 Completed

Phase II

Drainage, Fencing, Runway construction 25,000
Flatbed crew cab diesel truck 25,000
50,000

Phase III

Hangar/Residence, Water, Septic, Electrical systems 200,000
Total needed for all Phases \$350,000

PHILIPPINES PROJECT

10% 30% 50% 70% 90%

\$237,134 Still Needed

Airbase Development \$350,000

Relationship Building in Sagpangan- Vacation Bible School



The British Columbia volunteers teach the children to play London Bridges.



Pam holds a baby with lots of help very close by.



The lack of desks doesn't deter these children during group activities.



Volunteers teach a group of enthusiastic children new songs about the love of Jesus!



A room packed full of children learning about their Creator God!

Farewell...

Those that followed the Thompson family in the *Flight Log* over the past couple of years likely noticed declining monthly support for the family of seven. Under considerable financial pressure and without alternate work options for “non-resident aliens,” the Thompsons retreated to Angie’s homeland of New Zealand in December.

Greg’s professional approach to flight training, Angie’s prayerful attitude and the children’s boundless energy will be missed. We are grateful for the opportunity to work together, and are also thankful to you who made Thompson’s time with AWA possible. We wish the entire family God’s richest blessings and look forward to an eternity of flight where cash will not be required.

Sincerely,
The Entire AWA Family



The Thompson Family

Around the World in 60 seconds

Alaska

The land lease at the Dillingham airport is signed. Seed money for a foundation is in hand. A steel frame has been donated. The airplane that will serve tribal villages awaits its home. Still needed - roughly \$80,000 in cash and/or materials to erect and enclose the hangar. Concrete flatwork, ramp, fencing, lighting and power wiring are required by the land lease agreement to finish the hangar. Also needed are volunteers. A limited window of opportunity exists for construction in Dillingham. Work must begin in June and be completed before September 30. AWA is currently compiling a list of potential volunteers. Want to help? Call now!

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

In March 2006 Laura LaBore is scheduled to participate in a unique study to determine the cause of an unusually high incidence of cervical cancer among Amerindian women. As a pilot and registered nurse in both the US and Guyana, Laura will be in a unique position to observe and assess needs in various communities that will allow effective use of resources in ministering to native communities.

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.

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.

Eating the Elephant

One Bite at a Time

by Jim Holdeman

One of the privileges at B-T Aviation Services is watching the reaction of folks from various occupational and denominational backgrounds as they see, hear, and many times, participate in God's activity at Blackwell, Oklahoma. When people see for themselves what God is doing, there is a transformation of initial impressions to an attitude of "what can we do to be a part of this?" Barbara and I see miracles as the Holy Spirit touches hearts and lives motivating people to participate in spreading the Gospel. What miracles? Glad you asked!

Local business and civic leaders drop by the airport as news of our operation spreads. Often these meetings develop into friendships. While in town one day I stopped by one of Blackwell's leading real estate offices

to say "hi" to one of our new friends, Jim Menzer. I no sooner walked in the door when Jim introduced me to Myron Moen and said with a twinkle in his eye, "You have five minutes or less to explain to Myron what you are doing at the airport." I gave Myron a quick overview (a miracle in itself) and concluded with an invitation to tour the facilities. The next morning Myron and his wife Judy came to visit. It didn't take long to discover our mutual love for Jesus. They too want to do their part in the Great Commission. Myron and Judy own a rental house

which they offered for use as a "missionary home"! It turns out that this was part of a process God had initiated years earlier.

For quite some time Chris Borchering of Rochester, MN has prepared himself for missionary aviation service. Chris holds FAA Airframe and Power Plant maintenance certificates but lacks the necessary flight qualifications. Both Amy and Chris participated in mission trips to South America over the past few years. In October they spent a weekend with us visiting, praying to determine whether it was God's will for them to train in Blackwell and become AWA missionaries. Three days prior to the initial meeting with Myron we received a call from Chris and his wife Amy. They confirmed that God was indeed leading them to Blackwell and they would need a place to live. The word went out prompting a number of people from various denominations to donate furniture, appliances, and money to adequately furnish the missionary house. What started as a visit became the means God used to employ His people for missions.

Other opportunities to share what God is doing often present themselves. In January



Left: Barbara Holdeman, Keith Mackey, and Jim Holdeman strategize the day's duties.
Below: Keith Mackey and Jim Holdeman.



Left: Dinner at the Holdeman's home. Seated left to right: Barbara and Jim Holdeman, Paul and Darlene Karmy, Eilene Hummel, Stanley Seery, Keith Mackey and Don Starlin (photo by Trudi Starlin).

B-T Aviation Services hosted the Experimental Aircraft Association Chapter 1046 in our refurbished hangar. About 25 EAA members witnessed what God is doing at the Blackwell-Tonkawa Airport. We also participate in two Bible study groups in Blackwell. People are hungry both locally and abroad for God's Word. We are scheduled to speak at the Northern Oklahoma University campus in Tonkawa for a Chamber of Commerce Training Seminar.

God orchestrated another relationship late in 2005 with Sandy Ullrich, owner of Ullrich Aviation, a premier aircraft engine shop. When AWA Philippines missionaries Clifton Brooks and Andy Klein called regard-



Above: Keith Mackey replaces an ELT battery. Left: Jim Holdeman takes a break from paperwork. Below: Jim checks air pressure in a tire during an inspection.



ing a problem they were experiencing with cylinder No.1 on the Philippines airplane, God already had the connections in place. Sandy has a missionary heart and played a valuable role in locating and shipping a cylinder assembly and associated tools to put the Philippines airplane back in the air.

Barbara has worked hard making the airport and mobile home a pleasant and inviting place. She has provided countless healthy meals on short notice for the various members of AWA, friends and strangers alike. Her enthusiasm and love for Jesus, her discernment and love for people has made her an asset to the Great Commission, AWA, and B-T Aviation.

There are more miracles but none greater than the miracle of salvation that Jesus has provided for each and every person. We pray



these testimonies will motivate people to become participants in the Great Commission.

Thank you for your prayers, financial contributions, and your time. There is always opportunity for participation. Remember, God is asking the entire world..." Who shall I send?" Maybe you will respond and say, "Send Me!"

Be Blessed...

Jim and Barbara Holdeman

BUILDING RELATIONSHIPS

by Bill & Laura LaBore

Relationship building is EVERYTHING when trying to lead others to Christ. It is the model that Jesus himself used. There is much truth in the saying, “people don’t care about what you know, until they know that you care”. God opened some exciting doors with regard to relationships for us in Guyana these last three months. We would like to share a few with you.

Cardin is a 30-year old Mormon man dating an Adventist woman. He worked for our property manager, whose office is adjacent to our apartment. One Friday night, Cardin was locked out of the office and we saw him sitting on the bench in front of our apartment. Keeping with our family tradition, we were having a candlelight dinner to celebrate the beginning of the Sabbath. We invited him in for dinner. That was the beginning of a friendship. After that night, he came over often. He taught us how to cook some Guyanese dishes and taught Laura how to cut Bill’s hair using only a razorblade and a comb, a technique he learned in the military. His knowledge of the Bible was impressive and many hours have been spent talking about the Bible. He left Guyana to live in the United States and our paths may not cross again, however, we believe seeds were planted that will bear fruit in time.

Lisa goes to a non-denominational church. She often says, “praise God”, and

The LaBores in front of their “fishbowl”.



throws out Bible texts in about every other sentence. Some of the verses aren’t accurate, but she’s full of enthusiasm. She came over several nights in a row to teach Laura some Guyanese cooking before we left for the States. She and Bill got onto the subject of Daniel and Revelation. She wants Bible studies when we return. On another day, Bill struck up a conversation with Colbert, her carpenter boyfriend and he wants to join her in the study!

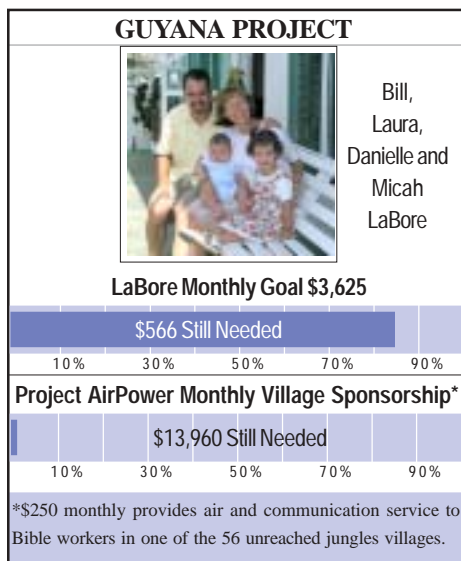
Kenrick is our apartment manager and lives next door. He’s a WONDERFUL man and a gracious manager. Just before we left for the States, he told Laura how he had been raised Catholic (as was Bill), then moved to Texas where he became a Baptist. He then returned to Guyana. About 11 years ago he first rented the apartment that we currently live in to two Mormon missionaries. He quickly became friends with them and became Mormon. Not only did he convert, but he also became the president of the Mormon Church in Guyana! When he told Laura the story about becoming friends with these two men, he looked directly at her with a curious look and said “just like I’m becoming friends with the two of you”. It will be interesting to see what the Lord has in mind for Kenrick as our friendship grows.

Like most missionaries, we live in a proverbial “fishbowl”. The management office is right by our bedroom window, which have glass levers, but are rusted ¾ open. Our living room windows are in front of the walkway for all of the employees. Our kitchen windows are also rusted in the mostly-open mode, and those lead to the front area of their office. The only room with any privacy is our bathroom, and that’s only about 5x5’! One of the workers said “You know, we can’t

help but see and hear what’s going on in your home. We talk about you a lot too! We’re impressed, as we see your family really **LIVING** a Christian life. We never hear you raise your voice to each other, and we know that when ever we walk by your window on Friday evening, the candles will be lit, and you’ll be keeping Sabbath”. **WOW.** It’s humbling. We **HAVE** to ask God to be the center of our family, our own lives and our marriage **EVERY** single day. We can’t do it alone. A person can act for a while, but 24/7/365, is impossible.

We don’t know how each of these stories will end. We are writing this article in the states while picking up the mission plane to fly back to Guyana. Please pray that these individuals will read their Bibles and develop a relationship with Christ. Also remember our family as we witness in our daily lives. 🙏

A gentleman taking his bird for an outing.



Transportation Issues

by Andy Klein

The past two and a half months have proved busy times – with travel being the most time consuming and wearing of activities. We have seen direct answers to prayer. At our last prayer meeting we were amazed that, of all the requests, only one was still in progress - and we have a hint that God is at work there also!

The first two weeks upon returning to the Philippines in October were spent helping the Brooks get their water system set up to where they could do their own laundry - a convenient thing for all of us. It actually



Cyndi's new laundry.

saves money to boot. Now we are trying to figure out how to set up a similar arrangement down on Palawan. The laundry service there is pretty hard on clothes; one of my shirts came back with the buttons beat off!

Transportation, or lack thereof, has always been a major issue. We had been pray-

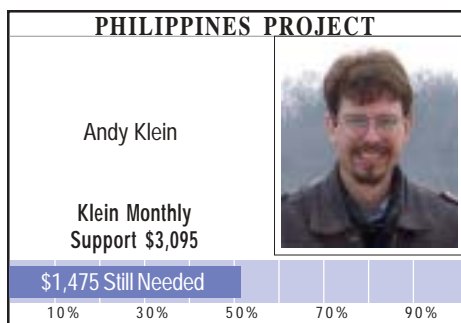
ing about the vehicle situation for a couple years when a friend of ours mentioned he had a '96 Mitsubishi pickup for sale. I petitioned the only one I knew might have instant funds and Mom came through! We just needed to get it shipped to Puerto Princessa, Palawan to be useful. The owner, knowing what we are involved in, knocked 60,000 peso's off the price, threw in new shocks and then arranged the shipping for us. Praise God, What a Blessing!

As we prepare for the development of the air strip we will need a good solid truck capable of hauling supplies, equipment and personnel. Even the well-maintained Mitsubishi needed towing twice for minor repairs: effectively keeping me busy for two days. Thankfully, towing and labor are quite reason-

able here. Parts are parts however and prices are similar to what we pay in the USA.

We are working to establish a proactive maintenance plan and consolidate our vehicles down to only what is absolutely necessary, operational, and without lethal tendencies.

Having experienced an extended and vigorous rainy season traveling the flooded roads, I cannot over emphasize the need for the truck as the roads become near impassable by anything less and even then require cautious and careful driving. Half the road washed away in the mountains. A little more and the British Columbian group would have returned to Puerto by boat instead of bus!



Above: The Mitsubishi truck navigating the flooded Philippine roads. Right: Steve Wilson and Andy Klein stuffed into the jeep-like vehicle.



BT AVIATION SERVICES

Grand Opening!



Front Center: Jim (B-T Aviation Operations Manager) and Barbara (B-T Aviation Business Manager) Holdeman prepare to cut the ribbon. Far left: Blackwell-Tonkawa Airport Authority Chairman, Joe Harris; Tonkawa Chamber President, Ed Blackwell; Blackwell City Commissioner, Brad Bethel (in shadow); Blackwell Mayor, Brad Cordell; Blackwell City Commissioner, Steve LaValley (in shadow); AWA President, Don Starlin; AWA CFO, Charlie York.; B-T Aviation Flight Instructor & Authorized Aircraft Maintenance Inspector, Keith Mackey; Tonkawa Mayor, J. J. Johnson; Blackwell Chamber of Commerce President, Spike Henderson.

to the world!" Frye's statement accurately captures the vision for the new enterprise.

B-T Aviation Services, the only full-service fixed base operation (FBO) in a 30-mile radius, has as its mission, to provide high-quality aircraft maintenance service, sales and flight instruction to the local community. Activity generated by the FBO is expected to serve as the business base around which airplanes and personnel are prepared for global deployment.

As B-T Aviation's business grows, it is AWA's goal to develop Phase II of the overall plan. B-T Aviation Academy will serve the training needs of the local community as well as Christian missions, disaster relief, and community development organizations. The

by Don Starlin

Friday February 3, 2006 was a historic day for local residents, businesses, Adventist World Aviation (AWA) and the broader missionary aviation community. Brilliant sunshine and temperatures in the 60s smiled on the Grand Opening celebration for B-T Aviation Services in Blackwell, Oklahoma.

Nearly sixty participants including the mayors of Blackwell and Tonkawa, city coun-

cil members, representatives of the chambers of commerce, Blackwell-Tonkawa Regional Airport Authority trustees, and a number of interested community members, turned out for refreshments and the ribbon-cutting ceremony.

Shane Frye, Executive Director of the Blackwell Chamber/Blackwell Industrial Authority, in his introduction commented "that constructing a mile of road is simply a mile of road. A mile of runway however, is a gateway



Attendees join in the celebration activities.

Right: Tonkawa Chamber President, Ed Blackwell; Blackwell Chamber of Commerce President, Spike Henderson; Blackwell Chamber/Blackwell Industrial Authority Executive Director, Shane Frye (speaking, foreground); and Blackwell-Tonkawa Airport Authority Chairman, Joe Harris



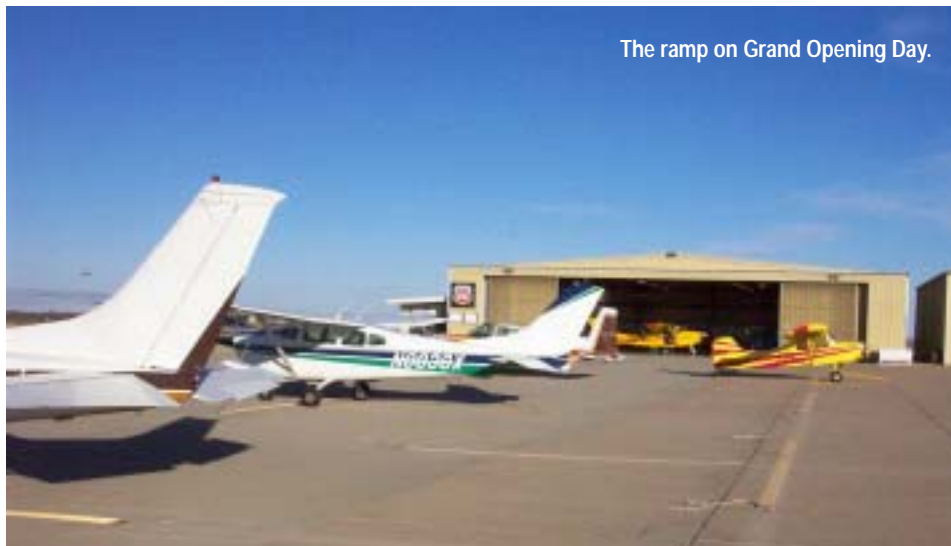


interdenominational training program will feature an apprentice-style aviation maintenance option where students from all over the country will assist in the reconstruction and/or preparation of aircraft placed in humanitarian service.

The standard FAA single-engine flight training curriculum currently available will eventually be expanded to include tail wheel endorsements, glider training, specialized bush procedures and turbine operations.

While aviation training is offered across the country, the factor that will set B-T Aviation Academy apart is the mentoring process by which instructors walk students through the real-life experience of identify-

Below: **Blackwell Chamber of Commerce President, Spike Henderson; Blackwell-Tonkawa Airport Authority Chairman, Joe Harris; Blackwell Mayor, Brad Cordell; Blackwell Chamber/Blackwell Industrial Authority Executive Director, Shane Frye; AWA President, Don Starlin; B-T Aviation Operations Manager, Jim Holdeman**



The ramp on Grand Opening Day.

ing felt-needs for aviation services in specific locations, conducting feasibility studies, developing business plans, raising the necessary capital and launching the operations. In short, B-T Aviation Academy's specialty will be aviation entrepreneurship!

B-T Aviation Service's parent company, AWA, has launched five international bush aviation programs in the past nine years.

On display at the ceremony were airplanes bound for service with AWA-Alaska and Wings for Humanity in Guyana as well as flight line aircraft available for local instruction and rental.

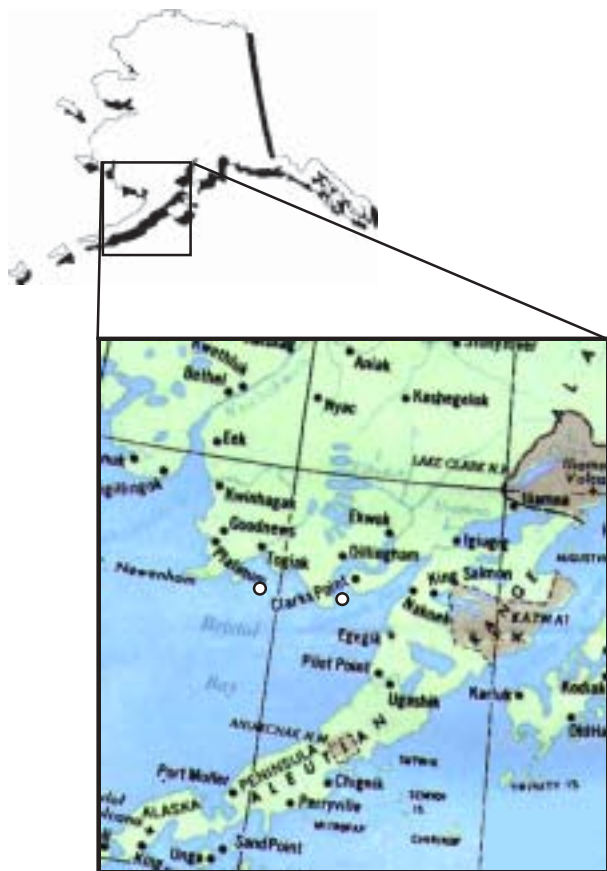


Left Above: **Aerial view of the Blackwell-Tonkawa Regional Airport.** Right Above: **Evidence of a busy airport.** Below Center: **The ceremony takes a break while a King Air 200 picks up a passenger.**



Don Starlin outlines B-T Aviation's mission in the community.





A Mission Airbase in Bristol Bay - Soon To Be!

by Jim Kincaid

Our missionaries and church members in Dillingham, Aleknagik, and Togiak are praising God for His provision. Paul and Darlene Karmy answered years of accumulated prayers by villagers, the Alaska Conference and AWA in providing an airplane that will be based at Dillingham. The beautiful 1976 Cessna Hawk XP II was delivered to B-T Aviation in Blackwell, Oklahoma in November 2005.

Earlier in the year, news reached Alaska that seed money had been gifted to pour a foundation for a hangar and that an airplane would be on its way once the hangar was constructed. A Dillingham resident didn't want to be left out and donated a steel frame to erect on the foundation! Not to be outdone, a local contractor promised a great rate on crane rental.

The land lease is signed with the State of Alaska. The document specifies a rather aggressive schedule. Construction must be completed by September 30 but work really can't begin much before June. The project is in need of both volunteer labor and roughly \$80,000 in cash and/or building materials. The frame must be enclosed, the flatwork done, electrical installed and the lot needs to be fenced.

For many years mission work has been conducted in the village of Togiak – in a church created from an old cannery build-



ing. Transporting willing volunteer leaders from Dillingham to Togiak on a regular basis has been difficult. A mission flying base and a well-equipped aircraft to support the surrounding village ministries will be a tremendous blessing to those who have waited so many years for spiritual nurture. More than 30 neglected villages lie within a 60-mile radius of Dillingham.

Donations have also been arriving at the Alaska Conference for building a new multi-purpose facility in Togiak. By summer 2006 it is hoped sufficient resources will be in hand to proceed with the project.

Lord willing, volunteers will be busy in Bristol Bay this summer erecting a hangar in Dillingham and a multi-purpose building in Togiak.

(Top, L to R): Darlene and Paul Karmy with Don Starlin beside the donated Cessna which began the series of related donations showing just how truly powerful God is when He moves on peoples' hearts.

ALASKA PROJECT				
AWA Alaska Aircraft N2019G \$45,000				
\$8,402 Still Needed				
10%	30%	50%	70%	90%
\$80,000 Still Needed				
Dillingham Hangar and Land \$100,000				



Vacation Bible School A Beacon of HOPE!

by Fran Hansen

Left and below: Children get the chance to read and learn about Jesus during Vacation Bible School as well as play games.



For the first time since we began hosting Pathfinder Vacation Bible School (VBS) mission trips four years ago, Aleknagik was the destination of one group. Aleknagik lies 25 miles north of Dillingham split by a large lake, making it difficult to cultivate a sense of community.

VBS attendance was small but very important. A total of 25 students came; five from "across the lake," which meant they had to wait for someone to get them in the small boat. On Thursday they didn't come. A phone call informed us that the two youngest had bicycle accidents and the littlest boy was in a coma. Fortunately, he revived before he was airlifted to Anchorage. Emergency notwithstanding, they were very upset for missing "Sabbath School."

On Sabbath the children insisted on singing the songs learned during VBS. After church, one of the ladies who had helped during the bicycle crisis told us that she now understood what the little boy had been doing with his hands while he was in a coma. He had been trying to do the hand motions to one of the songs!! If it was that important to him, we have no doubt that our ministry with the native children of Alaska is not only important - it is vital.

While not in VBS the group went up the lake (22 miles long) to look for bears and moose. We didn't see the big animals, but the scenery was magnificent - snow-topped mountains, tundra, flowers, butterflies and birds. God's handiwork was everywhere.

The men were invited to "steam" with one of the villagers. A wood stove with rocks is heated and water is splashed on the rocks. It is like a sauna, but more effective. The women drove to Dillingham to steam with a native lady there. It was a very pleasant

experience and we never felt as clean as we did after the steam.

The church was in dire need of paint, so the group tackled the front, scraping, priming and painting as much as they could reach. Painted on Friday, it started to rain and to everyone's dismay, by church dismissal on Sabbath, most of the paint had washed away. We then shared potluck with the church members and were grateful for the fellowship.

We hope to return to Aleknagik to share more of God's love with the village. We certainly receive a great blessing in return.

If you would like to participate in one of the groups, please contact Fran Hansen at franhansen@flyawa.org or call 417-742-4154.



The Vacation Bible School mission team paints the little church.

Sponsor an Eskimo child for one week of Vacation Bible School! \$25.00 will cover supplies and fresh fruit snacks for each child.

Please mark your tax-deductible check "Alaska VBS" and send to:
Adventist World Aviation
PO Box 251
Berrien Springs, MI 49103-0251

LETTER FROM THE PRESIDENT

LOOK

What God has Done!

The Kodiak... A number of God's people responded to the increased capability and safety the Quest Kodiak embodies thus allowing AWA to make payments totaling \$275,000. The Northwest Christian Community Foundation (NCCF), convinced that AWA's donors will complete what they've started, advanced a matching grant of \$375,000 for the first aircraft bringing AWA's total deposit with the factory to \$650,000 – only \$100,000 shy of qualifying for a serial number. Quest and the NCCF have extended the matching grant window for its Quest Mission Team members through the spring giving opportunity to meet the goal. From what I've seen in the past six months, I believe God has people in the wings that will yet rise to the challenge and make it possible to complete the \$750,000 required for a production slot assignment.

had impressed them to liquidate one of their rental properties to fund the balance of the Philippines Airbase land acquisition! It's a tremendous story, but it will have to wait till next issue for the whole telling... Bottom line: Phase I (land acquisition) funding goal is complete! On to Phase II (transportation and runway construction)...

Same site, different story: You'll be blown away by what God did through the British Columbia Conference youth mission trip to the airbase location in Sagpangan... don't miss the Spring issue of *Flight Log*!

B-T Aviation Services... celebrated its grand opening on February 3, 2006. Against humanly impossible odds, aircraft maintenance and flight instruction for the Blackwell-Tonkawa, Oklahoma community is under way. From where I currently write there is an unobstructed view of the gleaming maintenance

The Philippines Airbase... December 13, 2005. The phone rang. A couple from California shared how God

hangar full of airplanes. There is not one of us here who doesn't have to periodically stop and pinch ourselves to make sure this is real.

To think that God has accomplished the founding of a facility (in the past fourteen months) that will ultimately produce graduates who will deploy to all parts of the earth building transportation infrastructures to reach otherwise unreachable souls is an indication of just how badly He wants people to hear of His plan of salvation. The amazing thing is that with all of our faults and liabilities He trusts us to work along side of Him. What a privilege to watch the Master tradesman!

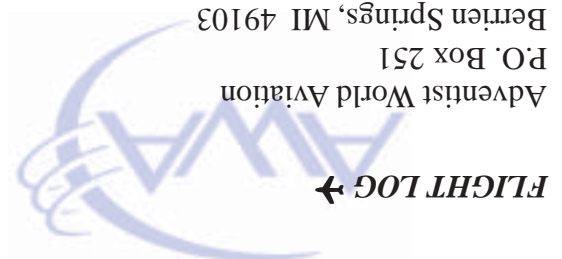
Won't you join Him where He is obviously already at work? There is no safer place to invest the talents entrusted to you than the very location where God Himself is working.

Sincerely,
Don Starlin
President



ADDRESS SERVICE REQUESTED

Berrien Springs, MI 49103
P.O. Box 251
Adventist World Aviation



NONPROFIT ORGANIZATION
U.S. POSTAGE PAID
BERRIEN SPRINGS, MI
PERMIT NO. 10