

# FLIGHT LOG →

Summer 2006

NEWSLETTER

Vol. 12 No. 3

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION



## Michigan Kids Learn About Mission Aviation


**M**ore than 250 Primary and Junior campers endured central Michigan's tropical temperatures on June 17, 2006, as they hiked down to the Great Lakes Academy airstrip to meet "mystery missionaries." They spread out in six groups in front of the hangar for story time.

Chet Damron (a.k.a. Abraham Lincoln and Uncle Dan) shared mission aviation stories from Indonesia. Noel Wilton recounted war rescue stories from South Africa. Mickey Nickless took up position under the wing of

N1352V, the Cessna 172 Hawk XP II. In the welcome shade of that wing, he briefed his listeners on how missionary work started in Alaska with God giving dreams to two Eskimo brothers from the villages of Aleknagik and Togiak. The kids were thrilled to hear how that very wing they were sitting under will soon be flying to those villages to retell the story of Jesus.

Don Starlin related stories from the Philippines, while Marcio Costa covered Guyana, telling the story of the Davis

Indians and the white man with the black book. Allan Payne flew in to share stories from Mexico, Peru, and Bolivia. The groups rotated every 15 minutes, so each child was able to hear several stories of ways God has reached out to save mankind.

During the course of the week the young people earned kindness coins, underwritten by adult sponsors. At the end of the week, the coins were cashed and the proceeds went to support various mission projects, including AWA-Alaska. 



## MEMORIALS

### DONOR

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### IN MEMORY OF

ALEJO DEOSO  
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 RAYMOND BROOKS  
 WILLIAM "BILL" BAXTER, JR.  
 WILLIAM "BILL" BAXTER, JR.  
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LEO AND BOBBIE JANE VAN DOLSON  
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### IN HONOR OF


BOB AMATANGELO  
 PETE LONG'S BIRTHDAY  
 ROBERT AND MADELINE JOHNSTON 'S 50TH WEDDING ANNIVERSARY

## "You were saved to Serve"

Continued from page 3

In 1953, the Huichol Indian Nation requested medical aid in their area. With financial assistance from private individuals and organizations like The Quiet Hour, Bill started flying regularly into this region of the Western Sierra Madre.

Over the years before Bill's retirement, he served in many places, mostly as a pastor and teacher—and of course as a pilot whenever necessary. During Bill's long retirement, he kept serving—returning frequently to Mexico for evangelistic meetings, ministering to the Spanish-speaking community near his home, and actively supporting his local church.

When a growth was discovered on Bill's pancreas in April of this year, his trust in God remained strong. "I know in whom I have believed and am confident of the resurrection," Bill said. So it was without fear or regret that Bill Baxter gently fell asleep in Jesus on May 28, 2006, surrounded by those he loved. As a toddler, Bill Baxter had been "saved to serve": he served long, he served faithfully, and he served well. 

## YOU MAY SEND CONTRIBUTIONS ELECTRONICALLY

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

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



Rest assured that your information will remain confidential.

### ALASKA PROJECT

AWA Alaska Aircraft N2019G \$46,310

\$8,202 Still Needed

10% 30% 50% 70% 90%

\$80,000 Still Needed

Dillingham Hangar and Land \$100,000



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### Mission Statement:

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

### Adventist World Aviation

is a 501(c)3 nonprofit missionary-sending agency. Funded by private contributions, AWA enables missionaries to reach the unreached around the world.

Read the FlightLog in color-  
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# PIONEERS

## “You Were Saved to Serve”

by Kevin Wiley

**B**ill Baxter wasn't quite two years old when he choked on a mamoncillo seed, the grape-sized seed of a tropical tree native to South America. Only after desperate efforts were his parents able to dislodge the seed, saving his young life. From that day forward, they assured Bill that God had a reason for preserving his life. They kept on telling him, “You were saved to serve.”

And serve he did. Born July 25, 1916, Bill Baxter served the Lord for nearly 90 years! During most of Bill's working career, he was employed as a teacher or pastor; his experiences living in South and Central America as a youth greatly influenced the way he navigated that career path. Though Bill was born in Little Rock, Arkansas, his parents moved to Venezuela to fill a mission call before he was a year old. As Bill grew up there, and later in Costa Rica, he learned

to speak Spanish fluently, a skill that he put to good use throughout his years in Venezuela, Columbia, Mexico, and the southwestern United States.

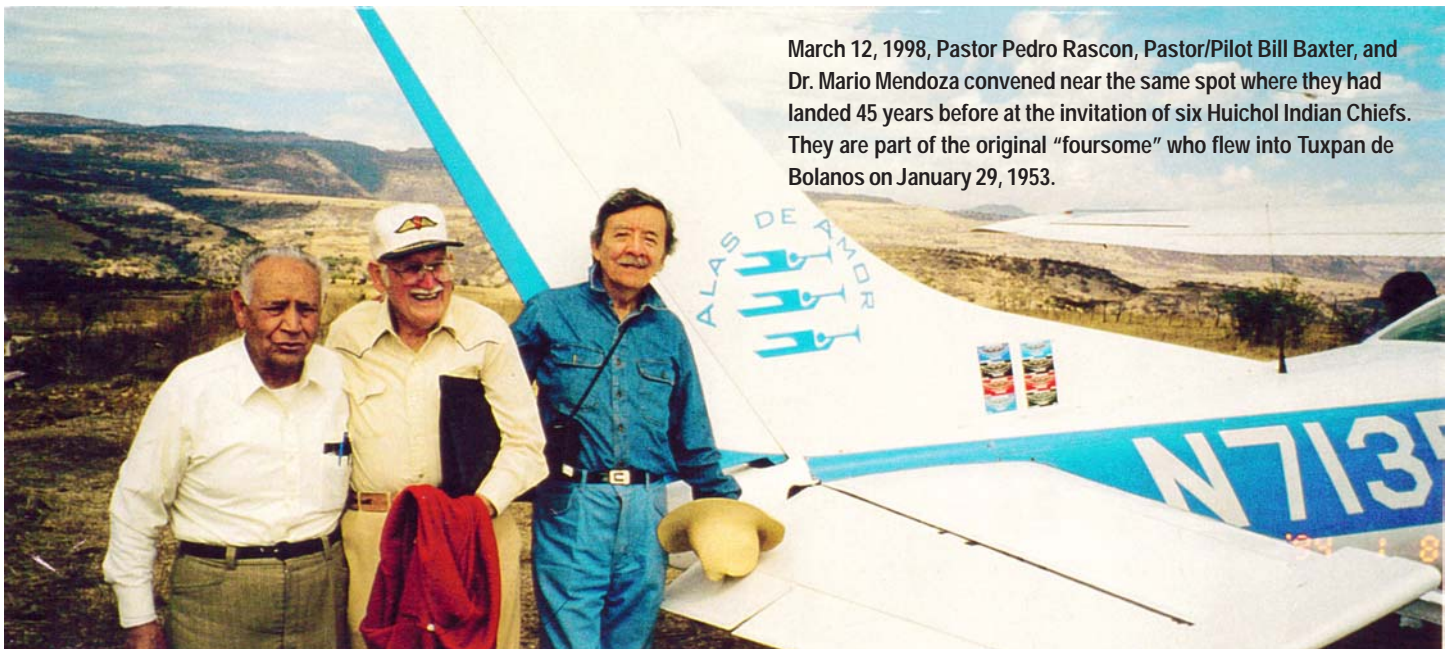
Bill first saw an airplane sometime before his third birthday, and immediately fell in love. Some years later, after his family had moved to Costa Rica, eleven-year-old Bill had an opportunity of a lifetime. Their house on the outskirts of San Jose faced the very field where Charles Lindbergh landed on his 1928 good-will visit to Costa Rica. Bill was right there when Lindbergh touched down and actually helped Lindbergh tie down the famous *Spirit of St. Louis*!

With these and other airborne memories firmly embedding in his psyche, it was inevitable that Bill would earn his pilot's license. Back in the United States, a few years after Bill's marriage to Betty Woodruff,

he did just that. But Bill wasn't passionate about flying just for the thrill of it; he loved the ministry potential of flying.

Now all he needed was an airplane of his own. At Betty's suggestion, he actually traded the family car for his first airplane! He flew the Aeronca 7AC all over his pastoral district in New Mexico until 1948, when he accepted a call to teach at the new Adventist college at Montemorelos, Mexico. There Bill's “Yellow Canary,” the Aeronca, became a great asset to the mission outreach of the college students, as well as the medical work of the new Montemorelos Hospital. Students and medical personnel could reduce a daylong journey by burro to a mere 15-minute flight with Bill at the controls of the “Yellow Canary.”

(Continued on page 2)



March 12, 1998, Pastor Pedro Rascon, Pastor/Pilot Bill Baxter, and Dr. Mario Mendoza convened near the same spot where they had landed 45 years before at the invitation of six Huichol Indian Chiefs. They are part of the original “foursome” who flew into Tuxpan de Bolanos on January 29, 1953.

**Editor's Note:** The Baxter family has granted unreserved permission for AWA to publish a collection of stories from Bill's adventures over the decades. The new column, “Pioneers”, will regularly feature the experiences of Pioneer aviators.





# Engagements, Camp Meetings, and Touching Lives

by Andy Klein

Our work on the school building in Sagpangan has been all about building relationships. It really impressed the folks that we didn't cut corners; we gave them quality. We used local labor with no strings attached. Because we are working faithfully for God, He is working through us to touch lives beyond our small circle.

Our foreman on the school building project, Jhoulito, had been negotiating to be engaged to Liesel, a young lady from Barake, the next barangay south of Sagpangan. At Jhoulito's request, Clif, Steve, and I were

there when he asked permission from the young lady's mother. Steve and I were also there when he asked for the permission of her uncle, the Capitan of Barake.

A couple of weekends ago, I had the privilege of being present for the contractual engagement agreement. I stayed at the home of Liesel's mother in Barake. Incidentally, I went to church that Sabbath in Aborlan. When I arrived, they asked me to preach. I'd forgotten that when someone from the States shows up, me in this case, that person gets asked to do the sermon! So I

preached my first off-the-cuff sermon. In spite of the absence of preparation, I'm sure God spoke to the people.

This engagement contract is a big deal, so of course there would have to be a feast for friends and relatives before the negotiations could begin. Food preparations started Saturday night and resumed before dawn Sunday morning. A goat and two chickens lost their lives. I wasn't bothered at all when one of the pigs gobbled the chicken innards during a lapse of attention! And no one saw whether it was the dogs or the pigs that made





off with the goat's head! I chopped wood—enough for the feast and for the family to cook a few more meals.

Just before the meal, I took my first open air bath at the neighborhood well. It's an experience to bathe in your clothes. At first it

FLIGHT LOG

was going to be communal, but in deference to this fellow who is uneducated in these matters (me!), we bathed in two shifts—guys first, and then the girls. I have so much to learn about life here.

After a good meal, everyone moved to an open building nearby for the negotiations. These carried on for about two hours, with a little teasing and some counsel from the tribal elder and the barangay Capitan. They discussed the marriage date, the dowry amount, and which party got how much. The mother wanted the marriage to take place in the Catholic church. Jhoulito wanted it to be in the Adventist church. Uncle (the Capitan) settled the matter with the decision that the mayor would do the officiating at the mother's home. All the relatives got to voice their opinions and concerns. Finally, after all the differences were settled, the money changed hands. (I had to make change so everyone got their proper amounts.)

After it was all over, I hauled everyone who lived in Sagpangan back home again—quite a load! I wish I had a picture of that!

Just a few days later, Jhoulito invited me to attend the Narra/Aborlan District Camp Meeting at Estrella Falls, a little north of Narra. People from 18 churches participated. I was happy to attend and took some folks with me from Sagpangan—Jhoulito and Liesel, Kenneth, B'tum (a Tagbanua young man), and Liesel's sister (from Barake). I'm hoping that as I fellowship with these folks, their relationship with God will grow. Ken asked some good questions. Please pray that the Holy Spirit will lead his thoughts and that he will be inspired to study the Scriptures for himself. Pray also for us, that we will have the proper words at the proper time to lead him in continued growth toward a heavenly relationship.

Estrella Falls, though not really that grand, is in a beautiful setting. I was asked to give a five-minute talk on Sabbath promoting evangelism. I did a lot of praying beforehand. Speaking in front of just a few people is hard enough; there were about 400 in this group! God did the speaking. I felt impressed to end my talk with a song. Folks, that isn't me! I don't do solos for large groups; I'd rather be an anonymous member in a choir. But doing things for God seems easy when you ask Him to take over.

Thanks for being with us through these beginnings. Please stay with us as we expand, and may we all be with Him in the end.



Left, top to bottom: Estrella church members at their church; Sabbath School overflow crowds under a tarp; a choir performs for the campmeeting; young people cool off in Estrella Falls. Above: the busy kitchen; and a full ride home.

PHILIPPINES PROJECT					
Steve Wilson					
Wilson					
Monthly Support \$1,438					
Completed - Thank You!					
10%		30%		50%	
70%		90%			
PHILIPPINES PROJECT					
Andy Klein					
Klein Monthly Support \$3,095					
\$1,946 Still Needed					
10%		30%		50%	
70%		90%			



# Bound for Barima- Waini

by Bill and Laura LaBore

Ever since we accepted God's call to Guyana, we have focused on Regions 8 and 9 in the south-western part of the country. This plan of ministry had been developed in response to requests from indigenous people in the interior and from the Guyana Conference in Georgetown. When we arrived in Guyana nearly a year ago, we learned that many of the needs in these regions are now being met. After some dialogue, we discovered that there is much work to be done in Region 1, the northwestern part of Guyana known as Barima-Waini. The Guyana Conference enthusiastically agreed that efforts should be made to open new ministry in Region 1.

Two main rivers, the Barima and Waini, give this region its name. In addition to these major rivers, many smaller tributaries wind throughout Barima-Waini, making travel difficult. In this type of environment, an airplane can make the difference between life and death, both physically and spiritually.

Some interesting things have happened since we made the decision to shift the emphasis to Barima-Waini.



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One day Bill stopped by the Guyana Conference office. The

conference president, Pastor Philip Bowman, introduced him to Andre Williams, the pastor responsible for evangelism and church planting in Barima-Waini! They had a wonderful discussion on how the airplane will accelerate the growth of the gospel work in that area. If Bill hadn't stopped by that day, he would

have missed Pastor Williams. It was indeed a Divine appointment!

Around this same time, Laura was at Ogle Field, where our aircraft is located. She flies the airplane every week to keep a sharp edge on her skills and to exercise the engine. (We are still waiting for the Home Affairs Department to approve an operating permit, so all she can do at this time is "fly around the patch" at Ogle.) While there, Laura met an Air Services pilot who flies into Barima-Waini frequently. This pilot told her that he would be happy to check her out on any of the airstrips in that region once she is ready to do so. We had been praying for several months for a pilot to say those exact words!

A few weeks later, Bill ran into Pastor Andre Williams again at the conference office. This time, Andre told Bill that one of the




doctors at Davis Memorial Hospital has a house for rent in the village of Mabaruma, where Andre and his wife live. The main airstrip and administrative center for Region 1 (Barima-Waini) happen to be in Mabaruma! The following week, we had a chance to talk to the doctor and look at some pictures of the rental home. Mabaruma is one of three villages that have been recommended to us as a base for our operations there. We invite you to pray with us that we will discern God's will in this.


Many here have not heard of the war that took place in heaven, resulting in Satan and his angels being cast out. They don't fully comprehend that Adam and Eve used their freedom of choice to rebel against God—a fatal decision that brought suffering to this earth. They don't know about God's rescue plan of salvation through Jesus Christ.

Instead, many Amerindians believe they must manipulate the fallen spirits on a daily basis to achieve what they want. The most dreaded spirit, "Kanaïma," is an evil male Amerindian who kills in retaliation for some wrong done to himself or to a member of his family. Amerindians along the rivers believe in what they call "water people" (similar to the mythology of Atlantis). They believe that

if you bathe alone in the river, the "water people" will come and take you down into the water with them. Some tell stories of a friend or relative who disappeared with the "water people."

The devil keeps his victims in bondage. Christianity is the only religion that teaches that we don't have to "do" anything to be saved. These people need to know that God doesn't have to be appeased, and that salvation and power are freely offered to all. We are praying that the Lord will use us to set free those in Barima-Waini who live in fear and bondage, because we know that "if the Son therefore shall make [them] free, [they] shall be free indeed." (John 8:36 KJV) 

### GUYANA PROJECT



Bill,  
Laura,  
Danielle, and  
Micah  
LaBore

**LaBore Monthly Goal \$3,625**

Goal Reached This Quarter - Thank You!

10%	30%	50%	70%	90%
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**Monthly Village Sponsorship\* Goal \$14,000**

\$13,920 Still Needed				
10%	30%	50%	70%	90%

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



Opposite page: A storm gathers as a Guyanese boat loads up. Above: Danielle LaBore rides atop Bill's shoulders as he hikes a jungle trail. Left: Laura sharpens her skills flying around Ogle Field.



# Divine Appointments

by Jim Holdeman

Life is interesting—especially when God sets the agenda.

Chris and Amy Borcharding came down from Minnesota this spring and joined us in Blackwell to begin preparing for missionary aviation service. Chris, an A & P mechanic and a student pilot, decided to use his maintenance skills to fix up a Cessna 150, which he will then use to take his flight training. When that is finished, he'll sell the plane before deploying overseas.

We found a 150 for sale in Connecticut—a long way from Blackwell. Though a pre-buy inspection revealed some much-needed work, the airplane appeared to be sound.

The proprietor of the fixed base operation (FBO) asked me what missions was all about. He was articulate and spoke with a discernable accent. I explained to him what AWA does, including B-T Aviation's role in Blackwell, Oklahoma. Then I told him how we helped launch Bill and Laura LaBore to Guyana. There was a long silence. Finally, the gentleman asked, "Did you say that they went to Georgetown, Guyana?"

As it turns out, he was born in Georgetown and has family in Guyana! He was intrigued by the fact that people were willing to give up their lives in the USA, move to a foreign country, and provide services for people who desperately need help—especially the people in his country. He had taken the opposite path. Raised a nominal Hindu, he had moved from Guyana to New

York, received a good education, and settled down to live the "American dream," though he still goes back to Guyana to visit. When he told me that he was headed to Georgetown soon, I gave him contact information for the LaBores.

Later, when Chris and I went to Connecticut to get the Cessna 150, the FBO proprietor told us that he had indeed visited the LaBores while in Guyana. He commented on how resourceful Bill and Laura are. He was also impressed with the excellent condition of AWA's Cessna 182 and the appropriate modifications we have made to it for its role in serving the Amerindians of Guyana's interior.

Chris and I had arrived in Connecticut just as the record rains began dumping water on the East Coast during the last week of June. By Tuesday, we were growing very concerned about when we could fly the Cessna 150 back to Blackwell. Thunderstorms lingered all the way back to Illinois. But we knew God had a plan and would use this delay for His purpose.



Late Tuesday afternoon the proprietor explained that he was making another trip to Guyana, but had to change a leaky oil cooler on the right engine of a customer's twin-engine Piper Seneca. It had to be completed by that evening. When we volunteered to change the oil cooler while he got ready to go to Georgetown, he seemed stunned that we would do that for him.

Then Chris got a call that he was needed back in Blackwell for some last-minute work that came up at his day job. We called a Continental pilot friend through whom God performed a miracle. He helped us to obtain a last-minute seat on a flight leaving JFK



An annual inspection for the Alaska plane in progress at BT-Aviation.



Keith Mackey and Chris Borcharding grease the nose wheel.





Don Starlin (under the plane) and Chris Borcharding work to finish the inspection.

Airport, the same airport from which our Guyanese friend, the FBO proprietor, was to be departing for Georgetown. With those arrangements made, Chris and I changed the oil cooler on the Piper and did a run up to check for leaks. Done!


As Chris and our Guyanese friend headed off to JFK, Chris couldn't hide his disappointment at not being able to fly back to Oklahoma with me in the Cessna. He wanted the cross-country flying experience. But God was working out His Divine plan—on the way to New York, Chris was able to share with our friend what Jesus had done to change his life.

About an hour after they left for JFK, I got a phone call from Amy. She was calling to say that Chris's boss had just told her that the job had been cancelled. Chris was free to help me fly the Cessna 150 back to Blackwell! Immediately I called our Guyanese friend on his cell phone to share this news with Chris. Before checking in for his flight to Guyana, our friend helped Chris catch a bus back to Connecticut.

Although Chris was tired after spending most of the night getting back from JFK to the FBO in Connecticut, he was thankful to be able to complete the trip in the Cessna. As we dodged all sorts of weather, we witnessed firsthand the devastation of the East Coast flooding. After sixteen and a half flight hours, we touched down in Blackwell.

Earlier in the evening, we had ushered in the Sabbath by watching a brilliant sunset. We had recounted God's appointments as the lights of Kansas City passed behind us. The events have yet to play out in their entirety, but we are watching to see God's hand at work.

Will you accept Divine appointments planned for you before the foundations of the earth were formed?

***Beloved, you do faithfully whatever you do for the brethren and for strangers, who have borne witness of your love before the church. If you send them forward on their journey in a manner worthy of God, you will do well. (3 John 5, 6 NKJV)*** 

# Around the World in 60seconds

## Philippines

With an airbase construction project looming, heavy flight demands, aircraft maintenance to be done, and requests for services in other provinces, AWA is recruiting teams to assist with efforts in the Philippines.

**Country Supervisors:** A husband/wife team capable of interfacing with government entities including Customs, Immigration, Securities and Exchange Commission, Civil Aviation, and facilitating/hosting short-term mission groups in transit to AWA projects.

**Pilot/Mechanic:** Preferably a husband/wife team willing to live in a developing environment and share duties with existing personnel. Medical or teaching experience by one of the couple would be a tremendous asset.

## Kodiak Project Update


Paul Schaller, President of Quest Aircraft Company, reports substantial progress toward Type Certification of the Kodiak. On-going structural testing has served its purpose by revealing several areas in the design that needed strengthening. The interior has been fitted on the prototype which is to be on display at the EAA Air Venture at Oshkosh.

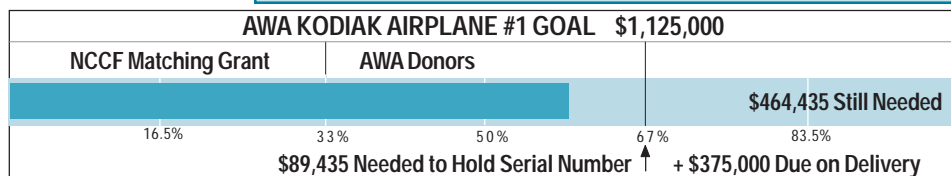
At this writing, AWA is approximately \$90,000 away from qualifying for an Every Tenth Airplane production slot AWA1.

## Alaska

Foundation work for the Dillingham hangar and construction on a multi-purpose building in Togiak are under way.

## Development/Public Relations

AWA seeks a mission-minded, aviation knowledgeable, spiritual individual capable of effectively communicating the God-given vision and mission of AWA through print and the spoken word. Qualified persons are encouraged to contact AWA for more information. 





# Lions and Tigers and Jaguars...



Jud and Karen Wickwire, Bill and Laura LaBore, and Melissa and Gilbert Sisson.

A 625-mile road trip, eight commercial flights, one Project Air Power mission plane circuit, three riverboat trips, two Amerindian canoe paddles, three Bedford truck rides, a dozen taxi fares, and several miles of jungle trails and Georgetown streets—all in six days! Karen and I have seen Guyana. Now we've tasted the needs and the environment we will be exposed to.

Bill and Laura LaBore had our trip well planned, including a fridge stocked in our room at the Adventist conference offices. After a hearty breakfast on Thursday, July 6, we were off for our introduction to shopping in Georgetown. We started by riding in a typical crowded minibus with the ever-present obnoxious rap music, blaring for everyone's traveling pleasure. They drive on the left—look left before you cross the street. And there is absolutely no pedestrian right of way.

The LaBores buy most of their produce on Thursdays in this crowded market. Though fruit and vegetables are abundant, the market doesn't have all of the things we are accustomed to at home. But there are a host of items we don't have in North America, such as bora, yard-long green beans sold in bundles, and cashew fruit, which looks like tiny red delicious apples with a soft texture.

After stocking up, we stopped for East Indian curry take-out. Then it was off to the regional airport (Ogle Field) to check out the Cessna 182 we will be flying. After a good familiarization pre-flight, Laura and I took it up for an oversized circuit along the coast to Georgetown and back to Ogle Field. *Wings for Humanity* is still waiting for permission to take the plane into the interior (there has been promising progress recently), so for now we are limited to flights within sight of the field. The 182 is very well equipped for the mission field and is a real pleasure to fly.

The Sisson family invited us to spend the weekend with them in the village where they are currently building a mission college to teach the Amerindian people how to meet the

by Jud Wickwire

# OH MY!



spiritual and medical needs of their own people. The journey started with a taxi ride of more than an hour to the docks on the expansive Essequibo River. The hour-and-a-half open boat trip took us across the river between a series of massive islands, then up progressively smaller tributaries until there was hardly room for our boat to pass the tiny native canoes laden with families and goods going to market. So narrow was the river that the forest canopy above us bridged the opening completely. Some areas would be nearly impossible to see from the air. Gilbert and Melissa Sisson have been in Guyana's interior for over five years, where they've been raising their two small children. We learned a great deal from these gracious hosts.


The jungle is fascinating. You need only take a couple of steps from a clearing or path to be enveloped in the dense undergrowth. Silent it is not. Day and night there is a constant cacophony of singing and squawking birds, chirping bugs and frogs, and even the screams of jaguars and pumas. The building we slept in was unfinished, with no doors or windows. Karen was certain she would be carried off in the night by a marauding jaguar. Finding fresh feline tracks the size of my fist a few hundred yards from our quarters the next morning did nothing to ease her discomfort. If we build a house it will likely be on stilts. Karen wants me to design the stairs so they can be lifted like a drawbridge. That might not be a bad idea.


Since it is rainy season, the heat and humidity are intense. Rain gear has limited value, because you are soon as wet inside as you would have been without it. When you walk out the door and Bill says, "It feels like rain," you had better get your umbrella. He has an uncanny ability to predict the downpours.



A boat rests on the edge of the jungle river.

On our last day in Georgetown, Karen met Dr. Karla Boutet, who operates the dental clinic at Davis Memorial Hospital. It was a great opportunity for Karen to learn more about the dental needs in the country and, more importantly, what she can do to help. Karla has offered to let Karen work in the clinic for a time to learn some additional skills beyond what she can do in Canada. This will also help her obtain any Guyanese licensing that may be required.

It was a whirlwind visit, but it was highly productive. We were welcomed at every turn, and we are thrilled to have the opportunity to join God's work in Guyana. With His blessing, we will soon be packing again! 

GUYANA PROJECT				
				
Jud, Karen, Jacob, and Zachary Wickwire				
<b>Wickwire Launching Goal \$80,000 Canadian</b>				
<div> <div></div> <div>\$70,000 Canadian Still Needed</div> </div>				
10%	30%	50%	70%	90%
<div> <div></div> <div>\$ 4,900 Canadian Still Needed</div> </div>				
<b>Wickwire Monthly Goal \$4,900 Canadian</b>				
US contributors use enclosed envelope. Canada contributors use Canadian address on page 2.				



Jud over Georgetown.



Karen Wickwire with Dr. Karla Boutet in the dental clinic at Davis Memorial Hospital.



# GROUNDED, *But Busy*



by Clifton Brooks

**I**t's still early morning when the phone rings. "Good morning, Captain Brooks!" Instantly I recognize the voice on the other end. "How's your airplane?"

It's an old friend. I am already certain I know why he is calling, but he doesn't even take a breath before getting on to his request. "Captain, I am working with a team of doctors. We are going to Romblon Island to provide medical outreach work to some of the people there."

"But...." I try to break in.

"This is a really great team of volunteers, and they will be providing their services to the local people for free. We need your help."

"Sir..." I try again, but my friend continues.

"Romblon is far and the trip will take us at least a whole day, maybe more, by ferry, just to go one way. I was wondering if we could use your airplane to help us. The doctors cannot take too much time off from their work to spend in traveling."

As my friend talks, I'm thinking, "Yep, Manila to Romblon via ferry is a long, tiring trip. The same trip would only take about an hour and a half in the mission plane. That certainly would be helpful. I would love to...."

"Can you help us take our team?" Hearing the question, I snap back to reality.

"Sir, I'm sorry," I hear myself saying. "We are currently down for maintenance. We are still waiting for the new engine to ship from the States. I'm afraid it will be at least another month or so before we can get the plane back in the air."

Above: The framed-in garage room. Right: Celeste, Carolina, and Cyndi Brooks looking into the 40-foot container.

"Oh, OK. I see." My friend sounds terribly disappointed. So am I.

We politely close the conversation and hang up the phone. "Lord," I breathe, "this is why we are here. Why is it taking so long for our customs clearance to import the new engine? I really should be taking this flight and so many more...."

This is not the only flight we have had to pass up. Many requests for flights have come since Steve and Andy found metal shavings in our oil filters, signaling the rapid decline of our engine's integrity. In fact, we had to postpone specific flights to "unreached territories" that had been planned in conjunction with local mission directors for the past two years. We have also been unable to provide air service to frontier mission outposts on the island of Palawan.

At difficult times like this I find myself asking God, "WHY?" I have to remind myself that this is His project; the details are in His hands. We have submitted all of the required documents. The government is processing our importation clearance and will not allow us to even check on the application's progress. We will only know the results when they are posted with the others. "But why must it take so long, Lord?" I plead. "We should be flying right now."

This is an opportunity for you to join us. Would you pray that the Holy Spirit will move the government authorities on behalf of His work?



Even though we're grounded, we've still been extremely busy. Part of that has been making trips to Manila to process the mounds of government paperwork for import clearance for the aircraft's new engine. But that's not all.

First, there is the big move. We are now relocated to the new (temporary) base in Puerto Princesa, Palawan. God answered our prayers for housing by leading us to three small houses on a single compound in a residential area of the provincial capital. The owners of the compound gave us a very good lease rate. One house is for our family, one is for our female staff and student missionaries, and the other one houses the office and the male staff.

The compound also has enough space to store the 40-foot shipping container with all of the shop equipment and tools. (If you can't see the significance of this blessing, imagine living in an apartment building and needing space for your spare semi trailer.) We can really see God at work in providing a place that can meet all of our housing and office needs *and* provide space for the storage container, too.

Maintenance has been keeping us busy, too. Rental houses come "as is." One of the conditions for renting the houses all together at low cost was that we would provide some of the maintenance. Fortunately for us, our landlord is willing to put in the money for



the repairs; we just have to provide the labor. So we've walled in our carport to make a family room/home office area with a laundry room. These houses are quite small, so we have appreciated how the space in this new room really opens up the house, making it livable. We have also spent quite some time repairing the roofs and ceilings.

The roof valleys between the main houses and their carports were very poorly designed, causing the sheet metal to rust through on each house. The resulting leakage ruined the ceilings. The third major project has been finishing up the Sagpangan elementary school building started by the British Columbia youth group last December. The doors, windows, electrical outlets, and lights are installed, and the walls and ceilings are painted inside and out.

The new building is seeing immediate use. The first grade class was too large for the old room, so the class was divided in half and another teacher was hired. The new school building is now home to the overflow first graders. We are praising God for

the successful completion of this project for the children of Sagpangan.

The last major project we've been working on is purchasing land for the new airbase. Thirteen different plots have been negotiated, and five out of the thirteen have been purchased, with their titles safely stowed in the



FLIGHT LOG

safe deposit box. Three more are nearly completed. The remainder should be in hand before the end of the year. We also continue to pray and work towards the Environmental Clearance Certificate, which will allow construction of the airstrip.

Back to our reason for being here: once the airplane engine is shipped, it will take a month for it to arrive. Then it will take one to two weeks to clear customs. Once the engine break-in is completed, we plan to fly the mission plane from Manila to Palawan and immediately put it to use. We'll operate from the International Airport in Puerto Princesa until the mission airbase is completed in Aborlan.

In all of our busyness, God is blessing and providing. Thank you to all who keep us in prayer and support us in so many ways!



From top to bottom: the first grade class in the new classroom; the finished Sagpangan school; the old Sagpangan School before construction.

### PHILIPPINES PROJECT

Clifton, Cynthia, Celeste, and Carolina Brooks

**Brooks Monthly Support \$4,400**

Still Needed \$1,248

10%	30%	50%	70%	90%
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**Monthly People Group Sponsorship\* \$22,500**

\$17,383 Still Needed

10%	30%	50%	70%	90%
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\*\$750 monthly provides air and communication service to missionaries working in one of 30 people groups.

## Missionary Airbase Development Budget

<b>Phase I:</b>	
Property acquisition, Survey, Legal work	\$100,000
Amount received	(100,000)
<b>Phase II</b>	
Drainage, Fencing, Runway construction	25,000
Flatbed crew and diesel truck	25,000
Amount received	(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%
-----	-----	-----	-----	-----

\$195,401 Still Needed

**Mission Airbase Development \$350,000**



# MISSION AVIATION

## *in Pennsylvania?*



by Don Starlin

“We’ve had peanut drops as part of the Pathfinder Fair for years,” commented the Pennsylvania Conference Pathfinder Coordinator. “The peanuts have landed on the gym, the dorm, the administration building, all over campus. The past two years is the first they’ve ended up where we need them—right down the middle of the soccer field.”

Colored unshelled peanuts are mixed with 25 pounds of plain peanuts and dropped from an airplane. The Pathfinders look forward to this annual event because every colored peanut can be redeemed for various take-home gifts. But AWA likes this event for a different reason—it gives us an opportunity to demonstrate how missionary pilots drop food, medicines, and supplies to their earthbound counterparts working in remote areas without airstrips.

But AWA’s commitment to Pennsylvania youth goes far beyond peanut drops. Blue Mountain Academy (BMA) has long been known for its flight-training curriculum. When institutional insurance policies caused the flight program to be shut down, prayerful dialogue with AWA resulted in the creation of AWA-Pennsylvania, allowing a restart of flight training for students this spring.


The contractual relationship between AWA and BMA not only preserves the aviation option for students, but also expands the opportunity for them to be exposed to and involved in missionary aviation activities. Specialized weeks of prayer and short-term mission trips will allow students to participate in operational mission aviation projects, bringing further practical application to the missionary mentoring program.

Over the past eleven years AWA has discovered that, unless God’s people are intentional about equipping young people with the skills necessary to push the frontiers, the pool of talent needed to pursue the great gospel commission will go dry.

Last school year a student arrived on campus to find the aviation training program suspended. Few



things in life are as dramatic as teenage disappointment and frustration. Unhappy students create unhappy faculty and staff. But God stepped in, and through the AWA-BMA relationship, the student now has a purpose and is finding fulfillment in the educational experience at BMA.

By God's grace, missionary aviation has the ability to change lives at home as well as abroad. Please join AWA as we cultivate the vision for mission in our young people. Your partnership will help prepare the next generation to finish the job we've not completed. Come join us! 



Opposite page: Students pose in AWA Mission Plane; the BMA airstrip; Pathfinders take plane rides at the 2005 Pathfinder Fair at BMA. This page: (above) Students try on headsets; (below) more Pathfinders get to ride in the Pathfinder plane at the 2005 fair; (strip, top to bottom) Pathfinders stand in formation at BMA during the 2006 Pathfinder Fair; Don Starlin reports on the work the Pathfinder plane did upon reaching Guyana in March 2006. (The Pathfinder plane visited BMA during the 2005 Pathfinder Fair as seen below and on the bottom of opposite page. In 1999, 465 Pathfinders raised \$50,000 and helped [hands-on] refurbish the plane for Guyana); peanuts aboard a plane ready to be dropped; Pathfinders hunting those elusive colored peanuts.





## LETTER FROM THE PRESIDENT

# GOD'S PLAN

Launching an aircraft maintenance facility in the post-9/11 general aviation market has been likened to flying into a level-5 thunderstorm. Yet, at God's bidding, we've done just that, as well as launching a flight training and missionary aviation entrepreneurial school.

In Elisha's day, the training of spiritual leaders was important enough to establish a school of the prophets. The program grew, and more space was needed to accomplish their mission. Scripture records at least one construction delay when the head from a borrowed ax flew into the river. But God used the setback to glorify Himself, once again demonstrating that man's extremity is God's opportunity.

Though none of us really wanted to do it, God made it very clear that entrepreneurial missionary aviation training was *His* plan for AWA. In late December 2004, AWA board members and officers knelt in a prayer of commitment to that task. We had no idea where we would get the tools to start a maintenance shop. Neither did AWA have an aircraft to use for flight training. Nor did we have a location to work from. There were no personnel, and we had no funding to accomplish any of it.

In just five weeks, God furnished 75% of the tools needed to start a shop, an airplane for flight instruction, and a contract to manage the Blackwell-Tonkawa Regional Airport in north-central Oklahoma! Four months later the hangar was upgraded and personnel were on site. Only fifteen months after pledging to be obedient to God's directions, the first mission plane and crew to launch from B-T Aviation Services landed in the mission field!

God wasn't kidding. He has accomplished everything He purposed to do. The only thing that will prevent Him from fulfilling His plan is disobedience on our part.

Heaven is not finished with training, however. Seeds must be planted in primary and secondary schools if they are to germinate and grow into collegiate commitments to missionary education. Enter Blue Mountain Academy (BMA). Insurance costs, ascending liability concerns, and staffing challenges caused the Pennsylvania Conference to suspend flight training at BMA. Students were frustrated; some of them had enrolled at BMA because of the aviation program.

Once again, God opened the training door. And once again, AWA made the commitment to instill in young people a desire for mis-

sions. The AWA-Pennsylvania project was voted, the Pennsylvania Conference donated a Cessna 150, and insurance was bound. This spring, AWA-Pennsylvania's first flight training took place.

An estimated 800 million people on planet earth will only hear the name of Christ by human means if air transportation is involved in delivering the message. From what we have experienced in the past 18 months, it appears that God plans to utilize missionary aviators as tools to reach these people before He returns.

Would you join AWA in praying for the human resources to mount an all-out assault on these regions of spiritual darkness? God has demonstrated His desire. Now He needs willing people—people willing to give their all.



Don Starlin  
*President*

### FLIGHT LOG ✈

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