

# FLIGHT LOG →

WINTER 2007

NEWSLETTER

Vol. 13 No. 1

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

## Dillingham, Alaska



AWA Hawk XP in the new AWA hangar, Dillingham, Alaska

Rod and Brenda Rau, Pastor Wendell and Linda Downs, Margarita Moreno, Gavin and Judith Thomsen, Florie Jewell, Jim Bingman, and Mae Syverud




It is time for mission aviation to celebrate in Dillingham! The long-awaited, much-labored-for occupancy date finally arrived, and although not yet insulated or heated, the AWA hangar now shelters the Cessna Hawk XP against the winter blasts.

The new facility is rapidly becoming the hub for native ministry activity. Two personal aircraft and the AWA Hawk XP fly out almost every Sabbath to make contacts and build relationships for the Kingdom. Togiak, Manakotak, and other nearby Eskimo com-

munities enjoy the arrival of these village ministry outreach teams.

On a recent weekend, Jim Kincaid (Alaska Conference Executive Secretary, Native Ministries Coordinator, and AWA-Alaska Project Manager) visited Dillingham for a meeting to coordinate efforts with those involved in village ministry.

Years of prayer, sacrifice, hard work, and the participation of volunteers, donors, and

Alaska Conference personnel have resulted in a building and airplane that will serve Bristol Bay area native ministry for years to come. Well done, good and faithful servants. Thank you everyone! 



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JESUS OUR LORD AND SAVIOR TO HIS HONOR AND GLORY

# Arctic Mission Adventure

by Ken Crawford

## The Setting

It is early morning many hours before the sun will rise and the village is finally quiet. I am sitting at the kitchen table in a little parsonage in Savoonga. This little Eskimo village of 650 souls lies on the north side of St. Lawrence Island in the Bering Sea 130 miles southwest of Nome, Alaska. It's not the end of the world, but you can see it from here. The island is about 35 miles off the coast of Siberia.

It's been 26 years since, as a volunteer worker, I sat at this very table crafting my first sermon. This visit has reminded me why I love these Eskimo people. They are a remarkably intelligent race, so gentle-spirited, kind and generous—always ready for a laugh.

My heart aches as I see the changes here. Savoonga hangs suspended between two cultures. Their entire way of life, skills, and priorities are caught in a vicious generational time warp. The subsistence way of life is in the last throes of death. The very things



that gave these stoic people a sense of self-worth are evaporating, like frosty breath in the cold air. On this remote island there is nothing to offer the young people but twisted visions of a Hollywood society and videogame entertainment. Students graduate from high school with no prospects of a career—no future. Their environment and society have changed—they can't return to the old ways. There is nothing for the com-

(Continued on next page)



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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  
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missionaries to reach the unreached  
around the world.

Read the FlightLog in color—  
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*I wish I die now!  
Want to die!  
Right Now!*

ing generations to look forward to.

Yesterday morning as the sun arose about 11 am, the village was astir. It was a rare beautiful day and walrus had been spotted many miles south of the village. Hunters left in anticipation of additional food for the village and some of the young men left with them for the joy of the hunt. For the remaining four hours of light the village was alive with families and children.

Later, as midnight drew close, the quiet, unhurried climate of the village began to change. Many of the younger generation had slept the day away and now are ready to party. All night the village is a constant roar of snow machines, four-wheelers, and the sounds of young people trying to stave off the boredom that covers their existence like a suffocating blanket.

The graffiti on the post office is telling:

***"I wish I die now! Want to die! Right now!"***

***"Can't wait until it's my turn!"***

The village elders have no tools to deal with the social disintegration. This is a dry island, but there is no one to enforce the laws. The traditional system of social intervention in the village has always operated on respect. Now that that is gone, they have nothing to replace it.

Savoonga is in the winter of its life. Suicide is rampant, especially among the teenagers; every family here has been touched by its devastation. The government is powerless to help shape the culture and only offers band-aid prescriptions that do little good.

As the village slowly descends into anarchy, the only preoccupation is alcoholism and depression. Seventh-day Adventist Christian families stand as a beacon of light

on a dark stormy night, yet even they are not untouched by the pain.

Let me introduce you to Carol Seppilu. Carol was a very pretty 16-year-old native of this village when, several years ago, in the midst of a personal crisis, she took the most popular way out. She put a rifle under her chin and pulled the trigger. In the chaos that followed, she was flown to Anchorage with everything below her eyes blown away—throat, chin, mouth, tongue, and nose. Four years and 14 operations later, she has some semblance of a face restored. Her two most recent operations took place in Anchorage, where doctors from the Native Hospital took bone from her hip and built a nose and a chin.

Carol knows of what she speaks when, in her soft voice, she tells of the pain. Is she glad to be alive even with her handicaps? Yes! Now she has a purpose. She carries a picture of herself taken just before the incident. Her mission is to talk with other young people about constructive options to deal with personal pain. Even with her handicaps, she wants to tell others that suicide is not the answer. She has found hope in Jesus Christ, who now makes life worth living.

Our goal at the Alaska Conference is to make a difference. I appeal to those who are mission-minded, have a spirit of sacrifice, and want to make an impact for good: we need such leaders in the villages. While the living environment may be a challenge, the needs are real and great. In a number of villages in Alaska, there is opportunity for young and old—those willing to give a year or two of their time and energy for God's Kingdom. Are you such a person?



## The Facts

In 2004 suicide claimed four lives in Savoonga, with many more unsuccessful attempts. Mayor Jane Kava noted that in a single month there had been six unsuccessful attempts among 13-16 year olds. In a village of 650, four deaths is roughly 200 times the national average!

## The Needs in the Villages of Alaska

In a recent feature article in the Washington Post magazine, reporter Gene Weingarten noted: ***"Suicide, we would learn has reached epidemic proportions among the young people of Savoonga. They have been taking their lives in violent ways and in breathtaking, heartbreaking numbers for some time now, and there is little agreement in the village on precisely how to stop it."*** Washington Post, May 1, 2005, "Snowbound, Life in Savoonga, Alaska."

## The Target Village

Archeological digs show that St. Lawrence Island has been inhabited by Siberian Yupik Eskimos for at least 1,400 years. In the late 1800's whalers brought smallpox and alcohol. In less than a decade native populations on the island plummeted from 15,000 to 600. There are currently two villages with a total population of around 1,400. In 1900, a herd of reindeer were moved to the island and by 1917 the herd had grown to over 10,000 animals. Savoonga is known as the "Walrus Capitol of the World." Walrus, whale, seal, and reindeer comprised 80 percent of the islander's diets but, like everything else, that is rapidly changing as outside food becomes more available.

## The Goal of "Arctic Mission Adventure"

The Alaska Conference pilot project plans to target Savoonga. Our hope is to make a difference through a holistic approach. We intend to place a one-couple team in the village with the goal of integrating into village life and establishing relationships.

The couple will introduce education and practical activities designed to meet the spiritual, emotional, physical, social, and mental

(Continued on page 14)

ALASKA PROJECT				
AWA Alaska Aircraft N2019G \$54,151				
\$8,988 Still Needed				
10%	30%	50%	70%	90%
\$75,880 Still Needed				
Dillingham Hangar and Land \$100,000				

# Reluctant Missionaries

by Jud Wickwire

**M**y friend summed it up in two words: "Reluctant Missionaries." We are willing to go, but to do what exactly? Karen and I know that we can bring the specific life-skills of aviation, construction, and dental hygiene to the work, but God's plan is bigger than anything we can do.

I am fascinated with the accounts of the disciples chosen by Jesus when he walked this earth. As I read, I'm astounded by their repeated lack of faith as they lived and served in the physical presence of Jesus. Then I wonder how we can possibly have enough faith ourselves. But I take particular comfort in knowing that those disciples were the most unlikely candidates to be called as missionaries—so maybe there is hope for us! God put us in the path of His work. He has a plan and we are a part of that plan if we surrender ourselves completely to His will. We aren't preachers or evangelists or church leaders and we don't know how to be missionaries. We don't know exactly how God is going to use us to share the gospel message, but we are in faith placing ourselves in His care. Yes, we are going to be missionaries, and many of you who know us may be as surprised as we are to hear that.

## Happenings...

Rutland, British Columbia, SDA Church: At our home church, the support has been tremendous! The pastors have been generous with opportunities to share our needs and what we are doing. We have had programs and announcements, prayer support, and the opportunity to share our newsletters with the congregation. ADRA has a 40-foot shipping container sitting in the church parking lot. The container is now slated to go to Guyana with medical supplies for Davis Memorial Hospital. This gives us the opportunity to ship our launching supplies conveniently and economically.

## Kingdom Assignments:

The Aldergrove, British Columbia, SDA Church was recently challenged by their pastor to come up with Kingdom Assign-




ments. Unbeknown to us, a number of groups and individuals chose our Guyana project as their Kingdom Assignment. We were invited to be interviewed during a Christmas musical program that was the Kingdom Assignment of a youth group. During the interview our oldest, Jacob (7), announced that he was going to be teaching Vacation Bible School in Guyana. This wasn't something we had talked about; he came up with it on his own.

Another individual has committed half the inventory of leather goods from a store he used to own. He even produced a full colour promotional brochure with his products and details of our project—even before we had met or talked with him! Other Kingdom Assignments included a men's group and several individuals that have joined us with monthly support as well.

## Network and Support:

Our support is coming in well. It is amazing that whenever we have a specific need, someone comes forward willingly to help us: accounting, business administration, book-keeping, engineering, web design, aircraft maintenance, medications, shipping, and much more. In our personal newsletter we have compiled a list of items that we need. One of them is a power inverter. I didn't think

anyone would even know what it was (it converts battery power to 110v household current for continuous power), but someone we know called the other day and said they have one to donate! We are so blessed with this range of support.

We are headed off to Berrien Springs, Michigan, in May for missionary training with Adventist Frontier Missions as the last major phase of our pre-launch preparations. We are looking forward to gaining some of the knowledge needed to prepare ourselves as much as we can for work in His service. Thank you for continuing to pray for us. 





# New Missionaries in Training!

by Amy Borcharding

*“...I heard the voice of the Lord, saying: ‘Whom shall I send, and who will go for Us?’ Then I said, ‘Here am I! Send me.’”*  
Isaiah 6:8



Chris and I were both raised as members of another Christian denomination. We had been studying the Bible with mutual friends for over a year when they invited us to attend a mission conference in Berrien Springs, Michigan, called “Go ‘99.”

Chris had had an interest in aviation since high school and wondered if there might be such a thing as missionary work that involved aviation. We were both touched by the testimonies of the missionaries at Go ‘99 and also by the magnitude of the work—millions of people with little or no knowledge of God or His plan of salvation through Jesus. It was at this conference that Chris first learned of AWA and its mission.

Tremendously moved, Chris went back to school at the University of Wisconsin, Stout, where he immediately dropped all of his classes, got out of the lease where he was living, and relocated to Janesville, Wisconsin. There he found a job working at an airport and began flight training. The following fall he enrolled in the aviation maintenance program in Winona, Minnesota.

Over the next six years we both continued to grow in our desire to serve in a foreign setting. We went on a few short-term mission trips separately and together. Chris’

interest in mission work and aviation continued to grow. He maintained periodic contact with AWA. By 2004, Chris and I also began to study and pray together daily.

In September 2005 we were married. We had begun to seriously consider and pray about becoming missionaries with AWA. We visited the newly established FBO in Blackwell, Oklahoma twice before deciding to move there. Within three days of our decision, Jim informed us that a couple in Blackwell had offered us a place to live. Appliances were donated and the house was ready for us to move into as soon as the LaBore family departed for Guyana.

As we look back we can clearly see that every time God has led in a new direction and we have followed, He has always provided what we’ve needed. This has been the case all along: work, studies, training, witnessing opportunities—all seem to be blessed as we step out in faith at His leading. We have learned so much in the short time we’ve been in Blackwell. We are confident that He will finish the work that He started in us.


Now that we submitted our applications for service with AWA, God confirmed it

through AWA’s Board of Directors. On January 14, 2007, we were officially approved as AWA Missionaries in Training (MITs). Over the next 18 months our launching plan calls for Chris to complete the necessary flight training and to prepare AWA-Philippines airplane #2 for service. We will also share God’s call with the body of Christ to build our mission support team.

We have taken steps to expand our skills by furthering our education. I am enrolled in elementary education classes in the local community college while Chris completes emergency medical technician (EMT) training that will prove its worth when transporting medical patients in the Philippines.

As we progress through phases of preparation, AWA will mentor and recommend us for cross-cultural training with Adventist Frontier Missions at the appropriate time.

Inasmuch as it is AWA’s plan to recruit and deploy teams to expand air support services to frontier missionaries in the Philippines, we are looking forward to discovering who our team members will be.

If God is leading, say, “Yes!” We did. It’s not easy, but experiencing God’s enabling power is rewarding. 

# Prayer & Perseverance Brings Results

by Bill LaBore

**“P**raying always with all prayer and supplication in the Spirit, and watching thereunto with all perseverance and supplication for all saints;” (Ephesians 6:18 KJV). Paul’s words to the Ephesians have taken on special meaning the past year we have been in Georgetown. When we came to Guyana in September 2005, we never expected to be in the city this long. I estimated it would take about 6 months to complete the government approval process and be on our way to the interior. But alas, with elections and resulting changes in the government, we have had to be content to operate on a case-by-case approval basis.

Perseverance and much prayer have paid off! Just after the Christmas holiday, Wings for Humanity received the official endorsement letter from the Ministry of Health (MOH) for the medical aspect of the project! The MOH indicated their excitement about our partnership with them in addressing medical challenges in Region 1.

Our first assignment is to assist the MOH with bringing vaccinations into compliance with government standards. Due to rivers and wetlands health workers with serum for inoculations must travel four days to reach the more remote communities. Nonexistent or inoperable refrigeration enroute makes vaccinating tribal populations a formidable, if not impossible task.


We believe God gave us time to develop valuable relationships in Georgetown which will pave the way for more effective ministry. Do you see God’s hand in all this? If we would have departed for the interior shortly after arrival, we would have had to go through a request process with the Captain of each village. Working with the MOH, we are approved to conduct medical work in ALL of the villages in the Region!

The MOH is fully supportive of our spiritual ministry as well. The plan calls for coordinated efforts with the Guyana Conference of Seventh-day Adventists. We will assist and augment Pastor Andre Williams in his ongoing work and introduce him to opportunities that arise as the result of the medical ministry.

**“The medical missionary work is to be to the work of the church as the right arm to the body. The third angel goes forth proclaiming the commandments of God and the faith of Jesus. The medical missionary work is the gospel in practice. All lines of work are to be harmoniously blended in giving the invitation: ‘Come, for all things are now ready.’”** White, 8T, p. 77. We believe that the Lord coordinated these events to accomplish His purposes. We give Him all the glory and praise!



hangar and missionary housing. The latter property is located near water, a service road, electric service, and is only five minutes from the airstrip. We are praying that God will provide guidance and the resources for acquisition of the property as well as construction of the buildings.

The opportunity to see God at work strengthens our faith while trials build character. As we labor in this part of the Lord’s vineyard, we often wonder who receives the greater blessing; those we work for or us? Daily we experience an emptying of self so that we can be filled with the Holy Spirit and equipped to do His will. Have you considered how you might spread the gospel around the world as well as in your circle of influence? Give it to the Lord and watch as he reveals His will 



With MOH approval in hand the next step is to obtain authorization from the Ministry of Amerindian Affairs. We will then take all of this accumulated documentation over to the Guyana Civil Aviation Authority for the aircraft operating permit.

God has prepared the way for a base in the village of Mabaruma. Land is available for the construction of a



Left: Laura, Dani, Micah, and a friend at Mabaruma. Center: The airport wind sock. Top: The airport office.

## GUYANA PROJECT



Bill,  
Laura,  
Danielle, and  
Micah  
LaBore

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

Goal Reached This Quarter - Thank You!

10% 30% 50% 70% 90%

## 2007 GUYANA PROJECT

**Monthly Sponsorship-10 Villages\* Goal \$2,500**

**\$1,959 Still Needed**

10% 30% 50% 70% 90%

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



# Adopt a Jungle Village for Jesus

Yes, you can make a difference!



Region 1, Northwest Guyana  
Villages: 60  
Population: 21,000  
Access: Limited  
Need: Great  
Ethnic Composition: Native American,  
Asian, African, European

A survey of Region 1 conducted by the Ministry of Health in September 2006 identified **1) the lack of communications, 2) poor transportation, and 3) insufficient cold storage facilities for vaccines** as the three greatest obstacles to providing even basic immunization services to the communities in Region 1. Concerns over preventable disease outbreaks are real, for it can take up to four day's travel to reach the outlying villages—a long way without reliable refrigeration en route. The Pathfinder Airplane, donated radios, and your support can change all of this and open the door to ministry in the Region.

The Ministry of Health, the Guyana Conference of SDA, and AWA have worked out a strategy that follows the pattern Jesus himself demonstrated as he walked the dusty roads of Palestine: meet the needs of hurt-


ing people and then bid them follow the Master. In fact, when the plan was presented to the Minister of Health, it was welcomed with the exclamation, "This is providential!"

All of the pieces are in place. The airplane is on site. The government has a network of health posts. The missionary pilot and project manager are ready with temporary housing lined up. Reinforcements from Canada are on the way. The Conference has placed a pastor in the Region. Bible and community development workers are in Georgetown.

There is one thing left—Adopt a Jungle Village for Jesus! It is AWA's goal to reach ten villages this year in Region 1.

It costs an average \$250 a month to underwrite aviation ministry to a native community. If that is too steep, you and nine friends, each giving \$25 a month, can reach a village for Jesus and you don't even have

to contract malaria! The missionaries will suffer the fever, sweats, chills, and vomiting for you! What a deal!

Phone, write, or e-mail AWA to set up an automatic credit card charge if writing a check every month is inconvenient. Then pray for God to bless your gift and multiply it like Jesus did with the loaves and fishes. It's easy and it's fun to watch what God will do with your commitment. Do it now! 

2007 GUYANA PROJECT				
Monthly Sponsorship-10 Villages* Goal \$2,500				
\$1,959 Still Needed				
10%	30%	50%	70%	90%
* \$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages.				

Watch the bottom portion of the LaBore's graph. It will be updated there quarterly.

# Taste Them Again, for the First Time!

by Jim Holdeman

A few years ago, a cereal company's ad agency came up with that memorable tag line. Why? The public becomes conditioned to an expectation. We have become so familiar with cornflakes that we don't even consider buying them because we already know how they look and taste. However, if we would approach the cereal as if experiencing it for the first time, we just might be pleasantly surprised at the flavor and texture of good ol' cornflakes.

Here in Blackwell, Oklahoma, we are in the "business" of training aviators and mechanics for both missions and the secular world. As a Fixed Base Operation, our responsibilities include the management of B-T Aviation Services and the Blackwell-Tonkawa Municipal Airport, in addition to supporting missionaries in the field while developing a productive environment for our missionaries in training. We desire to be a "light on the hill" in all that we do while serving a wide variety of people with a multitude of different motives for flying. What does this have to do with tasting cornflakes again, for the first time?

It is a fact of life that we see what we want to see. Humans can be so accustomed to the "flavor and texture" of a situation that we fail to see it for what it really is. In the perfor-

Right: enroute from Blackwell to Guyana; Below: Pastors baptizing new believers in Georgetown, Guyana.



humans expect to see. In many cases, that may cause us to miss divine opportunities to advance His kingdom. That, too, can be disastrous.

While most agree that Christian missions is a noble effort, many think they cannot participate in it because it is only for the young, adventuresome, and multi-lingual. Missionary aviation is also burdened with popular misconceptions: the last frontier for swash-buckling heroes who will fly into any type of weather in any airplane (regardless of its mechanical condition) to land on anything that passes for an airstrip in a remote village, all so they can hand out Bibles to excited indigenous people. We may "see" mission aviation that way based on what has been marketed or portrayed, but is that reality? I invite you to taste mission aviation again, for the first time.

Christian mission is simple: to disciple others into a relationship with Christ. Mission aviation is a specific calling within Christ's call to missions, a call to mechanics, pilots, managers, electronics technicians, radio operators, architects, engineers, building tradesmen, heavy equip-

ment operators, cooks, and accountants. These are all needed just to set up and run aviation operations that in turn support translators, church planters, Bible workers, nurses, doctors, health educators, and teachers. Recognize your trade in that list? This could mean you!

Anyone who has the desire to share what Jesus has done for them has the most basic, but vitally necessary qualification. Mission participation starts in one's own back yard. Everything after that, God calls and equips one for. However, we must look at this familiar activity in a new light—through the eyes of God.

God Himself has provided AWA with a training environment in Blackwell. We receive requests for Bible studies, health seminars, and community outreach. These and other activities are all part of preparing a well-rounded missionary. The relationships developed in the process are invaluable to mission training. They not only impact the community, but may become part of a support network to launch and keep missionary aviators on station.

Chris and Amy Borcharding have been with us much of the year participating in ministry activities. They were recently approved as AWA missionaries in training and are now focused on preparing for the Philippines. Chris is in charge of modifications to what will be AWA-Philippines Airplane #2. The 1961 Cessna 182 is to be modified with long range fuel tanks, wing extensions, a leading edge cuff, upgraded avionics, seating for six, and baggage extension, among other things. As the modifications are completed, he will gain an intimate working knowledge of the aircraft by completing intense flight training in it before it goes to the field.




mance of flight and maintenance duties this can be disastrous. "I know the landing gear handle was down" doesn't cut it when post-crash evidence suggests otherwise. Likewise, in our spiritual walk, if we see with our own eyes and not with God's, we see what



But before Chris and Amy arrive on site, an airbase must be built. There is a need for construction personnel to build a runway, hangar, and housing for missionary aviators. There are the agricultural needs—missionaries need nutritious food to keep them going in their mission. There are many parts to the body of Christ. There are millions of people who need medical attention, food, schools, homes, and a Bible. Yes, people must have their physical needs met and a relationship developed. Yes, these extraordinary things are accomplished by ordinary people. You can do this for Jesus.

We ordinary folks at B-T Aviation Services are ready and willing to train anyone with a Holy Spirit-fueled desire to fulfill their personal commitment to sharing the love of Jesus. Let's look at mission aviation through God's eyes. Let's look at seemingly insurmountable challenges as opportunities to be participants in God's Great Commission.

Go ahead—put a spoonful in your mouth. Taste missions again, for the first time.

*The Lord appeared to us in the past, saying: "Yes, I have loved you with an everlasting love; I have drawn you with loving-kindness." Know that the Lord has set apart the godly for himself; the Lord will hear when I call to him (Jeremiah 31:3, Psalm 4:3 NIV).* 



Above: Chris Borcharding works on a wheel assembly; The Cessna 182 N8838X. Opposite page: Jim Holdeman conversing with a customer.

# Around the World in 60 seconds

## Alaska

Don't miss the first ever **2007- North American Division "Fly-in Camp Meeting"**, July 18-22, 2007, at the Palmer, Alaska SDA Campgrounds located at .5 Maud Road, Palmer, Alaska! Join fellow pilots for camp meeting and subsequent Eskimo mission projects in Togiak, Savoonga, Selawik and Shungnak.

- Central Convoy leaves from Fargo North Dakota on Sunday morning, July 15 and is scheduled to arrive on Tuesday, July 17.
- Western Convoy leaves from Spokane on Sunday morning, July 15 and is scheduled to arrive on July 16<sup>th</sup>. For more information go [www.alaskaconference.org](http://www.alaskaconference.org).

## Guyana

Former AWA student Kyle Kennedy holds FAA Inspection Authorized, and by the time you read this, will be in Guyana helping Laura LaBore perform an annual inspection on the Pathfinder Plane.

## Philippines


Looking for a way to make a difference? AWA is recruiting personnel to expand support to frontier missionaries in other parts of the Philippines. The intent is to develop teams, each composed of a project manager, a senior pilot and chief mechanic. If you or anyone you know has a background suitable for cross-cultural aviation ministry contact AWA today.

## Papua New Guinea

Adventist Aviation Services (AAS) in Goroka, PNG is praising the Lord. Thanks to many friends of the ministry and Third Quarter 2006 Thirteenth Sabbath offering, AAS placed an order for a PAC 750XL turboprop aircraft.

AAS operated the airplane's ancestor, a 400 hp piston engine Fletcher, lost nearly five years ago in a crash that killed Chief Pilot Les Anderson. The manufacturing company changed hands and the airplane was recertified by Pacific Aerospace Corporation, LTD in Hamilton, New Zealand with a 750 hp PT6-34 turbo prop engine – the same time-proven engine used by Quest Aircraft Company in the Kodiak.

## Kodiak Aircraft Project

While certification continues with the FAA, fabrication of parts and assemblies for production airplanes is moving forward. The window of opportunity to participate in the most important matching fund program AWA has ever participated in remains open. Every dollar donated to the project will be matched up to \$1.125 million - join us today! 

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000				
NCCF Matching Grant		AWA Donors		+ \$375,000 Due on Delivery
\$727,308 Raised				\$397,692 Still Needed
16.5%	33%	50%	67%	83.5%

# 1,500 Feet and 140 Miles per Hour!

by Clifton Brooks



Background: Smog rising over Manila. Inset: Clifton Brooks at the San Jose airport. Below left: installing the studs.



The final inspection is complete. I've looked the engine over for the hundredth time (probably not an exaggeration). I can see no airworthiness issues. Of course, there are still things that I would like to get fixed, like the baffle seals around the cylinders, the ancient fabric tubing on the oil separator, old hardware and so on. But it will fly safely.

Praise God, we have an overhauled engine to new tolerances. The engine itself is the core of my confidence. Then there's the stronger, lighter, new alternator; a new starter that's lighter and has greater torque than the old one; a new engine mount sporting a powder coated corrosion-free finish (a big improvement over the old rusty one); new stainless steel exhaust system with tight seals (no more exhaust gas tracks up the sides of the stacks); and a new carburetor. There are myriad new hoses and clamps, grommets, and wires. Torques and safeties

have all been checked. The initial engine run-up indicates that all systems are "GO!"

My confidence increases as I realize we get to be the ones to break in the new engine. We will know every facet and detail of its history. No more guessing as to previous treatment. Corrosion, wear and tear, will all be added naturally and loving to our airplane and her new parts under the strictest supervision in some very harsh conditions. I stand back thinking, "There isn't anything visibly un-airworthy about it; she ought to be flying."

It's *really* early in the morning; flying days always start that way. My alarm goes off at 3 a.m., but I am restless anyway and so getting up is easy. My flight uniform is waiting. After worship, preparation of flight gear, and breakfast, I'm on the road to Manila.

First stop is the Manila FOBS. Here I file a flight plan for the morning. My itinerary shows a 30-minute flight over Manila Bay. Additional Information: Maintenance Test Flight. My "Fuel on Board" shows on hour and thirty minutes. I know the Manila skies; I might get stranded holding for the traffic pattern and have to wait for 45 minutes to get in (that's happened before), so I do need some additional fuel. Flying decisions are always like that, give-and-take compromises. ETD: 2300Z (7 a.m.). Today there's only one name in the Passenger Manifest—mine.

After getting my airport pass, I head towards the hangar, where the plane is ready and waiting. After a very thorough pre-flight inspection, I roll the plane out to the ramp

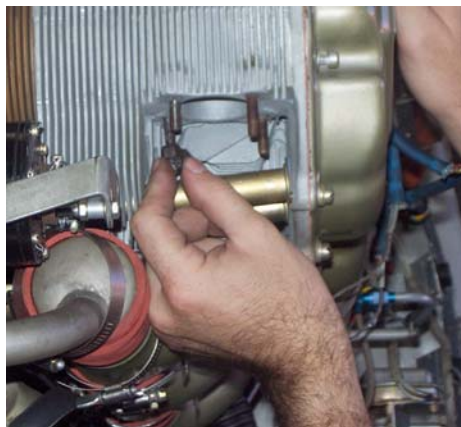
area. Another few minutes of preparation and pre-flight, and I am ready.

I always pray before I fly, but something about test-flying a new engine, combined with the fact that this would be the first flight for this plane in nine months, made this prayer especially fervent.

I was concerned about weather conditions at Manila. I'm *always* concerned about the weather at Manila. In the morning the skies quickly haze over as convection raises the thick, brown smog from the streets. On a beautiful clear, VFR (visual flight rules) day, Manila airport will frequently close to VFR (or even Special VFR) traffic with measured visibility less than 3 miles.

As I sat and waited for the tower to clear me for the runway, I monitored the engine. It was running very smoothly and was showing no signs of irregularity or suspicion. I reviewed my flight routine. Just before take-off, I would hold the brakes and run the engine at full power to measure the highest RPM we could attain. Then I would release the brakes. Keeping the cowl flaps open and mixture rich (for maximum cooling), I planned to climb slowly to 1,000 feet while en route to Manila Bay. I would fly around for 30 minutes or so and then head back in. It seemed simple enough.

Finally the tower called: "November 58636 cleared for departure." I rolled out onto the runway. Slowly I applied full power while holding the brakes. I watched the engine gauges closely. Everything checked normal.







I released the brakes and prepared myself for the slow climb. But I had forgotten the performance of our homesick angel. With full power, light load, and smooth runway she leaped into the air. I was flying and passing through 500 feet before I knew it.

And the plane didn't want to stop at 1,000 feet. The high engine speed and power settings that I was using to break in the rings and cylinders made it challenging to trim the nose down enough to maintain level flight. But the plane and I finally found a resting spot at 1,500 feet and about 140 miles per hour. Manila Bay became a much smaller playground at those speeds.

The rest of the test flight went without a hitch. The only anomaly in the engine gauges was the unusually high CHT's (cylinder head temperatures) which were easily excused due to the "break-in" friction of the pistons, rings, and cylinder walls. (It would take another five hours to finish breaking-in the rings, bringing the CHT's down to normal levels.)

Again I got anxious about the Manila weather as I watched the hazy smog building around me. I called in to the tower and made an easy entrance back into the traffic pattern. Landing and taxi back were uneventful. The test flight was a "flying success!"

Since that flight, I've put an additional eleven hours of flight time on the new engine. All of this time has been required for maintenance testing and for engine break in, and all of it has been without incident (Praise God!). We want to make sure the plane is completely ready before returning it to service.

As I write, I am starting our annual inspection. This inspection (and its associated maintenance)

will be the last major maintenance for the plane before it is returned to regular flying status. Already my flight schedule is filling up quickly with requests for service. One specific flight that I have been anticipating for some time now will be to the Batanes Islands at the extreme north end of the Philippines (up near Taiwan). With over 100 miles of open water between airports, you can understand why I am eager to ensure that the plane receives the best maintenance possible.

All of our staff here in the Philippines wish to thank our many donors who have consistently supported the Philippines airplane through the years. Your financial support has been the means for us to purchase and install the new engine and equipment on the plane. Your consistent giving ensures that we can continue to provide the necessary maintenance required to keep the aircraft and its flights safe and effective. Thank You! We pray that through this New Year, *"You will be made rich in every way so that you can be generous on every occasion, and through us your generosity will result in thanksgiving to God."* 2 Cor. 9:11 NIV

Top: Clif working on paperwork; Left: Adding oil to the new engine.



FLIGHT LOG

## PHILIPPINES PROJECT



Clifton, Cynthia, Celeste, and Carolina Brooks

Brooks Monthly Support \$4,400

Still Needed \$1,688

10% 30% 50% 70% 90%

Monthly People Group Sponsorship\* \$22,500

\$20,964 Still Needed

10% 30% 50% 70% 90%

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

## Missionary Airbase Development Budget

### Phase I:

Property acquisition, Survey, Legal work \$100,000  
Amount received (100,000)

### Phase II

Drainage, Fencing, Runway construction 25,000  
Flatbed crew cab diesel truck 25,000  
Amount received (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%

\$125,066 Still Needed

Mission Airbase Development \$350,000

## Philippines Airbase Update

Last quarter Clif reported that papers for one of the plots AWA-Philippines is acquiring for construction of the airbase were being held for ransom by the village Captain who was suddenly jailed on unrelated charges. Some of you have been praying for the return of those papers. God heard your prayers and answered! A few days after the **Fall 2006 Flight Log** went to press the realtors were successful in securing the paperwork! Thank you and praise God!

Please continue to keep the project in prayer. Holding out for a higher price, one family is contesting the official land survey. Pray that the objections may be resolved.

Andrews University Division of Architecture Missions Group has submitted runway construction plans. Please pray that AWA will be successful securing the commitment of a construction manager for the project.



# DOWN UNDER

## Worth the Risk!

by Nathan Tasker

“Mission aviation is too high-risk.” I stood on the tarmac at Goroka Airport in Papua New Guinea as three national workers loaded bags of rice and other cargo into the Cessna 206. As I watched, I wondered if the well-meaning teachers, administrators, and insurance brokers who had uttered these words were right. I had to know—was it worth the risk?

The pilot, Trevor Robinson, completed his pre-flight checklist and we took off toward the southwest. Five minutes out of town, the roads disappeared and walking trails diminished. Sharp cliff faces and raging rivers replaced level ground. Trevor skillfully manoeuvred the aircraft through the mountains to our first stop, a village called Mengino. Low clouds added to the workload, but we had enough room to land. Trevor brought the aircraft to rest on the grass-covered runway while people streamed out of their houses to welcome the “balus.”

While the aircraft was being unloaded, I struck up a conversation with one of the men. He told me there was no market at Mengino, so the “balus” was the sole means of selling their produce. This enabled them to earn enough money to send



their children to school. Others told how the aircraft had taken sick people to the hospital. The trek to town took four days of “kissim-taim” (difficult) walking if they weren’t carrying anything, or seven days if they were. In contrast, we had made the trip in only 25 minutes.

Soon, we had a new load of cargo and two local nurses, and were ready to depart. Trevor bowed his head and prayed for the engine of our aircraft, “na givim strong lo

engine....” and immediately I could see why. It seemed to take forever to gain airspeed. The stall warning horn sang sadistically all through lift-off. Gradually we began to gain altitude.

Only four minutes later, we had joined the circuit for Maimafu. Already I could see people running to the airstrip. Houses and buildings were all around—even above us as

we descended. Trevor explained that bad down-drafts required the steep approach, but the runway slope exceeded 14%. That would help to slow us down on landing. His calm explanation was proven in dramatic fashion as we had to add considerable power after landing to make it to the parking area off to the right.

An important meeting was about to begin as we arrived. All the “big men” sat down in a circle with serious looks on their faces. Evidently two groups at a neighbouring village were disputing land which had been found to be rich with gold. One of the groups had stated that if they could not have the gold, they would seek revenge by getting rid of the air service. They had threatened to kill the next pilot who landed there (us). The village men at Maimafu decided to walk the two-day journey to meet with the village groups and make a strong case in support of

Adventist Aviation’s work. Trevor was concerned at the prospect of tribal fighting between them and suggested that only a small delegation go, carrying food as a sign of peace. They were adamant that they should all go, but said they would not fight.

Looking at the airstrip after the meeting, I realized that thousands of cubic feet of earth had been moved. I asked some of the men how long it had taken to build it. The answers varied from “10” to “13 Christmas.” They explained how they had used saucepans, tree bark and sticks to dig, scrape and carry the dirt. They wanted the airstrip so



Top: Villagers stream out to meet the plane as it arrives at the Mengino airstrip. Center: Villagers standby as the plane is unloaded. Bottom: The approach to the Mengino airstrip.





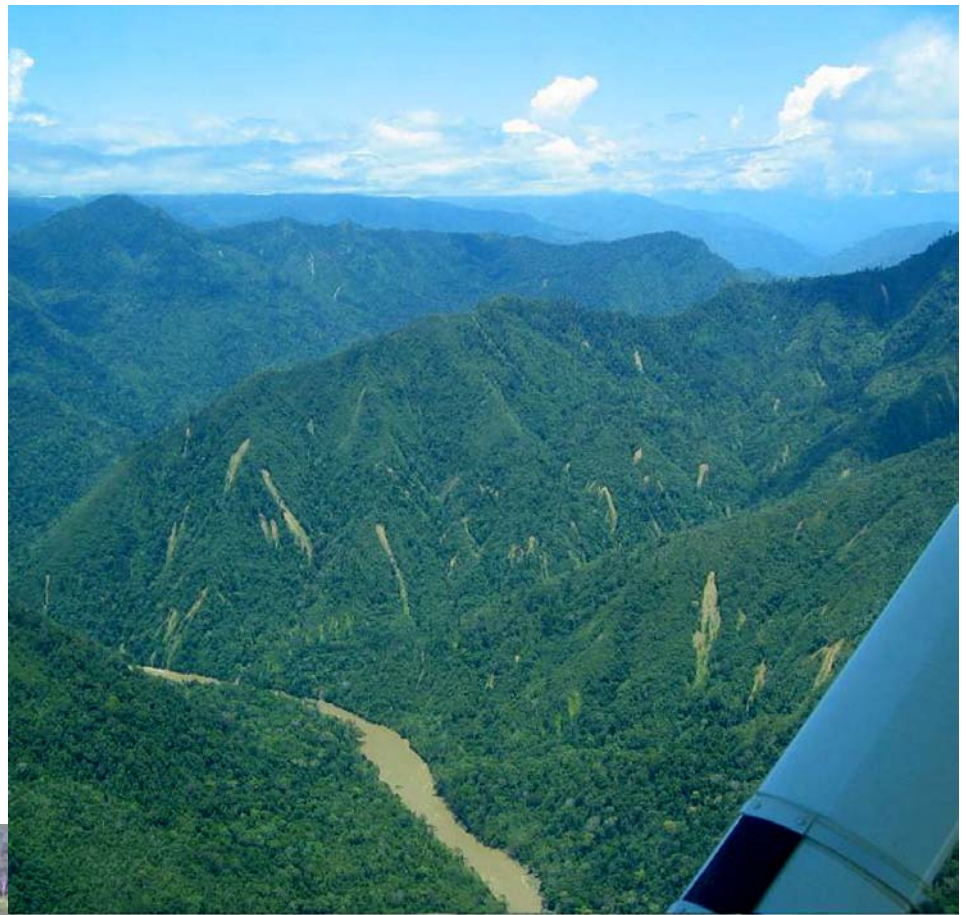
urgently that many of them overworked themselves. A number of men had died in the construction, sacrificing their lives in order to build this airstrip in such good time. I caressed the grass and dirt. I felt I was standing on sacred ground.

As we turned to say “lukim iu” (goodbye), one of the bystanders asked me about the wind, and why it flowed downhill. He had earlier heard Trevor mention his need to leave soon due to increasing tailwinds. He

*A number of men  
had died in the  
construction,  
sacrificing their  
lives in order to  
build this airstrip  
in such good time.*



Above: the mudslides are visible on the sides of the mountain (light patches) above the mud colored river; Left: The airstrip at Guwasa, another mountain village.



understood that pilots risked their lives for his people and expressed deep gratitude.

We taxied up the steep slope, well below gross weight, and Trevor used full power just to keep moving. We turned around for the downhill departure, waiting anxiously for our clearance from Madang, but were asked to “stand-by”! Due to the steep slope and slippery surface, Trevor was not able to bring the aircraft to a complete stop. We received our clearance none too soon, as our sliding aircraft was as anxious as I to depart. We added full power, released the brakes and were already committed to the flight. I was alarmed to see the airstrip almost gone with the indicated airspeed registering 10 knots! As we plunged off the end, the airspeed indicator showed 40 knots. We were still below stall speed!


erful about that? I kept thinking of the risk, the sacrifice, the hope these people have put into the aviation program here. I have heard so often that mission aviation isn’t needed anymore, that the people can receive the Good News via radio or television. I have been told that a hundred volunteer lay-workers can walk through the bush and evangelize far more effectively per dollar than one aircraft. What I saw today shows what a fallacy this is in a country such as PNG. The people in the villages don’t have radios or televisions. And even the local lay-workers become so discouraged by the hardships and lack of provisions in the remote villages that they soon return home if they are not supported by the airplane.

We in western countries sit in the comfort of our offices discussing the needs and

risks, balancing them against benchmarks and budgets. Meanwhile, the village people are sacrificing their lives, physically, literally, because they know the “balus” is their only lifeline. I am left humbled and speechless.

It is dark now and rain pours down, increasing the chill of the highlands evening. I am safe and dry while thirty men from Mengino trek through the mountains into hostile territory, risking their lives for one purpose—to tell the other villagers personally that they are committed to the aviation program. They depend on it. They have seen the difference it makes and want their neighbours to experience it too.

Jesus took the greatest possible risk in coming to earth to live with us. Far from taking the “safe” route, He chose to come personally, to place Himself in danger, so that we could understand His great love for us. As His followers, shouldn’t we be willing to do the same? Is any risk too great to keep us from sharing His message with the world?

One village elder, speaking of the mission airplane, put it this way, “Before we heard the gospel, but now we can *see* it!” 



# PIONEERS

## Simona

(Adapted from the late Bill Baxter)

In a remote village in a deep canyon of the Eastern Sierra Madre Mountains of Mexico, a teenage mother was perplexed and apprehensive. Simona had looked forward with joy to the birth of her firstborn. She and Baldomero had everything to live for when they were married a year before. But now her child had arrived and everything was not right. When her bleeding wouldn't stop, the midwives exchanged meaningful glances.

In any town with a doctor or a clinic this would not have been a matter for undue concern, but in remote Rayones, there was not even a practical nurse. Simona could feel her life ebbing away. Sensing his wife's panic, Baldomero searched for a way to get medical attention. We must get her to the hospital immediately, he was advised.

But how? Outside civilization, and Montemorelos Hospital, could only be reached by traversing a nearly impassable trail on horseback or in a 4-wheel-drive vehicle, crossing the river 103 times. Neither was a good option for someone as ill as Simona. But could someone make the trip quickly and send the airplane back to fly her to the hospital? Baldomero decided to make the trip.

Arriving after seven arduous hours of travel, he arrived and found pilot Bill Baxter preparing to depart for Texas. On hearing Baldomero's story, the pilot agreed to change his plans. The only problem was, the plane was full of fuel, ready for the trip to Texas. With this full load of fuel, it wouldn't be safe to fly into the mountains with the weight of Bill, Baldomero, Simona, and the baby. Baldomero would have to stay behind.

So Bill flew out, leaving the anxious father behind. As his plane crossed the range of mountains at a point just north of where the Pilon river exited from the Rayones Valley, Bill could see its tortuous course as it zigged and zagged through an accordion-like gorge formed by mountains rising almost as high as his 6000-foot altitude. No wonder

there had to be 103 river crossings to get through there! Soon he spotted a cleared rectangle, an area in the riverbed free from cactus and boulders and relatively level. This was the landing strip the Rayones villagers had cleared.

As Bill landed the plane, he saw Simona being helped to the airstrip by friends. She was barely walking; one of the friends carried the newborn. Bill could clearly see that this was already a case of severe anemia. How she was even able to walk at all on her own amazed him.

Though Simona wanted to hold the baby during the short flight, Bill strapped the baby into the rear seat and put Simona in the co-pilot's seat. He figured she would need all of her remaining strength to keep herself alive.

After an uneventful return flight, the landing airplane was met at the airfield by Baldomero, the concerned father. Horace Kelley, a lab technician at

the hospital, was also waiting there with his car to transport them quickly to the hospital. Later, Horace would comment that he had never seen a patient survive with such a low blood count and hemoglobin as Simona's. But survive Simona did, thanks to the grace of God and the quick intervention that was made possible by the presence of a little airplane and a willing pilot.

The Pilon River flows down out of the mountains from Rayones, just south of Route 2 before it runs to Montemorelos and circles south of the city. The green area (mountains) just above Route 2 on this recent map is the area Bill Baxter flew into.

## Arctic Mission Adventure Continued from page 3

needs of young people in the village in the following ways:

- Invite education teams such as Walla Walla College's Department of Social Work to teach suicide prevention skills in the schools and churches, and to community health workers and the village council.
- Develop a "Pathfinder" style program to reach 10-16 year olds.
- Research employment skills with subsequent entrepreneurial ventures that could be run from the village.
- Develop sports skills orientation with competition training to reach 17-19 year olds such as snow machine racing and cross-country skiing.
- Bring in young people who have attempted suicide with testimonials to inspire a different paradigm.
- Develop "Outward Bound" style skills modules where native young people could teach survival skills to others.
- Develop small group training in spiritual formation.

If you feel God tugging at your heart to make a dramatic shift to be of service in such an environment, you may contact the Alaska Conference of Seventh-day Adventists at **907-346-1004** or e-mail at [info@alaskaconference.org](mailto:info@alaskaconference.org).

AWA is committed to finding creative methods within the realm of aviation to establish a mission-focused presence in the rural communities of Alaska. If pioneer-type mission aviation is something you feel God calling you to, please contact us at **269-473-0135** or e-mail us at [info@flyawa.org](mailto:info@flyawa.org).





# Academy Aviation Program Takes to Skies Again!

## Hamburg, PA

After more than a year without flying, students at Blue Mountain Academy in Hamburg, Pennsylvania, once again have a flight training option, thanks to help from Adventist World Aviation.

The flight program, grounded in 2005 due to unaffordable insurance costs on the school's Cessna 150, re-opened this school year after AWA acquired the aircraft and obtained more reasonable insurance.

Four students currently keep the plane flying several hours per week. Three of the four are training for their private pilot certificates, while the fourth already has his private certificate and looks forward to earning an instrument rating.

One highlight of the year came on the morning of January 12 when BMA senior Anthony Marcellino soloed for the first time. With just over 14 hours of flight training and numerous hours of independent study, Anthony proved he could handle the plane by himself. He performed three smooth takeoffs and landings during his first half hour alone in the air.

The excitement didn't stop there, though.

Turning final..



Getting ready to fly solo!



FLIGHT LOG

Anthony's instructor, James Hilliard, called him up in front of more than 230 students during the school's assembly later that morning in order to announce the achievement and cut his shirttail. Cutting off a student's shirttail after his first solo is an age-old tradition among aviators, symbolizing his independence; the instructor no longer has to tug on the student's shirt to get his attention and tell him what to do.


"It's exciting to see progress with the flight program," said Hilliard. "I hope we're able to keep this momentum going. This is such a unique opportunity here... learning on a small grass strip, experiencing aviation on a really basic level...it doesn't get much better than that. I wish more students took advantage of what we offer."

Although the future looks positive for BMA's flight program, the skies aren't completely clear ahead. Getting caught up on aircraft maintenance and the need to order a thousand gallons of Avgas before summer is causing a crunch in working capital.

Also, a concern has arisen over future staffing. Hilliard, who is the current primary flight instructor, plans to leave BMA



on June 1, and return to Walla Walla College. He will need to be replaced in order to keep the plane flying during the summer months, traditionally the busiest time of the year for flight training.

"I don't know what the future holds," Hilliard says. "But I know God cares about the work here, and I know there are talented leaders guiding the program. If the support this program has received in the past is any indication of the future, I think this operation can last indefinitely." 

Back-taxiing on the runway.



AIRBORN!

# INTENDED MISSION

Nathan Tasker grew up a missionaries' kid in the Solomon Islands - absolutely enthralled with the self-funding mission aviation program just outside his door. When AWA's Board of Directors voted to move forward with the Kodiak project a year and a half ago, it was the entire Tasker family God spoke through to confirm that the project was indeed of Divine origin.

As Director of the Aviation program at Pacific Union College, Nathan facilitated mountain flight training for both the AWA-Philippines team and the Guyana team. Nathan's zeal coupled with Janel's enabling support of his vision for expanding mission aviation is again focused on the Solomon Islands. While conducting a survey in the Solomons and Papua New Guinea, he proposed that AWA share with its readers the mission aviation activities in PNG. That suggestion hit one of AWA's objectives dead center.

***The purpose(s) for which the corporation is organized are:***

***...Serve as a clearing house of information for: Interested and qualified personnel of the needs and openings for their services together with information regarding the opportunities; informing missions and missionaries of services available to them...***

***Article II, AWA Articles of Incorporation, June 1995.***

In plain English, AWA was envisioned by its founders (senior denominational, lay and supporting ministry leaders) to be a facilitating agency that promoted mission aviation in a way that the whole body of Christ could become involved!

Though Adventist Aviation Services (AAS) in Goroka, Papua New Guinea is not legally or operationally connected to AWA, aviation is a critical ministry in PNG. The Church literally ceases to function in the central highlands without it. Aviation facilitates commerce, tithe, offerings, medical service, education, evangelism and communication. Remove the airplane and entire tribes

plunge back into the Stone Ages. If, by communicating to God's people (and anyone else who will listen) that there are opportunities for qualified pilots, mechanics, tradesmen, donors and prayer warriors, then AWA is fulfilling its intended mission.

After months of prayerful consideration, the decision to feature articles on behalf of AAS in PNG was made. In addition to the ongoing AWA projects readers of the ***Flight Log*** will glimpse mission aviation of years past in the ***Pioneers*** column and witness day-to-day operations of denominationally run AAS in a column entitled "***Down Under***". We look forward to the quarterly report from our fellow aviators in the "land that time forgot."

Don Starlin  
President



**FLIGHT LOG** ➔

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