

FLIGHT LOG →

SUMMER 2007

NEWSLETTER

Vol. 13 No. 3

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION



Clif and Al

by Clifton Brooks

IT WAS 90 DEGREES. I WAS HOT AND SWEATY (seems to be the way that all my experiences in the Philippines start), but flying off the short paved section of the airstrip in Palanan always gave me a thrill that got my blood pumping and forced a little more sweat through my pores than was probably normal. My missionary friend Al was finally back on board with me. I had dropped him off in Palanan along with supplies and complete solar-powered HF radio system several days before, and now it was time to head back to Manila.

As we departed the runway, Al asked if we could fly over the new mission station that Philippine Frontier Missions (PFM) had just established. I had already heard a few stories from Al about traveling in this region and wanted to see the area, too.

During the past few days, Al had traveled into the mountains to visit with two young men who, only a few months previous, had been assigned to work in the area with the Palanan Agta tribal group. As their supervisor (and as a pioneer in establishing this new mission station), Al had come back to check on the progress of the work in this extremely remote frontier area.

Al backpacked the complete solar-powered HF radio system provided by AWA donors into the mountains. The package included a new ICOM HF radio (capable of communicating with the PFM base in Manila and all the other PFM mission stations), a two-wire dipole antenna, a 12-volt deep-cycle battery (read: "very heavy"), a 50-watt solar panel, a charge controller, a host of

An overloaded Jeepney.



wiring materials, six feet of two-inch pipe (for mounting the solar panel), and miscellaneous hardware, along with two 12-volt fluorescent tubes.

There were, of course, other supplies that Al had carried into the mission station, but this new HF radio set was to form the core of the support structure that would sustain the missionaries during their ministry in this isolated region.

I flew a straight-out departure off the south-bound runway and climbed the plane to about 1,500 feet. Al punched buttons on

(Continued on page 8)



MEMORIALS

IN MEMORY OF

DONOR

BEAMS, DR MARVIN
BISHOP, ROBERT E
DOWNEY, PAUL
GIBBONS, NANCY
GORDON, SARAH
HAMEL, BEA
HANSCOM, SR, RUSSELL
HAYES, PEGGY M
HOOVER, HAROLD P
IRWIN, KENNETH
JONES, ROSEMARIE ANN
KLINGER, JOHN & LOIS
KURTZ, JULIE
NGITNGIT, FILOMENO B
PEARSON, ERNEST & LOUISE
PEARSON, LOUISE
PELTON, LLOYD
PERCHEZ, FRED
RUDDLE, PANSY
SIAS, VESPER & RUTH
STARLIN, JIM & LARRY
STARLIN, JIM & LARRY
STRAMAN, RUSSELL
SZASZ, ALTA
SZASZ, ALTA
SZASZ, ALTA
TOUSEY, ETHEL
TUCKER, JULIUS L
WATKINS, WILLARD

BY STEPHEN & LORENA O'BARR
BY MARY LOU PRIDE
BY MICHAEL & JILL DOWNEY
BY WILBUR & FLORENCE PAULK
BY LEO & BOBBIE VANDOLSON
BY HARRY & JOANNA SCHULTZ
BY DAVID & GAIL REINER
BY LEDA C SMITH
BY ESTHER P SHARPES
BY DAVID & DAISY IRWIN
BY MARK W JONES
BY NATHAN & JANEL TASKER
BY HARRY & JOANNA SCHULTZ
BY SUSAN E NGITNGIT
BY HEPLER SDA CHURCH
BY MARK & EVE GILMORE
BY DAVID F KUEBLER
BY ELIZABETH L GONZALES
BY FRANCIS W RUDDLE
BY MARY LOU PRIDE
BY CHARLENE STARLIN
BY HARRY & JOANNA SCHULTZ
BY MINERVA STRAMAN
BY GENERAL CONFERENCE OF SDA
BY JESSIE & CAROLYN BRAUDAWAY
BY WILLIAM & JEAN MURDOCH
BY RAYMOND & CHIQUÉ TABAR
BY MARILYN COUSINO
BY MARY LOU PRIDE

IN HONOR OF

DONOR

ALLRICH, JOANNE
KAISER, RUTH
PEREZ, MANUEL S.
PIERCE, JAMES H
SOPERS, MARLEY & BEVERLY
(50TH WEDDING)

BY EUGENE & GRACIELLA CABALO
BY REGINOLD & JEANETTE EIGHME
BY FRANCISCA S PEREZ
BY PAUL & LINDA PELLANDINI
BY CHARLENE STARLIN



Vol. 13 No. 3
SUMMER 2007

FLIGHT LOG ➔

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

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

In Canada
(please send donations to):
Wings for Humanity Foundation
1281 Highway 33 East
Kelowna, B.C. V1P 1M1
85432 2922 RR0001

President
Donald B. Starlin

Copy Editor
Kevin Wiley
Judi Pearson

Newsletter Layout and Design
Margie Mitchell

Board of Directors
William Davidson (Chair),
Paul Karmy, Donald Starlin,
Bill Tucker, Edwin Vance,
Bruce Wickwire

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

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



New Feature!

When you see this
symbol you can find
more information
online at:
www.flyawa.org

My Best or His!

by Chris Borcharding

GLORY AND HONOUR ARE IN HIS PRESENCE; strength and gladness are in his place. Give unto the LORD, ye kindreds of the people, give unto the LORD glory and strength. Give unto the LORD the glory due unto his name: bring an offering, and come before him: worship the LORD in the beauty of holiness. *1 Chronicles 16:27-29 KJV*

As you step out in faith, the Lord Jesus opens your eyes to behold Himself working in the lives of His people. We are enabled to see His character reflected in those He leads us to, or in those He leads to us. I am reminded of this so often that it appears to be more of a law than a statement. God orchestrates circumstances and events that allow us to see Him afresh. Let me share an example.

I've been planning for the next stage of flight training—the instrument flight rules (IFR) rating. I was advised by my Private Pilot examiner to start with the Federal Aviation Administration (FAA) written exam. I got ready to begin working through the ground school videos only to discover that the first video in the set was missing.

Since the best place to begin is at the beginning, I looked everywhere for that first video to no avail. After asking Jim Holdeman, I asked Don Starlin if he knew anything about it. He remembered that it was missing when Laura LaBore was in training. Apparently it had never surfaced.

I called the company that makes the series and was told that only the original purchaser could order a replacement disk. When things go this way, we have to be careful not to get discouraged. God may be orchestrating a blessing.


At this point I talked to Don again to find out how to get ahold of the person that had donated the videos. When I called Mr. M, he was at work and busy. However, he very graciously took down my number. This in itself was encour-

aging to me. Jesus was never too busy to be kind. As His followers, we are to reflect His character in all that we do; when we do that, we can brighten someone's day and maybe even draw them to Him.

Mr. M called me back the next day, and we shared a wonderful conversation about our Master and Creator. He said he'd be glad to get that video for me and wouldn't let me reimburse him. This led me to praise God again.


A week or so went by, and I received an email from Mr. M about the video. I called him to see what was up. He told me that the video series had been updated several times since he'd first donated the set, so he ordered the new series to ship to us. But he didn't stop there. **He told me that he'd purchased the complete IFR training pack and was sending it our way!**

This is only one of many examples I've seen where God's people go above and beyond to give their

PHILIPPINES PROJECT																
 <p>Missionaries in Training: Chris and Amy Borcharding</p>																
<p>Borcharding Launching Goal \$93,578</p> <table border="1"> <tr> <td colspan="5">Still Needed \$87,982</td> </tr> <tr> <td>10%</td> <td>30%</td> <td>50%</td> <td>70%</td> <td>90%</td> </tr> <tr> <td colspan="5">\$4,190 Still Needed</td> </tr> </table> <p>Borcharding Monthly Support \$4,190</p>		Still Needed \$87,982					10%	30%	50%	70%	90%	\$4,190 Still Needed				
Still Needed \$87,982																
10%	30%	50%	70%	90%												
\$4,190 Still Needed																

best for God's work. It causes me to reflect on my own life as I hope it does you, too. **Am I giving my best to my Lord?**

Is God leading you to give your best?

Whether therefore ye eat, or drink, or whatsoever ye do, do all to the glory of God *1 Corinthians 10:31 KJV.* 

Chris prepares to introduce another young person to the thrill of flight.



by Laura and Bill LaBore

AS WE WRITE THIS LETTER, OUR FAMILY (Laura's side, Kopitzke) is gathering at Mammoth Lakes, California, for a family reunion. Both of us highly value family relationships and friends, and so, when we heard that EVERYONE—uncles, aunts, cousins, cousins' kids, etc—would be there, we were suddenly very homesick! We could just envision the peach cobbler that Uncle Leon would bring and the kids running around and playing on the living room floor. When we go home for furlough in December, it will have been over a year and a half since we last set foot on U.S. soil, and we are missing family and friends. It is by far the biggest sacrifice in this type of work. Rats, roaches, snakes, mosquitoes, heat and humidity all take a back seat to missing family. Emotionally, it is sometimes hard to get our arms around the fact that our taxi driver, Smoky, was able to see Micah's first steps and hear his first words instead of our immediate family. This has been, without question, hard. HOWEVER, God has been good, and we keep marching on in this battle to snatch souls from Satan's dominion.

For those of you who have been following our story, we want to extend our heartfelt gratitude for staying with us for so long and for your intercessory prayers on our behalf. This quarter, we have some EXCELLENT news!

A few weeks ago, we officially received government approval to begin flight operations in Region 1! God is infinitely merciful in that he does not allow us to see the end from the beginning. If we had known that it would take this long to get through the process, we might have shrunk away from the task. Patience is unfortunately not a virtue that either of us naturally possesses. However, through these experiences, we have grown spiritually, and patience is being developed in our characters, praise the Lord!

Upon receiving approval, Laura went into motion to locate a Guyanese check pilot to check her into the various strips in Region 1. On June 25, she was able to accomplish this task, the last step before our relocation to Mabaruma to begin operations. During her check flights, she was not only able to gain valuable experience but was also blessed with the opportunity to talk with some of the villagers and village



A friendly Ocelot nibbles on Laura's ear.

APPROVED!

spective villages.

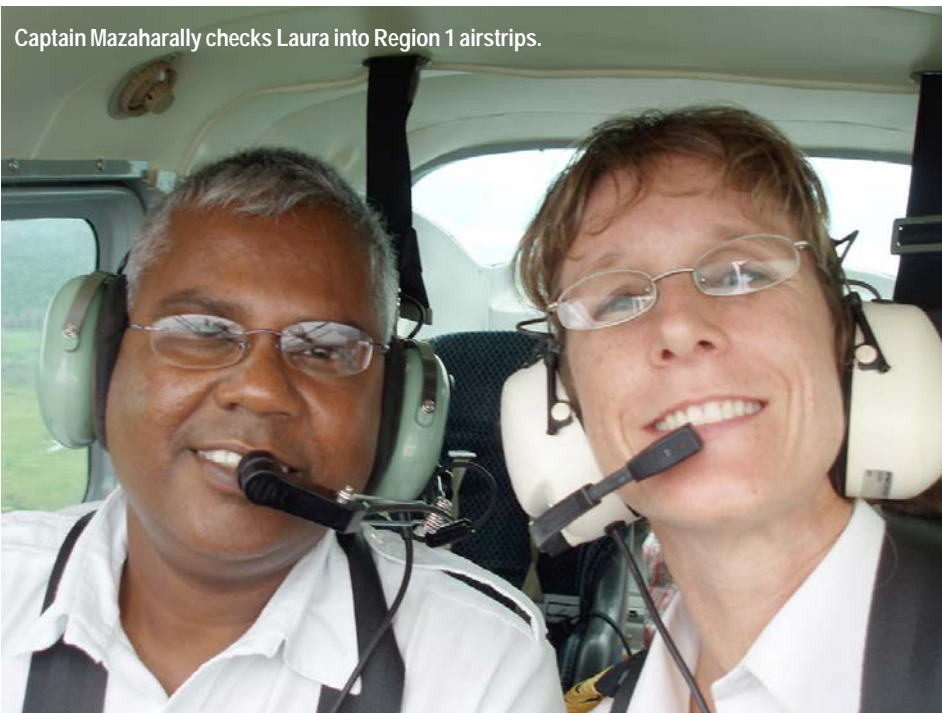
Things are on the move with regard to the government's support of Wings for Humanity's program as well.

Two weeks ago, we had the opportunity to have our second meeting with the Minister of Health (MOH), Dr. Leslie Ramsammy. He met with us for over an hour and a half. The first 45 minutes we spent getting to know each other. It was so pleasant! The original purpose of the meeting was to discuss the roll out of the vaccination program we will be assisting the MOH with in Region 1. There are some logistical challenges involved in getting the vaccines to Mabaruma AND keeping them at the proper temperature for storage and transportation. As you may recall from a previous article, electricity in Mabaruma is only available from 6:00 p.m. to 11:00 p.m. daily. This presents a challenge for refrigeration. Dr. Ramsammy mentioned that he had a trip planned to Rwanda and would return on June 20. After that, he asked Bill to give him a call to set up a time to meet in Mabaruma, where we could discuss this issue with the local staff AND he can publicly announce his endorsement of our operation! We couldn't have asked for a better scenario as we experienced God's timing in coordinating this important step.

You may recall our discussion of the

council members as they heard the airplane land and came to the airstrip. As she visited with them, she explained what services Wings for Humanity will be providing for their re-

Captain Mazaharally checks Laura into Region 1 airstrips.



*We are just
so excited
to get going
and start the
work that we
came here
to do!*



Baramita villagers come to meet the plane.


Dani and Micah watch the waves go by on one of their long journeys by boat.



and start the work that we came here to do.

Yes, it's true, we are missing family and friends (even more than we miss Taco Bell, dark chocolate, and Target), but we are energized as we think

after ye have done the will of God, ye might receive the promise. Hebrews 10:35-36

Editor's Note: Bill LaBore was in the midst of retrieving his things from the dock during a tropical downpour the last time we spoke ON HIS CELL PHONE! Talk about God's timing—two weeks before the LaBores moved to Mabaruma, a cell tower was erected, and now we can actually reach them by phone! 

LONG, SLOW, and LOUD steamer (ship) that we took to Mabaruma last September (See Fall 2006 Flight Log). Well, it leaves again on July 4, only this time we won't be on it; our stuff will be! We have to transport all of our belongings, (which doesn't amount to a whole lot, amen!) to the *stelling* (dock) by July 1 in order for it to be loaded on the boat and shipped. Upon arrival in Mabaruma, the SLOW process of unloading the boat will begin. This can take several days, so we may just be "camping" in our house for a week or so! When Bill and Jud stayed at the house back in May, it came complete with its own set of house guests (rats, roaches, etc.), which will promptly have to vacate the premises upon our arrival (probably with a little coaching ☺). We don't mind, though! Not one bit! We're just SO excited to get going

about what lies ahead and what the Lord has in store. We pray that the LONG process we have been through will have good benefits. We are hoping we can look someone in the eyes in Heaven and recognize them from Guyana. Even while we've been "stuck" in Georgetown, we have no idea how many lives God may have used us to touch. We've had many people pass through our doors and have developed many relationships here in the city. Perhaps this is why God brought this delay. Or, perhaps it was to strengthen our characters (that's never a fun lesson!). Whatever the case may be, we are just happy to be used by Him and VERY excited to see what the future holds.

Cast not away therefore your confidence, which hath great recompense of reward. For ye have need of patience, that,

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

\$2,412 Still Needed

10% 30% 50% 70% 90%

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

Alaska VBS Mission Trip 2007

by Kathy Rowe, VBS Team Leader, New Cambria, Missouri



AS WE TRAVELED THE 20 MILES OF ROAD from Dillingham to Aleknagik we agreed that we must stop at the home of the children who needed a ride to Vacation Bible School (VBS) last year. Team Member Misty Rowe hopped out of the borrowed pick-up truck and went to the door. When the children saw Misty, the excitement in their eyes told us the trip was worth it! The three children climbed into the truck with us, and we went the additional mile to the lake.

Peter was waiting to take the children and the 10-member VBS team across the lake to the Aleknagik Church. When you have a VBS team that loves to sing and work with children, the Lord moves. Seven youth and three adults made up the Dillingham and Aleknagik VBS Team. It was rewarding to see friendships formed and bonding take place between the older and younger youth.

All eyes were glued to the skits portraying the life of Joseph. Each skit ended with, "Come back tomorrow to find out what happens to Joseph next." He was always in difficult situations, but never one that God could not handle. The children discovered it was very important to rely on God for everything.


We witnessed the awe in their eyes as they experienced what it was like to grind wheat into flour during the nature nugget period of VBS. In the health lesson each day, Mr. Gross Mouth was the most popular (or not-so-popular) character as he demonstrated what happens when you abuse your bodies with smoking.

Laughter was heard during the games and crafts. The action took place twice daily for one week. Aleknagik VBS was held in the afternoon, and Dillingham VBS was scheduled in the evening. On Sabbath it was wonderful to see the children from VBS in church, singing several songs they had learned during the week. They became a part of the VBS team as the story of Joseph was retold and they sang along between the different stories.

The VBS Team experienced other activities which made their mission trip to Alaska complete and wonderful. There was the trip to Bryan Glacier and a visit to the Heritage Center in Anchorage. Friends let them ride their zip line, and they climbed to the very top of Snake Mountain. One evening they helped pull fish from the nets on the beach. They also enjoyed two steam baths—a native custom.

What is in store for next year? The older native children indicated that they love the skits and want to be a part of the program next year. Teaching them to lead out and spread God's word is so easy when youth teach youth. And you know they mean it when they make an effort to come to the airport to say good-bye and tell you they will be working to earn money so the VBS team can come back next year.

What other way is God leading in this mission field? One of the VBS team members accepted a position as a task force teacher next school year in Dillingham. During the VBS time, Misty Rowe was able to meet some of the children and parents she will be teaching this fall. Several parents told her that their children couldn't wait until VBS each night. We are hopeful that this enthusiasm will spill over into the Dillingham SDA Church School as God prepares for enrollment there.

If you would like to be a part of the VBS Mission Team, sign up now for what may very well be the best experience of your life—working with God. 

Five Years of VBS Ministry in Alaska

by Fran Hansen

THIS WAS THE FIFTH YEAR THAT A GROUP FROM Iowa-Missouri presented Vacation Bible School (VBS) in the Alaskan fishing village of Togiak.

More and more people in the village are recognizing the group, and the reception has been phenomenal. The children who began coming the first year at ages 6 through 9 are now 12 through 15 and still coming! What a blessing!

One little boy stayed around us as much as possible. If we could have, we would have brought him home with us. He was given a new shirt because he hadn't had a change of clothes the whole week up till

Thursday. Then he asked for a new pair of pants. When we asked him what kind he wanted, he said, "Lots!"

A person donated some small dollhouses. Two little girls, who desperately wanted one, were very disappointed because they didn't get one. They were promised dollhouses as soon as possible.

These children are extremely affectionate, giving us more love than we take. It is a joy to share Jesus and His love with them. This year, over 100 attended VBS throughout the week in Togiak—a village of 816.

Circumstances prevented us from making our reservations early, and the groups (one to Togiak, one to Dillingham/Aleknagik) had to be shuffled at the end, doubling the cost.


In discouragement, Fran Hansen called Don Starlin on

Thursday, May 24, and asked for prayer. Fran told Don how much was needed. Prayer was offered. On Tuesday, May 29, Don called with the news that a check had been received, covering the amount needed, and the check had been written on May 23. What a testimony to God's taking care of our needs!

Plans are already underway for next year, with tentative venue to include a week at Manokotak village.

If you are interested in an Alaskan adventure with Christ, there will be opportunities for one- two- or three-week trips.

Next summer plans are also being laid for Native American ministry - VBS in Montana, and a church building project in Idaho.

If interested, contact Fran Hansen at 417-742-4154. 



Pilot Rod Rau with passengers



Abby serving fruit.



Eric and crew



Togiak Church

ALASKA PROJECT				
AWA Alaska Aircraft N2019G \$54,151				
\$5,872 Still Needed				
10%	30%	50%	70%	90%
\$74,234 Still Needed				
Dillingham Hangar and Land \$100,000				

AWA Pilot Math:

Continued from cover page.

his simple GPS. Soon we were on a course for the mission station. A crooked, shallow, brown river snaked along lazily below us. Here and there a few rocks formed a rapids area, too shallow to navigate by boat. We were just passing the foothills leading into the heart of the Sierra Madre range when suddenly the GPS showed us to be over the site. I banked the airplane into a tight turn as Al looked down, trying to get his bearings from the air.

“Yes! That’s it!” he cried joyfully. “There’s the missionaries’ hut. And that’s the big field on the other side of the river over there.”

We circled the area, around and around, video-taping and discussing the local features of the terrain. I descended a few hundred feet until we were down low over the hut that the new PFM missionaries called “home.” We knew that they wouldn’t be there yet. It had taken us about nine minutes from takeoff to reach their hut, but it would take them over nine hours to get back to the hut by way of the river—dragging their small boat through the shallow rapids and around the un-navigable sections. (Truth is, they wouldn’t even leave town that day since it was already after noon. They would leave with their supplies early the next morning in order to reach their destination during daylight.)

After circling for a bit longer, I advanced the throttle to climb-power and raised the nose of the plane. The new engine labored to climb against the high density altitude.

Through a clearing in the clouds the muddy, brown river winds through the rugged mountains in Palanan country.



We wouldn’t be out of danger in these mountains until we cleared 6,500 feet.

After another two hours of uneventful flying, we were back on the ground at Manila International. The airplane had cut this trip from a grueling two-day travel that includes a small 3.5 HP Briggs & Stratton powered outboard motor on the open ocean, a crowded jeepney on rough two-track roads, breathing bushels of road dust, and a bus where one inhales more diesel exhaust than the U.S. military uses in a smoke screen.

(Continued on page 19)

PHILIPPINES PROJECT



Clifton, Cynthia, Celeste, and Carolina Brooks

Brooks Monthly Support \$4,400

Still Needed \$916

10% 30% 50% 70% 90%

Monthly People Group Sponsorship* \$22,500

\$22,500 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, Amount received
Completed - Thank You! \$100,000 (100,000)

Phase II

Drainage, Fencing, Runway construction, Flatbed crew, diesel truck, Amount received
Completed - Thank You! 25,000 25,000 (50,000)

Phase III

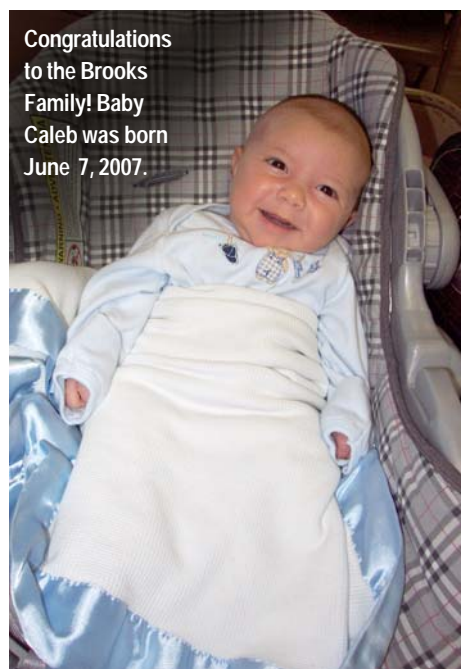
Hangar/Residence, Water, Septic, Electrical systems
Total needed for all Phases \$350,000

PHILIPPINES PROJECT

10% 30% 50% 70% 90%

\$110,056 Still Needed

Mission Airbase Development \$350,000



Congratulations to the Brooks Family! Baby Caleb was born June 7, 2007.

God Prepares the Way for New MISSIONARIES-IN-TRAINING

by Ed Brennan

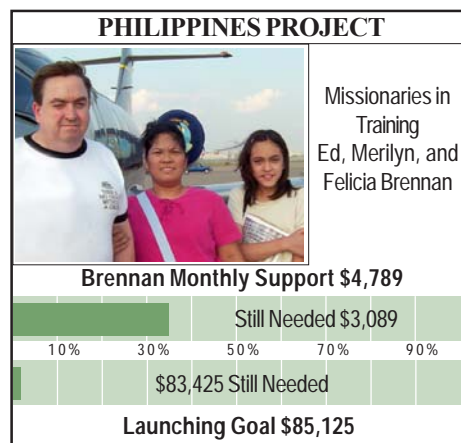
ED, MERILYN, AND FELICIA Brennan were attending the pre-mission briefing for the annual Oklahoma Conference-sponsored Mexico Mission trip at Wewoka Woods Adventist Center. They struck up a conversation with two new participants, Chris and Wendy. The subject of aviation and Ed's background surfaced. Ed related how he wished that he could somehow use this experience for ministry. Chris told him that he knew of an organization that could possibly use his experience. Really?

After returning from Mexico, Chris sent Ed a link to AWA's website. After exploring the website, Ed made a few inquiries. A dialog with AWA President Don Starlin ensued. It wasn't long before both realized that there may be a place for the Brennans as aviation missionaries in the Philippines, but there were a few prerequisites. The first was a study of the workbook by Blackaby and King, *Experiencing God – Knowing and Doing the Will of God*. AWA believes that God has a plan for everyone and that our first order of business is to understand how God reveals His will to His people. The study became a family affair, and they even invited a friend to join them. It became evident to the Brennan family that they needed to change the way they approached their ministry and how they served God. They also realized that their lives up until now had been a grand preparation for God's work.

Ed grew up in Arkansas and was introduced to the world of aviation at a young age. His father was an airplane buff and passed this on to Ed. It all started with flying control-line and radio-control

airplanes and eventually progressed to flying lessons at the age of sixteen. Like many others, finances got in the way of completing Private Pilot training, but his love of aviation did not waver. Of the many jobs he worked at in the early years, one of them was at the local airport as a lineman. Ed decided to join the United States Air Force, where he became an avionics technician. While in the Air Force, Ed was stationed in the Philippines. That's where he met Marilyn. "There was something different about her," commented Ed. "She was a conservative Seventh-day Adventist Christian, totally unlike any of the girls around the base."

Ed grew up without any Christian training and spent the majority of his life not knowing the love of God. Even with Marilyn encouraging him to go to church and witnessing to him, it still took some time for him to give his heart to God. This finally happened, and Ed was baptized on December 29, 2001—just four months before retiring from the Air Force. Mak-



ing up for lost time, Ed hit the ground running. He devoted most of his free time to ministry of some sort or other. Whether it was Sabbath school, Adventurers, Pathfinders, feeding the homeless, or helping with evangelistic seminars, Ed was involved. He was ordained as a deacon and most recently as a local church elder. He did not stop there, however. He went on to present Daniel and Revelation seminars and then was invited to become a lay pastor for the McAlester, Oklahoma, SDA Church. All of this was with Marilyn at his side, guiding and encouraging every step.

(Continued on page 19)



DOWN UNDER New Equipment Down Under

by Boris Ambrus

IN APRIL, AAS TRANSPORTED A NUMBER OF Division and Union personnel to evaluate Adventist operated clinics. They spent time looking at maintenance, resources, and health and safety aspects of the facilities. It is hoped that a program will be implemented where churches and individuals can adopt a clinic to provide the much-needed support. On top of the mission flying, the local communities are being served regularly, with the transport of people (including a number of medi-vacs) and much needed supplies.

Every day up until May at least one member of the AAS team was asked, “Nupela balus bai come wanem time?” (When’s the new airplane coming?) Each time, the reply was “We’ve been too busy to pick up the plane”.

That changed when Roger and Linden packed their bags and left for New Zealand. From the factory, Chief Executive, Roger Millist reported:

“Things are going well over here. We spent Thursday (May 10) going over the aircraft and checking that our specifications have been met. There are a few items which need to be addressed. The marker beacon antenna should be installed by the middle of this week. We also met those we need to deal with in accounts, warranty

claims, parts and tech publications as well as working up a spares package list which we want to take with us. Friday (May 11) we completed all the ground theory training for our aircraft type endorsements and are looking forward to flying the PAC during the upcoming week.”

An upcoming edition of *NZ Aviation News* magazine will feature an interview with Roger and Linden with a number of photos of the new airplane.

The PAC 750, P2-SDB finally arrived, and following dedication ceremonies in Goroka and Lae, it went to work. In late June, a stewardship meeting took place at Mussau Island. A number of delegates needed to be transported between the Mussau and New Ireland, New Britain and the mainland of PNG. It helped that we could take nine passengers, instead of the usual five that would fit into the Cessna 206. The PAC made a big impression on the passengers, with one even saying that it’s “. . . just like flying in a Dash 8!”

Linden Millist, Chief Engineer of AAS, is pleased by the performance of the PAC.



Chief Engineer, Linden Millist at the Pacific Aerospace Corporation factory with P2-SDB:

“This new airplane has been a huge blessing to the crew at AAS. We continue to be amazed at its ease of operation and level of safety. Being able to climb above the weather and terrain and arrive at the destination quickly are just some advantages of the PAC. Our dream is to purchase one more of these machines, so that one can do full-time mission work while another is servicing the community.”

An additional PAC would help AAS in its effort to be self-sufficient, especially as many operators are going out of business, including the regional airline, Air Link that folded last month.

Linden adds, “Adventist Aviation Services sees the enormous task of bringing God’s message and aid to the people of PNG. By developing and growing we are going to be around until Jesus comes.”

AAS wouldn’t be able to function or keep afloat without the dedicated Adventist Church members who support us in many ways, including financially and with their prayers. About a month ago, AAS received an anonymous donation with a rule that it must be used for medical evacuations where people are not able to pay for the fare themselves.




Adventist Aviation Services Team in Goroka.

I've been taken aback how quickly we've been able to use this donation. The people of Papua New Guinea are in real need of medical assistance; people are dying each day because of basic problems that are left untreated. AAS is always trying to work around their flying schedule to be able to pick up medi-vac cases that are in need, and in most cases AAS loses money on these trips because of the heavily discounted fare.

In June the value of these donations was demonstrated when I flew to Kikori (South West PNG) to pick up some pastors and bring them back to Goroka for meetings. While I was waiting in Kikori, we were told that two men in the village of Woposali were terribly injured and needed urgent medical attention. I was able to fly to their village (20 mins) and bring them to the hospital in Kikori. These two men got into a fight and ended up using machetes to sort out their differences. One of them had his leg cut up, and the other had severe lacerations to the head (his head was bandaged up, with just a small hole for his mouth so he could breathe). The people were so thankful that AAS came to help the two men. I ended up surrounded by the villagers, some of which were crying for joy. They informed me that other mission aviation organizations turned them down, because they were not able to pay the charter rate. AAS on the other hand was able to fly there and help, by using the money in the trust fund for medical evacuations to offset the costs.

I feel blessed to be in a country where there is such need, and that there are people willing to help. It's easy to be of service when the people are so thankful. My favorite kind of flying is to visit the people no one else wants to help, because that's where people notice that AAS cares. Through this, we are spreading the Gospel, and that's the most important aspect of AAS being in Papua New Guinea.

Needless to say, I made the two injured guys sit next to each other on the airplane. I'm sure they were best friends by the time we landed in Kikori. 

Ask and You Will Receive

(Adapted from the late Bill Baxter)

ASK AND YOU WILL RECEIVE; SEEK, AND YOU WILL find; knock, and the door will be opened. For everyone who asks receives, he who seeks finds, and to him who knocks, the door will be opened to you. Matthew 7:7,8
NEB

Bill Baxter's "canary," his yellow Aeronca, had been tragically damaged when someone who had borrowed the plane was attempting to land at almost zero ground speed in a strong wind. No one was injured when the plane flipped, but the damage was such that repairs would cost more than the plane was worth.

Could God be allowing this to happen to a project He had so signally directed? Emergency calls kept coming from the mountain valleys. The ministerial students that had districts accessible only by airplane wondered how their little flocks were surviving. But there was no plane. After much prayer, Bill and Betty decided to try to purchase another airplane with their meager savings. Trusting God to provide an aircraft for his return to Montemorelos, Bill caught a one-way ride to San Antonio with Dr. R. A. Drake and his family who had been visiting the school.


During the six-hour drive, Bill and Dr. Drake had a long conversation about Bill's plans to purchase an airplane. It soon became apparent to Dr. Drake that because of Bill's low budget, he was setting his sights on another small plane like the Aeronca. Dr. Drake pointed out to Bill that he should look for a larger plane capable of carrying a patient on a litter. Of course this had occurred to Bill, but he knew that he didn't have that much money.

Dr. Drake challenged Bill to solicit funds from others to help him buy a better airplane. "Doesn't the Bible say, 'Ask and you will receive'?" challenged Dr. Drake. Sure, Bill had been asking the Lord to provide, but he hadn't been asking people to give him money. Then, without Bill's asking for any money, Dr. Drake went on

to say, "I want you to look around for a bigger and better plane. If you find it let me know, and I'll give \$500 toward its purchase. What's more, I want you to call Dr. John Wahlen and tell him what I'm doing and ask him to match it."

Once in San Antonio, Bill started hunting for airplanes. Armed with a clear impression that God had an aircraft in mind, he went to the airport and asked mechanic Reuben Weiss if he knew of an airworthy aircraft for sale. Reuben pointed Bill to a blue Stinson Voyager that looked like it had just been washed and waxed. After looking the plane over, Bill contacted the owner, a Mr. Arnett.

"The price is \$2,425 firm," Mr. Arnett told him. While Bill had feared a figure well over \$3,000, he knew there would be additional expenses such as insurance and oversized tires for the rough mountain landing strips in Mexico.

Soon he phoned Dr. Drake. "I'll telegraph the \$500 to you. Have you phoned John Wahlen yet?" And so Bill called John Wahlen, and was easily offered \$500 toward the purchase of the plane. This emboldened Bill to call some of his friends and acquaintances. And the donations came, and came, and came. The Western Union office got to know Bill well as he kept coming to collect the money that generous people were sending for the airplane. All San Antonio seemed to know that heaven had opened and was spilling its bounties for Bill Baxter's mission airplane. Some expressed amazement at how God had worked. But Bill himself was not as surprised as he was grateful. Bill had asked of the Lord and His people, and he had received. 

#4 STINSON VOYAGER 108-2 N8305K 1953-1954

The Stinson Voyager.



Mabaruma

by Jud Wickwire

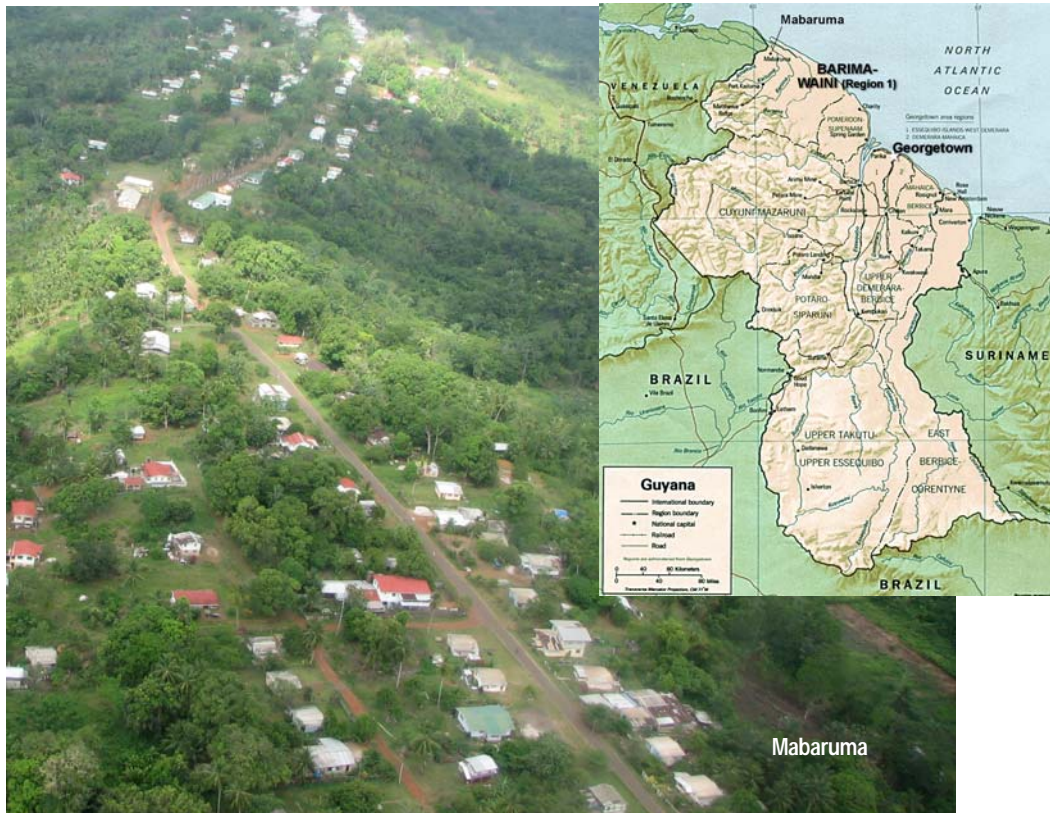


IN GEORGETOWN, BILL LABORE AND I boarded a well-used Trans Guyana Airways Twin Islander, the only scheduled air service into Mabaruma. At the time, we were still waiting for final approval from Civil Aviation in Guyana to fly the project airplane into the region (that permission has now been granted, and Laura is operational).

Mabaruma, although it serves as the region's administrative headquarters, is still relatively isolated. Scheduled air service is only about five days a week and quite expensive. The passenger and freight carrying "steamer" makes the 20-plus-hour trip every seven to ten days, making it prohibitive if you are on a schedule of any kind. Travel within the region is limited to small open "speedboats" that run on an "on-call" basis, or as soon as there are enough people to fill the seats. The boats are fast but costly, and their routes are far from a straight line. To illustrate the cost-effectiveness of the airplane, the six-passenger boat in which we travelled from Mabaruma to Port Kaituma took over three hours and burned nearly 35 gallons of gas. The same trip in the project's Cessna 182 takes only 30 minutes and burns approximately eight gallons of gas. Port Kaituma is one of the closer villages to Mabaruma, so, with villages farther afield, the advantages of the airplane become even more dramatic.

It became readily apparent that the need for a mission aviation service is much more desperate than I had even imagined. No other airplanes are based in the region; consequently, there is no inter-village service by air at all. This effectively limits the ability of regional health officials to reach beyond the core populated areas. It also places the same restrictions on gospel outreach ministry. The local pastor is responsible for eight churches and the areas beyond those; even if they have been reached, there is no sustained support.

As we met with various officials, health professionals, and the local pastor, we discovered that there were many capable people eager to do what they can to serve the local population, but they are all severely restricted by a consistent lack of resources. Here is a summary of those we met:



Regional Health Office: In our discussions, the Regional Health Officer revealed that even though there is a new hospital facility being built, she has no evidence that there is any plan to furnish it. We were also told that they were virtually out of all pain medications.

Dental Clinic: The "Dentec" (Dental Technician), who works alone, showed us his fairly new portable x-ray unit and then told us that he has no x-ray films. He has been requesting films for months with no result. Also, due to time constraints, he has been unable to continue dental education in the local schools.

Malaria Control Office: Here we learned that they recently distributed mosquito nets to an area experiencing an outbreak. The action resulted in a 60 percent reduction in cases. However, they only get enough nets to deal with the outbreak areas; consequently, there are still thousands of people without nets, and thus the cases continue.

Regional Chairman's Office: An Amerindian and former village captain himself, the Chairman oversees the administration of the entire region; he welcomed us to the area and described our work with them as a partnership. In his office, we asked for a copy of the list of village captains, but he couldn't give us one because the drum on the copier had worn out a few months before, the fax machine had no paper, and their only printer was reduced to blue ink.

This demonstrates just how limited local resources are and is symptomatic of even more acute lack of basic medical and dental



Mabaruma Hospital under construction.



care in the remote villages. We can't help with everything, but there is so much we can do with the airplane and our own boat on the rivers to improve the basic health of the people, as well as reach out to spiritual needs of the people of the region.


While we were in Mabaruma, we stayed in the LaBores' rented house. It's small but up on stilts with good ventilation. Bill and I were pretty comfortable until the rats discovered that we had food! They found their way into everything—chewing, knocking things over, running up and down the walls, banging around inside the oven, and sampling each and every food item. What followed were several nights of honing my rat trapping skills. Overall, the rats won, but I had a couple of small victories, and I plan on returning prepared to aggressively defend

ourselves from those despicable things!

Where we are going to live will be more difficult. We had thought that we could find satisfactory temporary housing that would suit our needs, but there is very little available. Because we are working as a team, we will be sharing a lot of our resources, such as communications, a generator, and child-care, so we will essentially need to be neighbors to function efficiently. On a previous visit, Bill and Laura discovered a property that appeared to be an ideal permanent base. Further investigation proved this to be so. It is a five acre parcel, and about two acres have a very gentle slope, which will give us plenty of room for housing, volunteer accommodations, and an outreach facility for community work. We will also have room to develop a large garden area. Produce is surprisingly limited here, and some of what is available is quite costly. For example, a pineapple costs nearly \$3.00 (2 ½ times more than in Georgetown); however, bananas are cheap.

The property has been offered to us for US\$14,000 (down from \$20,000 initially). The acquisition and development costs will be shared between the Wickwires and the LaBores. Our volunteer architect, Jesse Hibler, from Berrien Springs, Michigan, flew in while we were there. He has been working on drawings for our housing, as well as the hangar for the Mabaruma airstrip. He was able to spend some time on the property and will be able to provide us with an overall plan for the development of the land. Jesse has also prepared full drawings for the 11,000 square foot Volunteer Centre to be built in Georgetown, and while he was there, we submitted the plans to the Engineering Department for a building permit. We look forward to getting started on that facility as funds become available.

In the end, we discovered that there are so many ways we can help that any thoughts or concerns about not having enough to do have been quite thoroughly put to rest. Expect future writings to include calls for help in a variety of capacities as the ministry grows in Region 1. After our visit to the area, we can say with confidence that the overall goals for the project are sound, and our two families' skills, along with the airplane, are a perfect fit for the needs in Mabaruma and the region.

There is no doubt that God has prepared the way and the timing for this work to be done. We will take it one step at a time, and we know that God will provide for our needs. As we are writing this, we are in Berrien Springs, Michigan, attending Summer Institute of Frontier Missions with Adventist Frontier Missions. So far, the training has been excellent, as has been the fellowship with both experienced missionaries and the other missionaries in training. We plan to join the Labores early this fall in Mabaruma. 



Region 1 Malaria Control staff.

GUYANA PROJECT



Jud, Karen, Jacob, and Zachary Wickwire

Wickwire Launching Goal \$80,000 Canadian

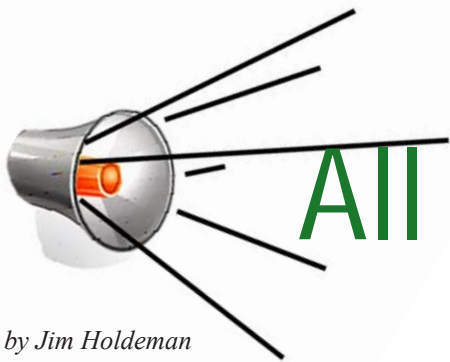
\$5,000 Canadian Still Needed

10% 30% 50% 70% 90%

\$1780 Canadian Still Needed

Wickwire Monthly Goal \$4,900 Canadian

U.S. contributors use enclosed envelope. Canadian contributors use Canadian address on page 2.



All Hands on Deck

by Jim Holdeman

SO YOU, SON OF MAN; I HAVE MADE YOU A watchman for the house of Israel; therefore you shall hear a word from My mouth and warn them for Me. Ezekiel 33:7

GQ...GQ...GQ!!! This is not a drill! All hands on deck!

When I served in the navy aboard an aircraft carrier, we were constantly shadowed by Soviet trawlers and cargo ships. These vessels were filled with an array of technology attempting to eavesdrop on our activity. While innocent in appearance, they were bent on our destruction.

GQ, or “General Quarters,” was a signal that danger loomed ahead and we were to be at our respective positions, ready to defend the ship. In addition, we were to assist those new to the ship with the serious nature of this call to make sure they were in their battle stations. We practiced the drill often. So, when followed by the ominous words, “This is not a drill,” a chill went down my spine. The Holy Spirit is now proclaiming the same thing. We are to be at “General Quarters,” ready and willing to spread the Gospel. This is not a drill. Why?

God has placed us in the “toenails” of time (see Daniel 2). I am convinced by Bible prophecy that we are living in the final hours of earth’s history, and God has purposely

Right: Jim Holdeman with one of the Young Eagles. Below: the very busy B-T Aviation Hangar.



placed us in “the latter days.” What a grand, exciting, yet frightening time to live. History is marching toward a climax that the prophets, apostles, martyrs, and reformers longed to see—the soon return of Jesus.

B-T Aviation Services recently hosted an Adventist World Aviation board of directors’ meeting. This was a historic event for us as well as for the board. Many of the board members had not yet had the opportunity to see the Blackwell operation they have so diligently supported and prayed for. It was our opportunity to showcase the facility to those who had been impressed by the Lord to follow Him through uncharted waters in establishing B-T Aviation Services.

Barbara Holdeman, B-T Aviation’s business manager, working with the local church members, organized the food service for the meeting. Several AWA board members got a “bird’s eye” view of the airport and surrounding communities so they could appreciate God’s wisdom in selecting the location. They also witnessed the impact B-T Aviation Services has had through health ministry and mission aviation training. A veteran U.S. Air Captain stopped by to visit and ended up sharing with the board members how his health had improved by following Barb’s meal planning suggestions. He reported that his nurse excitedly called to inform him that his PSA represented the largest drop she had ever seen. He was also pleased to report that his weight is coming down and his energy levels are improving. Missionary candidates Ed, Marilyn, and Felicia Brennan toured the facility and spent time in fellowship with the board members.

B-T Aviation was invited by the Ponca City Presbyterian Church to host a mission aviation evening. Approximately 100 people attended. We spent the evening sharing what Jesus has done for us and His plans for mission aviation. B-T Aviation is strongly committed to building relationships with all Christian denominations, encouraging them to be active participants in the Great Commission.

B-T Aviation participated for the second year in the annual Northern Oklahoma Aviation Academy’s week-long aviation camp for the youth in the Blackwell, Tonkawa, and





Ponca City area. The Holdemans assisted the Ponca City Aviation Booster Club volunteers by providing flight simulator training for nearly 70 youth, from seven to seventeen, who attended the academy. The curriculum includes an introduction to weather, aerodynamics, flight simulator training, and building a model hovercraft; the program culminates in an EAA Young Eagles flight.

B-T Aviation provided two aircraft and pilots this year. A total of six aircraft participated in the event. Jim Holdeman flew nine Young Eagles in the Cessna 172, while Chris Borcharding flew eleven in the Grumman Tiger. Chris flew several Northern Oklahoma Aviation Academy instructors around the area, as well. It is quite an experience taking children for their first flight. We were blessed with magnificent weather, and the comments made by our passengers ranged from excited to outright hilarious.

A week later, we received letters of appreciation from all of the students. They really touched Chris' and Jim's hearts. The Blackwell *Journal Tribune* ran a front page article, showcasing Chris Borcharding sitting in the Grumman Tiger with three of his Young Eagles. We thank the Northern Oklahoma Aviation Academy for inviting us to work with the youth and for their generous donation in support of mission aviation.

B-T Aviation recently produced another private pilot. The superintendent of the Tonkawa Public School District successfully completed his FAA check ride, thus fulfilling his dream of becoming a pilot. Three more students are very close to taking their private pilot check rides, including one of the airport authority trustees.

With a total of twelve students, the Tiger flew over 50 hours in June, and the Cessna 150 has been getting a lot of use, as well. There is enough work to warrant two flight instructors.

Aircraft maintenance work continues to

increase. In the last 90 days, we performed annuals on three Piper Arrows, one Beech Musketeer, one Comanche, one Cherokee 180, one Cessna Hawk XP, one A-36 Bonanza, and one Piper Tri-Pacer. We also installed windshields on a Musketeer, and an Aero Commander Darter, as well as a one-piece windshield conversion on a Comanche. In addition, we installed a fuel bladder in a Cessna 182RG and are currently doing an engine change on a Cherokee 180. We also acquired and prepared a Piper Colt for sale.

In between all this activity, we are making progress on AWA-Philippines airplane number two. A Sportsman leading edge cuff, ART Wing Extensions, and Monarch fuel tanks are expected to be ready for flight testing by the end of August. We have gained additional help from AWA-Philippines former student missionary Steve Wilson. He has been a dedicated worker, prayer partner, and new friend of B-T Aviation Services.

Lastly, God has allowed us to develop a relationship with another ministry that is starting a crisis training center in a donated nursing home facility. We have assisted with maintenance of the building and grounds. This has provided Steve Wilson a place to stay. Steve has been sharing what Jesus has done for him. We also have been meeting together for prayer one evening a



Far Left: Health Seminar participants with Chris and Amy Borcharding, and Barbara and Jim Holdeman; Left and below: twins prepare for takeoff during the EAA Young Eagles Flights; Bottom: the nursing home housing the crisis center.

week. We are excited to see what God has in store for this ministry.

As you can see, this experience at B-T Aviation Services is no drill. God has positioned us for more than overseas mission training. Please pray that we will be faithful watchmen. And should you answer the invitation to join us, be prepared to take up your battle station, fully armored in God's Word. Time is very short, hearts are being touched, friendships are being nurtured, and those inclined to respond to the Holy Spirit will be looking for a friend in Jesus. **Would that be you?**

All hands on deck! 





AWA Welcomes Director of Development Dave Pearson

After twelve years of steady growth, AWA is on its way to executing the largest aviation infrastructure initiative in SDA history. The plan includes upgrading and expanding air transportation and training facilities to enable evangelism and native church planting in the Alaska, Guyana, Oklahoma, and Pennsylvania Conferences, as well as the North Philippine Union Mission. God has honored the move of faith with a total of \$1.95 million to date and a Director of Development to head up philanthropic services for the ministry.

Witnessing God's activity and sensing His call to full-time ministry with AWA, David E. Pearson left his seat on the Board of Directors on June 1, 2007, to join the team as Director of Development. Pearson comes to AWA with 40 years of aviation experience. He learned to fly while a student at Enterprise Academy in the mid 1960s. Following graduation from Pan American University, Pearson gained experience in business, hospital, and educational administration before spending over 15 years in aircraft accident investigation.

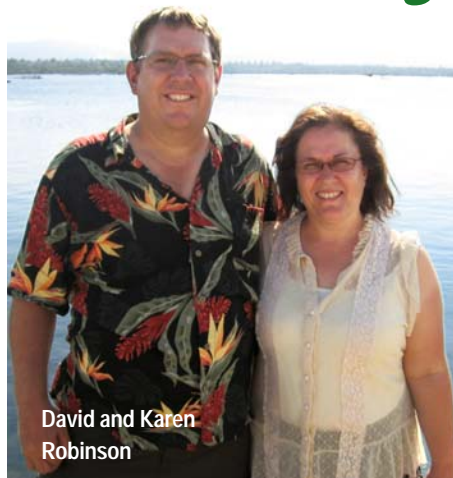
In addition to a degree in General Business and a masters in School Administration, Pearson has completed development training with The M. J. Murdock Charitable Trust in Vancouver, Washington, and The Center on Philanthropy at Indiana University.

Dave lives on his grandfather's farm in Southeast Kansas with Judi, his wife of 37 years, and can be reached at:

Phone: 620-362-3233
Email: dpearson@flyawa.org
Postal Address:
Adventist World Aviation,
Midwest Office
P.O. Box 122
Hepler, KS 66746

Sagpangan Air Base Project

by Dave and Karen Robinson



David and Karen Robinson



Digging wells by hand.



Setting up the first water tower.

AS ANOTHER *FLIGHT LOG* ROLLS OFF THE press, it's a privilege to report on God's activity in the Philippines.

The regular readers of *Flight Log* have likely gathered that acquiring land in the Philippines is very different from doing so in the USA. Once the land is acquired, defining and occupying it is very important, so, with this in mind, we needed to start fencing the air base.

First, we had to settle a land issue with a Mr. Alsa. He wanted to keep his land as a heritage for his children. After many meetings and a land-swap, the boundaries of his property were established. Another player who "helped" acquire land from property owners was found to have forged signatures of at least three property holders. In order to obtain ECC (similar to the Environmental Protection Agency) licensing for runway construction, we needed to complete the titling of two pieces of property. One was Mr. Alsa's, and the other was a piece of land acquired by forgery. Only with the Lord's intervention were the realtors able to work out another land-swap so the process could move forward.

With these problems solved and a prayer for wisdom, we started to fence. Since we had never built fence in the Philippines, we thought someone familiar with the process should be hired. Mr. Alsa and a crew of four from Sagpangan were contracted to fence the boundary of his property where it joined AWA's. Within a day, it was apparent that the Lord had answered our prayer for wisdom because Mr. Alsa, at the age of 77, was still a great foreman, and the resulting fence was very nice. The speed and thoroughness that they displayed was encouraging. His crew was so efficient that now the challenge was to keep him supplied with fence posts! Each fence post was made of concrete with 20 feet of reinforcing steel – and we needed 1,200 of them!

Again, with God's wisdom, we were able to contract two groups to build and install fence posts. Fence post production couldn't keep up, so we contracted yet another company to make fence posts. Within one week, Mr. Alsa's boundaries were mostly fenced. He then asked if we would like his crew to



Another property dispute resolved.

continue fencing AWA's property. He went on to fence one third of the air base.

Land boundaries are another issue. No one knows where their lines are. As fencing moved forward, we were stopped by neighbors who thought we were taking their property. This often caused us to halt our work in order to assemble the real estate agent and Department of Agriculture. They would go over the map and the official survey, and then we would continue. This process happened about four times. Each time, we would pray with the real estate agent, and the Lord would calm the people. Then we would be able to continue our work. By God's grace we fenced the entire property!

Fencing was only one project. We also needed a caretaker's house. We soon discovered the Divine genius exhibited in disrupting work at the tower of Babel. Between the language barrier and difference in construction techniques, we found it quite a challenge. But unlike Babel, this is God's project, so He blessed our inability and allowed us to leave the project with a concrete block house ready for the caretaker complete with running water and sewer. When we tested the shower, all the workers came running to look at it—they don't have that luxury. Oh, how we take the gift of clean, safe water for granted in the USA!


With the Lord's strength and hard-working locals, in three months we removed all trees from the runway environment, installed 225 feet of drainage under the runway, built a land bridge with culverts so we could drive to the north side of the property, plowed and harrowed the runway, installed water and electric conduit from the hangar site to future houses, built two concrete pads for the hangar, acquired and installed a storage container on one pad, completed two wells with water towers and a water tank for the caretakers house, completed two septic systems, cleared a three-meter fire break around 70 percent of the property, installed 2.3 miles of fence post and barbed wire, constructed two entrances to the property (complete with cul-

verts, gate posts, and temporary gates), built the entrance to the caretaker's house (also with culverts, gate posts, and temporary gates), and built the caretaker's house.

Further runway construction was not possible due to the local Department of Energy and Natural Resources (DENR) agents' wanting some payola, but we told them this is God's money, not ours. The Mayor explained to them that making it difficult for people to invest in the community would only hurt everyone in the long run, so they relented, but only three days before our scheduled return.

The Lord blessed our work in Sagpangan. AWA provided work for many people in the community, making it possible for their children to attend school. A 10-year old daughter of one worker thanked us because her father could now buy pencils and paper for her to go to school!

In our absence, the facilities are being used to house Bible workers who are conducting Bible studies with the community in preparation for an evangelistic series this fall. What a blessing that through your gifts and prayers so much was done at the air base and for the people that worked on the project!

Pray with us that God will help us prepare to return and complete the AWA Palawan Airbase. Many mission projects around the Province are in desperate need of reliable air support—something that only a functioning facility will allow AWA to provide. 

Partially finished caretaker's house.



Installing culverts.



Moving the heavy concrete fence posts.



The first of two well pumps producing water.



Anthony
Marcellino

AWA-Pennsylvania's First Private Pilot

Adventist World Aviation-Pennsylvania (AWA-PA) is excited about how God has blessed this aviation program. In June 2007, AWA-PA graduated its first private pilot. One of the main reasons that Anthony came to Blue Mountain Academy (BMA) was the aviation program. He enrolled in ground school his freshman year, but when he realized that he would not be able to solo until the end of his sophomore year, he decided to wait until that time was closer to begin his training.

At the end of his junior year, Anthony participated in the Pennsylvania Conference Pathfinder Fair peanut drop. He rode in the back seat of AWA's Hawk XP (which is now serving in Alaska) and dumped 50 pounds of peanuts onto the ball field, while Don Starlin (from the ground) gave commentary about the way missionaries sometimes have to make air drops of needed supplies in remote areas of the mission field.


At the beginning of his senior year at BMA, he took up flight training again with James Hilliard, a task force dean from Walla Walla College and AWA-PA's flight instructor for the 2006-2007 school year. At the end

of the year, all of the weather conditions, maintenance issues, and schedules came together, and Anthony passed his check ride to become AWA-PA's first private pilot to complete the program at BMA! The examiner commented on Anthony's excellent flying skills, especially on how well he demonstrated his soft-field and short-field landing techniques.

Anthony is planning to attend Andrews University, where he will major in Aviation Technology.

Recently, a newer model trailer was donated for the airport office at Blue Mountain Academy. This trailer is an added blessing

to the aviation program. It will provide a small classroom, office, comfortable lounge, and bathroom.

Blue Mountain Academy is preparing to install a new Airport Lighting System that was donated by a local business to help keep the airport up-to-date for the aviation needs of AWA-PA and local pilots. This new lighting system will include all new runway lights, obstruction lights, rotating beacon, externally lighted windsock, and a pilot controlled lighting system. BMA maintenance department and local supporters will help with the installation process. 


God Prepares the Way for New MITs

Continued from page 8

Merilyn grew up in a small town called Sugar Central, near Bacolod City in Negros Occidental, Republic of the Philippines. Surrounded by the sugar cane fields, her dad worked at the local sugar processing plant. Her parents became Seventh-day Adventists when she was a toddler, and she grew up attending Adventist schools. Eventually Merilyn went to Mountain View Adventist College on the island of Mindanao in the southern Philippines. It was on summer vacation that she traveled to the north and visited her brother and cousin. Her brother worked on the Air Base at which Ed was stationed. It was through mutual friends that they met. Ed and Merilyn were married a year and a half later and shortly found themselves stationed in North Dakota.


Though moving from the Philippines to North Dakota was a massive shock for Merilyn, her time was well spent. She became a Certified Nursing Assistant and later went on to study phlebotomy and telemetry; she also received training to become a ward clerk. Merilyn enjoys working with and helping patients and finds this is a good time to witness. Merilyn also thoroughly enjoys leading out with the women’s ministries, teaching primary Sabbath school, and helping out with song services.

The Brennans have one child, a twelve- year-old daughter named Felicia. She is a budding artist whose drawings are featured throughout her school. She has a deep love for animals and hopes to be a veterinarian when she grows up. Felicia has visited the Philippines on two occasions and is looking forward to going back and helping out. She will be using her artistic skills to design the family newsletter and help keep it up. She also enjoys writing stories and plans to take a writing course this summer from the local junior college.

Speaking for his family, Ed said, “We have looked for different ways that we could serve the Lord in a full-time capacity and truly believe that this is what God has prepared us for. We know that being called to ministry with AWA in the Philippines will be a difficult undertaking, but nothing is too big for our Father. As we move forward in unison with the other team members and God, we look forward to being a part of His plan to help spread the gospel to millions of people who have yet to hear it in the Philippines.” 

AWA Pilot Math:

Continued from page 8.

The airplane and HF radio packages supplied by AWA are making a manifold difference in the support infrastructure of missions in the Philippines. It’s like the Gospel going forth with the speed of an angel. . . . *And I saw another angel fly in the midst of heaven, having the everlasting gospel to preach unto them that dwell on the earth, and to every nation, and kindred, and tongue, and people. . . Revelation 14:6 KJV.* 

Around the World
in 60 seconds

Alaska

AWA Project Manager and long-time Alaska Conference employee Jim Kincaid left the security of denominational employment seizing the opportunity to assume operation of a strategically located air charter business in Kotzebue. Northwestern Aviation serves a customer base in northwest Alaska.

The operation is intended to function as a hub from which to conduct ministry to tribal peoples in northwest Alaska. AWA has leased its Cessna 206 to Northwestern Aviation so that when not involved in local mission ministry, it will generate revenue to support ministry at other locations in the state.

Philippines

Looking 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 multiple 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

In celebration of its 70th anniversary, The Quiet Hour has launched a capital campaign to place a Kodiak in service with Adventist Aviation Services. More information can be found online at www.thequiethour.org.

Kodiak Aircraft Project

In celebration of the newly issued FAA Type Certificate, Kodiak serial number 001 flew to the EAA Convention at Oshkosh! And we thought yellow was great. The Kodiak looks good in most any garb.

B-T Aviation Services

Just as AWA and B-T Aviation Services were discussing the need for a complex airplane in which to conduct commercial flight training, God provided. A donor in Michigan signed his 1958 twin engine Piper Apache over to AWA. Paint and interior are in excellent condition and the instrument panel sports a Garmin GNS 530 GPS. The aircraft is also equipped with an S-TEC System 40 autopilot. Wing, nose and tail conversions have made the airplane a real looker for a 50-year old bird. 

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000				
NCCF Matching Grant		AWA Donors		↓ + \$375,000 Due on Delivery
\$743,264 Raised				\$381,736 Still Needed
16.5%	33%	50%	67%	83.5%

LETTER FROM THE PRESIDENT

VICTORY! TODAY THE AVIATION PRESS heralded that the FAA has issued a Type Certificate for the Kodiak!

There have been years of blood, sweat, and tears on the part of God's people, driven to do what no other body has done —design, build, and manufacture a commercially viable mission airplane that will, in part, facilitate the fulfillment of Matthew 24:14.

Skinned knuckles and sheet metal cuts produced blood. Hard days and long nights yielded sweat. No tears were as bitter, however, as those shed after the tragedy on Thursday, June 28, 2007, when at age 68, Bruce Kennedy, Quest Aircraft Company's Chairman of the Board, died in a landing accident at Cashmere, Washington.

Alone in his Cessna 182, Bruce was returning from a visit to the Quest Aircraft Factory in Sandpoint, Idaho. He intended to spend the night with his son, daughter-in-law, and grandchildren in Wenatchee, Washington. The cause of the accident is still under investigation.

Bruce was a Christian businessman in a brutal industry. He was a visionary leader

with few peers, and he possessed a God-given skill to make things happen. As Chairman and CEO, he grew Alaska/Horizon Airlines to a billion dollar international company. Bruce also served as Chairman of the Board at Mission Aviation Fellowship for many years, but perhaps his greatest contribution will prove to be Quest Aircraft Company, as it is the one aircraft manufacturing company built solely for the purpose of finishing the Great Commission.

I had two meaningful conversations with Bruce at the Quest Mission Team Meeting this past May. Bruce saw me across a room of forty or so people. He made a B-line straight for me to thank AWA's Board for voting to accept the \$1.125 million incentive funds for three more Kodiaks. He then asked me to give thanks for the banquet. The next morning I was privileged to eat breakfast with most of Quest's Board. Bruce, for my benefit, kindly recounted some of the early unpublicized hurdles the fledgling company vaulted to get off the ground. As we parted, I had no idea that would be the last time on this earth I would shake the hand of this giant among men.

According to the Lord's own word, we tell you that we who are still alive, who are left till the coming of the Lord, will certainly not precede those who have fallen asleep. For the Lord Himself will come down from heaven, with a loud command, with the voice of the archangel and with the trumpet call of God, and the dead in Christ will rise first. After that, we who are still alive and are left will be caught up together in the clouds to meet the Lord in the air. And so we will be with the Lord forever. Therefore, encourage each other with these words. 1Thessalonians 4:15-18 NIV

What a thrill it will be to see the look on Bruce's face when he views the multitudes that are in the Kingdom as a result of his commitment to missions.

Bruce, we'll see you in the air!

Don Starlin
President



FLIGHT LOG ✈

Adventist World Aviation
PO Box 251
Berrien Springs MI 49103-0251

ADDRESS SERVICE REQUESTED

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