

FLIGHT LOG →

FALL 2007

NEWSLETTER

Vol. 13 No. 4

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION



NEW MISSION PLANE PROVES ITS VALUE

THE NEW MISSION PLANE IN PAPUA NEW Guinea, P2-SDB, has within two months, proved its value in assisting the mission of the church. "This new aircraft is proving its value and worth every day," says Pastor Roger Millist, CEO and Chief Pilot of Adventist Aviation Services (AAS). "The more I fly it, the more I like it, and the more I am convinced that God has led us to the selection and purchase of this aircraft."

"Every day we receive positive, appreciative, and envious comments from other operators and pilots regarding our decision to make the move to a new aircraft type," says Millist. "We are viewed as one of the safest and most professional operators in the country today—a far cry from the image which prevailed only two years ago."

Since its arrival in PNG in early June, the PAC 750XL has helped AAS achieve so much in a relatively small amount of time. The local Missions that call on AAS to do mission flying are now serviced more efficiently because the aircraft is able to carry three times more payload.

Greater Capacity, Performance, & Safety

Recently the new aircraft was able to move over four tons of church members' produce in only two and a half hours. To have done the same with the Cessna 206 would have taken two days and involved eight flights over a 12-hour period! In addition to all the positives, the pilots are really enjoying the raw performance of the airplane. The ability to quickly climb above the clouds and



terrain makes it a lot safer than the Cessna 206, which requires the pilot to circle until all obstacles (usually mountains) have been cleared.

Pilot's Praise

Mission pilot Damon Roberts was the first to fly the aircraft when it was still in New Zealand before delivery. "Everywhere I go," he says, "the church members and people of

(Continued on next page)



MEMORIALS

IN MEMORY OF

ALDRICH, JOANN
BERGQUIST, ALTON
GIBSON, NANCY
HAMEL, BEA
HAYNOR, ARTHUR
HENDRICKS, ARIETTA
HOWELL, DALE
IMPERIO, OSEAS
MAPLES, EDITH
MY FATHER
PEREZ, MANUEL S
POWERS, CECIL
SMITH, EMILY
STARKEY, THOMAS & GENEVIEVE
STARLIN, JIM
STARLIN, JIM
STARLIN, LARRY
STARLIN, LARRY
TUCKER, JULIUS
ZACHARIAS, ANNIE

DONOR

KORCEK, WALTER F, MD
BERGQUIST, VERDA C
PAULK, FLORENCE
SCHULTZ, HARRY & JOANNA
HUSTED, RUTH E
HENDRICKS, ISABELLE
HOWELL, ELEANOR J
LOPEZ, ANNABELLE
SMITH, LEDA C
ANONYMOUS
PEREZ, FRANCISCA S
POWERS, URSIE K
WHEELER, MELODY S
EIGHME, REGINOLD & JEANETTE
SCHULTZ, HARRY & JOANNA
STARLIN, CHARLENE
SCHULTZ, HARRY & JOANNA
STARLIN, CHARLENE
COUSINO, MARILYN
VIXIE, LINDA D

IN HONOR OF

DYER, MERCEDES
HALL, MAURINE

DONOR

SOWLER, RICHARD & CLAUDIA
VAN DOLSON, LEO & BOBBIE J


NEW MISSION PLANE PROVES ITS VALUE

Continued from cover:

PNG greet the arrival of the PAC 750XL with excitement and pride. They are thrilled that their prayers and contributions are now a reality that is benefiting their church and their communities.

New Guinea Highlanders, exuberant at arrival of new mission plane

"It is not uncommon," Roberts continues, "for the people to hoist me onto their shoulders and run around the aircraft several times when we visit an airstrip with the PAC 750 for the first time. The power, performance, and reliability of this new turbine-powered aircraft dramatically increased peace of mind to us as pilots, and to our families, as we operate daily in some of the most demanding terrain, weather, and airstrips in the world."

"No doubt many more glowing eulogies of the benefits of this new aircraft will be heard over coming months," says Director of Adventist Mission, Pastor Ray Coombe. "But thanks must go to church members around the world who have contributed to this ambitious project—one of the most expensive acquisitions in Adventist aviation history. It is certainly bringing hope to the people of Papua New Guinea!" 

Submitted by AAS, adapted from *Expat Exchange*, September, 2007, South Pacific Division.



New Feature!

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



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FALL 2007

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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 unreached and forgotten peoples of the earth.

Adventist World Aviation

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

Read the *Flight Log* in color—www.flyawa.org (click on the publications button)

Moving Forward in

by Edwin Brennan



HERE ARE TIMES IN LIFE WHEN WE FIND ourselves at a crossroads. One road may lead to places we want to go, the other on a journey of God's planning. Sometimes these decisions can be easy and sometimes they can be a genuine test of faith that we struggle over. And if there are multiple paths, it is not always easy to see which one God is leading us toward. This is the place where our faith and trust in God must take a front seat in our decision making.

Merilyn and I came to such a critical juncture in July when AWA asked us to consider training at Blackwell, Oklahoma, for deployment to the Philippines. We wanted to serve the Lord in a full-time capacity, and we had thought that taking on the responsibility as lay pastor of the McAlister church fit the bill. But now we were facing the decision to sell everything: our house, cars, furniture, and everything else that comes with twenty-one years of marriage. This was a test that required much prayer and complete faith in what God would do in our lives. Should we move in faith that our Father was leading us to the other side of the world, away from our jobs, relying on a number of ministry partners for funding? We asked our daughter Felicia to take part in the prayer and decision. After we finished praying, a sermon illustration I had used to demonstrate trust in God came to mind.

In the late 1800's a small farming community faced a severe drought. Farms were not producing and farmers were unsure how they would make it through the winter. The crops were withering and the cattle were dying. They faced drastic times that required a faith in God beyond anything else they had experienced. The pastor of a local church decided it was time to hold a special prayer meeting and invite everyone in town.

The time for the prayer meeting arrived and it seemed most of the town turned out. Music played as the people filled the pews. Announcements were made, a scripture pas-

sage was read, and then it was time for the pastor to give a short message. Stepping into the pulpit, he struggled over the right words to use in such a time of crisis. He looked over the congregation and his eyes settled on a young girl in the front pew. His spirits soared. While everyone else was only hopeful, this little girl demonstrated her faith. She had come to church with an umbrella!

This story reminded me that, wherever God would lead us, we had to trust that He would provide—we needed to bring our umbrellas! It helped that I could see the trust in Felicia's eyes. Our decision was simple, really; through life experience, God had obviously prepared us in many ways specifically for this call. Was the call biblical, and did it fall in line with God's plan? Yes, it did. Was it a work that God was doing and needed faithful people to participate in? Yes, it was. God is at work all around us and He needs faithful servants to go and proclaim the everlasting gospel of Revelation 14. We agreed that we could do this because we know, in faith, that the Father will provide what we need as we join Him where He is already at work. We just needed to step forward, inviting those who cannot go to participate with us in prayer and financial support. So where would we find the faith to do this, to leave everything behind and to follow Him half-way around the world?

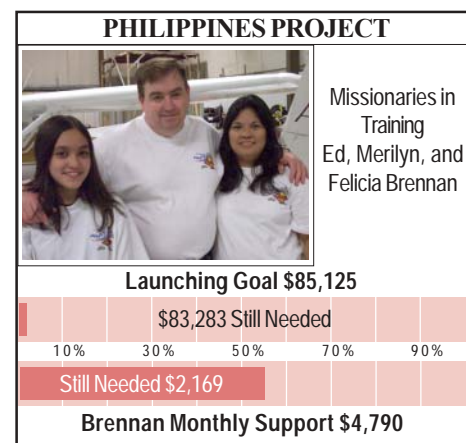
I could think of several scriptures, but this one stood out as I searched the Bible. ***"And those who know Your name will put their trust in You; For You, LORD, have not forsaken those who seek You."*** Psalm 9:10.

There have been many times in my life when someone let me down. In fact, in my experience, the one thing that I could count on from some people was that they would

never done that. I know I can count on Him to see us through. It after all, His project.

Now that we have committed to accept God's invitation to work with Him in the Philippines, we are very excited. We look forward to the ministry opportunities in Sagpangan and Palawan Province. Though we know there will be many challenges ahead of us, we look forward to how the Father will work them out.

The Brennan house is on the market and we are busy locating ministry partners. We have a long way to go and we place all of this before the Lord. More than anything else, we ask for your prayers that we might be faithful to God's call.



New House, New School,

by Jud Wickwire

SUNDAY, SEPTEMBER 23, 2007. IT IS A WONDERFULLY cool morning here in Georgetown; I am sitting on the patio enjoying the gentle breeze while a light misty rain falls on my feet. It's cloudy and cool for now, but the minute the sun breaks through the clouds the heat will intensify as the humidity skyrockets. We have some maintenance items to take care of around the house; hopefully the clouds will last for a while this morning.

Guyana has many unusual sights and sounds. For example, Guyanese take their pet birds for walks everyday. It's common to see a man walking or riding a bike with a small bird cage suspended from one hand. It seems that this stimulates the birds, which are then happier and more likely to talk. Frankly, it is probably more pleasant than walking our dog; most of the time was spent trying to keep him from pulling my arm out of its socket. Lack of refrigeration creates other unique circumstances. The other day Jacob went to the store with his friend Jamar to buy a chicken for his family. The chicken, necessarily, was still alive. Jacob wasn't overly impressed.

Karen and the boys are in Mabaruma with Laura. While there, Karen has been trying to figure out what we are going to need from Georgetown to make the house liveable for now. We want to keep things to a minimum because we will have most of what we need coming in the container, which is scheduled to arrive on October 28. We hope it won't get tied up in customs for too long. Since the last tenants had left with the keys, Karen had to ask Brother Bourne, one of the local church members, to help her break into the house. The prior residents also left behind a bunch of trash that will have to be cleaned out. They also pulled most of the wiring off the walls, so that will have to be redone, along with some work to the water system and rodent proofing.

The good news is that there are a number of trees in the backyard, including avocado, orange, grapefruit, tangerine, banana, soursop, coconut, golden apple, mango, and a hot pepper

bush. We will certainly be taking advantage of those while we are there. Karen said that she found a dead spider in the house that was almost as big as her hand—she wasn't too impressed. I am gathering up the stuff that Karen says we will need and shipping it up on the next boat. Unfortunately, they won't know when the boat is going until next week because there was a breakdown when it was in Mabaruma.

The boys started in the Mabaruma village school last week. I think they were a little apprehensive at first, but they seem to



Jacob and Zachary get acquainted with the local residents.

GUYANA PROJECT



Jud, Karen, Jacob, and Zachary Wickwire

Wickwire Launching Goal \$80,000 Canadian

Completed - Thank You!

10% 30% 50% 70% 90%

\$ 1,225 Canadian Still Needed

Wickwire Monthly Goal \$4,900 Canadian

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

and Broccoli?

The jungle canopy.


be doing well. I asked Jacob today if he had any new friends and he said, “Yeah, a bunch.” Zachary is just his happy-go-lucky self. They seem to be taking everything in stride, not letting their surroundings impact them that much. Where they are is where they are.

My first flight over the jungle was three days after we arrived. It was early and there was a thin layer of translucent mist just above the forest canopy (Laura calls it broccoli). The morning sun cast long shadows behind the taller trees and across the rivers. The airstrip at Mabaruma is perched on top

of a small ridge, just above the mist, making for a dramatic approach into the airstrip. That morning we went to Matthews Ridge to pick up Pastor Williams and drop him off in Port Kaituma.

The flying here has been interesting. Most of the airstrips are comfortably long enough for most operations. We went into one called Kwebanna with a local pilot. It is definitely shorter than the others, with an intimidating approach—mostly due to trees that have grown up along the sides. The threshold drops off abruptly into a gully. Because the surface is clay, it gets really slick when it

rains, causing a number of planes to slide down the road at the end into the bush. Laura and I each did a couple of take-offs and landings there just to get comfortable.

Our last few days in Kelowna were pretty crazy. The 40-foot shipping container was picked up two days before we left, and we had innumerable last-minute things to take care of, including the pleasure of visiting with family and friends. Here in Guyana things have happened pretty quickly so far. We are looking forward to what God has in store for us next. 



Left: The Pathfinder Plane approaches the Kwebanna airstrip just outside the village. Below: Close-up of the runway.



Adventures in Mabaruma

by Laura LaBore

THE PLANE REEKED OF PURPLE MENTHOLated Spirits, the local hospital's disinfectant. The 14-year-old boy lay in the back of the plane, non-responsive but for the occasional spastic thrashing of his arms and legs. The nurse had tied his legs to the front seat with gauze. His arms were tied too, to keep him from further injury. A non-functioning I.V. rested on his lap. It was 1:00 am.

My night had started out much differently. Bertha, who has been helping us at home and performing health work in Mabaruma, had practiced her newly-learned massage techniques on my back. It relaxed me and I was ready for bed. Before retiring, Bill and I had worship together and then I lay down and quickly fell into a coma-like sleep . . . until about 11:30 pm. Someone was pounding on our door! It was our new friend, Richard Bourne, whose son works as a nurse at the Mabaruma hospital. They had received a critical patient who needed to be evacuated.

The boy's night had started out much differently too. Earlier in the day, he had been gleefully riding his bike down the steep hill of Hosororo when a drunken man stepped out in front of him. He swerved to miss and crash-landed on his helmet-less head.

Now I was lined up on the runway, ready to advance the throttle on the Pathfinder



Plane and take off into the pitch-black night. The preflight had been done by flashlight and with the assistance of a truck's headlights. Many people from the nearby army base and the hospital stood around, assisting when they could. The hospital truck was parked halfway down the field, its lights shining onto the field so that I'd know how much airstrip I had to work with. The Guyana Defense Force (GDF) lit some torches at the beginning of the runway and stood them in the corners. This night flight with a single-engine aircraft is normally illegal in Guyana. However, because this was an emergency situation, we had obtained special approval.

This was much different from any night flight I had ever done. You see, when you fly at night in the States, all kinds of lights from streets, houses, and highways are visible. Not so here! Mabaruma only has electricity from 6:00 to 11:00 pm, so when it's dark, it's *really* dark! For the first 45 minutes of flight, I could see nothing outside except for inky blackness, even after taking off. Occasionally I could see a star or two as the high clouds above parted. I also had no radio contact with Air Traffic Control for the first half of the trip. I had called them before and filed a flight plan, but their radios are not strong enough, and the H.F. radio they have

is now broken, so contact is almost impossible until I'm almost halfway there. I was happy, not only for the two GPS systems on board, but also for the peace of God that I had in my heart. Before going, I prayed, "God, is this what You want me to do?" I was a bit nervous about it all, and suddenly God's peace just flowed over me, and I knew He was with me in the cockpit.

Finally, the first lights of Georgetown appeared—and the lighted airstrip of Cheddi Jagan International Airport. I was happy and relieved. An ambulance was waiting for us when we landed. We quickly moved the patient into the emergency vehicle and transported him to the Georgetown public hospital, where he had surgery to alleviate bleeding on his brain. We're still waiting for him to become responsive.

Recently I was summoned to fly out a woman who had given birth out "in the bush." She had come to us by speedboat because she was having severe pains. I was asked to fly her into Georgetown with her two-day-old baby. The flight was uneventful until we got to Ogle Field in Georgetown, where we had to wait for two hours for an ambulance to arrive. The nurse in charge at the Mabaruma hospital had arranged the ambulance in advance, but the medic that flew






with me called several times once we were in Georgetown—he was told that the ambulance was “on the way.” After an hour and a half we discovered that the ambulance had been redirected to another location! Finally we called Davis Memorial Hospital (SDA). Praise God they had an ambulance there in 20 minutes. The woman had to be taken to Georgetown Public Hospital due to financial constraints, but at least she got to the care she needed. It was determined that her placenta hadn’t delivered; they

took care of her and she is doing fine. This was her 12th baby!

There are so many stories to tell! Our lives have been *very* busy and *very* full. We have opportunities to become active in people’s lives. Every day we get to know people and their needs even more. Most days there are people at our house for one reason or another. One woman, I’ll call her Susan, was here just yesterday because her husband has started to beat her since she’s been baptized. He had planned on starting to go to church with her and was always supportive, but suddenly he took a 180 degree turn. We’ve been working together with the pastor to try to ease the situation. We offered to fly her and the kids out to Georgetown, where she has a brother, but the pastor and a local friend advised against this action for now. Maybe we will wait for the boat and send her that way. Please pray for her and her husband.

On the spiritual front, a man from the Guyana Defense Force (GDF) came out to talk to me recently while I was working on the airplane. He had some questions about the Pathfinder Plane and so we got to talking. I found out that he was starting to study the Bible and was *really* hungry to learn more. I invited him to come to our place, and now he’s studying with Bill. Since the man

only had a New Testament, Bill bought him a Bible. He is just full of questions. It’s exciting to see God at work!

A new chapter opened when Jud and Karen Wickwire joined us on September 14; God has completed the assembly of the Wings for Humanity team in Guyana. It’s been a great month, though not without its challenges and lack of sleep. God’s been good, and it’s been great to see Him at work here in Mabaruma! 

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

\$2,306 Still Needed

10% 30% 50% 70% 90%

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



Opposite page, top: The boy is prepared for flight aboard the airplane; Bottom: Dexter, the boy’s attendant from the hospital. This page, top: Richard Bourne; Right: The Guyana Defense Force, army base personnel and other villagers help get the plane ready to leave.



DO YOU REMEMBER THAT FAMILIAR QUESTION we so often asked our parents from the back seat of the family car—usually within the first fifty miles of the three-hundred-mile trip? No air conditioning, no electric windows, four kids strapped in the back while the youngest sat between Mom and Dad up front. By the time the first fifty miles had passed at least one of us had to go to the bathroom, one was complaining that someone was “touching me,” and one was whining about their hair being messed up by the wind. Viewing the back of Mom and Dad’s head was way past boring, and we were tired of straining to see out the windows. “*Are we there yet?*” And the answer was, “No, we are not there yet.”

B-T Aviation is dedicated not only to training missionary aviators, but also to reaching out to our local sphere of influence. We hosted our second Young Eagles rally this summer. The children from the Blackwell United Methodist Church and the Ponca City Seventh-day Adventist Church, along with many excited parents, were given rides in a variety of airplanes provided by B-T Aviation and the Ponca City Aviation Boosters Club. Participants got a chance to see God’s Creation from a slightly “higher” viewpoint. While in flight we shared what mission aviation does for people in need and how Jesus has helped us accomplish these tasks. For many, this was their first flight.

Shortly thereafter, Barb and I traveled to north-central Illinois on the way to the Experimental Aircraft Association’s Air Venture in Oshkosh, Wisconsin—the largest general aviation air show in the world. While gathering camping equipment in Wenona, Illinois, our home town, we were able to share the plan of salvation with our next door neighbors, followed by a trip out to the local grass strip for their first flight in an airplane.



Right: Campers wait for the mission program to begin. Below: Experimental Aircraft Association’s Air Venture in Oshkosh, Wisconsin—the largest general aviation air show in the world. Bottom: a beautiful sunset.

The cabin was alive with little kid’s chatter while flying over corn and soybean fields on the way to see their house from the air. The cabin grew silent as we reverently watched a spectacular sunset. God made a mighty impression on three little girls. Upon landing, we took their parents up to see the last rays of daylight.

A couple of days later, we picked up our 10-year-old grandson for the flight to Oshkosh. I had a dream back in 1967 that I would be able to fly into the premier aviation event in the western hemisphere. Forty years later, as I touched down at air show center, I realized that dream! For the five days of the air show, Chris and Amy Borcharding joined us from Blackwell while Dave Pearson came from Kansas to network with other mission aviation organizations.

We were also able to meet with Quest Aircraft Company’s representatives at the Kodiak display. We ogled the first production model of this blessing on wings. Keep praying for AWA and all the mission avia-



tion organizations that need this fantastic airplane. I marvel at the fact that B-T Aviation is going to play a role in training both pilots and mechanics to fly and maintain the Kodiak.

For the second weekend in September we were invited to the Southwest Virginia Camp Meeting. We were asked to present B-T Aviation’s role in pilot/mechanic training. This included an overview of the aviation and health training. Chris and Amy Borcharding put on a Philippines Project presentation for camp meeting attendees and a large group of Pathfinders. On the Sunday afternoon of the camp meeting, Scott Cleveland graciously offered the use of his air-



Are We There Yet?

by Jim Holdeman




plane to conduct introduction to mission aviation flights. His airplane has some of the same modifications as the Pathfinder airplane in Guyana. Chris, Scott, and I gave rides to 27 Pathfinders and parents. Barbara and Amy helped organize the kids and acted as safety personnel.

Back at Blackwell, a representative from Titan Industrial stopped at the airport. He had a 6500-watt diesel generator, an 8000-watt gas generator, a 3" x 3" trash pump, a twin-cylinder gas-powered portable air compressor, and a gas-powered pressure washer. The 8000-watt gas generator and pressure washer would be highly useful here, while

real asset to the Philippines project. Listening to the negotiation between the Titan rep and me, a visiting family finally asked if we could really use the equipment. After coming to an agreement on what we thought it was worth, this family volunteered to purchase the whole lot on behalf of AWA's mission work!

"Are we there yet?" Jesus is gently telling us "No, not yet." Like little children, many Christians are getting bored with their spiritual ride. Not prepared

for the length of the journey, many want a "break" from the trip. Others complain that their brothers and sisters in Christ are "touching them," rubbing them the wrong way! Still other Christians are tired of "looking at the back of the heads" of God's Word. They want more excitement in their journey and begin to look for it outside the Bible. Yet another group, straining their necks to watch the scenery, grow weary as the ugly landscape of human history passes by. The trip, so thrilling at the outset, has become tiresome as historical and spiritual mile markers flash by in rapid succession. After a while the backseat becomes quiet, until one by one all God's children are asleep. 



Top left: People ask for information at the AWA booth at camp meetings; Top right: Children and adults alike enjoy the mission aviation rides; Bottom left: another set of young people wait to take to the skies; Above: The equipment given to AWA.





Mansions Over the Hilltop...

by Chris Borcharding

AS I THINK ABOUT THIS COMING WEEK AND what it might entail, I'm far more at peace than I might have been in the past. This coming Tuesday the house that Amy and I are living in goes to auction. There are three possible outcomes. First, the house might not sell and we just pay a little more rent. Second, the house sells to someone looking to rent it out, and then we might be able to stay here with a different landlord. Third, the house sells to someone looking to move in and we start house hunting.

The beautiful thing is that God knew before *day one* of Creation what would happen next Tuesday and has a plan with us in mind. He had a plan for Amy and me to go serve Him half way around the world, and He knows every little detail that needs to be accomplished for that to happen. This doesn't mean that He won't give us opportunities to grow in faith, but He promises

that we can do all things (and endure all things, I believe) through Christ who strengthens us.

God knows that we're planning to be in the Philippines for two months for our country survey just four months from now. He knows that we'll return "home" for just one month before going to Berrien Springs, MI, for three months of in-depth foreign mission training. He knows our plans and we pray that they are His plans. There are a lot of questions, a lot of things up in the air, and yet I have no doubt that He has them all under control. He's brought us step by step to this point and taught us that He's leading, that He's with us. Ultimately he's bringing us *home*!

When I realize that He wants to save me more than I want to be saved, and that He, and only He, can do it . . . I guess even details like where we'll be living next month pale in comparison to where we'll spend eternity. Jesus had a plan for that before *day one* of Creation, too!

I think King David expressed what I'm trying to say very well when he wrote Psalm 23.

*The LORD is my shepherd; I shall not want.
He maketh me to lie down in green pastures: he leadeth me beside the still waters.
He restoreth my soul: he leadeth me in the paths of righteousness for his name's sake.
Yea, though I walk through the valley of the shadow of death, I will fear no evil: for thou art with me; thy rod and thy staff they comfort me.
Thou preparest a table before me in the presence of mine enemies: thou anointest my head with oil; my cup runneth over.
Surely goodness and mercy shall follow me all the days of my life: and I will dwell in the house of the LORD for ever.*

Lord, bring us each to the place where we finally understand in our hearts that home isn't about four walls and a ceiling. Home is where we're going. Amen.

In the meantime, I'm satisfied with *just a cottage below* . . .

Update October 18th . . .

The house did sell at auction. Praise God, it was to a Christian couple in town who intends to continue renting it to us. God knew and He has provided abundantly yet again.



PHILIPPINES PROJECT



Missionaries in Training:
Chris and Amy Borcharding

Borcharding Launching Goal \$93,580

Still Needed \$68,323

10% 30% 50% 70% 90%

\$2,558 Still Needed

Borcharding Monthly Support \$4,190

Top: The Borchardings sitting on the porch of their rented cottage below; Right: The wall hanging.

AWA-Philippines Airbase Grows More than Grass!

by Nemy Marcelo (AWA-Philippines Board Member)

AWA'S HOSTING THE BRITISH COLUMBIA Conference Youth Department, whose missionary volunteers conducted community services and built part of the public school in Sagpangan nearly two years ago, laid a foundation and generated significant good will that is yielding eternal results.

Last June, our lay evangelist, Cesar Dizon Jr., (former district pastor in the area) sat down with David and Karen Robinson, Pastor Faigao (current district pastor), and me to plan an evangelistic series in Sagpangan. We assigned five bible workers to visit each home in Sagpangan for about six weeks.

From August 25 to September 1, 2007 we held nightly evangelistic meetings. Over the course of the meetings, by God's grace, fifty five precious souls gave their hearts to Jesus and were baptized! The Robinsons' effort to raise \$800 from their church in Eau Claire, MI contributed greatly to the support of the lay missionaries and other expenses during the meetings.


The day after the baptism, the new members helped prepare a 600 square meter lot in their neighborhood (not too far from the airstrip) for their own church. We now have most of the building materials for the 5 x 10 meter structure, except for the roofing. GI (galvanized iron) sheets cost about \$350,




which we don't have, so we are planning to use nipa (thatch) instead.

The new members are excited about their faith. Each Sabbath they meet at the school building (that the Canadian team helped build) until their own church is finished. For the new members' nurture, we have assigned a husband and wife team of Bible workers to disciple them, and we visit them regularly. Edgar (AWA's airbase caretaker) and his family, experienced church planters themselves, also devote part of their time ministering to the new members.

It is so thrilling to witness the impact even an uncompleted airbase has had in the area. We can't wait to see the airbase finished and look forward to mission flights departing and arriving in support of mission projects around the Province.

Please remember this new church as you uphold the airbase construction project in prayer. 

Above: After baptism the candidates kneel for a prayer of dedication; Below: Evangelistic meetings.

PHILIPPINES PROJECT	
	Clifton, Cynthia, Celeste, Carolina and Caleb Brooks
Brooks Monthly Support \$4,400	
Still Needed \$1,654	
10%	30%
50%	70%
90%	
Monthly People Group Sponsorship* \$22,500	
\$17,346 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 (100,000)

Phase II

Drainage, Fencing, Runway construction 25,000
Flatbed crew, no 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%	
\$111,216 Still Needed	
Mission Airbase Development \$350,000	



The First Three Months

by Jim Kincaid



Left to right: John Payne, pilot; Jonathan Kincaid, Director of Operations; and Jim Kincaid, Owner/Certificate Holder.

God's beautiful
double rainbow.

NORTHWESTERN AVIATION, INC., OF KOTZEBUE, Alaska, was reborn as Northwestern Aviation Services, Inc., on the 9th of July. The charter company had been shut down three years ago when the owner retired. There were major questions: Is the steady, loyal customer base long gone? Will they return? If not, will other customers emerge to make the new operation successful?

The plan has been to strike a symbiotic balance between missions and business in such a way as to provide well-equipped aircraft and highly qualified pilots for mission efforts. Sacred history is full of stories that recount God's blessing of business dedicated to the support of His work. This model has been practiced for decades by Mission Aviation Fellowship and other individuals and agencies, including Bob Roberts of Adventist Aviation in Indonesia, and Adventist Aviation Services in Papua New Guinea, where commercial flying subsidizes a significant amount of the mission flying.

In May of this year, the aircraft operations division of Northwestern Aviation, Inc., was purchased, including one Cessna 206 and some ground support equipment. With amazing rapidity, which only God could accomplish, the FAA issued a revised operating certificate and approved three pilots for Northwestern Aviation Ser-

vices, Inc. Insurance was obtained and the doors were opened for business on July 9, 2007. Our faith was tested for about two weeks, during which the new phone did not ring and the door was not darkened by a single customer. And the clock was ticking toward the first payment of insurance premiums, office rent, and many other obligations, including housing.

Praise God, the answers to prayer came in a flood, beginning around the 25th of July. The deluge began in the form of a relationship with a new mining exploration site, a few native subsistence camp charters, and some remote site passengers. By the end of September we were approved for government agency support. The yearly camping, berry picking, hunting, and fishing season ended with almost more business than we could handle!

Things have slowed quite a bit as we've moved into the snow season, but a steady flow of work still comes our way. We praise God for the opportunity to utilize His assets in a way that supports their use in expanding mission activities to the native communities.

We now have four pilots approved who are serving on a rotation basis during the winter. Jonathan Kincaid is the Chief Pilot and Director of Operations. John Payne is serving along with Robert Gordon, Jr., who, besides flying, is the Director of

Maintenance. I am designated as the Agent of Service and Company Flight Instructor.

The arrangement between AWA-Alaska and Northwestern Aviation Services includes the lease of AWA-Alaska's Cessna 206, which was rebuilt and funded largely by local donors. On its 29-inch tires, the airplane is very versatile, allowing access to remote villages as well as hunting/fishing/camping sites. Many local mission flights have been made at Northwestern Aviation Services' expense and many others have been heavily subsidized, proving the value and effectiveness of the plan.

Northwestern Aviation Services, Inc., by its very existence is a testimony to the community. It is the only air service in Kotzebue that is completely closed for one day—Saturday. The local FAA Operations Inspector is impressed by our commitment to rest on one day. He believes our pilot staff will be more rested and sharper because of this decision.

We praise God for his blessing and for the privilege of flying in one of the most beautiful parts of Alaska, providing a desperately needed service to visitors and residents alike.



I Had No Idea...

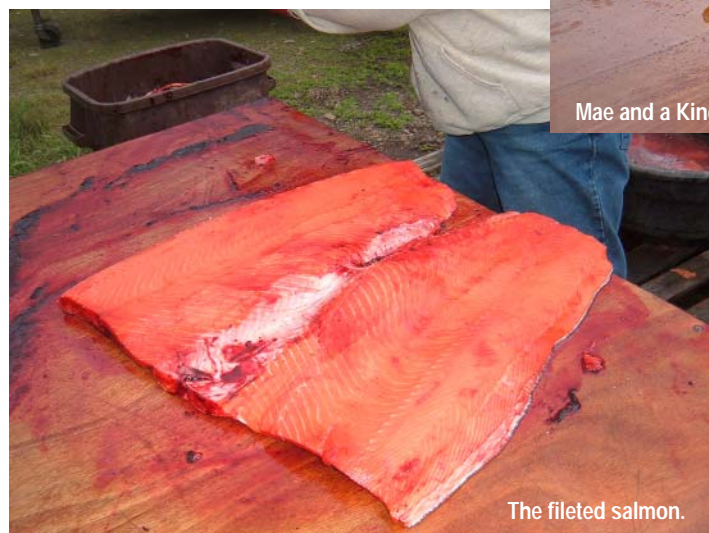
by Fran Hansen

AFTER SPENDING A WEEK IN TOGIAC WITH the Vacation Bible School group, I was blessed to be able to spend three days in Dillingham with my very good friend, Mae.

While there I experienced a small part of what the natives go through to put up their



Mae and a King Salmon.



The fileted salmon.

fish during salmon season. I had no idea . . . The nets are set out on the beaches so that when the tide comes in the salmon are caught in the nets. You have to go to the nets when the tide goes out and “pick” the fish from the nets, take them home, and put them in big tubs of water to wait for the next step. I had no idea . . .

Mae separates her fish into two categories. Small ones are anything under 15 pounds and big ones are over 15 pounds. I helped her get the fish out of the tubs so she could fillet and work her magic. You have to pick them up a certain way, putting your fingers up through the gills and picking them up without touching the tongue. There are teeth on the tongues!!! I had no idea . . .

ALASKA PROJECT				
AWA Alaska Aircraft N2019G \$54,151				
\$11,168 Still Needed				
10%	30%	50%	70%	90%
\$75,836 Still Needed				
Dillingham Hangar and Land \$100,000				

She picked up 40-pound salmons and filleted them from the back fin to the stomach over the bones without blinking an eye. Then she cut the “backstrap” off to make the meat an even thickness. She would can the backstrap later. Then she took the

fillets and cut them into uniform strips to hang up for drying and smoking.

The heads, tails, and cheeks were not wasted. The lower jaw was cut off and the head was split. Many people eat the heads.

The tails were cut in a special way to hang and smoke, as were the cheeks. I had no idea . . .

I helped dip the various parts in brine and hang them in the sheds. After about 20-25 king salmon, Mae had less than 1/3 of a 50-gallon barrel of waste. She is a true artist. There were some other little tricks of the trade, like leaving the waste nearby so the flies would go to that instead of the good meat and washing the meat several times to get the blood out so it wouldn’t taste so strong.

We took a whole salmon home with us, and I tried my hand at filleting. It looked like it had been caught in a lawnmower. I had no idea . . .



The salmon on the drying racks.

PIIONEERS

We Will!

(Adapted from the late Bill Baxter)

IN THE EARLY 1970S BILL BAXTER ACCEPTED A call to be the pastor of the Arcata-McKinleyville district in Northern California. It was here, near the sea, that Bill and Betty built a home of their own design, locating it where they could hear the sound of the waves at night and see the breakers from the redwood deck in the daytime. Here was where they would retire and await the return of their Lord.


But their Lord had other plans for them. His marching orders would have Bill looking at mountainous panoramas through the silvery whirl of a propeller once again. Bill had not sought this new assignment; in fact, he felt they had every reason to decline it. Surely the terms of service they had rendered already should suffice. They were nearing retirement age. Bill had sold his plane four years before. Nothing could be farther from his thinking and planning than this development.

Then a big fat envelope arrived in the mail. The letter inside, from Elder D. H. Baasch, Associate Secretary of the General Conference for the Inter-America Division, contained the following statement: "Your experience in mission service, your knowledge of . . . Mexican culture, your experience as a college teacher, and your interest in aviation all combine to favor this appointment." Would they respond once again?

Bill was clearly disinclined to take this call to Guadalajara. He loved Mexico, the Mexican people, and the challenge of humanitarian airlifts. But he also had the well-being of his family to consider. He had spoken with his conference president, asking that if possible no more moves be consid-

ered before his retirement. This was to be a "breather period," time to abandon the treadmill and use his experience to train others to take on the rigors of more active faith sharing. For once he had sufficient time for devotional reading and study. Betty had a new home designed to their joint specifications, conceived to be their retirement home. Surely this was not the time to think of mission service once again.

But Betty got his thinking straight. "Bill, your parents are both at rest. The children are grown and have their own lives. It's true that my parents are aged and not in good health, but don't allow them to be an excuse for turning down this call. Guadalajara is as close by jet air travel to Southern California as we are up here way north of San Francisco. If this is what God has chosen for us, we must pray about it and respond."

This monologue put Bill's reasoning back on track. It was reminiscent of a dialogue he'd had with this same lovely lady back in college days: "If a girl is in love with a man, she'll go to the ends of the world with him." Now Bill had to turn that around: "If a man is in love with his God, he'll respond to His leading no matter where that takes him." So once again the response was, "We will." 

The Joy of Giving

by Dave Pearson,
Director of Development

GREETINGS! THIS FOURTH QUARTER **FLIGHT LOG** will reach you as 2007 winds to a close. Year-end brings many things to mind: details of the financial year for businessmen, ending the semester for students, the hectic but precious Holiday season, and the start of a new year for all.

While we acknowledge the discrepancy between the probable and traditional celebration of Christ's birth, it is appropriate to meditate on the first advent of our King at any time. Only Matthew chapter two records the inspiring account of the Magi. There we find four amazing traits of these mysterious visitors from the East: Time, Talent, Trust, and Treasure.

Time: The Wise Men spent many years in study. They invested even more time in perilous travel searching for the King.

Talent: Drawing upon all of their scholarly talent, these eastern sages studied the scriptures and then went fully prepared to look for the King.

Trust: Once they came under conviction, the Magi trusted the scriptural evidence, they trusted the star, and they trustingly fell down and worshipped the child King.

Treasure: Upon finding the Messiah, they gave gifts of great value; gifts fit for royalty—the very best they had. What joy it must have brought them to present Him with their best! Imagine the amazement of Mary and Joseph. As God's plan to provide salvation from sin was implemented, their gift was given joyfully. Their gifts sustained the exiled family in Egypt.

Now, some two thousand years later, we have inherited the work that He began in person. The Great Commission still remains only partially completed. We, like the Wise Men, can receive the joy of participation in His work. How? Like the visitors from the East, we can give of our Time, Talent, Trust, and Treasure.

As we approach the end of 2007, consider the Wise Men. Do you Trust that God is who He says He is? Has He given you Talents to be used in His service? Is all available Time spent looking for Him so you can join Him where He is working? What Treasures has He placed in your hand to sustain His work?

Joy can be ours if, like the Wise Men, we throw our efforts into finding the King. There were Wise Men who brought their best gifts at the start of His mission. Surely there are wise men and women today who will bring their best gifts to help complete His mission. Let's bring our best gifts to Him today.

Next Quarter: "I wish I could do more" 



Bill and Betty Baxter just prior to their move to their Washington State home.

Around the World in 60 seconds

Alaska

AWA-ALASKA PROJECT MANAGER JIM KINCAID REPORTS THAT THE AWA hangar in Dillingham is serving well as a ministry base. Ongoing hangar projects include the completion of insulation, wiring, and sheetrock. The Dillingham Base is designed to be expanded to accommodate a Kodiak.

In Kotzebue, relationships are being developed in the Kobuk River valley in anticipation of the greater capacity for service the Kodiak will render.

Guyana

An urgent e-mail from Bill LaBore in Guyana revealed an opportunity to conduct a Bible-based health evangelism series in Mabaruma. The meetings were to begin October 28. One major problem: few people own Bibles, and he needed at least 200 of them—in four weeks! It is doubtful that there are that many Bibles inventoried in all of Guyana and it takes 6-8 weeks to ship anything by ocean freighter.

AWA's Dave Pearson and Don Starlin burned up the phone lines locating Bibles. The International Bible Society had them in stock! Thanks to some good people in Kansas, in Berrien Springs, and at The Quiet Hour, AWA was able to place the order for 240 Bibles. The Bibles were delivered straight to the Guyana Conference Office without the usual customs/duty inspections. Plans for the series are moving forward. Join us in praying that the practical advice found in God's Word will create a hunger for the end-time message in Mabaruma.

Kodiak Aircraft Project

On October 18, 2007, Quest Aircraft Company hosted a grand celebration for all of its supporters and mission team members. The event included moving testimonies of God's provision and an encouraging look at the production line.

A celebration of Bruce Kennedy's life and passion for missions included the presentation of checks from the Northwest Christian Community Foundation and the Alaska Airgroup to place a Kodiak in the Amazon with Asas de Socorro.

Pennsylvania

AWA-Pennsylvania is looking for a mature, spirit-led mentor/instructor/pilot to teach teenagers how to fly, take them on short-term mission trips, and share with local churches the opportunities to become involved in missionary aviation.

Peru

A Needle in a Haystack


This old adage describes how Peru Projects Inc. feels after unsuccessfully searching for more than one year for a new mission pilot for their air program. "The truth is that there are very few mission pilots out there, and the few that do exist have been scooped up by the handful of SDA air support ministries that have the same needs that we have," says Air Program secretary, Amalia C. Marin. "We are praying for a miracle."

Peru Projects Inc. has operated two aircraft and a medical mission launch in the Peruvian rainforest for the past decade, primarily to support the gospel work of the East Peruvian Mission of the Seventh-day Adventist Church. Now that a small army of lay Bible workers has been added to this mix, the planes are also used to provide supervision and logistical support to Bible workers in the mission field. Additionally, the planes regularly perform emergency medical flights and humanitarian/civic flights to outlying villages. However, our primary focus continues to be what it always has been: to preach the everlasting gospel of Jesus Christ to every nation, tongue, kindred, and people . . . by air, water, and land . . . through the medical and gospel work. . . and then the end will come.

Peru Projects appreciates this opportunity to invite you to become part of this unique ministry. We are seeking to fill the following positions with committed Christians who have a passion for missions:

- 1) Mission pilot (minimum of 500 hours)
- 2) A&P FAA Certified Mechanic
- 3) Web Master/Public Relations specialist

*Spanish preferred but not required; personal references a must.

Contact Information: peruprojects@terra.com.pe; Phone: 011-51-61-596698 (in Peru), or Virgil Carner, Peru Projects Inc. at 402-488-8889, or AWA at 269-473-0135. 

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000				
NCCF Matching Grant		AWA Donors		↓ + \$375,000 Due on Delivery
\$847,752 Raised				\$277,248 Still Needed
16.5%	33%	50%	67%	83.5%

LETTER FROM THE PRESIDENT

real

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ORDS DO NOT ADEQUATELY CONVEY the enormous impact missionary aviation has on the lives of people all around the world. To fully understand and appreciate this gift to the body of Christ, you almost have to experience it. The **Flight Log** is AWA's feeble attempt to take you to the scene of action where the role of missionary aviation in God's great plan of salvation can be observed. The pages of this quarterly publication bear witness to the returns on your investment, and also cast a vision to reach even deeper into enemy-held territory for the Kingdom.

We, in developed nations, climb into our automobile, hail a taxi cab, or purchase a bus, train, or plane ticket if we wish to go somewhere. When we are sick or injured, an ambulance with highly trained paramedics awaits—only a telephone call away. If we are hungry, there are restaurants, enormous grocery stores, vast fields and orchards to satisfy our every culinary desire. A mouse click delivers

products to our door. What a contrast to those who live in remote locations where their very survival is impacted by the arrival of the mission plane.

Most have never experienced the sheer joy on peoples' faces as they crowd around the mission pilot, eager to learn if there is mail, food, medicine, tools, or the precious Word of God onboard. Few have experienced the jubilation as loved ones (given up for dead) are returned healed and happy. Even fewer have been hoisted onto shoulders and triumphantly carried around the airplane like a conquering hero amid the din of elated villagers. While in many places, air transportation is taken for granted, missionary pilots, as your ambassadors, sometimes experience these events—as you will read in this issue of **Flight Log**.

Why all this excitement? Isolation, physical hardship, and spiritual torment, followed by death, are the only alternatives. To many, hope comes in an airplane.

The success of Adventist Aviation Services in Papua New Guinea with their recently

acquired PAC-750XL underscores and demonstrates the desperate need for new equipment. While the information age delivers satellite programming to potential urban believers, frontier missionaries and their goods are shuttled about in 50-year-old technology. This is the very reason AWA's Board of Directors voted to embark on the largest mission aviation infrastructure project in Seventh-day Adventist history—a \$6 million Kodiak Capital Campaign. With an estimated 800 million people unreachable by any other means than missionary aviation, it is time that an end-time body of believers rose to the occasion and delivered the end-time message to the uttermost parts of the earth.

I appeal to you, dear reader, ponder the stories in this publication. Prayerfully consider a sacrificial investment that will not only triple each pilot's productivity, but will also be matched dollar for dollar up to \$1.5 million! Make an investment that will bear eternal dividends.

Don Starlin
President



FLIGHT LOG ➔

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