

FLIGHT LOG ➔

WINTER 2008

NEWSLETTER

Vol. 14 No. 1

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

God's *Hope* on the Wing!

by Jud Wickwire



Jud Wickwire with a full load of medical patients in the Pathfinder airplane.

“GEORGETOWN, N81708, LEVEL FIVE-FIVE (5,500 ft.), departed Mabaruma 14:20, estimating CTA 14:55, TMA 15:25 and Ogle at 15:35, seven souls on-board and four hours fuel, also we request an ambulance be called to meet us”.

“Georgetown Roger, check your estimates and we will call the ambulance for you,” crackles the response over the warbles of the High Frequency radio.

Yes, that's seven souls (legally seated and restrained). Actually, if we were to count heartbeats, it would be nine! There is me (1),

two very pregnant women (4), a mother with her twin newborns (3), and Jacob (1) stuffed in the child's seat in the back. The babies are 22 days old, but are incredibly tiny. They each weigh less than three pounds and they haven't eaten for two days. Without hospitalization they likely wouldn't survive another day. The two pregnant passengers are full term pregnancies that are going to require caesarean sections to deliver. On my return trip I will have a boy with a severe head injury that Laura flew out on an emer-

gency night med-evac a couple of months ago. (*See Fall 2007 Flight Log*) He and his mother are finally able to come home.

As I am flying along I am amazed that I am really here. Only a few weeks ago what was seemingly featureless jungle now has taken on definition as I recognize rivers, clearings and villages. I am mostly at ease with the unique procedures and what had seemed like unintelligible instructions from Air Traffic Control (ATC). There is no radar in the country so all aircraft are required to advise

(Continued on page 4)



Don Starlin,
President

Training

THE LIFE OF A CHRISTIAN IS ONE OF training. Jesus was the Master of individualized instruction. Peter was invited to walk on water. He learned about faith, and Christ's power to save. Nicodemus was granted a private after-hours tutoring session that bore much fruit in later years. At Jacob's well, Jesus' one-on-one dialogue with the Samaritan woman became what may be the first cross-cultural New Testament church-plant. And so it is with missionary aviators.

AWA mechanic/pilots, project managers and others undergo years of individualized instruction. Most flight training takes place between the flight instructor and student in the cockpit. Aircraft maintenance skills are learned as mentors pass on knowledge to their apprentices working in the shop. AWA missionaries also undergo valuable training to recognize where God is at work so they can join Him, and then share that divine calling with others. They learn basic business planning, cross-cultural, team-building, language acquisition, and church-planting skills.

Starting a project with nothing but the desperate pleas of remote indigenous people, or isolated missionaries in need of transportation and communications infrastructure is truly a God-sized task that often

brings us to a crisis of belief. Only God can do it. Difficulties notwithstanding, the Commander in Chief announced that all power and authority are His, and in His strength there is progress. The most rewarding experiences of my life include project site visits and missionary furloughs.

The LaBore family is on furlough this winter. Bill expressed his gratitude for disciplined training that required writing a comprehensive project plan. He related how the plan made all the difference in gaining government approval to operate in Guyana. Not only did it outline the scope of the project, specifying how the work would be done, and who would do it, but it also has become the foundation on which the government wishes to expand the project. Laura, after all the hard years in training, exclaimed in awe, gratitude, and heart-felt enthusiasm, "I love my job! I can't believe I'm so blessed: doing what I love to do—fly and help people!" This is encouraging beyond description. It reminds me of the prophetic words, *After the suffering of his soul, he will see the light of life, and be satisfied. Is 53:11 NIV*

A few weeks ago, as Ed Brennan practiced takeoffs and landings at Blackwell, he discovered first-hand, the value of good training. At about 500 feet on takeoff the engine lost power and began shaking violently (we later discovered that cylinder number one swallowed its exhaust valve). Ed's emergency training kicked in. Every serious pilot constantly asks himself, "If the engine

were to quit now, where would I land?" Ed immediately assessed the situation and knew the answer. The cool day and wind had kept him in close proximity to the runway. He maintained airspeed, flew a very close traffic pattern, made the appropriate emergency radio calls, and landed the airplane. Good training and decision-making prevented a mechanical failure from escalating to a much more serious situation.

Planet Earth is on the verge of catastrophic failure. There is only One Way out, and roughly 40% of Earth's population knows nothing of the escape plan.

God is building His kingdom soul by soul in Alaska, Guyana, the Philippines, and every other location; He desires that many more laborers be trained. (Matt. 9:37-38) In the coming months I look forward to sharing God's activity to increase the pool of talent AWA needs to fulfill the prophetic words regarding regions in darkness:

They raise their voices, they shout for joy; from the west they acclaim the Lord's majesty.

Therefore in the east give glory to the Lord; exalt the name of the Lord, the God of Israel, in the islands of the sea.

From the ends of the earth we hear singing; "Glory to the Righteous One." Is 24:14-16 NIV



New Feature!

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

FLIGHT LOG ➔

Vol. 14 No. 1
WINTER 2008

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
Website: 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

Newsletter Layout and Design:
Margie Mitchell

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

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.

Dependence Day

by Chris Borcharding

AS WE DRAW CLOSER TO THE TIME OF OUR country survey in which we leave for 2-3 months to live in the Philippines, God is working a very important shift in us.

From birth, it seems, we're programmed to be independent. We're born unable to survive on our own. We can't feed ourselves. We can't keep warm on our own. We can't even roll over. Our most basic needs for survival are dependent upon our care givers. Food and water must be more than handed to us - it must be brought to our mouth and even put in. Then the day comes when we can hold a sippy cup on our own! We can put our shirt on all by ourselves, even if it is backward. We begin to think that we can do it all by ourselves. Our parents are relieved that we don't depend quite so heavily on them for **everything**.

But time moves on and before you know it, we're 16 with a driver's license and working our first job to buy our first car, gas, and insurance. I remember how proud I was. "I can take on the world, nothing can stop me," was the attitude, and though our parents knew better, all they could do was pray and wish that we would slow down and learn that we aren't invincible.

We move from complete dependence to complete independence. In fact that is how our society portrays success: financial and total independence. It is so engrained that we need to be **completely** rewired. As Jesus explained it to Nicodemus in John 3:3, we must be "born again". Thankfully there is hope. We're told that, **"if any man be in Christ, he is a new creature: old things are passed away; behold, all things are become new."** (2 Cor 5:17).

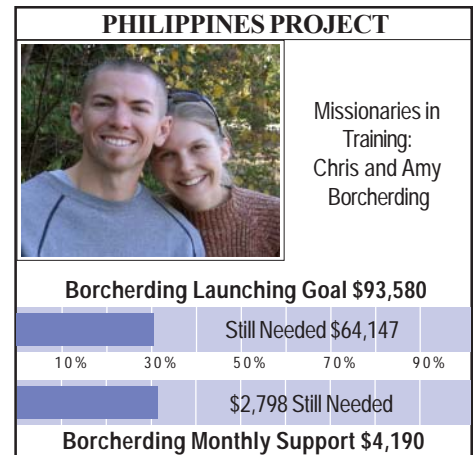
Why would we need this rewiring? It's because God doesn't view things the way we do. He is our Father and wants us to be His children. Our "new birth," is our **Dependence Day**. The reversal process begins. We begin learning to depend entirely on Him to meet our needs, and to lead us in the right way as we move out in faith. He knows that

we are not equipped on our own to conquer our foe or even resist his alluring snares. We can't even so much as recognize the danger we are in.

I don't know about you, but I tend to be pretty independent. We tend to hold on for dear life to the attitude that we can do it ourselves, we don't need anyone: *"Thank you God for showing me what needs to be done, I'll get right on that and let you know when I've taken care of it."* I'm so thankful that He's patient. The more we move forward in His service, the more I see my complete lack of ability to do what He asks of me. Jesus shares with us a very important truth in John 15:5 when He says, ***"I am the vine, ye are the branches: He that abideth in me, and I in him, the same bringeth forth much fruit: for without me ye can do nothing."*** This applies to every aspect of our walk with Him, even life itself. Truly, without His life-sustaining breath, we're done.

As we move forward in service for God and we begin to be His hands and feet (etc.), we must learn to depend on Him as our Head and to be interdependent on the rest of "His body," His people. The apostle Paul had quite a bit to say about this (see 1 Cor. 12, Romans 12), and oh, how real it is becoming for Amy and me.

The up-and-coming country survey is a mini launch. While we are working with the people in the Philippines, we'll be dependent on God to work through His people to support the work that He's doing in and through us. As the body of Christ, we are each called to give to His work according to what we are able (whether by prayer, ministry, or various means of support), but it is ultimately God who orches-



trates it all and brings it to pass.

What a beautiful system and yet, without faith, a terrifying system. We know that our very lives are in our Creator's hands and so we are not to worry. For this we are very thankful!!! Month by month there will be expenses that need to be met and petitions that need to be prayed in order for us to be sustained in full-time ministry to God's children who look to spirits and dead ancestors instead of their Living Father. He desperately wishes to save them from their fears and addictions, and give them His peace and love. Please consider whether God may be calling you to contribute what you are able to this part of His work.

"Now unto him that is able to do exceeding abundantly above all that we ask or think, according to the power that worketh in us, unto him be glory in the church by Christ Jesus throughout all ages, world without end. Amen." (Eph 3:20-21)

For us, it's not Independence Day, it's Dependence Day. Is it for you? 🙏





God's Hope on the Wing! Continued from cover page:

ATC of departure times and estimates for arrival at their destinations. When applicable we report passing TMA and CTA which are the 30 and 60 mile limits from Timehri International Airport respectively. With this information ATC is able to predict approximately where the different aircraft are in the country at any given time.

This month's flight report submitted to the Guyana Civil Aviation Authority showed 47 flights totalling just over 35 flight hours, which is more activity than I had expected this early in the project development. It is exciting though. On a med-evac flight the other day I had two women in the back seats that were in labour. I was praying that we wouldn't land with more passengers than we departed with! Last week I made several flights loaded with medicines and medical personnel to assist with vaccination efforts. In one village alone the Chief Medical Officer and Chief Medic for Guyana, each saw

over 80 patients in less than four hours while other medics helped many more.

Unfortunately there are tragedies too. Last month a four-year-old boy died from a scorpion bite on his toe. Time, weather and fuel constraints made it impossible for me to make the flight before dark. He didn't make it through the night. Another three-year old succumbed to pneumonia after I had taken him to Georgetown. I returned his body along with his mother and sister to the inte-



Top: Children gather under the wing during a heavy rain. Above: Muddy tires; In Baramita the medics continued with the vaccines, and while I was waiting the rains came, the strip had been relatively dry, but after a couple of hours of heavy rain it was good and mucky again. The airplane is pretty dirty. There is even mud splashed way up on the vertical stabilizer. Some of it comes off when I fly in the heavy rain but it is way overdue for a wash.

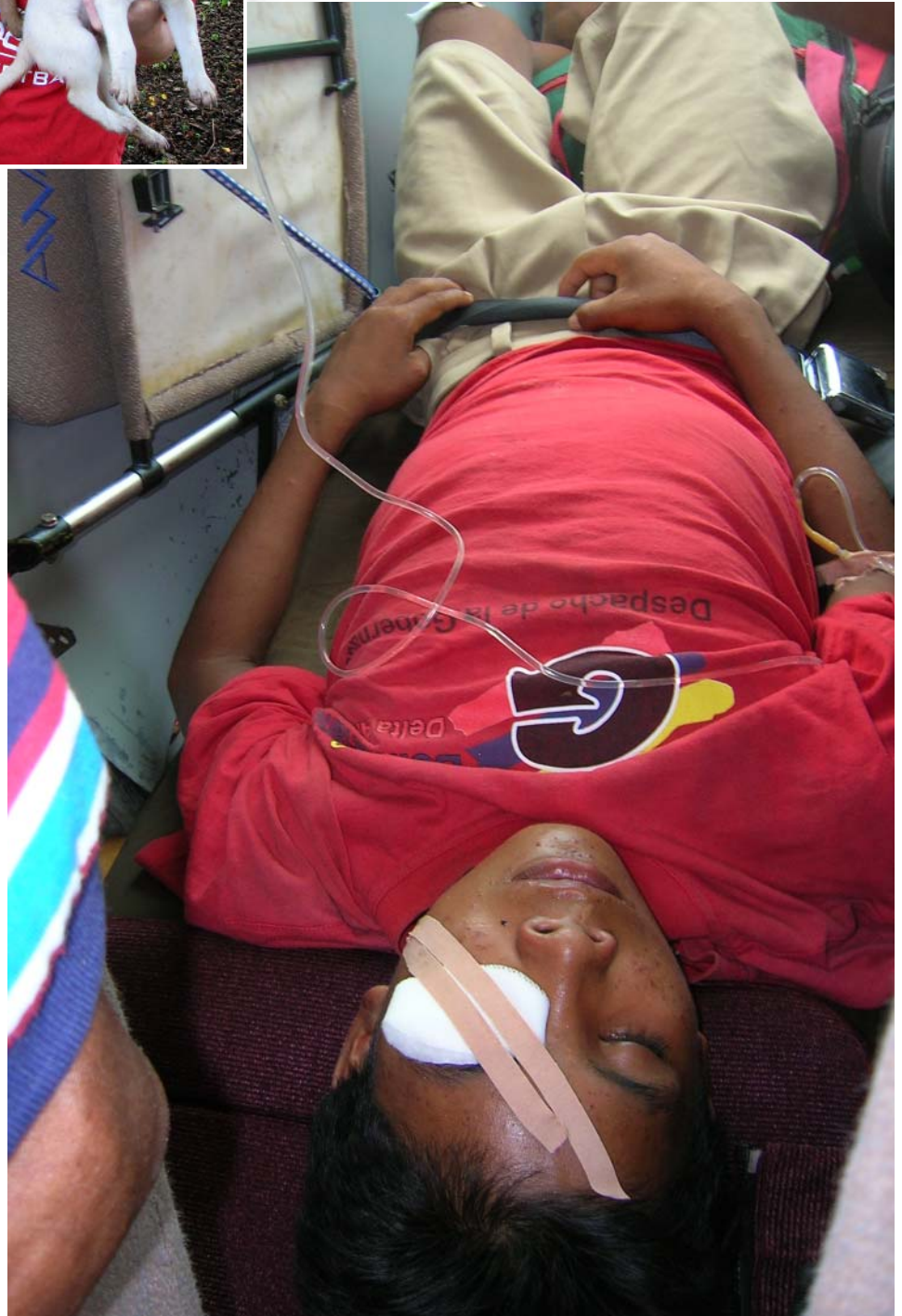


rior so his family could have a proper service in their village.

Flights of mercy take on many forms, reaching the people at critical times of their lives. The evidence of sin in this world manifests itself so often in the form of suffering. Jesus wept at the death of his friend Lazarus. Jesus knew he was going to restore Lazarus to life, so it would seem that his weeping was a response to the death and suffering that sin has brought to this world. Jesus' example was to bring relief from physical pain and then to minister to the spiritual needs. By God's grace, we try to follow that example.



Top: Jacob and Zachary hold their new puppies.
Right: An injured boy is buckled to the floor of the plane to be evacuated.



| GUYANA PROJECT | |
|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| | Jud, Karen, Jacob, and Zachary Wickwire Wickwire Monthly Goal \$4,900 Canadian |
| Goal Reached This Quarter - Thank You! | |
| 10% 30% 50% 70% 90% | |
| U.S. contributors use enclosed envelope. Canadian contributors use Canadian address on page 2. | |

DOWN UNDER

News from

An excerpt from a year-end E-mail by Linden Millist, Chief Engineer, Adventist Aviation Services, Goroka, Papua New Guinea (PNG)

DECEMBER 7, 2007

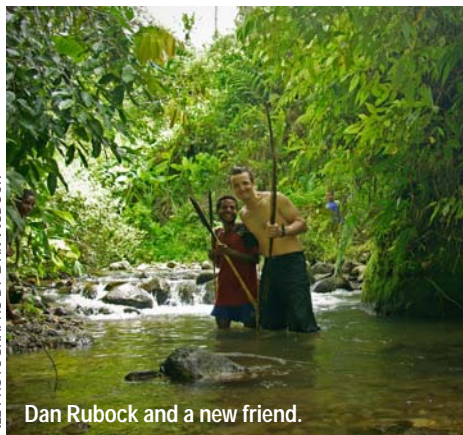
G'day all, Linden here!

How are you going? Will fill you in on a bit of news:

Two weeks before I went on leave, Dan Rubock was contracted by the Pacific Aerospace Corporation (PAC) factory to shoot a promo DVD, and take still photos of PAC 750XL's in the real world for their promotions stand at the Dubai Air Show in November.

He had been over in Africa filming a PAC 750XL at work (with elephants and stuff) then he came to PNG to film our machine. Was heaps of fun with him around! Full of life - loved his visit to PNG. Reckons he will be back; was a hit with the locals and made plenty of friends.

We had good weather and got some awesome footage of our plane carrying over a ton of freight in and out of the highlands at 5000 ft elevations; 10-14% slope, rough surface, 400 m short "airstrips" that we service around Goroka.



Dan Rubock and a new friend.

We also did some air-to-air shots with the Cessna 206 functioning as the filming platform with all doors off, etc. There are shots of Mud-man in traditional gear as well. Very PNG! Check-out his website www.flickr.com/photos/danrubock for the still pics.

Just a week before I went on leave in late October we had an incident on landing with one of the 6-seat Cessna 206s at a soft airstrip about a 1/2 hour away from base. The nose wheel and left main bogged in, pulling the plane sharply to the left. The prop hit the ground, and as the plane turned sharply to the left, the right wing contacted the ground.

No one was injured (had 4 passengers on board), but wrecked the airplane in the process. This has been our first incident since I have been up here. Was looking a bit shaky as to whether I was going to get away for my break!

Anyway, I prepared the aircraft (removed prop, wings, and all unnecessary equipment) to make it as light as possible for the recovery, which was suppose to happen before I left, but didn't work out that way in the end. Both the owner and Dad said not to let it keep me from going. That was nice, but I did feel bad leaving them to deal with it while I was having a holiday! A week afterward, AAS hired a helicopter to fly the main body of the plane out. The wings came later in a bigger plane.

Never a dull moment up here: the environment is difficult and unforgiving; we are not the only ones to experience operating challenges recently.

One operator had a bad run since November. First, they wrote off their Cessna 206. On landing, the pilot went off the sheer-drop end of the runway. The next week, as the pilot of a BN-2 Islander was about to taxi out for take-off from a parking bay, a local walked into the left hand prop from behind. The pilot was shocked to suddenly see the headless body just outside his crew door.

The following week another BN-2 Islander of theirs hit a pig. Hitting pigs at 120 KPH isn't good for airplanes, or the operator, who likely has to pay a large sum in compensation for the pig! Never mind the US \$50,000.00 re-

Roger and Linden check the manifest.



pair to the plane. PNG. . . !

In November, another operator's C90 King Air was hijacked out of Port Moresby. It was on a pay-roll run for a mine on the Indonesian/PNG border. The pilots were forced to land on an abandoned war-time airstrip of about 700m in the C90! On landing one prop struck the ground. Otherwise, the plane was OK. They just flew a new engine/prop in this week in preparation to fly the airplane out.

Expatriate pilots handled the situation exceptionally. In appreciation for the good landing, the security guards (hijackers), hand-cuffed the two crew, half-naked, and covered in mud, to a tree. Would have been the biggest robbery in PNG's history had they pulled it off, but plan all went pear-shaped when the getaway vehicle wasn't there to meet the dingy that was waiting for the plane at the deserted island. All the money was recovered, and I believe there are one or two less security guard(s) in existence today.

Another operator on the field here lost their only Bell 206 Jet Ranger helicopter in



The PAC 750XL on take off from Goroka.

"I Wish I Could Do More"

by Dave Pearson, Director of Development

THOSE ARE WORDS THAT ACCOMPANY MANY OF THE GIFTS THAT COME TO AWA. Last issue we talked about the incredible trust that God has placed on us just by being born in our land of plenty, and the great joy that our gifts to Him can bring.

Please consider the idea that there may indeed be numerous ways to "do more", if the gifts are carefully planned. The need for careful planning becomes very clear when prospective donors consider the basic questions: *What* should I give; *How* should I give; *When* should I give; and are there *Special purposes* I want my gift to accomplish?

Artful gift planning is often a matter of seizing opportunities and acting at just the right time. Are any of these financial plans on your radar screen?

- Selling investments at a profit
- Making/amending your will
- Establishing a living trust
- Selling your business or operation
- Rolling over low interest CD's or bonds at maturity
- Naming beneficiaries for pension plans, life insurance or retirement plans
- Using physical assets such as land, buildings or vehicles for God's work

Simply put, planned giving uses tax, financial, and estate planning techniques to enable donors to make a substantial gift commitment that provides significant tax benefits and can actually result in a lifelong income to the donor as a result of the gift. Using these techniques can often result in a much larger gift than the donor may have previously considered because the benefits may dramatically reduce the net after tax cost of the gift.

These gifts can take three basic forms. They can be outright gifts such as cash, marketable securities, real estate, tangible personal property or life insurance. They can take the form of gifts where donors retain benefits, like charitable trusts and gift annuities or the remainder interest in a farm. Or they can be gifts by will, such as outright bequests or bequests with some strings attached to be defined by the donor.

AWA can help you develop a plan that will maximize your time, talent, trust and treasure toward completing Christ's "Great Commission".

If you have questions or would like additional information contact the AWA Development Office at (620) 362-3233 or AWA Headquarters at (269) 473-0135.



All the supplies are unloaded from the PAC 750XL.

November when it chopped itself to pieces after the load slinging long-line got tangled on one of the landing gear skids. As the helicopter lifted off, the tangled rope caused the chopper to roll over onto one side, at which point the main rotor blades started their lethal work of self-harm/mutilation on/of the rest of the helicopter. Fortunately the pilot was not fatally injured.

Another mission operator cooked one of their turbine engines in flight on their B200 King Air enroute to Cairns early this month: US \$200,000.00...and no King Air for 2 months.

So, has been a rough end-of-the-year for a few of us air operators up here.

In spite of the inherent challenges that come with operating in a remote, unforgiving, tribal, and infrastructurally regressive country, through God's blessing of the highly skilled, motivated, and dedicated members of our team - on the whole, AAS had a very successful year. The two Cessna 206s and the PAC 750XL flew a combined total of approximately 1400 hours.

We are still very pleased with our PAC 750XL and it appears that other operators in PNG are noticing too! We have had people desperately calling AAS all week wanting to do special charters to Port Moresby, the capital, just so they can make international connections! Unfortunately we couldn't assist, as all our planes are in for servicing.

This aircraft has proved to be exceedingly capable in various roles/missions; it's economical, and therefore, profitable to operate. A big *thank-you* is due all who played a part and made contributions towards the purchase of this very necessary and useful machine!

Anyway that is about all the news to date I reckon.

Wishing you season's greetings: a safe and happy Christmas, as well as a prosperous and healthy New Year!

Cheers,

Linden



AAS delivered a coffin and the whole village turned out.



FURLOUGH!

BILL'S AUNT JEAN TOOK LAURA SHOPPING at the local supermarket in Winston Salem, NC. It had been over two years since she shopped on American soil and she was overwhelmed...by ALL THE CHOICES!

Aunt Jean stopped at the salad dressing section and instructed her to pick whatever salad dressing she wanted. It seemed as if there were 1000 different brands and flavors spread out before her (since deploying to Guyana, we've simply used lemon juice and salt on our salads)! The myriad of salad dressings was just the beginning, however.

We spent a few days in New York visiting friends. You should have seen the expression on the kids' faces (and ours too for that

matter) as we walked up the stairs from the subway into downtown Manhattan! We all just stood for a few minutes with our mouths open as we gazed at all the electronic advertising that bombarded us!

Then, there was the trip to the superstores, and of course, the shopping malls. We really enjoyed being able to walk into one store and get everything we need, check out and be out of there in an hour! Sometimes it takes a half-day of searching just to locate one item in Guyana.

As I type this, we are in the middle of our first furlough after being in Guyana for over two years. We missed friends and family terribly...and Taco Bell! Being reunited with loved ones is like the great reunion we will all experience one day with loved ones in the place Jesus is preparing for us.


Another fun aspect of furlough is speaking engagements! We had already organized a full speaking schedule before we left Guyana, but it got even busier once we reached the States! Both of us truly enjoy sharing our Guyana mission project as we endeavor to encourage church members here to strengthen their faith by moving forward in whatever ministry they might be involved in with God. We all must come to the realization that we are all missionaries in our own circle of influence. During our presentations, we share, through pictures, stories, and

video, how God is working in Guyana.

For all of you (and there are a lot of you!) who fed us and let us sleep at your place during these experiences...a thousand thanks! We always left encouraged, and with full hearts and bellies. You have been a tremendous blessing to us!

Although it's been so great to be "home", and to be able to throw our dirty clothes and dishes into machines and be done with it; it'll also be nice to get back to Guyana and go back to work again. We've been communicating with Jud and Karen Wickwire in Guyana. Thanks to modern satellite technology, we are up-to-date on the great things happening in Region 1. The project truly is blossoming. We're anxious to get back and continue meeting needs that are just SO great there!

We are excited about the future. We've entered a new chapter for the project...we are finally living in our jungle home. The community understands the need we are trying to fill. The Wickwire family's arrival last September added a team-dimension to the work, which we both really enjoy. We're now in a position to host volunteers, so this next year is going to be full of exciting times! We're glad you're on the team too! Thank you for ALL of your support! 🙏

| GUYANA PROJECT | |
|------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
|  | Bill, Laura, Danielle, and Micah LaBore |
| | LaBore Monthly Goal \$3,625 |
| Goal Reached This Quarter - Thank You! | |
| 10% | 30% |
| 50% | 70% |
| 90% | |
| Monthly Sponsorship-10 Villages* Goal \$2,500 | |
| Goal Reached This Quarter - Thank You! | |
| 10% | 30% |
| 50% | 70% |
| 90% | |
| * \$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages. | |



Top: Dani standing beside the sign for the LaBore's favorite eating place; Inset above: Bill and Laura in a Washington, DC park. Above: Bill, Dani, and Micah in Manhattan.

“Why Are We Here?”

by Edwin Brennan

AS WE SETTLED INTO OUR RENTED HOUSE IN Blackwell, I pondered this simple question. In the short time I’ve been involved in ministry people have often asked me why I do the work I do. The answer is very simple, I feel called to do it. To me it is a joy to work along side God building His kingdom in the midst of hopelessness. There is more to it than that, but it can sometimes be hard to explain.

Recently while sharing God’s call to foreign missions I came across another question that was difficult to answer. I know the answer; I’m just struggling with an effective response. “Why are we sending missionaries overseas when we have so much work to do here?” My first thought when I heard this question was, “Why don’t you read your Bible, particularly Matthew 24:14, 28:18-20; Rom 10:11-13” But that is not fair. It is a legitimate question. For this person, the calling may be right here in North America. Perhaps he cannot even imagine going overseas when he is burdened by the lost souls at home.

In my travels throughout North America it is hard for me to find a place where the story of Jesus is not accessible. A large percentage of the population professes to be followers of Christ. Churches dot the landscape. The Bible is available in countless versions and formats. There is an abundance of Christian literature of all kinds. Radio and television waves proclaim the gospel message – it is literally in the air we breathe. The story of salvation is available.

Of the pastors I have talked to, most of them describe their evangelism work as either among people who know of, but have not accepted Christ, or among those who have fallen away. These are not people who have been denied access to the story of God’s plan of salvation. I believe ministering among these people is extremely important, and do so myself? However, it is a terrible injustice to focus on them while ignoring vast populations who have never even heard the name of Jesus.

We learned in training that approximately 40 percent of the world’s population knows nothing of the plan of salvation. The raw numbers are so large they don’t mean much to me, but the fact that there are entire people groups who have not heard of Christ bothers me – a lot. The fact that the mountains of the Philippines contain spirit worshipers is very important to me. They are real people like you and me, struggling with the spirit world, and dying in bondage to cruel masters whom they have no hope of escaping. There are millions of people around the world genuinely longing for a way out. We know the Way the Truth and the Life, but are too comfortable to go out and lead them to Him.

If we go into these remote areas, does this mean that the North American church is to be left behind? Of course not!

The Great Commission is a Divine plan that brings a blessing to everyone who participates. When the church that holds the gospel sends missionaries overseas to share it with those who don’t have access, all are blessed. People waiting in horrible darkness are blessed by the coming of the light. The missionary is blessed to witness the transformation of everyone involved as God draws all men to Himself. People at home want to see God at work. When they do, they join the church. Vitality, purpose and growth are the blessings poured out on the church at home.

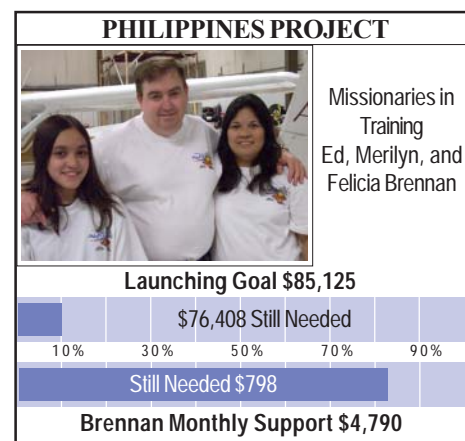
There is something else we learned in training. The church will die if it doesn’t share the good news. The lost will die not



Palawano man

hearing the good news. The church and the lost need each other or they die! The missionary acts as a bridge between the two. **Thus the most important thing the church can do is support the overseas missionary. The church’s life depends on it!** Members can become involved with financial and/or prayer support. Missionaries also need materials such as Bibles, medical supplies, and literature to be used in the field.

The work being done overseas is vitally important to the church at home. I pray that each of us finds the calling from God so that we can share in the joy of working with Him. That’s why I’m here. How about getting in on the blessing with us?



The Batanes Islands

by Clifton Brooks



I WAS IMPRESSED BY THE CHALLENGES PRESENTED IN AN ARTICLE IN LAST year's Winter, 2007 edition of the Flight Log. The article by Ken Crawford described social conditions in the isolated village of Savoonga on Saint Lawrence Island, Alaska. Ken described a culture without hope; youth who turn to suicide as a way out. With thoughts from Ken's article still fresh in my mind, I had the opportunity to make a flight that had been on the schedule for many months.

Our friends at Philippine Frontier Missions (PFM) had recently opened a new mission station in the unentered province of Batanes, a few small islands composing the northern-most point of the Philippines. Two PFM ladies and a pastor/wife team are pioneering the work in the islands. But they are facing what might be, for a frontier mission organization that specializes in reaching remote tribal people, considered "non-traditional" challenges.

Batanes is probably the smallest province in all the Philippines, both in terms of land mass and population. Being composed of several small islands, the largest maybe ten miles long and a couple miles wide, it is also the most isolated province, separated from the mainland of Luzon by about 130 nautical miles. The islands are close to Taiwan and the native dialects are very Chinese sounding.

Being exposed to the open Pacific, the islands lie in a violent stretch of water. Strong currents and heavy waves smash the islands, tearing at the limestone cliffs.

It is easy to see the deep Spanish/Catholic heritage. Architecture is of concrete/stucco with flat roofs - not the typical bamboo style hut. Catholic churches are massive and the people are heavily rooted in the traditions of the church. The mood is very relaxed and peaceful. People quietly stroll the streets or pass by on bicycles. Only a few cars or small motorcycles are to be seen. Gloriously missing are the belching, roaring diesel buses and jeepneys so pervasive in other parts of the Philippines. It's quiet in the Batanes.

Folks in the Batanes would quickly dispute a characterization of wealthy. However, the government no longer allows ferry boat service to the islands due to the violent conditions of the open-Pacific waters that separate Batanes from northern Luzon. There are still cargo boats that sail to the islands, but these boats are not allowed to carry passengers, leaving aviation the only means of travel in and out. While the majority of Filipinos have never before set foot inside an airplane (mainly due to financial constraints), here is an entire province where aviation is the sole means of transportation outside of their island. This fact alone places those from Batanes in another sphere. They travel by plane, they have money...

So they have education, medical care, good jobs, and adequate finances.... What more could they want?



Meaning, maybe - a reason for living. How do you reach people in this situation? How do you offer the Everlasting Gospel to a people group that is "in need of nothing?" (Rev. 3:17) Typically, Adventist missions have entered new territories with two main thrusts: Education and Medical/Health work (the Gospel's "right arm"). What entering strategy would you use if these services are already provided at little or no cost?

It is not easy to be a Protestant missionary in the Batanes islands. The Adventist Church has yet to establish a presence in the area... What approach would you use?

The flight request was for published material. I planned to leave Manila with a full load, 500 pounds, of books. It didn't seem like much of a load for our airplane (it doesn't take a lot of books to make 500 pounds), but I had to consider the over-water distances involved and my total fuel load.

In our mission aircraft, the flight from Manila to the capital town of Basco is four hours; eight hours round-trip, plus an hour reserve for a total of nine hours. The aircraft doesn't hold that much fuel. The last avail-



able avgas along the way is a point two hours north of Manila.

Without reliable weather reporting, it is often difficult to judge what conditions one will encounter. Earlier in the day, Basco had reported clear skies and good weather. I launched after refueling, and headed north over the open water. I had been airborne just over an hour and was about 40 miles south of Basco when I ran into a solid wall of rain. At this point, I had two options: go back to Luzon and wait (spending a majority of my fuel in wasted flying) or loiter in the area a bit and try to find a way around the storm into Basco.

I radioed Basco tower. They were still reporting clear skies and fair weather. "How can it be so fine there, and so nasty here?" I prayed and asked the Lord to open the way for the plane to get through, as He had done so many times before.

I opted to descend and follow the squall line west. I finally came to the edge of it and swung around North again. I was still many miles out, but I was under the clouds with very little rain and good visibility. I kept flying north and eventually could see Batanes ahead and it was really clear, just as they had reported. I praised God for helping me get through.

After landing in Basco, the missionaries took me to the place where they were staying. It is far different from the living conditions of other PFM missionaries stationed with remote mountain tribes. No jungle huts here. No need to run to the stream to fetch water, or ride a horse to get to the village. They rent half of a

two-story, concrete building with wood floors. The upstairs portion composed their sleeping area and a small meeting room. The downstairs portion was prepared with shelving to be a Christian book store.

After studying the culture for some time, the missionaries had prayerfully decided to use Christian books appealing to an educated population. They had started a few individual Bible studies with selected members in the community. A group of eight or so people met regularly in their small area upstairs for Sabbath worship. These missionaries found ways to reach out and were very excited to receive the load of books to stock their small book store.

As we stood on the balcony of their house that afternoon, one of the PFM missionary girls introduced me to the harsh reality of the "abundant" life in Batanes.

"Do you know what that is?" she asked me as she pointed across the road toward a mound piled-up on the neighbor's flat roof.

I strained hard to recognize what the "mountain" of junk was. Pieces of cor-



rugated roofing stood vertical to form crude walls around a pile of glass that overflowed the house-sized bin. It was a mountain of glass bottles.

"Where did they get all those bottles?" I asked.

"Oh, that's the problem here," remarked my new friend. "The people really have nothing to do, so they spend their time drinking, to ease their boredom." She continued, "The neighbors drink heavily and then throw their bottles up on the roof."

I was astonished. Drinking alcohol is not uncommon throughout the Philippines, but nowhere else have I found people who had

(Continued on next page)



Opposite page, clockwise: Limestone cliffs, the only barrier holding back the relentless, brutal forces of the open Pacific; N58636 coming up on the province's main island, Batan, with Basco (capital city) at the base of the mountain; This page: A large Catholic church in Itbayat, Batanes; The missionaries holding the new bookstore banner; Excited PFM missionaries with their new books.

DONOR

| IN MEMORY OF | | DONOR | |
|----------------------|-----------------------------|------------------------------|------------------------------|
| Alspybar, Ban B | Roth, Don & Dorris | Kretschmar, George, Jr | Cousino, Marilyn |
| Andersen, Violet | Coolen, Alicia | Kuerzinger, Bill | Kuerzinger, Hildegard |
| Arzaga, Jesse, Jr | Villarreal, Pete & Linda | Lee, Bruce | Sowler, Claudia W |
| Baker, Marie LaCourt | Eighme, Reginold & Jeanette | Longway, Ezra | Currie, Carl & Eva |
| Ball, Mary | Ball, David & Angela | Lungu, John & Lisa | Lungu, Helen |
| Bulmer, Kathryn | Pitts, Paul & Karyl | Marcoe, Mr. & Mrs. M. Marcoe | Luella |
| Chase, Robert C | Chase, Ruth L | Marcoe, Philip | Marcoe, Luella |
| Colson, William E | Colson, Bonnie R | Marcoe, Samuel | Marcoe, Pauline |
| Curtis, Ralph | Warner, Richey | Mayor, Wilma L | Mayor, Raymond L |
| DeLeon, Roy | Diancin, Teddy & Lilia | McCormick, Betty | Freemming, Roger & Angie |
| Faulkingham, Buena | Eighme, Reginold & Jeanette | Moore, Ennis | Moore, Marcel |
| Frakes, J Fred | Ruddle, Francis W | Morris, Janice | Morris, Richard & Jeanette |
| Fraser, Harry | Schultz, Harry & Joanna | Osorio, Sebastiana T | Tham, Nona O |
| Greenleaf, Clayton | Pride, S F & M L | Our Parents | Hendricks, Robert & Isabelle |
| Hales, Donald D | Murray, Donald & Susan | Papendick, Alberta | Pride, S F & M L |
| Hamel, Bea | Schultz, Harry & Joanna | Pedersen, Stan | Pedersen, Dora Mae |
| Haynot, Arthur | Husted, Ruth E | Prettyman, LaVerne | Maples, Donald & Gwendolyn |
| Helm, Herbert, Sr | Helm, Doris D | Pride, Forrest | Pride, S F & M L |
| Hess, Marcella | Palmer, Dorothy Y | Privett, Luke | Baute, Sue Ellen |
| Hoover, Harold P | Sharpes, Esther P | Ritter, Norton Bud | Ritter, Lois A |
| Jetton, James A, Sr | Jetton, Marge H | Russell, James | Eighme, Reginold & Jeanette |
| Kenney, Susie | Schultz, Harry & Joanna | Schlenker, LaVerne | Palmer, Dorothy Y |
| | | Schoun, Ben | Schoun, Elizabeth |

The Batanes Islands

Continued from page 11

the money to consume that much. The mountain of glass was a striking illustration of the social and spiritual emptiness that pervades the islands.

This is not a story of a victories won, new churches planted, or multitudes baptized in a day. This is the story of a new work started in a staunchly resistant area; a new work without a track record of success. This pioneer project seeks to win a people who are "rich and in need of nothing".

I am not asking for advice from man as to how to proceed with this work. The missionaries seek advice directly from God. It is a very delicate work they must perform. We are seeking your prayers, however. This is an extremely challenging environment for these missionaries. God's vision is to see these people come to salvation. Pray that God himself will provide his servants with the wisdom to recognize where he is working; for the funding to keep the project going; and just like Saint Lawrence Island, Alaska - for the workers needed to reach these people in the Batanes with the story of salvation, giving them a new life in Christ, full of hope and meaning.



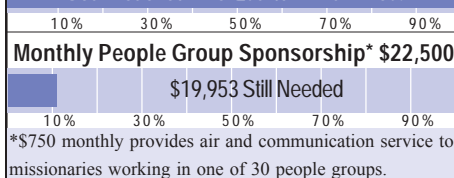
Above: A local Ivatan (native tribal group) lady wearing the traditional headdress of the field workers.

PHILIPPINES PROJECT

Clifton, Cynthia,
Celeste, Carolina
and Caleb Brooks

Brooks Monthly Support \$4,400

Goal Reached This Quarter - Thank You!



Missionary Airbase Development Budget

Phase I:

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

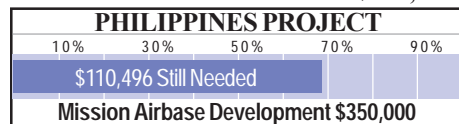
Phase II

| | |
|-------------------------------------------|----------|
| Drainage, Fencing, Runway construction | 25,000 |
| Flatbed crew, cables, 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



ALASKA

Living Church History Among the Inupiat



by Jim Kincaid

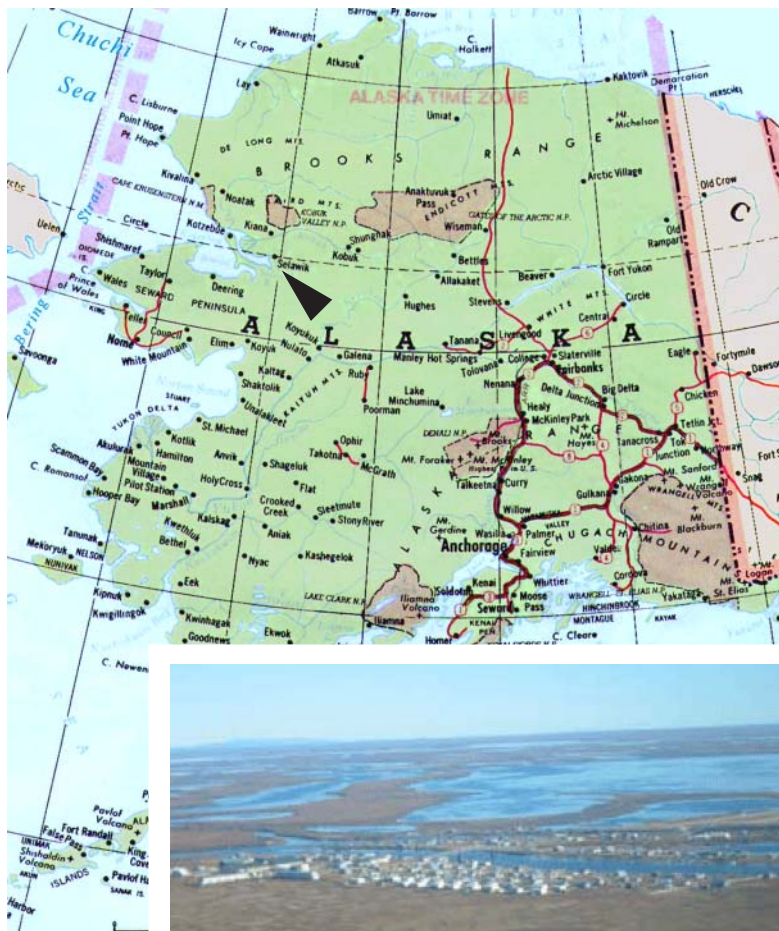
WITH A POPULATION OF MORE THAN 800, THE VILLAGE of Selawik is among the larger of local villages. It is located just above the Arctic Circle about 75 miles inland from the Chukchi Sea.

Adventists have a history of church work among the Inupiat of northwest Alaska since the late 1930s. However due to the lack of continuity in our ministry, and other reasons, few local leaders have been cultivated over the years. Several factors are beginning to change that.

Warren and Verity Downs with their three daughters just finished their second year as village church leaders in Selawik. Answering God's call to native ministry, the Downs family lives in Selawik on a faith-based/tent-making arrangement where their ministry is supported in part by what they can earn by computer programming, with the difference made up by contributions from supporters.

The presence of an AWA aircraft that generates revenue working for Northwestern Aviation Services in Kotzebue when not on mission runs is making it possible for AWA Project Manager, Jim Kincaid to visit the Selawik Church every four to six weeks to offer pastoral support.

The time is past due for local native people to be trained and empowered for church leadership. That is changing too. On December 29, Warren Downs and Marie Savok were ordained as local elders and Helen Loon and Fred Davis were ordained as Deaconess and Deacon respectively at the Selawik Church. It was a high Sabbath in that communion was also celebrated. Now that the church has resident elders, it can celebrate communion on a more frequent schedule.



Top: The arrow marks the village of Selawik near Selawik Lake (Selawik is an Eskimo name for a species of fish); Inset: Selawik from the air. It is surrounded by thousands of lakes and marshes.

Check out www.flyawa.org for the color version of this picture.

Bottom: (From left) Warren Downs, Marie Savok, Helen Loon and Fred Davis. Of the native people in the picture, two attended the Bristol Bay Mission School and a brother of the third one attended. So we still feel the positive influence of that school.

| ALASKA PROJECT | | | | |
|--------------------------------------|-----|-----|-----|-----|
| AWA Alaska Aircraft N2019G \$54,151 | | | | |
| \$9,684 Still Needed | | | | |
| 10% | 30% | 50% | 70% | 90% |
| \$75,526 Still Needed | | | | |
| Dillingham Hangar and Land \$100,000 | | | | |

FLIGHT LOG



WINTER 2008 13

If We Don't....

by Jim Holdeman



Who Will?

So when they had dined, Jesus saith to Simon Peter, Simon, [son] of Jonas, lovest thou me more than these? He saith unto him, Yea, Lord; thou knowest that I love thee. He saith unto him, Feed my lambs. John 21:15

If we don't do our part in spreading the Gospel of Jesus Christ, who will? This question has run through my mind ever since I accepted Jesus Christ as Lord and Savior. Over and over, I have contemplated this question. Jesus said, "Come to Me..." followed by "Go out and tell..." If we don't... who will?

Last fall Barbara and I were invited to the Burleson Seventh-day Adventist Church in Burleson, TX to share how B-T Aviation Services, with its mission-focus, has impacted the local community. That Sabbath afternoon, Barbara shared a special presentation on how a healthy lifestyle not only promotes good individual health but results in good stewardship of God's creation. We were blessed by the loving response to the messages and enthusiasm of the Burleson Church.

About Thanksgiving time, missionary candidates Ed and Marilyn Brennan along with their daughter Felicia from Oklahoma City joined our team in Blackwell to start a very intense training schedule. Ed has been busy in the cockpit of B-T Aviation's Cessna 150 meeting his requirements for the Private Pilot license. Likewise, Marilyn has teamed up with

Barbara learning healthy lifestyle principles such as food choices, herbs and essential oils for nutritional, medicinal, and emergency use. Ed has also gained hands-on maintenance experience on a variety of general aviation and mission aircraft in the shop.

Providing and maintaining airplanes for mission service is one of B-T Aviation's key roles. Chris Borcharding has done an extraordinary job modifying and refurbishing AWA's Cessna 182D destined for deployment to the Philippines. To make an airplane capable of functioning safely and effectively in the mission field requires a lot of work. It is hard to fathom the number of hours spent in preparing these airplanes for service.

Here is a glimpse of what it takes to modify and refurbish a 47 year-old airplane (yes folks...47 years old!) for its absolutely vital role in providing support for sharing the Gospel of Salvation:

The wings were removed to facilitate the work. The original two fuel bladders totaling 62 gallons were removed and replaced with four Hartwig fiberglass tanks holding a total of 98 gallons to allow a 7-hour range with over an hour safety reserve. ART Wing tip extensions are being installed increasing the wingspan by three feet. The extra wing area improves slow speed lifting ability. The beauty of the modification is that the increased lift doesn't decrease cruise speed due to the increased aspect ratio (the ratio of wing span to depth or chord). The wing spars that carry all those loads are now strengthened with a special kit to increase the airplane's gross weight by 300 pounds. A Sportsman leading edge cuff was installed which also reduces takeoff and landing speeds thus increasing the margin of safety.




Chris Borcharding working on the wing.

The 47 year-old instrument panel will receive a new GPS/Com and an HF radio. The interior has been stripped. The fixed rear bench seat gets replaced with folding seats to allow space for cargo and med-evac patients. A third-row child's seat is also being installed. Even the baggage compartment is being extended.

Once the wings are back on, with rigging, and test flights completed, the paint will be removed, corrosion treated, and new paint applied. Finally, before sending the airplane to the Philippines, we will install a freshly overhauled engine for maximum power and reliability. All of this has required hundreds of man hours, most of it Chris. If we don't...who will?

Two major mile stones were passed in January. Chris Borcharding obtained his Inspection Authorization from the FAA and I passed the written, oral and practical exams for Airframe and Powerplant licenses!

Everyone at B-T Aviation Services is on a quest to prepare themselves to better serve the Master. Come join us! 



Ed Brennan applying adhesive.

PIONEERS

REKINDLED

by Kevin Wiley adapted from manuscripts of the late Bill Baxter

A DREAM OF USING AIRPLANES TO SPREAD THE gospel burned in young Bill Baxter's heart. Events of the summer of 1938 fanned that flame—and nearly smothered it.


Bill had left his sweetheart Betty in California, joining his parents on mission to Columbia. One Sunday, Bill convinced his father to take a break from his hard work and accompany him on an outing. So it was that on July 24, 1938, Bill and his father attended an anniversary celebration of the birth of Simon Bolivar, widely regarded as a liberator of Spanish South America. The celebration, held in a new stadium not far from Bogota, consisted of military parades, a display of the latest military weapons, and a fly-over by military aircraft. The fly-over, of course, was what drew Bill to the event.

When the air show started, Bill and his father found themselves "trapped" in the press of people between the presidential grandstand and the general admission grandstand. The roofs of the grandstands blocked their view of the aerial maneuvers, so they elbowed their way out of the crowd and into the open where they could see the sky clearly.

Though not yet a pilot at this time, Bill had flown some, and had read all the ground school materials he could find. Armed with that knowledge, he marveled at how well the pilots were able to maneuver in the rarified air at 10,000 feet or more. (Bogota sits at an elevation of 8,600 feet above sea level.) The fly-over routine was executed with impressive precision. That is, until the end of the show when the squadron leader chose for his departing move to dive directly at the presidential grandstand.

Over the roar of the aircraft, Bill could hear himself shouting "Pull up! Pull up!—Now!" The pilot did pull up a split second later, but it was too late. He hadn't accurately accounted for the sluggish control reaction in the thin air. The pilot was able to tip his wings and miss hitting the grandstand directly, but the airplane slammed into the ground between the two grandstands—exactly where Bill and his father had been standing not ten minutes before!

Witnessing the horrific deaths of more than four dozen people that day dampened Bill's enthusiasm for flying—for a time. But then the next winter, the Upper Magdalena Mission (in Columbia) voted to send Bill and another worker to visit groups of church members and interests in a barely-accessible area beyond the Eastern Cordillera of the Andes Mountains. The people hadn't been visited by a mission worker for over a year. Because of the nature of the terrain in the rainy season, the area could only be accessed during the dry season.

So in February, Bill and his companion set out on mule back for five days of hard travel to gain access to these isolated people. At the end of one day of trekking down a steep slope, across a river, and then back up an equally steep slope on the other side, Bill looked back across the short distance they had actually traveled. A hawk glided past, and Bill dreamed of flying across that valley in just minutes. Clearly an airplane could save mission workers literally weeks of time. During this month on "safari," Bill saw hundred of uses for light aircraft in reaching remote areas. The value of mission aviation could not be ignored. God had rekindled Bill's smoldering vision for mission aviation. 


Perhaps two of the most significant events in mission aviation history occurred this winter. But they didn't take place in the jungles of South America, the deserts of Africa or islands of the Pacific. Event number one: Quest Aircraft Company made the first commercial KODIAK delivery! The completed aircraft was presented to Spirit Air on Friday, January 25, at the company's headquarters in Sandpoint, Idaho.

"The first delivery of the KODIAK is truly a momentous occasion for Quest," said Paul Schaller, Quest Aircraft's President and CEO. "This has been a remarkable journey for everyone involved with the program, including our customers like Spirit Air. We appreciate them supporting us from the beginning and through all of the milestones of certification and delivery. We are delighted that they are here today accepting their KODIAK, N838SA."

"We are very excited to accept delivery of the first KODIAK," said JoAnn Wolters. "Quest is a great company and the KODIAK is a fantastic airplane. We chose the KODIAK because of its robustness, reliability and versatility. We are looking forward to putting it to work in the Alaska wilderness, Idaho backcountry, and on commuter and small package runs."

Event number two: only a week later Quest celebrated the core vision and passion of its endeavor with the delivery of another KODIAK—this one to the Spokane Turbine Center (STC). The STC Board proudly took delivery of aircraft serial no. 0001, the very first fully FAA certified Kodiak ever built. STC is a new not-for-profit missionary turbine training school established in Spokane, Washington next to the Moody Bible Institute Aviation training school hangar at Felts Field.

The purpose of STC is not only to give turbine engine and Garmin "glass cockpit" instrument training to the Moody Aviation students, but also to supply subsidized training for the hundreds of veteran missionary pilots who need to transition from years of flying piston engine planes to the KODIAK. Serial no. 0001 is the first of three KODIAKS scheduled for delivery to mission organizations this year. The next two will go to JAARS and MAF respectively.

The dream to manufacture a mission aircraft for the 21st century is becoming reality. God has placed this technology within reach of AWA, but we still need the participation of God's people to take advantage of the miracle. People sometimes ask whether such an "expensive" airplane is necessary. With avgas prices in the \$8/gallon range at four of AWA's mission sites, turbine aircraft look more attractive all the time. Jim Kincaid expects the KODIAK will greatly multiply missionary activities in Alaska. AWA pilot, Laura LaBore exclaims, "It is agonizing to decide who gets immediate medical care and who doesn't. The Cessna 182 is often not big enough. If med-evac cases are already a problem, I can't imagine the challenge we're about to encounter when we start hosting volunteer groups in Mabaruma this year." If you wish to help AWA take advantage of a million dollar challenge grant, please contact AWA for information about the KODIAK Capital Campaign. 

| AWA KODIAK AIRPLANE #1 GOAL \$1,125,000 | | | | |
|-----------------------------------------|------------|-------------------------------|-----|-------|
| NCCF Matching Grant | AWA Donors | ↓ + \$375,000 Due on Delivery | | |
| \$887,229 Raised | | \$237,771 Still Needed | | |
| 16.5% | 33% | 50% | 67% | 83.5% |

Alaskan Villagers Need Eye Exams

Villagers of Togiak and Manokotak must board a flight to Dillingham for eye exams. For some of the elderly this is next to impossible both physically and financially. We are seeking an ophthalmologist or optometrist with portable eye exam equipment to join our team June 8-14 in Togiak, or 15-21 in Manokotak. Once the villagers have prescriptions they are able to order glasses and other eye care products online.

If you are interested in helping native Eskimo villagers improve their quality of life, Please call or Email:

Fran Hansen (417) 742-4154 – mikefran1@sbcglobal.net.

Other needs for Alaskan Mission Projects:

- Worsted weight acrylic yarn (no wool please)
- Jigsaw Puzzles
- Individual Craft Kits (i.e., paint-by-numbers)
- Socks – all sizes
- Toys

Please contact Fran Hansen for mailing address.

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 |