

# FLIGHT LOG →

SUMMER 2008

NEWSLETTER

Vol. 14 No. 3

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

## Alaska VBS: 4 Villages in 3 Weeks!



Missionary volunteers lead out during the song service at the Aleknagik Vacation Bible School.

by Fran Hansen

**T**HIS YEAR A GROUP OF 19 PEOPLE LEFT FOR Togiak, Alaska, on June 5. Two came all the way from Mexico, two from Iowa, one from Nebraska, and the rest from Missouri. After spending Friday and Sabbath in the Anchorage area, we flew to Dillingham and then on to Togiak.

The first day there were 15 children who came early, had lunch with us, and stayed until after VBS. They were so happy to see us again. Several parents told us that their children couldn't wait for us to come and reminded their parents to take them to the new church. The spaciousness was fabulous.

Each day saw us preparing to minister to the children . . . physically, spiritually and mentally. There was some much-needed bonding between our teens and the teens of the villages.

We interacted with approximately 100 children and had the opportunity to meet several adults. On Thursday night we held a community potluck. A few adults came, along with about 50 children. There were no leftovers!

When the tide went out on Friday, some of our group decided to walk out on the mud flats. Well, you know what happens when you mix kids and mud! Yep, and some of the

natives got involved, too. What a mess, but what grinning went on.

We contacted the local native dance group that specializes in native culture portrayal and have made arrangements for them to be at Oshkosh for the Pathfinder Camporee next year!!! They are very excited at the prospect. The dance group performed for us for three hours on Wednesday night. It was wonderful.

On June 15, six people had to return home, and the rest of us flew to Manokotak. We stayed in the Moravian mission house and held the VBS in the Moravian Church. The people who were renting the house, Melissa

(Continued on page 4)





Don Starlin,  
President

# Training III

**B**ECAUSE EDUCATION and training represent such a large component of AWA's activities, this year I've chosen to dedicate all four quarterly *Flight Log* articles to the topic. In the first quarter we considered the value of training. During the second quarter I cast a vision for a centrally located facility that not only provided support to AWA projects around the world, but also functioned as a platform from which volunteers and partner ministries could work together.

It is time that recent secular and denominational press reports that AWA is moving to **Platte Valley Academy** (PVA) in Shelton, Nebraska be addressed, and the prayer support of you, our faithful donors, enlisted. Major decisions affecting not only current missionaries, but also those in training, those who will yet come, and the expansion of God's work into otherwise unreachable territories, lie before AWA's Board of Directors. If there was ever a time for spiritual discernment, it is now.

In May, AWA's Board of Directors voted to acquire PVA to preserve what appeared to be an attractive option, and facilitate the establishment of a mission-focused vocational-technical school. It was envisioned that, like

relationships with Blue Mountain Academy, and Heritage Academy, AWA would offer aviation training as one of the courses in the Vo-tech school. A separate Board has been established to govern what is being called the Platte Valley Mission Center (PVMC). This entity will assume legal and operational responsibility as soon as the framework is in place.


A key fact omitted in the press however, is that AWA's Board also voted to develop two business plans: one examining the consolidation of AWA's operations at PVMC; and the other giving study to a generous invitation by Andrews University to take advantage of the training and educational infrastructure in Berrien Springs by establishing AWA's strategic support facility, including hangar and offices, at the Andrews University Airpark. These two plans are in development with a decision to be made later this year.

AWA's officers and missionaries-in-training (MITs) owe a debt of gratitude to



2008 Missionaries-in-training (left to right): Greg and Chrystal Van Fossen, Ed, Marilyn and Felicia Brennan, Fletcher Grahn, and Dan Rotthoff along with Don Starlin (second from left).

Andrews University's College of Technology and the Aeronautics Department. When AWA had no place to resume training of the missionaries currently in process, AU offered a classroom, flight instructors, and two additional T-hangars to house AWA's Grumman Tiger and the Cessna 182 undergoing refurbishment for the Philippines. AU is currently providing flight and/or maintenance training for three AWA MITs. AU also hosted the Spokane Turbine Center and their Kodiak serial number one for a few hours on July 17 during which local AWA supporters had an opportunity to see and ride in the Kodiak!

If it were not for you, the AWA prayer warrior, the financial and logistical supporter, AWA could accomplish nothing. The hundreds of lives reported saved (both now and for eternity) in these pages would have had very different outcomes. Please join in prayer that God's will be done as AWA's Board of Directors considers the most important training decision it has ever made. Thank you, and may His richest blessings be yours! 

**STOP**

If you would like to receive your color newsletter via email please call or write AWA. Or, email your wishes to [info@flyawa.org](mailto:info@flyawa.org). Please, specify if you wish to stop receiving the mailed version.

## FLIGHT LOG ✈

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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.



# POSSESSED

## or Inspired?

by Greg VanFossen

WHAT WOULD POSSESS AN INDIVIDUAL or family to let go of a comfortable lifestyle? Why would someone in their right mind let go of a reasonably well-paying job to go to some unfamiliar place at an exponential distance away from extended family? What about the diseases and risks associated with travel in areas with an apparently lower standard for service? Why do something so unusual?

On the other hand, why be normal? Is “normal” something to be desired? After all, it is becoming “normal” to have more than one wife, though in the U.S. the wives have to be chronological, not concurrent. Also consider the “normality” of just living with the girlfriend rather than signing some contract. It is becoming “normal” to need antidepressant, antihypertensive, and antihyperlipidemia medicines. It is “normal” to be obese. It is “normal” to work 40 hours a week and not afford medical insurance. “Normal” also seems to include owing on multiple credit cards and taking that exotic vacation because, as the marketing people say, “You deserve it!”

Jesus said: “...wide is the gate, and broad is the way, that leadeth to destruction, and many there be which go in thereat: Because strait is the gate, and narrow is the way, which leadeth unto life, and few there be that find it” (Matthew 7:13-14). Need I state the obvious? Or is it obvious only to me? “Normal” people are apparently not going to have eternal life if “normal” constitutes the majority. I believe Noah was a fanatic in his day. Was Elijah “normal”?

*What we do with what we have is not what saves us, but it indicates whose we are.*

There are a couple of assumptions made in the first set of questions that betray a flawed underlying perception of reality. Leaving a “comfortable” lifestyle and “reasonably well-paying job” is like the proverbial frog needing to jump out of the warming water of materialism and the cares of this world which distract us from our true purpose in

life. I would suggest the “jump” is at the speed of a “tortoise”—only the motion is rapid. The idea must percolate in the mind of the frog before the event occurs. The comforts we learn to enjoy can be the means of our entrapment. Leaving the comfortable lifestyle doesn’t necessarily mean moving geographically or even moving to another home. This may simply mean moving our habitual use of time and money to that which involves true sacrifice to accomplish kingdom priorities. What we do with what we have is not what saves us, but it indicates whose we are. Jesus came to this world to fulfill a plan that demonstrates God’s love and true leadership qualities, not only to this world, but also the universe. Neither does the plan end with the judgment. If we want to survive this world’s endgame and sit on the throne with the king of the universe forever, we need to get with His plan.

When Jesus fed the 5000, he and the disciples acted out a parable (see John 6:1-14; Desire of Ages p.369). Jesus broke the bread and gave it to the disciples who then took it to the people. Notice the people were seated. They didn’t come by a cafeteria-style counter or to a drive-thru window and pick up the food. The disciples took the food to them. We can’t expect the world to come to us to be fed—we must go to them. Notice also that the disciples did not knead the dough, bake the bread, or in any way prepare it. They simply received the bread and carried it to the people. We need to be careful not to “prepare” the Bread through the processes of our “tradition” or butter it so it may be more “palatable” for them.

The people ingested the bread and it became part of their being—we must partake of the Bread of Life so we will have the energy to carry it to those who are hungry. If we do not partake, we will feel no desire to share with others. Our own decision to accept salvation from Jesus affects our willingness to be a witness for Him. If we don’t study the word of God under the influence of the Holy Spirit, we have nothing to share with others. If we do, we will feel compelled to share. This should happen in our current environment.


*We can’t expect the world to come to us to be fed—we must go to them.*

Jesus stands at the door of our hearts and knocks. If we daily invite Him in to commune with us, He will lead us where we ultimately want to go. If we are willing to give up our own plans to follow His plan, He will give us more than we can possibly imagine.

When Jesus asked Peter who he thought He was, Peter responded by saying that Jesus is, “the Christ, The Son of the living God.” Jesus then informed him that flesh and blood did not reveal that to him but that, “My Father” in heaven did (see Matt. 16:15-17).

In the context of these two situations (Jesus feeding the 5000 and His explanation of Peter’s understanding), we see that humans can provide information in word and action. No one else can say what I believe with greater

*(Continued on page 11)*

GUYANA PROJECT				
				
Missionaries-in-Training Greg, Chrystal, Brandon, and Serena VanFossen				
<b>VanFossen Launching Goal \$101,645</b>				
<div style="text-align: center;">\$100,845 Still Needed</div>				
10%	30%	50%	70%	90%
<div style="text-align: center;">\$4,629 Still Needed</div>				
<b>VanFossen Monthly Support \$4,829</b>				



From top to bottom: **Mud play in Togiak Bay;** **playing cat's cradle;** **the children make their own pinewood derby cars to race;** **Togiak Eskimo dancers practice.**



## Four Village VBS - Togiak and Manokotak Continued from cover page

and Panta Paul and their children, were extremely gracious and moved out while we were there so we could have the house.

Manokotak is different than Togiak in all aspects. While Togiak has no trees and is flat and right on the ocean, Manokotak has trees, hills, and is on a river. I wondered why, if the river was out on the tundra, the houses were built on stilts. I learned this is because when the snow melts, it just runs under the houses, instead of flooding them.

Melissa Paul took two of us to look for wild celery. It tastes more like radishes and celery mixed. We also picked some fiddle fern, which is used like cooked spinach. She cooked a fresh salmon for us. It was delicious.

The salmon are not running well this year, and several rivers in Alaska were closed. This hurts subsistence fishing very much, as the people depend on the fish for food.

We had many delightful experiences with over 50 children in Manokotak. They really got involved with everything we did. Very respectful, but had a lot of fun at the same time.

We think about all the children in the two villages, but we especially remember the young ones who are struggling so desperately to know who they are. One is repeating a third year in 7<sup>th</sup> grade. He is very smart and has such kind eyes, and he was the first child we met on our first trip. Another young person is cutting himself. The poverty and isolation presents special challenges for working in these villages.



*I would like to recognize those who took time out to help minister to God's children:*

Chris, Tammy, Cassie, Kyler and Therynn Oliver: Chris and Kyler were in charge of games, Tammy in charge of crafts, and Cassie took on the huge responsibility of the 5 years and under group. She did a wonderful job!

Eric, Michelle, Gregory and Jackie Hansen: Eric was a counselor for the teens and Michelle cooked for us. We ate well!

Jacob Watkins, Marian Collins, Britni Grannan, Abby Paul, Cayla Ried: They interacted so well with the children and really did a fantastic job at showing what God's love is all about.

Melissa and Saritza Dyke all the way from Mexico: they were an inspiration to all of us. They jumped in and filled gaps we didn't even know we had!

Crystal Van Fossen, Fletcher Grahn, the Fiedler family, Susan, Nick and Chris Eastman, whoever sent packages without return addresses and any I missed due to the labels being destroyed before I got to them . . . all the things you sent were wonderful and so appreciated.

Eloise Farr for sending yarn from Hawaii and my sister Ruth Nielsen for knitting 200 hats for the children this year. We are truly blessed by all those who contributed.

Prices are outrageous. In Togiak, a gallon of milk is \$10.00 and bananas were \$2.99/lb. There wasn't even much food in the store in Manokotak and no fresh produce. Their food is flown in from Dillingham. Rod and Brenda Rau donated our food for the week, and they will never know how much we appreciated that!

And my husband Mike, who didn't know what he was in for when he married me! He has been such a support through the years.

The third week Kathy and Mike Rowe arrived in Dillingham with two more youth. Five of our girls stayed the third week, presenting VBS's in Aleknegik in the afternoon, and Dillingham in the evening. (see article by Kathy Rowe, facing page)

We are planning to go again next year. If you would like to join us, donate needed items, or help defray expenses, please send any inquiries to Fran Hansen at [fayhxyz@gmail.com](mailto:fayhxyz@gmail.com).

ALASKA PROJECT				
AWA Alaska Aircraft N2019G \$54,151				
Completed Thank you!				
10%	30%	50%	70%	90%
\$75,501 Still Needed				
Dillingham Hangar and Land \$100,000				



## Aleknagik and Dillingham

by Kathy Rowe

Alaska mission trips are a wonderful way to see some of God's beautiful creations and, at the same time, share His love.


From June 19 through June 29, 2008, seven students from Iowa, Missouri and Mexico, along with my husband Mike and I, traveled to Alaska to hold Vacation Bible School programs in the villages of Dillingham and Aleknagik.

No matter which way you look, the scenery is beautiful with the mountains and animals right along the road. Having a snowball fight on the first day of summer doesn't happen too often in Missouri, Iowa, or Mexico!

The only ways to get to Dillingham are by air or boat. We fly. Fishing was in full swing when we arrived. Going to the beach to pull fish from the nets was a new experience for the whole team. We also went cliff jumping on the beach. Our home for the week was in the Dillingham Adventist Elementary School. Daily we traveled the 20 miles to Aleknagik, obtaining a ride across the lake to the small Adventist church with old friends. We carried our crafts, lessons, costumes, and snacks each day. A few of the families that attended in years past had moved, so I wondered if any children would be there when we arrived. We were thrilled to have 22 children each afternoon. We crossed the lake back to Dillingham every afternoon to be in time for the evening VBS, where we had over 60 children. Some of the youth went back to Dillingham with us so they could attend VBS twice a day.

Our theme this year was "Race to the Victory with Jesus." We had health lessons each day on taking care of our bodies and winning that race. Team members in Bible era costumes made the book of Esther come alive each day with a continued skit. Each day the story stopped in an exciting spot, and the children had to come back the following day to find out how Esther would win the race with Jesus. One of the youth from Aleknagik volunteered to help and be in the skits a few days. Other activities included a nature nugget, Bible memory verse activities, and crafts. The main crafts were derby cars. The final races were held on Friday with everyone being a winner with **Jesus**. The theme song was, "God in Heaven Made Many Kids." The words continue with, "He made our bodies to grow up healthy and this is what I'll do." Each day the children would add a verse to the song about what they would do to take

care of their bodies. VBS always ended with singing the theme song again at the time when parents would be coming to pick up the children. Instead of just waiting at the door, they would come in and sit with the children, doing the actions, singing, and having just as much fun with Jesus as the children. The excitement in the children's eyes, their eagerness to participate, and the respect they have for God when the prayers are said, makes it a mission trip worth going on each year.

This was our fifth year coming to Alaska. In the past, our daughter, Misty, had been on our VBS team. Last year she was asked to serve as a task force teacher in the Dillingham Adventist Elementary School. She has completed her year but loves Alaska so much that now she has decided God wants her to stay in Dillingham and finish her education there. She helped arrange wonderful meals from church members for the VBS team and did the advertising for VBS. God made the scenery beautiful in Alaska, but He also made the beautiful friends, both young and old, whom we have met there. 



Top to bottom: Volunteers recreate Vashti's party from the book of Esther for the children; every day the volunteers boarded a boat for the trip to the village of Aleknagik; the children were so excited about the recreation of Vashti's that they wanted to make their own crowns.





# An Arm and a Leg!

by Jud Wickwire



I GOT THE CALL FIRST THING IN THE MORNING.

There was a mom in labor who was not progressing. The baby's foot had actually already been out for several hours. We were off to Georgetown as soon as we could be, the Hokey Pokey song running through my head during the hour-long flight ("You put your left leg in, you put your left leg out"). The ambulance met us promptly at the airport and sped her off to the hospital. Later I heard that mom and baby were doing fine. Now this type of event may happen occasionally, but get this; later the same day, from the same little hospital/clinic, I got called to fly out another maternity patient. This time the baby's arm was out, and of course labor was not progressing. I can't imagine what the odds would be to have those two (actually four) patients in one day. Again, thankfully, mom and baby were doing fine the last I heard.

We really do see some unusual things here. I am learning a lot of medical conditions, even though as the pilot there is little I can do as far as intervention. I was talking

to a doctor one evening as he was describing pre-eclampsia and eclampsia (a pregnancy-induced hypertension that causes convulsions, and which, if untreated, can result in death and commonly results in termination of the pregnancy even when treated). The very next day I was called to a remote airstrip, and on arrival I discovered a woman exhibiting all the signs of this condition. Her body was rigid with her back arched, her eyes were wide open, and she was physically unresponsive with shallow breathing. By the time we arrived at Georgetown, she was coming out of the seizure and was at least partially responsive.

An elderly woman needed to go to Georgetown for what we expected would be a biopsy of a fairly large tumor on her finger. I took her

in, and then a couple of days later got word that she was ready to come back. When I met her at the airport, I saw that there was just a bloody bandage where her finger had been. When I asked her why they removed it, she said they never told her anything, but she didn't seem overly concerned. Later in Mabaruma, the doctor asked her about it as well. She indicated that it would be ok. Be-



Clockwise from top: children peer out the cracks of a building; Sabrina (left) with Saray (center) discuss the condition of the baby and make nutritional suggestions; the elderly lady and her son display their missing digits; a mother and child are airlifted to Georgetown.



sides, now she had something in common with her son, as you can see in the accompanying photo.

We have been relating the progress of ministry with the people in the village of Blackwater. Just recently we placed a Bible worker there. Sabrina is a local girl who is a graduate of Bethany Medical Missionary College, where they train young people for just this kind of work. There are 12 to 15 adults and about twice that many children meeting weekly. She is ministering to the physical and spiritual needs on a daily basis in the community.

The airplane required some structural repairs to the tail skid area. There was some cumulative damage from bumps to the rear bulkhead structure, and the time had come to restore it to better than new. Keith Swartz from Vernon, BC, along with his two children (Anthony and Cassia) came down specifically to do these repairs. We set up a mo-



bile shop at the Mabaruma airstrip using our vehicle and flat deck trailer loaded up with the generator, compressor, and the required tools and parts. The airplane was pushed up close to the only available tree for some shade; it also provided an attach point for a large tarp to protect us from the rain. Keith was well prepared, and he was able to complete the entire repair in a few days, including epoxy primer and paint. He also included one of his new nylon tail skids to provide further protection from this type of damage in the future. A few other items were taken care of as well, including new inertia reel harnesses for the front seats and some re-rigging of the controls to help the airplane fly straight and true. While we managed well under our improvised shelter, it certainly reinforced the need for a hangar at the Mabaruma airstrip, something we are working hard to arrange in the coming months.

Some of our other activities include a trip to the village of Tobago (not the island) with




Doctor Sam and Rebecca (from England, working with the Ministry of Health and Education for several months), along with a local couple who are known for their expertise in cooking and gardening. Tobago is remarkably close and yet equally remarkably isolated. There have been several infant deaths there over the last several months, and generally they seem to be linked to poor nutrition and hygiene. We took with us 200 lbs. of black beans and two very large bags of TVP (textured vegetable protein). These items are available at a very reasonable cost; however, they are not a part of their typical diet. Dr. Sam and Rebecca did a talk on health and nutrition. Karen demonstrated oral hygiene and distributed toothbrushes and tooth-

paste, and David gave them some gardening ideas. Dr. Sam then did a couple of hours of clinic while Shaira dem-

Clockwise from top: Dr. Sam and Rebecca making a health presentation; The Swartz and Wickwire families in the Zodiac eating lunch under some jungle shade; ("Tentmaking in Mabaruma, is this what the apostle Paul meant?") A makeshift canopy shades the Pathfinder plane as repairs are made; the Swartz family; the tail skid installed.



onstrated the preparation of a couple of meal options using the beans and TVP combined with some of the items that they already have locally. Sam and Rebecca have had a real burden for the people of this community. They urged the local authorities to commit to opening a primary school there, among other things.

God has so obviously prepared the way for us to join Him where He is working. We feel so blessed to assist others who are also part of His master plan. 



GUYANA PROJECT	
	Jud, Karen, Jacob, and Zachary Wickwire
<b>Wickwire Monthly Goal \$4,900 Canadian</b>	
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.	



# AVIATION FUEL. . . TRANSLATED. . .

by Bill LaBore

**T**HUS FAR, THE YEAR 2008 HAS BEEN EXTREMELY busy for our Wings for Humanity team. During the first six months of the year, our mission plane flew over 360 missions. We've transported 279 medical-related cases and delivered 2,500 pounds of medicines and medical supplies directly affecting hundreds of lives physically and spiritually.

However, with the costs of fuel and maintenance rising, we are currently on "emergency only" status with the Ministry of Health due to lack of funding for fuel. This means that we only fly if someone will die without getting to the hospital in Georgetown. This is a heartbreaker for all of us, as this stifles expansion of our project at a critical time.

Remember the old saying "strike while the iron is hot"? Well, the gospel iron is HOT in Guyana right now! Adventist World Aviation receives no supplemental funding from the denomination. Funds for our Guyana project are raised by us, primarily in the United States and Canada. In addition, Wings for Humanity has established financial relationships with the Ministry of Health in Guyana and the Region 1 Administration Office. Unfortunately though, the funding we receive from these organizations covers only fuel costs for specific types of flights. It does not cover gospel ministry flights for

the Guyana Conference nor flights needed for project management, staff emergencies, transportation of evangelistic materials, transporting volunteers to their various assignments and other flights outside of the scope of the MOH and Regional Administration. You might ask yourself, what does a tank of aviation fuel mean in the mission field? Jud Wickwire recently shared with me the following day's log of activities that sums up an average day for us here in Guyana:

MARCH 16<sup>TH</sup> FLIGHT LOG N81708

## **Mabaruma to Port Kaituma**

Ministerial flight: transported an elder ministering in the remote Blackwater SDA Church to Port Kaituma to visit his family

## **Port Kaituma to Georgetown**

Medical evacuation of three patients, one in active labor, one in early labor and a third unknown (ailment not recorded)

## **Georgetown to Mabaruma**

Returned a recovering patient from the hospital in Georgetown to his



AWA's, Guyana Project Cessna loaded with food for the village of Baramita.

family in Mabaruma; plane also carried cargo

## **Mabaruma to Baramita**

Food for the poor delivery. Baramita is a very isolated village and has difficulty receiving food supplies on a regular basis. A patient was also returned to Baramita, and Karen Wickwire was flown in for a survey of the dental needs in Baramita

## **Baramita to Mabaruma**

Karen Wickwire returned home

One tank of fuel-\$400; lives saved and families positively blessed-priceless.

Other costs involved in the operation of an aircraft include the following:

- Oil (12 quarts every 50 hours)

- Replacement parts

- Parking fees

- Aircraft insurance

- Transportation costs for inspectors with an American IA

- License to Guyana (once per year for the annual inspection of the aircraft)

The total expenses



Laura fuels the Pathfinder airplane.



# LIVES SAVED!

are actually cheaper here than equivalent flying in the States because we don't have to pay for hangar space and labor costs (we do it ourselves), but the above still cost thousands of dollars per year.

We are actively seeking ministry partners who would be willing to set aside a monthly, tax-deductible gift, of any size, to underwrite ongoing aircraft operational costs in Guyana. This is a great project for groups such as Sabbath School classes, entire churches, Bible study groups and others. The idea here, of course, would be to choose a level of support. One Med-evac flight to Georgetown costs about US \$200. That frequently transports anywhere from one to four patients. Therefore a monthly gift of only US \$25 per month will underwrite 1.5 med-evac flights per year saving anywhere from one to six lives per year. Where else can you get that kind of bang for the buck? **(PLEASE NOTE: if you are already supporting our family or the Wickwires, it would be counterproductive to redirect your gifts to flight operations for obvious reasons. Donations for operations must be above and beyond current participation.)**


Payment is simple. If you would like to donate online with a credit card, simply visit the **Invest/Donate** page on the AWA website. Select "Guyana Missionary Airplane" from



Mother and baby ready for take off!

the drop-down menu and follow the online instructions. Personal checks, cashier's checks and money orders are also gladly accepted.


You will receive reports of our experiences from the mission field (via our blog at [www.wfhguyana.org](http://www.wfhguyana.org)!), and, if you decide to participate, you can praise God for the fact that your dollars *directly* helped make it all happen. Friends, this is money well invested. It directly relates to souls being in the kingdom of heaven. Won't you prayerfully con-

sider helping us keep our plane flying on God's missions? 

Below: Laura, Jud and Salina Neuman conduct a 100-hour inspection; Below left: Patients wait to board the plane to Georgetown.



FLIGHT LOG

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				
		\$1,629 Still Needed!		
10%	30%	50%	70%	90%
* \$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages.				



# On the Road Again

by Ed Brennan

THE BRENNAN FAMILY ADVENTURE CONTINUES this summer with a new phase of travel. I wrote last quarter's article while still in the Philippines on our survey trip. Since then we went to Palawan to work on some of the property issues, took a short trip over to Negros to visit with relatives, and then made our way back to Oklahoma. After a few days to catch up on some much-needed rest, it was time to get back to work.

We headed to Blackwell, Oklahoma, to complete the first phase of my pilot training. I completed my Private Pilot check ride on June 23. This happy occasion was followed by the sad closing of the operations in Blackwell on July 1. This not only affected us, but also the local instructor and students. We offer up our prayers for them to complete their programs. In the meantime, aircraft and equipment had to be moved. We found ourselves headed

north as we packed up and moved to Berrien Springs, Michigan.

As I study this quarter's Sabbath School lesson, my thoughts turn to Paul and his travels. Knowing I could never compare to the great missionary, I am gaining more and more respect for him as we go on our adventures. I look at his travels and work in the book of Acts and wonder about the thoughts that were not written down in his letters. Did he get nervous before each trip? Did he wonder where he would end up at the end of each journey? Did he wonder how he would be accepted at the new locations? Those of you who know me and have heard my sermons may be wondering where this is going.

We are all human and have these thoughts before we set off on our travels;

even when working for the Lord. What about our biblical heroes? Did they get nervous? We have all heard the term,

"doubting Thomas." Moses is very famous for refusing to talk to the pharaoh because he did not trust his own tongue. Remember Peter: he got out of the boat, actually walked on the water, but began to sink because of his own doubt. Jesus chastised the apostles because of their doubt and lack of faith on various occasions.

Andrews University's Chief Flight Instructor, Jim Doran, told us the following story before class: The disciples came back from their first missionary trip to the villages all fired up because of the success of their mission. They were excited that they had healed people and cast out demons in the name of Jesus. Jesus looked at them sadly and told them, "Be glad that your name is written in the book of life." They did not understand how Jesus could be disappointed with them when they had done so





well. What they had forgotten was that Jesus had already cast Satan from heaven.

For Jesus, the casting out of demons and healing, while important, was nothing compared to writing their names in the book of life! His life's mission was to "seek and save the lost." What we may see as exciting here on earth is only temporary. Names in the Book of Life - now that's eternal! That was what Jesus viewed as really important.

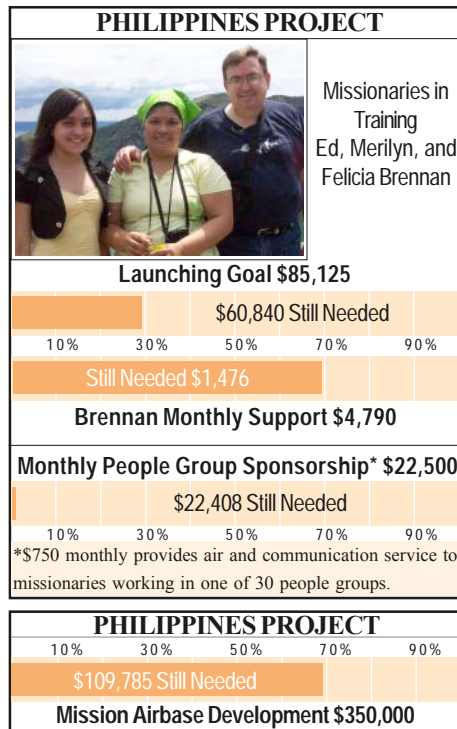
So what does this have to do with the Brennan family adventure? Perspective!


Just like the heroes of the Bible, we are human and have had our doubts, but how small they seem compared to the fact that our names are written in the Book of Life! We may be titilated by the miraculous, but the real miracle is that our names are in the Book of Life!

While the cares of this world can seem heavy at times, they are only temporary. I may not know where I am going to lay my head next month, where I am going to travel next, or even where I may give my next sermon. I do know this though: I put my trust in the Lord; I gave my heart to Jesus; I turned my life over to Him - my name is in the Book of Life!

I decided some time ago that I should put my trust in the Father who has chosen to take me as His child. As a child of the Father I may be chastised from time to time, and I deserve it; He does it out of love. I also know that He will bring change to my life and keep me on my toes. He will also make sure that we have a place to stay, food to eat, and a work that we can do for Him.

Will there be difficult times? You better believe it. Will I suffer trials and tribulations? The book of James advises that we count



them as blessings. Will I experience the greatest love ever? You can count on it! But I will also get to see great adventures, amazing miracles, and the love of Jesus in the eyes of his children. Come along on the adventure of a lifetime, and you will see God at work building His Kingdom. Rejoice and be glad because your name is written in the Book of Life! 

Opposite page: Ed Brennan (center) and Adventist Frontier Missions' Missionaries, Kent and Leonda George head down a trail to a village. This page: Ed Brennan surveys the property while Edgar pumps water up to the tank for the caretaker's house on the airbase property near the Tagbanua village of Sagpangan, Palawan.




FLIGHT LOG

## Possessed or Inspired?

Continued from page 3

authority than I. I must ask myself, "Is what I believe true?" Pilate asked, "What is truth?" when The Truth was standing right before him (John 18:38). If my word and action reflect a servant spirit, I am then capable of passing out the Word in its true form.

So how can I know this is the direction God wants us to go? I need to know God by studying His Word. Then I will be familiar with the way God works. I need to ask for and permit the Holy Spirit to work in me. I need to be sensitive to events occurring around me and consider providential involvement.


The bottom line is that I should be leaving the comforts like Jesus did, even if I am not changing my geographic location. I don't have to go somewhere else to be generous with the love I've learned from God. I don't even need to leave my home. After all, my own family is my first mission field. If I do go somewhere else, the people I'm with become my neighbors and family. If I share an accurate picture of Jesus, this will make people want to be in the same vicinity. I am a missionary for someone no matter where I am. 

## Mission Aviation Summer Camp, Oklahoma

Continued from page 12

Special thanks should be given to the Seminole Airport for providing classroom space and the hospitality of a big Oklahoma welcome to the AWA Mission Aviation Summer Camp program.

The Brigade Air curriculum gave each camper a good mix of ground school and actual in-flight observation of the Mission Aviation aircraft in operation. At the end of the week, each student came away with a new appreciation of what an aircraft can do. Each camper received a certificate at the final evening camp counsel program. A couple of the campers said they would like to come and do the program again next year. The interest exhibited by the other campers at Wewoka Woods indicates the Mission Aviation Summer Camp was a hit and should definitely be an annual event.

Who knows, maybe one of the campers will someday take his or her place at the controls of one of God's aircraft and take up the task of the Great Commission. 



# MEMORIALS

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# Mission Aviation Summer Camp, Oklahoma

by Dave Pearson, Director of Development

AS THE DIRECTOR OF DEVELOPMENT, PART of my task is to keep one eye on the future of our ministry. Discussion with other mission organizations has indicated that the greatest need is for people: people who are willing to go and do the work of completing the Great Commission. That has been the experience of AWA as well. We currently have a dozen requests for our services in other countries.

These discussions have led to the idea of focusing on a younger group and beginning to build a pool of youth who have the vision of what God's plan is for their lives.

Brigade Air, Inc. has helped AWA in the past at the Oshkosh Pathfinder Camporee.

Bob Holbrook, youth director of the Oklahoma Conference, shares this same dream. He spent years in South America as a missionary and saw first hand the importance of aviation support in getting the job done.

Last summer we began negotiations with both Bruce Wolff, of Brigade Air, and Bob Holbrook about holding a Mis-

sion Aviation Summer Camp. This led to the development of the first-ever AWA Mission Aviation Summer Camp at Camp Wewoka Woods.

The AWA Mission Aviation Summer Camp ran June 21-29, 2008. There was an air of excitement as campers registered at the



Wewoka Woods gymnasium. The weather for the week was an answer to prayer. The previous week had clouds, storms and heavy rains. Sunday the 21<sup>st</sup> dawned bright and clear, and the weather all week allowed flight time every day.

Sunday evening there was time for a quick trip over to the Seminole, Oklahoma, airport to get a look at the AWA 182 that would be the airborne classroom for the week. Ed Robinson, instructor from Brigade Air, and I gave the campers their first instruction with a complete preflight inspection and discussion of how and why each part was inspected.

*(Continued on page 11)*



Above: Ed Robinson, Brigade Air, teaches Mission Aviation campers how to plot a course on a sectional chart.  
 Below: One camper takes a turn at the control yoke.



# God Called the Mayor!

by Edgar, AWA-Philippines Airbase Caretaker  
and Clifton Brooks

ON MAY 30, 2008, AT 2:00 IN THE AFTERNOON, I went to take a quick nap. My wife Raylene told me that there was a fire 700 meters away from the east side of the house. I ignored it because people routinely burn the grass to make it easier to plant palm trees. Before burning, they cut around the grass to make a fire break.

But this fire came closer and closer to the house - 400 meters away. The wind was so strong, pushing it west toward the house. I got up a little bit scared - putting on my pants, my sweat shirt and boots. I told my wife to text Christine's cell phone to let them know and ask for 50 peso load on my phone so that we could call the fire station for help. I also asked my 11 year old son Von to fill the tank with water using the heavy hand pump. I started cutting the grass with my bolo to make a fire break.

With the wind so strong, in very little time, the fire was 200 meters away. I was exhausted from cutting the grass manually. I stuck my bolo knife in the ground and knelt to pray. "I cannot control the fire with my own strength. Please help us this moment, Lord. Amen."

Then I went to my son, who was pumping so hard, and saw his lips were pale, he was so tired. The fire was 100 meters away. My wife kept on throwing water near the fence. I took my cell phone; still 5 pesos left, so I texted Sir Clif, Ma'am Cindy and Chris-

tine to help us, but no one answered. The fire was coming - 50 meters away!

It was hopeless. Then suddenly the firefighters came and parked their truck between the house and the coming fire. I praise God that they came at the right time.

I asked who called them, and they said the mayor. But the mayor was in Puerto Princesa, 59 kilometers away. To this day, I don't know who called the mayor because Sir Clif, Ma'am Cindy and Christine did not call the mayor. Who called the mayor?

*God called the mayor.*

**Clif:** We did indeed receive a text from someone saying, "Fire on east side, need help." But neither Cyndi nor I recognized the number and didn't know who was texting us. We thought it was a prank and ignored it (some people will text anything to get you to respond so they can get your number).

But we had scarcely received that message when we received another text message saying, "Fire truck here now. Thanks." Again, we thought maybe it was just a prank and didn't respond.

In all fairness, there really wasn't anything we could have done to help. With the wind-whipped grass fire moving so fast


Aborlan's Mayor, the Honorable Celsa Adier (right) takes a call.



across the open fields, there was no time for us to even call the mayor and have her dispatch the fire truck and get it there in time anyway; the fire was already too close.

For the fire truck to come all the way out to the airstrip property from Aborlan town proper would have required at least a half-hour notice (more likely much more). But when asked, the firemen were adamant that the mayor had called them and told them to come to our property and take care of the fire. And that is exactly what they did. They didn't stop at any other properties along the road headed west, but came directly to the AWA caretaker's house and parked the truck on the edge of the grass, spraying down the grass next to the house. Edgar told me that the flames leaped so high that they were actually climbing higher than the fire truck. He thought that the fire would certainly go directly over the truck and consume the house.

This is the third time that God has spared the property from any serious damage due to the seemingly annual grass fire ritual.

Who called the firemen so far in advance that they came just before the fire reached the house? How was it that they came so directly to the AWA property without stopping anywhere else? For now only God knows, but someday I'd like to ask Him and find out. 

The fire burned right up to the fence as you can see below in this collage. See the Summer *Flight Log* online for color photos of the area!





# Learning to Walk

by Chris Borcharding

“AND ENOCH WALKED WITH GOD AFTER HE begat Methuselah three hundred years, and begat sons and daughters: and all the days of Enoch were three hundred sixty and five years: and Enoch walked with God: and he was not; for God took him” (Gen 5:22-24).

My thoughts are brought back again to the learning process and what is involved as we grow. Though we continue learning all our lives, I know that we don’t realize all that we learn. Do you remember learning how to wink? snap your fingers? whistle? count to ten?

I remember learning to tie shoe laces when I was three. I don’t, however, remember learning how to walk, stand, crawl, sit up, or roll over. But all of these things happened in due time, and just as our parents didn’t yell at us to learn to walk at two weeks old, I am so very grateful that our Heavenly Father is patient with us as we learn to walk with Him.

Solomon said it well when he told God, “I am but a little child: I know not how to go out or come in” (1 Kings 3:7). Our God is patient indeed and so very loving! I don’t know how to “go out or come in,” but my God does, and He wants to teach me. Over the last several months He’s been doing just that as Amy and I have been contemplating some major decisions.

There is no doubt that God has used our experience to bring us far closer to Him and nearer to launching.

As we have prayerfully considered God’s

leading, even as far back as tenth grade, and the needs that He has impressed upon our hearts, He has shown us beyond a doubt that we are to follow Him to South America. Specifically, early in 2009 Amy and I will join the Peru Projects team just outside of Pucallpa, Peru to assist the ongoing work of “promoting spiritual and physical well being among the Peruvian populations through air support, evangelism, education, health outreach and other charitable, educational and religious activities.”

We are truly grateful for all we’ve learned over the last few years of training with AWA in Oklahoma and in the Philippines. God provided the opportunity for flight training, EMT training, maintenance experience and more, primarily because He first loved us, but also because we love Him and are called according to His purpose. We value the support that we were enabled to receive during our time with AWA and, though we’ll be working under a different organization, we hope to continue to work together in this great cause under our Master until the day that we will stand together before His throne and hear His commendation, “well done good and faithful servant.”

We believe that Jesus is going to be returning “soon” and that there is much He’d like to accomplish through each of us.

We appreciate your ongoing prayer and wish you God’s richest blessings as each of you follow Him where ever He may lead.

We thank each of you for all of your prayers and support.

**Editors Note: Flight Log** readers may recall occasional updates and notices for Peru Projects, Inc. The last article entitled, “A Needle in a Haystack” was published on page 15 in the Fall 2007 issue of *Flight Log*.

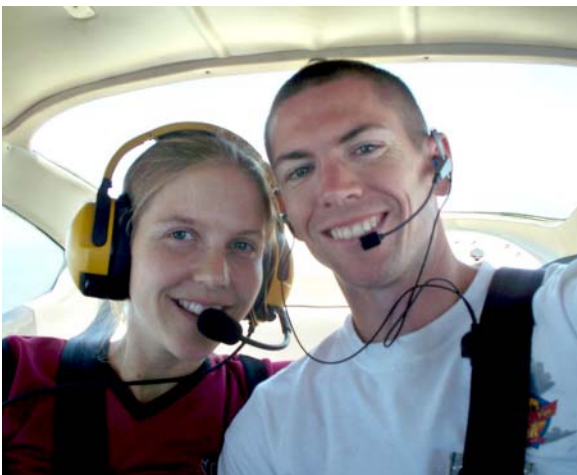


*The denominational aviation program was closed in 1989 when terrorist activity caused the South American Division to evacuate expatriates and sell the aircraft. As the political climate improved and security returned, the call came to newly-formed AWA in 1995 to restart the program at the airbase outside Pucallpa. From 1995 through 1997 AWA laid much of the groundwork for bringing the aviation program at Yarina Cocha back online. In 1997 AWA’s Board voted to hand the project off to a group from Lincoln, NE, specifically equipped to handle Peru, thus allowing AWA to focus on starting projects in Guyana, the Philippines and Alaska.*

*Even before the Borchardings joined AWA in Blackwell, OK there was dialogue regarding the possibility of preparing them for Peru. With a tremendous need to increase staffing in the Philippines however, we all agreed to pursue that pressing opportunity.*

*With the Brennan family answering God’s call to assume responsibilities in the Philippines, the Borchardings expressed their desire to continue preparing for service in Peru. We acknowledge God’s guiding hand and our hearts go with them.*

*For those who have supported the Philippines project via the Borcharding family, thank you! Chris and Amy made a tremendous contribution to the work in the Philippines during their survey trip. We encourage you to continue supporting the project in the form of the Brennan family. From the start, the Brennans have demonstrated gifts that uniquely equip them for service in the Philippines - but they need your support to get there. Contact AWA to schedule a time for Ed Brennan to share his testimony. We’ve been blessed and believe you’ll be also.*





# PIONEERS

## Blackout!

by Kevin Wiley adapted from manuscripts of the late Bill Baxter

**M**ISSION AVIATION PIONEER BILL BAXTER WAS ONCE ASKED TO FLY A donated Navion, N4517K, from southern California to Montemorelos, Mexico. This Navion was outfitted with all the best and latest equipment a pilot could ask for—retractable landing gear, controllable pitch propeller, even a Lear L-2 autopilot, something that not even all airliners of that era could boast.

Since Bill wasn't experienced in flying this particular airplane, Dr. McCaffrey, who was donating it to the Inter-American Division, spent a day teaching Bill everything he needed to know about the airplane. After visiting with some dear family friends for a day, Bill was ready to fly. During his visit, Bill had been asked to take on a passenger, Elder Frank Chaney, who needed to get to Yecora in the state of Sonora, Mexico. Bill gladly obliged.

After checking the weather report and finding that El Cajon would be "socked in" the next morning, Bill decided that he'd better fly over the Laguna Mountains that night. It was, after all, a clear, moonlit night. After a final check and recheck of everything, Dr. McCaffrey bid goodbye to his "sweetheart," the Navion, and sent Bill and Elder Chaney off.

Old time pilots will remember the Air Defense Identification Zones (ADIZ) on both of America's borders and the coastlines back in World War II days. Flight rules for these zones required a positive identification of every aircraft flying within that zone with a routine position report that could be verified by radar. Since Bill's flight would take him through the zone, he filed this information by radio with San Diego once he was in the air and proceeded to climb. It was a beautiful night for flying, and everything was operating normally, so there was no reason for any concern.

Then, just as they reached cruising altitude and Bill was preparing to give his first position report, everything went black! Oh, the moon was still shining and the fluorescent instruments on the panel were all readable. But everything electrical was out—radio systems, autopilot, navigation lights—a complete blackout! This situation

### Sandpoint, Idaho

Quest Aircraft Company continues to make history. This summer Quest delivered the first factory-built jump plane certified under new FAA standards. The airplane was delivered to the British Army Parachute team stationed in Germany. This mile marker opens the doors to foreign markets as well as the U.S. jump markets.

***Don't let the biggest opportunity in the history of SDA mission aviation pass by! \$1.2 million in matching funds are on deposit at Quest Aircraft Company earmarked for AWA – if AWA can find donors to match them. Please contact AWA if you would like to consider a significant gift toward the Kodiak Capital Campaign. A \$1.2 million gift (or 1.2 million \$1 gifts) will not only trigger the matching funds, but also secure three aircraft production numbers for God's work through AWA. If you act soon, we may qualify for a \$75,000 bonus gift!***


### Philippines

During the first six months of 2008 AWA-Philippines personnel and Cessna 182 facilitated nearly 1000 medical/dental treatments, transported about a hundred Bible workers, pastors, lay evangelists, missionaries, and medical/health-related volunteers, airlifted Bibles and study guides for church-planting and evangelism campaigns, and witnessed over 80 souls baptized into God's kingdom.

### Peru

In answer to an article run in this column last fall, Orville and Odil Donesky joined the Peru Projects, Inc. at the airbase on the banks of Yarina Cocha near Pucallpa. Lord willing, they will be joined by Chris and Amy Borcharding next year.

### Guyana

In the past 12 months the Cessna 182 Pathfinder Airplane and Wings for Humanity crew transported 762 passengers, burned 5,400 gallons of avgas at a cost of \$40,000, delivered 4,500 lbs of medications and supplies for the Ministry of Health, and airlifted 13,000 lbs of food and clothing for the hungry and naked. And that is only part of the story. The impact in Region 1 is substantial. Thanks to The Quiet Hour and other friends of AWA, over 200 Bibles were distributed. Requests for Bible studies and baptism are exceeding the team's ability to keep up with the hunger for God's Word. 


The Navion N4517K 1952-53



was frightening because they were flying in the sensitive ADIZ. Enemy aircraft up to some mischief might proceed in a similar fashion—lights out and no position reports. Because he couldn't radio to explain their predicament, Bill feared that pursuit aircraft would soon be threatening to shoot them down!

What could be done? Of course Bill was praying, but he said to Elder Chaney, "You pray while I attempt to find a re-set button somewhere. Ask God to lead my fingers to it."

Bill's fingers spent some time feeling around behind the instrument panel. Finally the lights came back on!

Soon the radio had warmed back up sufficiently for Bill to reestablish communication with ground control and report his position in the ADIZ. But not before Bill had breathed a communiqué with his Heavenly control tower: "Thank You, Lord!" 





## Did You Miss It?

### Berrien Springs, Michigan

On July 17, 2008, history and the future converged when AWA and Andrews University Aeronautics Department hosted Jeff Turcotte, two Moody Aviation graduates and the Spokane Turbine Center's Kodiak Serial Number 1. Approximately one hundred mission aviation supporters came out during work hours to see the future of missionary aviation.

Twenty-four passengers went flying in the aircraft. Many were not only amazed at its demonstrated short-field and climb performance, but at how quiet it is compared to the smaller airplanes currently in use.

Several AU students and staff took advantage of the flight experience. Ed Brennan, AWA Philippines Project Manager, became the first AWA Pilot to log dual instruction in the Kodiak.

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000	
NCCF Matching Grant	AWA Donors
	↓ + \$375,000 Due on Delivery
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50%	67%
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