

FLIGHT LOG →

FALL 2008

NEWSLETTER

Vol. 14 No. 4

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

GOD'S ADVENTURES!



Spokane Turbine Centers' Kodiak Serial No. 1 participates in AWA's Mission Aviation Emphasis Weekend in Chehalis, Washington. Participants viewed and rode in the plane that will change Mission Aviation!

by Greg and Chrystal VanFossen

THE LAST MONTH HAS BEEN VERY ACTIVE FOR us. There was the usual business of the family doing school and extra curricular activities. In addition, Greg went to Guyana for two weeks, and the family went to Chehalis, WA, to make a project presentation. This has been a learning experience both in what the future is likely to bring and the great degree of generosity of those around us.

Greg enjoyed the trip to Guyana, where he met other missionaries, church and government officials and viewed the country. The

people are very friendly, and the country is beautiful and hot. He landed in Georgetown the night of September 3, experienced a 45-minute taxi ride on the "wrong" side of the road and got to sleep in a hammock out on the porch. Travel by car is a bit of an experience. Suffice it to say they use their horns a lot. He stayed a couple of days with the LaBores and Wickwires in the house they rent in Georgetown. The AWA plane was grounded for repairs, so Greg and Bill LaBore had to fly to Mabaruma via Trans Guayana

Airways. The new cylinders for the AWA plane were in customs. Efforts are being made to get a duty-free concession through the Ministry of Health. Government officials have been actively assisting with the procedures, as they rely on the services AWA provides.

While in Mabaruma, Bill showed Greg around and introduced him to the Regional Health Officer, the hospital staff, the SDA pastor for the region, church members and neighbors. They spent a week meeting and

(Continued on page 3)





Don Starlin,
President

Training IV



Over the past three quarters we've examined the value of training and cited examples of the dividends returned to AWA; cast a vision for a project launching and support facility; reviewed the implications of a monumental decision facing AWA's Board of Directors regarding the location of such a strategically important center.

In the past three months I spent significant time pouring over hundreds of pages written by leaders in Christian missions. The research yielded some very interesting food for thought as we contemplate the fulfillment of Christ's prophecy of Matthew 24:14.

One glaring reality encountered again and again in the literature is that this gospel of the kingdom **will not** be preached as a witness to all nations solely via mass media or improved surface access. The Internet, Christian broadcasting stations, and surface transportation infrastructures, as important as they are, **will not** complete the task.

Did you know that:

- ➔ Less than 10% of the roads in existence in Africa in 1960 are useable today?
- ➔ The World Business Council for Sustainable Development projects that more than a billion people will not have access to an all-weather road by 2030?
- ➔ An extensive survey cited by Global Mapping International of Christian missionaries (expatriate and national) working among remote peoples found physical access to be the number-one

challenge among six key issues?

- ➔ Eighty seven percent of 364 sectors studied by Mission Aviation Fellowship had moderate to significant road-access barriers?
- ➔ Eighty nine percent had moderate to significant communications barriers?
- ➔ *More than half of the sectors projected that services from missionary aviation would be somewhat to significantly helpful in enabling access to the gospel and to kingdom-advancing resources?*


Missionary aviation **must** play a significant role in reaching the remaining 2.6 billion people who have never heard the name of Jesus.

An assessment of calls to AWA for air support of frontier mission projects indicates that a minimum of 30 missionary aviators and 21 airplanes are needed in addition to those already at work. These numbers do not factor in other support staff, attrition, the possibility of training for other mission organizations, or increased demand when the word gets out that AWA delivers where no one else can.

We've been praying the Lord of the Harvest for more laborers. If God brought them to us as raw candidates, we simply do not have the capacity to handle them. Three years ago, AWA's Board of Directors embarked on a Kodiak fleet renewal/upgrade program to increase AWA's future capacity, efficiency

and viability. Last year that initiative was formalized into a \$6 million capital campaign that encompasses four Kodiak aircraft and the infrastructure needed to support them – including a home-base launching and support facility.

The decision has been made – Berrien Springs, Michigan best facilitates the formation of strategic partnerships and maximizes utilization of existing training facilities and systems at Andrews University and Adventist Frontier Missions.

If the signs around us are moving you to make a significant investment in Christian missions, right now there is no better place than AWA's Kodiak Capital Campaign. The first multiplication of your gift will occur when the Northwest Christian Community Foundation matches your donation up to \$1.125 million! The second takes place as the mission aviation team renders air support to as many as 40 ground teams working among otherwise unreachable people groups! The third multiplication comes as synergistic alliances among ministries in Berrien Springs proclaim the gospel of the kingdom to every nation! There is no better return on your investment. 

AWA FLIGHT LOG ➔

Vol. 14 No. 4
FALL 2008

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

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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.

Right: Chrystal and Greg VanFossen beside the Cessna 206 slated for service in Guyana.

Below: Children sit in the cockpit of the Guyana Project Mission plane in Chehalis, Washington.



God's Adventures!

Continued from cover page


greeting as well as shooting video for an introductory segment to be used in presentations. Toward the end of the week they took a boat trip up the Kaituma River to Port Kaituma and visited the hospital. Medix Edghilo is the health care provider for the town and surrounding villages. She gave a tour of the hospital, which provides basic services.

Greg returned to Georgetown on September 11. Bill remained in Mabaruma to get some needed work done. The other AWA missionaries gave him more tours of

Georgetown and introduced him to SDA conference workers, Ministry of Health officials, taxi drivers (integral to one's survival in Georgetown), shopping, post office and Davis Hospital staff. Greg returned home on September 16 and was quite ready to be with his family again. Two weeks is a long time for the children not to see Papa.


Eight days later the whole family headed out of town for a project presentation at the Chehalis SDA Church in Washington. It was good to see friends we hadn't seen for six-seven years. The weekend went well, and God blessed us with supreme weather. Paul Karmy brought up the recently-acquired Cessna 206. A number of rides were given in that. Greg was able to "drive" it around the

neighborhood once. The Kodiak was brought over by the Spokane Turbine Center, and a number of rides were given in that as well. Dave Voetmann from Quest Air Craft did a joint presentation with Don Starlin on Sabbath afternoon on the importance of the Kodiak and mission aviation. It was very kind of Dave to take time out of his busy schedule to spend time with us.

In a nutshell, that is what the VanFossen's have been up to for the last month. We'd love to hear from you. You can contact us through www.flyawa.org and click on our family under the Guyana project. While you're there, take a look around the web site; a lot of wonderful things there show how God is leading in many ways and places. Come along with us on this amazing adventure with God. Until next time, may God abundantly bless you and give you peace. 



FLIGHT LOG

GUYANA PROJECT	
 <p>Missionaries-in-Training Greg, Chrystal, Brandon, and Serena VanFossen</p>	
<p>VanFossen Launching Goal \$101,645</p> <div> <div style="width: 30%;"></div> </div> <p>\$98,395 Still Needed</p>	
10%	30%
<div> <div style="width: 5%;"></div> </div> <p>\$4,016 Still Needed</p>	
<p>VanFossen Monthly Support \$4,829</p>	

Bibi

by Bill and Laura LaBore

SEVERAL MONTHS AGO, JUD AND LAURA FLEW two missions involving the same patient, a woman named Bibi. She had a large lump on the side of her neck that needed to be closely examined by a doctor. Actually, she had always had it, but after becoming pregnant, it grew to be the size of a grapefruit, more or less. Her mother has one on the same side of her neck that manifested itself after SHE became pregnant several years ago.

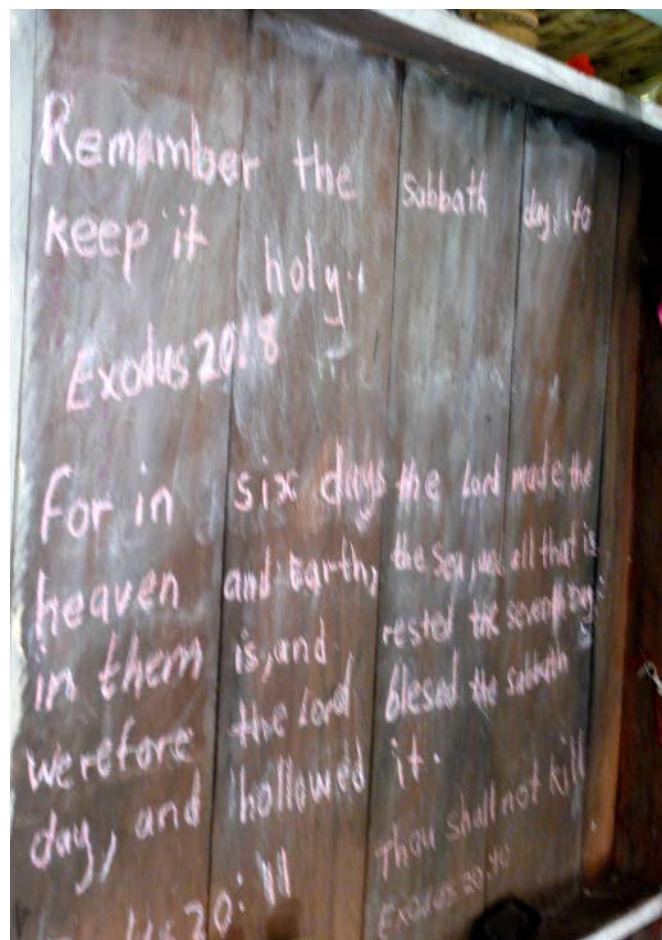
While in Georgetown, Bibi had it removed, but it quickly grew back. To make matters worse, this time it has grown to be about the size of a basketball. The mass is protruding from her neck. She is now skin and bones, but her eyes still shine brightly. She loves Jesus. Unfortunately, there is nothing the doctors can do.

At this writing our team is stranded in Georgetown. One of the cylinders on our aircraft was diagnosed with low compression and needs to be replaced. A month ago, Bill needed to return to the States

on a personal matter. We decided that it would be great if we could save shipping costs and have Bill bring the cylinders back in his suitcase. Seemed logical.

Upon arrival in Georgetown, we were unsuccessful convincing customs to waive duty and VAT charges, so we moved forward applying for a duty-free concession through our relationship with the Ministry of Health.

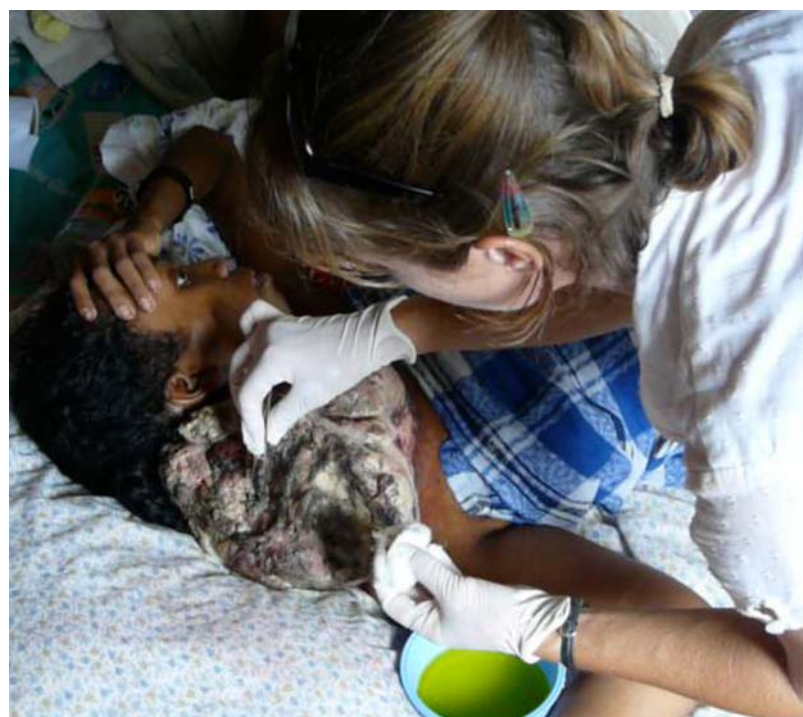
While stuck in Georgetown, Laura decided to see Bibi at the public hospital. The public hospitals have huge rooms, sectioned off by walls about 3 feet high, each section containing about 15 beds. No dividing curtains, TV's, fans or even pitchers of water. Each patient brings sheets, utensils, toothbrushes, nightgown, etc. The nurses pass out tea every morning. As Bibi didn't have a mug, they emptied out a



Tupperware container of fruit and served the tea in it instead.

Laura spent some time at the hospital, and, after this experience, the whole team has resolved to keep "travel packs" in the plane when we fly. The travel pack will contain a toothbrush, soap, towel and comb. If you'd like to donate items for this cause, please feel free to ship them. You can email us for shipping information. We will give a pack to patients if we fly them in and they lack some of the basic necessities. Many times, patients carry only a little plastic shopping bag with a couple of items. The travel packs will make their trip to Georgetown a little easier.


Bibi was in a lot of pain, and her dressings weren't getting changed. Davis Memorial Hospital is an Adventist hospital here in Georgetown. The services are inexpensive, but still unaffordable to some. Laura felt impressed to call Davis Memorial, as she was aware of a fund they have in place that they call the DIMES (Davis Memorial Emergency Service) program. DIMES helps out people like Bibi, and Laura felt it was worth a try. Lo and behold, they accepted Bibi! Dr. John Wilson put her on a pain medication regimen that drastically lowered her pain and increased her comfort level. It



Above: The Fourth Commandment written on a blackboard at the head of Bibi's bed.
Below: Laura Treating Bibi's wound-advanced stage.



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				
		\$1,288 Still Needed!		
10%	30%	50%	70%	90%
*\$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages.				

precious people like Bibi, puts it all in perspective. Please pray for Bibi and her family. May the Lord bless you as you serve Him. 

Editors Note: In an email dated Monday, October 13, 2008 Laura wrote, "Bibi died last week. I felt SO helpless when the call came from Bibi's mother around midnight. We were stuck in Georgetown."

was a blessing to have her in the care of a wonderful, caring staff!

Bibi was later discharged from Davis and flown back to Mabaruma, where she then had to endure a 45-minute ride in the back of a pick-up truck to her home in the village of Wauna.

Recently, on a Sabbath, we were able to visit her at her home. Laura was able to help the family sort out the pain medications and change her dressing. The tumor is growing at an incredible rate. Unfortunately, it's only a matter of time before it will start choking her. We realize this is a sad story. Her baby is only seven months old. Thankfully, she's surrounded

by family as she lies on a mat on a wooden floor. However, we must never forget, there IS a happy ending, at least in this case. Her eyes shine brightly because she knows God loves her and she loves Him. She knows she will have the opportunity to see Jesus when He comes again.

This world isn't a fair place. Sometimes, when our team is having a bad day, or thinking, "It's not fair," or we want to complain, remembering



Top left: Bibi (on the right) in a Georgetown ambulance. The tumor is slightly visible on her right. Above: In the Georgetown Hospital, the different wards are separated by short walls. The open architecture allows for air circulation in a tropical environment. Left: Georgetown Hospital women's ward. Bibi, lying down, is on the right, second bed from the front.

Faith Training

Ed Brennan preparing to taxi.



by Edwin Brennan



THE SUN WAS JUST RISING IN THE MICHIGAN sky as the hangar door protested loudly. It was time to start the ground preflight of the aircraft. Today we would be flying the Grumman Tiger, N81124. The Tiger was donated by a kind doctor in Ohio who saw a need and decided to help AWA. Some of you are familiar with this airplane, but for those who are not, it is a great airplane. It has a rare combination of speed, agility and economy. It also has all the radios and navigation equipment for the mission today—instrument training.

Needing to complete my instrument rating before I can move on to commercial training, I have turned to a couple of instructors at Andrews, D.J. Knott and Herman Gonzalez. Both are very talented, knowledgeable and patient as they teach me the intricacies of instrument flying. Today's session is with Herman, who is ready to go as soon as the aircraft is pulled out of the hangar. Today the plan is to work on the Non-direction Beacon (NDB) approach into Benton Harbor airport, NDB holds, and the Variable Omni Radial (VOR) approach into Andrews' Airpark. All of these are required before one can pass the test with an examiner.

After engine start we proceed to the end of the runway to do our run-up checks on the engine and prepare the radios and navigation equipment for our flight today. Everything looks normal, so we make our call for take-off, "Andrews traffic, Tiger N81124 is departing runway 13, Andrews," and we are on our way. It is early so the winds are calm and the take-off smooth. After we reach pattern altitude, we climb to the north to 3000 feet. We settle into a nice cruise at about 120 knots and make our way to the NDB at Benton Harbor.

The NDB is the most basic of navigation equipment and can either be the easiest or the hardest to use. Basically, the equipment points to a radio station with a needle. It will not show left or right deviation nor will it give an accurate magnetic heading to fly. It only points to the station. That is the easy part. The hard part comes when flying a particular magnetic heading to or from the station, which is what we will do today. There is a formula to use: magnetic heading plus radio bearing equals magnetic course. There is another factor not in the formula: wind correction. When the wind is blowing at an angle different from the course, this throws

all the numbers off and the pilot has to make corrections for the wind on a trial and error basis as quickly as possible. The good news is that we get to practice all of this today; the bad news is I have to figure it all out quickly enough to make it work.

We make our heading straight for the NDB as we make our radio calls into the airport for our approach. The instructor tells me that we must turn on our outbound heading away from the station and make the procedure turn to intercept the inbound course. I make the turn to our outbound course. I make the parallel entry into the hold over the NDB, which was my first mistake. I was supposed to make the procedure turn and then intercept the inbound course, not enter the hold. So it is back to the NDB, and then turn outbound for the procedure turn.

We work it again, and now I make the procedure turn and am inbound back towards the intercept. The instructor asks a question, "What indication are you looking for on the NDB for your intercept for the inbound course?" Amazingly I know the answer to this one; God is with me after all. I make another call, "Benton Harbor traffic,

Tiger 81124 is inbound on the NDB approach for runway 27, Benton Harbor.”

We had listened to our automatic weather observation system (AWOS) earlier as we were inbound at the same time we identified our navigation stations. The wind is coming at us at 120 degrees and our inbound course is 274 degrees. On a day without wind, the approach would be pretty easy: keep the needle on our nose until we pass it and then keep it on our tail until we make the runway. But today we have to make adjustments for the wind to keep us on course. I keep over-correcting for the wind on the way in. Our final approach fix is the NDB station, so as we pass overhead, I start to make the wind corrections as the needle points behind. I fly as if it were a VOR and make the wrong corrections. I end up well left of the runway and have to make a missed approach.


The missed approach procedure has us fly back to the same NDB, so this time the instructor asks me to perform the hold over the NDB. I am still struggling with the winds to make a proper hold. A hold is essentially a race track pattern over a given position using the navigation instruments.


Herman asks me to try the approach again after the hold. We are already over the NDB, so all I have to do is execute the approach off the NDB and follow it in to the runway. Herman is coaching me again, yet I am still making the wrong corrections for the wind.

By accident we end up on the runway heading, so we make a circle to land approach. For those pilots out there, you may remember I said we had a wind from 120 degrees and flew an approach course of 274 degrees. This means I have to enter a down wind to the 090 runway. I give the normal traffic advisories for the pattern.

We discuss the problems that we had today on the way back to Andrews Airpark. Although I know I need more practice, we are running out of time, and Herman has another student scheduled. Since it is always good practice, we decide to make the VOR approach into Andrews. He decides to give me a partial panel approach to the airport. This is tricky, since the attitude indicator and the heading indicator are covered. I must time my turns and rely on the VOR indicator to guide me on everything. The procedure is a little long, but everything starts coming together. I am able to keep the needles aligned and make my approach to the airpark. We come out centered over the Airpark. God decided I needed a victory today to keep me going. The day ends well with a good landing, and we taxi up to the hangar just in time for Herman to jump out and meet his next student.

As you can see, a lot of details go into instrument flying. The good part of all of this is it teaches me to have confidence in the instruments and makes me a much more

PHILIPPINES PROJECT								
			Missionaries in Training Ed, Marilyn, and Felicia Brennan					
Launching Goal \$85,125								
<table border="1"> <tr> <td colspan="2">\$57,650 Still Needed</td> </tr> <tr> <td>10%</td> <td>30%</td> </tr> </table>					\$57,650 Still Needed		10%	30%
\$57,650 Still Needed								
10%	30%							
Still Needed \$1,261								
Brennan Monthly Support \$4,790								
Monthly People Group Sponsorship* \$22,500								
<table border="1"> <tr> <td colspan="2">\$22,370 Still Needed</td> </tr> <tr> <td>10%</td> <td>30%</td> </tr> </table>					\$22,370 Still Needed		10%	30%
\$22,370 Still Needed								
10%	30%							
*\$750 monthly provides air and communication service to missionaries working in one of 30 people groups.								
PHILIPPINES PROJECT								
<table border="1"> <tr> <td colspan="2">\$107,851 Still Needed</td> </tr> <tr> <td>10%</td> <td>30%</td> </tr> </table>					\$107,851 Still Needed		10%	30%
\$107,851 Still Needed								
10%	30%							
Mission Airbase Development \$350,000								

disciplined pilot. I have also learned to pray a lot more as God prepares me to be a better pilot. Prayer is important as we learn to carry out the task that God has assigned us. I continue to ask for your prayers for my family and me as we prepare to do the work God has for us. I also ask you to pray for the instructors and staff at Andrews as they prepare pilots for the mission field. 



Ed prepares to fuel AWA's 50 year-old Cessna 182, N2019G.



Above: Jacob with a monkey; left: an 8 inch frog on the wall inside the house.

by Jud Wickwire

ADVENTURE (VERB):

1. an undertaking usually involving danger and unknown risks
2. an exciting or remarkable experience

There is no question that our first year in Guyana has met all of the definitions of the word adventure. By God's grace we have come through relatively unscathed from the element of danger. As for exciting and remarkable, we could write a book and perhaps almost have if we look back at the stories posted on the website

So what are some of the highlights and challenges? Waking up with a rat sitting on

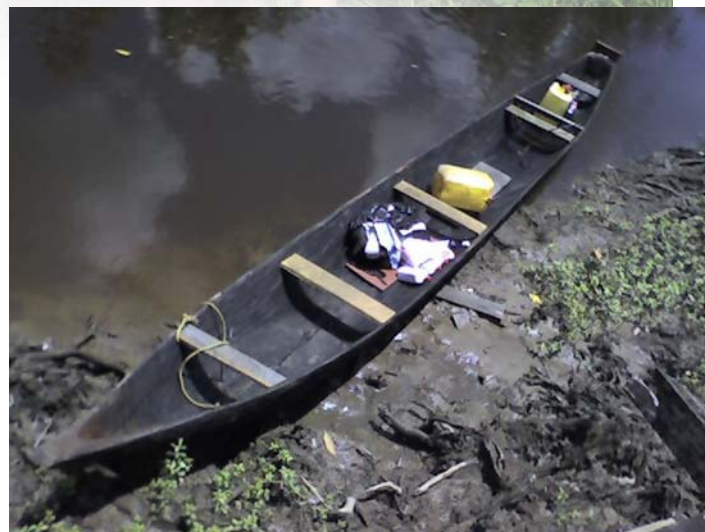
the headboard six inches from my head; chasing a snake down the stairs and out of the house with a broom; discovering that by closing our eyes and using our imaginations, a lot of local foods can taste a lot like something familiar at home. For example: breadfruit fries = French fried potatoes; cooked ripe plantain = apples in oatmeal; soursop = sorbet; whipped coconut milk = whipped cream; dried five finger (starfruit) = raisins and so on.

Making close friends among the local people is challenging. This has been particularly difficult for Jacob and Zack as they interact with the local boys. Most of our life experiences and world views are simply unknown to all but a handful of the people we are getting to know. The people are wonderful though; nearly everyone knows us and greets us cheerfully. We struggle to learn everyone's names or at least recognize who

they are. They assume we remember everyone. I will often get phone calls that start like this: "This is the mother of the girl that fly with you in the yellow plane, she ready to go outback." Often it can take quite some time to ascertain who they are talking about, where they are and where they need to go.

Our monthly boat trips 30 miles up the Barima to Blackwater have been very rewarding. We have watched the villagers become a more cohesive group as they grow in the understanding of the message of salvation. They now meet every Sabbath with the guidance of a resident Bible/health worker we placed there; she also studies with them individually. Just this week we took delivery of a brand new 24-foot dugout canoe that will be used to transport the Bible worker to homes as well as collect people for meetings at the church.

The impact of the airplane on people's lives has been immeasurable. I would love to be able to post a list of how many lives have been saved, but that is impossible to know. However, this is what we can state for certain: 207 patients were transported to advanced medical care, 63 of which were critical cases where loss of life or limb was prob-



able; 107 Guyana Ministry of Health personnel were taken for clinics, vaccinations or patient care; 131 patients who had completed treatments were returned to as close to their home villages as we could take them. Church workers, ministry and outreach personnel and Wings for Humanity staff accounted for 110 seats. In total for the last 12 months, we carried 763 passengers on over 450 flights logging just over 400 flight hours, all with one Cessna 182 and two pilots.

One recent case involved a 12 year-old boy named Godfrey Rammit from a village called Red Hill. He had a compound fracture of the radius and ulna, and it is common to see people here with permanent disabilities from fractures that don't get properly set. Godfrey was being sent to Georgetown alone. He had never been to the city before and was ill-equipped to deal with getting through the system of complete treatment. We were concerned that he could simply fall through the cracks. Laura asked for permission to send him to Davis Memorial Hospital under Davis Interior Medical Emergency Service (DIMES) program, which provides free treatment for patients from remote communities. The initial attempt to set the frac-

ture was unsuccessful so he had to have surgery to have pins and screws put in place and then a cast. He spent a few days at the hospital before we could take him back to Mabaruma, where he spent a few weeks hanging around the local hospital very patiently. We then flew him back to Georgetown where he spent another couple of weeks at the Amerindian Hostel until he was able to get the pins removed. We then took him back to Mabaruma where he was able to catch a boat back home. It was a long process, but in the end we sent a boy back home fully recovered and able to live a normal life with no disability.

One year in Guyana; we are looking forward to what this next year will bring as God reveals his plan for us and his work here.



Top: Zach with a parrot; just above: the handmade canoe given to the Bible worker for transportation.

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 Adventist Aviation Makes a Difference

by Roger Millist, CEO, Adventist Aviation Services, Goroka, Papua New Guinea (PNG)

“WHAT DOES A MISSION PILOT DO? WHAT is mission aviation all about?” These are questions that people ask from time to time. Let me try to answer by giving you a snapshot of some of the **over 1700 flights Adventist Aviation Services PNG have conducted so far this year while flying a total of over 800 hours.**

This year (2008) marks 100 years of mission outreach by the Seventh-day Adventist Church in Papua New Guinea. Each local mission has organized mission-wide camp meetings to celebrate this event in their respective provincial areas. Many of the attendees come from the most remote parts of the country accessible only by foot or aircraft. Without the mission aircraft most of these people would not have had the opportunity to attend and receive the blessings of spiritual renewal, fellowship and training to share the gospel. In addition, AAS has conducted many flights from these same areas throughout the year, transporting produce to markets in Goroka and other main centers so that church members would have the money needed to travel to these events as well as to pay their school fees and return tithes and offerings to support the work of the church in Papua New Guinea and worldwide.

In June, the Seventh-day Adventist Church opened a new mission headquarters office complex in Lae, and again AAS assisted church leaders from around the country to travel to Lae for the opening and the

administrative meetings which were held at the same time.

While conducting a flight to the remote village of Haia in Eastern Highlands Province, the pilot decided to divert via Karimui on his return home. On arrival he enquired if there was cargo or passengers to go to Goroka. There was—plenty. While the cargo was being loaded, a small group arrived with an urgent request. In a domestic dispute, a man had attacked his wife with an axe. The nurses from the local health center were away and no one could help; could we assist? The pilot instantly agreed and asked that she be brought to the airstrip for assessment. On arrival, she had blood gushing from her left foot. While an attempt was made to stop the bleeding and wrap the foot so she could be transported to the hospital, the pilot discovered that she was carrying the five toes from her left foot in a small string bag! Less than thirty minutes later, she was on the operating table in Goroka hospital. Again God arranged for AAS to arrive at precisely the right time to save another life. How did the patient pay for her trip? She didn't. Generous donors from Australia and New Zealand have contributed to a medical evacuation trust fund over the past two years so we can always respond to such needs without question or delay.

One afternoon another urgent call came from the Provincial Health Department, which had received a message via radio that a young mother had been in labor for over four

hours. The baby's arm had come out but the baby was in a transverse presentation and could not be delivered. Did we have an aircraft available to assist? Less than an hour from receiving the call, I was at the remote airstrip loading the lady into the aircraft, and 30 minutes later she was in an ambulance to the Goroka hospital. Another two lives saved. Medical emergencies and evacuations such as these are one of the reasons we require an additional aircraft, so we can respond to these needs and requests without delay, even when an aircraft is in the hangar for maintenance.

During the last week of August, we were busy transporting the church leaders from the Papua New Guinea Union Mission to visit all the local missions throughout the country to assist with the budget and staffing needs for next year. Early one morning, Pr. Davai told me that the wife of Pr. Jim Manelle, one of the theology lecturers at Sonoma, had died suddenly the previous night. This family had come originally from the Solomon Islands and were well known and respected throughout PNG and the Solomon Islands, where they had served for almost 40 years. We also learned that the morgue in Rabaul was not functioning, so there was no way of keeping the body in the hot, humid conditions. Was there any way Adventist Aviation could assist?

We liaised with the principal at Sonoma College and arranged for the body to be embalmed the next day (Friday) and for all





the necessary approvals to be granted by the Health and Quarantine Departments for the body to be transported internationally by air. While all this was taking place, I arranged all the necessary flight permits, customs, immigration, fuel requirements and flight planning.

On Sunday afternoon, I flew to Rabaul with representatives from the Union Mission. Following a memorial service on Sunday night at Sonoma, we flew the family members and church leaders from Rabaul to Honiara in the Solomon Islands on Monday morning. Due to our flexibility and the co-operation of the SI customs, we were able to land at Gizo in Western Solomons, near to the home village of Mrs. Joyce Manelle, to spend some time meeting with her immediate family members before proceeding on to Honiara (Capital of SI) for the funeral service and burial.

Despite their sadness, everyone—family members, relatives, church leaders and members in both PNG and the Solomon Islands—were grateful to Adventist Aviation for having a suitable aircraft and being able to transport this family “home” in their time of need.

During 2007, the Health Department from the South Pacific Division requested assistance to visit every clinic operated by the


Seventh-day Adventist Church throughout PNG in order to conduct an assessment of their facilities, staffing and needs. During these visits the director and associate director gathered information, photos and video footage of each clinic in preparation for launching an “Adopt - a - Clinic” plan in which churches, schools and individual church members would be encouraged to adopt a clinic and assist in providing basic resources for that clinic on an ongoing basis. This initiative has proved very successful, and in the past two months we have transported the materials to construct two clinic buildings in very isolated highlands villages. The church can now provide a much improved level of care and support for the villagers living in these remote and isolated areas.

The Western Highlands Mission has a large number of Global Mission projects and pioneers in its area. In addition to transporting the GM Pioneers to these unentered areas and visiting them on a regular basis, Adventist Aviation aircraft have flown roofing iron, cement and building materials to construct eleven churches in these new areas during 2008. It is always a thrill to be invited to meet the large numbers of church members rejoicing in their newfound knowledge of Jesus and His love for them.

Above: The villages of Karimui and Haia are south and slightly west of Goroka. The city of Lae is east on the Huon Gulf.

Trace the route AAS took to the Solomon Islands. Rabaul is located on the northern most tip of New Britain Island. From there, they flew to Gizo, southeast of Rabaul, and then on southeast to Honiara, on the island of Guadalcanal.

Medical evacuations, produce to market, church leaders to visit and encourage, evangelistic meetings, school and clinic supplies, new church buildings, teachers and nurses, opening new areas, supporting AFM missionaries: it's all in a day's work for Adventist mission pilots and aircraft. Our greatest need currently is for an additional turbine-powered aircraft to ensure we can meet all the needs and requests in an affordable, reliable manner.

May God continue to bless you as you pray for and support this ministry in one of the most dangerous and challenging areas of the world. 

IN LOVING MEMORY OF

J L DeWitt
Missy
Bea Hamel
Jim, Larry & Elzy Starlin
Bea Hamel
Julia Kay Blair
Clayton Bliss
Joe Breyer
Walter Brueggeman
Nancy Campbell
Jim & Larry Starlin
Dorothy Cress
Kelly Fitzpatrick
Eulalia Hafdel
Oseas Imperio, Sr
James A Jetton Sr
Bill Kuerzinger

DONOR

Lyndon & Martha DeWitt
Hildegard Kuerzinger
Harry & Joanna Schultz
Harry & Joanna Schultz
Harry & Joanna Schultz
Gary & Marilyn Blair
Simon Elloway
Lounette I Hinkle
Pamela A Little
Wilber & Florence Paulk
Charlene A Starlin
Charlene A Starlin
Newton & Beverly Townsend
Erling & Jeanette Snorrason
Ernie & Annabelle Lopez
Marge H Jetton
Hildegard Kuerzinger

Mike Logan
Severo Lopez, Jr
John & Lisa Lungu
Janice & Judy Morris
JoAnn Plummer
David R Toppenberg
Russel T Brown
Paul Schmidt
Emily Smith
T Linn & F Halversen Vesper
Ruth Sias

Reginold & Jeanette Eighme
Ernie & Annabelle Lopez
Helen Lungu
Richard & Jeanette Morris
Jon & JoAnn Plummer
David & Margit Toppenberg
David & Margit Toppenberg
Steve & Mary Lou Pride
Douglas & Melody Wheeler
Steve & Mary Lou Pride
Steve & Mary Lou Pride

IN HONOR

The LaBore Family
The LaBore Family
Past & Present Mission Pilots
Susan Smith
Marlin & Mary Ellen Walter

DONOR

Anthony & Margarita Bonilla
Daniel & Julie Mesa III
Anthony & Margarita Bonilla
Leo & Bobbie Jane VanDolson
Leo & Bobbie Jane VanDolson


AWA-PA Flight Training Program



by Eric Engen

FOR THE FIRST TIME IN OVER A YEAR, BLUE Mountain Academy students are once again able to take advantage of the school's relationship with Adventist World Aviation and work toward their pilots' licenses while attending BMA. On registration day—August 17, 2008, it was very exciting to see N9197U taxi back to the end of runway 26, where it disappeared from sight during the pre-flight run-up. Then a few moments later, it barreled down the runway, lifting off to the cheers of a handful of students, parents and AWA supporters.

Finding an instructor has been a much harder process than we ever imagined. Seven different times, we thought we had a CFI lined up to begin teaching. Twice, we had hired CFIs, only to be met with roadblocks less than a week before training was to begin. We had several students with money in hand last year, ready to start, but to no avail. Sometimes, it is hard to understand God's timing. But we know for certain that His timing is best. Therefore, we trust Him to keep this program going as long as it will be a witness for Him and a training ground for young people, preparing them for lives of service to Him.

In the short term, we are focusing our efforts on building up the number of flight students. In the near future, we need to replace our combination office and classroom trailer. The roof has been leaking severely, to the place where the whole building needs to be replaced. We are also looking to replace the inoperative runway lighting. If God impresses you to help with any of these projects, please consider giving a gift that will help inspire and equip young people to become involved in aviation. Help spread the word that young people can learn to fly while attending Blue Mountain Academy! 

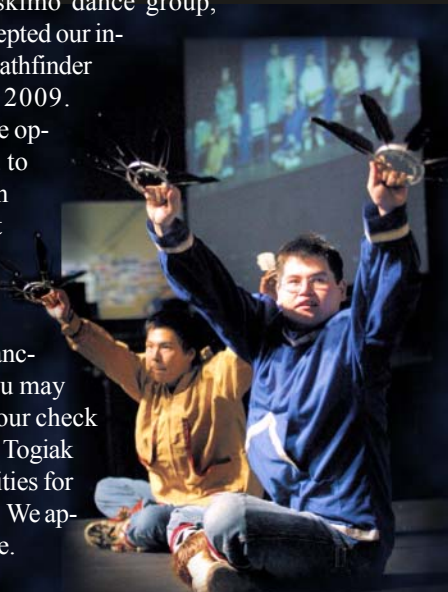
Traditional Yu'pik Dancers from Togiak, Alaska to attend the

2009 "COURAGE TO STAND" CAMPOREE in Oshkosh, Wisconsin

The traditional Yu'Pik Eskimo dance group, Imaprigmiut Dancers have accepted our invitation to perform during the Pathfinder Camporee in Oshkosh in 2009. They are very excited about the opportunity and WE are excited to be able to extend the invitation to them. Be watching the Flight Log and The Camporee website for more information.

If you would like to help the dancers with the cost of the trip you may donations to AWA and mark your check "for Imaprigmiut Dancers". As Togiak is an isolated village, opportunities for raising money are very limited. We appreciate any help you can give.

If you would like to learn more about the Yu'pik people and their culture login to: <http://www.yupik.com/yuraq.php>



Adventist Missionary Pilot Sets Record

by Don Starlin

ADVENTIST AVIATION INDONESIA'S (AAI) CHIEF Pilot, Bob Roberts set what must be a record this past summer. Bob logged his 20,000th hour while flying in Indonesia several months ago.

Composite statistics from all missionary-sending agencies in North America indicate the average missionary spends 11 years in service. Come January 2009, Bob and Jan will have spent 33 years in mission service! Few missionary pilots achieve the 10,000 hour mark in the field. Bob has logged 19,500 hours overseas, 14,500 of them in what is now called Indonesian Papua under the auspices of the Southern Asia-Pacific Division of Seventh-day Adventists! We have yet to find a missionary pilot who has logged that many hours with most of it in the bush.

A surprise celebration for Bob took place this past summer at a new hangar in Sentani, Papua, Indonesia. Incidentally, the hangar was constructed in anticipation of the two Kodiak aircraft AAI has on order with Quest Aircraft Company.

Bob's story in his own words:

I guess my vision for Mission Aviation started at camp meetings listening to Dick Hall tell mission stories, and at Upper Columbia Academy where Bill Norton's folks and their kids came yearly to put on a mission program.

Our own mission service started in January 1976 when we packed up, and with our two-week old son, headed off to Ethiopia. I had a 1962 Cessna 185 to fly - serial # 14. The American Embassy pilot had flown that same airplane in Turkey years before. If only the plane could talk and tell its story... I was a green pilot with about 825 hours.

My very first flight, I was loaned out to the Sudan Interior Mission with an assignment to the

Sudan border area. I turned around and came home after one-and-a-half hours as nothing fit the map. I was able to talk to the Embassy pilot on his return and get some in-country advice. When I tried again the next week, I discovered I had been right on course. Arriving at the airstrip closest to the mission, we had to travel by road, then by river. Crossing the Omo River at night by boat with less than 6 inches of freeboard and many red crocodile eyes shining at us was too exciting for me. Two days earlier a boy from the school was eaten by a crock.

Medical flights every Sunday were a highlight of the one-and-a-half years in Ethiopia. We went on to Tanzania, filling in for Erwin Farnsworth for four months flying a Turbo 206 - my first encounter with a nose wheel. Then a call came to migrate next door to Zaire. My first flight there was two weeks after our second son was born in October 1977. I was back in a Cessna 185 - this time a 1975 model.


Zaire was home until May of 1992. My wife, Jan, had a large clinic with a mother-child health and vaccination program. When I wasn't flying I had fun putting together a solar-powered dental clinic complete with high-speed drill, light, x-ray and ultra sonic cleaner. In 1980 we got a new Cessna 206. Nice, but breathless in the rarified air at our

6,000 ft elevation. Our nearest friends and neighbors were the Catholic Priests at the nearby Mission. They are still dear friends to this day.

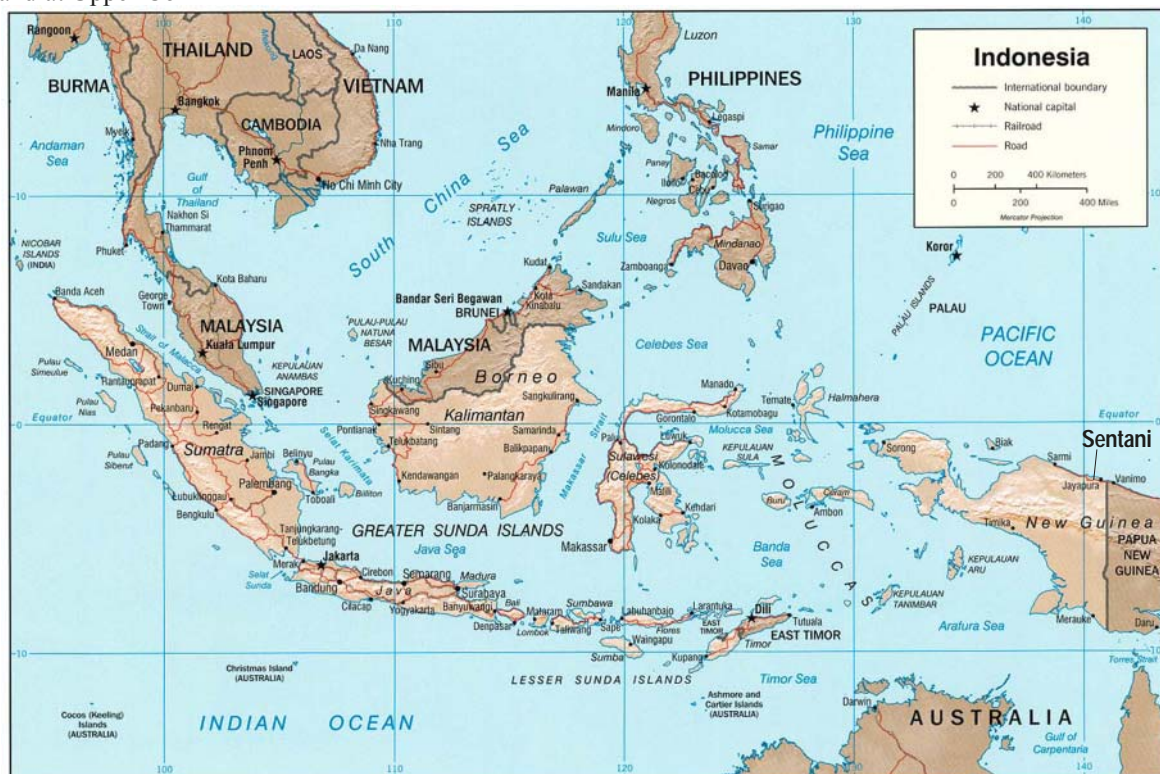
We arrived in Irian Jaya, now Papua, in August 1992. We had two Cessna 185s, and one Super Cub, but only one Cessna was airworthy. With time and money we got all three flying and have since sold two of the planes, keeping one C-185, and acquiring a 1976 Pilatus Porter PC6.

Like the sign my sister sent me says, "God is my Pilot, I'm just the Co-Pilot." I've had a couple of forced landings when the engine decided to take a rest.

It is rewarding to see both of my sons become mission pilots. In the family we have well over 30,000 hours of overseas mission flying with enough experiences to write a book! My most memorable medical patient was a fellow with a scrotal hernia whose intestines hung to his knees. When asked how long he had been this way, the response was, "three days". Most of us would have already been dead from infection.

In all the activity over the years we realize that we are only the messengers, to show in some small way, Christ's love for us. 

Thanks,
Bob



AWA-TN *at Heritage Academy*

by Sam Miller

WE ARE VERY EXCITED HERE AT HERITAGE ACADEMY THIS year. Thanks to help from AWA, we are offering a new vocational program to our students. The program is called “Medical Missionary Pilot Training.” Since this is the first article about this new mission ground for AWA, I thought I’d share some of the providence of this program.

It all started in the fall of 2006. The principal of Heritage Academy, Mr. Doug Baker, was at ASI in Houston, TX, and was asked, “Can Heritage Academy help with the growing need for missionary pilots?” He explained that Heritage didn’t have any of the necessary components to develop such a program, but through Christ anything is possible.

Fast forward to ASI 2007. I went to ASI in Louisville to represent Heritage Academy, promote our “MyWayGranola.com” industry and search for a few individuals who may be able to help us develop a missionary pilot program. This was not only my first ASI convention, but it was also my first knowledge of ASI, period. As I sought the individuals who had spoken to Mr. Baker, I learned that they wouldn’t be attending that year. I thought that was going to be the end of the program right there, but God had other ideas.

On the second day, I stopped by the Andrews University booth and spoke with Dean Verlyn Benson about their aviation department. I mentioned that we were thinking of creating a program ourselves, but the people I was planning to speak with were not available. He asked, “Have you talked to AWA?”

I answered, “Who’s AWA?”

He said, “Adventist World Aviation.” He then gave me directions to their booth.

The first person I met was Dave Pearson. As I started to share our vision for the program with him, he seemed interested. He then



AWA-TN's Cessna 150, N66055.


introduced me to Don Starlin. I repeated our vision, and Don also seemed pleased. Don told me a few things I could do to help get the program going and said we would be in their prayers. I left ASI 2007 very encouraged.

When school began again that fall, my schedule seemed fuller than the year before. How would I find time to do any of the things Don had suggested? I was teaching four classes, directing the bakery and assisting in maintenance and construction. Don Starlin called me a couple times during the first semester, and each time I explained I hadn’t had time to do much at all. Little did we know that each time AWA met, they prayed in earnest for us as a school in the development of a program.

Then in December I received a call from one of the other board members of AWA asking if there was anything he could do to help get things going. I told him I was sorry that the entire first semester had gone by and none of the groundwork had been laid. I thanked him for his offer and asked him to stay in touch. When I told my wife that I had received this call out of the blue, she asked me what I thought it meant. I told her, “I think God is going to make this program happen with or without me. I need to get on or get out of the way!”

With one week of classes left in the first semester, I had an informal meeting with the president and the principal of Heritage. I asked them if they would be willing to give me just four hours each week to work on laying the groundwork for the program. They quickly agreed, and we rearranged my schedule for the upcoming semester, setting aside four hours each Wednesday morning for the missionary pilot program. Before the first Wednesday of the second semester could come, Don Starlin called to inform us that they had just received a restricted donation for an airplane for Heritage Academy.

We took delivery of N66055 in June 2008 and began training students at the beginning of this school year. We currently have 14 students (1/4 of our enrollment) attending the private pilot ground school and have handed out 10 applications for the flight portion of the training. In the next issue I will explain our vision for this program.

It is amazing what God can do when we offer our lives to him. So many times I find myself getting wrapped up in the details, overwhelmed with the workload, and forget that through Christ all things are possible. He has agents working in every corner of the world for our benefit. All we need to do is commit our ways and offer our services, and He works the miracles. 



Sam & Tonya Miller, along with their three children: Hailey (10), Sarah (5), and Isaac (4) moved to Heritage Academy in the summer of 2006. Sam was hired primarily to teach History and his wife, a journeyman carpenter, teaches construction and assists in the maintenance department. Sam Miller has been a commercial pilot since 1993 and has well over 6500 flight hours.

Lightspeed Aviation Donates Headsets to Missions

GREETINGS AND BLESSINGS TO YOU. I MET YOU AT THE INTERNATIONAL Association of Missionary Aviation Conference in Spokane, Washington where I collected information for a gifting program of Lightspeed headsets. As mentioned there, we try hard to be a Christ-lead organization and recognize that our business is not our own. This is God's 'vineyard' and we are stewards of all he has given us.


The headsets are 30-3G models traded in as part of an upgrade program. They still work and represent an opportunity to continue the cycle of generosity into the whole world! They have been looked at, listened to, and seem to function in ways that would allow pilots years more enjoyment and use. We created the "Gifted" headset... honoring the physical 'gift' they represent to others and the fact that



Fletcher Grahn, Don Starlin, Ed Brennan, and Greg VanFossen try on several of the 14 headsets gifted to AWA. Photo by Serena VanFossen

those who fly in Mission work are 'gifts' to the many they touch. I have sent some on to you for your organization.

I pray that their flying, in every way, will be safe and productive for Kingdom purposes...seen today and appreciated in Glory.

Blessings to you and your whole team of laborers in the field. 

Allan Schrader,
Lightspeed Aviation

Hansens move to Washington State

Mike and Fran Hansen will be moving to Yakima, WA, by the end of October to join their son Eric and his wife Michelle and children in ministering to the Yakima native community.

Eric accepted the Program Director position at the All Nations Center Adventist Church in Wapato, WA, and will be running programs currently in place and implementing new ones to help the native population.

Mission trips to Alaska will continue. If you are interested in joining us for a wonderful experience with the Eskimo children of Alaska, please email Fran at fayhxyz@gmail.com

There will be new phone numbers when the move is complete. 

Philippines


Thanks to a gift of \$1200 from the Andrews University American-Filipino International Association (AFIA) in Berrien Springs, Michigan, AWA's airbase caretakers in Sagpangan, Palawan are the proud keepers of a Carabao! Also purchased with the funds were banana plants to help feed the missionaries and window screen to keep out malaria carrying mosquitoes.

The AFIA club, made up of Andrews University Students with faculty sponsor Arlene Saliba, raised the funds last winter at a Filipino cultural night complete with a meal followed by a student-written and performed play. This is the second year the club has helped make a difference among the Tagbanua tribal people near AWA's airbase. An earlier gift of \$1500 helped provide tribal students with desks and other items. The school building itself was, in part, built by the British Columbia Conference Youth Department.

Guyana

AWA's Guyana team was recently reinforced by the arrival of a Student Missionary from British Columbia. Faith Calaminos, born in Manila, immigrated to Canada with her parents at a young age. Wanting to give back some of the blessings she has enjoyed, Faith committed to spending the school year helping home school the missionary children, volunteering at the Mabaruma hospital, and undertaking outreach projects in remote villages.

Pucallpa, Peru

Orville Donesky and family arrived on site at the Adventist airbase located on the banks of Yarina Cocha outside Pucallpa. They will assume responsibilities for the aviation program staffed so effectively over the past eleven years by Alberto and Amalia Marin. 



AWA KODIAK AIRPLANE #1 GOAL \$1,125,000				
NCCF Matching Grant	AWA Donors	+ \$375,000 Due on Delivery		
	\$985,689 Raised	\$214,311 Still Needed		
16.5%	33%	50%	67%	83.5%

Dateline: Kotzebue, Alaska

by Jim Kincaid



A YEAR AND THREE MONTHS AGO, NORTH-western Aviation Services, Inc. began as a business-supported mission project among the Inupiat Eskimo peoples of northwest Alaska. It is a good time to pause and reflect on the blessings of the Lord after a busy season of transporting local villagers, eco-tourers, scientific researchers, petroleum discoverers, gold miners, educators, state troopers, fishermen and some hunters and gatherers. Since we started last year, we have flown some 1200 hours in all kinds of weather from temperatures in the 80s to the minus 30s. We have carried hundreds of local native people to their subsistence camps, funerals, weddings, medical appointments, jail, shopping and every other possible reason.

We have striven to build a reputation for integrity, respect, value and Christian-


ity of the highest order. In order to prevent the carriage of alcoholic beverages to the local dry villages, we search all baggage. We have had to turn some people in for attempted importation.

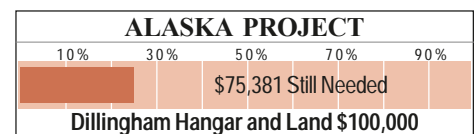
Through our lease-back of an AWA mission plane, we have generated more than \$24,000 for the mission aviation side to be used both for reserves for engine and prop replacement and for subsidizing the Dillingham AWA mission flying base and aircraft.

The Adventist Church in Kotzebue was all but nonexistent just two years ago and now has 10 to 14 attending. This was the summer count, which included several extra Adventists who have helped with the flying business. These few members have contributed more than \$18,000 in tithe to the Alaska Conference as a testimony to the faithfulness

of the Lord who has sustained us.

The roster of Northwestern Aviation Service, Inc. staff this past summer were Jonathan and Sarah Kincaid, chief pilot and office manager respectively, John Payner, pilot and web manager, Mario and Jeanette Maccarone, mechanic and all around expeditor respectively, and Linda and Jim Kincaid, accountant and owner respectively.

I have attached a picture which shows our two Cessna 206s at the site of a backcountry drop-off in the northern Brooks Range. Many of our landing areas are in the neighborhood of 700 to 800 feet long. 



FLIGHT LOG →

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Berrien Springs MI 49103-0251

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