

FLIGHT LOG

WINTER 2009

NEWSLETTER

Vol. 15 No. 1

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

Project AirPower 10-Year Anniversary!!



Jud Wickwire prepares the Pathfinder airplane for another day's medical evacuations.

by Don Starlin

2009 MARKS THE 10TH ANNIVERSARY of Project AirPower, the first youth-sponsored missionary aviation project in history. It was in 1999 that Pathfinders joined AWA mechanics in refurbishing a 1970 Cessna 182N for service in Guyana's jungle interior. This event was precipitated by a request from Adventist Arekuna and Akawaio tribal leaders for assistance in taking the gospel to 56 villages representing more than a dozen tribes scattered across nearly 400 miles of interior.

Adventist-laymen's Services and Industries granted funding to acquire a worn out sky diving airplane. God's youth raised \$50,000 to help refurbish and modify the aircraft for work in Guyana. Lake Union Conference elementary school children assembled 2,500 care packages as gifts to Amerindian children. Eventually over 10,000 Bibles were collected and distributed to those without the word of God.

In 2008 the Pathfinder plane transported 1,093 passengers, delivered

18,800 pounds of medical supplies, food, and clothing, and facilitated the vaccination of thousands of villagers. One deadly whooping cough epidemic was stopped as was an outbreak of measles. By the end of 2008 AWA missionaries received requests from five villages (some with no Christian presence of any kind) requesting Bible workers to establish a Seventh-day Adventist Church in their village. Log onto AWA's website at www.flyawa.org for stories, videos, and to track the airplane's flight activity via a GPS reporting system. AWA





Don Starlin,
President

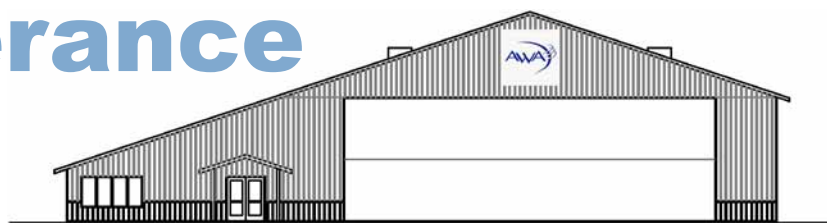
THOSE OF YOU WHO FLY MAY HAVE NOTICED that when the captain encounters turbulence, a reduction in engine power is accompanied by a corresponding drop in airspeed (signaled by a feeling of deceleration and quieting of the cabin). The reason for this action by the crew is to keep the stresses on the aircraft within structural design limitations.

We live in very turbulent times. Manufacturing, banking, and construction industries seem to be in free-fall. Stock markets are deflating at a head-spinning rate. People are loosing jobs. The ranks of the homeless increase daily. The nation seems to believe that incurring more debt will solve the economic problems, ignoring the fact that greed and unrestrained borrowing are the very factors that set us up for these events in the first place. One principle every successful pilot learns is that the laws of physics still apply.

Crises, though painful, are not all bad. The apostle James writes: "Consider it pure joy, my brothers, whenever you face trials of many kinds, because you know that the testing of your faith develops perseverance." James 1: 2, 3 NIV. Because Christians hold a Kingdom world view, we can rejoice in our trials. God is at work shaping us for eternity.


In the midst of these turbulent times AWA has taken precautions not to exceed our design limitations. A scan of the instruments and a calculation of headwinds indicated a power reduction to economy cruise setting was necessary to conserve fuel.

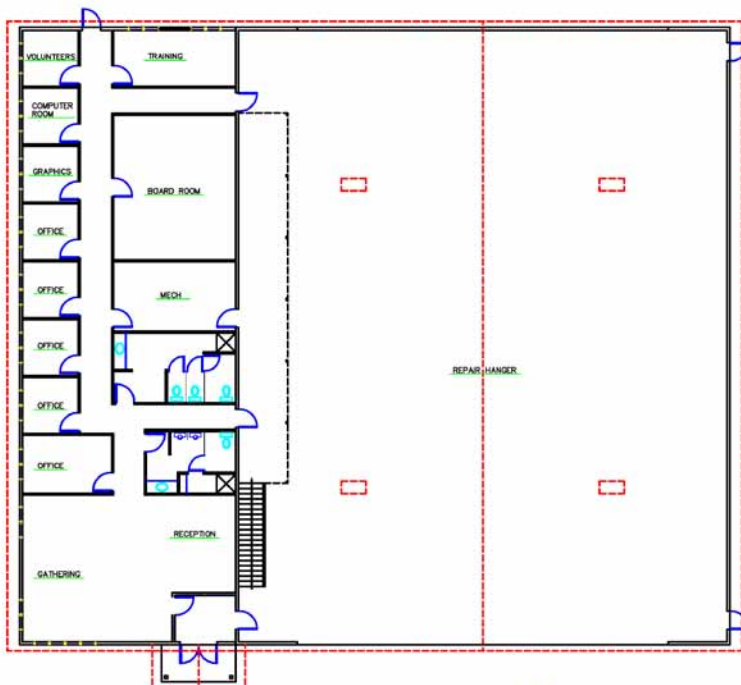
perseverance



FRONT ELEVATION
Scale 1/8" = 1'-0"

Last year AWA's Board voted to maximize the available missionary preparation and launching resources represented by Andrews University, and Adventist Frontier Missions in Berrien Springs, Michigan. The result was a proposal to construct an aircraft refurbishment and missionary launching facility at Andrew's University Airpark.

Remote operations have been curtailed. Business at B-T Aviation Services in Oklahoma was wrapped up at the end of June 2008, the Development Department in Kansas was closed on December 31, 2008, and the Platte Valley Academy campus was returned to the Kansas-Nebraska Conference on February 2, 2009. The painful consolidation process can be viewed joyously as we look forward to the benefits of improved efficiency, stronger partnerships, and a laser-sharp focus on our mission. But the best part is that God is developing perseverance, for it is a character trait every missionary - every Christian - needs. 



FIRST FLOOR PLAN
Scale 1/8" = 1'-0"

Above: Proposed plans for the new base of operations at the Andrews University Airpark—hangar facilities to refurbish airplanes; classrooms for training missionaries, and much-needed office space for missionary support services.



New Feature!

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

Tom Chapman, Mike Porter, Mendel Reid, Donald Starlin, Edwin Vance

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

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

FLIGHT LOG →

Vol. 15 No. 1
WINTER 2009

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

Adventist World Aviation

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

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

President: Donald B. Starlin

Newsletter Layout and Design:
Margie Mitchell

Copy Editor: Michelle Candy

Board of Directors: Paul Karmy (Chair),

Why Not Just Go?

by Greg VanFossen

I AM WRITING THIS IN THE WINTER SEASON, AND our activities involving the Guyana project are focused on speaking engagements to solicit partners. How do we work out where to go to share what God has apparently asked us to do? Who are our teammates supposed to be? Why doesn't God just convict others to look us up and start providing support? What kind of preparation is expected for someone to be a missionary? Is it necessary to have any?

Why not "just go" as some people suggest? There are biblical examples. In Mark 5 and Luke 8 the Demoniac of Gadara had one day with Jesus. In this day, Christ gave him an experience which prepared him to be a missionary in his own country. When Jesus came to his area again, many went out to meet Him. Also, when Jesus sent the twelve out on their first missionary activity, He sent them out without "purse" or any material preparation (Matt. 10:5). They had been with Jesus, observed His treatment of people and believed He was of God, so they did have essential preparation. However, it is important to note the fact that the disciples were first sent out only to the House of Israel. When I look at Luke 22:36, I see that they would need to make material preparation, as they were now going to the Gentiles and Samaritans.

Do I expect God to perform some miracle to show me what He wants me to do? The Devil asked Jesus to perform a miracle to prove who He was (Luke 4). If I ask God to perform a miracle, I could be treading on the same ground. Gideon asked for a fleece miracle and God bore with him. If you read the account in Judges 6, God had already done a number of things to convince him. Gideon needed a lot of convincing due to his mindset. What is my mindset? Do I have one that is receptive to God's prompting? God and Moses used miracles to persuade Pharaoh (Exodus 7). Did it work? No. Pharaoh apparently didn't want to know God. In Revelation miracles are clearly a tool of the Devil as much as of God (Revelation 13:13, 14). Mrs. Ellen White once observed that, "God does not work miracles where he has provided means by which the work may

be accomplished" (Counsels on Education, 116). It is clear that our ability to discern must go beyond the observation of miracles as a criterion.


Jesus told the rich young ruler the way to get into the kingdom of heaven was to sell all he had, give the proceeds to the poor and follow Him (Matt. 19:21). Perhaps I should just

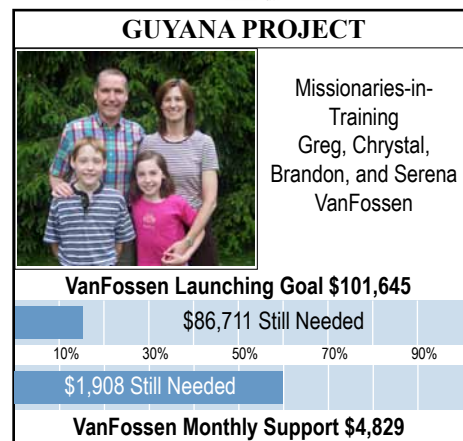
... the mission field includes reaching out to those in my home country to participate in an effort which is part of God's plan for saving me and others who have resources.

sell everything I have and use the proceeds to support myself in the mission field. This would be short-term. Does that approach to finances represent good stewardship? If I follow Jesus' advice and sell everything to support me while in the foreign mission field, what do I do for support when I am too old and feeble to work? What about supporting my children and family? My family is my most important obligation. I have played a part in bringing children into the world, and my children are my first mission field. If I have been a good steward of what God has given me, should I just let go of it? Perhaps it can be used to accomplish what God has

asked me to do. My children can share the Gospel in their sphere of existence as much as I can and, in some instances, may be more effective. I believe few would dispute the responsibility parents hold to make sure their children are educated to a level at which they are productive members of society and, preferably, leaders of their society.

To "just go" may be an attitude for some, but, no matter how little preparation is made, one is not "just going." Even the adult who just walks away from everything has had preparation in life experience. For me, part of the mission field includes reaching out to those in my home country to participate in an effort which is part of God's plan for saving me and others who have resources. Part of God's way of saving me and my neighbors in a country of great relative wealth is to encourage the development of a benevolent heart (Counsels on Stewardship, p.20). This makes me not only a missionary to a country outside of the U.S. but also to my own countrymen. In this activity I need very little material preparation. Going outside the U.S. will require significant material preparation, involving the development of interdependence in my church family. Developing interdependence is not an easy process in a land where independence has been held as an ideal.

The bottom line is the importance of doing God's will. A couple of scriptural admonitions are my safeguard: 1) "In all thy ways acknowledge Him and He will direct thy paths" Proverbs 3:6; 2) "Put on the whole armor of God" (Ephesians 6:13). If I stay focused on Jesus I can walk on water like Peter. If I allow a distraction, no matter what it is, to take my eyes off Jesus, I will sink like Peter. 



A DAY *in the life of Us.*

WICKWIRE FAMILY LOG:

TUESDAY, NOVEMBER 18

What is a typical day in the life of our family here in Guyana? In reality, there is no such thing as “typical.” However, here is an example of a day that started out with nothing really planned, and as you will see it is probably best not to have too much in the way of plans anyway.

The first call came at about 0600. It was from the Regional Health Officer, who had a patient exhibiting signs of a ruptured appendix. He was a 12-year-old boy whom we know, Traves. Karen and Laura had actually taken him to the clinic two days before as they were quite concerned about his condition. Without any diagnostic tools, no definitive treatment was given, but his condition placed him as a candidate for a medical evacuation. The call was good news that Traves would get immediate transportation to Georgetown. Along with Traves was a pregnant woman who was bleeding, along with her 2-year-old daughter and another older woman with fibrosis.

Before we headed out to the airstrip, the boys came running in to say that a lamb had been born during the night and its mother had abandoned it. Our landlord, Mr. Chan-A-Sue, had told the boys that they could nurse it if they wanted; he even provided a bottle and a bag of powdered milk. We cordoned off an area in the front room with boxes and laid down some cardboard for “Little Lamb.”

This day was Laura’s day to fly; however, I do all of the flight coordinating so even when I am not in the air I am still busy with calls organizing patients and passengers. Karen and I got Laura on her way with the med-evac just before 0800, and then drove back to the house to get the lamb a bottle of warm milk.

Tuesday is market day. Normally we would have gone much earlier, but because of the flight we were late. Just as we were about to head out the door again, Karen got a call from a church member named Cassandra, who was two weeks from her due date. She had been woken in the early morning hours by someone outside (someone had stolen her generator a couple of weeks before), so she was walking down the stairs in the dark and stepped on her sleeping dog (evidently not a “watchdog”) and had fallen down the last few steps. She was now bleeding and not surprisingly having labour pains, and she wanted a ride to the clinic, so Karen took off to get her and one of her two daughters. While she was doing that, I located two patients to meet Laura in Georgetown to travel back to Port Kaituma and Mabaruma plus a student from Bethany Medical Missionary College who was hoping to come home to Mabaruma for her grandmother’s funeral. Karen picked me up on the way, leaving the boys to manage Little Lamb. We left Cassandra at the clinic and then went on to the market down by the river at Kumaka.

The good stuff in Kumaka was pretty much gone by the time we got there. We really have to be there by five, groping around in the semi-darkness, to get the best pickings. No pineapples, but we did find a few good mangos. We have also been buying bottles of casreep, a thick, molasses-like substance that is made by boiling down cassava juice, which is very popular in Georgetown around Christmas time as it is used to make a traditional dish called Pepper Pot. The casreep is typically only made by the Amerindians in the interior, so we are going to prepare small bottles of it as gifts to people that we work with in Georgetown. We bought all the bottles we could find and asked if they could bring us more next week.

We then came across Brother Norman, the village captain from Blackwater and one of the key people attending services with the group there regularly. He had spent the entire previous day paddling down the river and then overnighted with some relatives, traveling the rest of the way to market with them in a motorboat. Faith Calaminos, our brave student missionary, was staying in the village with Sabrina, the Bible worker, for a few days helping with outreach there. We asked how she was doing as we have no direct communication. She was doing fine, but he asked if we had anything to send, so we quickly shopped for a small bag of groceries (including a few mangos) to send back for them.

This week the US Navy had a couple of large medical teams in the area that they



Jacob with “Little Lamb”.



Karen with a newborn returning home.



Karen and the US Navy Dental Hygienist



Canadian members of the US Navy medical team, along with Faith, Jacob, Zachary, and Karen.

were flying in daily with Super Stallion helicopters from the USS Kearsarge. Now, as I was standing by the boat with Brother Norman, I got a call from their coordinator in Port Kaituma; they had two patients needing to be evacuated as soon as possible. One had something lodged in his throat, and a woman had cut her arm, which had been left untreated, and the infection had moved throughout her entire body. I was able to make contact with Laura just as she was leaving Bethany; she would drop her passengers at Mabaruma and then proceed directly to Port Kaituma for these patients. Now that we had another trip to Georgetown, I started going down the list for possible passengers to return to the interior. There was a maternity patient who was now ready to come home with her newborn, and the husband of one of the health workers who had been trying to get back. I then called the Amerindian Hostel and they had a man who was trying to get home to Port Kaituma. I set them all up with an estimated time to meet Laura at the airstrip in Georgetown. I said goodbye to Norman, and Karen and I finished up our shopping.

On our way back we checked on Cassandra at the clinic. She had been admitted, as she was in early labor, but not before she

had run across to the police station to make a statement about her stolen generator. Back home the lamb was hungry again, so Karen fed it and then got the boys started on their day of school. I started the generator for a couple of loads of laundry then checked the satellite tracking on the plane. I could see that Laura was going to be a bit later than we had planned so made a few phone calls to let passengers know the revised times.

Later in the afternoon Karen went back to the clinic to check on Cassandra and discovered that she had given birth to a healthy baby boy. Cassandra chose to name him Raul. A few days earlier she had asked me for name suggestions that began with R. For some reason I came up with Raul. For some reason she liked it.

Laura got back from her last flight after 1630. At her last stop at Port Kaituma, she had dropped a passenger, who seemed a bit bewildered; it turns out that he was expecting to go to Matthews Ridge. He had come from the Amerindian Hostel, who had told her specifically that he was to go to Port Kaituma. By now it was too late

to take him over to Matthews Ridge. Laura sent him on his way, explaining how to get a truck to take him home.

The day finished up quickly with meal preparation and a few maintenance items. And of course night feedings for Little Lamb!

So there is an example of a day in the life of our family here in Guyana. Expecting the unexpected is the order of most every day.



Middle right: The day can't end without a little time to fish!
Right: Cassandra with baby Raul and other members of her happy family.

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

NEWS FROM *Dillingham*

by Judi Thompson



Hi FOLKS,

Praise the Lord, we now have six radio stations in operation: two in Dillingham and one each in Selawik, Togiak, Aleknagik and Ekwok. We also have requests from Chignik Lake and Barrow to install radio stations there. In Akiak, three people have requested Bible studies in answer to our prayers. The prison ministries team here in Dillingham just made a contact from the village of New Stuyahok who would like to host a radio station. This is a major breakthrough because this village has been

completely closed to all outside influences. Please continue to remember them in prayer. Dan Rotthoff is now resident in the village of Togiak, and the Lord is blessing his work there. The Lord is answering our prayers in so many ways! Funds are coming in for the stations, contacts are being made and Bible studies are going out.

We are starting to get feedback from the community here in Dillingham. One lady says she has the station tuned in on her car radio, and sometimes she gets to work and is enjoying the program so much, she sits in the car and waits until it's finished before she goes in to work! More people are tuning in and enjoying the programs. We are planning to purchase some better-quality microphones when we go to Anchorage for Teachers' Meetings in February. Then we will start recording some local input for the stations.

We are currently looking for a unique unit that can run the radio stations. It needs to have a small screen, DVD drive, hard drive storage of at least 120GB, at least 1GHZ processing speed, some kind of basic media-playing software, uninterruptible power supply and at least one USB port. Additionally, it needs to cost less than \$300 and not look like a computer. If we use a normal computer, all the village kids will want to use it to surf the net and play games. We need the DVD drive so we can mail program updates to the hosts, who can copy the programs into storage. We are currently using secondhand computers that have been donated for this purpose, but these computers don't come with an operating system, and although we have an operating system we can put on, it

is often very difficult to locate all the drivers to get the system to function properly. Also, it means that every station turns out slightly different, which becomes a challenge when things go wrong and we need to try to help the host repair things over the phone! So if any of you technology buffs out there want a challenge, you can help us come up with some kind of small package that will work! It's so hard to do this kind of thing when we can't walk into a store and look at what's on display and talk with the experts.

Gavin is still filling all his spare minutes converting files and adding to the play-list of programs. We have permission from Chapel Music to convert to MP3s and use any of their music, so if you have the ability to convert music CDs into MP3 files, and you have some of Chapel's music, we would appreciate any that you could send us. Any other good programs, such as sermons suitable for evangelism, Bible studies, or other programs would be most welcome. I found a good website called "Parenting Today's Teens" where I was able to download almost three hundred 60-second parenting tips.

The two transmitters that were on order arrived from China. However, one was not in working order and was replaced by the company. Gavin managed to replace the defective component in the original one, and so now we have the two radios for Ekwok and Aleknagik completed and installed. But Satan is good at creating delays! Work, illness, snow, and equipment that doesn't work have all combined to slow things down.

People are really enjoying the Spotlight on Mission DVD. We have received reports from as far away as Australia and New

Rod Rau (visits Ekwok on Sabbaths), Buck (host) and Gavin with radio station.




Zealand, requesting permission to copy and share the DVD with friends.

In summary, here's what you can do:

- Simply continue to be interested and receive this news-letter. You may request the "News from Dillingham" by sending your email address and name to Judith at zl4jjt@gmail.com.
- Share this newsletter and let us know of others who wish to receive it.
- Join the prayer campaign for a village in Alaska. If you want to have a specific village to pray for, let me know and I'll give you one.
- If you know someone in one of these villages who may be willing to host a radio station in a corner of their home, let us know.
- If you'd like a copy of a short DVD of our trip to install the radio station in Ekwok, I'll be glad to make you one.
- Order a copy of the Spot Light on Mission DVD and share it with your church, school and family.
- Send the You Tube link of the DVD to friends and contacts: <http://www.youtube.com/watch?v=z5cT9ye4qO4>.

- Go to the Alaska Conference Website (<http://www.alaskaconference.org/>) and check out "Prayer Line Alaska," "Share the Light," "President's Blog" and "Arctic Mission Adventure." This initiative is much bigger than just 250 radio stations!
- If you feel impressed to contribute financially to any part of this project, take it to the Lord and let Him be your guide. Contributions to the radio project may

be made by writing to "Radio Project" in the Alaska Project line on the enclosed envelope. 

Many blessings,
Judi Thompson
Member
SDA Church
Dillingham, Alaska

ALASKA PROJECT				
10%	30%	50%	70%	90%
<div style="background-color: #4f81bd; width: 30%; height: 20px;"></div>				
\$63,866 Still Needed				
Dillingham Hangar and Land \$100,000				



Installing the antenna at Ekwok.



In His Hands

Men prepare to load a patient into the waiting airplane.

by Bill & Laura LaBore

BILL HAD TO SPEND SOME DAYS IN GEORGETOWN to finish up a routine financial audit for Wings for Humanity while Laura and the kids stayed in Mabaruma. Financials are NOT Bill's favorite thing to do; however, it's an important part of what he does for the project.

Meanwhile, it was Laura's turn to fly. She got a call around 0600, so she quickly started making arrangements for someone to look after the kids since Bill was gone. It was the usual mad dash to make breakfast, get the kids dressed, and their schedule written out, etc. . . .

By 0700 Laura was ready, but the weather was bad, so then came the hurry-up-and-wait part. It's now officially rainy season, which means we finally have water for laundry and flushing our toilet, but it also means trickier flying conditions. The morning was unusually cool, and we had fog until after 0930. So Laura waited for the weather to clear up somewhat so that she could safely

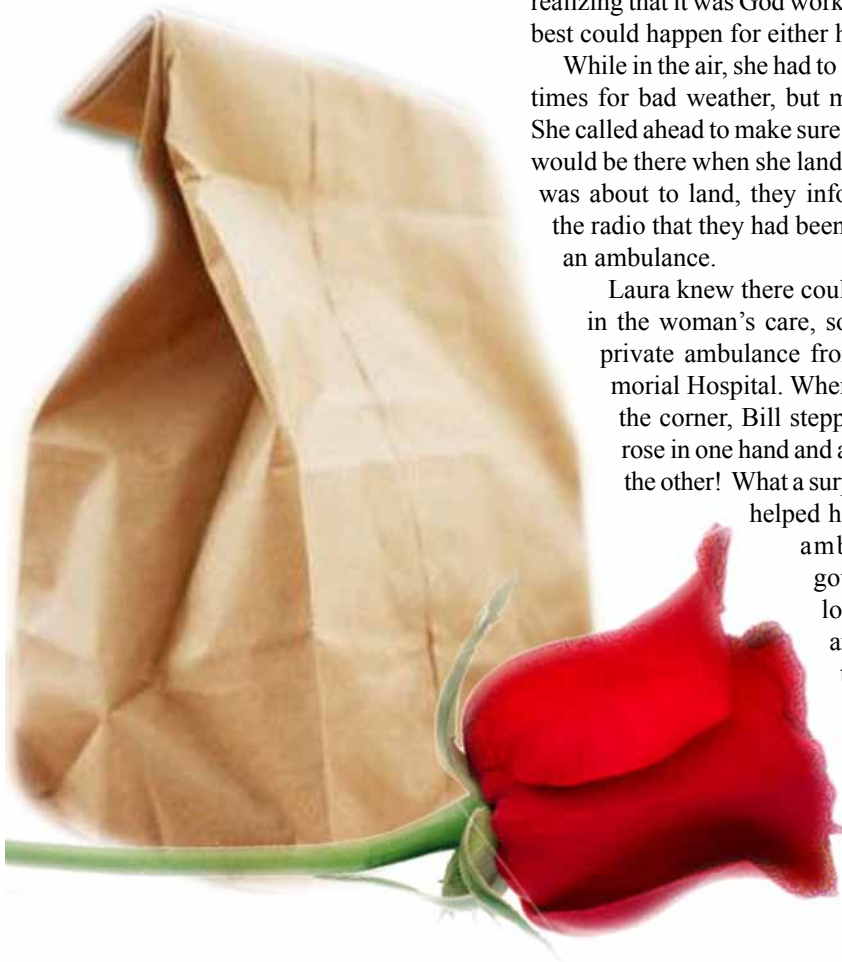
take off. As it started to clear, Jud called the hospital to let them know that they should now come and pick up Laura on their way to the airport. Laura waited and waited, getting frustrated with the thoughts of all that she needed to do at home. Finally the hospital

. . . how many other times in her life she'd been frustrated with the bad weather or delays, never realizing that it was God working . . .

truck showed up. It is the hospital's only means of transportation and is used for hauling supplies, people, patients and personnel. When they arrived, Laura was surprised to

see one more patient than had been on the list! There was a young girl with a broken arm sitting in the cab of the truck. Then, in the bed of the truck, they had laid down a hospital mattress on which lay two patients, a male and a female. The male patient had a broken leg, which was all bandaged up. A nurse was sitting on the edge of the truck bed, holding with one hand onto the side and with the other holding an I.V. bottle for the female patient. The woman had come from down the river. She had been pregnant, slipped and fell and miscarried the baby. The bleeding wouldn't stop, so she had to be flown out. Apparently, while the truck was at the hospital loading up the other patients, this patient showed up after traveling a long way to get to the hospital.

When Laura heard what had happened, she realized that, if the weather had been bright and sunny, they would have been gone by the time the lady arrived. Laura could see God's hand at work and was thankful




that she could help. She also wondered how many other times in her life she'd been frustrated with the bad weather or delays, never realizing that it was God working so that the best could happen for either her or others.

While in the air, she had to detour several times for bad weather, but made it safely. She called ahead to make sure an ambulance would be there when she landed. When she was about to land, they informed her via the radio that they had been unable to get an ambulance.

Laura knew there could be no delay in the woman's care, so she called a private ambulance from Davis Memorial Hospital. When she rounded the corner, Bill stepped out with a rose in one hand and a sack lunch in the other! What a surprise! He then helped her call for the ambulance and got the patients loaded when it arrived. When they loaded the woman into the ambulance, the sheet was wet with

blood. The man with the broken leg was in a lot of pain. The girl with the broken arm seemed to be doing well.

Laura had to then fly home and Bill had to stay in Georgetown. They were hoping to get Bill out on that flight, but there were others who had priority getting back to Mabaruma, so he had to wait until the next available flight.

They were both glad, though, that it all worked out well. It's always amazing to see the hand of God in a situation and realize just how involved He wants to be in our lives when we let Him! 

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



The Pathfinder plane takes off on another mission of mercy.

CHECK RIDE!

by Edwin Brennan

THESE WORDS CAN BRING BOTH FEAR AND EXCITEMENT TO MOST PILOTS. WE TRAIN AND PRACTICE FOR weeks and study most evenings until finally it is time for the dreaded check ride. This test is used to determine if we have the skills and confidence to earn the rating we are seeking.

The test is conducted by someone called a designated pilot examiner. This individual is designated by the Federal Aviation Administration (FAA) to conduct the test. The examiner has demonstrated a high level of experience, knowledge and skill to the FAA and has completed training that allows him or her the authority to conduct examinations. In Berrien Springs most of the flight students turn to Mr. Harry Lloyd. Mr. Lloyd has a reputation for being thorough and fair. I have had the good fortune of getting to know Mr. Lloyd during my time here at Andrews, and always enjoy talking to him.

I had been working on my instrument rating for most of the summer and into the fall. After doing all the preparation I could, it was time to turn to Mr. Lloyd for the check ride. We met about one o'clock to begin the test, but first we completed the required paper work. Once I verify everything is documented properly, it is time to get started.

We started out with the oral exam portion of the check ride first. This is the part that usually sends chills down my spine. The examiner can ask any question that pertains to the rating one is attempting to achieve. This can include all of the regulations, aircraft systems, weather, emergency procedures, aero medical factors, charts, aeronautical decision making, weight and balance,

cross-country procedures, and on and on. I am fortunate that Mr. Lloyd takes time to put me at ease, or at least he really tries. We got to know each other's background, and I learned out that he is a former mission pilot; he makes the most of this background during the test.

We cover all of the knowledge areas during the oral exam portion. He uses a technique that utilizes stories and examples, which takes some of the stress out of the exam. He places me in scenarios that are realistic, which I could actually find myself in, to determine if I know what to do and how to react. As we turn to weather, I start to sweat because there is a lot of detail and it is hard to know everything. I actually seem to know most of what he is asking me, but the charts are a different story. I had studied it, and my instructor went over it in great detail, but there are bits and pieces I do not remember. The regulations are tough also, but students are allowed to use the actual regulation book during the exam, so I get through it. Finally he tells me that we are done and that I have satisfied the requirements. It has been three and half hours, and we still have to go and fly for the practical side of the check ride.

The preflight requirements for the Grumman Tiger are fairly simple, and I complete them quickly. I have had plenty of time in

the Tiger, and I am comfortable with it. We get set, I brief the passenger, and it is time to taxi to the runway. The run up check list is done fairly smoothly. It is time for take-off, and one of my bad habits shows itself right away. I took my hand off the throttle, so Mr. Lloyd immediately pulled the control back. The reason is simple; what happens if something goes wrong and I pull the wrong lever or worse, the seat slides back on the rails? Safety techniques are there for a reason. We took off and headed off to Benton Harbor. Mistake number two: I don't switch over to the next frequency fast enough. Fortunately, I had it loaded already. We set up to do the first approach, the Instrument Landing System approach (ILS), which is the hardest. This approach provides the most accuracy for approaches during bad weather and low visibility, and is considered a precision approach. My procedure turn is not the cleanest, and my glide slope capture and hold is a little shaky, but I manage to follow it down to the runway. We executed the missed approach and attempted the hold on the non-directional beacon. From there we follow that approach into the same airport. I managed this one fairly well because the winds are coming straight down the runway. These approaches are hard with a crosswind because they are the least precise, and there

Ed taxis the Tiger (behind the King Air).




is not much information on the instruments.


Now we head to a different area for more maneuvers. We do something that I enjoy, not that I am particularly good at it, but I like the challenge. This is called unusual attitude recovery. The method is simple; while the examinee puts his or her head down with eyes closed, the examiner puts the aircraft through a series of maneuvers designed to confuse the senses. After the aircraft is in an unusual attitude, such as a steep bank, and climbing or diving, the examinee is told to open his or her eyes, and recover the aircraft to level flight. I do all right with this, and we move on quickly to holds. During all of this time he is testing me to see how I do on maintaining altitude, heading and speed control.

Next we do a Variable Omni-Radial (VOR) approach into another airport. We come off the hold and start the approach into the airport. I think I am making a beautiful, almost perfect approach, but he starts asking me some questions that lead me to believe I am not making the perfect approach I think I am. Here is the problem; there is what is called the minimum altitude that is deter-

mined for each airport on each approach. On this approach, the minimum altitude is determined by which source the altimeter setting comes from. While I am making my approach, he asks me what my minimum altitude is for this approach. When I look back down at the approach plate, I realize my mistake just in time to save myself from a critical mistake and certain failure for the check ride. This is why he chooses this approach; the lesson is a good one. I will never forget this, and now I check my approach plates thoroughly. We discuss this all the way back to our airport and even during the debrief after the check ride. There is good news though; **I passed!** I did not water anyone's eyes or break any records, but I satisfied the requirements, and am now an instrument-rated pilot. I also learned a lot in a very short period of time.

Preparation for the mission field can be both frustrating and exhilarating. There are many times we will face many challenging situations, and make mistakes. We become frustrated; it is then that we need our Father the most. This is where God wants us, com-

ing to Him for the answer. Did you learn something? Did you take away from the situation more than you brought to it? God does that for us, helping us learn and giving us more than we brought with us. You have to love a Father who does that. 

PHILIPPINES PROJECT	
	
Missionaries in Training Ed, Merilyn, and Felicia Brennan	
Launching Goal \$85,125	
<div> <div style="width: 33%; background-color: #0070C0; color: white;">\$33,019 Still Needed</div> <div style="width: 10%; background-color: #0070C0; color: white;">10%</div> <div style="width: 20%; background-color: #0070C0; color: white;">30%</div> <div style="width: 20%; background-color: #0070C0; color: white;">50%</div> <div style="width: 20%; background-color: #0070C0; color: white;">70%</div> <div style="width: 10%; background-color: #0070C0; color: white;">90%</div> </div>	
<div> <div style="width: 28%; background-color: #0070C0; color: white;">Still Needed \$2,338</div> <div style="width: 10%; background-color: #0070C0; color: white;">10%</div> <div style="width: 20%; background-color: #0070C0; color: white;">30%</div> <div style="width: 20%; background-color: #0070C0; color: white;">50%</div> <div style="width: 20%; background-color: #0070C0; color: white;">70%</div> <div style="width: 10%; background-color: #0070C0; color: white;">90%</div> </div>	
Brennan Monthly Support \$4,790	
Monthly People Group Sponsorship* \$22,500	
<div> <div style="width: 22%; background-color: #0070C0; color: white;">\$22,252 Still Needed</div> <div style="width: 10%; background-color: #0070C0; color: white;">10%</div> <div style="width: 20%; background-color: #0070C0; color: white;">30%</div> <div style="width: 20%; background-color: #0070C0; color: white;">50%</div> <div style="width: 20%; background-color: #0070C0; color: white;">70%</div> <div style="width: 10%; background-color: #0070C0; color: white;">90%</div> </div>	
<small>*\$750 monthly provides air and communication service to missionaries working in one of 30 people groups.</small>	
PHILIPPINES PROJECT	
<div> <div style="width: 67%; background-color: #0070C0; color: white;">\$107,510 Still Needed</div> <div style="width: 10%; background-color: #0070C0; color: white;">10%</div> <div style="width: 20%; background-color: #0070C0; color: white;">30%</div> <div style="width: 20%; background-color: #0070C0; color: white;">50%</div> <div style="width: 20%; background-color: #0070C0; color: white;">70%</div> <div style="width: 10%; background-color: #0070C0; color: white;">90%</div> </div>	
Mission Airbase Development \$350,000	

IN LOVING MEMORY OF

In Loving Memory of		Donor	Forrest & Frances Pride	Steve & Mary Lou Pride	Robert M Rush	Wilma F Rush
In Loving Memory of	Don Loehr	Leda C Smith	Harold P Hoover	Esther P Sharpes	Norwood Smith	Leda C Smith
	Jim & Larry Starlin	Harry & Joanna Schultz	Oseas Imperio, Sr	Ernie & Annabelle Lopez	James Starlin	Kenneth & June Stover
	Harry Fraser	Harry & Joanna Schultz	Kenneth B Irwin	Daisy Irwin	Jim & Larry Starlin	Charlene A Starlin
	Sam Bacchiocchi	Robert & Madeline Johnston	Alexander Israel	Terrance & Carolyn Johnson	Jim & Larry Starlin	Fremont SDA Church
	Tom R Bennett	Jack & Sharon Bennett	James A Jetton Sr	Marge H Jetton	Russell Straman	Minerva E Straman
	John A Brichan	Francis & Teresa Buwa	Milton King	Louis & Evelyn Meyer	John & Alta Szasz	William & Jean Murdoch
	Gintong Buklod	Samuel & Priscilla Cahilig	Charlene Kuebler	Reginold & Jeanette Eighme	Buzz Wagner	Newton & Beverly Townsend
	Etly Caldwell	Donna Rae Caldwell	Bill Kuerzinger	Hildegard Kuerzinger	Lawrence A Wallington	Richard & Claudia Sowler
	Nancy Campbell	Wilber & Florence Paulk	Barbara Lee	Myrna D Stiles	Mary L. C. York	Charles H York
	Leonard Campman	John & Carolyn Blizzard	Don Loehr	Leda C Smith	Mary L. C. York	Daniel & Ruth Grentz
Robert C Chase	Ruth L Chase	Lance A S Luna	Leo & Linda Luna			
Joe Crews	Marilyn Cousino	John & Lisa Lungu	Helen Lungu			
Roy DeLeon	Teddy & Lilia Diancin	Macedon & Samuel	Luella M Marcoe			
Buena Faulkingham	Reginold & Jeanette Eighme	Philip Marcoe	Luella M Marcoe	The LaBore Family	Jessica Conner	
Vesper & Ruth Sias	Steve & Mary Lou Pride	Al Miller	Kristi Miller	The LaBore Family	Daniel & Julie Mesa III	
		Ennis Moore	Marcel Moore	Elizabeth Lanning's Solo	Jim & Jane Lanning	
		James Nash	Richard & Sharon Orrison	Don Starlin	Patricia A Randall	
		Stella Nikkels	Johannes & Esther Nikkels	Don & Trudi Starlin	Ernie & Keri Medina	
		Stephen L O'Barr MD	Lorena G O'Barr	Greg & Chrystal Van Fossen	Thelma H Wearner	
		Our Parents	Robert & Isabelle Hendricks	Emil & Ruth Moldrik	Wedding Anniversary	
		Jerry M Radostis	Emily K Radostis	By Emil & Ruth Moldrik		
		Cara Lee Rickaby	Jerry & Linda Rickaby			

NCCF Mat

Travel2Give.com Supports Missionary Aviation

Travel2Give.com is a unique travel company based in Knoxville, Tennessee that not only specializes in group travel, but donates commission proceeds to the charity of your choice. If your mission group or family is planning a trip, selecting Adventist World Aviation from a list of approved charities on the Travel2Give.com website will result in Travel2Give.com donating 50% of their commission to AWA if booked online. If you use one of their travel specialists, Travel2Give.com will donate 25% of their travel commission!

Venezuela

On Monday February 16, 2009 Adventist Medical Aviation pilot, Bob Norton, was reported missing. At the time of this writing, air and ground teams were searching for the aircraft, Bob, and his six passengers in a dense area of Venezuelan jungle. One of the passengers on board the Cessna 182 was Bob's wife, Neiba.

In 1999 Bob and his two sons joined AWA for a few days to help refurbish the Pathfinder Airplane currently flying in neighboring Guyana. Bob's brother Bill served as AWA's Vice President for Operations at the time. Adventist Aviation Services in Papua New Guinea is the current recipient of Bill's tremendous aviation skills.



1999: Bob Norton stands between his teenage sons with Don Starlin on the ladder working on the Pathfinder plane.

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000				
NCCF Matching Grant		AWA Donors		
		↓ + \$375,000 Due on Delivery		
\$1,012,564 Raised		\$187,436 Still Needed		
16.5%	33%	50%	67%	83.5%

AWA-PA ANNUAL INSPECTION

by Eric Engen

OVER THE PAST TWO YEARS, AWA-PA HAS DEVELOPED A RELATIONSHIP WITH Penn College of Technology, an arm of the Penn State University system. They once again offered to do the annual inspection on our Cessna 150 trainer, 9197U, as part of their Airframe and Powerplant class work. We knew of only minor things that needed attention this time, and thought that we would have 97U back in service well before Christmas. It didn't quite work out that way.


I delivered 97U up to Williamsport, Pennsylvania, one windy mid-November morning, and caught a ride back home in an Archer with Samir Sorano, a private pilot who did his initial training at AWA-PA. The A&P students at PCT got to work on it right after Thanksgiving break, doing the normal engine compression checks, changing the oil and filters, inspecting the seat tracks, checking the ELT battery, checking the static system, and so forth. The nose strut was losing compression, so they tore that down and replaced the seals. They completed their work right before the semester break in mid-December.

For a long time, we have been wanting to replace the directional gyro, since the old one had a nasty habit of precessing 20 or 30 degrees at a time. We got quotes from various avionics shops of up to \$900 for the gyro, and labor on top of that. But through a little investigating, we found the shop that had sold us the original (rebuilt) gyro 18 years ago, and they were still in business! They gave us a price of \$400 for a rebuilt instrument. We called the PCT instructor, and he said to have them send the rebuilt gyro directly to him, and he would install it for us as part of the annual, and at no additional cost!

One other thing on our wish list was to get an IFR static system check. This was another item that the avionics shops charged for—usually \$300 for the check, then parts and labor to repair any static system leaks, and there were sure to be leaks since it had never been IFR certified before. Well, PCT had the equipment to perform this check for us, too. They fixed all the leaks, and also included it as part of the annual at no additional cost.

Even though the airplane was ready, we still had to bring it back to BMA. Sam Lairson, a friend of AWA from New Jersey whose daughter attends BMA, flew in to give me a ride to Williamsport in his Cardinal RG. We got about ten minutes into the flight, but kept running into lowering ceilings, and with temperatures close to the freezing level, we decided to scrub the mission and return to base.

Christmas vacation, snow and ice on the runway, and inflexible schedules kept interfering with subsequent attempts to retrieve 97U. But finally, everything came together, and in mid-February, I caught a ride in a Warrior with a commercial student from another local flight school, and brought 97U back home, nearly three months after taking it in for the annual.

Why couldn't things have worked out so that we could have our airplane back sooner? At first we had the airplane, but no flight instructor. Then we had a flight instructor, but no airplane. I have learned not to question God's timing. It seemed like a long time to wait, but AWA-PA now has an IFR certified trainer that was kept in a heated hangar during the worst three months of winter weather. Praise God for the way he works things out. His timing indeed is best. 



AWA-Tennessee

the rest of the story

by Sam Miller

IN THE LAST ISSUE* I SHARED WITH YOU THE foundation of Heritage Academy's pilot training program. I'd like to continue introducing our program by describing the facets of this training. In creating a missionary pilot course, we had to decide what our main objective would be. Was it to train pilots first and missionaries second, or missionaries first and pilots second? We chose the latter of the two. From this concept, our training program grew. It is, and will be, a work in progress for many years, evolving and expanding in every way as God leads.

We determined that if we were to train missionaries first and pilots second, then medical training should be a key part of our program. There are many examples from Christ's ministry to support this.

The idea of training missionaries first actually matches perfectly with Heritage Academy's mission. A little over two years ago we revised our mission statement to simply state, "Encouraging young people to learn, experience, live and share Christ." Along with changing some of our curriculum, we are focusing more on experiencing mission work. All of Heritage Academy's students and staff are trained and certified in first aid and CPR. They are also fully certified through Homeland Security's "CERT" training, which is a disaster response program. Many are also certified trainers and travel around the

country training others in this program. Our students are also given "hands on" opportunities to hone their knowledge and skills. One example of this is our working relationship with Mr. David Canther's "ACTS" disaster relief ministry. In the near future, we hope to establish working relationships with some of health institutions where we can send our pilots for specialized training in diet and nutrition.

The next area of training we have incorporated into our program is evangelism. This has always been a strong focus of Heritage Academy's educational experience. We believe a good missionary pilot is multifaceted and useful in every area encountered in the mission field. Our curriculum already


*... we had to decide
what our main
objective would be.
Was it to train pilots first
and missionaries second,
or missionaries first
and pilots second?*

includes many evangelism requirements. In addition to these, we will have our pilots assist local churches in evangelistic meetings, do Bible work and open up various other opportunities to develop the skills that will be needed in the mission field.

The last portion of our program is the actual aviation part. We are offering a course that will allow a student to gain all the basic requirements to enter the mission field at the age of 18. Why is this important? We believe it is exponentially more difficult for a young person to make it to the mission field after college than before, due to the responsibilities that are accumulated, both financial and social, during the first few years post high school. We also believe that a 21-year-old freshman with 2 years of missionary experience would be invaluable to any university or mission organization. His or her maturity, knowledge and testimonies would be infectious. Also, when someone experiences mission work as a young person, he or she is more likely to have a lifelong mission orientation. Again, this perfectly matches Heritage Academy's mission statement.

Our course is designed so that a 16-year-old sophomore can start training and by graduation acquire not only the medical and evangelistic training, but also a commercial pilot's license, instrument rating, at least 300 hours of flight time and, if they choose, real experience in the mission field during the summer as a missionary intern. We understand that not everyone will be able to complete such a large course as this, so as space allows, we are also offering abbreviated training such as private pilots' licenses and instrument ratings with the hope that the student will continue training elsewhere upon graduation and eventually make it to the mission field.

With God's continued grace, your prayers, Adventist World Aviation's assistance and the help from friends and volunteers, this program of study will soon begin supplying the mission field with young, fully-trained missionary pilots, ready to serve the Lord in whatever task He lays before them.

*If you didn't get a chance to read the last *Flight Log* go on our website, www.flyawa.org, choose the "Publications" on the left menu and scroll down, and click on the 2008 Fall edition. 



The Heritage Academy campus.

PIONEERS

Simona—The End of the Story

by Kevin Wiley adapted from manuscripts of the late Bill Baxter

AFTER HIS RETIREMENT FROM MISSION aviation and ministerial education, Bill Baxter sometimes wondered if the whole venture that he and his wife Betty had launched decades before had been worth it. What happened in November 1990, though, was a great reminder of the value of the work God had led them through over the decades.

Montemorelos University had asked Bill to return to Mexico for a special homecoming weekend honoring those who had “headed” their School of Theology. Bill accepted the invitation.

When Bill arrived on campus and was shown to his guest room, he found a letter addressed to him. “God bless your visit and the happy reunions with former students and many who knew you as the rescue pilot,” the letter said. “One of those who is very desirous of seeing you is brother Baldomero Plata, elder of the church known as Puente Amarillo, and his wife Simona Segovia.” The letter identified them as beneficiaries of one of Bill’s rescue flights. Bill didn’t recognize their names, nor did the letter’s summary of their story jog his memory. Nevertheless, he determined to look them up and talk with them.

So it was that on a Friday evening in November, Bill, Simona and Baldomero met to relive a June day in 1951 that Bill had forgotten all about. Baldomero explained how he had come in a 4x4 “commando truck” to the hospital to see if the airplane could go to Rayones to pick up his wife, who was severely anemic due to hemorrhaging after the birth of her baby. He told how he had caught Bill coming out of his house, cap in hand, on the way to the airstrip to take off for San Antonio. “But you told me,” recalled Baldomero, “that the gas tanks were filled and you couldn’t take me with you to Rayones or I would have to stay there when you brought Simona back.” All at once Bill’s memory of the events returned, and he relived June 7,


1951, almost as if the day was being repeated with no time lapse!

Next it was Simona’s turn to share her clear memories of that day, when she had come so close to death. “I wanted to hold my baby, but you wouldn’t let me,” she

when she was helped onto the airstrip at Rayones. But here was that young girl, who couldn’t have been more than 20 years old at that time, now a mature woman.

As the three continued to talk that evening, Bill learned how the couple had eventually moved their family from Rayones to a village closer to Montemorelos, seeking better economic opportunities. Over the years, they had become acquainted with Jesus, had been baptized into the Seventh-day Adventist church and were pouring their lives into evangelistic work!

It is seldom that one has the privilege of seeing “the rest of the story” on this earth. This rescue experience, or others so identical that they varied in only minute detail, had been repeated hundreds of times at Montemorelos and scores of

times over in the Huichol country in the Sierra Madre Occidental (Western Sierra Madre). One day, in heaven, Bill Baxter is going to be thrilled to greet many whose full stories he never heard here. Is personal investment in following God’s call worth it! Yes! Absolutely! Yes! 

*Work in faith,
and
leave the results
with God.*

said. “You made a cradle for it in the back seat.” How well Bill remembered the details, now that they were recited. “And you held my wrist almost all the way here,” she continued, “except when you were landing.” Indeed he had! That pulse was most vital, and she had looked almost like death itself

The Western Sierra Madre rising high over Montemorelos.



Another Mission Field?!?



Because of the International Camporee in Oshkosh this coming August, we are not planning any mission trips to Alaska. However, if you have a group that would like to do something this year, contact:

Eric Hansen, Program Director

All Nations Center - 509-877-0960

Email: allnationscenter@gmail.com

Website: www.allnationscenter.org

We are open to short term mission groups here on the reservation.

If you would like to sponsor a child for Day Camp this summer, cost is \$35.00 per day.

Mike and I will be opening a small furniture shop in March here in Wapato. We hope to be able to minister to the needs of the people as well as support ourselves. We would like to have some things on hand to give to those who are really in need, such as new shoes, some clothing. We don't plan on having a full-scale community service center, but would like to be able to help. If you have a burden for that project, send any GOOD children's clothing or shoes to Fran. If you have any left over yarn, polar fleece and would like to donate it for mittens and hats for next year, please send it to:

Fran Hansen

3050 Ashue Rd., Wapato, WA 98951

Email: fayhxyz@gmail.com

WE ARE NOW SORT OF SETTLED IN, WITH SOME of our essentials still in Missouri. We love Washington. (And we are closer to Alaska.)

Is there a place on this planet that does not have its needy? Here on the reservation, there is the whole gambit from rich to really poor.

In White Swan, a small Indian town, the All Nations Center Church has a safe

place for children to go after school. It is called Yuu'maash, or The Gathering Place. The directors had a small Christmas party for the children. My sister, Ruth Nielsen, came through again with 60 sets of matching hats and mittens for the children. They were all given out. One family has 9 children.

One little boy at the party put his hat and mittens on and left them on the whole time. The party was enjoyed by all.

FLIGHT LOG →

Adventist World Aviation

PO Box 251

Berrien Springs MI 49103-0251

CHANGE SERVICE REQUESTED

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