

# FLIGHT LOG →

SUMMER 2009

NEWSLETTER

Vol. 15 No. 3

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

## PHILIPPINES TIME TO GET TO WORK!!!

by Ed Brennan

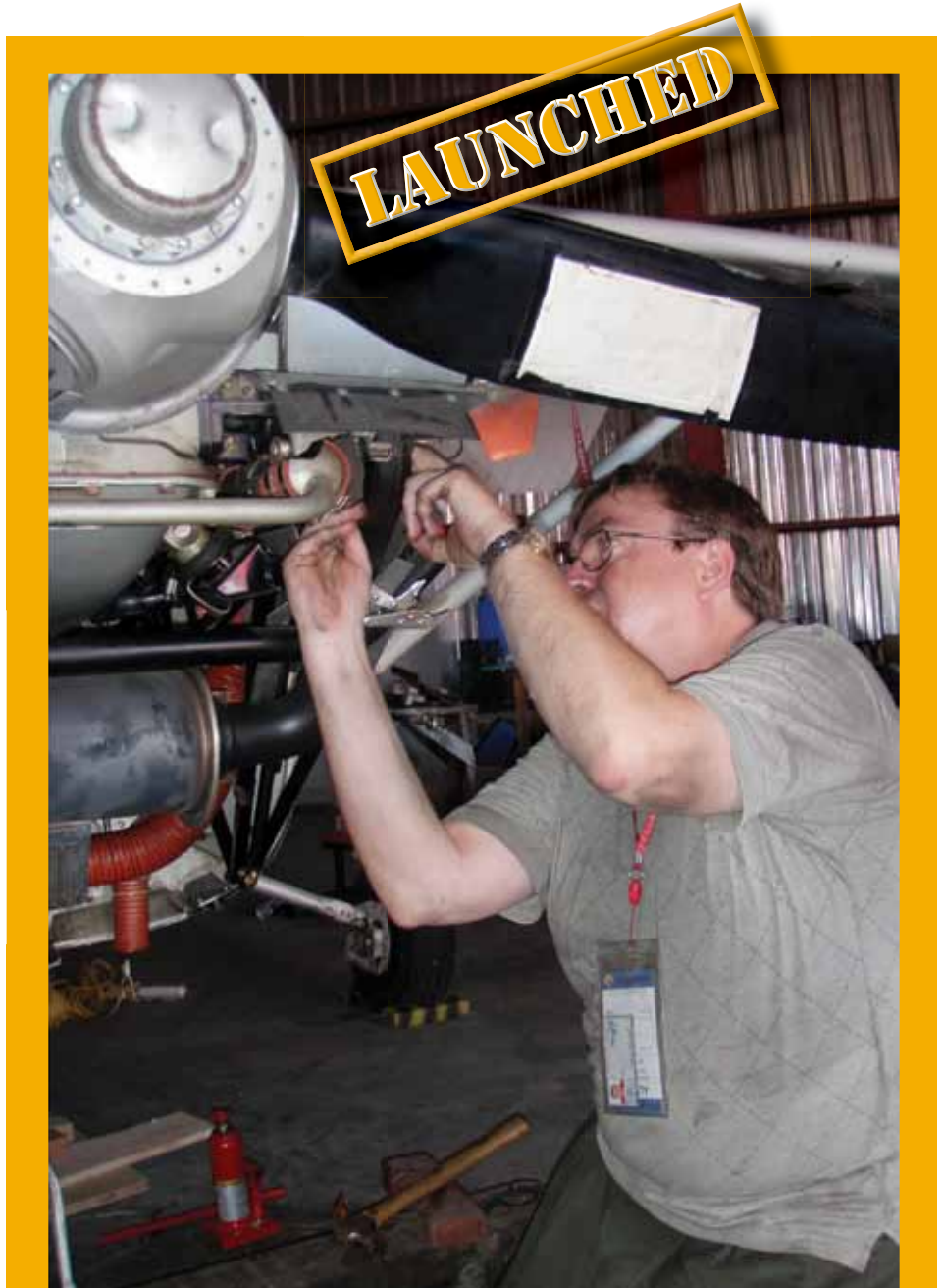
**A**S WE GOT OFF THE AIRPLANE IN MANILA, a lot of things were going through my mind. This is my third trip to the Philippines, and every time things seem to have changed dramatically. Even the customs and immigration procedures have changed, and we have only been gone a year. My mind began to race contemplating what other changes we could expect.

The airplane we had been using sat in a hangar at the Manila International Airport. We were prepared for a lengthy annual inspection, but would there be other problems that we were not expecting? When we left this aircraft, it was in very good shape with only a few maintenance issues. Now it had sat for a long time with no one to look after it. The airplane may not even be there; possibly even the hangar would be gone. I had images of the airplane in pieces with most of the important ones missing. The first thing to do was find a way to get in.

Ninoy Aquino International Airport is a large airport right in the middle of Manila with international arrivals and departures on a daily basis. Because of this and many international agreements on airport security, they do not allow just anyone to simply walk in. For this reason, we have to secure gate passes to go into the general aviation area where our aircraft is stored. When I was here last year, we encountered many problems when we tried to get into the hangar area. The previous manager worked really hard at developing a relationship with the chief of the pass control office to try and alleviate this problem. I would get to test whether this worked out very well.

The next problem I expected was one that all mission aviators face; would they let me fly in their country? Our training and testing are all done to the standards established by the Federal Aviation Administration. Standards do not necessarily match from

*(Continued on page 3)*



Ed Brennan, Don Starlin, and a volunteer crew (Dave Muth and Phil Glendrange) from Walla Walla University helped conduct the annual inspection on the Philippines Project airplane.





# HOPE!!!

Don Starlin,  
President

Chris Burns, Paul Karmy and William Stepp.

The summer of 2009 is, without a doubt, the most hectic period of AWA's 14-year existence.

From AWA's small borrowed office and rented T-hangars in Berrien Springs we launched one missionary family, and hosted three others coming and going. A volunteer team was organized to work on an AWA Cessna 206 in Texas. That aircraft was flown to Berrien Springs where it was prepped and launched to Guyana while the Pathfinder plane was brought back for extensive maintenance. The first pressurized twin in AWA service was delivered to Alaska, and a volunteer team deployed to the Philippines to conduct maintenance, and an annual inspection on the Cessna 182 assigned to that project. And all that took place before the end of July!

Then came the EAA AirVenture and Pathfinder Camporee, both at Whitman Field in Oshkosh, Wisconsin. Those amazing stories will be told in the Fall Flight Log. There is little doubt by those who participated that God is moving His people toward a great climax.

All of this is not simply busy work. Throughout the summer we were reminded again and again of the almost unbelievable impact these airplanes and missionaries make in their respective spheres of service.




Literally thousands of lives touched – some healed, some saved from certain death; tons of cargo delivered; epidemics affecting entire regional populations stopped in their deadly tracks; the message of a God who loves and saves proclaimed; lives changed for all eternity.

***To many on planet earth, hope comes in an airplane.*** If you are looking to make a difference, there is no better way to leverage an investment of your time or material resources. Come join us!

\*\*\*

AWA promotes total involvement in aviation ministry – with, admittedly, greater and

lesser degrees of success. You will notice that two articles published in this issue are accounts of mission life submitted by Missionary Kids (MKs) themselves. We hope you enjoy the perspective of our youngest missionaries. The articles may answer questions our readers sometimes verbalize.

We salute the decision by our young people to embrace the life of service to which God has called their family. We salute the parents for involving their children in the decision-making process, and then train and launch as a “fighting unit” to engage the enemy and wrest from his grip those caught in his web of death. May God richly bless our missionary families! 

## FLIGHT LOG →

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

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



# Time to Get to Work!!!

(Continued from cover)

one country to another. While there are international agreements on certain operating requirements and even for pilot standards, each country determines who gets to fly in their country and how they go about it. Many questions went through my mind: Would they want to test me? Would they ask for more money for certifications? Would they want to fly with me into certain areas? These answers would have to come later because first we had to get settled.

When we left last year, our office just down the road from Adventist University of the Philippines was in tact. This was a Godsend, as after 36 hours of traveling, we needed some rest. Our accountant here had done a good job keeping everything up for us and preparing a place for us to rest when we arrived. I was still concerned about her and the other family that stays in Aborlan to watch over our property, but these concerns would have to come later. A quick report from her assured me that while there was work to do, things were basically okay. The




Don Starlin, Felicia, Ed and Marilyn Brennan, Phil Glendrange, Beth Casel (office of development, Adventist University of the Philippines), and Dave Muth.

maintenance team would be here for almost a month and we needed to get the aircraft ready for operations. So what happens next? Get some rest!

After such a long flight and changing time zones, our bodies are a little confused about sleep. For one thing there has not been much of it in the last two days. For another, our bodies are used to sleeping on a different schedule. In the morning, we'll try to get into the airport and look at the plane. As for all of my concerns, well, those are re-


ally for God to worry about. I have spent a lot of time praying for the ability to do the work He called us to do. Now is the time to rely on His promise that His biddings are our enablings.

God Blessed us immensely, Don Starlin and the Walla Walla University team tackled the airplane after getting well acquainted with customs. They were some long, hot days, but the airplane received the care it needed and we enjoyed working together. We hope they all come back. 



Namsing, Dave Muth, Phil Glendrange (not pictured) and Ed Brennan work to complete the annual inspection.

### PHILIPPINES PROJECT



Ed, Marilyn, and Felicia Brennan

Launching Goal \$85,125

\$1,773 Still Needed

10%30%50%70%90%

\$1,372 Still Needed

Brennan Monthly Support \$4,790

Monthly People Group Sponsorship\* \$22,500

\$22,450 Still Needed

10%30%50%70%90%

\*\$750 monthly provides air and communication service to missionaries working in one of 30 people groups.

### PHILIPPINES PROJECT

10%30%50%70%90%

\$106,890 Still Needed

# My Favorite Place to Live!

by Daniella LaBore

**H**ELLO! MY NAME IS DANIELLA LABORE, and I'm 6 years old. I live with my brother, Micah, and my mommy and daddy in Guyana South America.

My mommy says that when we moved here, I was only 2 ½ years old. Micah was only 2 months old. She always says that we are more Guyanese than American because we've lived here most of our lives.




We got to go to the States on vacation. That was a lot of fun! I got to see so many things that were new to me, or that I didn't remember. I also had trouble remembering to do things like closing the front door and flushing the toilets. We leave our doors open all day here in Guyana and never worry about closing them until night. Sometimes we run out of water in the dry season, so we can't flush our toilets often, or we use other peoples' outhouses, so that's why sometimes in the States I forget!

I have a dog, Sneaky, and a cat, Cali. Cali is good at catching roaches, mice and lizards. Sneaky catches the chickens that sneak into our yard!

We have a garden, and my favorite time to work out there with mommy is when it's raining a little bit. It's easier to pull weeds, it's not so hot and I don't have to wear sunscreen, a hat or sunglasses! We are growing tomatoes, papaya, lettuce and cabbage.

There are two other missionary boys that live close. Their names are Jake and Zach. I like to play with them, even though they are boys. I like to play Legos with them and sometimes we go out in the field to play. I also have some Guyanese friends who are fun to play with!

I LOVE living in Mabaruma, our village. I like to visit the States, but my favorite place to live is Mabaruma! 

GUYANA PROJECT				
		Bill, Laura, Danielle, and Micah LaBore		
		LaBore Monthly Goal \$3,625		
Goal Reached This Quarter - Thank You!				
10%	30%	50%	70%	90%
Monthly Sponsorship-10 Villages* Goal \$2,500				
\$767 Still Needed				
10%	30%	50%	70%	90%
*\$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages.				









Canoes at one of the schools on the river.

# Wrong Way Wickwire

By Jud Wickwire

**I** HOPE THAT TITLE DOESN'T STICK! I WAS ON THE way up to Blackwater in the Zodiac. On board were Gilbert Sissons from Bethany Medical Missionary College (BMMC), his brother-in-law Taff and two lay workers, Sabrina and Shelly, both graduates of BMMC. Taff was making a DVD of graduates working in different parts of the country and wanted to include footage of the two volunteers working in the village.

I stopped about halfway between the Unity and Blackwater Schools; we had departed in a bit of a rush and we needed to discuss what we were going to do when we arrived and whose house we would be visiting; we also took a moment to pray. I had noticed the direction of the gentle tidal current and the wind direction before we bowed our heads and when I looked up I just started the motor and headed in the direction that we needed to go. Before long we passed what should have

been the Blackwater School on the right hand side, just as I expected. The children were just getting out for lunch and several were in their canoes paddling away; my attention was focused on them and I didn't look directly at the school, or I would have noticed that it was actually the Unity school. We continued on our way, expecting to come to some houses that I would recognize, in particular the Wong's house. Because the river banks are so featureless, there have been times before where it seemed like too much time had passed before reaching the next landmark, but I had never passed a destination.

After another 10 minutes, I concluded that something was wrong. At that point I assumed that I had had a lapse of concentration and just missed it. Sabrina said she hadn't seen anything either, so we turned around. After a few minutes we passed a fairly nice

blue and white house. I was staring at it as we went by, trying to figure out why it looked familiar, when Sabrina told me to stop. She pointed out that this house was actually down river from Blackwater. Then it hit us—we had been going the wrong way since we stopped! It was near high tide so there was very little current. I would have only been able to tell if we were stopped near the edge. I tend to measure time and distance by primary schools and little else, and I had blown that possibility when I mistook Unity for Blackwater. Now we would be an hour late on a day in which time was of the essence, without enough fuel to get back without scrounging some from someone along the river. After a brief discussion, we chose to continue; I would look for gas while they did their interviews.

When we finally arrived at the Wong's in Blackwater. They did their filming while I



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.	

Jacob Wickwire holds the Zodiac in place while village children watch.

got three gallons of gas from the Wong's son. Because we lost so much time wandering aimlessly up and down the river, we had to head back right away. Gary Lewis, the pilot with Guyana Adventist Medical Aviation Service (GAMAS), was waiting back at Mabaruma and had an absolute departure cutoff of 4 PM but preferred much earlier as the weather was threatening.

We were much later than planned, but there was still enough time. We motored into the creek just after 3 PM, quickly loaded up the boat, and headed back to the house. Just as we pulled in, my phone rang; it was the Ministry of Health with a serious case at Mabaruma—a woman with uncontrollable vaginal bleeding. Our airplane was grounded for maintenance. They were aware of this, even if Gary could provide assistance, there was no way their airplane could come from Georgetown this late in the day, but miraculously he was right here in Mabaruma ready to depart.

They rushed the patient to the airstrip and Gary's wheels lifted off the airstrip at 4 PM on the dot! To make space for the patient, Gary had to leave a passenger behind; fortunately Taff volunteered, and the MOH put him on a commercial flight the next morning. There was little inconvenience and we enjoyed his company for the evening as well.

Things happened so quickly I didn't have time to process the events, but later I got to thinking: What if I hadn't gone the wrong way on the river? We would have been back an hour earlier, and Gary would have departed before we knew about the

patient. What is particularly interesting is that earlier I had been lamenting the fact that we had stopped to pray and that is how I got turned around; now that I know what was really happening, the question is, "What if we *hadn't* stopped to pray?" How often do we think we are seeing the big picture but really there is so much more? Always leave plenty of room for God to reveal His plan, even though sometimes it can be a bit painful to us personally. 🙏



Faith Calaminos holds an IV bottle for a patient being flown to Georgetown.



# AWA-TN

## A Career for Life?

by Sam Miller

THE OTHER DAY I WAS DRIVING MY FAMILY DOWN THE HIGHWAY when a police car went sailing past with lights on and siren wailing. After a few seconds had passed, my 4 year old son said, "I want to be a policeman when I grow up." I responded, "That's a good job choice Isaac; what made you decide that?" as if I didn't make the connection. He replied, "So I can buy a fast car like that." You should have seen his face when I told him that when a person becomes a policeman, he or she is *given* the car without having to buy it.

What do you want to be when you grow up? This thought is on the minds of young people all the way from a very young age to adulthood, and some adults would contest that the question never really goes away all through life. It's a fair and decent question to ask, especially in regards to a career. You need some type of occupation to support those who will depend on you when you no longer depend on your parents.

When I was a child, I wanted to be a professional soccer player. I dedicated myself to that sport. I ran many miles for conditioning. My father and I built a full size goal in our yard so I could practice every day. Our house had a loop inside, and I would time myself dribbling around that loop, assessing penalty seconds for each item I bumped, continually striving to be faster and better. I analyzed everything I did, deciding whether it would make me a better athlete



The team of AWA-TN aviation students work together to educate their schoolmates and others about ACTS World Relief and gain valuable experience in God's work.



AJ has chosen to follow God's leading for his career and is completing his missionary pilots training at AWA-TN at Heritage Academy!

or not. I added more protein to my diet in hopes of gaining a size advantage, I lifted weights in hopes of gaining a strength advantage, I practiced skills repeatedly in hopes of gaining a speed and accuracy advantage. Everything I did was in hopes of achieving my desired outcome.

I never become a professional athlete, but the skills, strength, diet and dedication helped to mold me into the person I am today. The conditioning and diet may not have seen me through to being the athlete I dreamed of, but without that exercise, I would not be as useful to God working in vocational areas here at Heritage Academy or working on mission trips at Historic Adventist Village in Battle Creek, MI, or with ACTS World Relief in disaster response. The dedication and hard work may not have ultimately aided me in achieving the goal I set for my life, but they developed a dedication and perseverance that I use daily. Romans 8:28 says, ***"And we know all things work together for good to those who love God, to those who are the called according to His purpose."***

After realizing I wasn't going to be able to compete at a world level in soccer, I decided to become a professional pilot. Again I practiced, I studied, I dedicated myself to the goal I had set. From one job to the next I worked my way up, honing my skills with each step: first in a light single, then a light twin, next a turbo prop, and finally into jets. I thought I was developing my piloting skills; little did I know it was the skills away from the cockpit that God was having me develop. Along the way, I was asked to assist in many areas within the companies I worked for from flight instruction, scheduling and logistics, to regulatory compliance, finance and



maintenance. God is now using these skills in an area *not of my design*, but of His.

Quite often we encourage young people to choose one career for life; then we have them study, practice and dedicate themselves to become the best in that field of choice. This is good and noble, but I believe the Bible tells us we should aspire to do more. In Matthew 25:14-30, God tells us we should use our talents, all of them, expand and multiply them. With more talents, we can become more valuable to our master. *Messages to Young People* page 425 says, "The best educated in the sciences are not always the most effective instruments for God's use. There are many who find themselves laid aside, and those who have had fewer advantages of obtaining knowledge of books taking their places, because the latter have a knowledge of practical things that is essential to the uses of everyday life."

I am excited about the students here at Heritage Academy who have chosen to develop their piloting skills. Combined with the other skills they are learning—first response medical training, gardening, construction, evangelism and many others—God will be able to use these young people and their many talents to accomplish his work in the mission fields He calls them to.



AJ works on many projects to round out the skills he will need as a missionary pilot.



## A Missionary Party!

It is a rare weekend that so many AWA missionaries-in-training (MITs), missionaries on furlough and staff are in the same town, but it happened on May 17, 2009!

Within the previous two weeks Fletcher Grahn, AWA MIT for the Philippines, passed his FAA written, oral, and practical exams to gain a Power Plant License. Ed Brennan, MIT for the Philippines passed the FAA exams to become a Certified Flight Instructor. Greg VanFossen MIT for Guyana aced, yes, aced the FAA written exam for the Instrument Flight Instructor certification, and the LaBore family was in Berrien Springs on furlough from Guyana. In spite of years of hard living in Guyana functioning as wife, mother, pilot, aircraft mechanic and nurse, Laura managed to pass the Class II medical exam! Way to go Laura! Laura even had a fan club at the doctor's office!

The group descended on the best Chinese restaurant in Southwest Michigan for some truly wonderful food. Chrystal VanFossen especially, having lived in Taiwan as a missionary, appreciates good Chinese food. The event not only recognized the blessings God showered on AWA's personnel, but gave the MITs an opportunity to gain valuable insight from veterans fresh from the front lines.

Donor and prayer supporter Charlene Starlin enjoyed eating with some of her favorite people.

# AWA-PA A Chance To Fly?

by Eric Engen

**F**or we know that in everything God works for good with those who love Him, who are called according to His purpose.

Romans 8:28, RSV

The frustration has been tangible over the last two years. After the 2006-07 school year in which Jameson Hilliard, our task force assistant boys' dean, served as our certified flight instructor, our search for a CFI seemed to be blocked at every turn. We were ecstatic in September 2008 when Earl Binder, a local businessman who retired from running a flight school at a nearby airport, agreed to teach for us.

Then came our extended annual, (see the Winter 2009 *Flight Log* online at [www.flyawa.org](http://www.flyawa.org)), waiting for parts, good flying weather and schedules to coincide. We got N9197U back in February, but Mr. Binder was out of the country until the end of March. This was when the next saga began.

Flight training has always been expensive. So with the state of the economy, and

with academy tuition being what it is, we had lots of *interest* in our program, but only a couple of students who thought they could afford to start training. As it turned out, the two who were willing and able to learn to fly were not United States citizens. This meant they needed to undergo a background check process with the Transportation Security Administration. What an education that turned out to be!

Patience, persistence, fortitude, determination, endurance, staying power all supplied by God. This is what it took for us to go through the process for the first time. We had to submit documents, resubmit documents, clarify street addresses for previous residences (even from back when the students were six years old!), pay processing fees, get fingerprints. It was not possible to submit the

information all at once because each stage of the process required permission to proceed to the next. On top of this, add the structured schedule of academy routine, home-leaves, end-of-the-year activities and exams.

Which brings us to May 2009, the last week-and-a-half of school. Official permission to begin training finally arrived! As aggressively as we could, we put N9197U to work and were able to squeeze in two training sessions for each candidate before the end of school! As a result of seeing the airplane flying again and hearing students talking about it, one additional student went up for a discovery flight, which we hope will lead to further flight training opportunities for AWA-PA.

I think God has been preparing us for mission service in helping us work through the application and approval process for alien flight training, showing us the merits of waiting on Him and His timing. Having been through it now, we know what to expect, which will help make it easier the next time we need to help non-US citizens begin their training. 



**Left:** AWA-PA instructor Earl Binder (left) and Allen show their aviation grin.





**Above:** Discovering the joy of flight may lead Will (right) to take up flight training!  
**Left:** Two thumbs up from our CFI Earl Binder (left) and Faisal (right).



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**Answers to Prayer #1** – In the Spring Flight Log we celebrated the gift of a carabao and a tractor for the Philippines airbase project! We also published the need for a tractor mechanic to prepare the Farmall Cub for service on AWA-Philippines Airbase. God answered that prayer too!

A gifted farmer/tractor mechanic in Michigan volunteered to rebuild the tractor and we can't wait to publish a report with pictures! Praise God!

**Answers to Prayer #2** – In the Spring Flight Log we thanked God for a welded tube structure airplane and a mechanic to make necessary repairs. Those two gifts required a third – a good TIG welder to complete the job, and go with the mechanic to the mission field. God answered the prayer by providing a friend with a TIG welder to accomplish the specific job, but we are still in need of a reliable TIG welder for the Philippines.

**Answers to Prayer #3** – Are you an A&P Mechanic and out of work? AWA has received notice that a mission-minded owner of a concrete plant wishes to hire a mixer operator whom he would keep busy on mission airplane projects when not delivering concrete. If you or anyone you know is interested please contact Paul at 817-713-5959.

**Answers to Prayer #4** – AWA's partnership with the Guyana Ministry of Health has placed a heavy flight schedule on the Pathfinder Airplane. With operations growing and requests to expand, a second airplane for Guyana has been needed for quite some time. God, through the generosity of Paul and Darlene Karmy of Burleson, Texas, provided a desperately needed Cessna U-206F for the project.



Stanley Seery with volunteers, William Stepp and Chris Burns.

An airplane does not prepare itself for service, however. We thank God for Chris Burns and William Stepp of Pennsylvania who volunteered to participate in a short-term mission project to Burleson, Texas. In May these talented mechanics joined Stanley Seery, IA who was working on the installation of a cargo pod, HF radio, engine modifications and other items.

Chris is a member of AWA-Pennsylvania Project Operations Committee at Blue Mountain Academy. Chris also facilitated the gifting of tools and equipment to AWA by Bristol-Myers Squibb when the company closed an aviation facility. William is an associate professor at Pennsylvania College of Technology, Aviation Department and helps maintain AWA's Cessna 150 based at Blue Mountain Academy.

AWA KODIAK AIRPLANE #1 GOAL		\$1,125,000
NCCF Matching Grant	AWA Donors	+ \$375,000 Due on Delivery
\$1,012,564 Raised		\$172,766 Still Needed
16.5%	33%	50%
		67%
		83.5%



# Choices?

by Greg VanFossen



WRITE ON THE EVE OF MY departure for Texas to pick up the Cessna 206 destined for the Guyana Project. It is my duty to fly it from the Dallas area to Berrien Springs, MI. This is a part of this adventure with God that I am excited about doing as it involves flying an airplane. The trip is approximately 800 miles and may involve going through weather with poor visibility. The key things to avoid will include thunderstorms, which seem to be a popular weather phenomenon in the Midwest. When I passed my instrument pilot practical test in the mid 1980's, the technology to acquire weather information was only the substance of dreams. I can now go to the Internet and get, in picture form, a depiction of what the weather systems are doing. This requires much less time and provides a more clear understanding of what previously was constructed with specifically defined words delivered in a mechanized fashion over the telephone. Even though much has improved in methods of obtaining weather information, there is still no more reliable source than the "PIREP" (pilot report). This is information given by a pilot at a specific time at a specific location at a specific altitude in a specific airplane making a personal observation of the thermometer in the airplane and using his own senses. Nature still has ways of evading our complete understanding despite the evolved scientific methods.

Though the above thoughts pertain to aviation, the same basic issues plague other areas of our existence. The information age has brought on more efficient access and faster processing. Now I don't suffer for lack of information so much as from ambivalence as to what to believe. The determination of which long-distance phone service, Internet provider or diet is the best for the cost can be next to impossible. Even the methods for entering the "Pearly Gates" are peddled by a variety of denominations and their salesmen claiming prophetic ability for the purposes of making a profit.

So how does one make choices with all the options and competing marketing strategies designed to overcome the advertising "noise"? Is there something wrong with just arbitrarily choosing what information or



Rainbow and storm just ahead of the plane.


other "product" is put before me and deciding if what I have is what works or is less adequate than others are purported to be?

I would submit that many things are not worth the research to figure that out. However, when it comes to our religion, there is an infinite benefit that has come at great cost. When Nicodemus came to Jesus, he made inquiry commensurate with his station in life. Jesus responded in a dissimilar manner, cutting to the heart of the issue. He essentially referenced the issue that spiritual things are spiritually discerned; if you do not understand earthly things you will not understand heavenly.

God has repeatedly demonstrated that He works through His church. Jesus used Peter to communicate the Gospel to Cornelius, the woman at the well to draw the community out and Paul to reach the Gentiles. One overt characteristic demonstrated here is that none of these individuals did it for secondary gain. The motives are clear. Peter had a conversion experience that also involved a paradigm shift in his understanding of the Kingdom of Heaven. He was then asked to use his new understanding to the benefit of both the individuals he would come into contact with, and the Kingdom itself. The woman at the well forgot to give Jesus a drink of water and obviously left with intent to return because she left her vessel in her excitement. She wanted the water of life. Paul experienced a lightning bolt from heaven and redirected his zealous approach, which had been "kicking against the pricks."

In all of this it becomes apparent that the only truly effective method for reaching others for Christ is letting the Spirit work in me.

I can talk "theory" (religion, relationship with Christ and how it works) all I want, but the bottom line is that how I go about what I do speaks more loudly than what I say.

As a pilot, I can only truly know what the weather is when I've just flown through it. Until then I am just sharing what I've read. As a Christian, I have to "live" life in Christ's path in order to truly know Him. This relationship is accomplished by honestly opening my heart to what He says and living accordingly. 

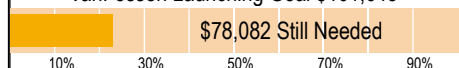


## GUYANA PROJECT



Missionaries-in-Training  
Greg, Chrystal,  
Brandon, and Serena  
VanFossen

VanFossen Launching Goal \$101,645



\$78,082 Still Needed



\$3,629 Still Needed

VanFossen Monthly Support \$4,829

Family and friends celebrate Felicia's graduation.



# PHILIPPINES

## My experience with AWA

by Felicia Brennan

**F**LIGHT MH95 NOW BOARDING FOR MANILA.”

I was actually sort of excited to board that plane, I guess because I couldn't turn back and head to Michigan again.

It had been over a year since I had last been there, and I missed the place; the long, sandy beaches, the beautiful scenery and trees, the delicious fruit, but most of all, the people. Everyone was so friendly and caring. And also, I wanted to see all of my friends again.

The thirteen-hour flight from Los Angeles to Taipei, Taiwan, was finally over, and all that lay ahead was a one-hour flight to Manila. We were all exhausted but eager to

finally get there. We longed for the heat after what seemed an ever-lasting winter in Berrien Springs, MI, and were relieved, as well, to never see snow again until our furlough.

Before settling down there, our journey would take us to Silang Cavite, to the AWA headquarters where we would be staying. This took us another hour of travel after landing in Manila. However, it wasn't distance that made the travel long, it was the traffic. At all hours, traffic rages on the streets and highways of Manila. But it added to our growing experience.

The sun's heat lasted only for a short while before the day's rain poured down. It'd

be busy while we were here, making constant trips to the ever-busy city of Manila. My dad, along with three other men who were staying with us, helped with the annual inspection on the AWA plane so that we could take it to Palawan at the end of June. A month was as long as we wanted to stay here. But we would stay longer if we needed to.

My excitement grew every time I heard something about the school that I would be attending – Central Palawan Adventist Academy, or CPAA. I had just graduated from 8<sup>th</sup> grade on May 28<sup>th</sup>. However, I'd be starting school again as a junior instead of a freshman because of the difference in



school systems. Elementary is finished after 6<sup>th</sup> grade, and college begins at the age of sixteen or seventeen.

I am a little afraid of skipping two years, mostly because I'll have no choice, and to do it in Tagalog, the national language. But I know that God will help me with that – all of it. I can already understand basic Tagalog, so maybe it won't be too hard for me. He'll never give us more than we can handle.

When I first realized that we were seriously going to be missionaries with AWA, I honestly didn't think much of the idea. My friends were one thing on my mind, but there was surprisingly no hint of worry or rebellion. I'd had experience in the Philippines already—living there, so I knew the transition wouldn't be too hard. Most of the time, I never thought about it.


Even when we moved from Oklahoma



to Michigan, I still wasn't very excited. But I saw miracle after miracle during my whole stay in Berrien Springs. It amazed me how each one brought us a step closer to God's mission, and each solved at least one problem that we now won't have to deal with.

God has confirmed our calling many times over. This is what he wants us to do, and I will not doubt nor worry about it. He's

got us covered and always will. I honestly couldn't see myself doing anything else right now. While my future still isn't clear, if He doesn't want me to go into animal medicine, then I'll go where He calls me. ***“Trust in the Lord with all your heart and lean not on your own understanding; in all your ways acknowledge Him, and He will make your paths straight.”*** Proverbs 3:5-6

Thanks so much for your prayers and support. 



Manilla traffic.




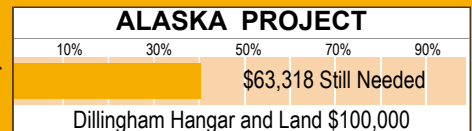
A Manilla Market



THE QUIET HOUR HAS MADE AVAILABLE TO AWA THIS DONATED CESSNA 421B, GOLDEN EAGLE, for a period of several years. It is their goal to use it to support mission teams, medivac needs, and other transportation requirements that may arise. The aircraft is pressurized and designed for high altitude use. Additionally, it is equipped with anti-icing and de-icing equipment.

Pictured on the tarmac at Sitka, Alaska, are Jim Kincaid, AWA-Alaska Project Manager; Michael Porter, The Quiet Hour CEO; Ryan Woehler, AWA Volunteer Check Airman; and George Alder, AWA line pilot. All four pilots are Airline Transport Pilot (ATP) rated, and all four participated in ferrying the C-421B airplane to Alaska from Phoenix, AZ. Ryan Woehler was the chief pilot of the ferry team. The three AWA pilots have all completed C-421 make/model specific training in preparation for the launch of this aircraft.

The trip from Phoenix to Anchorage landed in Boise, Idaho; Bellingham, Washington; Sitka, Alaska; and finally in Anchorage. The pilots used about 14 hours of flight time, averaging just under 200 miles per hour at economy power settings at altitudes between 16 and 22,000 feet. 



## FLIGHT LOG ➔

Adventist World Aviation  
PO Box 251  
Berrien Springs MI 49103-0251

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