

# FLIGHT LOG →

FALL 2009

NEWSLETTER

Vol. 15 No. 4

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

## Service Now – Training for the Future



by Fletcher Grahn, Event Coordinator

When over 37,000 Pathfinders descended on Oshkosh, Wisconsin August 11-15, 2009 it

became evident why we needed so many volunteers—to keep from getting drowned in the tsunami of humanity. Over the week

AWA and their volunteers would conduct numerous activities for the Pathfinders, which focused not only on aviation, but its

*(Continued on page 10)*



Jud Wickwire impresses on Pathfinders the impact "their airplane" makes in Guyana.



# FROM THE PRESIDENT

# It Is All About EDUCATION!



Don Starlin,  
President

THIS QUARTER WE HIGHLIGHT MISSIONARY aviation education at three venues – the Pathfinder Camporee, two boarding academies, and the largest air show on the planet. Why? Because roughly 800 million souls on planet earth will hear the Gospel message only if missionary aviation facilitates the proclamation. AWA needs spirit-led, technically competent, absolutely committed missionary aviators and support personnel – by the hundreds! All of this activity is for one purpose – to expose, recruit, educate, and train everyone God may call to serve in missionary aviation. It is all about education.

Real Christian education is not simply a government approved curriculum taught by Christian teachers to children of Christian parents. True Christian education is practical and transformational – it restores in man the image of his Maker and intentionally equips the student with a practical executable plan of ministry designed to “*make disciples of all nations.*” Nothing is left to chance. Christ created the Church for mission. It logically follows that a Christian school’s purpose is to train missionaries who will, in turn, help restore God’s image in others. Missionary aviation is both a professional calling and a strategic vehicle to accomplish Christ’s Great Commission. It is all about education.

The cover photo captures this vision-casting for missionary aviation among the youth. Notice all eyes on Jud Wickwire as he relates the tremendous impact the Pathfinder airplane makes among the tribal villages in




Guyana. What impact, you ask? A half dozen requests for church planters in the last ten months! Just like Pathfinders at Camporees five and ten years before them, the young people played a part in preparing an airplane that affects the lives of entire communities in Guyana. They learned about the opportunities for mission service. They helped meet the need by performing maintenance on the aircraft. They are following the stories in *Flight Log*, on AWA’s website, and on missionary blogs. It is all about education.

At AWA we have prayed the Lord of the harvest for laborers. They are not here yet, but they are coming. We are hearing from parents, young people, and mid-life career

Laura LaBore invested five years in training before deployment. Ask her passengers whether or not it was worth it.

personnel. AWA’s partnership with Andrews University facilitates a college-level aviation degree, but where will they learn the skills necessary to work cross-culturally, develop project plans for the place God is calling, assemble a support team, and refurbish their airplanes for deployment? AWA needs a missionary training and aircraft launching center in which those called of God can prepare for service. It is all about education.

Twelve years ago, God gave us an opportunity—we missed it. The opportunity has presented itself once again. Would you consider making a meaningful investment to enable that dream? 

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**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.*



# Seeing Out Without a Window?

by Greg VanFossen

IT WAS 6:30 P.M., JULY 2, 2009. PLANS FOR departure approximately 10 hours earlier had been completely obliterated by, among other things, the need for a new mixture cable on the Cessna 206 bound for Guyana. I had figured and refigured the weight and balance several times in the process of determining what to load into the aircraft. We took off from Andrews University Airpark on Runway 31. I was not able to copy the clearance on the ground because of no radio contact with flight service. The visibility was good enough to fly visually until after the controller gave us a clearance to fly in the clouds on instruments to our first stop, the Cleveland, Tennessee, airport. As we proceeded, the clouds enveloped our plane and the only meaningful perceived light was from the inside of the plane's cabin. We were in the clouds until reaching the southern border of Indiana with the exception of some moments of a view of the ground here and there.

Instrument flight rules involve a large number of details. In order for an instrument-rated pilot to be able to exercise his privileges, he must have flown six instrument approaches, intercepted and tracked a course and flown a holding pattern in the previous six months. This can be performed on a flight simulator with an instrument flight instructor in attendance. The airplane must have had the pitot-static system checked in the previous 24 months, the Emergency Locator Transmitter in the previous 12 months and the VOR receiver (navigation radio) in the previous 30 days, among other things. When flying to a given airport, the enroute flight is governed by certain rules. When on an instrument flight, the pilot flies at specific altitudes related to the direction and type

of flight and has to have a specified amount of fuel left over after arrival. The approach procedures at the destination have minimum requirements with regard to visibility, minimum altitudes, times and cloud ceilings. When arriving at a given airport with a precision approach, the pilot must be able to land the airplane within a 3000-foot portion of the runway. All these rules and conditions are enough to make one wonder if it is worth it. The rules are so restrictive. Yet if I ignore these rules, who would want to fly with me? I would be considered an unsafe pilot. We all recognize these rules exist to provide defined limits within which operations will be safe. Additionally, all these rules create greater freedom. On the surface this seems like an oxymoron. But consider a flight in which we want to be able to fly somewhere without seeing out the window. We want to do it without hitting a mountain or another airplane. These rules are planned ways of addressing conflict. Flying at an altitude lower than a mountain peak creates a conflict in which the mountain always wins. The observance of the rules doesn't make the flight happen but does limit the risks. With the risks limited, we gain the freedom to fly when the weather is not so good and we would otherwise be earthbound.


An instrument pilot experiences vertigo and has to use the instruments to make decisions as to how to control the aircraft. When Adam and Eve left the Garden of Eden, they took the human race into the fog of sin. Humans experience emotional vertigo in most of life's situations. Just like the instrument pilot in flight, we cannot trust how we feel. God has given us a set of instruments and rules by which to control our own behavior.


Laura and Greg enroute to Guyana.



FLIGHT LOG

These instruments and rules are foolish to the decidedly secular mind. But to those who choose the narrow path, they help us fly the planned route to the Heavenly Country. Jesus has filed our plan for us and has given us a clearance through the storms of this life. It is our job to copy the clearance, familiarize ourselves with it and turn in the right direction. Jesus gets us there but allows us to use our power of choice throughout the journey. We are always free to change our mind until we get on the ground at our destination.

The flight to Cleveland was completed at the end of a visual approach 3 1/2 hours later. We flew out of the cloudy weather enroute, landed and met the friends who were expecting our arrival. The remainder of the trip to Guyana was without incident though definitely different than expected. We are still in the clouds on this spiritual journey with the hope of meeting our friends in that City whose builder and finisher is our awesome God. Can I expect to see you there? 

GUYANA PROJECT				
				
Missionaries -in-Training Greg, Chrystal, Brandon, and Serena VanFossen				
VanFossen Launching Goal \$101,645				
<div> <div></div> <div>\$74,632 Still Needed</div> </div>				
10%	30%	50%	70%	90%
<div> <div></div> <div>\$3,084 Still Needed</div> </div>				
VanFossen Monthly Support \$4,829				

# PHILIPPINES

# Mapun

by Ed Brennan



Miguel Blanco, Marian, and Cesar Fabian.

I RECEIVED AN EMAIL THAT MARIAN LAGUNO, a nursing professor at Loma Linda University, needed to fly a team to Mapun. Marian and her cousin Miguel Blanco were able to make it in on a Thursday night, and the third one, Cesar Fabian, showed up on Friday. To avoid a needless return trip, I planned to fly out with them and stay until their return. These plans seemed to be ok until we received word that it was not considered safe for Americans to stay overnight on Mapun. While the extremists were not necessarily on the island, they were known to show up. An American with an airplane may be too tempting a target to resist. So I could only stay a few hours but those few hours made a big impact on me.

While I was waiting for the team to show up, I had a chance to learn some of the background story of the island. It seems that various people from time to time have been going to this little island since the 1970's. It started out as a medical mission with a couple of doctors and nurses. Some of them were from Adventist University of the Philippines (formerly called Philippine Union College), some from Mountain View College and others from the United States.

This island is not really claimed under any particular district within the church. Sometimes a pastor shows up and then years go by without a visit. The number one reason is that getting there can be quite a challenge.

This island is closer to Malaysia than to any other Philippine island. Most people believe it falls under Mindanao, but even at the end of the Sulu Archipelago, it is actually closer to Palawan. The normal way of getting there is by boat, but that is a challenge in and of itself. First, one goes to the pier to sign up and get a ticket for the boat. The crew says that they will depart tomorrow. Back to the pier the next morning, the crew says that they will depart tomorrow. The same thing happens the next day and the next day. As frustrating as this sounds, the average wait is about two weeks. The captain will not leave the pier without a full load. To do so may very well mean a financial loss on the trip. The profit margin is so slim that the only way to make any money is to fill the boat before departure, which is more important than any time schedule to these boat crews. The other thing that makes this island difficult to work on is that it is completely Muslim.



The original Adventist group went out to the islands to open up a medical clinic. For years this is what continued until they could not support it any more. Finally, a doctor said that what would really make a difference would be a school. The school started out pretty small. They recruited teachers where they could and they gathered books, desks, supplies, even a single microscope and whatever else they could find. Today they even have a music program with brass instruments and marching.

Mapun



The academy has received full accreditation. In fact, it has become quite popular with the residents of the island. The school this year has enrolled 151 students, and this is a small island. The teachers are critically understaffed, but that has not stopped enrollment. They teach a complete Adventist curriculum, and the Muslims understand this. How is this possible? Simply, it is the best





Ed Brennan speaks to the students.

option on this small island for any of these students. There are no roads to the school, only a trail. Some students walk for hours or stay in the dormitory during the week. Even though it is a long walk, the parents still prefer that their students attend the school.

Since they have been operating here so long, the teachers were able to open the Mapun Adventist Center in the middle of their small town. Here they hold a simple Sabbath worship every week. Some of the wives of these Muslim men had a Christian background. They join in the weekly worship while the husbands wait outside until it is over. Afterward they join their wives and the Adventist teachers for potluck and fellowship.

When I saw this you could have knocked me over with a feather. I spent a lot of time in the Middle East. In those countries, most likely the wives, the teachers, and anyone with a hymnal would have

been put to death. Once again God has proven me wrong and has shown how the Holy Spirit can lead. God has no limitations. He has demonstrated that it is possible to take His word to a people who were closed to it before. Once again I stand in amazement.

AWA



The Philippine Air Force maintains the Mapun Airport.



FLIGHT LOG



Final approach.

PHILIPPINES PROJECT				
				
Ed, Marilyn, and Felicia Brennan				
Launching Goal \$85,125				
Goal Reached This Quarter - Thank You!				
10%	30%	50%	70%	90%
\$856 Still Needed				
Brennan Monthly Support \$4,790				
Monthly People Group Sponsorship* \$22,500				
\$22,500 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%
\$106,218 Still Needed				
Mission Airbase Development \$350,000				



# GUAYANA

## The Incredible Journey

by Jud Wickwire



**Above:** Exuma Island, Bahamas.

**Below:** Jud Wickwire and Ray Young ready for takeoff.

**T**HE BOX FINALLY ARRIVED AT THE DOOR A FEW days before our departure, containing a stack of charts, books and approach plates nearly a foot tall: Hopefully all that was needed to find our way from Kelowna, British Columbia, diagonally all the way across the United States to Southern Florida and then down through the Caribbean Islands to Guyana, South America.

How and why did the Pathfinder Cessna 182 end up 4,300 miles from Guyana? With several looming maintenance issues that were going to be very difficult to complete in Guyana, we decided to return the

airplane to North America. Following the Pathfinder Camporee, we were invited to bring it to Skytek Aviation in Vernon, BC, by Keith and Darian Swartz. Keith had previously travelled to Guyana and completed a structural repair on the airplane. Keith and Darian made an incredibly generous offer of their time, and having the plane in their well-equipped AMO shop made it an obvious choice to take it there. Additionally, a number of suppliers provided deep discounts or other concessions; in particular we would like to thank *Spring Aviation, Kamloops, BC; Progressive Air, Kamloops, BC; Seaplanes West, Edmonton, AB; Aviall, Vancouver, BC, and Bristow Instruments 1977, Ltd, in Edmonton, AB*. Like most projects of this type it grew in size and complexity. It was a good thing that we had not started the work in Guyana. We would have had to re-order parts several times and it would probably have taken months to complete.

On October 18, with the airplane all shipshape, we spent nearly

an hour loading the airplane with the mound of supplies including a full set of tires for the Arctic Cat UTV, several gallons of aircraft engine oil and the bicycles for Jacob and Zachary. We were ready to depart Kelowna for the first leg that would take us across the border to Oroville, WA, where we would clear customs. I was joined by pilot Ray Young (he flies a Piper Aztec). As we taxied out, we waved goodbye to a small gathering of family and friends that were huddled under their umbrellas in a light rain. The Canadian winter was on the horizon; just a few days earlier, the temperatures had plummeted to -8 Celsius, and it was definitely time to head South!

Monday afternoon we were getting close to Kansas City where we were going to meet up with Mrs.

Wilson (mother of Dr. John Wilson at Davis Memorial Hospital in Georgetown, Guyana), to pick-up some computers and other items. Ray was flying and asked me to try to adjust the arti-



Keith and Darian fabricating a new panel.



Keith and Darian at their shop.





Ray Young and a wonderful sunrise.

The Bahama Islands

ficial horizon, but it didn't adjust the way that it should. Moments later it toppled, and a glance at the vacuum gauge confirmed that we had a vacuum pump failure. We were in VFR conditions so it was not a critical failure, but it made it challenging flying vectors with Kansas City approach. We stopped at a small airport near Kansas City called Roosterville to meet Mrs. Wilson. The small shop there didn't have a replacement pump, but the owner suggested checking with a larger FBO in Little Rock, Arkansas. We called ahead and they said they had two on the shelf, so we headed out that way. This added a bit of a dogleg to our route, but it worked out well as they were able to install it on their night shift so it was ready when we got back to the airport the next morning.

On our final day of crossing the continental US, we stopped at Selma, Alabama, for fuel. From there we cut across the northern part of the Gulf of Mexico and slipped into

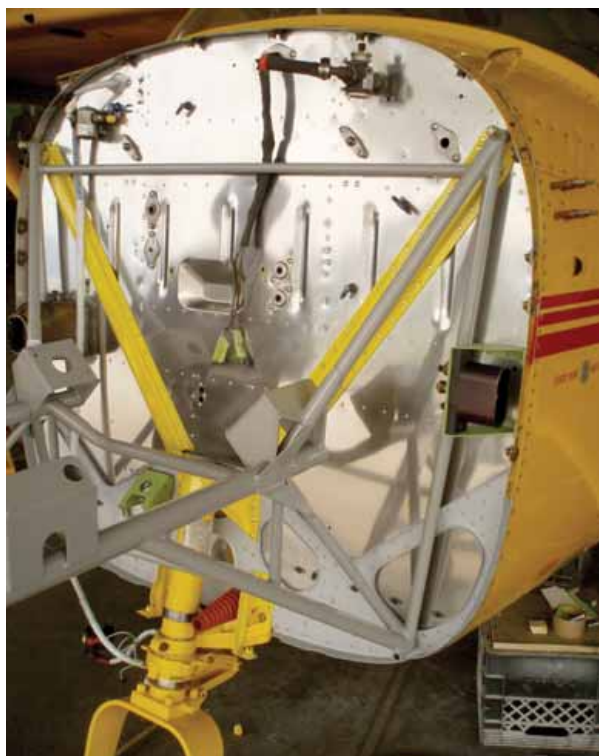
Saying goodbye in the rain.

Fort Lauderdale Executive Airport to prepare to launch the over-water part of the trip. We pulled into **Banyan Air Service** where they say, "You are welcome whether you are flying a J3 Cub or a Global Express Jet." We can verify that is true, and on departure our invoice reflected a significant mission aviation discount!

Wednesday there was a persistent band of low clouds and rain (along with thunderstorms), blocking our path around Turks and Caicos. We finally decided to get a later start and just go as far as Exuma Island in the Bahamas. Thursday found us in St. Croix where we searched out the little Mexican restaurant that I remembered from the last trip and enjoyed a couple of giant burritos, the last of their kind in my diet for quite some time.

Friday we were airborne early and were getting the "Bonjour" from the Guadalupe controllers by 8 a.m., there was no sign of the volcanic ash that we were warned of from Montserrat. Not much after 10 a.m. we were in St. Vincent for a brief fuel stop. Our final leg to Guyana was over four hours. We were again blessed with amazing weather. It was exciting to see the coast of South America come into view again after three months away.

Packed and ready to takeoff!



New firewall and engine mount.

Karen, Jacob and Zachary, along with my niece Danielle, had arrived commercially early that same day, so it was great to be all together for a day of Sabbath rest.

It was a very successful trip. Ray was a great travelling companion; I certainly couldn't have done it without his help. Here in Guyana we are so grateful to have two airplanes to fly. Now it will allow us to be much more reliable as a mission organization and give us more flexibility in the service we provide to the people of Guyana.



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.	





# GUYANA

## *A Fly With One Wing*

by Bill and Laura LaBore

**W**HEN THE PHONE RINGS AT 0530, IT IS usually the hospital calling to fly someone out. I had just been lying there thinking how nice it would be to have a morning off, with no flights and no peanut butter and jelly sandwiches for breakfast, when the phone rang. They needed me to med-evac a woman with cerebral malaria. This time I didn't even have time for a sandwich, and I'm not sure I could have choked down another one if I tried. I settled for the granola bar in my flight bag.

The lady was semi-conscious as I slipped the oxygen mask over her face. Additionally, a boy who had swallowed a fish bone needed to be flown out. We loaded them in and I took off.

The air was cool and the sky welcomed me with its soft pink and orange colors. The trip went without incident and the ambulance picked up the passengers when I landed in Georgetown.

After refueling I took off, with some passengers who had been patients and now needed a ride home.

I always love landing at the Matthew's Ridge air strip. The strip is long and it's safe to land coming in either direction.

As I landed, I went to put on the brakes as usual, and found my left brakes VERY mushy. It took a LONG time to finally slow down enough to turn around. I taxied off and got out to check. Sure enough, the left brake line was completely severed at the lowest point and sticking out all the way to the back. Some one must have stepped on it while loading and I didn't see it on my walk-around before the last flight.

Waiting at this strip was a group of pharmacists who were surveying the region for medicinal needs. They were waiting for me to shuttle them to the Baramita strip, the farthest-flung and most-forgotten village in Region One.

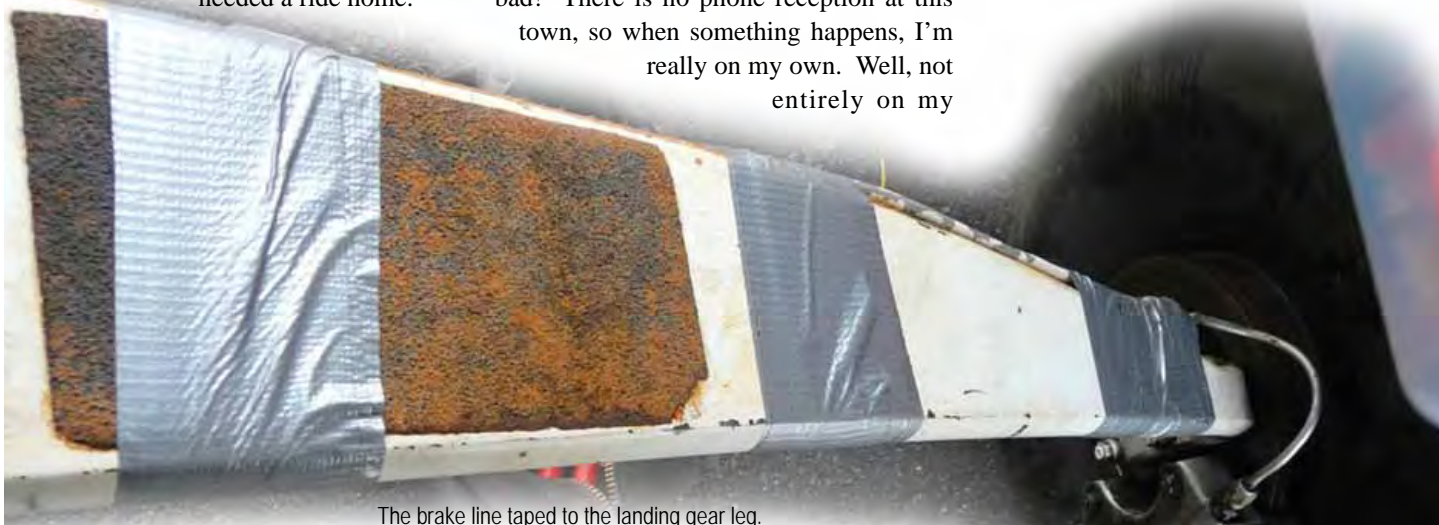
Also at the strip were a couple of guys who had helped me when my flaps went bad! There is no phone reception at this town, so when something happens, I'm really on my own. Well, not entirely on my



own. I felt God sent those men both times to help me! We made a new flair on the tube, using an awl, a hammer and the jack-end of a head set.

We then duct-taped the tube to the strut to stabilize the whole thing. Worked pretty slick, but I was low on brake fluid. However, it would be good enough to fly to Georgetown.

When I flew back to the city, I requested to use a runway under renovation. It's 150



The brake line taped to the landing gear leg.





Left: Micah helps Mom pilot the plane.

Below: the early morning patient to be loaded into the plane.

Bottom: The two men who helped Laura temporarily repair the brake line.



feet longer, and I thought I'd rather have it, just in case. This meant, however, that they had to move all the working excavators and tractors away from their work while I landed. I later found the airport firemen all dressed up and waiting by the fire engine. It's a new engine and I think they were looking forward to using it, as playing Dominoes all day, waiting for a plane to crash, can get boring.

I prayed an extra prayer and then made the landing. There was enough wind blowing in the opposite direction that I was able to stop at the usual point, so I was happy. By then, though, I had no use of my left brake, which I use for turning, so I had to do all my turns to the right only. I kind of looked like a fly with only one wing as I had to spin all

the way around to make some turns. The fire men watched me in my silly turns, then went back to playing Dominoes.

The guys at the hanger fixed it for me in about an hour and I was on my way again. I was SO happy!

I was now running really short on time. The team that I had left at Baramita was waiting for me to pick them up and we're not allowed to fly after sundown, due to the

fact that there are no lights to land by.

I was able to pick up the team and land in time before it got dark.

After landing, I waited with three girls from the team under the dark sky full of stars for almost two hours, while two others hiked their way in the dark to the town, and came back with transportation. I was ready to spend the night in the plane, as it's not safe to leave it unguarded at the strip.

I was happy to see when they came back to get us, that they had hired two men to sleep there for me! The day had started out at 0530, and now it was before 8pm. What a day. Around here, you just NEVER know what a day will bring!



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				
\$830 Still Needed				
10%	30%	50%	70%	90%
*\$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages.				



# 2009 COURAGE TO STAND

AWA's exhibit staffed by  
Susan Payne



Paper Pilot Activity



Formation Flight  
Activity



Pathfinders work  
on the Mission  
Plane.

## Service Now — Training for the Future

(Continued from Cover)

importance in missions today. This wasn't the first time AWA has done this. It's just the first time for most of us who are in training this time around.

Why go through all this effort every five years? Why invest time over so many months of preparation? Why make all the phone calls and send all the emails, design all the documents and recruit, recruit, recruit? The answer is actually pretty simple. God told us to. Matthew 28:19 says: "Go therefore and make disciples of all the nations . . ."

You see, AWA's mission isn't restricted to 'foreign fields'. A great deal of our mission is right here in North America. God knows that a small handful of missionaries simply can't reach the ever-expanding mass of unreached humanity.

It will take a full, 100% commitment from ALL

His children, and even then, it can't possibly succeed without His power, His leadership and His Spirit in our hearts.

The Pathfinders have answered the call of Christ to 'Go therefore...' through Project Air-power. Each successive generation of Pathfinders have come to the International Pathfinder Camporee since the inception of 'Project Airpower' in 1998, and rolled up their sleeves to help service and maintain the 'Pathfinder Plane'. The Pathfinder plane is a 1970 Cessna 182 which serves in Guyana to help spread the Gospel of Christ through medical, dental, education and evangelistic outreach missions. The last two years, the Pathfinder plane has flown well over 700 hours in service to the people of Guyana. It has carried over 1,700 passengers, delivered






# PATHFINDER CAMPOREE

Just a few of the volunteers and missionaries  
God used to make it all possible.

over 20 tons of medical supplies, food and clothing; transported 264 medical emergency patients, and 382 patients and health care workers, and returned 510 patients and family members to their homes. Now multiply this by five, ten or twenty years of service and you can begin to see what the Lord can do with the commitment of His people to the commission He has given us.

This year roughly 500 pathfinders and club leaders from over 75 clubs from 6 continents participated in the aviation activities conducted at the camporee: 375 earned their certificate and aviation patch. Many of these participated along with AWA staff and volunteers to once again help prepare the Pathfinder plane for its return to service in Guyana. There was a lot of sanding and cleaning, opening of panels, and a bit of wrench turning; all under the watchful care of experienced mechanics; all learning valuable lessons from each other. Friendships were made and seeds were sown—seeds which the Spirit will nurture and grow until they bloom into the spirit of mission in the heart of our youth. You see, this is the part of the mission God has called AWA to here in North America. It is to sow these seeds of the 'spirit of mission', the 'spirit of service' among the children of God here at home. We know time is short and the work exceeds our human capacity to complete it but we are God's method of spreading His message of grace to a dying world. 



Designing  
a reentry  
vehicle for an  
eggstronaut.

"Houston, We  
May Have an  
Omlet" Activity

Operation  
Aviation  
(rescue)  
Activity

Pathfinders work on the  
Mission Plane.





The IAMA Mission Display Tent.

Jeff and Charmaine Bell and children man the N2019G display with portable dental equipment.



AWA's booth and volunteer helpers.

# We FLY 4

by Don Starlin

Carol and Bob Buchholz

Carlos Rangel and Don Starlin with the JAARS Kodiak.



EXPERIMENTAL Aircraft Association (EAA) President, Tom Poberezny perhaps said it best – certainly most authoritatively, “I had high expectations for AirVenture 2009, but even those expectations were exceeded. After each event, you like to say it was the best ever, but you can’t do that every year. But I’m going to say it this year – AirVenture 2009 was the best ever. It’s difficult to imagine a week that matched the highlights, enthusiasm, and passion for aviation that we saw this year at Oshkosh.”

And in the midst of a recession that continues to pound general aviation, the facts support Tom’s statement. Attendance rose 12 percent over 2008 to 578,000! More than 10,000 aircraft arrived at Wittman Regional Airport and other airports in east-central Wisconsin. Of these 2,652 were show planes, two of which were AWA missionary airplanes!

Why are we making such a big deal of the EAA’s world class event? Because AWA watches to see where God is working and then joins Him there. With God’s fingerprints all over the 2009 EAAirVenture, AWA was there, and we weren’t alone.

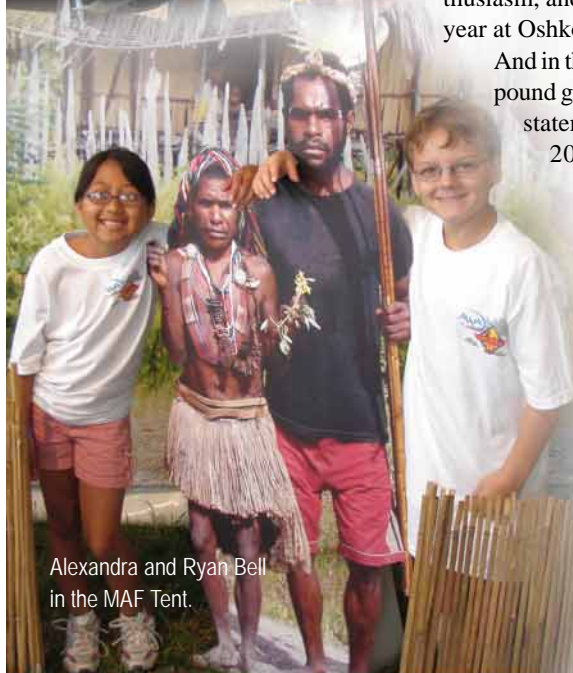
General aviation’s contribution to making planet earth a better place to live for millions often

remains in obscurity. For AirVenture 2009 the EAA made a decision to give humanitarian operators time in the sun at show center on Aero Shell Square, and the **Fly 4 Life** theme was launched. The International Association of Missionary Aviation (IAMA) and the Missionary Aviation Support Association (MASA) worked hard all year to plan the displays and host hundreds of missionary aviators. It was an enormous undertaking – especially for ministries whose dedicated personnel already wear multiple hats and work in faith.

In all, 36 mission aviation agencies and their 385 mission participants rallied on the EAA grounds to erect and staff exhibits including airplanes, convention booths, and exhibit tents. AWA personnel and volunteers covered the Pathfinder Airplane and its work in Guyana, the Alaska Mission Aircraft display with a portable dental unit courtesy of Tom Onjukka, the AWA convention exhibit in the IAMA ministry tent, and the **Fly 4 Life** tent on Aero Shell Square.

The **Fly 4 Life** tent highlighted, with large colored panels, the Spiritual Life, Education, Safety, Community Development, and Disaster Relief categories of aviation ministry. High profile mission aviation exhibits on the south side of Aero Shell Square included a tribute to martyrs Nate Saint and his four colleagues speared to death by Waodani Indians in Ecuador in 1956. A mockup of the butchered yellow Piper on the Curaray beach led into the **Fly 4 Life** tent from the west. The Burnham family staffed their display which led into the **Fly 4 Life** tent from the east. Martin Burnham was killed during a Philippine Army

Alexandra and Ryan Bell in the MAF Tent.





The Nate Saint and fellow martyrs story started the journey into the Fly 4 Life Tent.

# FLY 4 LIFE

## MISSION AVIATION


attempt to rescue them from Islamic militants in June 2002. Gracia was shot in the leg, but survived to share her testimony again and again to God's people including two Adventist Churches in Wisconsin during the event.

Steve Saint's Maverick, a roadable flying car was a natural at the EAA convention. Steve's vision is to produce appropriate technologies for indigenous people to better their lives making it possible for those with limited resources to deliver contextualized medical, dental, and spiritual services to others in the region. The genius of the Maverick flying car is that on the ground it is reminiscent of a dune buggy capable of roaming villages and jungle trails. When those give out, one simply deploys the mast and flexible wing something akin to a parasail and climbs out over the jungle to the next village where care is dispensed.

I personally had several wonderful chats while on duty in the Fly 4 Life tent. Some of the visitors had heard of mission aviation, others hadn't a clue. In both cases opportunities presented themselves to share a little of what God was doing through AWA.

IAMA facilitated the participation of ministries in the EAA convention and MASA made it all possible by coordinating local volunteers for housing, meals, transportation, medical and dental needs of missionaries. In all MASA provided services for 420 mission representatives. Twenty-nine churches played host with 135 homes opened to the mission aviation community. Forty-four vehicles were provided, and 25 drivers serviced 65 airport arrivals. Twenty-

three meal sessions were organized and 7,253 meals served in the MASA tent. MASA also organized 75 speaking opportunities for mission aviation representatives in 60 churches. Praise the Lord, AWA and the Adventist community was involved! The Sunday morning breakfast served by local Adventist churches was greatly appreciated.

All of AWA's representatives took advantage of speaking opportunities in area churches. We met long-time supporters as well as made a lot of new friends. The most important and exciting result of this joint cooperative by the body of Christ is the fact that barriers are coming down. God's children are working together for one common goal – preaching the Gospel that Jesus told us would be preached to all people groups before His return (Matt 24:14). He who has an ear, let him hear! 

Rita Damon, Gracia Burnham, and Fletcher Grahn

The rotating five-foot globe carried a flag for each mission aviation project.

The Maverick flying car

Large display panels guided visitors through the history and work of mission aviation.



# AWA-PA Blue Mountain Academy Project Gains Momentum

by Eric Engen

**T**HE AWA-PA PROJECT AT BLUE MOUNTAIN Academy ended the 2008-2009 school year with two flight students enrolled in the program. Over the summer, the word spread that the flight program was active again. AWA set up a display booth at the Pennsylvania Conference Campmeeting, which generated some interest in the BMA program, as well as awareness of the various AWA worldwide projects.

The 2009-2010 year started off strong. Sam Larison, a volunteer with connections to AWA, came and gave airplane rides in his Cessna Cardinal RG during the BMA Fall Picnic. Fourteen people took advantage of this opportunity, and many BMA students said that they would sign up for rides at Spring Picnic if we do it again. One student rider said he definitely wanted to take flight training next year, and would be saving up so he could make this a reality!

Earl Binder, a former flight school owner from the local area, continues to fill the role of flight instructor for the AWA-PA project. He comes with considerable experience in working with young people. He is active in




Ricardo wears his aviation smile from the left seat.

the Central Air Patrol (CAP) cadet glider encampments in the summer. His aviation credentials are impressive, too. He is a CFII (certified flight instructor, instrument instructor), MEI (multi-engine instructor), CFIG (certified flight instructor in gliders), and has trained and mentored many pilots

over the years. He retired from the flight school/FBO business in September of 2008. We are happy to have him.

The flight training has begun in earnest. We now have three students actively training toward their private pilot's certificate, with at least one other very serious prospect. Ricardo could have graduated in one semester from his public school in New York, but he chose to attend BMA for his whole senior year so that he could learn to fly. Ohursu, a junior, came to BMA from Surinam mainly so he could take flight training here. Kelsey, also a junior, has aspirations to fly professionally. All three say their decision to attend BMA was heavily influenced by the existence of the AWA-PA flight training program.

Thanks to the generous support of friends and donors to the Pennsylvania project of Adventist World Aviation, young people are able to follow their dreams of learning to fly while attending an Adventist boarding academy. We are grateful for your continued prayers and support. 



Kelsey conducts the pre-flight inspection while CFII Earl Binder looks on.



# AWA/TN Planning on Missions

by Sam Miller

**A**S SCHOOL OPENS AGAIN HERE ON THE upper Cumberland plateau in middle Tennessee, we find God's blessings all around. It's only through his care that we are able to continue in this mission, His mission, that he has placed in our hands.


The interest in becoming missionary pilots just continues to grow. With so many young people expressing an interest, it amazes me that there is still such a need for aviators in the field. How is it that so many young people are interested at ages 14 thru 18, but then so few ever make to the field? This is a question I feel a burden to answer. I believe that if we can pinpoint the reason, we can then solve it; whether it is financial, time, training or spiritual in nature.

This year at Heritage Academy we have 14 young people taking part in our ground school. They come from places all over the United States, from California to Virginia, Michigan to Georgia; each one has a unique desire to use the talent of aviation for God. Some have plans to train exclusively in aviation until they can reach a mission field, others plan to train as doctors and nurses and use aviation as a supplement, and still others have a desire to enter ministry work as youth pastors and evangelists and use aviation to reach young people. It's exciting to see such thought-out planning by our young people, so diverse, and yet all preparing to use this skill for the glory of God.

The flight portion of our program has found great interest also. Miss Heidi Beierle, a sophomore this year, began training for her private license. She is planning to continue training throughout her stay at Heritage Academy in hopes of having her commercial license upon graduation in a few years. We also have two juniors: Miss Elise Taylor and Mr. Brandon Lamphier, who both plan to train beyond their private license next year as seniors. We also have one senior beginning work on her private license, Miss April Cook. Mr. AJ McGee, a returning student from last year and also a senior, is back to finish up his training after serving this past summer in Bolivia as an "apprentice" mission pilot.

With all of these students you can imagine that we are flying quite a bit. God has really shown us mercies thus far with the weather and maintenance. We have rarely had to cancel any flights so far this year. Our first 100-hour inspection is quickly coming upon us. I am hopeful to have this and a few other things done to the airplane over a break so we can continue flying without a hitch.

Continue to pray for our program as we continue to train our youth for His service. We have many decisions coming for the following year that we are prayerfully considering. Currently we have 10 students interested in the flight training for next year, we are planning to build a runway on our campus, and we are considering adding a second airplane to our program next year to accommodate those who need to build time towards their more advanced licenses.

We continue to be in awe of God's power and grace as he builds this program around us. It is only through his hand that we could have received an aircraft to use through AWA 16 months ago and already be considering a second. Thank you AWA for serving God in the capacity that you do. 



Elise Taylor



Brandon Lamphier



April Cook



Heidi Beierle

# MEMORIALS

IN LOVING MEMORY OF	DONOR	IN LOVING MEMORY OF	DONOR	IN LOVING MEMORY OF	DONOR	IN LOVING MEMORY OF	DONOR
Bruce & Ruth Peters	Marjorie L Peters	Dorothy Heidtke	Minerva E Straman	Dorothy Heidtke	Emily Smith	Douglas & Melody Wheeler	
Phil Albertson	Marcellis D Albertson	Dorothy Heidtke	Marley & Beverly Soper	Dorothy Heidtke	Jim & Larry Starlin	Harry & Joanna Schultz	
Dorothy Heidtke	Doris D Helm	Harold P Hoover	Edwin & Elsie Buck	Harold P Hoover	Jim & Larry Starlin	Charlene A Starlin	
Barbara Roy	Doris D Helm	Dale Howell	Esther P Sharpes	Dale Howell	Wallace J. Walters	Margie R Mitchell	
John A Brican	Francis & Teresa Buwa	Pansy M Ruddle	Eleanor J Howell	Pansy M Ruddle	Mary L. C. York	Charles H York	
Robert Carrier, Sr	Donald D Carrier	Bill Kuerzinger	Francis W Ruddle	Bill Kuerzinger			
Crystal Clausen	Seve & Christine Collins	Ruben P Legaspi	Hildegard Kuerzinger	Ruben P Legaspi	IN HONOR OF	DONOR	
Dick Etcheu	Robert & Treva Burgess	John & Lisa Lungu	Reuben & Elizabeth LeGaspi	John & Lisa Lungu	The Erin Jacobson Family		
J Fred Frakes	Francis W Ruddle	Ben Nelson MD	Helen Lungu	Ben Nelson MD	Mark Finley	Robert & Treva Burgess	
Nancy Gibbons	Wilber & Florence Paulk	Stephen L O'Barr	Lewis & Ruth Hart	Stephen L O'Barr	Robert Folkenberg	Marilyn A Cousino	
Jesus Gonzales	Elizabeth L Gonzales	Sebastiana T Osorio	Lorena G O'Barr	Sebastiana T Osorio	Tyler Hillebert	Lauren & Cheryl Moulton	
Orlyn Hamel	Daniel & Valerie Morikone	Thelma Gaynor Paul Sims	Francis & Nona Tham	Thelma Gaynor Paul Sims	Bill & Laura LaBore	Michael & Amy Ritzke	
Dorothy Heidtke	Robert & Florence Millman	Hermania Rodriguez	Seve & Mary Lou Pride	Hermania Rodriguez	Janice & Judy Morris	Anthony & Margarita Bonilla	
Dorothy Heidtke	Harold Heidtke	Gene R Sackett	Ralph & Marcella Rodriguez	Gene R Sackett	Steve Vail	Richard & Jeanette Morris	
Dorothy Heidtke	George & Carolyn Hekowczyk	Oseas Imperio Sr	George & Nancy Suelze	Oseas Imperio Sr	Wava G. Walters	Marilyn A Cousino	
Dorothy Heidtke	Donald & Trudi Starlin	Severo Lopez Sr	Ernie & Annabelle Lopez	Severo Lopez Sr		Margie R Mitchell	

**October 29, 2009, Sandpoint, ID...** Quest Aircraft Company has received Canadian type certification for the Quest KODIAK. This follows the receipt of type certification from Papua New Guinea (PNG) and type acceptance certification from Indonesia in June.

"From the outset, we had planned on receiving numerous international certifications for the KODIAK," said Paul Schaller, Quest Aircraft's President and CEO.

“The airplane was purposely designed for the mission/humanitarian community, which by definition means extensive usage in the most remote regions around the world. Our customer base for other market segments is worldwide in nature as well.

“Canada is also a prime market for us, as the KODIAK is the perfect platform for a variety of mission profiles flown in remote areas,” Schaller continued. “With this certification in-hand, Canada now has a true solid replacement for the venerable Beaver.”

The PNG certification was obtained in conjunction with JAARS, one of the Quest Mission Team (QMT) members. Their first KODIAK, s/n 008, was delivered in January and is currently in-service operating in the most remote areas of PNG. Indonesian certification was achieved through the efforts of the FAA and Mission Aviation Fellowship (MAF), another QMT partner.

“With KODIAKs now entering service in different parts of the globe, we expect interest to continue to grow from a variety of markets”, added Schaller. “Our efforts on other foreign certifications are on-going and we will typically follow the lead of working with a QMT member or to take advantage of a commercial opportunity.”

Quest received full unrestricted production certification for the KODIAK on September 15. The production certificate allows Quest to streamline the production and delivery process over time, as they assume responsibility for inspections and coordinate changes with the FAA's Seattle Manufacturing Inspection District Office (MIDO). As the delivery schedule accelerates, more KODIAKs will be delivered for use outside the United States both for commercial users and mission/humanitarian organizations.

Quest Aircraft Company, LLC is the manufacturer of the KODIAK, a 10-place single engine turboprop utility airplane, designed for STOL use and float capability. Headquartered in Sandpoint, Idaho, Quest was established in 2001 and employs over 300 people. The company began customer deliveries of the KODIAK in December 2007.



Photos courtesy of JAARS, the air and communications support ministry serving Wycliffe Bible Translators.

AWA KODIAK AIRPLANE #1 GOAL \$1,125,000				
NCCF Matching Grant		AWA Donors		+ \$375,000 Due on Delivery
\$1,028,524 Raised		\$171,476 Still Needed		
16.5%	33%	50%	67%	83.5%





### Alaskan Native Dancers

Standing: Kristi, Melody, Georgiana

Sitting: Eric, Joel, Sonny

Not pictured: Eddie Abraham, Jeremy Echuck, Edmund Gust



# How Old Were You When You Saw Your First Horse?

**T** by Fran Hansen


he trip from Seattle to Oshkosh was definitely an experience to remember for the Togiak Dancers from Alaska.

A couple of them saw their first horse (at age 21!) in the Yakima Valley, rode one in Rapid City, SD, danced at Crazy Horse Monument (and were invited back), got lost in Mall of America and experienced Camporee in Oshkosh.

All were very thankful for the opportunity and had way too many impressions to even start to tell about them...from wondering what all the 18-wheelers were hauling to dealing with the heat, to seeing 37,000 people all at once. (Their village has a population of 1,000.)

They especially thank Sue Fox, Mary Schwantes, and Alice Arwezon for donating their frequent flyer miles.

We thank all who made this possible. And I would also like to thank those who have sent yarn, hats and socks for the children of Togiak.

Your involvement over the years has made an impact on Alaskan youth with ripple effects back to the lower 48 States. 



Bikers watch the dancers at the Crazy Horse Monument.



Pathfinders learn the dances.



# AAS-Papua New G

## Aircraft Supports Community

by Roger Millist

**D**URING THE PAST YEAR ADVENTIST AVIATION has seen two new permanent material clinic buildings constructed in remote villages in the Eastern Highlands and Chimbu Provinces of Papua New Guinea.

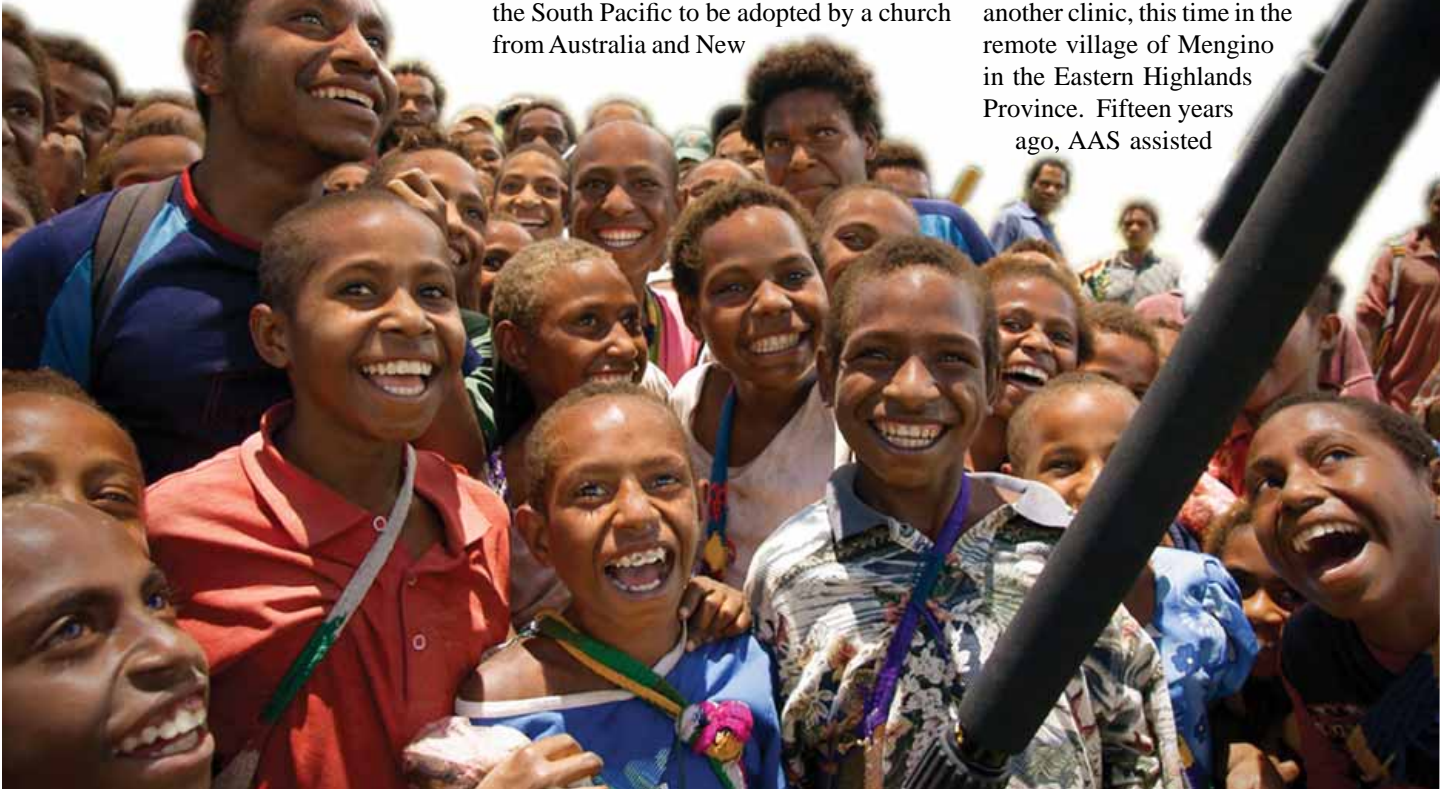
Both of these villages are accessible from the outside only by air. It is a five-six day walk to the nearest town with medical facilities. Kapi is located on the Karimui Plateau at the foot of Mount Aue 40 miles south of Kundiawa, the capital of Chimbu Province. Until the early 1960's, these people were all cannibals and suffered terrible skin diseases such as leprosy and yaws. Pastor Len Barnard, an Adventist pioneer missionary, conducted a foot patrol to this area and treated boils, axe wounds, tropical ulcers and other diseases in addition to giving penicillin injections to every person in each village in an attempt to eradicate yaws. The patrol was not only successful in significantly improving the health of the villagers, but as a result of

sharing stories of Jesus using a simple picture roll, this entire region was opened to the work of the gospel and today there are almost 40,000 Seventh-day Adventist Christians in Chimbu Province alone. During that patrol, Barnard also dreamed of the day aircraft would be used by his church to save lives and spread the message of Jesus' soon return. That dream is today a very efficient and professional reality utilizing modern turbine-powered aircraft and a small team of dedicated Christian professionals.

Since those early beginnings, the Adventist Church has continued to place emphasis not only on preaching the gospel but also on providing basic health and educational services to the people groups within this remote region. At Kapi, a dedicated national nurse has operated a small clinic from a grass hut for almost 10 years. During 2007 the Health Ministry team from the Adventist headquarters in the South Pacific flew to every isolated clinic to assess their needs; as a result, a plan was formed for every clinic throughout the South Pacific to be adopted by a church from Australia and New

Zealand. This plan has been enthusiastically adopted by many churches with the result that late in 2008 Adventist Aviation transported almost 7 tons of building supplies – timber, roofing, plumbing, cement, doors, louvres and necessary hardware, from Goroka, a 20-minute flight in our new PAC750XL aircraft. Soon thereafter a small team of builders was flown in to construct the clinic. This year another carpenter travelled to Kapi with AAS to complete fitting out the clinic and supervise painting and installing the hospital beds and equipment donated by the Sydney Adventist Hospital in Australia. What excitement—and speeches—greeted me when I flew in to bring the team back to Goroka; the people were so grateful for what the Adventist church and Adventist Aviation is continuing to do for their village and area.

Two weeks ago another team of 16 volunteers from the North Queensland region of Australia arrived in Goroka to construct another clinic, this time in the remote village of Mengino in the Eastern Highlands Province. Fifteen years ago, AAS assisted






# Guinea Development and Church Growth

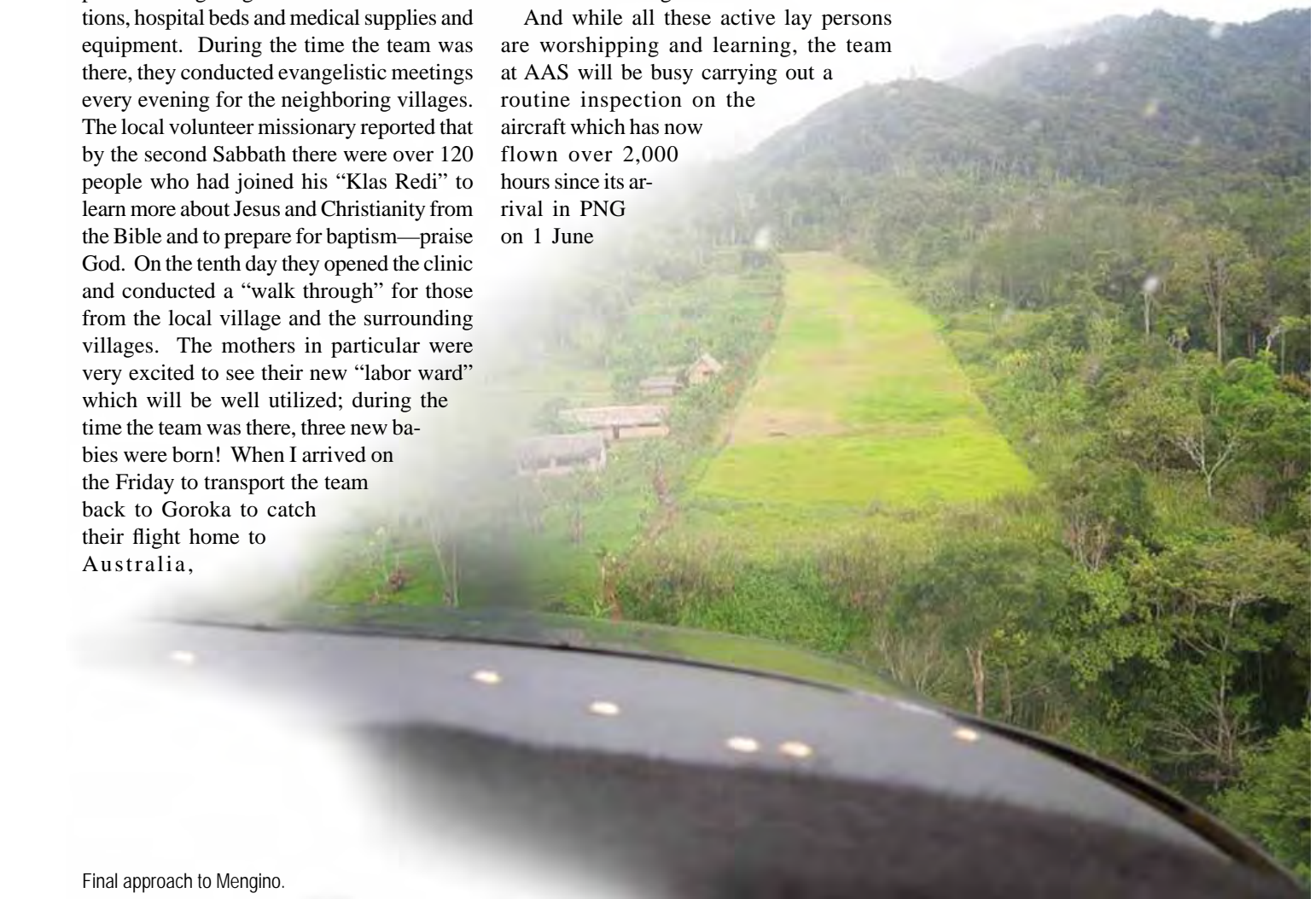
this village by constructing an airstrip, which has not only made it easier for mission workers to visit this area but has also provided the means for the villagers to transport their produce to market at nearby Goroka. Prior to the arrival of the team, AAS had been busy transporting all the required materials into the village, and the local villagers had hand-carried every item of the 8+ tons from the airstrip up a steep mountain trail for over an hour to the site of their new clinic. Only 8 days after the team was flown into Mengino, a very functional 4-room clinic was finished, complete with water tanks, shower, toilet, septic system, paint, solar power for lighting and radio communications, hospital beds and medical supplies and equipment. During the time the team was there, they conducted evangelistic meetings every evening for the neighboring villages. The local volunteer missionary reported that by the second Sabbath there were over 120 people who had joined his “Klas Redi” to learn more about Jesus and Christianity from the Bible and to prepare for baptism—praise God. On the tenth day they opened the clinic and conducted a “walk through” for those from the local village and the surrounding villages. The mothers in particular were very excited to see their new “labor ward” which will be well utilized; during the time the team was there, three new babies were born! When I arrived on the Friday to transport the team back to Goroka to catch their flight home to Australia,

there was not a dry eye to be seen, either among the volunteer team or among the hundreds of villagers who gathered to fare them well.

At the same time as the volunteer team was constructing the new clinic at Mengino, AAS aircraft and pilots were busy transporting over 160 delegates from remote villages in the swamp-ridden Gulf and Western Provinces to Goroka for a Festival of Active Laity. These active lay men and women will join over 13,000 others from around PNG to share their stories and be trained and inspired to go back to their local villages and areas to spread the good news of a loving Saviour and a soon coming Lord.

And while all these active lay persons are worshipping and learning, the team at AAS will be busy carrying out a routine inspection on the aircraft which has now flown over 2,000 hours since its arrival in PNG on 1 June

2007. Unfortunately, during that time someone may die, medical supplies to clinics will be delayed, seriously ill and injured patients will just have to wait and hope they survive and missionaries will be stranded unable to return home from conducting outreach meetings. Our vision and aim is to have a second aircraft and additional dedicated pilots and engineers so we could have an aircraft available to support the growth of the church and development in isolated villages 365 days of the year. If you would like to see that vision become reality in 2010, send your tax-deductible donations to AWA marked “New aircraft for AAS”. 






# Serpentine Hot Springs Baptism

by Jim Kincaid



The event which brought it altogether was a baptism of two teenage girls, one of whom is an Alaska Native. Both girls are daughters of Mike and Shoni Evans of Nome. It was a high privilege to witness Stephanie and Heather Evans in their commitment to follow Jesus. 



**O**N SABBATH AFTERNOON, A BEAUTIFUL FALL day in northwestern Alaska, a large contingent of Adventists descended on the isolated venue of Serpentine Hot Springs. This hot springs has been known to the native people of the Seward Peninsula for centuries in spite of its isolation. The water comes out of the ground at approximately 130 degrees F and is cooled in an outdoor pool to more survivable tem-

peratures in a primitive indoor bathhouse.

Fifteen people from the Nome church were ferried in aboard a Cessna 170 owned by Mike Evans, who is a commercial pilot for Bering Air of Nome. Eleven people came aboard two Northwestern Aviation Cessna 206s from Kotzebue. One of the Northwestern aircraft is leased from AWA and used commercially to generate support for mission flights.

Three generations of Evans family: Denny Evans, (back row) patriarch of the clan has served as a pastor in Alaska, the NW, and as a moving truck driver for the conferences. Baptismal Candidates: Stephanie and Heather are in the front row on the left. Inset: AWA airplane flies participants to baptism.

ALASKA PROJECT				
10%	30%	50%	70%	90%
\$63,308 Still Needed				
Dillingham Hangar and Land \$100,000				

## FLIGHT LOG ➔

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

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