

FLIGHT LOG ➔

WINTER 2010

NEWSLETTER

Vol. 16 No. 1

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION



Since 1995

Disease - Despair - Death to Health - Hope - Life

BUILDING THE KINGDOM



Over 2,000 Emergency Evacuations

(Continued on page 2)





Don Starlin,
President

IMPACT

“WHY DO YOU DO WHAT YOU DO?” TIM CARD intently queried.

There was a substantial pause while I considered the magnitude of the question.

“Tim, you are a Christian.”

He nodded in the affirmative.

“Jesus advised us that just as leaves appearing on the trees indicate summer is near, so we should watch for the signs indicating His coming – and I think we could agree that they are all around us.”

He nodded again.

“Jesus also said that he had sheep in other folds.”

The nodding continued.

“In Matthew 24:14 Jesus revealed that when the Gospel of the Kingdom was preached as a witness to every people group, then the end would come.”

He leaned slightly forward intensely following the line of reasoning.

“According to the U. S. Center for World Mission there are 2.75 billion people on planet Earth who don’t know Christ walked this earth, died and was raised again so they could be with Him forever. Of these it is estimated that 800 million – equivalent to the entire population of the Western Hemisphere – live separated by geographic barriers mission aviation can help overcome... ***That is why I do what I do!***”

“Wow!” was his response. Tim later told me that chills ran up and down his spine as the enormity and worthiness of AWA’s divinely appointed purpose sank in.



It is all about advancing God’s Kingdom - airplanes are only tools to accomplish that!

Since that October 2009 morning in Spokane, Washington Tim has helped to clarify AWA’s message, and quantify AWA’s impact. God has used this small organization to deliver life-changing news to many. Since AWA’s founding in 1995 consider the following:

- ➔ 68 ethnic nations impacted
- ➔ Over 2 million pounds of missionary materials, food and supplies delivered
- ➔ Over 2,000 emergency medical evacuations conducted
- ➔ Over 8 million missionary seat miles flown
- ➔ Over 5,000 young people involved in mission outreach through AWA
- ➔ More than 35 epidemics stopped in their deadly tracks

➔ 23 churches and schools planted or built because AWA was there

➔ Over 43,000 people touched

In the early years before AWA had airplanes, AWA volunteers assisted with aviation projects in Tanzania, Zaire and South Sudan. The Peru Project was positioned for launching by AWA then handed off to volunteers in Lincoln, Nebraska. Projects in Alaska, Guyana and the Philippines were followed by educational/recruiting programs in Michigan, Pennsylvania, and Tennessee.

Each of the 43,000 people touched has a story. Take for example, the Amerindian young woman above. The photo was taken on the return trip to Baramita; a Carib-speaking village whose cannibal ancestors preyed on Arawaks. She experienced complications in labor and was flown to Georgetown where the baby was delivered.

(Continued on page 14)

FLIGHT LOG ➔

Vol. 16 No. 1
WINTER 2010

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

Adventist World Aviation

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

In Canada (please send donations to):

Wings for Humanity Foundation
1281 Highway 33 East
Kelowna, B.C. V1P 1M1
85432 2922 RR0001

President: Donald B. Starlin

Newsletter Layout and Design:
Marge Mitchell

Copy Editor: Michelle Candy

Board of Directors: Paul Karmy
(Chair), Tom Chapman, Mike Porter,
Mendel Reid, Donald Starlin

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.

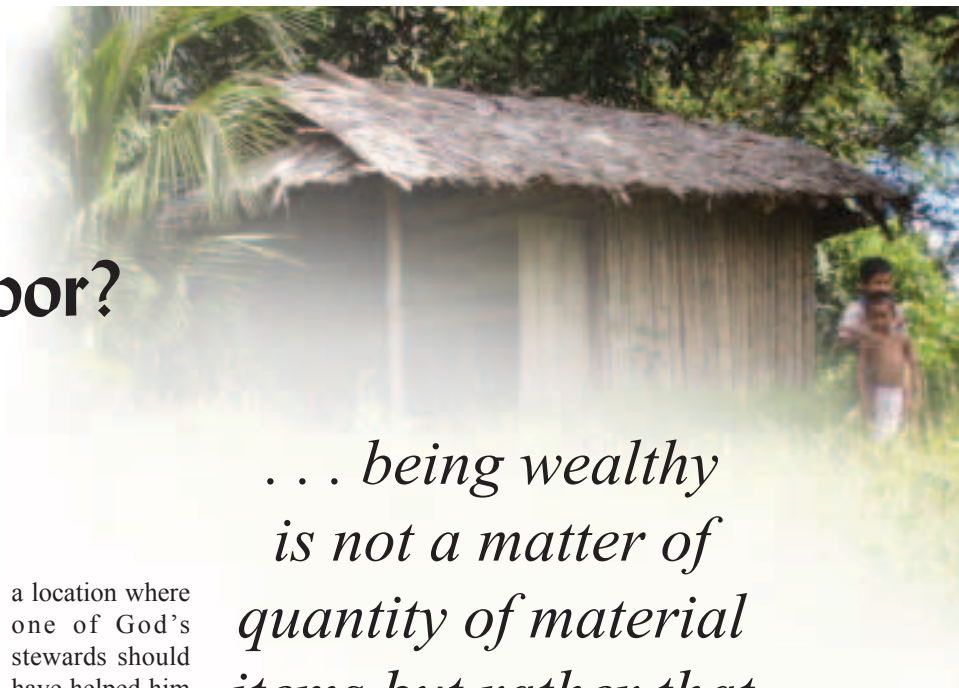
Service? Neighbor?

by Greg VanFossen

DURING EACH OF MY TWO VISITS TO GUYANA, I observed many in the interior who had little in the way of material possessions. Even the “poor” in the U.S. have much more than they. In a previous article I explored the criteria Jesus used to define what a neighbor is in the story of the Good Samaritan. It has become clear to me that *need*, not proximity, defines our neighbor. Service defines what it means to *be* a neighbor to the one in need. What I possess is for me to manage in a way that will encourage others toward a relationship with Jesus Christ. The devil’s trap is for me to use my God-given time in managing possessions for personal gratification. The parable of “The Rich Man and Lazarus” comes to mind. A careful study of this parable brings a certain amount of self-condemnation because the message becomes clear as to my own lack of sensitivity to the needs of those around me.

Let’s take a look at “The Rich Man and Lazarus”. This parable is a bit controversial because some use it to define what happens to a person at death. If this story is not about what happens in death, what is it about? In the book *Desire of Ages* we are given some insightful perspectives. Jesus is described as philosophically meeting the Pharisees and Sadducees on their own ground. These two groups are characterized, even in scripture, as being at odds with regard to what happens to an individual after death. Here Jesus tells about a wealthy man living life on earth with all his desires and needs met while at the gate of his home is a man suffering from great want. The Rich Man walks by Lazarus daily to go about his business with an obvious indifference to the poor man’s condition. In those days, an individual in Lazarus’ condition was considered to be receiving judgment from God as a result of his or her own actions and therefore deserved the situation.

Jesus’ statements and behavior do not support this attitude. Lazarus is the one who realizes his need of God and has put himself in



a location where one of God’s stewards should have helped him but didn’t. Because of the Rich Man’s apathy toward Lazarus’ neediness on this earth, the experience of the Rich Man after death in the New Earth will be switched with that of Lazarus. So the moral of the story is: Don’t be The Rich Man.

While this may not seem difficult on the surface, consider that being wealthy is not a matter of quantity of material items but rather that of resources one has *relative* to the needs of others.

I would suggest that I, as a Christian, do not own anything but have the privileges of being a brother to the Son who has promised to share His throne with me. My problem can be a strong affinity to *things*, losing the desire for Christ on the throne of my heart. Toward the end of this chapter, Ellen White describes those in society who tend to be the Rich Man. These are people who are not bad relative to others in their community. They are upstanding citizens. However, they are more focused on making their own lives comfortable than helping others. Ouch!

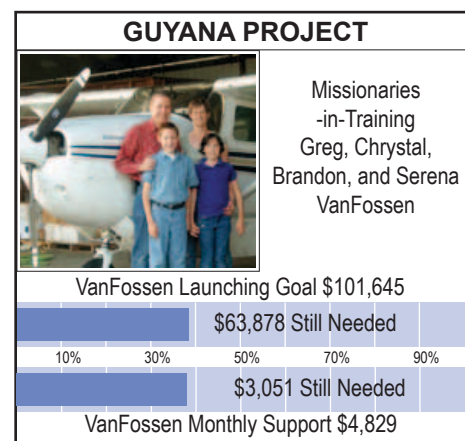
The Revelation 6:16 mention of the “wrath of the lamb” has created a bit of wonder in my mind. It seems a little odd that warriors and princes and other powerful men would be afraid of an angry sheep, let alone a lamb. What is the deal with this anyway? Again, in *Desire of Ages* (p. 825) the author describes a situation that would incur our own wrath.

... being wealthy is not a matter of quantity of material items but rather that of resources one has relative to the needs of others.

If one of my children were out alone somewhere and suffered a severe injury and a number of people knowingly

passed by without offering assistance, I would be exceedingly angry with them. My anger would be especially kindled if my child died as a result of the lack of attention. *This* is the wrath of the lamb. *This* is the condemnation of The Rich Man. It is important that I not get caught up in trying to support a hedonistic lifestyle to the exclusion of my true responsibility. If I can just get past focusing on myself, this can be a much more exciting experience. How better to combat these tendencies than to use what I have to further God’s work in His world? What can be more satisfying than to give of what God has blessed me with? It’s called re-gifting.

AWV



PHILIPPINES

Palawan Adventist Mission and



Contributors: Ed Brennan, Don Starlin

WE WALKED INTO THE PUERTO PRINCESA Coliseum. People were there from all over the Philippines. Some traveled from as far away as Indonesia. I would guess that there were over 2000 people gathered for the worship service. At the request of the church leaders, all of the churches in Puerto Princesa were closed that Sabbath day to encourage everyone to attend. So why did everyone come to Puerto Princesa to worship on this particular Sabbath? It was a celebration of the growth of the church in Palawan.

The afternoon included reports from all the supporting ministries working in Palawan. AWA was first up, and I was allowed twenty minutes to present our work here. I



to rededicate themselves to God's work here in Palawan. It was truly a touching moment, standing among some very dedicated gospel workers. I do not count myself as worthy to be here, but am excited to stand among them, working for God's glory. *AWA*

Marilyn Brennan with the Women's Ministry Choir which sang during the inauguration.

touched on all the places AWA served and the different people we worked with. Following me was Adventist Frontier Missions, Philippine Adventist Medical Aviation Services, Gospel Outreach, Philippine Frontier Missions, and Adopt a Minister. We have been involved in one way or another with all of these groups except the last.

After the reports it was time for the commitment ceremony. Pastor Roque, President of the North Philippine Union Mission, invited denominational workers and supporting ministries alike



Building Bridges



THE AWA PHILIPPINES TEAM ATTENDED A seminar on Muslims, the Qur'an and the Bible which was taught by people who grew up among Muslims and who have formed deep relationships with them. God is preparing His sheep of all folds for the Great Shepherd's return. He is currently moving behind the scenes building relationships among all His people.

The first issue western Christians must come to grips with is that not all Muslims are radical terrorists any more than extreme elements in Northern Ireland typify all Christians. Satan uses the evil element to discredit God's people and plan.

The second important concept to bear in mind is that truth is truth no matter where it is found. It is fascinating to dig into Adventist history and rediscover that our

forefathers in Protestant Christianity had a clear understanding of Islam's role in prophecy. The itinerant Methodist minister Josiah Litch applied the "day for a year" principle to Revelation chapter nine which led to an accurate prediction of the capitulation of the Ottoman Empire on August 11, 1840.

The conspicuous fulfillment of this prophecy greatly increased the credibility of Baptist William Miller's message regarding Christ's return. Miller's misunderstanding of the event that was to take place on October 22, 1844 sent God's people back to their Bibles leading to the discovery of Christ's ministry in the heavenly sanctuary and the seventh-day Sabbath.

Should God place on your heart a desire to learn more, the following references are a sampling from the Qur'an* around which to begin understanding truths we hold in common with our Muslim friends.

Muslims are familiar with the great controversy. **Sura 20.117, 20.120-121**

The Qur'an teaches the truth of the Sab-

bath. **Sura 2:65**

There is a relationship

between Sinai, worship, the Sabbath, and covenant relationship. **Sura 4.154**

The Qur'an teaches Jesus was sent from God and filled with the Holy Spirit. **Sura 2.87**

The Qur'an refers to Jesus as the Word and the Messiah. **Sura 3.45**


The Qur'an conceptualizes Jesus as a son of man – a title Christ himself used. **Sura 3.59**

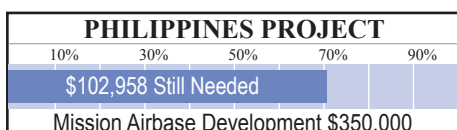
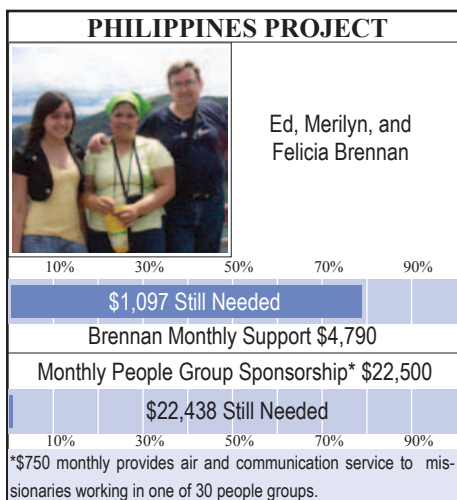
The Qur'an teaches that Jesus was given the Gospel. **Sura 57.27**

The Qur'an teaches about the last day and righteous living. **Sura 2.62, 2.177**

Christians who visit a Mosque are impressed by the reverence for God. We would do well to take note.

AWA is dedicated to serving all God's people as He opens the doors.

* The Holy Qur'an, translated by M.H. Shakir and published by Tahrike Tarsile Qur'an, Inc., in 1983. It may be found on the internet. 



GUYANA

Wet Frogs and Stewards

by Jud Wickwire



Christmas rains drench the Mabaruma airport.

A FRIEND OF OURS HERE IN GUYANA WAS recently asked by someone back in the States, “How much rain do you get during the rainy season?” Our friend’s response was simply, “All of it”. What they call the Christmas rains have definitely started; we haven’t seen the sun to speak of in four days, a very unusual occurrence. Remarkably we

have also not had an emergency call in the same number of days so have not had to venture out into the stratus. We do enjoy the rainy season; temperatures slip a few degrees cooler, but the humidity hovers between 95 and 100%. Clothes refuse to dry and when we run a piece of paper through the printer we handle it like freshly washed bills that we might find in the washing machine. On the wildlife side, the frogs multiply and jump wetly onto our skin at the most surprising moments and just today a duck actually sought refuge in our shower.

On the operational side we have not been as busy as we sometimes are, but that indicates fewer medical emergencies, for which we are thankful. It has been good, as we have needed to spend a significant

amount of time performing maintenance on the airplanes. The fact is that aircraft require regular and sometimes major maintenance so we shouldn’t be too surprised when we find ourselves grounded while we wait for parts or additional assistance. Operating in Guyana has some particularly challenging logistics; the need for even a small part can keep an airplane on the ground, so we then have to balance the time and cost variables to get replacements. The more we spend, the faster we can get a part; however, that depletes the amount that we have available for fuel and other maintenance-related items. We also try to plan ahead and inventory spares that we are likely to need in the foreseeable future. Then we can take advantage of transportation that may already be in place.

Today the Cessna 182 is parked beside the disabled Cessna 206 at the Mabaruma airstrip. We unexpectedly had to pull the engine from the 206 after we discovered metal contamination in the oil filter. Thanks to Jeff Sutton at GMI, that engine is now back in Michigan for overhaul. Truth is we aren’t sure exactly how it is going to be paid for, and



Above: A young passenger enjoys his stuffed toy—a gift given to children traveling alone. **Right:** “A tent with wings”, the makeshift hangar keeps the hot sun and rain off the mechanics and plane.





Left: Danielle Schneider works on the Cessna 206 while she visits the Wickwires. **Below:** Men from the village help to remove the engine from its mount and place it in the arctic cat outside the makeshift hangar.



it appears that we are going to need a new propeller at the same time. In today's financial environment, funding operations can be more challenging than ever. However, what we have discovered is that God provides as the needs become apparent. For our part we try to be the best stewards of those funds that we are blessed with, particularly with the generosity of suppliers and service providers; we stretch the fuel and maintenance dollars as far as possible.

Removing the engine from the 206 in the field, while time consuming, was not terribly difficult. Through a previous donation of a large outfitters' tent, we were able to set up a protective work area over the entire front of the airplane. It was still a bit hot, but at least we were protected from the direct sun and the rains as we opened up the engine components. It took about three days, but by the time we removed all of the cylinders and accessories such as the starter, the weight was fairly minimal and four men lifted it and carried it right off the front of the airplane. Now we continue the daily operations with the Cessna 182 and pray that we will be uninterrupted while we await the return of the 206 engine and hopefully a new propeller.

On a personal note, our family had a bout with Dengue Fever in November. I suppose we need to be thankful that over the last two years we have not had any major afflictions. I think the Dengue made up for it. It is basically a bad flu that lasts for about 10 days. Unfortunately there is little you can do but wait it out. As for prevention, it is passed by a mosquito that bites during the daytime so it is more difficult to avoid than the evening mosquitoes

that transmit malaria. We suspect that we were bitten when we went to a nearby creek to swim.

Now back to full strength, we are forging ahead with the project needs and looking forward to what God will prepare the way for.

~~~~~



**Left:** Jud Wickwire, Bradley Miller (student missionary), and Bill LaBore load the engine. **Above:** The Cessna 206 waits for its engine partially inside the tent/hangar. **Above right:** The engine in the Pathfinder Cessna 182 ready for delivery.

| GUYANA PROJECT                                                                                    |     |     |                                                  |     |
|---------------------------------------------------------------------------------------------------|-----|-----|--------------------------------------------------|-----|
|                                                                                                   |     |     | Jud, Karen,<br>Jacob, and<br>Zachary<br>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<br>contributors use Canadian address on page 2. |     |     |                                                  |     |



# GUYANA

## A God Who Provides

by Bill and Laura LaBore

**W**HEN I RETURNED FROM FLYING TODAY, for some reason I was CRAVING an apple! I even mentioned the hunger to Bill while I was tucking the kids in for bed. The last time either of us had an apple was when we were home for furlough last spring. So, this was a bad time to want an apple because there were none to be had. Imported apples are available in Guyana, but they are quite expensive and often mealy or soft.

After I finished putting the kids to bed, I remembered a black plastic bag that one of my passengers had given me earlier in the day in gratitude for the flight. I hadn't opened it yet so I decided to see what was in it. I went to the kitchen where I had left the bag when I got home, opened it, and, lo and behold, it was full of fruit!!! On the top were three little Gala apples!!!! WOW! It's no small coincidence that Gala apples happen

to be my favorites! Our God, who likes to be involved in the little things of life, as well as the big, knew that I'd be craving an apple right then and got it all ready for me! The interesting thing is that people rarely even say "thank you" for flights, much less give any tokens of appreciation! That was just a very cool thing that happened for me today.

Bill had an amazing thing happen to him a couple of weeks ago. Since July, two things have been weighing heavy on his mind. Renewal of our team's work permits (they expire on December 9<sup>th</sup>), and getting the government approval to construct a hangar at the Mabaruma airstrip. With regard to



our work permits, some of you might recall the tremendous challenge we had getting our first work permits two years ago when we began operating. It took almost a year and a half! So, in early October, Bill felt impressed to go in and talk with the Deputy Regional Executive Officer, Nigel Fisher, in Mabaruma, to discuss the two concerns. Nigel suggested setting up a meeting with the Minister of Foreign Affairs, Carolyn Rodrigues, to see if she could assist us. A few weeks later, after the Wickwires got back from furlough, Bill and Jud were sitting in the Minister's office. With a few phone calls, she was able to help us with the work permits and also help me get things in process to receive my permanent nursing license, another item we have been working on for over a year! Approval on the hangar will be forthcoming, we believe. Bill and Jud walked out with praises on their lips.

We are now in the holiday season and it's a bit sad to be away from family, snow and all the things we associate with the holidays. However, we feel so richly blessed that we are able to daily see God at work here in Guyana. We are thankful too for all of the







friends, family and good memories He has given us over the years.

This year, we spent Thanksgiving in Georgetown with several missionary families from different organizations. We all pitched in to make traditional Thanksgiving meals and had a wonderful time! After lunch we played volleyball together before dessert. God has blessed us with some great friends here.


Our family spent Christmas in Mabaru-ma. That is where we were last year as well. It was quiet, but really nice. We got together



| GUYANA PROJECT                                                                                                   |     |                                           |     |     |
|------------------------------------------------------------------------------------------------------------------|-----|-------------------------------------------|-----|-----|
|                               |     | Bill, Laura, Danielle<br>and Micah LaBore |     |     |
|                                                                                                                  |     | LaBore Monthly<br>Goal \$3,625            |     |     |
| Goal Reached This Quarter - Thank You!                                                                           |     |                                           |     |     |
| 10%                                                                                                              | 30% | 50%                                       | 70% | 90% |
| Monthly Sponsorship-10 Villages* Goal \$2,500                                                                    |     |                                           |     |     |
|                               |     | \$1,612 Still Needed                      |     |     |
| 10%                                                                                                              | 30% | 50%                                       | 70% | 90% |
| * \$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages. |     |                                           |     |     |

with other missionaries and volunteers and roasted marshmallows, had Christmas lunch together, made Christmas cookies and just had a nice time.

Although we miss things from home, God has blessed us abundantly with the richness that life has to offer here. Besides, how many people get to decorate a Christmas tree with sweat rolling down their cheeks while wearing shorts and a T-shirt?

We want to say thank you to all of you who keep our work here in Guyana in your prayers and for supporting us financially. Without you, none of this would be possible. May the Lord bless you greatly during this holiday season. 



# Ground School: Impacting Teenagers for Mission Aviation

by Eric Engen

ON THE FIRST MONDAY EVENING OF SECOND semester, in a cozy classroom on the Blue Mountain Academy campus, three students met for the first formal ground school session since Adventist World Aviation took over the flight training program in 2007. Rudolph (Mo) Pelley, who recently retired from the Pennsylvania Conference as treasurer, is the ground school teacher.

Mo is quite a story teller. Rather than jump into a discussion of the four forces of flight, he brought slides (you know, those things kind of like a mechanical Power Point!) of the trans-Atlantic flight that he and Bob Seamont flew in the 1970's to deliver a Cessna 206 to the Congo Union. Dale Tilley accompanied them in a Cessna 182 that was also being delivered to Africa. Mo told how they left Boston's Logan International Airport as a formation flight of two, flew to Saint Johns, Newfoundland, then across the Atlantic to the Azores. Midway to the Azores, they encountered engine trouble. Unable to maintain altitude, the airplane began descending at 500 fpm from 9,000 feet MSL. They radioed New York Center of their position, readied the life raft, cracked open the door, and prepared to ditch in the Atlantic Ocean. When the engine began responding again at 3,000 feet MSL, they


rejoiced that God had heard and answered their prayers. They continued to the Canary Islands, where they thoroughly inspected the engine and could find nothing wrong. So they pressed on across continental African rain forests and finally to their mission destination in the Congo. All this without a GPS!

Mo worked in Africa for nine years, serving as a mission pilot for the Congo Union Conference, the Malamulo Mission and Hospital in Malawi and the Trans-African Division where he helped manage a fleet of seven mission airplanes. He flew into large cities as well as back-country gravel strips. The type of flying he did included medical evacuations, transportation of conference personnel and delivery of freight to missionaries in remote areas.

The ground school students saw the twinkle in his eye as he told of a Flying Doctor mission to a remote airstrip. There was no windsock at this grass strip, but someone had prearranged to light a fire in a burn barrel by the runway when the airplane approached, and the smoke would provide the needed wind indication. Well,

the fire quickly spread from the burn barrel to the grass of the runway! To make matters worse, one of the passengers was airsick, and was actively filling sick sacks as they flew around waiting for the fire to be put out!

With that backdrop, the discussion eventually got around to lift, weight, thrust and drag, and to Mr. Bernoulli's principles. The class serves to prepare the young people for the FAA Knowledge Test, but it also serves to inspire them to see the blessings and joys of working for the remote and forgotten people groups of the world.

Please continue to pray for the flight program at AWA-PA. 



**Above:** Mo Pelley with a map of the routes he often flew in Africa. He holds in his hands his pilot licenses from Malawi, Rhodesia, Congo, Canada, and the United States.

**Left:** AWA-PA students listen to the mission experiences of Mo Pelley.



# AWA-TN

## Mid-Break Milestones

by Sam Miller


**W**E'RE MIDWAY THROUGH THIS ACADEMIC year and things are progressing, maybe not quite as quickly as we'd like, but they are moving. We have had some firsts, did some of our own maintenance, made a few improvements to our airplane and have accrued more hours so far this academic year than all of last year.

It's amazing how fast a week can go, a month, an academic quarter and a semester. With five students all vying for time in the air, it seems the airplane (and instructor) are

busier than ever. In December Elise Taylor and Brandon Lamphier passed the first milestone in their training by both soloing on December 7th. A.J. McGee took and passed his knowledge test, leaving only the practical test between him and his private license. April Cook and Heidi Beierle are getting close to soloing also as we continue our bi-weekly flights. We are also looking forward to teaching our second group of seven in the ground school class held on Sunday mornings.

We are finding that scheduling is more of a challenge here at an academy than other flight training environments. Between mission trips, field trips, classes and home leaves, our flight schedule must be very flexible. Fortunately the weather has been cooperative and maintenance has been simple, rarely causing the cancellation of training. Now that winter is upon us, I

anticipate that stronger winds, cold and snow will cause our flight opportunities to diminish. We are planning to take advantage of this downtime though. It will allow us to focus on the ground training and making physical improvements to our airplane and program. Currently we are looking at improving our audio panel, adding an oil filter modification kit and changing out a tire. We also have some scheduled maintenance coming during the next couple of months which will occur during breaks.

The mid-year break is a great time to reflect on the training thus far, make necessary changes and refocus our efforts towards our goals. I'm proud of each student and the progress that they have made so far this year. We are focused now towards the end of the year and are working to set a good pace that will carry us through. We are thankful for all the support we receive in the implementation of this course here at Heritage Academy. Without the prayers and encouragement, we definitely would not have the successes that we enjoy. 



**Above:** Elise Taylor's first solo flight.


**Right:** Haliegh VanAllen, April Cook, David Hernandez, Ben Kruger (kneeling), Elise Taylor, Heidi Beierle, A.J. McGee, and Brandon Lamphier.



| In Loving Memory Of | Donor                      | In Loving Memory Of  | Donor                      | In Loving Memory Of      | Donor                       |
|---------------------|----------------------------|----------------------|----------------------------|--------------------------|-----------------------------|
| Bruce & Ruth Peters | Marjorie L Peters          | Hermينيا Rodriguez   | Ralph & Marcella Rodriguez | Angeline Marple          | Deborah J Szasz             |
| Phil Albertson      | Marcellis D Albertson      | Gene R Sackett       | George & Nancy Suezle      | Wilma Mayor              | Raymond L Mayor             |
| Barbara Roy         | Doris D Helm               | Oseas Imperio Sr     | Ernie & Annabelle Lopez    | Joaquin Mayoral          | Ramon & Bonita Mayoral      |
| John A Brichan      | Francis & Teresa Buwa      | Severo Lopez Sr      | Ernie & Annabelle Lopez    | Melissa Parfitt          | Charlene A Starlin          |
| Robert Carrier, Sr  | Donald D Carrier           | Emily Smith          | Douglas & Melody Wheeler   | Gerard & Stella Nikkels  | Johannes & Esther Nikkels   |
| Crystal Clausen     | Steve & Christine Collins  | Jim & Larry Starlin  | Harry & Joanna Schultz     | Bob Norton               | Daniel & Ellen Butler       |
| Dick Etcheu         | Robert & Treva Burgess     | Jim & Larry Starlin  | Charlene A Starlin         | Ruby O'Dell              | Allen & Ethel Siegel        |
| J Fred Frakes       | Francis W Ruddelle         | Jim Starlin          | Ernie & Keri Medina        | Greig Peters             | Marjorie L Peters           |
| Nancy Gibbons       | Wilber & Florence Paulk    | Wallace J. Walters   | Kenneth & June Stover      | Pansy M Ruddelle         | Francis W Ruddelle          |
| Jesus Gonzales      | Elizabeth L Gonzales       | Mary L. C. York      | Margie R Mitchell          | Mr & Mrs Macedon Marcove | O. Pauline Marcove          |
| Orlyn Hamel         | Daniel & Valerie Morikone  | Fred Frakes          | Charles H York             | Sam & Philip Marcove     | O. Pauline Marcove          |
| Dorothy Heidtke     | Robert & Florence Millman  | Rodney & Julie Bowes | Francis & Janet Sargeant   | Leda Smith               | Collie & Alice Daley        |
|                     | Harold Heidtke             | Nancy J Brady        | Ronald & Carole Sue Bowes  | Manuel Solis             | Francisca S Perez           |
|                     | George & Carolyn Hekowczyk | Irwin B Burton       | William G Brady            | Martin Townsend          | Newton & Beverly Townsend   |
|                     | Donald & Trudi Starlin     | Robert C Chase       | Michael & Alice Weakley    | Dennis Wilkerson         | Bruce & Monique Wilkerson   |
|                     | Minerva E Straman          | Roy DeLeon           | Ruth L Chase               | John C Williams          | Steve & Mary Lou Pride      |
|                     | Marley & Beverly Soper     | Ornan R Follett      | Teddy & Lilia Diancin      |                          |                             |
|                     | Edwin & Elsie Buck         | Nancy Gibbons        | Ron & Sharon Follett       | In Honor Of              | Donor                       |
|                     | Doris D Helm               | Wanda Sue Gregory    | Wilber & Florence Paulk    | The Erin Jacobson Family | Robert & Treva Burgess      |
|                     | Bill & Ruth Chobotar       | Barbara Hill         | Frank Gregory              | Mark Finley              | Marilyn A Cousino           |
|                     | Paul & Dorothy Cress       | Barbara Hill         | Greg Arnold                | Robert Folkenberg        | Lauren & Cheryl Moulton     |
|                     | Charlene A Starlin         | Harold P Hoover      | Nellie Streete             | Tyler Hillebert          | Michael & Amy Ritze         |
|                     | Eleanor J Howell           | Jim Berean           | Esther P Sharpes           | Bill & Laura LaBore      | Anthony & Margarita Bonilla |
|                     | Francis W Ruddelle         | Jean Brandt          | Harry & Joanna Schultz     | Janice & Judy Morris     | Richard & Jeanette Morris   |
|                     | Hildegard Kuerzinger       | Betty Kell           | Collie & Alice Daley       | Steve Vail               | Marilyn A Cousino           |
|                     | Helen Lungu                | Milton King          | Louis & Evelyn Meyer       | Wave G. Walters          | Margie R Mitchell           |
|                     | Lewis & Ruth Hart          | Reuben P LeGaspi     | Elizabeth D LeGaspi        | The LaBore Family        | Lance & Jennifer Gorton     |
|                     | Lorena G O'Barr            | Lawrence Maxwell     | John & Carolyn Blizzard    | Yoon Y Lim's Birthday    | Yoon & Hazel Lim            |
|                     | Francis & Nona Tham        | Leonard Campman      | John & Carolyn Blizzard    | Donald B Starlin         | Patricia A Randall          |
|                     | Steve & Mary Lou Pride     | John & Phyllis Libby | Steven R Libby             | Elmer & Molly Myaing     | Godfrey & Geeta Myaing      |

|                               |                      |                             |
|-------------------------------|----------------------|-----------------------------|
| AWA KODIAK AIRPLANE #1 GOAL   |                      | \$1,125,000                 |
| NCCF Matching Grant-\$375,000 | AWA Donors-\$375,000 | + \$375,000 Due on Delivery |
| \$1,057,047 Raised            |                      | \$142,953 Still Needed      |
| 16.5%                         | 33%                  | 50%                         |
|                               |                      | 67%                         |
|                               |                      | 83.5%                       |

**S**ince the devastating earthquake in Haiti on January 12, 2010, AWA has received a number of inquiries regarding assistance. Need is not in question. There are remote communities where aid remains largely nonexistent. AWA has a Cessna 182 equipped for unimproved surfaces and a potential willing volunteer pilot. Part of the equation still missing is the need for a qualified operations officer who could coordinate air, ground and maintenance activities. Another very practical logistics problem is fuel availability – an issue driving AWA’s Kodiak campaign.

One of the four Kodiak aircraft AWA is working toward is intended for short-term mission group support and disaster relief. With this in mind, we applaud ministries such as MAF and Samaritan's Purse and their financial partners who have made the dream a reality for God's honor and glory. Even now, those airplanes are at work in Haiti relieving the suffering of God's children. Pray with us that God will grant AWA similar success. 



Mission Aviation Fellowship (MAF) delivering supplies in Haiti.



MAF organized an evacuation of one patient with a spinal injury. They put her on a Samaritan's Purse Kodiak and

Mark Wuerrffel, a JAARS pilot, flew her to Port au Prince. This kind of inter-ministry partnership is an honor to God.



# BRISTOL BAY MISSION SCHOOL


## Still Has an Impact

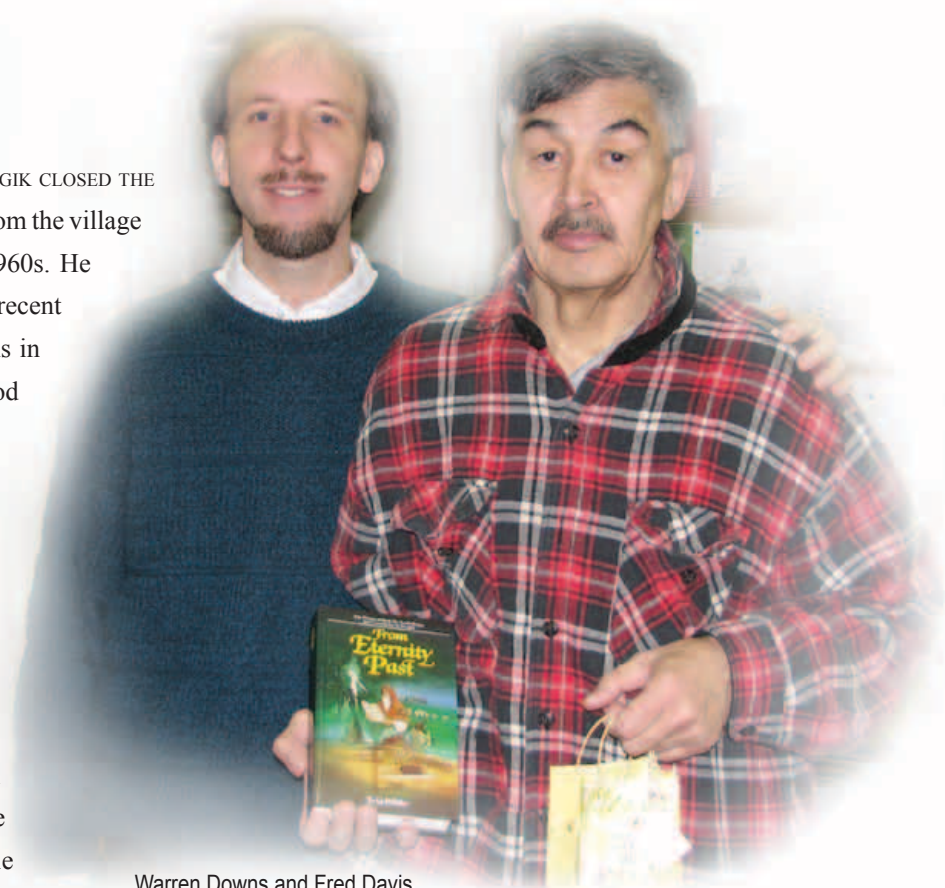
by Jim Kincaid

**F**ORTY YEARS AFTER THE MISSION SCHOOL AT ALEKNAGIK CLOSED THE impact of that institution lives on. Fred Davis, from the village of Selawik, attended that school as a teenager in the 1960s. He was subsequently baptized. Fred has experienced a recent spiritual renewal and victories over some addictions in his life. He decided to give a public witness to God and his village community by his re-baptism on the first Sabbath of the new year.

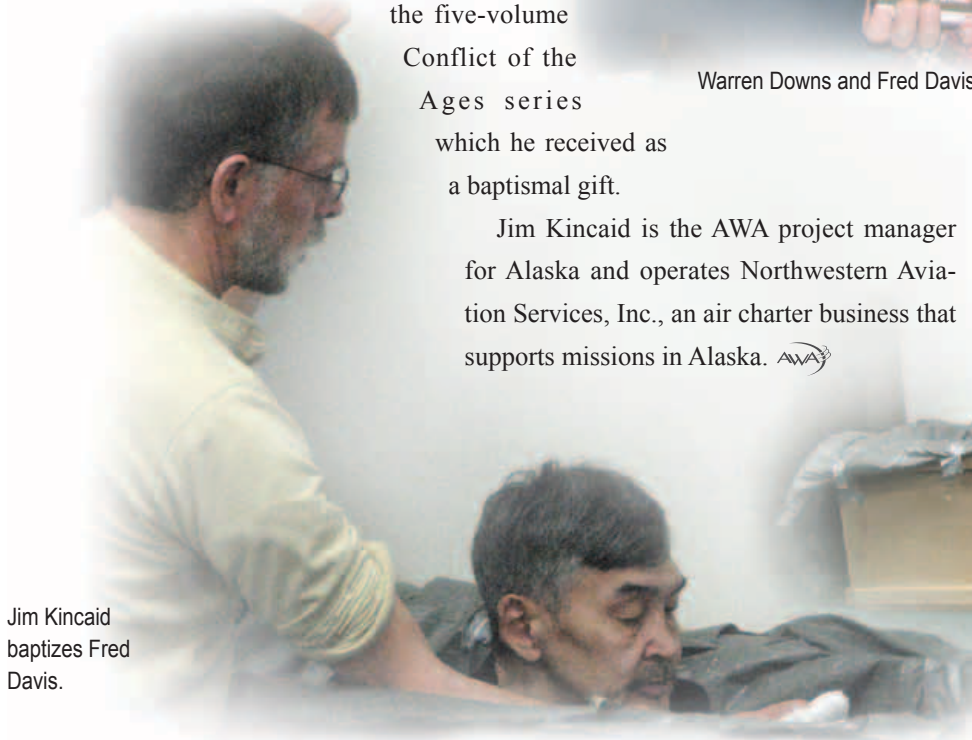
The baptismal font, not unlike a coffin, is lined with tarps to contain the water. Pastor Jim Kincaid administered the rite of baptism. Fred is pictured with Warren Downs, who with his wife and three young daughters, have been missionaries in Selawik for the last four years. Fred holds in

his hand a book from the five-volume Conflict of the Ages series which he received as a baptismal gift.

Jim Kincaid is the AWA project manager for Alaska and operates Northwestern Aviation Services, Inc., an air charter business that supports missions in Alaska. 



Warren Downs and Fred Davis



Jim Kincaid baptizes Fred Davis.

| ALASKA PROJECT                       |     |                       |     |     |
|--------------------------------------|-----|-----------------------|-----|-----|
| 10%                                  | 30% | 50%                   | 70% | 90% |
|                                      |     | \$55,823 Still Needed |     |     |
|                                      |     |                       |     |     |
| Dillingham Hangar and Land \$100,000 |     |                       |     |     |



The Baptismal Tank



**68 Ethnic Nations/  
Tribes Impacted**



# Building

*Thank you for your*

**Continued from page 2  
(cover story)**

**More Than  
2 Million  
Pounds of  
Supplies  
Delivered**



She likely would have died without intervention. The return transportation is just as critical – especially for women alone in a strange city with no one to protect them.

The trip home would include a wait for the 30-hour ferry ride where one sleeps on the dirty floor or in a hammock among the drunks. Oh yes - it runs only twice per month to Port Kaituma. She would have waited again for a LONG brutal truck ride inland to Matthew's Ridge. Then it's either a 12-hour walk or a 6-hour truck ride to her village...IF the road is passable! In all, it could take up to a month for her to get from Georgetown to Baramita. With no money, friends or family to care for her, the journey is a frightful and dangerous one. By contrast, it took just over an hour to fly from Georgetown to her village!

What impact did aviation ministry make? Servicing her village yielded an

**Over 35  
Epidemics  
Stopped**








***Over 43,000 People Reached***

# the Kingdom!

***support of God's Mission!***

invitation for Adventist church planters to work there - the largest Amerindian community in Guyana, and without an evangelical Christian presence!

Peter, always the practical man of action wrote: *Who is going to harm you if you are eager to do good? But even if you should suffer for what is right, you are blessed. 'Do not fear what they fear; do not be frightened.'* *But in your hearts set apart Christ as Lord. Always be prepared to give an answer to everyone who asks you to give the reason for the hope that you have. 1 Peter 3:13-15 NIV*

Fine advice to live by: let's do good, and be ready to give an answer for our hope! 



***Over 5,000 Youth Involved***



***Over 8 Million Missionary Seat Miles Flown***





Philippines: The British Columbia Conference Youth Department helped rebuild the school at Sagpangan, cleared the runway of brush and trees, and ran a Vacation Bible School which laid the foundation for a church plant two years later.



Peru



Sagpangan, Palawan, Philippines

## *23 Churches and Schools Built*

# SEE WHAT GOD IS DOING!

### *FLIGHT LOG* ➔

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

*CHANGE SERVICE REQUESTED*

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