

FLIGHT LOG →

SPRING 2011

NEWSLETTER

Vol. 17 No. 2

FOR THE FRIENDS OF ADVENTIST WORLD AVIATION

VOLUNTEERS

Kingdom Mechanics

Keep 'em Flying



by Don Starlin

THE CHILLING FINALITY IN THE WORDS, “I DON’T want to build a box, I don’t want to build a box” echoed and reechoed in Len’s head as the desperate man helped his wife board the yellow Pathfinder airplane. The man’s wife needed medical care – immediately!

Before AWA/Wings for Humanity arrived in Region 1, there were usually only two options for medical cases; stay in the village and die, or attempt the grueling overland journey of several days to the nearest government hospital – a trip that also often met with death.

Occasionally, if the village radio worked and the government could arrange for a medical evacuation, one might be fortunate enough to get a flight out. However, fear of what awaited them in the capital and the difficulty of returning often resulted in terminal procrastination. AWA’s presence in Region 1 now brings a message of health, hope and life to those who have only known disease, despair and death. Len was now part of that reality.

Len Sherwood of Traverse City, Michigan, loved airplanes. However, there wasn’t enough money in aviation maintenance to support a family so he did what so many have done – change careers. For much of two decades Len maintained his FAA Airframe & Powerplant Inspection Authorization hoping that one day God would use those skills to advance His Kingdom. Three years ago at Michigan Camp Meeting Len stopped by

(Continued on page 9)





Don Starlin,
President

Past, Present and Future

Dear AWA Partners:

The Past

It was 1994: I was in the family electrical contracting business again after having served as an aircraft mechanic for the East Peru Mission and after graduating from Andrews University. Over a period of months something I'd never experienced began to happen. A divine vision and burden - heavy, unshakable, driving - relentlessly compelled me to do something regarding missionary aviation. No matter how hard I ran from it, the conviction only grew stronger.

In March 1995, exactly 16 years ago, a mission aviation summit in Berrien Springs resulted in the founding of AWA. In August 1995 God's people requested that I help bring AWA from concept to active ministry - an idea that scared me nearly to death - God was confirming the growing conviction. Like King Saul, first I wanted to hide; then I wanted to go home when there was disagreement regarding the selection - after all I hadn't sought any of it. In the years since, God has allowed me the privilege of working alongside Him as He expanded the ministry to include five nonprofit corporations and a dozen airplanes operating at nine official project sites in five countries.

All this is to God's glory and would not exist without His leading, guiding and sustaining every step of the challenging way. Many of you know from personal experience that progress is never uncontested. I've come to the realization, as surely you have, that God brings us to our knees in desperation to ensure that when He acts, it is obvious that **He** did it.

The Present

The sustained intense AWA activity over the past 16 years while concurrently carrying responsibility for the family business - long

days, short nights, and frequent travel - is not without effect on the human organism. I am utterly spent. Over the past few months the burden God laid on me 17 years ago has gradually lifted. As of April 1, 2011 Board Chairman, Tom Chapman will serve as interim President until the Board prayerfully locates the individual upon whom God's conviction now rests.

The Future

The need for aviation support of frontline missions is immense. Inquiries from around the world never cease. In addition to growing the capacity of existing AWA projects, new mission opportunities from South America, Ethiopia, West Africa and continental Southeast Asia have come to the office in the past six months reinforcing the fact that the need for air support of frontier missionaries is genuine.

That reality must drive the ministry to plan prayerfully, strategically and intentionally. A small but steady flow of potential missionary applicants must be cultivated, screened, trained, deployed and supported. Aircraft need to be acquired, prepared, deployed and serviced. Facilities are needed both at home and at project sites to accomplish this. Formal partnerships designed to maximize resources available to missions need to be forged.

As we move toward the cataclysmic end of the great controversy, one of the most exciting and rewarding experiences of the past 16 years has been to watch as God reduces the barriers preventing His people from accomplishing the Great Commission. The answer to Jesus' prayer in John 17, that His people would be one even as He and the Father are one, is being fulfilled. As a member of the International Association of Missionary Aviation, I have seen God's children of many denominations and mission affiliations prayerfully wrestle together in search of

solutions regarding insurance, the need for the next generation mission aircraft, professional training and safety in order to be better stewards of what God has entrusted to us. Each obstacle was met and overcome with what I believe to be providential collaborative ventures. We are doing together what could not be done separately.

The overwhelming need for air support of frontline missions and the fact that AWA is God's ministry, initiated and guided by the Holy Spirit, give me great confidence that just as He did to, through, and in spite of me, He will do to, through, and in spite of other reluctant, but ultimately willing servants. There are those with much deeper and broader experience in the industry than me. It is time that these step forward to mentor zealous youth of lesser experience in order to meet the cries for infrastructure assistance in proclaiming the everlasting gospel around the world.

What do I plan to do next? I'm looking forward to simply being a tradesman again. Perhaps the Holy Spirit will call us to participate in short-term mission opportunities from time to time to help keep airplanes airworthy or do some relief flying.

Thank you for the privilege of serving alongside each of you. We will continue to uphold AWA's growing team in prayer. Intercessory prayer is vital to the mission to which God has called us.

Blessings,

Donald B. Starlin
President

Cover: Len Sherwood and Keith Swartz replace the engine and propeller on the Guyana Project's Cessna 206. Inset: Jud Wickwire, Keith and Len carry the propeller down the steps of the Wickwire home.

FLIGHT LOG →

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Mission Statement:

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

Adventist World Aviation:

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

PHILIPPINES

by Fletcher Grahn

God's Mission!

MISSIONARY...IT'S A PRETTY BIG WORD to live up to. People like Hudson Taylor, Jim Elliot, J. N. Andrews, Abraham and Paul have lived up to this word over the centuries; but what about 'Fletcher'? How can a guy born in Stoughton, Wisconsin, a guy who never amounted to much, fill the breadth and depth of the word 'Missionary'?

How can anyone for that matter? How did Paul make it all those miles in all that heat and cold and wet and hate? How did Abraham pack it all up and hit the highway to who knew where? You and I all know the answer of course. But does knowing the answer make it any easier to wrap our brains around how God can take you and me and fill such a huge word as 'Missionary'? It's faith, you see, that does it. It's believing that God fills the cavernous vacuum of our insufficiency with His massive volume of **"I Am"** that fills all the nooks and crannies of 'Missionary' and pushes the boundaries of this awesome idea to its limit, and beyond. We are invited to go along on the most incredible journey of our lives, seated deep inside God's unfailing will. He writes stories through our lives that never would have been possible if we were left to our own devices.

This relationship is not restricted in any way to select individuals. It is available to everyone, because God calls us **all** to be missionaries. Not all of us are meant to travel to the far side of the planet, but we all have a mission somewhere. Some of our missions are in our own homes, some are across the street or across town, while others may require us to move a little further down the road or over an ocean. No matter the location God has placed us, we have a mission to perform with Him.

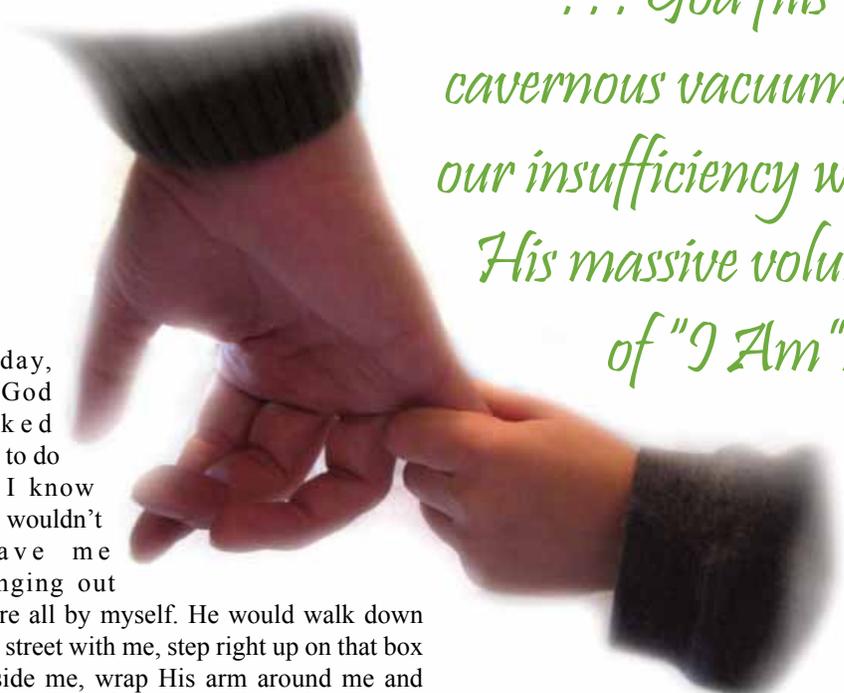
To some, this may seem a bit intimidating. Before I fully surrendered my life to Jesus, I had a fear that I would be asked to set up a box on a street corner and start preaching to those who walked by. I had no illusions of being able to do such a thing, and I used it as one of my excuses to keep living my life for myself for many years. Today, I can't say that I have a heavy burden to go out and preach on a street corner any more than I did back then, but something is different today.

Today, if God asked me to do it, I know He wouldn't leave me hanging out there all by myself. He would walk down the street with me, step right up on that box beside me, wrap His arm around me and give me the power that I lack, so that I could speak the words He would have me speak.

My journey since accepting the call to serve with Adventist World Aviation has not been easy. I can't say I've been beaten or stoned like Paul, nor have I been asked to lay down my life like he and Jim Elliot did. But God's adversary has done all he can do to discourage, slow, anger, frustrate and turn me away from the work God has called me to do. But God has not left me to fight this battle on my own. He has sent brothers and sisters to help carry the burdens, to lift a downtrodden spirit and to point my eyes upward, ever upward. He has performed miracles through those who have placed themselves in a position to say "yes" to His will, and this has touched my life deeply, blessing me beyond measure.

Let no one think that they have no part to play in the battle for souls around this world. Let no one think that any kindness, any gift, any heartfelt prayer for someone in need is too small to make an eternal difference in someone's life. Souls are hungering for something more than what this world has to offer. Tonight, someone is going to bed feeling completely empty, completely

... God fills the cavernous vacuum of our insufficiency with His massive volume of "I Am"...



without hope, in desperate need of Jesus. I know because I used to be one of those people. It is only because Jesus came into my heart that I can go to sleep at night knowing a peace I never knew before. Because of what Jesus has done for me, I simply can't stand by anymore and do nothing, even if it means preaching on a box on a street corner. My Father has a mission for me as He has for each one of us. I pray that we all commit our lives to being about our Father's business, wherever that may take us, no matter what the cost. AWA

PHILIPPINES PROJECT	
	Missionary-in-Training Fletcher Grahn
Grahn Launching Goal \$58,875	
<div style="display: flex; align-items: center;"> <div style="width: 100%; height: 10px; background-color: #c8e6c9; border: 1px solid #000;"></div> <div style="margin-left: 10px;">\$30,785 Still Needed</div> </div>	
<div style="display: flex; justify-content: space-between; font-size: small;"> 10% 30% 50% 70% 90% </div>	
<div style="display: flex; align-items: center;"> <div style="width: 100%; height: 10px; background-color: #c8e6c9; border: 1px solid #000;"></div> <div style="margin-left: 10px;">\$2,697 Still Needed</div> </div>	
Grahn Monthly Goal \$3,772	



Bill studies the Bible with a villager.

by Bill and Laura LaBore

7 IF WE WERE TO FLY DAY-IN AND DAY-OUT, but not a single soul was reached for Christ, then what would be our purpose for being in Guyana? The fact is that Wings for Humanity's aircraft have helped many, many lives physically, and we can feel good about how God is using this tool to accomplish His purposes spiritually.

In a nutshell, AWA/WFH's mission is to use aircraft to transform those living with despair, disease and death by bringing them hope, health and life. What motivates us and sustains us in this effort is the cross of Calvary. Jesus did something magnificent for each one of us, and because of His sacrifice, we are, in turn, offering our lives as a living sacrifice to be used by Him to offer that same experience to others. We don't

want to just tell others about Jesus, we want to show them Jesus.

Bill enjoys giving Bible studies whenever possible. Frankly, he could spend twice the amount of time giving them as he currently does, because the need is so great; however, he has other responsibilities too. With that in mind, we are currently seeking people who would like to come to Guyana for a year or so and get involved in developing friendships and giving Bible studies. From time to time, we are asked to build a church in a village. We could build a physical church easily enough, but then what? We need someone to go and live with the people to shepherd and disciple them. Without that necessary ingredient, the church will just be a building, standing empty every Sabbath.

What about medical evangelism? Laura enjoys going to homes and taking people's blood pressures and blood sugars and teach-

GUYANA PROJECT				
		Bill, Laura, Danielle, and Micah LaBore		
		LaBore Monthly Goal \$4,625		
Goal Reached This Quarter - Thank You!				
10%	30%	50%	70%	90%
Monthly Sponsorship-10 Villages* Goal \$2,500				
\$45 Still Needed				
10%	30%	50%	70%	90%
* \$250 monthly provides air and communication service to Bible workers in one of the unreached jungle villages.				

ing basic health principles. Many times people come to her requesting that she visit one of their family members, so off she goes with her medical kit to the person's home. Make no mistake, medical work is the right arm of the gospel. These visits are golden opportunities for her to develop relationships with the people and provide a good excuse to come back often to check on their status. Unfortunately, there just isn't enough time for her to visit all the people that she should, due to her flying and maintenance responsibilities. Again, we need committed individuals with medical backgrounds who have a passion for evangelism and could assist us with these needs. Could that be you?

God truly is blessing our work in Guyana. Just before we left on furlough, Laura started going to a neighbor's house to check his blood sugars. His levels were sky high, so she spent about an hour during her first visit teaching about diet and exercise. She also helped him get to the local clinic for medicines. After that, she visited him several times to check on his progress. On the last visit before we left, he

said he wanted to start going to church. His elderly neighbor has also been getting sugar and pressure checks and has asked us to take her to the Sabbath afternoon programs as well. Praise God!

The opportunities to make an eternal impact in people's lives here in Guyana is very great indeed. Is God calling you to be a friendship evangelist? Let us know! 



FLIGHT LOG

Above: Laura doing a health check.
Left: Prayer meeting in the LaBore living room.

Arctic Mission Challenge

by Jim Kincaid,
AWA-Alaska Project Manager

7 he Facts

The state of Alaska is inhabited by a diverse group of people, with representatives from most of the world's continents to be found in the urban centers. The state's population of 686,000 is still small by comparison with those found in more temperate climates. The growth of the Seventh-day Adventist Church has been fairly steady among the urban areas. Congregations that have been formed for work among African-American, Hispanic, Korean and Samoan populations combine with many more urban churches that serve a wide cosmopolitan mix of ethnic backgrounds.

The largest minority population in the state is that of the indigenous people who have inhabited Alaska since long before contact with European adventurers. The current indigenous population of approximately 120,000 people, reside mainly in 225 villages scattered around Alaska's far-flung coastline and along Alaska's major river systems. Of these villages, 98% are not accessible by road and must be reached by air, or some by water during the short summer season.

Adventist History

The Adventist work for the native people of Alaska began in the early decades of the last century. Alaska was a 'mission' at that time and kept the greatest portion of its tithes collections for this work. Work among close to 20 villages



The New York State group in front of the AWA's Cessna 206 along with some local missionaries and children. They ministered in Selawik.

was active from the 1940s through the 1970s. In the early 1980s the status of several North

(Continued on page 14)

GUYANA

by Jud Wickwire

Chance Encounter Or ?

JACOB (MY OLDEST) HAS BEGUN TRYING TO get his head in the flight deck on the commercial flights we have taken. We would be getting on or off and suddenly he and Zack would be missing; we would then discover that they were up in the cockpit again. On one of our Air Canada legs, he had been talking with the pilots, and when we were disembarking, one of them stopped me on the jetway and asked what we do. It was a very brief discussion; I said I flew small Cessnas around the jungle for missions, and he mentioned that he had a couple of friends who did that as well. He asked about our organization and a few weeks later he sent me an e-mail: "Will pray for you and your flying. Glad we connected on that flight last year. I was relating the story of our very brief encounter to a guy I was flying with last week. We had some profound discussions on the flight deck about what really matters in life, rare and cool."

He included the following quotations about finding meaning and purpose in life from Brennan Manning's book, *Relentless Tenderness of Jesus*:

"The man with the clear head is the man who frees himself from the fantasy and looks life in the face, realizes that everything in it is problematic, and feels himself lost. And this is the simple truth - that to live is to feel oneself lost. Whoever accepts this has already begun to find himself, to be on firm ground. Instinctively, as do the shipwrecked, he will look around for something to which to cling . . . [which] will cause him to bring order into the chaos of his life. These are the only genuine ideas; the ideas of the shipwrecked. All the rest is rhetoric, posturing, farce. He who does not really feel himself lost, is without remission; that is to say, he never finds himself, never comes up against his own reality."

"The shipwrecked at the stable are the poor in spirit who feel lost in the cosmos, adrift on the open sea, clinging with a life-and-death grip to one solitary plank. Finally, they are washed ashore and make their way to the stable, stripped of the old spirit of possessiveness in regard to anything. The shipwrecked find it not only tacky but ut-

terly absurd to be caught up either in tinsel trees or in religious experiences. They are not concerned with their own emotional security or any of the trinkets of creation. They have been saved, rescued, delivered from the waters of death, set free for a new shot at life."

My response is twofold. First, I am humbled and hardly worthy of being an inspiration to anyone, and second, I am a bit embarrassed to be considered as having been "shipwrecked" as described above. If so, it hardly seems fair, as God has given me the opportunity to serve the needs of others by doing something that gives me great pleasure. That said, there is truth to the statement, "cause him to bring order to the chaos of his life." Life here is raw and visceral for the people we serve, and our parallel lives of comfort and convenience almost seem shameful.

Recently, among other passengers collected from two villages, I had a four year old boy in a coma being held by his mother. While I don't always know the outcomes of the people we transport, we did learn that

the child died of a form of meningitis. A few days later I flew his body, accompanied by his mother, back into the interior; the last I saw of them they were headed down the dusty road in the back of a beat up pickup truck loaded with drums of fuel and supplies. In their case, I did find out the rest of the story: the woman's husband had run afoul of the law and was placed in lockup in Georgetown. She was then forced to find work in the village, leaving her children to look after themselves. When the four year old became sick, she wasn't able to care for him; by the time she realized the seriousness of the situation

Approaching the village.





Above: The mother with her son headed to the hospital. **Below:** The small casket flown back to the village.

it was too late for him to be saved by medical intervention.

I cannot imagine the depth of losing a child. One of our boys recently required visits to a series of doctors and specialists for a diagnosis, striking fear into our hearts. I do know that all other issues paled as we sought treatment and reassurance, and we rejoiced when we learned that he was going to be fine.

May we all be shipwrecked in some way so that we can in fact be “rescued, delivered

from the waters of death, set free for a new shot at life.” *AWAY*



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.



March 9, 2011, Sandpoint, ID....Quest Aircraft Company, manufacturer of the KODIAK, announced today that as part of its long term corporate strategy it has completed a financing transaction for recapitalization and new investment. The additional funding is from private investors and will provide the company with continued financial stability.

“The last two years have been extremely challenging for the aviation industry, and Quest is no exception,” said Paul Schaller, Quest Aircraft Company President and CEO. “We have injected equity into Quest which allows us to significantly reduce debt, ramp up production and invest in customer service centers. This positions Quest to meet the needs of multiple market segments as the general aviation industry continues to recover.”

Customer deliveries began in late 2007, and the KODIAK has since been deployed in more than 10 countries around the world in a variety of applications. KODIAKs are in service with charter operators, small businesses, personal owners, skydiving operations, U.S. and international governments, and humanitarian organizations. This past summer, Quest delivered nine float-equipped KODIAKs to the U.S. Fish and Wildlife Service.

“I am pleased at the progress the Quest team has made in a relatively short period of time,” continued Schaller. “Since receiving our FAA certification in May 2007, the KODIAK has received certification in Canada, Indonesia, Papua New Guinea, and South Africa, and we are currently working on Brazilian certification with Australian to follow. We have made several enhancements to the aircraft including float certification, an increase in the max gross weight, and most recently certification of the TKS ice protection system.”

The company is also investing in customer service and continuing the establishment of the KODIAK network of service partners. Late last year, Wipaire, Inc. was named the

first factory-authorized service center for the KODIAK. The company expects to appoint several other service centers in the next few months.

The KODIAK’s rugged aluminum construction combines superior STOL performance and high useful load. It offers proven turbine reliability with the Pratt & Whitney PT6 turbine engine, has the ability to land and take off from unimproved surfaces and is capable of working off floats without structural upgrades. The KODIAK can take off in under 1,000 feet at full gross takeoff weight of 7,255 lbs and climb at over 1,300 feet per minute.

For more information, please visit www.questaircraft.com. 

AROUND THE WORLD IN 60 SECONDS



AWA KODIAK AIRPLANE #1 GOAL \$1,200,000	
NCCF Matching Grant	AWA Donors
	↓ + \$375,000 Due on Delivery
	\$1,113,872 Raised
	\$86,128 Still Needed
16.5%	33%

Kingdom Mechanics

Continued from cover

AWA’s exhibit. A dialogue ensued, and last year Len joined Keith Swartz of Vernon, British Columbia, to conduct maintenance and annual inspections on AWA airplanes in Guyana. It was on a flight with Laura LaBore that Len saw the woman and her children waiting by the village runway in hope that an airplane would come before it was too late.

As they flew over the green jungle carrying God’s children who didn’t know Him yet, a plan began to form. For years people had suggested that Len should record an album so others could enjoy his rich baritone voice. What if all these years God had been working to combine his gifts of music and aviation for the purpose of highlighting the amazing impact missionary aviation makes in the fulfillment of Revelation 14:6?

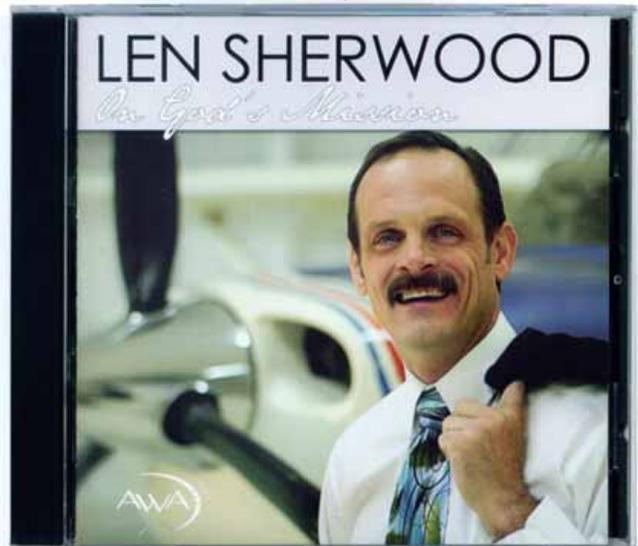
In the months following Len’s aircraft maintenance trip to Guyana God opened door after door until the boxes of compact discs arrived and were dedicated to God’s work at

a special service held on Sabbath March 26, 2011 in Boyne City, Michigan.

AWA is pleased to announce the **Keep ‘em Flying** project designed to help people understand the tremendous asset God has given in the form of missionary aviation and the stewardship required to maintain His equipment in excellent condition so that others may hear the good news that has so richly blessed us.

Because every \$25 impacts one soul for the Kingdom, Len has generously made his gospel vocal CD available to all AWA Revelation 14:6 partners who invest \$25 or more in the **Keep ‘em Flying** project. Gifts may be sent to AWA and marked **Keep ‘em Flying** or made online at www.flyawa.org. To thank you for your support, a complimentary CD will be mailed to each **Keep ‘em**

Flying investor. You may also contact Len directly by email at Isherwood@flyawa.org for booking and CD information. To God’s honor and glory, let’s all work together to **Keep ‘em Flying** until Jesus comes and we all fly away! 



PHILIPPINES

Runway Approval

by Ed Brennan

THOSE OF YOU WHO HAVE BEEN FOLLOWING the developments of the air base project will appreciate the good news that we have to share. After five years of hard work by everyone from the President of AWA on down to the airbase caretaker, we have finally been given approval to start work on the construction of our airbase runway. It has been an

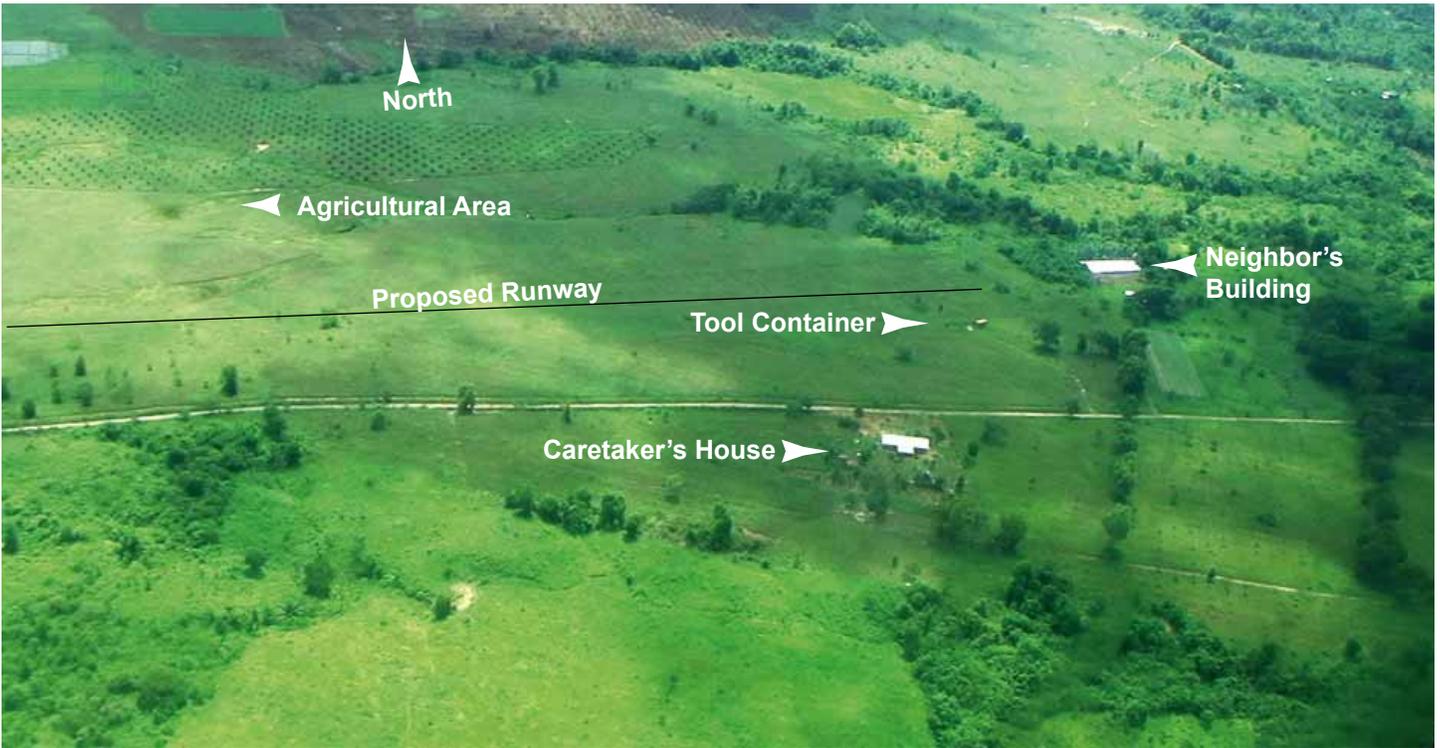
incredible journey that has taken a lot of blood, sweat, tears and most importantly, prayer. As the guy who came in at the tail end of this long process, I was overjoyed when the municipal engineer finally said the wonderful words, "You may proceed with your runway development." God has truly blessed us here in the beginning of 2011.

While I can only tell you about the last twenty months, the journey has been a long one. We have seen God perform miracles when it was necessary, and we have seen the long, slow process of various government bodies at work. I can testify that God always wins...**always!** When we showed up on the scene, we were overwhelmed at the task ahead of us. We prayed that God would lead the way, and we took things step by step. We began by going to the lowest level of government and starting to asking questions. Along the way God moved mountains when needed to carry out His will. Even when we thought that we were at a standstill, the heavenly Father was still quietly at work, out of sight, behind the scenes.

One of my favorite miracles during this entire time involved a copier. We had been working with the municipal level of the Department of Environment and Natural Resources (DENR) for a long time. Our little pickup had covered a lot of miles, taking us on the two hour drive to Nara several times a week. We had become such regulars there that the office staff no longer asked who we were or what we were doing there. On this particular day, we went back to their library to make copies of the latest documents we had come to file. While Marilyn went to the back to work on the copies, I received a phone call from Job Caligian, a missionary up north who was in need of a plane ride.

While I was talking with Brother Job, Marilyn came back to the front of the office looking a little confused, and headed over to one of the desks up front. It turns out that the copier had been relocated since our last visit to the front of the main office. As she was making copies, one of the women working in the front started asking her questions. A few minutes later they came over and began asking me questions as well. When the woman finally understood what we were trying to do with the airbase and how we were going about doing it, she suggested to us that there may be an easier way to get what we needed. She went on to explain that since we were not building a commercial airport, but only a private airstrip, we could file something called a 'Certificate of Non-Coverage'. She walked us through the application process, and in less than an hour we had it filed elec-





tronically with the Manila office. Two days later she called us to say that Region IV of the national office had approved our application; we had our Environmental certificate and clearance.

The person who had helped us was none other than the Chief of Environmental Systems, municipal office. Why was the copier moved from the library, a logical place for it,

no requirement for any signs, and we were running out of time for meeting the council. He would not budge. Since he was the environmental representative on the council we had no choice. We put up some signs that met his specifications. We met the council on time, but then more problems arose. For the fifth time, one of the land owners wanted to file another dispute. The same council

member who earlier had required the signs now decided to become our champion. He stated that the neighbor's dispute had been entertained on multiple occasions. The property lines had been surveyed on three separate occasions, most recently by the DENR. The dispute was dismissed, and we received full approval

to proceed with the project. We just never know who God will use.

During this journey we have had to get an endorsement from the local tribal chief from a Tagbanua village as well as approvals from the Barangay Council, City Council, Provincial Council, the DENR, and finally the National Commission for Indigenous Peoples (NCIP). Along the way we have met many wonderful people, and God has guided us every step of the way. Each step we learned something new and were able to apply what we learned to each subsequent

East end of property. Housing will be built on the north side of the runway opposite the hangar. Container sits where hangar will be constructed.

step. God has His timing; we just need to be constantly watching, learning and waiting for His leading.

Now, of course, we have approval to begin the next **huge** step, which is to begin the long process of moving dirt, building up the runway bed and growing the grass surface. This has been a long journey, but one that I am sure will prove to be quite fruitful in the battle for God's Kingdom. Of course, we now have to ask the question, "Anyone want to help build a runway?" 

The same council member who wanted the signs put up decided to now become our champion. . . . You just never know who God will use.

to a location next to the desk of the Chief of Environmental Systems? I plan to ask God some day, but for now, I am happy He did, and have a pretty good idea why.

Another great story happened when we were working for our endorsement from the local city council. This is always a tedious step, even when you are working with friends. One of the newly elected councilmen decided to flex his political muscle and test my patience. We felt like we had complied with all regulatory requirements, but he wanted signs installed. There was



AWA-PA

Winter Slowdown

by Eric Engen

IF YOU HAVE BEEN FOLLOWING AWA-PA's flight training progress, you will recall that winter flying from a grass strip in Pennsylvania is a hit-or-miss proposition. We were very excited to get N9197U back from annual inspection before Christmas. Our flight students even came back to school a couple of times over Christmas break to squeeze some flight hours in while they were on vacation from school. But when school started up again, a couple of back-to-back snowstorms hit, and the temperatures stayed below freezing for 6 weeks straight. It really put a damper on our flight operations, as you can see from the pictures.

This down time allowed us to concentrate on our ground school coursework. But even while we were studying aircraft systems, weight and balance, airplane performance and weather theory, all the flight students (yes, and the teachers, too) looked longingly at the snow-covered runway and cloudy skies, hoping for warmer temperatures and sunny days! But even while snow and ice hampered the training schedule in Pennsylvania, God was working in other areas, providing for the needs of our program.

Tom Sitler, the volunteer who helped install our runway lights last summer, made contacts with a large home improvement store in the neighborhood where he lives. He told them of the missionary work that he was doing, working with a program that helped train young people for missionary aviation service. The store manager got very excited



about the program and told Tom he wanted to help in some way. The manager said that when a customer took delivery of a newly purchased washer, dryer or refrigerator, the store offered to haul their old appliance away for them. He offered to give Tom any of these old appliances as long as Tom would come and pick it up from the store. Tom agreed, and in the first three weeks of this relationship, raised over \$500 by selling the materials to salvage yards and scrap dealers. We praise the Lord for providing this opportunity to supplement the finances of AWA-PA.

We are sorry to see one of our founding AWA-PA committee members, Jon Larabee, leave our area. He took a job in Ohio at the beginning of the year. Even though he

will not be able to jump in his car and run down the street to help fly for the Pathfinder Fair peanut drop, or to run the backhoe for runway maintenance, he has agreed to continue serving on our operation committee via phone conference for our quarterly meetings. Jon, thank you for all the dedication, energy and expertise you contribute to the program. And to everyone else who helps to make this great program a reality. God Bless! 



Blue Mountain Academy airstrip under a blanket of snow.

by Sam Miller

AWA-TN The Plan of Action

KEEPING FOCUSED ON THE GOALS, MAINTAINING a regular schedule during extended breaks and poor weather conditions, fulfilling duties and responsibilities, developing new components for the curriculum and planning for the future of the program...

Winter is always a difficult time to maintain a regular training schedule. This winter has been no exception. In fact, I believe this winter has been more difficult than most due to mission trips and the weather. With spring's arrival, we are refocusing on our goals for this academic year, planning for quite a bit of training over the summer months and also planning out our next academic year.

One student who has been able to log a few hours this winter is Brianna Cassidy. When the weather has been favorable, we've had the opportunity to fly a few cross-country flights. Planning the cross-countries and then executing them teaches many good lessons for life. We start by defining our destination. The next step is to select a path that will get us there on a chart. Every so often we select prominent landmarks that will both help us stay on course and monitor our progress along the way. Then we'll do some research to find out if we can accomplish this trip now, or if we'll need to alter our plan or wait for more favorable conditions. Last, we make small corrections to our plan based on the best forecasted conditions. Our goal is to reach our destination in the shortest amount of time on the least amount of fuel. Our flight is to be as efficient as possible.

Once we have our flight planned, it is time to execute it: that is, put our plan into action. Although our plan may have taken all foreseen information into account, as we begin the journey, we'll find our course will need to be refined along the way due to changing winds and altered aircraft performance. Don't accept small deviations without making corrections for them. Those small errors, unchecked, will add up to much larger problems later in the journey.

It is rare in life when we can do *all* the planning and gather *all* the necessary resources together prior to beginning a mission. It is important, though, to do as much planning as

possible prior to beginning. Set the goal, chart the course, define landmarks along the way to assess progress and help maintain the course. Researching the conditions we'll encounter along the way keeps unknown hazards to a minimum. Most importantly, continually assess your progress, correcting the small errors so they don't cause larger ones later on.

1 Corinthians 9:24 says, "Do you not know that those who run in a race all run, but only one receives the prize? Run in such a way that you may obtain it." Often in life we focus on the destination and allow small deviations along the way, continually reminding ourselves that we're generally headed in the right direction. We tell ourselves we'll reach our destination eventually because the planning was good, all the while neglecting our goal of efficiency. We should monitor our course, continually correcting the small deviations that occur from point to point so that they don't accumulate along the way, causing us to fail.

Imagine you board a flight in Chicago destined for New York. You look on the itinerary and see the estimated arrival time is blank. You ask the gate agents how long the flight will take and they reply, "I'm not sure, it tends to vary depending on who's flying, but there's the captain, ask him." So you approach the captain and ask the same question. His or her response isn't much better: "It depends if we can stay on course today or if we get

a little sidetracked. I'm sure we'll make it to New York, I haven't missed yet. It's just that things tend to get a little sketchy as we fly over Pennsylvania. Sometimes we get a little lost in there, but we always seem to find our way eventually. I can say with most confidence the flight will take somewhere between two and four hours."

I strive to plan my flights well, and execute them even better; striving for safety, accuracy, and efficiency with every flight. I'm working to implement this philosophy into our training program; to build a curriculum that does more than merely run a race. I hope to, above all, encourage those I train to first apply these principles to their lives. Focusing on the goal, monitoring their progress, correcting small deviations before they become larger ones, striving to make sure the journey is the safest, most efficient possible.

Your continued prayers and support are invaluable to us as we redouble our efforts to complete some of our plans for this year. We have two more students finishing their private pilot training, three students to fly their first solo flight, a runway to finish building and seeding, a second airplane to locate, and we are beginning a search for a second fulltime flight instructor. Your help in keeping this project on course and efficient as possible is truly a blessing shared by so many; blessings we pray may one day be shared around the world. 



Sam Miller deices the plane.

Arctic Mission Challenge

Continued from page 5



Volunteers build the Togiak Church

American ‘missions’ were changed to that of ‘Conference’. As the transition advanced, the funding for maintaining rural mission work began to dry up while at the same time the economy went into decline. Most of the rural mission stations became unstaffed and the buildings deteriorated over time.

A Plan of Revival

During the last ten years or so, Alaska Conference leadership and laypeople alike have taken actions to revive the remote arctic mission work. It has seemed to make the most sense to start again where the church has a previous history and, in some cases, existing buildings. The plan has been two-fold:

- 1) Recruit specifically gifted people who have both the heart for mission work in remote northern settings and some marketable skill.
- 2) Remodel, or in some cases, replace existing buildings in mission areas so that the volunteers who come to live and minister there will have safe living conditions. Also necessary to this plan is to mentor and support the volunteers so they can successfully develop the tools needed both to survive in a remote

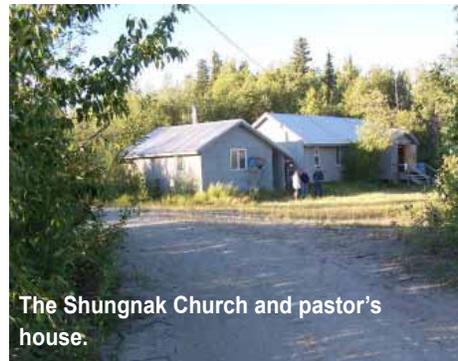


Group with The Quiet Hour Cessna 421. The Delta Junction/Tok Churches of Alaska have faithfully funded their way to Shungnak every summer for most of the last ten years.

arctic region, and to work effectively with cross-cultural relevance.

To-Date Report

The locations on the list for attention include Ambler, Gambell, Kotzebue, Savoonga, Selawik, Shungnak, and Togiak. Of these places Gambell, Kotzebue, Savoonga, Shungnak, Selawik and Togiak are currently staffed with volunteers who are raising their own financial support, with the Alaska Conference participating in funding their utility costs. In Togiak a new chapel/apartment was completed in 2009. The buildings in Gambell, Savoonga, and Selawik are all livable, but each needs upgrading while the small parsonage cabin in Shungnak is in need of total replacement. In Kotzebue, the church building was sold 14 years ago, so the group there is starting over from scratch with regard to land and buildings. As we praise God for the progress made so far reviving the native work in Alaska’s rural villages, efforts are being made to reach out to the Alaskan



The Shungnak Church and pastor's house.

native people who live in the urban world of Anchorage as well.

Shungnak

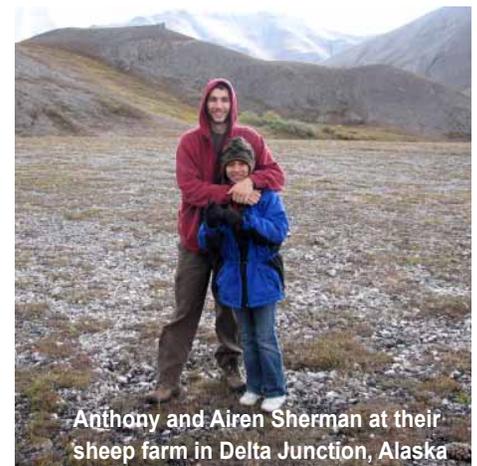
The next location we plan to focus our attention on is the village of Shungnak on the upper Kobuk River of northern Alaska. Anthony and Airen Sherman of Delta Junction, Alaska, moved to the village in September of 2010 for the express purpose of doing ministry there

for the long haul. Anthony has been hired to be the local village health care practitioner. This is a blessing because it will provide them with a portion of the financial support needed to remain in the field. They are living in a primitive cabin that was originally built to house student missionaries in the late 1960s. It is poorly insulated and very small. A plan is currently being developed to transport an arctic home kit via air freight directly to Shungnak this summer. This plan is dependent on whether funding becomes available in time for this summer’s short building season. It is our

prayer that the building will be erected by a team of volunteers between July and August.

Mission Logistical Support

The Seventh-day Adventist mission in Alaska has a long history of aircraft used in support of its outreach efforts. Many pastors and missionaries have owned their own airplanes when the mission or conference was unable to provide such. For the last ten years the Alaska Conference has partnered with Adventist World Aviation of Berrien Springs,



Anthony and Airen Sherman at their sheep farm in Delta Junction, Alaska

MI, to provide some aircraft for mission work. One such aircraft, a Cessna 172 Hawk XP, is based in Dillingham to provide transportation for native work in the Bristol Bay region. AWA also provides a Cessna U206 which is based in Kotzebue and is leased to an Adventist-owned air charter operation which is designed both to create an income stream for mission aviation services and to provide logistical support for the mission outposts in that area. A third aircraft (a Cessna 421B) is on loan to Alaska from The Quiet Hour, through an agreement with Adventist World Aviation. This is used primarily to move volunteer mission teams to remote village locations for summer ministries.

Summary

Our prayers are directed to three main areas of need:

- 1) The need for a few more dedicated volunteers who have a heart for long-term mission service (six to ten years). These volunteers must be prepared to support themselves partially by working in a field outside their volunteer work.
- 2) The need for funds to replace or remodel existing buildings at remote mission villages.
- 3) The need for additional strategic investment to leverage the existing aircraft lease revenue stream.

ALASKA PROJECT				
10%	30%	50%	70%	90%
\$51,693 Still Needed				
Dillingham Hangar and Land \$100,000				

ALASKA

by Fran Hansen

Thank You!

“THANK-YOU!” THAT IS WHAT WE HEARD OVER and over as people came to pick out Christmas gifts. And some people were surprised that the gifts were for the whole village, not just our church. It was a fantastic witness to what can be accomplished when people care. On Sunday night we had over 60 children, ages 12 and up, come and pick out gifts for their parents and wrap them. Some looked dazed as they saw the choices. It was hard to know what to pick! The thing I really noticed was that the kids from the poorer families picked necessities like shampoo and soaps. What a tug at the heart strings!

Then on Monday night the parents came. Over 100 adults came and picked out gifts for over 250 kids! The tables were full to overflowing and within one hour they were bare. But it was so much fun to be able to provide a good time!!!!

On Tuesday we had a little Christmas party for the children who come for the after-school program and more. We had a gingerbread house, balloons, presents, cookies and juice.

Here in Gambell, a couple days before Christmas, everyone took their gifts down to the gym and after a short program, the gifts were distributed. Most families have so many extended members that this is a way for them all to get together at once. Then on Christmas day the Adventist Church and Presbyterian Church worked together to have a more religious program. Again, gifts were distributed. We saw many, many gifts that came from our gift-giving program. They said it had never been done like that before.

I would like to thank the following for helping in the effort by sending us boxes of gifts to give out:

Chapel Oak Church, Kansas; Ruth DeGraaff, Eagle River, AK; Michael & Delynne Lilly, Redlands, CA; Andrea Walechka, Deckerville, MI; Ira and Diane Thompson, Belle, MO; Kathy and Mike Rowe, New Cambria, MO; Laurie Parson, Pope Valley, CA; Chaplain and Virginia Mill, Japan; Toby McLaughlin, Georgetown, TN; Rayna Hamm and Susan Davis, Fairbanks, AK; Dan and Elmira Love, Jemison, AL; Fred

and Susie Fox, Cottonwood, CA.

We also received two boxes from Canada, but I don't have the name of the senders. We thank all of you so much. The blessings you helped bestow will not soon be forgotten.

We would like to repeat this program next Christmas. We would appreciate any donations you can send. We would need warm gloves, socks, shampoo, rinse, flashlights, pocket knives, children's toys and clothing, pretty things, men things, dried fruit, nuts. Just about anything!

A couple other things we are involved in: The Adventist Church has been approved as a distributor for the Alaska Food Bank. We will receive our first food shipment next month.

Our village coalition is taking shape (see our article in the last Flight Log, Winter 2011).

We have become involved with the Alaska Temporary Assistance Program, which places people in jobs.

There will be a pinewood derby car race on February 25th. We passed out 85 cars and are hoping that most of them get carved and run in the race!

Our after-school program is still attracting 5-15 children each afternoon. We will have someone through the Assistance Program helping soon. That will be such a blessing because we can begin to do some more mean-

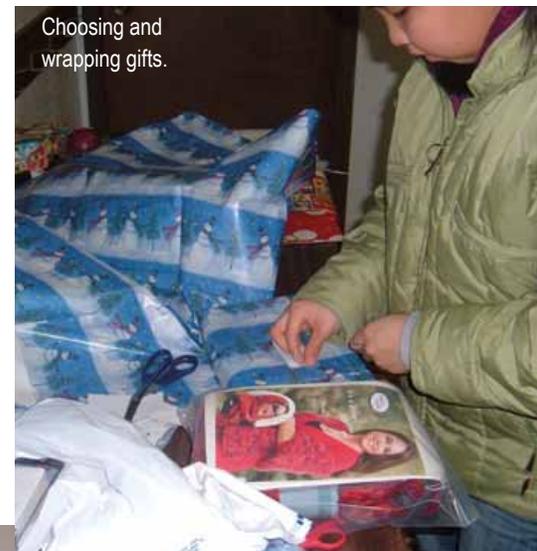
ingful activities with the children. I will also be able to start a Sabbath afternoon story hour.

We have committed to taking a couple children to school in the mornings because sometimes the weather is just too nasty to walk even the half mile. Attendance is low. There have been several village meetings to come up with ideas to help increase attendance.

Native Camp Meeting will be held in April. Evangelistic series are tentatively scheduled for May, Alaska Pathfinder Camporee at the end of May, VBS 3rd week in July followed by a three on three basketball tournament. If you would like to help in any of these events, please contact Fran at fayhxyz@gmail.com.

There has been at least one polar bear sighting, but none has come to the island yet. Hunting for seals and walrus continue. This is a hard environment, but the people are true survivors. We admire them so much!

Please pray for the villages of Alaska. The people face obstacles that you can't even imagine until you live here, and even then,



Choosing and wrapping gifts.



The children's party.

sometimes you don't know what is happening. If you would like to help support our project here in Gambell, you can send donations to AWA. Please mark your donations for Gambell. Thank you for your prayers and support!



Missions NOW!

by Steve Syvertson

WE LIVE IN AN AGE of NOW! Everybody wants things to happen quickly and expects results immediately. Yet the reality of flight training and the preparation to become a mission pilot is that this does not happen overnight. Acquiring the required skills to become a safe mission pilot is a lengthy process. With this in mind, we are in the planning stages to help give our prospective mission pilot students a chance to continue their training during the summer months. The students will spend half the day in flight training and the other half working with the local Bible workers, assisting with Bible work as well as receiving Bible worker training. This gives the students the opportunity to train and witness now without having to wait until they have completed their mission aviation training. Please pray for the success of this program. You can contact me with questions or suggestions



Acquiring the required skills to become a safe mission pilot is a lengthy process.

at steve@mwsportaviation.com.
Answered Prayers

While attending the Light Sport Aircraft Expo in Florida in January, we received an offer from Rainbow Aviation from Corning, California, to provide maintenance to our training aircraft. Rainbow Aviation runs multiple aviation maintenance training courses throughout

the year and offered to use the Cheetah XLS in the course for a multiple skill training opportunity. This will help us to keep the training cost down for our students. We already have the plane scheduled for an oil change, fuel drain, O-ring replacement and some needed brake work. It is great to see God leading in the program. 

FLIGHT LOG →

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