



THE OFFICIAL VOICE OF ADVENTIST WORLD AVIATION

# Airways

3<sup>RD</sup> & 4<sup>TH</sup> QUARTER 2024



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## NOTES FROM DISPATCH

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

**ADVENTIST WORLD AVIATION**  
AWA is a 501 (c)3 non-profit  
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you!

It was big, bad, and packed a punch like never before. From September 24th to 29th, 2024, Hurricane Helene tore through Florida and all the states heading north, ending in North Carolina and the surrounding states. We even had a tornado touch down just miles from our headquarters. All of the AWA staff and assets were safe but very wet. Asheville and other periphery areas didn't fare so well. Horrible flash flooding caused roads and towns to disappear. For the damage done, it could take many years to recover. At the time of writing this, just over 200 souls had been counted as losing their lives to fast-rising water. People would run for the roof of their houses only to have the house washed away by flood waters.

Instantly, we prepared the available aircraft, and with a handful of pilots, we were ready for action. The problem was that we needed permission to get into the disaster area. It took us several days to find and join a network of pilots. We instantly started airlifting emergency supplies for the next 12 days straight. We were still flying 14 days later and maintained our commitment for the long haul. Additionally, our pilots also needed a day to recover, and our aircraft needed a day to complete some required maintenance.

Once the attention of the aftermath goes away, there will still be people suffering and in need. At AWA, we resolved to continue supporting the recovery by air and, where possible, by ground until we were not needed. While writing this, we had flown 140 hours and were still going. The bills were starting to come in, but we had faith in God's followers that the bills would be paid. During the time of relief, our only focus was saving lives. While we didn't have the numbers yet for the thousands of pounds delivered, there was one air traffic controller who asked our pilot if we were trying to win the award for most supplies delivered. That was a testament to the heart of our pilots, who were up early and arriving home after 10 pm many nights, including weekends, coming back still well after dark. Our hats are off to them for using every bit of time they had to get insulin and baby food, blankets, and anything under the sun to help those in need.

An ongoing problem we faced was that airports were closing to supply flights as more prominent agencies stepped in to take over. Some roads opened, and supplies went by road. However, many smaller communities still needed help, so in good faith, we purchased two four-wheel UTVs with the intention of helping to haul items required where there was no road or airport nearby. Though circumstances evolved and we were never able to utilize them, we have them now for future disasters.

To put things into perspective in terms of costs during relief efforts, we

burned roughly 15 to 20 gallons of fuel, per hour, in just two of our aircraft. Avgas ran about \$4.75 to \$6.00 a gallon. Needless to say, there was a massive shortfall when all was said and done. We cannot predict or budget for these sorts of disasters, but keeping some funds in reserve helps to keep us going.

Thank you to those generous folks who have already contributed. This keeps us going and our faith strong. We even personally matched donated funds to buy more baby formula and such items because of the desperate need. All of us at AWA have been in this to help every person as best we can in our home state.

When you read this, we hope to have a video out on our YouTube channel (AWA-Adventist World Aviation) and 3ABN, featured every Monday at 1 pm Central time. Watch for that and connect with us on our Facebook account (<https://www.facebook.com/flyawa.org>) for updated information about the work we're doing globally and at home, like Disaster Response and Angelwings flights. We posted daily while participating in Helene relief efforts, but in general, you will also find frequent posts about our global ministry.

Thank you for partnering with AWA as we use God's aircraft for delivering mercy to those in need. We are the hands and feet for you *and for Him*.

### The AWA Team



## SNAPSHOTS OF RELIEF

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## Flight Log - *The Global Family*

by Rebecca Stevenson

While family is what many of us grow up with, I think we can all relate to the fact that some of our favorite family members are the ones we have by choice. Yes, this can even include blood relatives as, ultimately, our closeness is still a result of a chosen relationship. Most of the time, though, it's a friend like an adopted family member. Sometimes, we find new family members in places we don't expect. But then, when a crisis hits, we discover that our family is potentially more extensive than we first knew.

After making some unexpected friends (and new family members) this year at EAA in Oshkosh, WI, in the missionary tent with other mission organizations and then at the 2024 Believe the Promise Camporee, we came home to catch up and regroup. It was a record whirlwind trip. Then, as the season shifted, so did the

climate for hurricanes. While Debby was the first to hit our neck of the woods while we were gone in August, little did we know she was bringing her fashionably late relatives, Helene and Milton.

Perhaps a little-known fact: a great flood that struck Western North Carolina in July 1916 decimated everything when the French Broad River swelled nearly 17 feet above flood stage. Wester, NC, hadn't seen anything that severe until over 100 years later when Helene raged into town. On September 26th, Helene struck thousands of people in North Carolina as a Category 4 hurricane. Then, on September 27th, it hit Asheville and the surrounding Western portion of the state with a catastrophic punch, caused millions in property damage, and took lives with it. Mothers, brothers, sisters, fathers, aunts and uncles,

grandparents, and grandchildren were affected, if not lost to the storm.

As reports came in on the news and online, we learned that a massive relief effort was underway across five states devastated by the storm. Families were stranded in mountain towns all over the region without the necessary survival supplies. Time and circumstance were not on their side. Extensive efforts were at play to quickly restore power, rebuild damaged water and cell communication infrastructure, and rebuild the roads that had vanished. But without accessible roads, how would supplies get to those unreachable people?

We didn't know these folks, but we knew them as part of our human family despite never meeting them. Those who survived needed our compassion, so we were committed to helping.

Our Leadership spent two agonizing days trying to find a connection online with social media groups of like-minded pilots for a way to help and partner up. We were told that other large agencies were on the ground setting up and that helicopters were the only way to access the areas cut off. Finally, a connection was made, and when a call came back, AWA leaped into action. We were contacted by a group in contact with collection facilities to fly into select airports.

Working with ground support to load the planes, our team of volunteer and staff pilots, Dion Viventi, Pastor Deyvid Batista ThD, Shasha Zhang, Mark Roblee, and



Jarrett Moss, spent each day for a generous 12 days (and beyond) flying well into the late night hours, straight through weekends. We used two of our planes to do this: N628YT, the Pathfinder Cessna 206, and N75586, a trainer Cessna 172, to fly to collection centers in North Carolina, South Carolina, and Tennessee to pick up and transport items into the heart of the decimation Helene left behind. In our work, we joined other volunteer agencies and pilots from all over.

In a single day, as a combined effort from all relief pilots, it was reported that over 3,500 lbs of cargo supplies of water, baby items, formula, diapers, canned and dried goods, warm clothes, blankets, medical supplies such as insulin, and even a generator were packed in planes.



From our mission base at Wilson, our pilots flew a total of 43 flights, and picked up and delivered loads in the following places:

**North Carolina: Winston Salem, Banner Elk, Statesville, Avery County, Asheville, Fayetteville, Burlington, Macon County Airport in Franklin.**

**South Carolina: Jackson County Airport in Sylva and Pickens County Airport in Liberty. Tennessee: Johnson County Airport in Mountain City.**

*As of mid-October, these were some of the headlines seen through local online news portals, which barely scratched the surface of the decimation and impact felt:*

“Water returns to some areas in Asheville; some west NC students back in school.”

“Helene destroyed 80% of Asheville’s River Arts District.”

“11 family members killed by Helene flooding in NC.”

“4 Buncombe County students dead due to Hurricane Helene.”

“App State to resume classes after fall break.”

“Volunteers bring solar power to Hurricane Helene’s disaster zone.”

“Western Carolina welcomes back spectators with win over Citadel.”

“No reopening date set for Buncombe County Schools, yet.”

“Fayetteville farmer donates pumpkin patch proceeds to Helene relief efforts.”

These precious people affected are all part of our human family. Imagine the impact you might have in the world if each person you came across you saw as a

family member you weren't acquainted with yet—a long lost brother, a cousin not seen in 20 years, the mother you didn't know you had? How would that change how you respond to people? At Adventist World Aviation, every person we contact is a family member we partner with or lift up in their time of need, and sometimes, we even receive ministry in return. Love thy neighbor as thyself, Matthew 22:39 says, for indeed you are not just your brother's keeper, but one who is to love them with philo and agape love. And that's what we do; we serve out of such love.

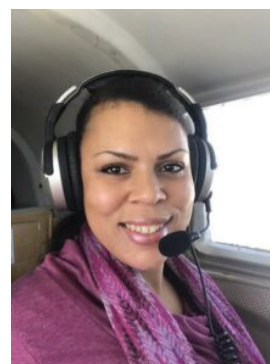


Please consider donating to our Disaster Response fund. Our work stepping out in faith for Helene's relief efforts has not gone without a pricetag. Help us continue to serve in the face of crisis and disaster. Thank you for your support!



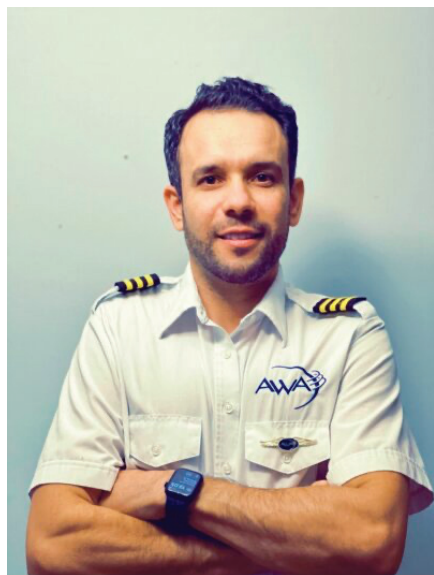

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## MEET THE AUTHOR...



**Rebecca Stevenson is AWA's Executive Administrative Assistant. Her husband, Kyle, is the Chief of Maintenance. They, with their daughter, Hadahsa, are missionaries serving at the AWA Headquarters in Wilson, NC.**

# Welcome and Introduction to Adventist World Aviation's New Leadership



**Dr. Deyvid Batista**



**Jarret Moss**

As Adventist World Aviation and Wings for Humanity continue to grow and evolve, we are thrilled to announce a significant paradigm shift in leadership and a step forward in our journey for growth in Grace. With a renewed vision and an inclusive shift in our approach, we warmly welcome Jarrett Moss, CFI, and Dr. Deyvid Batista, ThD, as AWA/WFH's newest key leaders. Their wealth of experience, passion for service, and unique skills will undoubtedly guide us to new heights and broaden the impact of our mission.

**Jarrett Moss, CFI: A Pilot with a Purpose**

### **AWA/WFH's new Chief Pilot**

Jarrett Moss, a young and razor-sharp pilot, has made a significant impact since moving to the Wilson area. His journey with aviation began early, marked by his keen interest in flying and community service. As a Certified Flight Instructor (CFI), Jarrett's skills in the cockpit are matched by his dedication to helping others.

### **Background and History**

Jarrett has always been fascinated by the world of aviation. He has dedicated his life to sharing that passion with others. From age 13, Jarrett knew he wanted to become a pilot and set a clear path to achieving his dream.

### **Educational Journey**

Jarrett began his academic journey at Nash Community College, earning an Associate in Arts degree. This accomplishment paved the way for his transfer to Elizabeth City State University. There, he pursued a Bachelor's Degree in Aviation Science, concentrating on Flight Education. While at the university, Jarrett achieved all his pilot ratings and graduated with a Flight Instructor Certificate.

### **Professional Experience**

After completing his education, Jarrett returned to his hometown of Rocky Mount, NC, where he embarked on his professional career. He took on the flight instructor role and worked as a fueler at the Rocky Mount/Wilson Regional Airport. His dedication and skills made him the Interim Airport Director, showcasing his leadership abilities.

From 2021 to 2023, Jarrett had the exciting opportunity to serve as Second In Command (SIC) of a Kingair 200, gaining valuable experience in the field.

Contributions to Wings For Humanity and Adventist World Aviation

Jarrett's involvement with Wings For Humanity and

Adventist World Aviation showcases his passion for service. He has volunteered countless hours, utilizing his piloting skills for various humanitarian efforts. His work includes:

- **Cancer Patient Transport**– Jarrett has flown numerous missions to deliver cancer patients to receive the care they need, playing a crucial role in easing their burdens during challenging times.
- **Disaster Relief**– Jarrett’s expertise was invaluable during recent hurricanes. He participated in flying disaster relief missions, ensuring that aid reached affected communities swiftly and efficiently.

Today, Jarrett Moss is proud to serve as the Chief Pilot for Adventist World Aviation. In this role, he combines his love for aviation with his faith, spreading the message of Christ and inspiring others through his work. Jarrett remains committed to fostering a passion for aviation in others. He continues to share his knowledge and enthusiasm with everyone he encounters.

### **A Blessing to the Community**

Jarrett Moss’s love for serving others has made him a tremendous blessing to both organizations and the broader community. His actions demonstrate his commitment to making a difference and inspiring others to contribute to humanitarian efforts. Through his work, Jarrett exemplifies the powerful impact of combining professional skills with a heart for service.

**Dr. Deyvid Batista ThD:** A Leader with a Vision

### **Background and Ministry**

Dr. Deyvid Batista is an ordained Adventist Minister with over a decade of dedicated service within the South England Conference of the British Union Conference. Since joining Adventist World Aviation in November 2022, Dr. Batista has brought a wealth of experience from serving various congregations throughout the United Kingdom. His pastoral journey includes leading the London Portuguese and Spanish-speaking churches and numerous communities in the countryside, such as Yeovil International, Chard, Highbridge, and more.

### **Passion for Community and Youth**

Dr. Batista is deeply passionate about preaching and community service, mainly focusing on youth engagement.

His commitment to nurturing the next generation led him to establish several Pathfinders and Adventurer Clubs. He also pioneered the Trans-European Pathfinders Master Guide training program, ensuring that young people across different countries have access to essential spiritual education and leadership training.

### **A Unique Blend of Ministry and Aviation**

In addition to his ministerial work, Dr. Batista is a qualified Commercial Pilot, blending his love for flying with his commitment to humanitarian service. This unique combination has allowed him to fulfill a lifelong dream of serving those in need from the skies. Since January 2023, Dr. Batista has been managing and developing projects in South America, including the Mabaruma, Guyana project, and recently in North America, working with AWA/WFH’s office staff and resourcing new avenues of awareness. His leadership skills are making a profound difference.

### **A Heart for Service**

Dr. Batista’s dedication extends beyond his professional achievements. He is deeply committed to reaching souls, saving the lost, and empowering others to serve God and His kingdom more effectively. His gratitude extends to all who support our ministry through their prayers and donations as he leads with a heart full of faith and purpose.

### **The New Boss in town!**

Please join us in welcoming Dr. Deyvid Batista as AWA’s new paradigm in top-level leadership. Dr. Batista will be structured as our Speaker/Director of Operations.

As we embark on this new chapter, we are confident that Adventist World Aviation will soar to new heights under Dr. Batista’s leadership, bringing hope and assistance to communities worldwide.





# Head of Publications

by Jeannie Babin

A few years ago, I was stuck in a dead-end job doing something I didn't like and working for a company that treated me terribly. I felt like I had no one there who was on my side, no work family to depend on. I would go home every day from work crying about it and praying that God would help me find something that made me happy and where I felt people cared about me. After praying and talking to my husband, we thought it was best that I leave that job and start looking for a new job.

While I struggled with my previous job, the AWA team struggled to complete all the work with publications monthly. My brother commented to Ray and Julie Young about how his sister had a degree in Journalism and Public Relations and had experience with editing; she had just recently left her job and was looking for a new one.

A couple of months after quitting my job, I got a call from my brother, Thomas, the comptroller and accountant at AWA. He said, "I have an opportunity for you." He noted that AWA was seeking help with their publications and editing. He asked if I would be interested in helping out. I answered,

"Of course, I would love that."

I finished that phone call with my brother and immediately thanked God for answering my prayers. I cried that night, knowing I had found exactly what I needed to find. One, I had a new job. Two, the people working with AWA genuinely care about each other and the people they serve. Three, I would finally have a job that used the degree I graduated college with.

I wouldn't have ever found this job without God and my brother. God placed it on my brother's heart to fill a need at AWA that, in turn, filled a need for me to find a job. I am so thankful for the family I found through AWA and the missionaries we work with. I have loved getting to know everyone and hearing their stories. I can't wait to continue working with AWA to serve those who need our help, just as they helped me when I needed it.

Thanks to our donors and supporters, I can join a fantastic team and work a job that makes me happy. I am thankful for this opportunity and hope to use it to bless others around me.



# Family

by Julie Young

**“How good and pleasant it is when God’s people live in unity.”**

— *Psalms 133:1*

**Family:** a family is a group of persons united by the ties of marriage, blood, or adoption [...] interacting with each other in respective social positions, usually of spouse, parents, children, and siblings.\*

**Work-family:** [...] a professional environment where relationships among colleagues are characterized by mutual respect and trust.<sup>1</sup>

This Airways theme is about family. We were asked to

write about someone who has impacted our lives. Family is always there for you. No matter what, we hope it will be through thick and thin. Sometimes, you choose other people as your family. It can be your close friends, work family, or the missionaries within AWA.

This got me thinking about you, our supporters. I receive many handwritten thank-you notes sharing your encouragement and uplifting AWA in prayers. In particular, one dear lady in Canada, Grace, has faithfully corresponded with me via mail. Each time I receive a note from you, I am incentivized to keep writing my articles each month, knowing they reach you and others like you who care about AWA.

<sup>1</sup>Definitions sourced from [www.britannica.com](http://www.britannica.com)



I cherish all the support you faithful donors continue to show me and the missionaries and projects you have supported over the years. Each one of you has become my adopted support family; you have strengthened the family ties of our missionaries and projects by believing in shared values and the goals of AWA.

Thank you so very much.

\*\*\*\*\*

While at GYC Canada, a young man approached me at the AWA booth. He introduced himself as being from Quebec and smiled in a familiar way. When I read his name tag, I realized it was Raphaël Vuillaume.

When Raphaël was 12, he was featured in our Q3- 2019 Airways magazine, Sacrifice and Service. What a surprise to meet him and his family in person. This young boy is now a young man who still loves aviation and drones. It's encouraging to know he desires to serve the Lord. Below is his encouraging testimony from a few years back that I received from him.

**Part one—excerpts from Raphaël's original story, 2019**

*First letter:*

My name is Raphaël. I am twelve years old and I have a passion for airplanes, but not the kind of airplanes that bring me from (Canada) to China. I know it's still an airplane, but I prefer bush airplanes that can take off and land in fields, beaches, lakes, country roads, or any airstrip. I want to be a bush pilot. I know the need for more bush planes to reach more people for Jesus, where a



road or typical airstrips are absent. I want to be a missionary bush pilot in the North of Canada. But since I cannot fly airplanes, for now, I fly drones. I am currently building an RC plane, the Vought F4U Corsair, from scratch.

This led me to think. What if we could use an RC airplane with a long flight time and travel long distances? It could land on short landing distances where even bush planes cannot land and bring medicine and equipment to secluded places.

*Second letter:*

Dear AWA team,

Thank you very much for the AWA cap and the Airways magazines. I enjoy them very much and read and reread them! I am very happy that you took the time to write back. I finished building my RC Corsair plane, and it works well. This summer, I am doing grass mowing for church members that are too busy and all the money that comes in from the mowing is being saved and will be sent as donations to AWA.



I made a presentation about AWA last Sabbath at church. The people at church were very enthusiastic about the ministry of AWA. My five-year-old brother made small airplanes out of popsicle sticks and distributed them to all the church members as a reminder to make donations to AWA.

God bless you. Yours Truly,

Raphaël

**Part two – Raphaël's update 2024**

Well, hello there! My name is Raphaël, or Raf for short (I like to think that stands for Royal Air Force). I was born in

the province of Quebec, Canada. I have always loved aviation and mission work. I like sports and the outdoors, as well as drawing, but most of all, I love Jesus, and sharing him with my friends makes any day my best day. I came in contact with AWA around 2018 at the age of twelve.

Years had passed. Although life brought unexpected twists and turns, my love for ministry never dimmed, nor did my desire to have a meaningful impact on people as I grew up. This year, I started my first year of university, which, ironically, was my first year attending school! Now, this wouldn't make sense to you if I didn't tell you I have been homeschooled all my life.

Haha! I am studying pre-med to pursue a medical career as an emergency doctor. It won't be easy, but I have a God who is bigger than the biggest challenges. We serve the universe's biggest "Royal Air Force." It's just a prayer away! I know that with Him, nothing is impossible, and you know what? You have a big God, too!

God bless,

Raph

Letters like this inspire me to embrace each of you as "family." It is incredible to see God working in this young man's life. Indeed, he was raised by a supportive family.

Call or write me a note, and I will write you back!

[julie@flyawa.org](mailto:julie@flyawa.org)



## MEET THE AUTHOR...



**Julie Young**

Canada Office Manager/Global Administrator to AWA  
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### REMINDER

The Canadian office number is my personal cell

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Pacific Time Zone

**OR head office 919-938-2920 USA**

Eastern Time Zone





## LONGING TO BE LIKE OTHER PEOPLE AGAIN

by Pastor Tenywa Livingstone

Last year, I met Esther at the elephantiasis community clinic organized by Bugema University in conjunction with some doctors from Germany. She is different from other patients because her body is full of protruded skin in the form of small lizard tails mixed with some swellings, even on her face and nose. She had traveled from Kenya with her father, a church member I always meet during border camp meetings. Esther and other elephantiasis patients were given some treatment. They were told to come again for detailed treatment this year in September because they needed some particular type of bandages before the operation.

This year, Esther and her father came back to Uganda as appointed. The donated bandages had not arrived, but we bought her some at \$50 to begin the process. On Monday, she told me of her decision to return home because the promised bandages would arrive after the doctors left. We could not get the \$430 needed to buy enough bandages to cover the whole exercise.

I asked her how it began. Her experience with this sickness, which is not common, makes her emotional. She was born normally in an SDA family in Kenya, our neighboring country. She enjoyed Sabbath school children ministry up to the age of 4 years when she was diagnosed with elephantiasis. The parents and church prayed and fasted as they visited several hospitals, but the sickness increased. Though her right leg was becoming bigger and bigger

each year, she was very effective in teaching children's classes on Sabbath. Her situation became worse when the sickness covered her body, and young children began fearing her; even some church members began isolating her.

She gradually withdrew from active church service and is just attending as a member. What made her situation worse was the swellings that developed in her nose and throat. She loves singing but cannot because she cannot get enough air through her nose to the lungs.

This time, the number rose to 30 patients, some with swollen legs. However, Esther and her father think the Lord has answered their prayer because Bugema Adventist Hospital is offering elephantiasis treatment freely. Last week, some patients were operated on successfully. This was the first operation of this



nature in Uganda. Every patient has their experience and prayers, but Esther said she is asking God to hear her prayer for healing so that she may again look like other human beings and resume teaching children at church and singing. She is around 33 years old and has lived with this sickness for 29 years.



# BECOMING PREGNANT AFTER A LONG WAIT

by Betchie Albaracin

“When life gets hard and you feel alone, remember you mean the world to somebody and that somebody calls you Mom.” When finding out about the pregnancy, I felt thrilled. It’s been a year since my husband and I found out that I have PCOS, which will cause me not to get pregnant. I was quiet about it. I was very disappointed afterward.

At the beginning of my pregnancy, I didn’t tell my colleagues and friends until nearly three months later. I’m worried for my baby, for which I don’t know the apparent reason. As the pregnancy progressed, I became increasingly concerned about various examination results, the health and development of the baby, and the complications during pregnancy. For me, this is a series of challenges. But prayer became our support despite those worries.

Relying on the family’s assistance and support, family members, including my parents, parents-in-law, sister-in-law, and brother-in-law, supported Bill and me on our journey. One of my sisters-in-law, who is from Manila, flew to Palawan to take care of me since the doctor’s advice in the first trimester was that I needed bed rest. The whole family made a lot of effort to make our pregnancy journey successful.

After spending so much time and money for the first three months, my husband and I reduced physical activities. Previously, I liked jogging, but now I would

try to avoid heavy activities and just do the minimum. I tried to rest as much as possible at home and did not carry any heavy stuff.

Pregnancy brings many emotions. I experienced mood swings, irritability, and anxiety, and my body and brain went through physical adjustment, especially after taking prenatal vitamins. I coped with it because I do simple walks around, write down my thoughts and to-dos, talk to a previous mom, swim, and always move my body even though I don’t feel like it.

In my third trimester, I’m having trouble getting comfortable, which is one cause of my lack of sleep. It’s hard to prioritize catching those zzzs through naps, early bedtimes, and other strategies. But all the hard work will be worthwhile in God’s will and in successfully giving birth.

Please continue to include my family and baby boy in your prayers. Our family wishes for a standard and smooth delivery for our first baby. Your prayers bring great joy to our hearts as soon-to-be parents.





## Family Ties

by Rebecca Stevenson

*“A new commandment I give to you,  
that you love one another;  
as I have loved you,  
that you also love one another.  
By this, all will know that you are My disciples  
if you have love for one another.”*  
~John 13:34-35 NKJV

One of the best parts about our Angelwings flights is the doors that open, allowing us to see humanity as it is: precious, priceless, and in need of tender loving care. It gives us at AWA the opportunity to connect and build relationships. Most importantly, we are able to get acquainted with a fellow human family member we have never known before. It's like storytime, learning about their personal walks and adventures that have brought them to where our flight services are needed.

A few years ago, when Pastor Ric talked with his neighbor Kris, it was discovered how much she needed tender, loving care for her veteran father. “Butch” was all the way down in

Savannah, GA, and Kris was in NC, up north in Bahama (pronounced Buh-HAY-ma). His health wasn't the best, and for him to ride all day in a car for relocation to be taken care of by his daughter was not a suitable solution. Frequently getting him in and out of the car was just not a feasible ordeal, so in compassion, an invitation to receive an Angelwings flight for Butch was given to Kris.

There is great peace of mind when we know everything will all work out and be taken care of. Matthew 6:25-34 speaks of not worrying about anything as the Lord provides for our needs. God provided a way to get Butch taken care of. After flying him from Savannah, GA, to live in Bahama, NC, God began working further in Butch's and Kris's hearts as they started to participate in Bible studies with Pastor Ric. What a result of taking the time to be compassionate!

I helped to facilitate some of those lessons. Before we all knew it, I stood there with Kris and Butch (on the outside of the baptistry), holding Kris's hand as she watched her father be baptized, waiting for herself to be baptized next. They

became a part of the worldwide church family. However, they became a part of our little Stevenson family even more so.

Kyle had to be away a few months later, tending to a plane in the field, and I was home with my mom and daughter, Hadahsa. During that time, Butch fell ill and was placed locally in the veteran's hospital in hospice. I went with Pastor Ric, my mom, and Hadahsa to minister to Kris, her adult son, and her young daughter, who is about Hadahsa's age (the two girls shared therapeutic playtime and grew a deep "sistership"). Kris was weeping in anguish over her father's bed, knowing his time was running out. Oh, friends, *never underestimate the power of bonds that form when we're compassionate in times of people's most profound hurt, vulnerabilities, and grief.* During that time, I sang for hours at the bedside in ministry to both Kris and Butch, which was calming to them both. It was calming to the whole ward, as others could hear.

A few days later, Butch died, falling asleep in Jesus, but the ministry that had been done during that time was long-lasting. We were all there for Kris during and after the funeral. We spent time over the phone, here and there, doing Bible studies or inspirational reads together as she was almost an hour and a half away from us. We'd communicate infrequently, and troubled times hit Kris and her little family. Regrettably, silence happened for nearly a year. Then, when she needed it most, God brought us together again for an in-person reunion and transferred it to a more consistent effort of long-distance fellowship.

The two girls would talk at first, but then I would talk and hang out with Kris over FaceTime. Then, after what seemed like a long overdue idea, we began doing evening worship together, over Facetime as a family, either reading stories we all could enjoy or watching devotional videos.

There have been days when music ministry is needed, and I sing to Kris for her strength and encouragement. I've mended her keepsake blanket given to Butch while he was on hospice, which she holds especially dear. We counsel, correct, and parent each other's girls through FaceTime (they're practically an image of each other). My husband, Kyle, is like a stepdad to Kris's daughter. She calls him *Daddy Kyle* and me, *Mama Rebecca*. Kris has prayed over Hadahsa when there are spiritual battles to be fought. Likewise, my family and I have done the same for Kris's daughter and even her adult son—all through FaceTime.

With only distance between us, we are a family—imperfect, suffering life's breaks, bumps, and bruises together, but committed, tied with agape love that strengthens us as a family each day *or evening* we spend together, all because of

a flight for ministry, a willingness to show compassion, *and a desire to connect.* Put on that 'golden chain of Christ's love that unites us with Him; in return, it draws us closer to each other in unity, as only His love can do.

*Thank you for supporting our Angelwings flights and the opportunity to lift up our fellow family members we haven't met yet.*

**A note from Kris:**

"So many times you hear sermons, fellow church members, and friends talking about how we're all a part of God's family. It certainly is a Biblical principle and I'm here to tell you it's one that's lived out by the people at AWA. When Pastor Ric introduced Zoe, and my father and I to the Stevenson family, none of us could get over how much our girls looked alike, and as kids do, the girls became fast friends. I instantly loved Linda's down-home friendliness [Rebecca's mom], Rebecca's quick wit, and Kyle's dry sense of humor.

"Soon after, we were having dinner at their place after a Sabbath church service and shooting off fireworks on July 4th. They accepted us as we were and loved us without question. We felt like family, not guests, and in that, our bond grew. When my dad became ill and was in his final days at the VA, Rebecca was at his bedside with me, singing beautiful songs of praise and worship while Pastor Ric stood in prayer.

"Years later we are closer than ever. We worship together nightly as a family and the girls just *have* to talk and play Minecraft together daily. Zoe and I could not imagine our lives without them [the Stevensons] being a part of it."



<sup>1</sup>See devotional "Our High Calling" (1961), His Golden Chain Of Love, June 16, page 173.





# Empathy and Love

by Dr. Deyvid Batista, ThD

Over the past month, September/October 2024, we have learned a few lessons and been impacted in several ways at AWA because of Hurricanes Helene and Milton, drastically impacting Florida, Georgia, South Carolina, and North Carolina, USA.

Several AWA flights by our pilots, primarily volunteers, took place, bringing toiletries, clothes, food, medications, and love to those in need.

That leads us to ask a fundamental question:

What can we learn from the life and teachings of Jesus about how to be more empathetic and loving toward one another?

## Jesus Christ Sitting and Weeping

The shortest verse in all scripture consists of two words: "Jesus wept" (John 11:35). This isn't the only time in scripture that Jesus weeps. Still, there's something very significant about why He wept in John 11 that can be easy to miss.

As the story goes, Jesus' friend Lazarus becomes ill and dies while Jesus is away. After a few days, Jesus travels to Lazarus' home to bring him back to life, where he is met by his grieving sisters, Martha and Mary. Mary falls at Jesus' feet and says, "Lord, if you had been here, my brother would not have died" (John 11:32). John then tells us, "When Jesus saw her weeping and the Jews who came with her weeping, he was deeply troubled in the spirit...and was troubled" and "wept" (John 11:33, 35).

It does not appear that Jesus is weeping over the loss of Lazarus. After all, He had known about Lazarus' death for days and planned to bring him back to life soon (see John 11:4, 14-15, 17). Instead, Jesus wept over the pain that Mary, Martha, and others were feeling, which He knew would be gone in a matter of minutes but was still real to them at that moment.

## Jesus wept, at least in part, out of empathy.

Empathy is the ability to understand and share the feelings of others. Because it is one of Christ's attributes, we should all strive to better understand, cultivate, and express it. Those who have empathy can better love and serve others according to their needs. In this sense, having this characteristic helps us in our quest to "reach out" to follow in the Savior's footsteps and build unity and inclusion.

What can we learn from Jesus's life and teachings about being more empathetic and loving toward one another?

### 1. Jesus Relates to the Marginalized

Throughout His ministry, Jesus had a special relationship with those who were marginalized in society: the poor, the afflicted, the strangers, and others who were often ignored or looked down upon, "the little ones," as He refers to them in the Gospel of Matthew (Matthew 25:40). But He not only ministered to these people, He saw Himself in them, teaching His disciples that in doing good to them, "you did it to Me."

Think about that for a moment. The great Creator of the

Photo by vecteezy.com

universe, the Son of God, and the Redeemer of humanity, the person with every reason to see Himself above others, compares Himself to the lowliest and most vulnerable human beings.

But why?

In addition to His love for all people, it is essential to remember that the mortal Jesus Himself was marginalized. He was born into an ethnic minority during the Roman Empire and was likely poor. As a child, He was forced to flee to another country as a refugee to escape death (see Matthew 2:1–15). Some of His own people rejected Him, and He eventually became a victim of government-sanctioned oppression (see Mark 15:15; John 1:11). From the day He was born to the day He died, Jesus was one of “the least of these” (Matthew 25:40).

By identifying with the marginalized, the Savior invites us to reflect on our relationship with those similarly disadvantaged, disenfranchised, displaced, or alienated today. Do we see ourselves as superior to them? Or do we see them as Jesus sees them, as part of ourselves, as spiritual brothers and sisters? We ask ourselves, What if their story were ours? Do we pray to understand and love them? And do we serve them as an expression of the love for our Savior who is to be reflected in them?

## 2. Jesus Set the Perfect Example

There are numerous examples of empathy in action in the Bible. Jesus was always sensitive to the needs of others. Matthew tells us how Jesus, “when He saw the crowds, had compassion on them, because they were harassed and helpless, like sheep without a shepherd” (Matthew 9:36). On another occasion, Jesus observed a widow about to bury her only son. Feeling her grief, He approached the funeral procession and raised the young man from the dead (Luke 7:11–16). Having lived a human life, our Lord can and does sympathize with all our weaknesses.

But Jesus also freely associated with many who crossed His path, listening to them, asking them questions, and treating them with respect even when others criticized Him for doing so. Because we live in a period of history so distant from when Jesus lived on earth, we may not fully understand some of the ways He defied the social norms of His day to help others.

I have found that the more I understand the perspective and experiences of others, the more compassion I feel, the

more mature my understanding of complex issues, and the better equipped I feel to serve and love. It is hard not to love someone when you know their story.

### Jesus Loved in a Personalized Way

Ultimately, Jesus' life demonstrates that empathy finds its fullest expression in loving others how they need to be loved.

Sometimes, His love was shown through physical healing, encouragement, rebuke, or forgiveness. At other times, He wept with those who wept or shared in their joy. Finally, Christ gave His life for us “while we were yet sinners” (Romans 5:8), demonstrating that His perfect love endures even in our imperfections.

Striving to love as the Savior loved can sometimes be challenging. So, how can we love others as they need to be loved?

Can we simply choose to love as if there were a switch to turn on?

Is it really possible to love our neighbor or stranger as much as we love our family member or ourselves?

As we serve with empathy and love, our ability to build unity and inclusion and lead others to Christ increases. This is because we begin to see people from God's perspective and feel with His heart. We also see our service not as stooping to lift others to our level but as reaching out to welcome our neighbor, a child of God like ourselves. In doing so, we help fulfill Christ's prayer that His followers “may be one, just as you, Father, are in Me, and I in You, that they also may be one in Us.” (John 17:21).

We can see our service not as stooping to lift others to our level but as reaching out to welcome our neighbor, a child of God like ourselves.





## Bite-Sized Donations

Bite sized donations help the respective projects operate more efficiently and makes the work easier for the missionaries. You may contribute for the entire amount or join others in meeting the needed funds. Any amount towards the acquisition of needed items is greatly appreciated.

### PHILIPPINES

**FROM JED AND SHERYLN:** *“We are actively engaged in humanitarian and medical evacuation flight operations in the remote islands of the Philippine archipelago. As we are aware of the inherent dangers of flying over vast oceans and seas, along with the potential health risks associated with transporting patients by air, we humbly request your prayers and support.”*



**Lapel Clip:** \$6 • **Microphone Cover:** \$6

**Garmin Mini Dive Case:** \$80

This is a waterproof case for the Garmin Inreach Mini (Satellite communicator, GPS tracker, 2-way satellite messenger and SOS device) to prevent malfunctioning in the event of being in the water.



**Vitamins & Supplements:** \$100

**Personal Flotation Device:** \$120

**FROM JED:** This is for my wife, Sherlyn. I only have one, and I don't have any extra for her. This would secure her in the event of an emergency ditching, as we frequently fly over water to reach neighboring islands.



**Handheld Radio:** \$199

This would serve as a backup radio for crucial communications in case the airplane's primary radios fail.



**\$6 • \$6 • \$80 • \$100 • \$120 • \$199**

### GUYANA

**FROM ROB AND SUE:**

*We are organizing an evangelistic and health initiative. Help us purchase the following:*

**Evangelism :**

**Health:**

Printer

Blood pressure kit

Large TV

Medical scale

Bulbs / Lights

**Cost of overall needs - \$5,000**

Portable PA system

### GLOBAL MISSIONARY NEED

Server for storing photos of all the exciting work our missionary teams do so we can have it in a safe place to be used in our publications: **\$1,000**

**\$1,000**



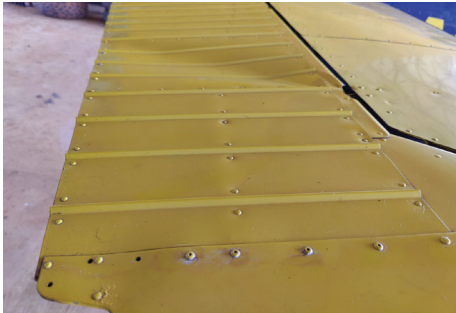
## CANADA - (Northern Ontario Project)

This project has many funding needs:

Funds to build a hangar • Annual maintenance costs

Hangar rent in Oliver, BC: \$1400.00  
An aircraft GPS /avionics for flying in the Northern Ontario region: \$14,500

**\$1,400 • \$14,500**



## MAINTENANCE

IA (Inspector Authority) 2-year subscription: \$912  
Monthly Maintenance Tracking Software: \$100/month, \$1200/year  
Engine Cylinder: \$1,700 • Aircraft Elevator: \$7,000  
An apprentice: \$8,500

**\$912 • \$100/\$1,200**

**\$600 • \$1,700 • \$7,000 • \$8,500**

## DISASTER RESPONSE

Fuel: \$10,000

**\$10,000**



## CENTRAL AMERICA

Extra insurance for the plane: \$1,100

**\$1,100**

# 2024 Focus On The Future

As AWA rejuvenates each project we want to thank you for your faith in our projects and your ongoing support. If you feel encouraged to donate to further ensure our role in medical aviation flights, let us turn your focus to donate monthly to:

<b>JANUARY</b> AWA Canada - Northern Ontario Project	<b>FEBRUARY</b> Philippines	<b>MARCH</b> Mabarumba, Guyana
<b>APRIL</b> Alaska	<b>MAY</b> Maintenance Needs	<b>JUNE</b> Uganda
<b>JULY</b> Where Needed	<b>AUGUST</b> Where Needed	<b>SEPTEMBER</b> Administrative Staff
<b>OCTOBER</b> Flight Operations	<b>NOVEMBER</b> Central America	<b>DECEMBER</b> Disaster Response

We love to share our newsletters and Airways, but publication costs need donations too. If this interests you, please sign up so you can learn more about each project.

If you care and would like to share, there are ways you can donate. Please don't hesitate to contact our staff at the number below or visit us on the website at flyawa.org • 1 (919) 938-2920 • 1 (888) 477-8945

## Pray • Care • Share

For future Disaster Response efforts, please consider donating for needs like fuel and maintenance on the planes. This will enable us to meet the needs of others in the moment of catastrophe. In perspective, during the aftermath of Hurricane Helene, the Pathfinder plane, a Cessna 206, flew in 6 days alone, roughly 4,800 lbs of cargo, went through approx. 590 gallons of fuel in almost 40 hours, and racked up a fuel bill of over \$3,200. This didn't include maintenance along the way. Help us stay funded to fly on God's mission again when the next storm hits. Donate today!



# Air Company Flies Supplies to Storm Victims

by **Drew C. Wilson**  
 dwilson@wilsontimes.com  
 252-265-7818

Liz Dunster watched as relief supplies were loaded into a small, single-engine airplane at Adventist World Aviation in preparation for another flight to storm-stricken areas of western North Carolina.

The humanitarian aid organization based at the Wilson Industrial Air Center is using its fleet of planes and a group of dedicated pilots to fly needed supplies following Hurricane Helene.

“This is really important, and this disaster is North Carolina’s Katrina,” said Dunster, a resident of Wilson. “There aren’t too many ways to get the stuff through to the people who need it, so this is really important and it is from our small town.”

Raymond Young, of Adventist World Aviation, said the ministry is actively working to assist in the relief effort.

“We have moved a whole pile of loads with many volunteer

pilots, ours included,” Young said on Monday. “Some airports have all that they can handle, so some airports are closing down temporarily while they try to distribute the goods to the people who need them. We have made about a dozen flights.”

The flights have delivered insulin, emergency medical supplies, lightweight food items like pasta and other dry foods, baby items, diapers and anything that’s lightweight and needed by storm victims.

AWA is picking up supplies from airports and making deliveries in storm-stricken areas.

“It is a logistical nightmare,” Young said. “We have to make sure the airport we want to take them to is still receiving them and allowing us in.”

Young said the company will continue air deliveries until



the need is met. One of its planes could be diverted to Florida following Hurricane Milton.

Wilson pilots who have made the volunteer flights include Jarrett Moss, Shasha Zhang, Mark Roblee, Deyvid Batista, and Dion Viventi.

Viventi, who runs a flight school out of the Wilson Industrial Air Center, said he was deeply moved by the plight of those affected by the storm.

“We heard some of the stories about some of the people who were in harm’s way and they were having a hard time trying to cope with everything that was going on,” Viventi said. “When Adventist World Aviation called me up and said that they had an airplane available to fly out there and if I was willing to volunteer to fly, it touched my heart. We prayed about it, and even though there was forecast to be some bad weather, me and Mark Roblee, one of my flight instructors, we volunteered to fly out there.”

Viventi and Roblee flew to Burlington and loaded their plane with about 500 pounds of essentials—food, medicine, water, toiletries, diapers, and anything else that fit.

“We had a big group prayer at Burlington with Frederickson Aviation before we departed, which was really inspirational, and it helped us press on even though the weather was bad,” Viventi said.

They then flew to a distribution rendezvous point established at a large hangar in Statesville.

“When I went to pay for fuel, a nice woman had walked in just before I did and handed the airport manager, John Ferguson, a friend of mine, a credit card for \$4,000 and said, ‘Any volunteer pilots who come in here looking for fuel for the disaster relief, just use this card until it runs out,’” Viventi said.

Viventi and Roblee flew the load of supplies out to Avery County, where Grandfather Mountain is located.

“It was dark and rainy and we were flying into the mountains at night,” Viventi said. “We shot an instrument approach. We were so glad that the runway lights were on and working and we could see the runway when we popped out of the clouds. After we landed, we were greeted by a bunch of volunteers there who unloaded our airplane and

fed us some hot coffee and some biscuits, and they topped off our fuel for free. The weather was really bad, but we were able to get out of there with an instrument departure and come back home. We popped out of the clouds somewhere over Raleigh and we could see a beacon at Wilson Airport, and it was just a welcoming sight after all that bad weather.”

Viventi said the pilots were relieved that they were able to help in their small way.

“The thank yous that we got were tremendous, but I was



inspired by all the volunteers there,” Viventi said. “They told me they had been working all day long sorting and loading, and they told me that they had around 70 airplanes come in that day into Ashe County bringing in supplies. And when I was at Statesville, John Ferguson told me

that they had somewhere upward of 400 ops a day there. The ramp was full of private aircraft picking up and dropping off supplies.”

Young said there was a major push through the weekend.

“I think they moved over 75,000 pounds of goods just out of one particular area,” Young said. “Colder weather is headed our way. People are saying they need tarps and blankets and stuff for fire and heavier coats and socks and things like that because there are a lot of people who have lost absolutely everything.”

To donate supplies, call Julie Young of AWA at

919-938-2920 or visit the hangar at 4421 Airport Drive NW in Wilson. To make a monetary donation, visit <https://flyawa.org/donate/#donate>.

“We might not know people ourselves in western Carolina, but this could be us,” Dunster said. “This is a very small way that we can help our neighbors. We are all one big family at the end of the day. I think just for people to know that we care about them is really important.”

# A Free Gift

by Josh Fix

I recently had the opportunity to go to Asheville, North Carolina, to spread the good news of Christ's soon return and give hope to people who had their world shaken up. We have a good friend who works with a ministry called Streams of Light, and the stated goal is to get a book called "The Great Controversy" into every home in North America. My wife and his wife were talking about this trip they were doing where the husband was leading out in the book distribution by a church in Asheville. She asked us if we wanted to come and help. We felt that this was a call from God and accepted the invitation to go and spread some hope to the people of Asheville, where the remnants of Hurricane Helene had caused widespread flood and wind damage. This outreach was scheduled months in advance, and the Pastor and his congregation felt that they still needed to go forward with the outreach, deeming it more essential than ever.

On our way to Asheville, we saw what the flood waters did to people's homes and businesses along the rivers and streams. Houses were off their foundations, and some were just a pile of debris. Cars and trucks were destroyed, and houses had tarps covering holes that trees had made when blown over. The neighborhood we were assigned to distribute the books had many large trees down. Some were uprooted, and others had their tops broken out of them. The sad thing is how the devastation caught most people by surprise. Who would have thought that a hurricane from the Gulf of Mexico could have caused such destruction in the mountains of North Carolina?!

Like this storm, events are coming to this world that will be an overwhelming surprise. Most will not know what is happening, how it will end, nor how to prepare. We have been blessed to understand the Bible truths of the last events of this world. Having this knowledge makes us responsible for its dissemination.

So, with this burden on our hearts, we went door to door, offering a "free gift" to all who would accept. Streams of Light has "The Great Controversy" as well as a health magazine placed in a clear plastic bag that can be easily handed to someone or hung on a door knob. We had a couple of exciting experiences, but the one that stood out the most was seeing a unique house off by itself.

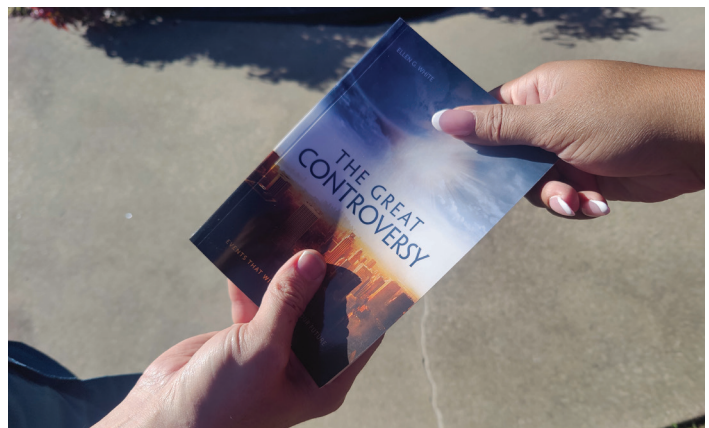
There were several no-trespassing signs at the beginning of the lane, which intimidated my wife and I. Still, I felt they were not so much for guests as for people walking

across the property. We drove to the house, and my son and I went to the door and knocked. We heard a sweet voice respond with a "come in," so we entered.

We found an older woman sitting in a chair, finishing a phone conversation with her sister. I told her we had a gift for her, and she was interested in what it was and who we were with. She seemed pleased that we were Seventh-Day Adventists, and we started conversing about her late husband and her family. She was religious and had a deep faith in God, that had guided her through life. She was facing new challenges in recent years with losing her husband and also having some health struggles of her own. We prayed with her and gave her a "Ministry of Healing" book. We stayed there longer than we had intended, but we could tell she missed having a full house.

After saying goodbye, we finished distributing on that street. We went back to the church to hear the experiences of the other people who were out that afternoon. This made me think about how many others are sitting alone or maybe just feeling alone and wondering, "Who cares about me? What's my purpose? Where do I belong? What's next in my life?"

Think about that next time you have the chance to give some literature. You never know what it can do for someone. Ultimately, our mission as Seventh-day Adventist Christians is to connect with people and introduce them to our Savior, who is now \*cleansing the heavenly sanctuary and will return very soon to take His people home to be with Him. Let's share while there's still time!



\*As per the protocol of sin cleansing in the once-active earthly sanctuary, it is a mirror of the heavenly.



# Family Transitions

By The Runne Family

We recall how exciting it was for our family as we prepared to go into the mission field, but also the difficulty in making certain transitions. We sold our vehicles, home, and many belongings and had to find homes for our beloved pets. While we knew God was directing us, like the biblical patriarch, Abraham, we were going to a land away from our country, loved ones, home, and comforts, where God was preparing a work for us, into the unknown.

Once again, we face a similar circumstance. We have been ministering to the Miskito people for two and a half years, developing friendships, leading congregations, treating illnesses, and even delivering babies! We felt at home on the mission base. However, God showed us we needed to move again due to the changing political climate. Over 4,000 humanitarian organizations have been forced to close by the government, so we needed to dissociate from the airbase to continue to safely work for the gospel. This time, we would be taking as many valuable belongings, both our own and those

of the missionaries, across the country, along with our puppy and two cats. The airplane was the only thing we couldn't move, so we left it in God's care.

God knows the beginning from the end, and in His wisdom, He had already directed us to purchase a piece of property a year before to find refuge in times of trouble. But we again had to leave our family, this time our Miskito brothers and sisters. The experience has been stressful due to the dangers and changes, but we still see our Father's guiding hand at work. Miraculously, the many military and police checkpoints along the way seemed blind to us. The move took 3 trips, but we were never stopped or questioned.

Our work with the Miskito people seems even more effective at a safe distance through the local missionaries we have trained and continue supporting and mentoring. They are reaching communities along the isolated upper and lower Coco River, which divides Honduras and Nicaragua. We also





mentor and help logistically with the FARMSTEW-trained missionaries reaching the interior communities. We desire to send more local Miskito missionaries as God provides the workers and the means.

Now, from our humble home in the country, we travel to the city to evangelize there using the health message. God has allowed us to rent a small office where I can use my gifts as a chiropractor and Glenda's gifts as an educator. We are reaching the city through health evangelism; the response has been remarkable! Patients love that we pray with them, they are eager to make lifestyle changes they learn from us, and we are observing physical and spiritual healing through God's power and obedience to the principles of His creative design.

What about the airplane? It is guarded by caretakers, but we don't know if the government will confiscate it. They have many other assets that belong to foreign humanitarian agencies. If that happens, AWA has taken out a special "War Coverage" insurance to protect the plane. Please keep this situation in your prayers, as the plane has been such a blessing to God's work in the past and still has utility for his service.

Our Heavenly Father's family is everywhere. Sometimes, we recognize each other immediately, which is such an encouragement! Other times, new brothers and sisters

develop as they allow the Holy Spirit to transform their lives. May God's family grow as we prepare for Jesus to come and take us all home.

Amen!

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### MEET THE AUTHOR...



**Caleb Runne, his wife, Glenda, and their two children, Jordana and Enoch, are your AWA Mission Family serving at the Central America Project**



## Clearing the Way to Jesus

by Rob and Sue

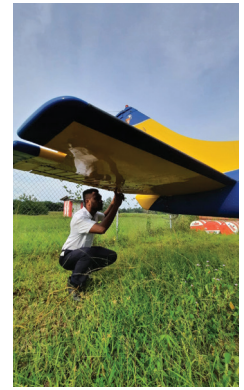
Philbert Stohl and his wife, Janet, have been great friends and true right-hand supporters of all the missionaries who have passed through the AWA Mission Project in Guyana. Over the years, they have been very active in preaching the gospel, practically assisting missionaries in reaching more distant and isolated regions while actively participating in the ministry. However, a few years ago, Philbert suffered a household accident that resulted in a fractured femur. This event significantly impacted his mobility. Due to his advanced age, his recovery has been slow, and he faces many difficulties in walking. Nevertheless, with determination, he does everything he can to be with us in church on Saturdays. Therefore, I have the privilege of offering him a “ride,” carrying him in my arms so he doesn’t miss the opportunity to worship the Lord alongside us.

In the community where our base is established, most houses are built on stilts, requiring people to climb up and down steep stairs to enter or exit. For Brother Stohl, this has been a significant challenge, as despite being able to move with the help of crutches, he does so with great difficulty and experiences pain. We have sought to help alleviate their daily burdens by taking them to the hospital when necessary or assisting them in receiving their retirement pension. Furthermore, we ensure he is present at Saturday

services, where he participates enthusiastically and always wears a cheerful smile on his face, praising and worshiping God alongside the congregation.

Seeing Rob carry him every Saturday reminds me of an extraordinary biblical story: that of the friends of the young paralytic. These friends, filled with faith and compassion, did everything they could to bring their friend to Jesus. They spared no effort—carrying him on a mat, facing the crowd, and, realizing there was no other way, opening the house’s roof where Jesus was preaching so their friend could see the Master and be healed.

Like those friends, we also seek to remove obstacles that prevent others from finding Him here in the jungles of Guyana. We assist Brother Stohl and many others, leading them to encounter the Savior. Whether through practical help, addressing their needs and providing health and wellness support, or through our words, bringing comfort, hope, and knowledge through the Word of God. In this dark world, filled with suffering, sorrow, and evil, we are called to be lights, bringing relief to those who suffer and love as Christ loved. Our mission is to reflect the love of Christ through our actions, proclaiming the message of hope to those who do not yet know and guiding them in preparation for the soon return of Jesus, our Savior.



# Pilot in Training

by Ronald Yombi

Greetings in Christ's Name,

As we come into this closing season of 2024, there is a lot to look back on and be thankful for God's goodness in our lives or ministry. I don't know how things went down in other parts of the world, but we were hit by a typhoon here in the Philippines. And in which a lot of people lost their lives and property within the country. I had never seen it before but witnessed how the weather hadn't been so good over the last few months. I thank God for His faithfulness and goodness over the years in my ministry, but regardless of the challenges I face, but God is still good.

I spent some days in Manila last week. Since returning to Manila, Philippines, I submitted all my papers to Civil Aviation to work on my radio and medical Class 1 license. The following week, I was able to travel back to Palawan Island to Aborlan, where the Adventist World Aviation Airbase is. I met a long-time friend who is a missionary bush pilot, Captain Jed, with Adventist

World Aviation. It was a blessing indeed cause we did some water survival training on the actual open salt water and training on the ground. The experience of the water survival training was something I would consider an essential part of being a trainee pilot. As a mission pilot in the Philippines, you usually fly over water. That training gave me an excellent opportunity to learn more about what to expect and do when vacating the aircraft in the open water in case of engine failure and emergency.

We also did orientation flights under the command of missionary pilot Capt. Jed on the Adventist World Aviation Cessna 182 Pathfinder aircraft. It was a game changer for me, especially for someone like me who had been flying a Cessna 172 fixed-wing as a mission pilot in the Philippines. The transition to a Cessna 182 will be a huge blessing to learn while tagging along on the flights and getting the most amazing feel of the aircraft, how it operates, and what the aircraft can do for God's work here.

I still have to work on many things, especially when flying and operating this kind of Cessna aircraft. Here in the Philippines, it is required by the Philippines Civil Aviation Authority by-laws to have a rating or type of similar aircraft before operating or flying. Therefore, in this case, which I don't have, I was required to get the rating to operate. It wouldn't be possible without your prayers and support. The training will take one to two months, depending on how fast the training goes. It will be a blessing for me to get rated and fly this aircraft here cause this aircraft will be used for medical flights to help the indigent people of the Palawan Island community that need medical attention.

I am so blessed to be in Palawan in Aborlan under the Adventist World Aviation ministry to learn and support God's work. Through this work, we extend God's love and support to the remote communities here. Your support and prayers will be greatly appreciated in my journey to becoming an Adventist World Aviation missionary pilot in Palawan.

Blessings,  
 Ronald Brandan Yombi  
 Palawan, Philippines



**Your AWA Mission Families serving at the AWA Philippines - Palawan Mission Project:**



**Sir Ronie Fiedacan**



**Jed & Sherlyn Nantes**



**Christine Cayetano**



**Betchie Albaracin**



# Soy Creamy Spread

by Jordana Runne

Our friend Marta introduced us to soy cream, so the idea for this yummy spread was born from her recipe. This savory cream is surprisingly simple, rich, and creamy. Another reason you should make this is its incredible versatility (see the tips below). As usual, this recipe is vegan. It yields about 5 cups.

## INGREDIENTS:

- 1 ½ cups soybeans
- 3 cups water
- Salt to taste (I used about 2 teaspoons)
- 2 cloves garlic
- 2 cups vegetable oil
- Juice of 1 small lemon

## INSTRUCTIONS:

1. Soak the soybeans overnight. Then drain and rinse them. Add 3 TBS salt and set to boil until fork-tender. If using a pressure cooker, set cook time to 10 minutes and test with a fork when done.
2. Place the soybeans in a blender and add 3 cups of water. Blend until smooth.
3. Strain into a pot through a cheese-cloth or nut milk bag (any clean, fine cloth will work).
4. Place the pot on medium heat. Let the milk boil for 5 minutes, stirring as it does so.
5. Take the pot off the stove and let it cool for at least 30 minutes.
6. Put the milk in a blender and add the garlic and salt. Now, add any herbs or spices to the cream. Blend at maximum speed.
7. With the blender still running at top speed, open the little hatch on top of it (many blenders have a large top with a smaller one in the middle). Slowly pour in the oil. You should notice the mixture getting thicker as you add the oil.
8. Finally, with the blender still running, add the lemon juice and turn the blender off. Taste to see if you want more salt. If so, add the salt and blend a bit more to mix it up. If not, then you are done! This soy cream lasts 4-5 days in the refrigerator.

**Now, explore the many ways to enjoy your Soy Creamy Spread!**

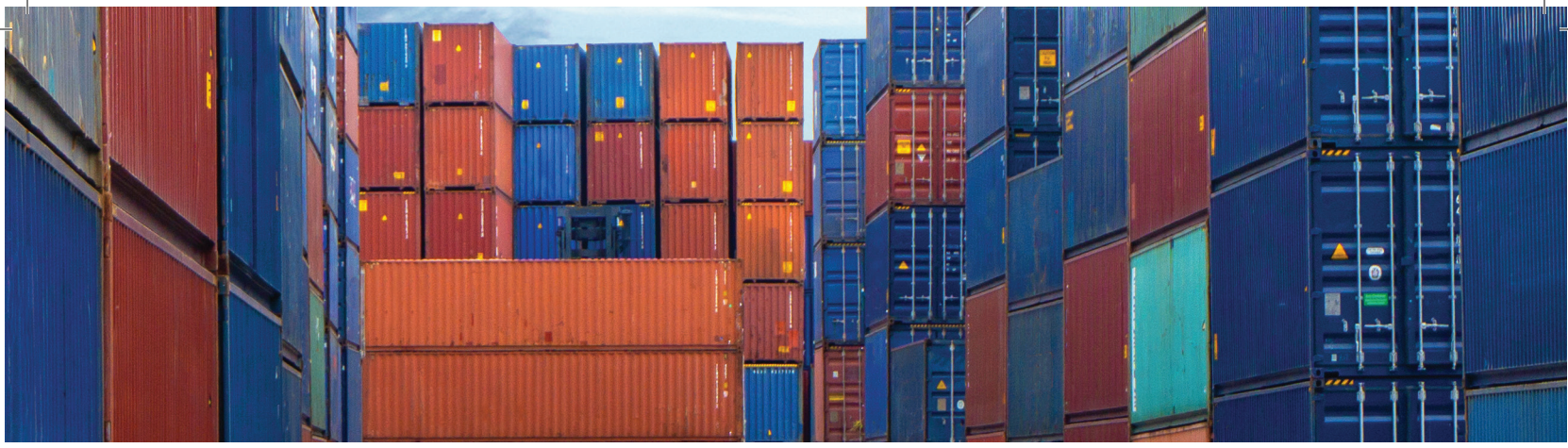
## TIPS:

- Use this spread as mayonnaise on your sandwiches!
- Add more garlic and use this as the white sauce in fettuccine alfredo.
- Enrich soups with this cream.
- Slather it on vegetables!
- Mix it into salad dressings for added creaminess.
- Make different versions of this spread to pair with your favorite dishes!

## MEET THE AUTHOR...



**Jordana Runne is the 15-year-old daughter of Caleb and Glenda Runne. The Runne family are Missionaries in Central America.**



# A Container For Each Project

No matter how you look at it, shipping things can be a challenge and is often expensive. For those who shop online frequently, it's not uncommon to find ourselves adding extra items to our basket or shopping cart to save on shipping or qualify for free shipping if we spend just \$5 or however many dollars more. We don't like good deals or opportunities to go to waste. And in ministry, all opportunities are gifts from God.

We have a cost-effective opportunity to meet the needs of the field for each Project. We need to send things to our Projects, but by themselves, they would be far too expensive, potentially damaged, or lost track of. We have found that the best way to send these large and/or quantitative items is by shipping containers. But what good would a shipping container be in the field?

Shipping containers provide additional storage for larger and miscellaneous items at the bases. Still, best of all, they help us logistically send and receive everything we can't fit inside a barrel. Items like airplane elevators, rudders, and things of that size are difficult items to ship individually without the hassle of extra shipping fees and precautions. Sending small utility vehicles (quads, UTVs, or ATVs) alone isn't cost-effective. Still, if they are packed into a container with everything else, now we have something feasible, secured, and assured.

By partnering with Bighorn, a manufacturer of UTVs and ATVs, we can provide additional transportation better suited for our missionaries. This is important because the mission vehicles at the bases are not always practical for transport on some roads, but they are what we have. What happens when a vehicle breaks down or needs a new tire or wheel, mainly due to rugged terrain? Rob and Sue, our missionaries in Guyana, will share more in the following article as such circumstances are active in their daily lives. All in all, transportation is always needed while the vehicle is serviced. Having the Bighorn vehicles would still allow for the transportation of our missionaries and the locals for medical and other mission-oriented needs. Plus, the UTVs would be able to handle the terrain better.

To further be a blessing to the locals and to make every inch of the container count, we would like to pack it with the following:

- Bibles—*this is a coveted need*
- Evangelistic books
- Blood pressure/sugar testing equipment
- Life Packs

All of these items are either spiritually or physically lifesaving. The last item, *Life Packs*, are just as much ministry icebreakers as they are gifts of kindness and compassion. These precious little hygiene packages include oral and self-care health essentials, gender-specific items, and select items for kids, like blankets and a little stuffed toy. For example:

**Women:** Toothbrush/paste, floss, mouthwash, feminine hygiene products, washcloth, soap, shampoo/conditioner, razors, nail clippers/file, comb, bandaids, Neosporin, a bandana, and hair ties.

**Men:** Toothbrush/paste, floss, mouthwash, washcloth, soap, shampoo/conditioner, razors, shaving cream, nail clippers/file, comb, bandaids, Neosporin, and a bandana.

**Children:** Toothbrush/paste, floss, mouthwash, soap, kid bandaids, Neosporin, blanket, and a stuffed animal.

While we endeavor to send a container to each of our mission bases, our greatest need is to purchase a shipping container and send it to Guyana. Help us raise \$80,000 for a container to load and ship reliable tools for our ministry and lifesaving spiritual and physical essentials for our mission base. Thank you!



Photo by vecteezy.com



# Replacing Guyana's Mission Truck?

As told by Rob and Sue

The missionary and humanitarian work we have been doing here in Mabaruma, Guyana, has been very important for the local communities. We have often provided help and assistance to dozens of families with limiting health conditions or with limited access to essential resources and services such as hospitals, schools, and churches. Our mission includes medical, educational, and logistical assistance and, most importantly, spiritual support. Every action we take serves as an opportunity to show the love of Jesus to every person we help.

The northwest region of Guyana presents unique mobility challenges due to its peculiar terrain. Mabaruma lies predominantly on a flood plain dotted with hills that can reach up to 100 meters (328 feet) in height. The population is concentrated at these elevations, while the areas between them are flat, frequently flooded land. Getting around the region requires constant crossings between the hills and the flood plains, which can be particularly difficult—or even impossible—during the rainy season, which dominates much of the year.

To fulfill our mission of helping and assisting communities, it is crucial to have a reliable means of transport adapted to this challenging environment. Choosing the right vehicle is, therefore, essential. Below, we explain why a Bighorn UTV would be more efficient and economical than the 2001 Hilux Surf we currently use.

## 1. Cost Efficiency: Maintenance and Fuel Consumption

Despite being a robust vehicle, the Hilux has presented significant challenges in terms of maintenance costs and fuel consumption. Rising costs for mechanical repairs, tire changes, and fuel consumption are impacting our budget. On average, we get 5km (3.1 miles) per liter or 19km (11.8 miles) per gallon. The high fuel cost is especially worrying, around 1600 (GYD) per gallon, or about \$7.67 (USD) per gallon, given that our work requires frequent and often long journeys to reach distant communities.

On the other hand, a Bighorn UTV is designed to be more economical. It consumes less fuel due to its engine's efficiency, thus reducing the daily operating cost. In addition, maintenance of a UTV is cheaper and less complex than larger vehicles such as the Hilux, resulting in a significant reduction in costs over the long term.

## 2. Adaptability to Terrain and Local Conditions

As mentioned earlier, the terrain is challenging and characterized by mountainous terrain, flooded roads, unpaved tracks, sandy trails, ditches, and steep mountain ranges. These natural obstacles make conventional transport, such as that offered by our truck, less efficient and often unsuitable. The Hilux, being a larger and heavier vehicle, faces difficulties on rough terrain.



For example, after crossing a flooded road, we faced the descent of a mountain range. Even at very low speeds, the truck's ABS brakes repeatedly failed, forcing us to resort to emergency measures such as using the handbrake.

The Bighorn UTV, on the other hand, is specially designed for off-road terrain. Its compact size and reduced weight allow for better maneuverability in narrow, tricky spaces. At the same time, its four-wheel drive system provides superior grip on loose and steep surfaces such as mountain ranges.



In addition, the UTV's suspension is also ideal for absorbing impacts on uneven terrain, ensuring a safer and more comfortable journey for the occupants and transporting supplies.

With reduced operating costs and greater adaptability to the local terrain, the UTV will allow us to fulfill our mission even more effectively. Its ability to access isolated communities more quickly and cost-effectively will strengthen our commitment to serving and supporting those who need it most. The ease of reaching remote or hard-to-reach areas makes the UTV an indispensable tool for rescue missions, supply deliveries, and emergency medical assistance, extending our reach and impact.

Finally, acquiring the Bighorn UTV is a strategic decision to increase the efficiency of our missionary and humanitarian work in Guyana. Just as the paralyzed man's friends removed the roof so that he could meet Jesus (Mark 2:1-12), we are dedicated to removing the physical obstacles that prevent people from receiving healing, health care, and other essential aid. Our duty as followers of Christ, the One



who is the source of life, is to heal and bring health to those in need. Still, above all, we are to clear the way for the Truth that sets you free (John 8:32), leading them to the worship of God and the knowledge of the One who is 'the Way, the Truth, and the Life' (John 14:6).

*\*\*\* Thank you to Rob and Sue for sharing insight into an important matter \*\*\**

To help with the terrain's challenges and how it's created extra wear and tear on the AWA truck, AWA desires to implement a tool that Rob and Sue mentioned, which has been graciously made available to the ministry. Bighorn is a manufacturer of UTVs and ATVs for recreational and practical use. Within the initiative to raise funds to send a 20-foot shipping container to each project, AWA would like to see at least one Bighorn UTV sent to each project for ministry service needs.

During a further interview, Rob and Sue shared more about using a vehicle like a UTV. They chose three different Bighorn models that could do the job.

**AWA:**

***Rob and Sue: after reviewing the Bighorn products' specs, the first UTV you've chosen is the Bighorn 550 DX side-by-side, two-seater with doors. What plan do you have for this model?***

**Rob and Sue:**

*1. Mountainous and Difficult-to-Access Regions:*

*Our area of operation includes various communities and churches situated in mountainous regions with difficult access. The steep and unpaved roads are abysmal, filled with potholes and craters, often covered with mud. The houses are far apart, making a powerful and robust vehicle like the UTV Bighorn 550 DX essential, as it has greater power and displacement to tackle these challenges.*

*2. Transport of People:*

*We often need to transport people who require medical attention or elderly individuals who must go to the post office to receive their pensions. The UTV Bighorn 550 DX offers safe and reliable transportation, which is essential for ensuring the well-being of these individuals.*



**AWA:**

*Excellent. Next, you chose the Bighorn 550 B, another side-by-side, two-seater without doors. What use have you envisioned for this model?*

**Rob and Sue:**

*Transport of Heavy Goods:*

*We often need to help people transport large sacks of food for their large families. The UTV Bighorn 550 B is ideal for this type of task due to its load capacity, facilitating logistics and ensuring that the community's needs are met efficiently.*

**AWA:**

*Serving the community in such a way would make a positive difference and impact. The last model you chose was the Bighorn 450 VXL-T EFI. Tell us about your vision for this last doorless, side-by-side model.*

**Rob and Sue:**

*Fuel Consumption and Maintenance:*

*The UTV Bighorn 450 VXL-T EFI has significantly lower fuel consumption than our old truck, which will result in long-term savings. Additionally, our vehicle has severe issues such as missing side mirrors, bald tires, brake failures when descending hills, and expired documentation. Maintenance and regularization of the UTV Bighorn 450 VXL-T EFI would be much more economical and efficient, reducing costs and increasing the safety of our operations. The documentation costs for the UTV will be considerably lower than those for the truck.*

*Each model has specific advantages, but they would serve our operational needs very well. However, if we had to choose one, the UTV Bighorn 550 DX would be the most suitable due to its combination of power, efficiency, and doors, which will also provide excellent safety, savings, and efficiency in our daily activities.*

*In summary, any of these UTVs would greatly benefit our operation.*

*We at AWA are excited to see these goals be met and the desires fulfilled. When combined with the initiative of raising \$80,000 for a shipping container, we look forward to capturing the story when these vehicles are received and used for mission service. Please help us meet that goal today and consider donating to this initiative.*



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Engine	Four-Stroke, Single Cylinder, Liquid-Cooled Engine with Counter Rotating Balance Shaft
Displacement	390.8 cc
Fuel System	Electronic Fuel Injection
Ignition	Electronic Control Unit
Transmission	Automatic L-H-N-R-P
Drive Train	Shaft Drive ; 2WD-4WD
Ground Clearance	9"
Front Suspension Rear Suspension	Independent Mcpherson Strut Independent Double A-Arm with coil over shock
Brake	Ventilated Hydraulic Disc
Front / Rear Wheels and Tires	Alloy Wheels Front: 25x8-12 / Rear: 25x10-12 Off Road
Towing Capacity	Up to 100 lbs
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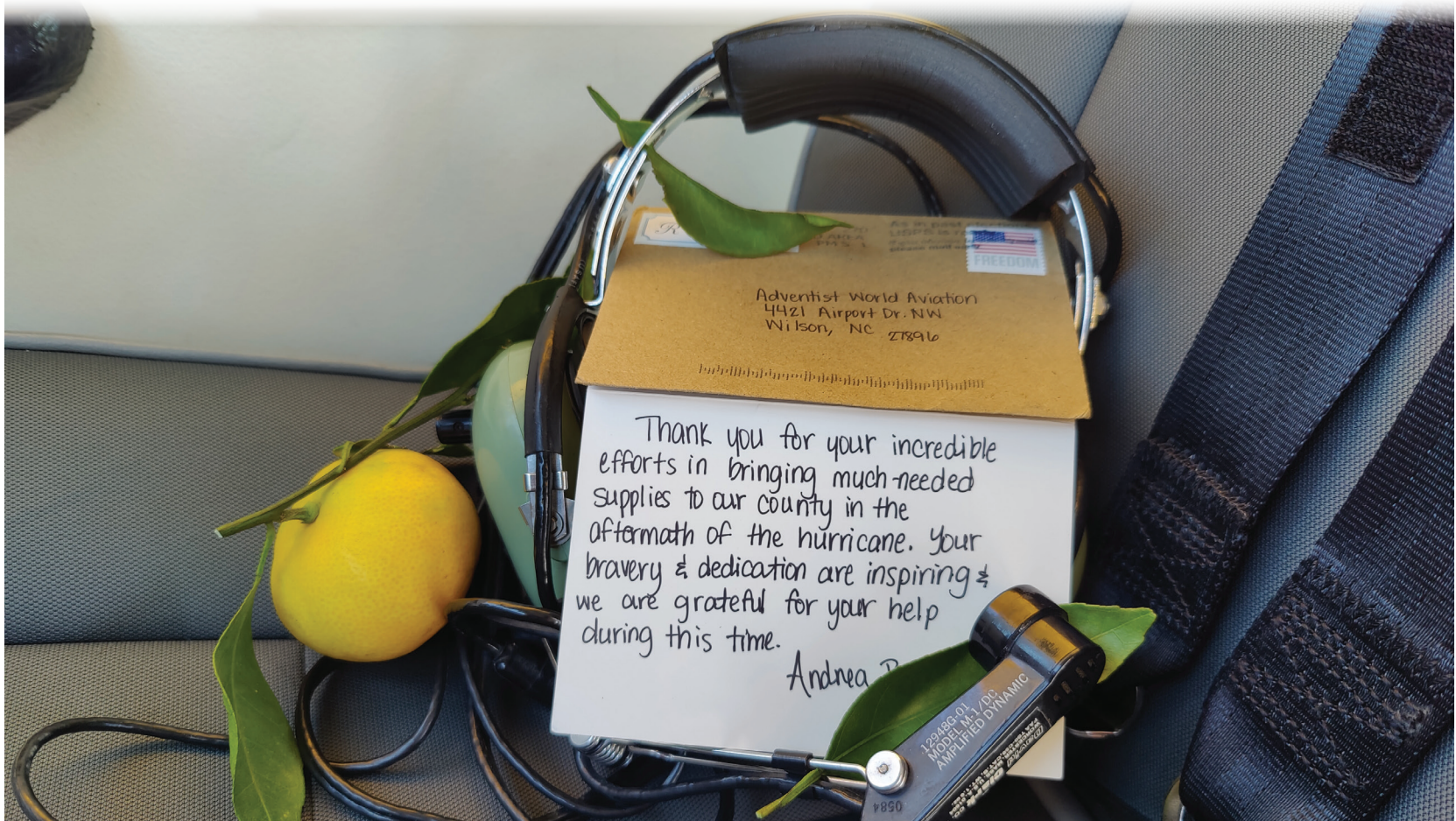


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