

MidWest Missionair

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¹ PRAISE THE LORD! FOR ALL WHO FEAR GOD AND TRUST IN HIM ARE BLESSED BEYOND EXPRESSION...⁴ WHEN DARKNESS OVERTAKES HIM, LIGHT WILL COME BURSTING IN.



New Hope Bus Project

MidWest Missionair is converting a bus for New Hope Lakota Ministries of Pine Ridge, South Dakota. The bus will be a mobile church which will travel the Pine Ridge Reservation ministering to children.

Body work, mechanic and electrical work need to be done. The bus is located in a heated garage on the south side of Olathe, KS.



We will be delivering the bus during the third week of March and must complete the renovations prior to that time.

Volunteers will deliver the bus and help put on the first Bible school program.

The workers who travel on the bus will be returned to Kansas City in our new aircraft.

If you can help, call Bev MacCallum at 913-706-

PLEASE PRAY

About the time you receive this newsletter we will be on our way to Florida to pick up our new aircraft. There will be inspections and repairs to make before we return. We plan to fly the plane home in mid January. Please remember us in prayer during this time.

We could also put to good use any unused aircraft or aircraft parts.

We are a 501(c)3 non profit corporation and

How can you Help Pray

Your prayer support is vital to our success. It is your prayer support that makes the work a success. **Please join us every Saturday morning at 8:00 am for prayer in Olathe.** Call for location and directions.

Give

Your financial support makes it possible for Missionair to continue the work. The need is great! Please help us to expand the work with a **faith promise** monthly gift.

Volunteer

Volunteers are needed. Consider dedicating your next vacation to one of these worthwhile efforts. The next trip is being planned for March of 2002. Call for exact dates.

Share

Help spread the word about MidWest Missionair's work. Talk with your colleagues and friends about getting involved.

Call MidWest Missionair 913-681-2725

missions@midwestmissionair.org



THE AWFUL SILENCE ENDS!



by Gordon Blackie, President - Midwest Missionair

Psalm 112 has be a favorite of mine for many years but on Thanksgiving week it took on a very special meaning.

If you read our last newsletter you will recall that the events of Sept 11 had cast a shadow not only on the future of mission aviation but on all small aircraft operations.

Sarasota, FL.

At once I realized that I had seen this plane before; Agape had provided return transportation for one of our Honduras trips and we had flown to their base in Sarasota rather than going directly to Missionair base in Kissimmee, FL.



Trusting in God we moved on believing that He had an answer, but we had no idea how soon that answer would come.

For three years we have prayed and worked for an aircraft that would be stationed in the Midwest. Several "almost" deals had evaporated and on Thursday evening of the week before Thanksgiving I was again searching the aviation classified ads to see if anything new had come up.

On that very day a new Piper Aztec had been added. The price seemed reasonable so I dug a little deeper. It was owned by Agape Flights, a mission aviation group based in

I was tempted to wait till the following week to inquire because it was so close to the holiday but something inside seemed to be saying "No, you need to look into this right away".

Friday morning I phoned Agape Director, Charles Gardner. Agape provides air service for missionaries in Haiti and Dominican Republic. Their ministry had outgrown the Aztec and they had recently acquired a larger aircraft to meet their needs. After asking several questions I concluded that we should

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indeed take a closer look at this aircraft as soon as possible.

I shared the find with our Saturday morning prayer group and all remaining doubt that we should act right away evaporated as we prayed.

Sunday morning I arrived at 5:00 AM to get our Cessna 172 ready for the long trip. I was hoping to depart by 6:00 AM. The preflight inspection was almost complete when I noticed the flat nose wheel tire. It had been fine when I checked it the night before and now it was completely flat.

I started the compressor and inserted some air. The tire came back up and seemed fine but a nose wheel tire is rather important and one likes to have assurance that it will be still inflated for the landing before one takes off. There was no way to remove the wheel without help and at that hour no help was available. So I over inflated by 10 lbs. intending to check the pressure just before departing to see if it was holding.

After completing the preflight preparations I made up a bucket of soapy water and poured it all over the nose wheel to see if I could detect a leak. None appeared and after over an hour the gage indicated that the pressure not dropped an ounce so I decided to go.

By the time I got all this done it was 8:00 AM. I had lost two hours and the weather had deteriorated below VFR minimums. I filed for IFR and finally got away at 8:24 AM (almost 2 1/2 hours behind my intended schedule).

About 2/3rds of the way across Missouri I broke out into good weather which would hold for the rest of the day.

At Blytheville, Arkansas I landed for fuel holding the nose wheel off as long as possible. There was no problem with the landing and the tire pressure was still exactly the same as it had been before take off (Praise God).

My next gas stop was in Montgomery, Alabama. By then, it was after 9:00 PM. I could not make Sarasota before midnight so I decided to call it a day.



The next morning Montgomery weather was fine but the lower 2/3rds of Florida was under heavy ground fog. Tallahassee was still open so I went that far to refuel and get a weather update.

Sarasota was still under fog but it was expected to lift in about 3 hours (just about the time it would take me to get there). I made sure that I had plenty of extra fuel in case the weatherman was wrong and headed out.

At 11:45 the fog in Sarasota lifted followed shortly by my landing at 12:00 (just in time for lunch).

Conversation at lunch began with the airplane but soon shifted to sharing ideas to promote and operate mission aviation. Charles has been at it a lot longer than we have and I came away with some very interesting ideas.

I spent the afternoon removing covers and inspecting. I was particularly looking for signs of corrosion but found very little. As could be expected of any used machinery there were flaws but there did not seem to be anything we could not handle.

All that evening I read through the



aircraft and engine logs and records. By 10:00 PM I knew a lot more about the aircraft's maintenance history and had found no problems that could not be worked out.

It is hard to describe what came next. There is something about realizing that God is about to meet a long sought after need that defies description. This was a moment that had been prayed for, anticipated and even expected for many years and now it was about to come together. I fell asleep praying that He would help me make the right decision for MidWest Missionair and that His will, not mine would be done.

Back at Agape Flights the next morning I had a long conversation with the pilot who had taken the plane to Haiti on numerous occasions and with the A&P who was currently maintaining the airplane.

Normally, I would have probed both aircraft and paper work for the rest of the day, but at this point God's will seemed perfectly clear. It was Tuesday

morning; I had 1 1/2 days of flying to get home and Thursday was Thanksgiving.

So the decision was made, the



papers were signed and I left Sarasota for home at noon (just enough time to get back and spend the holiday with my family) - PRAISE GOD.

Four years ago at Thanksgiving I first contacted Dr. Robert Helmer. At that time he gave us our first exposure to mission aviation. He has helped, supported, and advised us. Without his help we may never have come this far.

A little over 3 months ago the events of September 11th threaten to shut us down but God is faithful and we have now made a giant leap forward!

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The Faith Promise

The Faith Promise is something a little different than a pledge. In making a faith promise you pray asking God how much He would provide through you for the need at hand. The promise is simply to pass on what God provides. It may be funds that you already have or you may make a faith promise trusting God to provide additional funds to meet the need. The covenant is between you and God alone. MidWest Missionair keeps records solely to provide you with a receipt for tax purposes. Should God not provide you with sufficient funds no statements or reminders will be

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