



THE DESPERATE NEED TO SHARE CHRIST WITH OTHERS HAS NEVER BEEN MORE

AZTEC APPEAL

It has been our goal since forming MidWest Missionair to have an aircraft based in our area, and we have been



THAT AWFUL SILENCE 

by Gordon Blackie, President - Midwest Missionair

Mission Aviation is my passion. I am president of MidWest Missionair but my day job is electrical contracting. That morning we were installing new light poles in Olathe, Kansas.

On the drive to work I heard a brief news flash on the radio that an airplane had struck a building in New York. There were no details. "Great!" I thought to myself, "More bad press for small planes."

It was a cloudless, bright, sunny day. There was no wind. It was an ideal day to work outdoors and an ideal day to go flying.

I didn't notice it at first, but gradually I became aware that something was different; something was missing.

There was a strange contrail directly overhead. It was not straight but circular -

At first I thought it was a sky writer practicing. But no, it was too high. Why would a jet transport at that altitude fly such a maneuver?

Time passed. The longer I was on that site, the more I noticed that something was missing. Why was it so quiet?

Then the phone began to ring. First my wife, "Have you heard that an airplane hit the World Trade Center in New York?" she asked. "Yea," I said "I wonder what new restrictions we'll have because of this. It seems like there is always something happening to give little airplanes a bad name." "No!" she said, "It was an airliner. I'm watching TV right now and there's a picture of the tower with smoke pouring

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Missionair People Affected.

Several Missionair people have been directly affected by the events of September 11.

LeAnne Ayres' brother, Dong C. Lee was a passenger on American Flight 77 that struck the pentagon.

Wes and Denise Wiles and family were stuck in Mexico for

two weeks due to flight restrictions.

This must have been a shock to their budget.

Perhaps a small love gift to them at 150 S. Roma Way, Kissimmee, FL 34746-6300 would help defray this setback.

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 regular monthly gift.

Volunteer

Volunteers are needed. Consider dedicating you 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

putting funds aside for several years to achieve this end. The faithful giving of our supporters has allowed us to acquire sufficient funds to purchase a share in a Piper Aztec. This aircraft we will be able to:

- Cut the time away from home of our present trips from 10 to 7 days thus making it possible for more volunteers to take time away from work.
- Expand our work into areas closer to home such as ministries to Native Americans and to Appalachia (to mention only a few).
- Begin a disaster relief team that will be able to provide quick response to needs arising from tornadoes, floods, etc.
- Provide transportation for persons needing medical care .

The faithful support of many has provided the initial investment needed. We need to raise an additional \$300 per month that we can count on so that we can move forward. To achieve this we need 6 people who will give a faith promise of only \$50 per month for one year, or 12 people who will give \$25 per month Will you please pray about helping us with this project and respond by returning the enclosed **Faith Promise** card as soon as possible.

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out about 3/4 of the way up!" (long silence.....) "Oh no, another big plane just hit the other tower!"

Not two minutes later the phone rang again. It was my son-in-law. "Have you heard what's going on? First, two big planes hit the World Trade Center. Then one hit the pentagon and now they're saying that one is down in Pennsylvania. They're grounding all flights; all aircraft have been ordered to land.

Suddenly it began to make sense. The circular contrail - an airliner turning back to Kansas City International. And that awful silence ... We were 2 miles northwest of Johnson County Executive Airport. On a beautiful day like this there should be a constant flow of training flights right over our heads, but today and for some time to come there would be just that awful silence.

About midafternoon one lone contrail passed over headed northwest. Perhaps a military flight or was it Airforce One enroute from Louisiana to Nebraska. For the rest of the day just silence.

That evening we learned details of the horror that had taken place. Stories of needless and pointless human loss and of agonizing families hoping for the best but fearing the worst. Stories of brave passengers fighting the terrorists and brave firefighters dying in the line of duty.

It was too horrible to take in all at once but gradually the feeling that things would never be quite the same again began to settle in.

There was a feeling of sorrow for the families that had lost a loved one and there was a sense that anyone connected with flying had taken a hard punch right in the gut.

Jobs would be lost and companies would go under. Anyone who depended on aviation suddenly wondered if they would have to find a new career.

Although I had not yet become dependant on flying for an income, I had spent years acquiring skills and FAA ratings that would allow me to fulfill my call to mission aviation. Had I wasted all that time and all that

money? Maybe I should have just given it to some other charity.

For the rest of that week the awful silence continued. We never seem to realize how important some things are to us until they are taken away.

After a few days the airlines were permitted to resumed operations but general aviation was still prohibited.

At our Saturday prayer breakfast, we devoted our time to prayers for the overriding concerns of our nation and for the families that had been directly involved.

During the week I had seen all the flags and heard "God Bless America" for the first time in ages. Then on Sunday morning the tide seemed to turn for me. It began with a small problem. We could barely find a parking place or a seat at church. It seemed that the tragedy had revived values that we thought were lost.

Monday the mail contained some very nice contributions to help us get an aircraft for use in the Midwest. We were getting close and I had sent out a special appeal to help put us over the top. The timing of the mail had been such that most letters arrived on September 11. I had almost forgotten about it myself and assumed that it would just get lost in all the turmoil.

As I asked God how Missionair should react to all this, He brought to my attention Habakkuk 2:3. "...Slowly, steadily, surely, the time approaches when **the vision will be fulfilled**. If it seems slow, **do not despair**, for these things will surely come to pass. Just be patient. They will not be overdue a single day!!

We must go on trusting Him and following one day at a time. **The need to share Christ with others has never been more apparent.**

When I arrived at the work site on Thursday morning student flights again passed overhead. The awful silence had ended!!

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

WISH LIST

We are in need of a pre-engineered steel building to hangar the Aztec when it arrives.

If you have or are aware of any such building that could be donated or sold for reasonable price please let us know.

We have volunteers and equipment that could disassemble and move the building.

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

We are a 501(c)3 non profit corporation and donations are tax deductible.

MidWest Missionair

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