



PO Box 1765, Grass Valley, CA 95945

530-272-8170

www.piministries.info piministries@ncws.com

October 2015

Dear Co-worker:

We've mentioned that OMK Ministries and the PIM staff are writing the new book *Heroes at the Ends of the Earth*. We hope to have it printed and on its way to PNG the early part of 2016, possibly earlier. Its purpose is to foster biblical appreciation, spiritual growth, and assist students in learning English, as well as increase understanding of the country. It will cover a wide range of topics with maps, photos, and sketches so teacher and student are pointed to exact locations where the incidents have taken place. Each chapter will hold a lesson that nurtures the spiritual aspects of living. This month's letter presents the account from the PNG student's perspective, and it is part of a chapter; we hope to send the other half later.

Much of PNG is mountainous or swampy, so it is either impossible or very expensive to build roads and bridges. The solution to reaching the people in these remote areas is to construct airstrips that can be served with small planes. Because of the mountains and bad weather, flying in PNG can be stressful and even dangerous. Flying over the countryside of PNG one can see the wrecks of World War II bombers because pilots lost their way or were not familiar with the mountainous terrain. Later, mission pilots have crashed into the dense forests and onto mountain slopes due to the severe weather conditions.

We have taken most of this information from Ron Gluck's book titled Hey! God, Was That You? As you read about Ron, you can think about the many services PNG pilots provide. Quite likely they have served you and members of your family.



Cessna 185

Once Ron was flying out of Lae and he tells about the time he failed to follow the rule book and nearly crashed his plane. He was flying a Cessna 185 to Kabwum on the north side of the Finisterre Mountains. ("Finisterre" [FIN i stair] means "Ends of the earth." The Finisterre and the Sawuraged range have peaks rising to over 13,000 feet [4100 metres]) With a load of supplies in the 185, Ron had to climb to a low spot in the range at 11,000 feet (3344 metres), fly over the ridge, and then head down to Kabwum.

The rules for flying the 185 say that the normal climb speed is 90 knots (103 miles per hour). Now it is very important the pilot maintain this air speed because the engine on the 185 is air cooled. If the plane goes too slow the cylinders are not sufficiently cooled and they get hot. Also, the avgas the aircraft uses can vaporize and cause vapor lock, that is, boil, and cause the engine to stop running.

However, Ron thought he had to rush things. He raised the nose of the 185 so he would climb faster, but in doing this the speed of the plane dropped to 80 knots (92 miles per hour). He suspected he was violating the rule, so he kept a close eye on the engine's temperature gauge.

Running parallel to the ridge, that is, alongside it at 11,050 feet, which was about 150 feet above it, Ron leveled the plane to regain some speed. Just as he was about to turn and go over the ridge and then down to Kabwum the engine quit. Immediately he lowered the nose and turned to go back toward Lae. As he nosed down and gained speed the propeller kept on wind-milling. That is, the wind travelling past the aircraft put pressure on the propeller and kept it turning, or wind-milling.

Ron looked over the gauges. Fuel was adequate, and all the other instruments were green. So he switched on the auxiliary fuel pump and the engine immediately came to life. The cylinders had cooled as he lost about 1600

feet altitude, so he switched off the pump and the engine sounded normal and ran smoothly. Since everything was working properly, he thought he would try going over the ridge again.

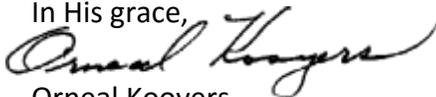
But this time he put on more speed, up to 95 knots, to keep the engine cooler. He crossed over the ridge with 150 feet clearance, and then he reduced power to drop down to Kabwum. He unloaded the supplies and flew back to Lae, all the while wondering how fortunate he was and hoped he had learned the lesson about following the rules when flying the 185. But he also wondered why he flew parallel to the ridge for a few seconds before turning to later descend into Kabwum. Had he not done this, he would likely have crashed on the ridge before his descent. What told Ron to wait a little before flying over the ridge?

The Bible tells us about the “still small voice” in 1 King 19:12. Various versions of the Bible say it is a “tiny whispering voice,” a “gentle whisper,” a “gentle blowing,” a “sound of sheer silence,” a “faint murmuring sound.” The Melanesian Bible calls it “nois olsem man i toktok isi tru.” That “voice” was the very faint whispering sound that Elijah heard from God when resting in the cave at Mount Sinai after he fled from the wrath of Jezebel, the wicked queen of Israel and wife of Ahab. When Elijah heard the whisper he went outside the cave where God talked to him.

The prophet Isaiah says this about the still small voice: “And though the Lord give you the bread of adversity and the water of affliction, yet your Teacher will not hide himself any more, but your eyes (“Eyes” can often be interpreted as “spirit” in the Bible.) will see your Teacher. And your ears shall hear a word behind you, saying, ‘This is the way, walk in it,’ when you turn to the right or when you turn to the left.”

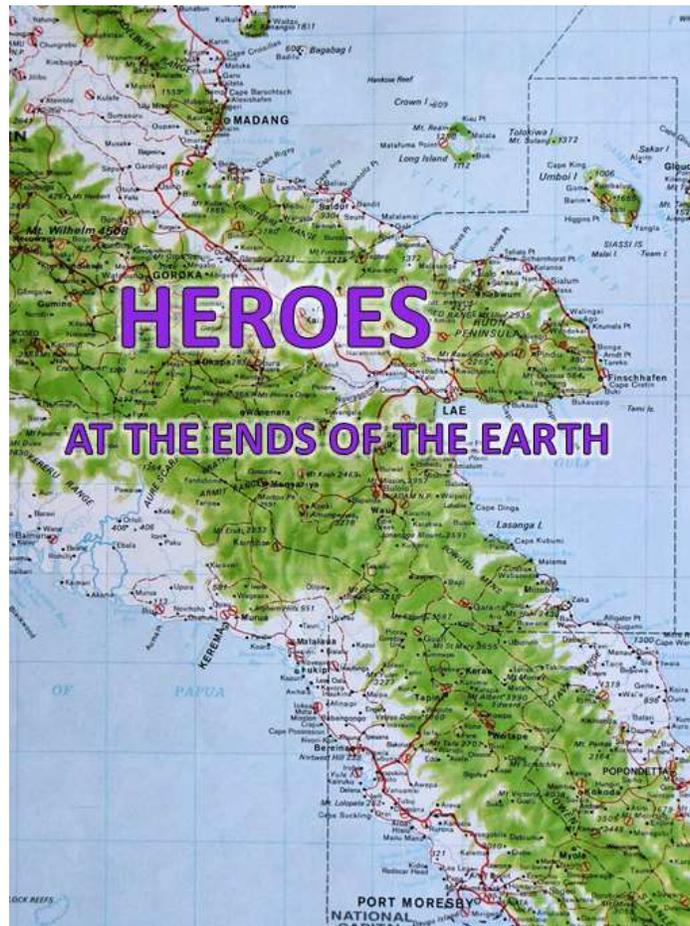
What we can learn from these stories is that God often speaks to us in a “still small voice.” God looks after His children. He does so in special and different ways. The “still small voice” takes many different forms. It may be something that quickly comes into one’s thoughts prompted by some outside action. It may be a thought like, “Take it easy here,” or “Hold your tongue,” or “Slow down,” or “Look away.” It could also be a strange, unusual sound. It might be something entirely different that’s warning you of danger ahead. It might be something you see that’s different. It may be a desire He places in you to do something at a particular moment, so that you do something He wants you to do. In the story above was it the “still small voice” from the Lord that told Ron to fly parallel to the ridge before crossing over it?

In His grace,



Orneal Kooyers

Format by Doug Heidema



Front cover of the book