



God's
Word is
reaching isolated
people groups
around the world,
and Ethnos360 Aviation
is there to help.

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NTM AVIATION TO ETHNOS360 AVIATION: FROM CORNFIELD TO KODIAKS

Down went the corn. Out came the grader blade. In short order, a 1300 x 100 foot airstrip was laid bare in the middle of the NTM's Jersey Shore, PA, training site. Missionaries in training planted donated grass while others used gifts of nails, bolts, cement, and felled trees to construct a rustic hangar.

Momentum continued. God's people started giving toward purchasing an airplane – a 1953 Piper Pacer.

As the winter snows of 1969 melted, green sprouts poked up in place of cornstalks. The New Tribes Mission flight program began. By the summer of 1970, student Monty Rasmussen finished his check out and headed for the Philippines. A new horizon for New Tribes Mission had opened.

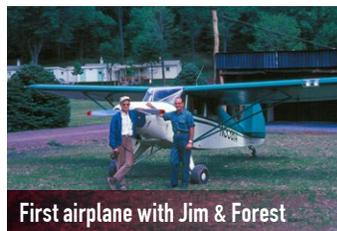
Even from the inception of NTM years before, flight service had proved a valuable help. Here and there, New Tribes missionaries had owned planes. NTM itself had owned a few. But it became clear that for flight service to be a viable, reliable option, NTM needed to establish standards and procedures. Pilots and mechanics needed training. Parts and service needed to be uniform.

So it was that in May of 1969, NTM had asked two experienced aviators, both involved with NTM, to consider heading up a flight department for the whole mission. Jim Ferguson and Forest Estelle agreed.

They had no promise of finances for the program – only the cornfield and lots of prayer. God did it all.



Original cornfield



First airplane with Jim & Forest



Kodiak and LongRanger

And God is still doing it all, reaching into new fields of service – like Canada.

Though airplanes still do an irreplaceable job, much of the “finish” work into the most isolated places is by helicopter. Now it's not a cornfield, but maybe a basketball court, a clearing in the jungle, or a sand bar by a river.

With the tools and personnel God has provided, we are now equipped to go **360** degrees around the globe to every *ethnos* – people group – where church planters need an aviation

supply line. Many times, those church planters are from the very ethnos just reached – and now we are providing flight service for them to reach their own people and other people groups too.

So we are changing our name to ETHNOS360 AVIATION!

Our goal is the same: to provide flight service to church planting teams wherever they need it, whenever they need it, at the cost they can afford. We want to harness the power of aviation to facilitate the planting of a thriving church in every people group.

You can always be a part!

Go to: ethnos360aviation.org/projects/missionary-flight-sponsorship-3



Navigating the shallow river / photo by Sergio Botileiro



R66 helicopter

STRANDED ON A SAND BAR



photo by Joel Rich

After dodging potholes on a treacherous Brazilian jungle road the whole previous day, Sergio and Alfredo thought the boating part of their trip would certainly be easier. Since the river was very low, they used a motor with an extra-long shaft to

navigate the shallow water. But when the pole support broke, they were stuck on a sand bar in the middle of nowhere. Night was coming on. They were far from the village.

Sergio and Alfredo, consultants with NTM Brazil, were merely trying to get to the village where Henrique and Rachel were learning a difficult language. Complicated, unwritten languages can easily discourage eager missionaries, and consultants travel to give essential linguistic help and encouragement. Without coaching, would-be church planters might never reach a language level adequate for translation and teaching of God's Word. The people they are trying to reach may never hear the promised message – and may become disillusioned with God.

Determined to reach the village, Sergio and Alfredo rowed to shore to spend the night. The next day, they set out with an improvised repair. But when it

failed, they were stranded again. Amazingly, a man along the river lent them the part they needed, and they reached Henrique and Rachel's village. After a profitable visit, their return river trip went smoothly. But the men ended up stranded again after blowing two tires on the nearly impassable road.

HELICOPTER HELP IS ON THE WAY

When travel is so rugged, the consultants – and the missionaries themselves – can barely get in and out of the villages. On top of that, supply runs are few and far between. Missionaries end up living in survival mode, hardly able to make progress in language, translation, and teaching. The people they came to reach may never hear the Gospel clearly.

Aviation service could make travel easier. But building airstrips in Brazil is no longer an option.

Help is on the way! A few months ago, Ethnos360 Aviation decided to trust God to provide an R66 helicopter for Brazil. With its ability to land in small places, a helicopter is the only practical way to reach the remaining isolated people groups in that country.

Would you consider joining us in prayer to ask God for an R66 helicopter for Brazil? We know that God wants everyone to hear the gospel – and we know that a helicopter would make it possible.

To help with this project:

Go to: ethnos360aviation.org/projects/helicopter-program-for-brazil-1 and designate your gift for the Brazil R66.



A LOOK IN THE REARVIEW MIRROR

There's nothing like an honest look in the mirror to tell you what's really going on.

A few years ago, Brian Pruett held a mirror up to the Cessna 185 fixed-wing flight program in the Philippines. He and his team had tweaked it to top working condition. But something seemed to be missing.

Airstrips! They could not get through the red tape of building more airstrips. Even if they could buy land and get permission, the labor of building them taxed teams to the limit. Besides, the people to be reached lived in tiny, remote pockets – and some were nomadic. In many places, building an airstrip was impossible.

So the airplane program – good as it was – faced a brick wall. “I couldn't see how what we were doing was going to help us finish the task of seeing a thriving church for every people group here,” says Brian.

SO THE HELICOPTER DREAM STARTED.

“We took a huge leap of faith and trusted God to provide for the entire package – helicopters, flight and maintenance training, and the funds to operate them affordably so that they are utilized as the great tools they are.” They focused first on using a smaller R44 to fill the gap until God provided an R66.

Four years later – thanks to your prayers and gifts – it is a reality. The R66 arrived in May 2017, and the work is moving ahead.



Tala-andig helipad / photo by Brian Pruett

10 HELIPADS =
20 DAYS INVESTMENT

10 AIRSTRIPS =
20 YEARS INVESTMENT

NOW BRIAN CAN LOOK IN THE REARVIEW MIRROR.

One day a few months ago, Brian landed on the third of four helipads for the Tala-Andig tribe. “I had never met the people in this outreach until today,” he said. It impacted him deeply. These are outreaches, not by foreign missionaries, but by the Tala-Andig

themselves! “What an amazing thing,” he said, “to be thanked by the tear-filled eyes of a Tala-Andig man who is now the missionary.”

This was the tenth helipad that Brian and his team had opened on Mindanao, and they're just getting started. Each of these new helipads was constructed and useable in less than two days! – a far cry from the

one or two years of red tape and labor to build one airstrip, if it could even be done at all.

“You can do the math,” he urges. “Ten helipads equals twenty days' investment. Ten airstrips equals twenty years' investment!”

Now these Tala-Andig missionaries can travel to outreach villages in ten minutes rather than days of hiking.

Brian is deeply humbled by this look in the rearview mirror at all God has done in bringing the helicopter service to reality. And he has a message for you: “Thank you for being a part of this work in the Philippines. ... How can we feel anything but gratitude and awe as we get wrapped up in this amazing task of telling the world about God's Son and His deep love for them.”

You can help provide flight service for this cutting edge outreach by indigenous churches. Join us in setting up the new Robinson R66 program in the Philippines — including erecting a new hangar graciously donated by some businessmen in the Philippines.

Go to: ethnos360aviation.org/projects/philippines-r66-helicopter

NOT JUST A MECHANIC



Kodiak maintenance / photo by Josh Verdonck

Aviation maintenance specialist Imie Mark knows it's about more than turning wrenches on an airplane.

He quotes, "So wherever you go, make disciples of all nations ..." (Matthew 28:19, God's Word translation).

Imie takes it seriously: "There's no limit to that command, no boundary or border we can cross that relieves us from the responsibility to carry it out. No, it says *wherever*."

And for Imie, that's right in the hangar, with national workers and neighbors.

But he's not doing the teaching. Bonn is.

Bonn grew up in church right there in Papua New Guinea. Only a few years ago, he began to clearly understand the gospel message when missionaries taught foundational Bible lessons.

Now Bonn's the teacher, with an unquenchable desire to see his people hear the matchless gospel of grace.

It's hard going, though. "Some of the hangar workers eagerly accepted the initial teaching from creation to Christ when Bonn and the missionaries first taught them," says Imie. But the harsh realities of life set in.

"Long-held beliefs, steeped in animism, have left them with some tough issues to work through." At times, the culture they live in can sound a whole lot like the worst inner-city gang warfare – controlled by malicious spirits.



Bonn sharing with the PNG hangar workers / photo by Imie Mark III

So Bonn is taking the guys through the second level of teaching, helping them to see how the gospel is lived out.

So where does Imie come in? He and his coworkers on the Ethnos360 Aviation team sit in with the class, learning from Bonn "how to communicate our Father's truth more clearly in a completely different cultural context."

Then daily, they rub shoulders with these national men, living out Christ's life. They listen to their concerns and answer the questions that they may never have the courage to ask in class.

One of Imie's coworkers has built a special friendship with Jesper, the load-master's son. Mechanic specialist Franc Roy has good conversations with Rodney as they daily work side by side. Imie has enjoyed swapping stories with Gifsen.

Would you pray in faith, along with the Ethnos360 Aviation team, that God will give courage to these national coworkers to become strong Christian men in their communities? It's difficult for these men to make a difference in PNG culture. But that's where faith comes in.

Maybe they will follow Bonn's example. He will soon be leaving to go teach among the villages of his people. It's not popular to leave a paying job, but he knows he must do it.

And pray for the hangar guys to be faithful in discipling the men after Bonn leaves. Like Imie says,

"So, yeah, I'm 'just' a mechanic, but missionary aviation is about more than just airplanes; it's about being engaged for God's glory wherever we are."