

## Our Sandals Are Thin!

For three days, Saprin and his wife trudged along, their children on their backs, and their food in packs. Were they desperate? Was this some kind of extreme sport? What prize would be worth a hike like that?

Flash back to 1979. Their world was about to change. The Wana tribal people of Asia-Pacific were about to meet Someone more powerful, more awesome than any spirit they had tried to appease—the very Creator of all of the things they worshiped as gods.

Once they met Him, they wanted everyone to meet Him!!

But first they needed training to be clear and accurate teachers. NTM had training. No problem. And they already had the language and the culture.

Their next biggest obstacle was the terrain between them and the villages needing to hear. Did this stop them? No.

A three-day hike? Going with little food? Having few resources? No problem. **Saprin** and his family took the challenge to spread the Good News!



Off they hiked to a remote village, carrying their children and belongings.

“The place where we work [as missionaries] is very far from where people sell rice and other kinds of food.” When their food runs out, Saprin and his wife hike three days to get more.

**And that’s just one way!!** With their children on their backs, they bring back what food they can.

Many teaching days are lost when they go in search of food.

**Aviation could save weeks of time.** Flights could quickly and easily transport missionaries and supplies to villages so teachers could stay on task.

The helicopter is available. The Kodiak is ready for action. The 206 is poised to work. Why aren’t they being used?

“What is difficult for us,” notes Esron, also a Wana missionary, “is that we have ‘thin sandals.’” The resources to use aircraft are just not there.\*

“It is a matter of fact that the pilot has not set a high price. He has told us we can go for just \$50, but we only have a little over \$30,” says **Pa’a Ralin**, a fellow

Wana missionary. “We have sadness inside because we want [others] to believe too.”

But lack of transportation slows down the eager Wana missionaries.

In faith, Esron prays, “You, Lord, are the One who is the source of all we need, and You can supply all this—the hourly charges, the repairs, pilots. You see and understand all this because there is nothing that can be hid from You. You see everything that is needed for the plane—the funds and money that is used to do Your work.

“So we pray asking help from You, Lord, to prepare the insides [hearts] of people who can help by giving . . . which can enable us to use the aircraft.

“Thank You, Lord, as there is no other place where we can ask for help other than from You. **It is only You who can give all that is needed to do Your work.**” 🌐 \* (for Esron’s story, see page two)



### Praying With Esron

Will you join Saprin, Esron, Pa’a Ralin, and their colleagues in petitioning God for aviation services so they can introduce their Savior to the Wana and other Asian-Pacific tribes around them?

If you are serious about the Great Commission, would you consider this avenue of investment to help facilitate the work of national missionaries like the Wana?

**Just as the Wana are determined to take the Gospel, no matter what the cost, can we be determined to help them?**

#### Missionaries like the Wana, working in their own countries

- don’t need passports
- don’t need visas
- don’t need thousands of dollars in outgoing expenses
- don’t need the amount of monthly support that foreigners do

#### They already have

- the national language
- the national culture and/or the specific tribal culture
- the ability to live simply
- the gripping burden to introduce their own people to Jesus

#### Do You Have “Insides” to Help?

- Join the NTMA Flight Crew to monthly sponsor flights for missionaries: <http://usa.ntm.org/flight-crew>
- Provide a one-time sponsorship gift: <http://usa.ntm.org/projects/missionary-flight-sponsorship>
- Keep the Kodiak flying—send your gift marked “Indonesia Kodiak” to:  
NTM Aviation  
3870 W. Volunteer St.  
McNeal, AZ 85617



## The Man with 'Thin Sandals'

I am Eson, a believer from the Wana tribe. When I was small, we lived worshipping other gods—trees, the river, and other things as well. Then in 1979, the father of Shane (Steve), & the father of Geoff (Ed) arrived at our house. I was afraid because I had never seen people with white skin. So I ran to my uncle's house because I was afraid to see those people with white skin.

Steve and Ed and other believers from another village started telling us the good news, starting from the old promise (Old Testament) and the book of beginnings (Genesis).

As my dad understood, he taught us seven kids just like he had been taught by the missionaries. Then we kids began to understand about the one true God who created the heavens, the earth, and all that is in it.

We could see the difference between other gods and God who was

true. From that we understood we were sinners. What could we do so that we could come back into fellowship with God? It wasn't from our works or from our actions that we do, or from our own strength.

We understood that the Lord Jesus—He came to earth to die for our sins. From our belief in the good news we can come back into fellowship with God.

When I believed and put my trust in the Lord Jesus, I had a longing to take the good news to those who hadn't yet believed the Lord Jesus.

I met a girl who was in missionary train-

ing doing a practical assignment. I could see that she was doing the work of the Lord. "Wow, I also want to do the work of the Lord," I thought. So we became engaged, and studied the Scriptures for two years with our church leaders. Then we went to missionary training in Manado [another province] for two years.

Since then we have helped with the Wana team, developing lessons and helping with Bible translation.

But I also think about other tribal groups who haven't heard the good news. So I wonder, 'What is the way so those people can also understand the Good News.'

We feel at times that even though our sandals are thin [our resources are few], the work of taking the good news is very important. [Eson is now crying]. The trials which we face because of doing the Lord's work can't be compared to what He has prepared for us who do His work. 🌍

[based on an interview by Macon Hare Jr.]

Eson welcomes the opportunity to fly rather than walk. Here Steffan Pyle loads his rice-bag backpack.



## Expanding the reach of the Kodiak

Helicopter pilot Steffan Pyle and Kodiak pilot Patrick "Pappy" Frey just returned from a trip to check out another group of Asian-Pacific islands as a new area of service for the Kodiak.

After an overnight passenger boat ride ("I had bunk #345," quips Steffan), "we had to travel by car for about 5 to 6 hours over very rugged terrain. I can't imagine that road lasting another year or two, and it was built only two years ago!!

"The missionaries used to have to walk two days to get to their tribal location. Now they can go by car, but only in dry season. But even that won't last much longer before [the road gives out and] they are back to walking.

"They have built a new airstrip there. We were able to survey the strip, and I am happy to say that it is ready to be used."

"Everything is in place," notes Pappy. The plane, the mechanics, the tribal missionaries, the national churches burdened to reach out. "We just lack one

piece of the puzzle, and it is a crucial one."

With more of the tribal outreach being done by tribal people and national church workers, "no one has any money," observes Steffan. "But that doesn't mean they don't need to fly. This group of islands is vast, with poor transportation to some of the islands."

"Our missionaries are tough," says Pappy, "and they will do it without the airplane. But what about time wasted? What about the stress of days of walking, added to already stressful lives? What about medical emergencies?"

The Kodiak airplane promises viable service for the years to come, especially since it uses jet fuel instead of the almost-impossible-to-get aviation fuel. (Note: Our last batch of aviation fuel for Asia-Pacific had to be imported all the way from the USA.) In reality, the Kodiak is making aviation service possible.

However, as is true all over the world, flying is expensive. Steffan is quite frank: "Western missionaries, and even more so the local national church, cannot afford the airplane at its full cost. . . . [we're]

actually having to cancel flights that would have otherwise transported people to strategic church planting locations. Missionaries are forced to use more traditional means of transportation that are time consuming and dangerous."

The high cost of aviation has necessitated NTMA to seek out financial partners who understand the value of mobilizing the gospel in regions that are difficult to reach. Would you consider giving towards a fund that would help make the Kodiak airplane affordable to the missionary?

Most of all, would you pray? "Lord, it is nothing with thee to help, whether with many or with them who have no power" (2 CHRON. 14:11).

He can help us operate with little or much, by His means, in His way. Would you appeal to Him on behalf of these dedicated missionaries so that His Word can reach many tribal areas while time is on our side. 🌍



Miyanto, a Wana missionary, hikes with his backpack.