

THE SUN IS RISING ON THE BRAZIL HELICOPTER PROGRAM

- ☑ Pilot — Helicopter pilot Jeremiah Diedrich is on location.
- ☑ Land — It's purchased! (You see it right here, in the background!)
- ☐ Land development — After lots of paperwork, we are waiting for the permit to cut down trees so the helicopter can safely land and take off. (You can see the tree line, beginning at the top left of this photo.)
- ☐ Hangar — Pray for program manager Joel Rich and team as they revise the plans already in hand.
- ☐ Transfer of funds to Brazil — Please pray for a tax exempt status.
- ☐ R66 helicopter — Thanks to you and all our generous partners, we have \$760,388 of the \$1,799,125 needed for this project!

The helicopter can't come soon enough for church planting teams needing viable transportation. You can help: ethnos360aviation.org/brazil-helicopter

photo by Joel Rich

ETHNOS360 AVIATION: 50 YEARS AS A LIFE LINK FOR CHURCH PLANTING TEAMS

Fifty years of airplanes and helicopters, mechanics and pilots, flight followers, schedulers and more.

Countless projects to fund new planes. Hours of your prayers, mountains of your support, and loads of your volunteer efforts here and abroad.

The goal? Providing reliable aviation service so isolated people could be reached with the gospel. Has it happened? Yes. Over and over. And not only have people groups heard the gospel, they have become thriving groups of believers — churches — standing on their own and reaching out to other villages and even other people groups.

Aviation service to remote areas provides the **life link** to church planting teams determined to stay the course until a thriving church is established. The missionaries actually work themselves out of their job, handing the leadership over to faithful men who will carry on from there.



Hear it straight from Jonathan Kopf, church planter in the Hewa group of Papua New Guinea since 2000. How did he and Susan raise their family in an isolated jungle setting while learning language and culture, training the people to read and write, and teaching the gospel?



What spelled survival for the team — and all the teams in Papua New Guinea? Get a glimpse as you watch our pilots, Kodiak planes, and the helicopter in the video “Life Link” on our home page at ethnos360aviation.org.

Ethnos360 Aviation is humbled by how God has chosen to work over the last 50 years. Each month of our 2019 50th-anniversary calendar highlights our history in pictures and vignettes from the past. Get a free copy! **Go to** ethnos360aviation.org and click on the calendar. Thanks for **your** part in our history!



JOURNAL

ethnos360aviation.org

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

THE TOOLS GOD GIVES

Fifty years ago, Ethnos360 Aviation began as a formal branch of Ethnos360. But even as early as 1949, Ethnos360 founder, Paul Fleming, advocated using the best tools, including aviation, for God's work:

“Missionary work, which should be the most aggressive, most forceful and determined effort of the Church of Jesus Christ, is often in the horse and buggy stage just because we do not have the courage to use what is available in our day to hasten the advance of the gospel in the remote, untouched parts of the world.”

—Paul Fleming

But do you ever wonder if it's overkill to go into remote areas with “modern” conveniences? Does it cause the villagers to just want “things”? Does it distract them from the gospel message the missionaries have come to teach?

The Hinderagers and Williams faced that question as they prepared to go into Namaltugan, an unreached village on a northern island of the Philippines. They sure did not want to come across to the villagers as privileged rich people with aircraft at their beck and call. They didn't want to give this people group the wrong impression or turn their focus to a shiny helicopter rather than God's eternal message.

But at the same time, they needed to get the ball rolling on the outreach, starting with official approval to move into the area. So they asked pilot Brian Schaadt to fly them in to meet with the Namaltugan mayor.

On that same day, a lady in a nearby village suffered serious head injuries in a motorcycle accident. In her condition, a long bumpy ride to medical help was out of the question. But pilot Brian was already there with the helicopter, waiting for the meeting with the mayor to finish.



Land vehicle or helicopter: Which would you choose? photo by Alex Williams

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"Namaltugan moms" vote for the helicopter!
photo by Zach Keller

As Brian positioned the helicopter to medevac the injured lady, the

focus wasn't the helicopter or the perceived comfort, "wealth" or privilege of the missionaries. Instead, the spotlight was on this suffering lady and how the helicopter was a tool to help her. The other villagers realized too that it would be there to help them if they were in calamity.

Following this turn of events, the team felt free to use the helicopter. But just to make sure, they tried to take one load of supplies in by truck. As Alex Williams relates, it didn't turn out so well:

"We ended up getting towed across a river. Digging through two landslides. Not being able to get back to where we planned to spend the night because of a reoccurring landslide and then taking the extra long way home because of better road conditions. After getting back home, my transmission died."

The reaction of the team after that? "We love aviation." And a good thing too, since the rugged road keeps getting blocked by landslides.

Since then, the helicopter has brought loads and loads of materials to build sturdy houses for the Hinderagers and Williams. It's brought supplies

to construct "modern conveniences" like a heavy-duty 5,000-liter water tank (to be shared with the landowner) and a durable two-chamber septic system. Just as with the helicopter, the team wants these long-lasting amenities to bring the right focus: *We are not here to give a short-term smattering of teaching and then leave. We are here to live with you, thoroughly learn your language and culture, and teach you God's Word until you can stand on your own. As long as it takes, we'll be here.*

Ethnos360 founder Paul Fleming had that same drive back in 1949. Use the best methods available because people need to hear the gospel now, hear it well, and hear it before it's too late. And if helicopters help to accomplish that, let's use them!

Go to ethnos360aviation.org and explore ways you can get involved. And pray!



Building the water tank.
photo by Alex Williams

FLYING AN UMBRELLA

Pilot Scott Wolfe didn't plan on flying an umbrella. Nine years after Ethnos360 Aviation began, Scott and his wife Mary moved to Indonesia so he could import and fly a Piper Super Cub.

A year later, missionary Ed Casteel and his team made first contact with the remote Wana people group. The grueling hike, even for a young and fit guy like 24-year-old Ed, convinced him of one thing: "[I]f we were ever to reach these people we would [need] some sort of an aircraft."



Ed & Jean Casteel (l.) and friends with Super Cub, circa 1980.

At Ed's request, the Wana people eagerly cleared a place for an airstrip and built a small house for a work team to live in. Later, the missionaries hiked back in with pilot Scott Wolfe to actually construct the strip. They were astounded when *one hundred* Wana men showed up to help. In only three days, they built a simple 689-foot strip, just long enough for the new Super Cub to land.

Now Ed and the team had another request: Build us three thatch-roofed houses so we can bring our families. Again, the people complied. Ed couldn't imagine why the Wana would do so much work for the missionaries – and all free of charge.

Later, he heard an astounding story from Wana lore:

One day two white men came flying in to Wana on a wide brimmed garden hat [otherwise known

as an "umbrella"]. The Wana were convinced that these two white men were there to bring back the riches and knowledge that they had lost. [But] ... the white men got on their umbrella and flew away – much to the dismay of the Wana people. However, they believed that one day these men would return on their umbrella to bring wealth and knowledge back to the Wana."

Now it made sense! The Wana were preparing the way for the "umbrella" — in this case, a Super Cub flown by Scott Wolfe — to bring back the men with wealth and knowledge.

Thankfully, the zealotry didn't stop with the work the Wana did. They also eagerly listened to the gospel, believed, and found eternal wealth and knowledge that far surpassed the earthly riches they had expected.

Today, the Wana themselves use flight service on the "umbrella" (now a helicopter or a Kodiak) to take the gospel to scattered Wana villages and even other people groups.

Gifts to flight sponsorship make it possible for the Wana to use the convenience of flight to reach isolated people. **Go to ethnos360aviation.org/projects** and click on "Missionary Flight Sponsorship."



Some Wana missionaries and friends.
photo by Daniel Gammelsaeter