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ETHNOS 360

MAGAZINE



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Cover photo by Larry Dye

On page 11 of the March issue, a name was
inadvertently left out. Between Myron Gess
and Noel Mayes, Bryan Coupland served as
director of the Waukesha campus.



FROM OUR CEO

Dear Friend,

In 1942, the year New Tribes Mission (now Ethnos360) was founded, Paul Fleming made this statement in the third issue of the mission's magazine: "We want to employ every kind of modern equipment that will enable us to move rapidly into the regions beyond. God has so wonderfully supplied our first airplane. Cecil Dye had the foresight to get his license to fly before he left America."

This issue of Ethnos360 magazine features the fruit of that seed of faith to what is now Ethnos360 Aviation. It has been a journey of faith. I had been blessed many times by Ethnos360 Aviation while ministering in Papua New Guinea. These blessings came not only through their flight service but more so by their testimonies of faithfulness and friendship.

One of our core values is "Excellence and Urgency in all that we do to finish the task." While it may seem that excellence and urgency could be in tension with one another, Ethnos360 Aviation exemplifies this value well. The professionalism and quality of workmanship that this team exhibits always stands out to me. This is a direct result of the core purpose they are committed to, which is reaching unreached people groups for Christ. Without aviation, many of our works among unreached people groups would have taken far longer.

So, I proudly present Ethnos360 Aviation to you in this issue, and I personally thank them for the vital role they fulfill in reaching unreached people groups for Christ.

Yours in Christ,

Larry M. Brown, Ethnos360 CEO

NEWS AROUND THE WORLD



Wayumi for Church Leaders

Pastors, Church Leaders, Missions Committee Members, are you looking for something unique and different for your church family? Wayumi may be your answer.

Wayumi is designed to educate and excite both young and old about reaching people groups with the gospel, and the Wayumi program has proven to be a great tool for church missions programs.

Come to get a taste of Wayumi yourself and find out how it could benefit your church during a special mid-week *complimentary* retreat just for church leaders!

Program Details:

Wayumi Church Leaders Retreat begins on Tuesday at supper and finishes on Thursday after breakfast. This enables church leaders to attend without missing Sunday services. One of the highlights is meeting other mission-minded church Leaders.

You will discover

- what God is doing today in reaching out to unreached people groups through His Church.
- what missionaries experience as they teach unreached people groups.
- the major challenges of cross-cultural ministry: culture and language.
- all the ministries involved in taking the gospel to isolated people groups.

At Wayumi the sessions are interesting and fun while exposing attendees to the biblical basis for reaching unreached people for Christ and challenging them to get involved. Our team is made up of veteran missionaries who have served on the mission field for many years.

Next Program: October 18-20, 2022.

Register at go.ethnos360.org/WayumiCLR



Bible Teachings in Papua New Guinea

This is an exciting year for the people in Papua New Guinea! Currently, missionaries and/or national believers in several people groups are teaching evangelistically from Creation to Christ. The people groups include the Amdu, Kol, Kuman, Menya, Wantakia and Wusuraambya.

Missionaries have served in each of these people groups, and they taught from Creation to Christ before. Praise God, there are already believers in each of these ethnic groups! However, not all of the people came to previous teachings — some chose not to, some were too young, others lived in faraway villages.

But now, more evangelistic Bible teachings are starting so that more people can know the Lord. And because there are believers in each of these people groups already, those believers are partnering with the missionaries to share the gospel with their relatives, friends and neighboring villages.



BANWAON HIGH SCHOOLS

Several years ago, the Banwaon people of the Philippines, Just Projects International (JPI), the Philippine Department of Education and missionaries Albert and Lynne Castelijm partnered to build a junior high school for the Banwaon. Previously, in order to be educated, young Banwaon teens had to leave their families and live in a larger town. The Christian community did not want this for their children. God blessed, and a junior high was completed in late 2018. Local officials were invited to the opening. Impressed, they promised funding to build a senior high school also. Unfortunately, the funding for building the high school has not come in yet. In addition, God provided funding for seven Banwaon teachers to attend JPI's teaching seminar to grow their skills. We praise God that the Banwaon students can attend this local school, receive an education and hear God's Word taught daily in the classroom.



UNDER ORDERS!

Be amazed with us at how God is providing to sustain church planting teams!

The brand new R66 helicopter for Brazil arrived at the Ethnos360 Aviation center in McNeal, Arizona, in March. Pray for final outfitting and for completing complicated paperwork to get it to Brazil.

The R66 for Asia Pacific is due for delivery to McNeal in July.

The first R66 for Papua New Guinea arrived there in February, was reassembled and is now serving.

The second R66 for Papua New Guinea arrives in McNeal in August. Thanks to God, funds are coming in for a third R66 for PNG.

Pray for God to provide all the pilots we need.



ETHNOS360 TRAINING GRADUATION

On April 9, 2022, Ethnos360 Training (ETR) in Missouri celebrated another graduation! Of the 49 graduates, 12 stayed at Ethnos360 Training to attend optional training in linguistics to aid them in future language work. Three other graduates and their families moved to Arizona to train with Ethnos360 Aviation as pilots and mechanics. Most of the other graduates joined Ethnos360 and are prayerfully moving forward with their ministries in the USA and abroad. We look forward to working with our new co-laborers in God's kingdom!



GUAHIBO BIBLE DEDICATION

The sounds of celebration emanated across the lowlands of Colombia in a small Guahibo town. The believers finally had a Bible in their own language! The missionaries had spent 18 years working on the translation. And now, the translation of the New Testament and one-fourth of the Old Testament was completed and printed. More than 500 people came together for the dedication ceremony from far and near in this Guahibo town. And for the friends and missionaries who could not attend the first celebration, a second dedication was held in Bogota, attended by 100 people.

Pigs for Peace

Natalie Hansen, missionary in Papua New Guinea, shared a cultural practice of the Kovol people.

The pigs in Kovol [are very valuable and] have many different purposes. One of the most common purposes to [eat] pigs is to restore harmony. ... When serious sickness, death, fighting or other cultural problem arises, their solution is the so called... "mena abagam bri" meal. It's a peace meal, but a more direct translation would be... to have "a meal for a good heart or life together." This is a shared meal with the involved parties which normally includes pig [or other meats for smaller issues].





*The Power
of Flight*



Take a moment and walk with me down Memory Lane to my years of being a kid and then a missionary in Panama. Hear the roar of the Cessna 185 as the sound bounces off the low cliff of the small river that runs by the missionaries' houses.

The damp air is buffeted by the growl as the loaded plane takes off for the city with cargo or passengers.

Or go to the school where the students' heads jerk up at the sound of the prop biting the air as the plane takes off for one of the locations where missionaries are working with a people group ... and are waiting for their supply flight with fresh vegetables, meat and letters from home.

Now step into the present and listen to the whine of the helicopter's turbine as it slowly rises from the ground, turns and heads to one of those locations high in the mountains which could take days to walk to. Or watch that pilot as he gently picks up a load of building materials in the sling load.

Or note that an emergency call has come in, and the Kodiak airplane is prepped for the medical evacuation (medevac) to Australia.

All of those examples above are possible because of an incredible team known as Ethnos360 Aviation. I very much wish you could have the privilege of visiting their "home office" out in McNeal, Arizona.

Stretching out in the valley between low mountains sits the 640 acres of Ethnos360 Aviation. *Desert* would be the only description for the landscape—but not like the Sahara. The tumbleweeds, the cactus, the low shrubs filled with thorns, the dust devils, the azure sky, the cold nights—out in the middle of very little civilization throbs the life of Ethnos360 Aviation.

THE PURPOSE

It was to this extraordinary location in Arizona that I made the trek earlier this year. I wanted to find out what made those aviators keep flying, what drove them to their peak of effectiveness, what made them keep going. And as I wandered around the grounds, my mouth kept dropping open in amazement.

You all have heard the saying from way back, "If God meant man to fly, He would have given him wings." Those wings are Ethnos360 Aviation—every place I looked showed how God had provided: the land, the buildings, the aircraft, and the incredibly skilled pilots, maintenance technicians and administrative people.

Phil Koop, the executive director of Ethnos360 Aviation, was more than willing to share the

mission and the purpose of Ethnos360 Aviation. He told me, "Our mission is to advance the spread of the gospel **through aviation** to see a thriving church for every people. As part of Ethnos360, our core purpose is to assist the church planting ministries of Ethnos360 and the other Global Partners to achieve the goal of 'a thriving church for every people.'"

How do they do that? He continued, "Our vision is to provide church planters with aviation service that is safe, reliable, affordable and professional. We also provide the right aircraft to meet the ministry needs. For that reason, we have twice as many helicopters as we do airplanes. Many of our native missionaries serve in very rugged places, and they don't have the funds to build or maintain a runway. So, our helicopters are a perfect fit for their ministry."

SAFE

Let's look at those adjectives—safe, reliable, affordable, professional—that describe the flight service that missionaries receive around the world.

The first one is *safe*. Safety is naturally an extremely high priority for an aviation organization like Ethnos360 Aviation. As Phil said, "Our safety standards are high because we deeply value the lives of our missionary passengers and their ministry. Secondly, we value the aircraft assets that God's people, through great sacrifice, have donated to us for this ministry. We train every aviator to our standards. We pursue a safety reputation that earns the confidence of the missionaries we fly."

Ethnos360 Aviation intentionally fosters a climate of safety in everything they do. It starts with an operations manual, detailing the standard procedures for every aspect of flight and mechanics. All aviation personnel are required to read the manual every year—and of course to follow all the procedures. The director of safety regularly posts relevant safety training articles for aviation personnel to read. Some of these include experiences reported from our personnel around the world that can in turn be used as learning opportunities for the rest of the team. In addition to all this, pilots and mechanics go through specific required training and safety checks at regular intervals to keep their skills up to date, and flight programs also undergo periodic audits.



Photo by Curt Sharp

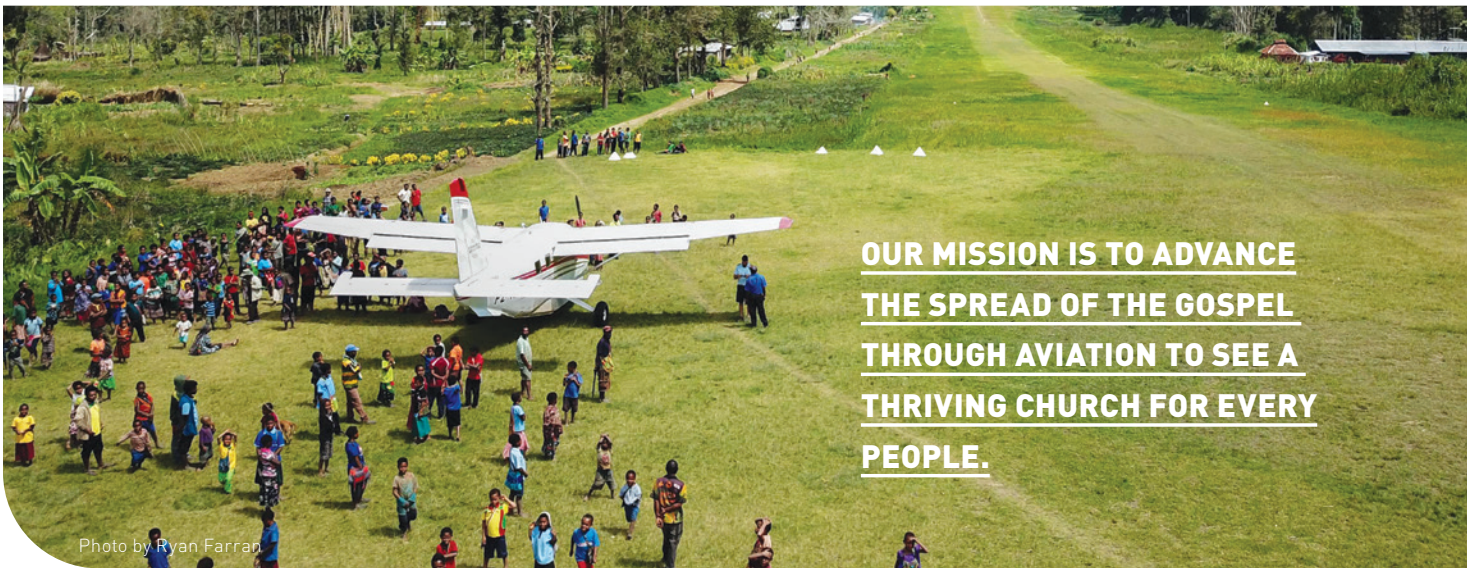


Photo by Ryan Farran

**OUR MISSION IS TO ADVANCE
THE SPREAD OF THE GOSPEL
THROUGH AVIATION TO SEE A
THRIVING CHURCH FOR EVERY
PEOPLE.**

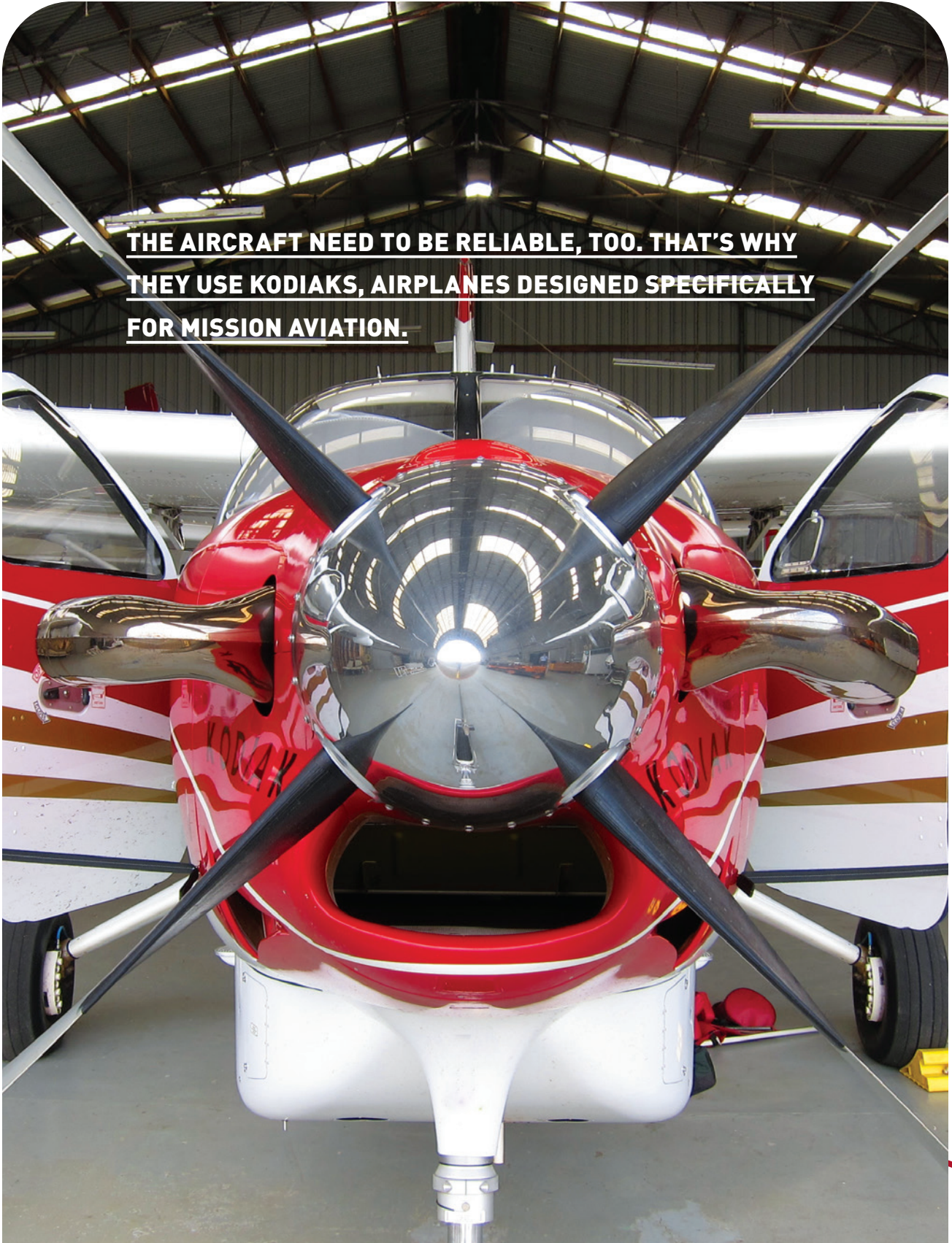
RELIABLE

The next word is *reliable*. Phil commented, “Ethnos360 Aviation supports church planters from startup until a thriving church is standing on its own ... and that is a commitment to a marathon. The more hardship a missionary family must face every day of those 25 years [spent in planting a church, doing translation and other tasks], the less likely they will endure to the finish. Therefore, Ethnos360 Aviation brings sustainability. We recruit qualified professional aviators

with a heart and a **lifetime commitment** to the church planter they are serving. How do we achieve that reliability? By providing personnel trained in both technical and nontechnical skills to achieve our mission.”

Phil mentioned two examples of pilots committed to the church planters they served. Pilot Steffan Pyle worked closely with the indigenous Wana church leaders to plan strategy as they sent out their own missionaries. He helped them decide how to get missionaries where they needed to go

THE AIRCRAFT NEED TO BE RELIABLE, TOO. THAT'S WHY
THEY USE KODIAKS, AIRPLANES DESIGNED SPECIFICALLY
FOR MISSION AVIATION.



with all the supplies they required. In Papua New Guinea, pilot John Meerstra started serving the Malaumanda church planting team by flying in the first missionaries. Twenty-one years later—after many loads of missionaries, supplies, consultants—John had the privilege of flying in the



Pilot Steffen Pyle with
Wana church leaders

Photo by Dale Stroud



Photo by Brian Schaadt

What would you rather build: a 1500-foot airstrip or a helipad? National and indigenous missionaries cannot afford to build huge airstrips or maintain them. Why spend several years and thousands of dollars in a place where a helicopter and a helipad could provide substantial savings in time and money?

completed New Testament to this thriving body of believers and of being part of the dedication celebration. Phil says they need more pilots like Steffan and John who are committed to supporting church planting teams until a thriving church can stand on its own.

Commitments like Steffan's and John's wouldn't happen if they weren't thoroughly trained. Let me assure you that they are indeed trained! You see, they arrive at McNeal with a fistful of licenses to fly or to work with avionics or to maintain aircraft. But that isn't enough to make sure they are ready to go with Ethnos360 Aviation. I watched as Josh Verdonck was being trained to sling load the helicopter. Time after time after time with different loads and weights—even to the point of picking up an old refrigerator just for practice. And Reuel Yeow spent hours taking off and landing the Robinson R66. (By the way, their instructor has thousands of hours of flying under his belt.) And the mechanics? I watched as Adam Hodgdon and others meticulously worked on rebuilding an R66. Why? So that they will be completely reliable when they fly or service such aircraft in the place that God has chosen for them somewhere overseas.

And speaking of reliability, the aircraft need to be reliable, too. That's why they use Kodiaks, airplanes designed specifically for mission aviation. And for helicopters, they have now transitioned completely to Robinson helicopters which are simple, efficient and seldom down for maintenance—and when they do need work, they are easier to maintain than most other helicopters.

AFFORDABLE

There are obviously huge costs incurred in keeping a flight program operational. Fuel alone is expensive, not to mention the cost of buying and maintaining aircraft. But airplanes and helicopters are only an asset to ministry if the church planters can afford to use them. That is especially true for native missionaries who need it most but can afford it least. Phil said, "We provide equally affordable flight service to all members of the church planting team, regardless of their ability to pay." That is one of the outstanding features of Ethnos360 Aviation. They have developed an affordability-based flight program, only possible by generous donations to the flight sponsorship fund. With that in place, they simply charge the missionary what he can afford, even if that is

only the price of a chicken. This guarantees that Westerners, nationals and even ethnic believers can afford aviation service to carry out their church planting strategy. *Read more about your opportunity to be a part of flight sponsorship on page 14.*

One thing that Phil stressed time and again was the fact that with flight sponsorship, the *ministry* is being valued more than the *money*. Ethnos360 Aviation never wants the cost of flights to hinder the church planting strategy. In order to avoid creating a welfare mentality, they set prices relevant to each economic paradigm.

PROFESSIONAL

This was an easy one: the pilots and mechanics are not lone cowboys. They are not hotshots trying to show off their skills. They work as a team whether overseas or at McNeal. I watched them work together in the parts department, the sling loading (Reuel stood with the hook ready to attach it to the belly of the R66 as it thundered over him!), the rebuilding of the other R66, the maintenance of the airstrips—and taking care of visitors like me.

But one needs to look beyond the professionalism of the personnel to see that the entire aviation branch is professional. That evidences itself in the fact that Ethnos360 Aviation provides the right aircraft in order to achieve their stated mission in the most effective manner. For instance, when their 185s and 206s were aging and aviation gas was expensive and hard to acquire, they decided to upgrade to the newly developed Kodiak airplanes. When airstrips became nearly impossible to build due to cost, permissions, time constraints, land ownership and maintenance, they added more helicopters, choosing the turbine R66 as most effective. With these two types of aircraft, Ethnos360 Aviation can tailor their service to almost any location.

THE DRIVING FORCE

I spent a good deal of time observing life at Ethnos360 Aviation. From time to time, I interrupted the ones being trained (or the trainers!) to see what it was that motivated them. And in each case the purpose stated in the above paragraphs was reiterated in how they worked, how they flew and how they trained.

Adam Hodgdon with his wife, Amy, and their four boys are getting close to finishing their time

in training. He is an aircraft maintenance specialist, and most of his training (that I saw) was on a used R66 acquired solely for the purpose of rebuilding. He shared his passion for life—on God's terms. As a missionary kid (MK) in the Lamogai people group in Papua New Guinea, his heroes were the pilots, and he decided that was how he would serve God. But God used time in Alaska to hone Adam's aircraft maintenance skills and to prepare his and Amy's hearts to serve Him. As he told me, "Even though we had what is considered 'the American dream,' it wasn't enough. We told God that if He wanted us to go into missions, He would have to sell the house and get us the money. He did!" It was a pleasure watching him carefully fitting pieces into the helicopter. By the way, they just announced that they have been assigned to go back to Papua New Guinea! Amy mentioned,



Photo by Ellen Koop

Back row from left to right: Tim Hughes (Director of Operations), Brian Pruett (International Rotor Wing Chief Pilot), Ron James (Director of Safety), Jeff Schaa (Director of Finance), Jim Stewart (International Director of Maintenance)
Front row from left to right: Dwight Brown (Director of Personnel/HR), Daren Spence (International Fixed Wing Chief Pilot), Phil Koop (Executive Director)

WE RECRUIT QUALIFIED PROFESSIONAL AVIATORS WITH A HEART AND A LIFE-TIME COMMITMENT TO THE CHURCH PLANTER THEY ARE SERVING.

“Adam will be finishing the rebuild project on the R66 here and then attending two training schools, and we should finish here around the end of May or early June.”

Brian Pruett and his wife, Bailey, are on staff at McNeal. He is the international chief helicopter pilot for Ethnos360 Aviation, and his role includes training helicopter pilots. He was the one training Josh Verdonck, another MK from Papua New Guinea, in sling loading while I was there. And then—be still my heart—he offered to take me up in the R66! The incredible thing is that from the time I stepped up to the helicopter until I got out, Brian was teaching. Did he think of it like that? I don’t know, but he was telling me what was happening, what I should (or should NOT) touch—and one thing that stood out was his incredible emphasis on safety.

Then there was Mark Bogner. Remember that these trainees are coming in with all kinds of certification already. Mark is a certified flight instructor, continuing his training to fly airplanes somewhere in the world for Ethnos360 Aviation. His task appointed by Phil was to show me the Kodiak flight simulator. (The pilots in Papua New Guinea use a simulator there to keep current on their flight hours!) Now, I assumed I would simply sit and watch. Silly me! Mark gently told me that I would be doing the flying. You know what? He was another teacher—explaining the knobs and buttons and handles, talking me through all the steps to take off, fly around and then land. Patience personified was Mark. As a result of his teaching, I now have logged 1.1 hours on the flight simulator.



Photo by Lael Crabtree

CORE VALUES OF ETHNOS360 AVIATION

The vision and purpose of Ethnos360 Aviation are undergirded by their core values. Those are the following:

- **Teamwork:** Each aviation program (Asia Pacific, Brazil, Papua New Guinea and Philippines) is a global team member of Ethnos360 Aviation, sharing aircraft, finances and staff. Teamwork includes fundraising for the global team, opening new fields and succession planning. We function like a baseball team... each position and each level of expertise playing its part in unity, being accountable under authority which comes from the structure and job descriptions of each part.
- **Spirit-Controlled Life:** A life committed to the authority of Scripture is honoring to God and produces the fruit of the Spirit, humility, a heart for discipleship, prayer, servant leadership and a Christ-centered life.
- **Excellence:** As this is made a priority, it reflects God's character and His ongoing work in our lives (Col 2:23). This is to be evident in productivity, training, best practices and growth.
- **Safety:** A priority of safety reflects God's value and our stewardship of people, resources, sustainability of ministry and reputation.
- **Integrity:** This is consistency between words and actions, values and behaviors, expectations and outcomes to include trustworthiness, transparency and vulnerability.
- **Commitment:** Dedication to the pressing importance of the mission is shown by urgency, sacrifice and courage.

Photo by Taylor VanRiper - Unsplash



Photo by Travis Tank



**WHAT WE
TRULY NEED
IS PEOPLE.**

Photo by Travis Tank

There is a current flowing through the entire campus, affecting both trainers and trainees, maintenance staff and childcare personnel. Everything is aimed at seeing pilots and aircraft maintenance specialists trained to the highest degree in order “to see a thriving church for every people.”

INTERNATIONAL FLAVOR

Phil remarked, “Who are we? We are an international organization with most of our footprint overseas. Our membership is international. We have or have had personnel from Australia, Belgium, Brazil, Canada, Colombia, Denmark, Ecuador, England, Indonesia, Ireland, Germany, Venezuela, Singapore, South Africa, Switzerland and USA.”

I was very blessed to meet Reuel and Gracia Yeow who had come to Arizona from Singapore. He is also being trained by Brian Pruett to fly R66s. Just before I arrived in McNeal, Myles and Coryn Bloye had arrived from South Africa, having been delayed about two years due to the pandemic.

According to their most recent numbers, Ethnos360 Aviation has 127 people working with them in Asia Pacific, Brazil, Papua New Guinea and the Philippines. One comment that stood out to me was when Phil said, “We have money, and we have aircraft. **What we truly need is people.**”

The international flavor is not new. Ethnos360 Aviation over the years has had flight service in Asia Pacific, Bolivia, Brazil, Colombia, Liberia, Panama, Papua New Guinea, Paraguay, the Philippines, Senegal and Venezuela. What started in 1943 in a two-seater aircraft blossomed into a flight program with aircraft including Piper Super Cubs, Cessna 185s and 206s, Aztecs, Kodiaks, Robinson R44 and Bell LongRanger helicopters—and now Robinson R66s. As of May 2022, by the amazing provision of God, Ethnos360 Aviation has a fleet around the world that consists of four Kodiaks, eight helicopters and one Cessna 206 (for training)—and two Kodiak simulators. Two Robinson R66 helicopters are currently on order.

VOLUNTEERS

Another amazing provision of God is volunteers. As soon as I arrived at McNeal, I was welcomed

by two volunteer couples who had come to help maintain the four dirt airstrips that McNeal boasts. The guest house itself was built by volunteers. Another volunteer gentleman works in the parts department. Others were working all day in putting a new roof on one of the mobile homes, and they claim it is strong enough to allow the helicopter to land on it!

Throughout the history of Ethnos360 Aviation, there have been volunteers who have given countless hours to make sure that those pilots have housing, equipment and support to be fully prepared to head to their appointed tasks. *If you would like to be a volunteer, please contact Dwight Brown at personnel-aviation@ntm.org.*

AND FINALLY ...

I left that desert land with a full heart. I had seen how the Lord had provided just what has been needed in order to “advance the spread of the gospel through aviation to see a thriving church for every people.” I met people whose hearts were burdened with the task of reaching those unreached people groups. I shared meals with people who so beautifully evidenced a servant’s heart, a requisite for pilots and their wives. These families know that they are going out to be servants, but I know that they also are going as highly skilled and fully trained servants of our God.

I am looking forward to my next flight with an Ethnos360 Aviation pilot!

Note by author: Since this is the 80th anniversary of the Ethnos360, I do want you to know that there is a very interesting history behind Ethnos360 Aviation. If you are interested in finding out more, please contact Jeff Werley at jeff_werley@ntm.org.

I would also like to thank Wonita Werley and Phil Koop for their contributions to this article.



Bruce Enemark was raised in Panama, the youngest of three missionary kids (MKs). He and Julie, his wife, ministered with Ethnos360 in Panama and Paraguay for 24 years before he joined Ethnos360’s Advancement team as a writer, proofreader and now managing editor. Faith Baptist Church of Chetek, Wisconsin, is their sending church and has been behind the Enemarks since they started their ministry with Ethnos360.

You and Aviation

Long hikes over slippery mountain trails. Days on a river in a dugout canoe. Impassable roads due to swollen streams. Small villages perched on the spiny ridge of a mountain or tucked away in the narrow river valley between those ridges. A tiny cluster of houses on an equally tiny island in the sparkling blue ocean.

The obstacles to travel or the questions of how to get there are taken care of with the help of Ethnos360 Aviation. You've already read how they are trained and what their goals are, but what about you? Could you fit into this picture? I can give you two ways.

The first one is by becoming involved with the Missionary Flight Sponsorship project. Let me introduce you to the project with a story:

"Sometimes, it looked like I had three heads," said Anga, a Tala-Andig missionary. He was hiking day after day to a distant village, two of his children on his back, excited to take the Good News to

his lost relatives. But just as the foreign missionaries who had first reached his village, Anga faced daunting transportation obstacles. Unlike them, however, Anga had only meager resources to live on, much less to spend on flights.

A few years ago, Ethnos360 Aviation resolved to pull out all the stops to provide affordable flights. They moved funds into a dedicated account. Then God's people caught the vision too. Those whom God had blessed with funds gave so that those whom God had blessed with training and skills could go and reach people with the gospel.

Now, if a native missionary needs a flight to carry out his church planting strategy, he gets a flight because Ethnos360 Aviation only charges what he can afford.

The Missionary Flight Sponsorship project needs a consistent base of people to replenish the fund as it is used to establish thriving churches. Do you have a heart for those who have never heard the gospel? Do you have financial resources? Then this project might be just the ministry you are looking for! Please pray that God will continue to provide the funds needed to keep flights going.

"But," you ask, "what about the impossibility of airstrips on tiny islands, on mountain ridges and deep in narrow valleys?" That is a great question.

Reasonable access to 15 of Ethnos360's church planting locations in Papua New Guinea is by helicopter only—as well as three more people groups per year the field would like to add. Add to that the people groups sending delegations asking for missionaries to come, plus all the other locations that need the helicopter when emergencies arise. That's a lot of work for one helicopter. On top of that, when the helicopter is off serving in the West New Britain or New Ireland islands, the mainland has no helicopter service.

God has already provided two new R66 helicopters to replace the old LongRanger and meet the growing needs in Papua New Guinea. Do you have a heart for unreached people groups? Pray for funds to order the third and final R66 for Papua New Guinea.

Go here to help get the helicopter:
go.ethnos360.org/3helicoptors



Find out more here:

go.ethnos360.org/sponsor-flights



Photo by Zach Keller



Anga's wife beams as pilot Brian Pruett buckles her in for a flight to the Tala-Andig outreach.

Photo by Tyler Wohlford, Halle Project

Praise. KAYAYO VALLEY OUTREACH

Recently, the Wana believers in Asia Pacific began an outreach with the Wana people in the Kayayo Valley! Ed and Jeanne shared about some individuals involved in this outreach:

The fellow on the left is Lefran. He was about 20 years old when we moved into the village 43 years ago. He was instrumental in helping us [move in] and also in [learning] the Wana language. Not long after we began the [Creation to Christ] teaching, Lefran came to know the Lord as

his personal Savior. He has since been a tremendous witness to his Wana friends and relatives.

The fellow on the right is Pa mPera. He was one of the fellows from Kayayo Valley who led us on the hike to Lefan's family 44 years ago. ... Little did Pa mPera know that 44 years later one of the fellows he led us to would now be sharing the gospel with him!



WAYUMI

YOUR ADVENTURE IN CROSS-CULTURAL MISSIONS... IN PENNSYLVANIA.

Step into cross-cultural missions without leaving the USA.

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- Interact in a cross-cultural setting
- Discover the challenges of learning a new language and culture
- Connect with your guides—all veteran church planters

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This is our basic program for individuals, families and church groups that provides a bird's-eye view of missions.

Expedition // 6 days, 9th-12th grade:

Take your youth group on a combined mission trip and summer camp without leaving the USA.

College Course // 7 days, ages 18+:

This is our college-level intensive missions course with hands-on experiences and practical sessions.

WAYUMI.COM !)))



INTERFACE

YOUR COLLEGE-LEVEL MISSIONS COURSE ACROSS THE GLOBE

Study the Bible, learn a new language and experience life with a growing village church—all in the jungles of Papua New Guinea.

Experience cross-cultural ministry and study topics like discipleship, teaching, Bible translation, culture and language acquisition, and evangelism—all culminating in a week-long trip to an indigenous village church. Experienced missionaries will be your guides and mentors as you work through what it takes to see a thriving church for every people. Your heart for the world and your understanding of the Bible will deepen as you learn, experience,

play, work and grow alongside godly teachers and mentors. This experience will push you to think for yourself and to find your place in the Great Commission.

Age: 18+

Location: Papua New Guinea

Length: 6 Weeks

INTERFACETRIP.ORG



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Pray. TYPHOON RAI, PHILIPPINES

In December 2021, Typhoon Rai hit the Philippines. Known as Odette in the western hemisphere, this typhoon was more severe than any other last year. Many people lost their lives, and thousands lost their homes and livelihoods.

Ethnos360 missionaries serve in the Philippines and have planted many churches among the people groups scattered throughout the islands. Typhoon Rai affected these believers as well as their unbelieving neighbors and families. Homes, schools, businesses, churches—towns need to be rebuilt.

But God is faithful. He has been working through His Church, both in the Philippines and abroad. Towns are being rebuilt, thanks to the hard work and generosity of the global Church. And God is using this disaster to bring people to Himself.

There continues to be a great need for financial help to provide building materials. **If you would like to donate to this need, use the QR code and be sure to write “For TAGP Rai Relief” in the box where you are instructed to add instructions, designations or notes.**

Photo by Carl Kho - Unsplash



ethnos360.org/projects/where-most-needed



Praise. WUSURAAMBYA CONFERENCE

This spring, the Wusuraambyan believers in Papua New Guinea organized a Bible conference without the missionaries for the first time. One of the largest obstacles to holding the conference was the cost of food for the visitors, since they wanted to keep the price low for new believers. They prayed for wisdom and provision.

When the conference began, 400 believers attended! Because several different language groups

were represented, the conference was held in the trade language, Tok Pisin. Each group sang a song in their own language and taught a lesson.

As for the food, God provided! In preparation for the conference, the Wusuraambyan ladies had planted three sweet potato gardens. One missionary shared

that, when the ladies harvested the potatoes, they started to giggle. The sweet potatoes had grown so big that they could only carry one or two at a time, and two of the gardens weren't needed!



CONNECT WITH *new missionaries*

Growing up in Papua New Guinea as the child of missionaries, Andrew was exposed early on to the need for missions. “My parents have active church planting and medical ministries, and I saw the practical help I could be in these ministries by using the skills God gave me.”

He had a passion for aviation and dreamed of being a pilot. During his senior year of high school, he committed to pursuing *missionary* aviation. He saw the need firsthand for pilots and mechanics to help missionaries reach the lost in remote locations.

Andrew graduated from Moody Aviation in 2017 with his Airframe and Powerplant license, pilot’s license, commercial and instrument rating for fixed wing aircraft. In 2021 he earned his Certified Flight Instructor rating.

Anna said that her draw towards missions was not “an instantaneous wave of conviction by the Holy Spirit and subsequent drive to abandon all to reach the lost.” Rather it was one of “deliberate consideration and purposeful surrender.”

“I was among those who said that ominous phrase, ‘I could never.’” Not that she was unwilling to go, but she didn’t feel that she was the one God was going to send. God used Andrew to help her consider where she could fit into God’s plan to reach the lost.

Andrew and Anna became good friends, and Andrew encouraged

ANDREW & ANNA SMITH

Pilot in Papua New Guinea

Sent by Webster Bible Church,
Webster, New York



“My parents have active church planting and medical ministries, and I saw the practical help I could be in these ministries by using the skills God gave me.”

Anna to take her first missions trip, which was to Papua New Guinea. “That trip,” Anna said, “showed me a very real perspective of missions—its joys and difficulties. I realized that missionaries are just people willing to be used by God in whatever way He chooses.”

As Andrew’s and Anna’s relationship progressed and they later married, she had already made the decision that she would be willing

to serve God in whatever way He wanted.

Anna graduated from Pensacola Christian College with her nursing degree, and in 2019 she and Andrew began studies at Ethnos360 Training.

They moved to Papua New Guinea in March 2022. Once they finish their initial culture and language studies, Andrew will begin training on the Kodiak aircraft.

Connect with Andrew and Anna at ethnos360.org/missionaries/andrew-and-anna-smith



“After the long journey of training, we are thrilled to be able to serve the church planting works in the Philippines.”

RYAN & ABIGAIL DE ROOS AND DAUGHTERS SYDNEY & LYDIA

Pilot in the Philippines

Sent by Heritage Baptist Church, Kentwood, Michigan

Both Ryan and Abigail have felt led into cross-cultural missions for many years.

When Ryan was young, a missionary pilot shared his ministry in Ryan’s church in Ontario, Canada, and right then Ryan felt the Lord prompting him to be involved in the ministry. At age 11, Ryan began flight training, taking flight lessons at a small local airport. His long-term goal was to be part of using aviation to see the gospel go to the ends of the earth.

For Abigail it wasn’t until college where cross-cultural ministry was brought to her attention by a course called “Perspectives on the World Christian Movement.”

Later, Abigail signed up to go on a summer trip with Ethnos360 to Papua New Guinea in 2010 to see firsthand what cross-cultural church planting ministry looked like and how nursing could be a part of that.

Ryan and Abigail met on this trip and were both committed to being a part of church planting ministries. Their next 10 years were invested in preparation—Bible education, practical missionary training and the large amount of aviation training required to serve overseas.

Ryan started as an airplane pilot, became an aircraft mechanic and more recently became a

helicopter pilot and mechanic.

The de Roos family arrived in the Philippines in January 2022 after a long delay due to COVID. They are completing their culture and language study, and then Ryan will begin his aviation ministry.

“After the long journey of training, we are thrilled to be able to serve the church planting works in the Philippines,” they said.

They are looking forward to supporting the church planting missionaries by flying them in and out of their ministry locations, keeping them supplied with groceries and supplies and providing emergency medical transport services.

Connect with Ryan and Abigail at ethnos360.org/missionaries/ryan-and-abigail-de-roos

BEING LIKE JESUS

Jesus came right into the messiness of life where we live. He didn't make it easy for Himself. He didn't cut any corners on experiencing everything that humanness brings: He became flesh and dwelt among us.

He could have helicoptered in at 30 years old, done His three years of public ministry, died on the cross and called the job done. Right?

So why did Jesus choose to experience being in Mary's womb for nine months and then be born as an utterly helpless newborn baby in the manger? The Creator of the universe capable of crying and nothing else? It seems preposterous. Why would He choose to grow up in a human family, live with brothers and sisters, learn to submit to His parents? Why did He learn the trade of a carpenter from His father?

Here is why. Hebrews 2:17 says, "Therefore, in all things He had to be made like His brethren, **that He might be a merciful and faithful High Priest** in things pertaining to God, to **make propitiation [atonement]** for the sins of the people." It doesn't stop with redemption either. Verse 18 says, "For in that He Himself has suffered, being tempted, **He is able to aid those who are tempted.**" Hebrews 4:15 adds, "For we do not have a High Priest who cannot **sympathize with our weaknesses**, but was in all points **tempted as we are**, yet without sin."

What things did Christ go through to become all this?

After His very human birth in a less than savory place, He lived a few "calm" years with His mom and dad—although the visit from some foreign dignitaries (wise men!) was a bit unusual. But before long, fear and danger became part of His family's experience as He and His parents became refugees and fled for their lives to Egypt. No doubt, it was a weeks-long, difficult trip by donkey, not knowing where they would stay along the way, maybe sleeping by the side of the road. Meanwhile, back in Israel, His birth precipitated a catastrophe as Herod murdered male children two years and under.

In Egypt, Jesus lived the life of a stranger in a foreign land along with His parents, but far from His extended family. As He played with the Egyptian children, He learned to speak their language and assimilated their culture.

Then He and His family moved back to Nazareth, a town from where nothing good could come, a bad neighborhood, the wrong side of the tracks. Not a desirable place to live.

At some point Jesus had siblings, with all the rivalry that comes with it. You know how it is—parents hard on the eldest and spoiling the youngest. He went to school, did His homework, studied hard. He was probably ridiculed in school as an illegitimate child, a reputation that followed Him through His life.

"For we do not have a High Priest who cannot sympathize with our weaknesses, but was in all points tempted as we are, yet without sin."

When He was twelve, His parents forgot Him in Jerusalem. They returned in a panic and searched for three days until they finally found Him in the temple discussing Scripture with the teachers. His mother said to him, "Son, why have You done this to us? Look, Your father and I have sought You anxiously" (Luke 2:48).

He returned with them and was submissive to them. Submissive to His imperfect parents.

He knows what it is like to learn, as He was trained in carpentry skills by His father Joseph. He worked with His hands and developed a solid work ethic. Did He ever cut the board too short? Hit His thumb with the hammer? Did the saw ever slip and cut His hand? He had to learn how to deal with customers of His carpentry business, maybe some ornery ones too.

He knows what it is like to mourn someone very dear to Him, apparently losing His father rather early in His life. What a heartbreak, accompanied by the added responsibility as the firstborn son of caring for His mother.

In all this, Jesus became one of us, fully knowing, experiencing and understanding our situation. Then, in the ultimate act of identification, He took on not just our humanness, but our sin, “that he might bring us to God” (1 Peter 3:18). This was the capstone of his miraculous birth, sinless life, substitutionary death and glorious resurrection.

This is a message every single person needs to hear. But souls upon souls in this world have never met Jesus. They’ve never heard of Him. We as believers have been asked by Jesus

Jesus became one of us, fully knowing, experiencing and understanding our situation. Then, in the ultimate act of identification, He took on not just our humanness, but our sin...

Himself to introduce them to Him. Can we just helicopter into their village and tell them the story? No. The example has clearly been set by Jesus Himself. We go to them like Jesus did to us, living among them, learning their foreign language, experiencing all they experience, “being Jesus” to them, so we can “bring them to God.”

I read a beautiful example of this in a post by Rachel, an Ethnos360 missionary to a people group in Papua New Guinea, who have yet to hear the gospel. She wrote:

“Last night I hiked down to spend the night at my friend’s house! It’s always quite the adventure spending the night with my friends. To be honest, I have to preach to myself before I go, because it is always a very *long* and uncomfortable night. I’m not getting any younger, and the floors are hard on my hips! Not to mention the cockroaches and rats. (I always make it a

point to wear a headband to keep bugs out of my ears!)

“So even though I don’t get much sleep at all, I feel it is so worth it. It shows my friends that I love them and *want* to spend time with them, and it allows me to be a part of their life at night, which I don’t normally do. Talking in their language for literally hours, cooking sweet potatoes on the fire for dinner and breakfast, and just experiencing life with them is so sweet.”

Rachel and her teammates have spent day after day, year after year, immersing themselves in the messiness of the lives of the people group, being in many senses “one of them”—just like Jesus did for us. And though the team cannot culminate their work by taking away the sins of the people as Jesus did for us, their living like Jesus can open the way for the people to listen to God’s Word and come to Him.

To bring indigenous people to a clear understanding of the gospel and disciple them until they are a thriving church takes a lot of personal life investment in them and years of time walking beside them. It would be so much easier if we could just helicopter in and hand them a dictionary to look up the words *faith*,

salvation, hope, love and joy. But in a culture that knows only fear, hatred and revenge, they need someone who will be a living dictionary. They need to *see* Jesus among them.

Is there someone you can be like Jesus to, walking with them in the messiness of life to bring them to God? Are you willing to give up your life of comfort to go and live among a people group who needs to see Jesus, hear His story, and come to God? Maybe you can help in a support skill like aviation so that others can live in an isolated place for the long haul of bringing the gospel? Ask God for His leading. Be like Jesus.



*By Phil Koop
Executive Director
Ethnos360 Aviation*

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