

# NTM Aviation Journal

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As a result of your partnership,  
things are happening in the world  
of missionary aviation!



## The Helicopter Is Landing Here? No Way!

The people were incredulous at the news! A helicopter? Coming to three humble villages in Asia-Pacific to pick up church leaders for a Bible conference? The doubts were fierce! These Christians must be lying.



Following the coastline  
to find an obscure village.

“If the helicopter comes, I will cut off one of my fingers,” swore a man in one village.

In another hamlet, a man gave an oath: “If the helicopter comes, I will give my house and my garden land to [the church leaders].”

“If it shows up, I promise that my whole congregation will leave my church and start coming to your church,” pronounced the pastor of a church teaching false doctrine in the third community.

Very serious words! In the Taliabo culture, promises like these stick and must be acted on. So why such promises?

“It seemed a prideful thing for normal, average people to claim that a helicopter would pick them up,” says NTM Aviation chief pilot Daren Spence, who recently visited Taliabo and heard the story. “Normally, only regents or governors would arrive in a small village via helicopter.”

But the day came. “In each of the three villages, there was total shock ... for never in people’s wildest imagination would a helicopter show up to pick up such low-class villagers,” said Daren. As pilot Steffan Pyle whisked the conference attendees away, the bystanders were left behind to worry about their rash promises.

A week later, the helicopter returned with the travelers. With no arguments, they freely extended grace to those who had made the hasty vows. They urged the man who had promised to give up his house and gardens to keep them. The villager who had promised to cut off a finger didn’t.

And a majority of the members of the church teaching salvation by

good works are now going to the Bible-teaching church and hearing the truth. Even some from another religion are attending just to see what is going on.



Steffan & Bible teacher Pak Yansen

“The Lord has used this event ... to bolster respect for His church. People have seen that these Christians can be trusted. When they say something will happen, it does. They are not liars like they were assumed to be,” observed Daren.

You can invest in flights that show  
the mercy and grace of God. Go  
to [ntm-aviation.org/projects/  
asiapacific-helicopter](http://ntm-aviation.org/projects/asiapacific-helicopter).

# The Time Is Right — Again!

May 31, the R66 helicopter you prayed for arrived in the Philippines. Within days, it was ready for work.

On June 15, pilot Brian Pruett wrote, “The R66 helicopter had its first few operational flights today and the timing was perfect!”

“It was moving day for Danny and Philippa Brooks and their two children,” he adds. They’re heading into a jungle village, joining a team to learn the tribal language and plant a church.

Without a helicopter, this village would be virtually inaccessible. “They wouldn’t be able to build an airstrip because of the terrain and land rights issues,” says Brian. In fact, mostly because of land rights issues, the helipad in this village has already been moved three or four times.

For the Brooks, this is not their first stint in church planting. Until a year ago, they worked on another island, nurturing a different church to maturity.

But they’re ready to do it again. Where they worked before, a Cessna 185 served them. But they know a helicopter is the only option for this location.

“This helicopter is such an amazing tool to make church planting in these remote areas possible and sustainable,” remarks Brian, the pilot.

And their lives may depend upon it — the Brooks know that first hand.

Six years ago, their daughter Izzy, just short of one year old, became deathly ill in their tribal location. She had malaria, combined with several

save them enormous amounts of time as they bring the gospel to the Ga’dang people.

Valerie Easton, a missionary already in Ga’dang, was amazed at how God provided for the R66. And it was just in time for the Brooks — with Izzy and her little brother — to move in. “God is serious about the Ga’dang people hearing the Gospel!” she exclaimed.

Thank God with the Eastons, the Brooks, their coworkers the Talbots — and the Ga’dang people — for His incredible provision!

Will you partner with us and with all the missionaries of the Philippines? Make it a point to include the R66 in your prayers and ask God to provide many

years of useful service. Pray also for the purchase of land in a convenient location to build a hangar to house the R66.



Photo by Brian Pruett

Izzy rides the R66 to her new home in Ga’dang

other infections. Despite rough weather, God cleared the way for the plane to evacuate her to the hospital. It was just in time for Izzy to get the help she needed.

Since then, NTM Aviation has used Izzy’s story to highlight the need for aviation to serve church planting missionaries in remote places (see the video “Lifeline” on NTM Aviation’s website).

Now the Brooks are praising God again that aviation will be their “lifeline.” Using a helicopter will

You can join in keeping the R66 flying. Go to [ntm-aviation.org/projects/philippines-r66-helicopter](http://ntm-aviation.org/projects/philippines-r66-helicopter)

# Helicopter Hope

“Rain, rain go away!” Joel Rich and his coworkers in Brazil fervently prayed as the rain fell.

The missionaries already had flights scheduled. A loaner pilot from another mission was on his way to Cruzeiro do Sul to fly NTM Aviation’s Cessna 206. Everyone prayed. If this window of opportunity closed, there was no telling when they’d get a flight again.

“But when the pilot arrived, the Lord answered that prayer!” says Joel. In spite of widespread flooding in the area, we never missed a flight because of weather! And shortly after the last flight came in, the weather closed up and it began raining [again].”

One flight took a young family to a village where they will continue studying the Marubo language to translate the Bible. A second flight brought out a veteran missionary couple who needed a break.

A third flight evacuated a tribal man who had suffered a stroke. He couldn’t even sit up, so he lay on a blanket on the airplane floor.

“In each of these cases, we realized that there was no other viable option as the trail is currently flooded, and there are places people have to swim to get through!” says Joel.

Right now, with no permanent pilot, outreach with the airplane is limited to a few flights in a few ministry locations. But so many more teams need air service. Joel has visited some of them.

“Our hearts have been breaking as we realize that these are our co-workers that we are here to



Photo by Janelle Rich

Keeping the plane flying means Joel’s paperwork load never ends.

support,” says Joel. Some are couples working alone, with no regular radio communication, having to take long river and land trips to get their own supplies. To Joel, they seem headed for burnout as their work drags on with little progress.

Building airstrips in their villages is cost-prohibitive — if land and permission could even be obtained. They were not even interested in talking about an airplane serving them. But Joel broached the subject of how a helicopter would help. Interest sparked! “The idea that they could be taken from their back yard in the village straight to [a town] was almost too good to be true!” says Joel.

NTM Aviation is listening! Pray as we move ahead with plans to position a helicopter to serve the outreach teams in this region of Brazil.

Until the helicopter is a reality, Joel and his Brazilian coworker Isaquiel plan to take arduous land and river trips to encourage missionaries in difficult locations. At the same time, they’ll explore viable communications options to provide immediate help.

Do you want to have a part? Flight sponsorship will be essential to make helicopter flights feasible. Go to [ntm-aviation.org/projects/missionary-flight-sponsorship-3](http://ntm-aviation.org/projects/missionary-flight-sponsorship-3).



New name — same purpose! New Tribes Mission USA is now Ethnos360. Ethnos means the “nations” that Christ referred to when He commanded His followers to “make disciples of

## Something Old — Something New! And Lots More Ahead!

all nations” (Matthew 28:19). 360 represents the entirety of the globe.

Another new name — but still the same purpose! As Ethnos360 positions itself to wider options for service, so will NTM Aviation. In a few months, we will also change our name to reflect our broadening outreach. **Watch for the next issue of the Journal**

**to learn our new name — along with a groundbreaking announcement of a new country of service!**

Despite the name change, your donations will continue to be processed through Ethnos360. Rest assured that Ethnos360 will still honor checks that were made out to NTM.

## Give Thanks to the Lord: Kodiak Fleet in Full Swing in Papua New Guinea!

Who can explain the way that God brought three Kodiaks to PNG in record time?

Give thanks ... that the whole Kodiak project took off years ago when a third grade girl decided her class should raise funds to buy one! That set off a chain reaction. When a businessman’s wife read the story of the third graders in a newspaper, she told her husband. And that couple became a major part of funding the three Kodiaks.

Give thanks ... that with no guarantees, so many of God’s people decided 12 years ago to fund the Kodiaks that are now serving in PNG .

Give thanks ... that God kept the manufacture of the Kodiaks moving ahead, though at times it seemed doomed to failure and all the investment would be lost.

Give thanks ... that in 2013, God moved NTM Aviation to move forward

to replace the Cessna 206’s in PNG with Kodiaks.

Give thanks ... that in March of 2014, with only 10% toward the first Kodiak for PNG, God led NTM Aviation in faith to send Jon Leedahl as our first Kodiak pilot.

Give thanks ... that one month after Jon arrived, generous donors gave NTM Aviation its first Kodiak for PNG. Three months later, a second Kodiak was donated.

Give thanks ... that despite the crushing blow of Jon Leedahl’s near-death experience and loss of his leg seven months after arriving in PNG, the plan for Kodiaks continued on.

Give thanks... that NTM Aviation acquired its third Kodiak for PNG in June of 2015.

Give thanks ... that other missions stepped up graciously to prepare our

pilots in PNG for the transition to Kodiak airplanes.

Give thanks ... that in the mercy and grace of God, Jon Leedahl was back in PNG in record time flying Kodiaks and becoming our Chief Pilot for PNG.

Give thanks ... that in the several years before the Kodiaks were in service, medevacs to Australia were at a bare minimum. And then, when the first Kodiak and pilots were finally certified to do medevacs, three happened in one week!

Give thanks ... that in the coming year, seven new tribes in PNG will hear the amazing news that there is a Savior—and they can go from death to life eternal!

Did you pray? Did you give? Then God used YOU in this astounding story to bring three Kodiaks to serve the church planting teams of Papua New Guinea. Thank you!

