



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

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WEDNESDAY HAPPENED

For eight years, Jason and Laken Cizdziel [cheese-gel/] have endured “the river.”



Laken and the boys in the 30-foot canoe.
photo by Laken Cizdziel

It's not a pleasure river in a beautiful park, either. It's a winding waterway, deep in the blistering hot swampy jungles of the Sepik Province of Papua New Guinea. And they have to do it to get from the nearest airstrip, Sinow, to the Wabuku people whom they serve.

On their canoe trips that range from two to six hours, said Jason, “we ‘cook’ in the heat, with our young kids wearing long sleeves for the sun, under life jackets for the water.” And it's not a straightforward trip. “We often try to respect the culture – which requires we stop at every camp and village to allow our Wabuku helpers to exchange tobacco, gossip and betel nut while we bake in the sun.”

And then there are other hindrances: “On the river, we've been stranded by faulty motors, doused in torrential downpours, blocked by opportunist strangers, stolen from, harassed, and threatened by those with jealous eyes.”

They, of course, have to make that same trip to get out of the jungle, back to the Sinow airstrip: “We pray for just enough clouds to block the sun but not enough to prevent the pilot from landing – which would mean we go back upriver and try again the next day.”

And it doesn't get easier. “We've dreaded each river day for eight years.”

“But *Wednesday* was different,” continued Jason. “On *Wednesday*, my family *flew* from our home in Wabuku to the Sinow airstrip in [an Ethnos360 Aviation] chopper for the first time.”

“On *Wednesday*, we hopped in the chopper parked in our front yard and flew *six minutes* to Sinow.



The helicopter landing in Wabuku.
photo by Jason Cizdziel

“When my wife got off the chopper she was in tears. It was so fast, so painless, and all at once one of the largest stressors of our work in Wabuku had evaporated.”

But Jason and Laken and their now four kids have willingly endured “the river” for the single purpose of bringing the gospel to Wabuku.

In October of 2022, after years of river trips, Jason was declared ready to begin Bible translation and lesson preparation. His language helper Staenli affirmed him: “Whatever sounds we make, he makes the same sounds He is a Wabuku man like us now. *When we hear God's talk from him, we'll be hearing it from one of our own.*”

And more recently, on August 10, 2024, Jason began to teach, lesson after lesson, basic truths as a foundation, “a bit different from the Roman's Road.”

“God is eternal. Before the world was, God alone existed. God exists everywhere all at once. He sees everything and



“You draw these pictures on the wall that also tell us the story. All these stories are in a clear place for us to see.” —Boma, village leader
photo by Laken Cizdziel

knows everything. God created this world with nothing but His voice. Satan lifted his own name, not Yawe's. Adam and Eve turned their back on Yawe's power. They left Yawe's clan and joined Satan's clan. We don't have the strength to beat Satan and leave his clan. A descendant of Eve would come and strike Satan's head. This is the only road Yawe has marked for us to leave Satan's clan. And Yawe has marked one Man, the descendant of Eve, to beat Satan for us.” And those points come from just the first four lessons!

The Wabuku people are listening. “How can we be confused about these stories?” remarked Boma, a village leader. “You're telling us in our language.”

“The river” was worth it! But Cizdziels are so glad that *Wednesday* happened. The helicopter program is now in a position financially and logistically — because of many generous donors — to support the Cizdziels in the long years ahead as they teach, disciple, translate, and establish a thriving group of believers in Wabuku.

20,000 WORDS

That's a lot of writing! But that's the bulk of the homework Henrique and Rachel needed to do before they headed off to a workshop on writing primers for the K people of Brazil. "We have been working like crazy the last few months, trying to correct as many words as possible that we have in their language," wrote Rachel. The spelling of the words had to be consistent throughout the stories, "a big challenge in a somewhat new and evolving *written* language," wrote Rachel. Good thing they had a computer program to help them organize these words for use in the primers.

The K people have a good bit of the Bible in their language from work done by past missionaries in other regions, "so it would be great for more to know how to read it!" she added. But "very few of them are fluent readers."

Hence the trip out to town to learn how to write primers. It's really a milestone for Henrique and Rachel, because it marks a level of fluency for them in the K language. "We're excited that we've advanced enough to begin something other than just 'learning' this year (though the learning won't stop!)"



photo by Rachel Freitas

When the day came to go to town, Rachel and their little boy, Daniel, flew out on the first flight of the Ethnos360 Aviation R66 helicopter, piloted by Bruno Siqueira. But then, "unfortunately, we found another 'weather' condition that hinders flights": smoke! Henrique and the two K men who were to attend the workshop had to come out to the city by river – a 12-hour boat trip. "Praise the Lord, they found a boat,

a motor and a boat driver to help out last minute!" They arrived at a small town and had one hour to reorganize before heading four hours by car to the next city, "arriving exhausted the day before our overnight commercial flight to the big city for the workshop."

It all worked in God's plan, and the men arrived in time. "We just started the workshop today, and, praise the Lord and thanks to some great K helpers, we're advancing well in making the first primer!" It will be in the "real language," as the K people call their mother tongue.

Lately, Henrique and Rachel are seeing some fruit for their labors. "We have seen the K people in our village showing good interest in God's Word!" Those who are literate can have Bible portions to read. And for those who aren't, audio copies of the New Testament are available, donated by Brazil Bible Society and Faith Comes By Hearing.

Interest filters down to the children, too. "The other day, I was watching Daniel playing on our porch with eight K kids, silently reading the Bible in the 'real language' for practice, when some kids asked me to read to them.



photo by Henrique Freitas

Suddenly, all the kids gathered closely around to listen and stayed attentive through the end of the passage."

Though God's Word is available to the K people, understanding is lacking. "Many here say they are Christians and know part of the truth, but don't understand important parts," wrote Rachel. "We yearn to improve our language abilities quickly to the point of teaching them the whole truth!" To that end, Rachel said, "we are continuing our regular learning of how to say things correctly, increasing our vocabulary and learning more about their culture. Praise the Lord with us for providing some willing helpers!"



Henrique (in green), Rachel and helpers at the workshop.
photo by Natália Russell

For Henrique and Rachel to continue living among the K people, being supplied with what they need, aviation is key. Would you like to be a part of this outreach? As you provide resources to make flight affordable for them, Rachel and Henrique can put their efforts into diligent study and, eventually, into diligent teaching and discipleship. Meanwhile, as Rachel concludes, "Thank you for praying for the K people's hearts to be prepared and for us to advance in our learning."

To make flights affordable, go to ethnos360aviation.org/mfs



SCAN TO HELP

FLIGHTS OF SERVICE

If pilot Brian Schaadt thought he'd have a hard time while his wife and kids were away at camp and conference, he was wrong. "I kept myself busy doing the super cool things I always get to do, flying for both our own Ethnos360 missionaries and a few other like-minded ministries on Luzon Island, Philippines."

1 "One day was spent in an Isnag village where missionary and friend Carl Stevens flew with me to wire up a newly built classroom giving them lighting, powered by their solar panels and batteries.

2 "Another flight was to a village of the Butbut people to pick up Christian ladies and take them to another village for a women's Bible conference. These two villages have had both expatriate and Filipino missionaries working in them for many years and now have mature and functioning churches. But they speak *two distinctly different languages!* Amazingly, they are able to come together and use a more common trade language in order to fellowship and learn from God's Word. It's wonderful to see Christ bring His church together across culture and language to worship Him as one body. I really enjoyed being a part of that.

3 "I also flew a local pastor from our city to a remote village where he has been teaching periodically. A group of believers there asked to be baptized. The approach into this location was what we call a 'confined landing,' putting the helicopter down in a small field with a creek that would serve as their baptismal. Unfortunately, I couldn't stay to participate, because that same morning a medical emergency came up in another village [That's a story for another time!]. So, I dropped the pastor's team off, did the medical flight, then came back to pick them up, just in time to eat sticky rice and drink coffee with the believers there. It doesn't get much better than this!

4 "On another trip, I flew two veteran missionaries with Wycliffe Bible Translators to an island where they have been translating the Bible into that language for many years. They are now nearing the end of this long process and close to presenting the entire Bible to the Ibatan people group.

5 "Then I spent a Saturday flying to bring out three other Wycliffe missionaries from the east coast where they were assisting a group of Agta believers with a song/hymn-writing workshop.

"I like to have weekends off as much as the next guy, but as I flew through the majestic views of the Sierra Madre mountain range it made me realize that if I had some other career, I would dream about doing something like this on the weekends."

All Ethnos360 Aviation pilots would join Brian in saying, "Thanks to each of you who support and pray for us to serve missionaries so they can continue with teaching, evangelism and translation," with the end goal of a thriving church for every people group.



1 Villagers praying in the new classroom.
photo by Vicky Martin



2 Multilingual fellowship.
photo by Orpha Macad



3 Enjoying time together after the baptism.
photo by Carl Stevens



4 Donning life vests for the overwater flight.
photo by Judi Maree



5 Dressed up for the music workshop.
photo by Jennilyn Inway

AIRPLANES, HELICOPTERS AND EXCAVATORS

What a mix of tools for the gospel! But that's what it takes.

As the Wana people and the Saluan people, located on one of the main islands of Asia Pacific, expand their gospel outreach ministries to their own people, all three of these machines do their part.

The helicopter in question is a Bell LongRanger, owned and operated by Helimission. They are graciously keeping the helicopter in service until the Ethnos360 Aviation R66 arrives in Asia-Pacific.*



Pak Yunus proved the excavator's worth.
photo by Pak Yunus

The excavator is a cute, small, but powerful machine, generously provided by donors to expand ministry opportunities in the wake of the 2018 earthquake in the area. One

of the original missionaries to the Wana people group, Ed Casteel, explained, "We can disassemble and sling load it by helicopter into remote locations for building and updating our airstrips."

The airplane is, of course, the Kodiak that God provided for Asia-Pacific in 2012. With Ethnos360 Aviation Missionary Flight Sponsorship making it affordable, indigenous missionaries in central Asia-Pacific can afford to use aviation to reach their own people.

The first airstrip that the excavator made is in the territory of the Saluan people. "This airstrip," wrote Ed, "is a new outreach area in the Saluan tribe which up to now has only been accessible by a long hike or by helicopter." Already having tried to make the airstrip with only hand tools, missionary Pak Yunus exclaimed, "This excavator is the best! It's worth every penny!" Yunus joined aviation personnel Stiven and Bambang Kadir in spending three weeks away from their families to complete the airstrip in record time!

"Weather and maintenance issues delayed the schedule by almost two weeks," wrote Carol, wife of pilot Jared Kresge. "But finally, Wednesday afternoon [June 5], Jared and fellow pilot Jamin Peck were able to land [on the strip] for the first time."

The Saluan missionaries have a good motivation for their effort. "Traditionally, the 18-mile hike from the nearest airstrip takes local Bible teachers eight to ten hours in the dry season. It takes 15 hours during flood stage, with no less than 21 river crossings along the way, a few of which are very dangerous. The airplane cuts this same trip down to less than ten minutes, and passengers even arrive with dry feet!"



The Saluan people taking time to thank God for the airstrip.
photo by Pak Yunus

With the excavator purposefully small enough to be loaded even into the Kodiak, it will be flown next into the Wana people group where existing airstrips need renovations such as straightening and leveling. "We may also use this excavator to reopen our very first airstrip in Wana, which we abandoned many years ago due to a threatening landslide," explained Ed.

The Wana and Saluan groups used to be bitter enemies. Even when Ed first came to the island, the groups were still fearful of each other. But "the Lord has been all the difference in their lives," wrote Ed, "and now they are best of friends and serving the Lord together in reaching out to others on this island with the gospel!"

"This is one of the highs of missionary aviation," wrote Carol, "seeing local missionaries initiate work on a new airstrip to enable them to reach other people groups more efficiently with the gospel."

Ed said it clearly: "Thanks so much for being a part of this great work! It is SO VERY EXCITING to see what the Lord has been doing and then to realize that He has invited all of us to be a part of it!"

**As of this writing, the R66 is packed into a sea-going container for its journey to Asia-Pacific.*



Chief pilot Jamin Peck and co-pilot Jared Kresge making the first landing on the new Saluan airstrip.
photo by Stiven Kadir