



**ETHNOS360
AVIATION**



JOURNAL

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

UNDERSTANDABLE THIS TIME

Have you ever had to listen to a song over and over again to figure out the lyrics? And how much harder if the piece wasn't in your heart language?

For some communities in the Northern Isnag people in the Philippines, the teaching of God's Word has been like the lyrics of a song that wasn't clear. They've been taught in English (widely spoken in the cities of the Philippines) and in other national languages, but many Isnag speakers have not clearly heard God's Word taught in their heart language.

However, in 2024, the song sounded different for one of these communities. In fact, it sounded familiar. Actually, it reached their hearts. For the first time, the Bible teaching was in their very own Isnag language.

In 2019, Cole and Hannah Hinderager and their coworkers Alex and Erin Williams moved into one of the Northern Isnag communities. They became students of this group of people, building relationships to gain an understanding of their thinking. As Cole finished his language study, and with the translation of the whole Isnag Bible in hand (thanks to 66 years of effort in a different location of the Isnag people), the dates were set to teach from June to September of 2024.



Cole uses pictures to clarify the message as he teaches Bible lessons. photo by Hannah Hinderager

The team started praying that many people would come to the Bible lessons. As it turned out, so many came to the initial meetings that the first location could not accommodate them all. Excitement spread, and two other communities asked if they could

be next to hear the lessons. Hinderagers reacted with enthusiasm: "We know we can't begin immediately, but pray for the excitement, curiosity and anticipation to grow as hopefully God's story can be shared in many Northern Isnag communities."

Cole finished the Old Testament teaching in July and started into the Gospels. The Isnag people were getting the message. "I'm able to understand this time" is a phrase we've heard on repeat," posted the Hinderagers. "Pray our

friends truly understand and believe [that] they cannot be good enough on their own and [that they] see Jesus as God's perfect solution to our problem."

Cole finished teaching Phase 1 (Creation to Christ) in mid-September of 2024. The Hinderagers are beyond amazed how the Lord brought their Isnag friends back night after night. "Some of them have expressed understanding and belief. Some are still wrestling with what God says versus the many other things they have heard and believed."

Lots of teaching remains to be done as the Hinderagers keep following the command of Jesus to make disciples, not just converts. Cole says the Isnag are in agreement: "Together, the group has clearly said they want to keep going!" So, Cole started through the lessons again (Phase 2) in September, this time showing clearly how everything from eternity past to eternity future points to Jesus.

Ethnos360 Aviation pilots Brian Schaadt and Ryan de Roos support the Isnag team with flight service so they can concentrate on teaching and discipling (Hinderagers) and language learning (Williams) rather than spending time on long, arduous land journeys — like when Hinderager's seven-year-old recently needed an emergency medevac for a serious dental abscess.

The prayers and giving of many people are making it possible for this outlying Isnag village to have the privilege of hearing, understanding and believing in the God of heaven and earth and then being disciplined into a mature and thriving group of believers! If you've had a part, thank you!

To make flights affordable for church planters like Hinderagers and Williams, follow the QR code.
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SCAN TO HELP



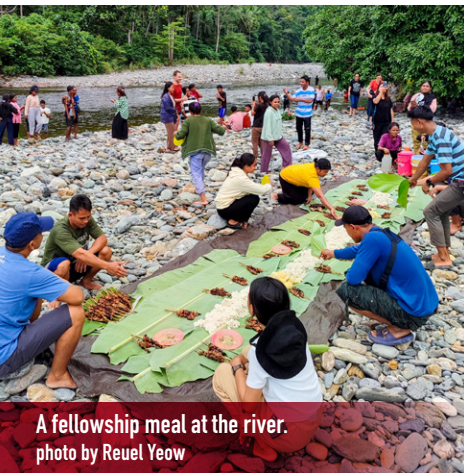
The team, minus Cole: (adults from left) Abigail & Ryan (pilot) de Roos, Hannah Hinderager, and Alex & Erin Williams. photo courtesy of Hinderagers

THE MIDDLE OF NOWHERE

Who plans a nation-wide [Bible] conference

on a remote [Asia-Pacific] jungle island in the middle of nowhere?” asked Ethnos360 Aviation pilot Jamin Peck. Well, people who live on a remote jungle island do just that! And Jamin was more than ready to help.

“Many people flew commercially into large cities closer to the venue to be flown the last leg by Kodiak. I was able to pick others up right from their interior villages. An event like this starts with weeks of calculating passenger weights, fuel, and timing on the airplane (we were almost at our limit before inspection) in a culture where people make and change plans at the last minute. Then came the actual flying: three days of working as many hours as our safety regulations allow, a few days of conference, and then three more days flying everyone back home.”



A fellowship meal at the river.
photo by Reuel Yeow

Those three days of conference, with teaching on the importance of fellowship in the Lord, proved to make all the travel worthwhile. In Jamin’s words, “As I sweated through my white pilot uniform in a rough, dirt-floored chapel sweltering in the tropical heat, I looked around and counted more than a dozen people groups represented and couldn’t

help thinking of Rev. 5:9-10: *‘Jesus’ blood has ransomed people for God from every tribe and language and people and nation* and they have become a kingdom of priests for our God. And they will reign on the earth.”

Since so many leaders, missionaries and aviation personnel were gathered, Jamin says they took time to discuss the Kodiak and the soon-to-arrive R66 helicopter: “How can

they be put to maximum use to help missionaries be more effective, with better access to supplies and healthcare, as well as to provide smoother, more efficient travel into their service locations?”



Conference goers, grateful for the Kodiak. photo by Kay Hughes

The conference spurred those attending to consider future outreach. Jamin and the team “are encouraged by the potential to reach new places where people live very primitively and have never heard the Good News.”

Ethnos360 Aviation looks at the desire of these believers and asks, “How can we help them fulfill their outreach strategy?” A helicopter could meet a huge part of the need for transportation into remote villages throughout the country. But, at this point, the R66 slated for Asia-Pacific is crated in a shipping container in Arizona, waiting for a clear path to import it. The roadblocks are not insurmountable to God. Please petition Him to move the hearts of officials to show us favor and let the R66 into the country.

To keep up to date on prayer needs such as the R66 importation, send an email to media_aviation@ntm.org



Pilot Jamin Peck (center, white shirt) enjoyed the conference, along with about 150 other attendees.
photo by Greg Ried

WHY IS THIS PILOT SMILING?



Pilot Bruno Siqueira on one of the first “back-to-service” flights.

This is the smile of a pilot who gets to fly again!

Safety is a priority for Ethnos360 Aviation, both in stewarding the assets God has provided and in protecting the church planters we serve.

So in August when a “red flag” arose on the engine of the R66 in Brazil, flights halted. Because of

the seriousness of the “flag,” our flight operations followed established safety practices calling for an engine change.

Getting a new engine from the factory meant months of waiting. But Ethnos360 Aviation had a recently rebuilt engine on hand. Shipping it to Brazil, however, was a long and involved process. In November, it finally arrived at



Bruno helping install the replacement engine. photo by Jim Stewart

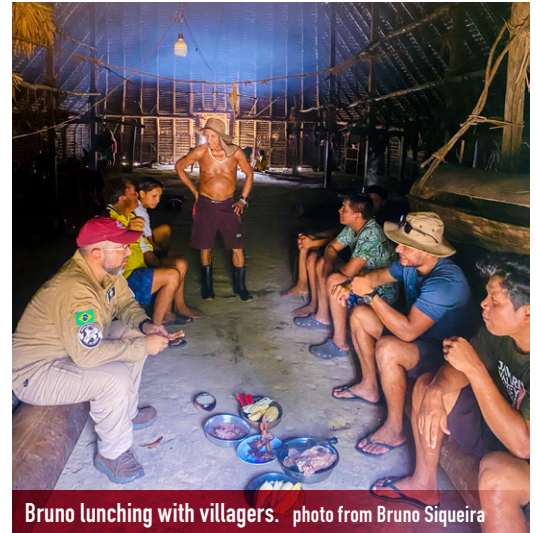
the hangar, where pilot/mechanic Bruno Siqueira waited. International Director of Maintenance Jim Stewart from Ethnos360 Aviation in McNeal, AZ, joined him, as well as a mechanic from a Brazilian aviation mission. With meticulous care, they installed the engine and performed all the required tests.

One of Bruno’s first flights brought particular joy. He flew some missionaries “home” after several years of waiting for permission to re-enter the area they had lived and served in. What a boost to their language learning to once again be surrounded by native speakers — rather than try to learn by audio communication or by the occasional visitor to town.

The helicopter will have plenty of flights coming up to sustain and supply church planters in remote areas.

In one location, two new families will join Henrique and Rachel Freitas as they work with the K people. They’ll need multiple flights later this year as they build houses and move in.

But during the helicopter shutdown, Henrique and Rachel were “stuck”: “We ended up staying extra time [in town] last fall, waiting for the helicopter to be ready, but kept studying there,” they wrote.



Bruno lunching with villagers. photo from Bruno Siqueira

Without aviation, church planting in the remote areas of Brazil might be *possible*, but it just isn’t *sustainable* over the 10 to 20 years it takes to reach and disciple a people group. Henrique and Rachel are on the beginning end of that. “We yearn to teach the Bible to the K soon!”

Thanks to God, many of His people graciously gave and prayed to set up the flight program in Brazil. Now, pray that God will keep the helicopter flying safely and the pilot full of God’s strength to keep people like Henrique and Rachel sustained until a thriving church is established.

To help keep flights affordable, follow the QR code.
ethnos360aviation.org/mfs



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In the village. photo by Bruno Siqueira

FUELING THE MISSION

Dreaded news to all church planters living interior, depending on aviation: “We can’t get fuel for the planes and helicopters.” Immediately, their minds shift into “rationing” mode. How can we stretch our food? Do we have the supplies we need? What if a serious health issue arises? How long will we be stuck in this remote area?

It’s a good thing that the Ethnos360 Aviation program in Papua New Guinea keeps an “untouchable” emergency supply of Jet-A on hand to make sure everyone can get to town before fuel is completely gone. No one is ever isolated to the point of being in danger.

However, over the past few years, fuel shortage has brought ongoing drama to the country of Papua New Guinea.

At one point in early 2024, Ethnos360 Aviation paid a substantial price to order 80 barrels of Jet-A from New Zealand to stave off the inevitable prospect of “no fuel, no flights.” More recently, they have had two shipments from Australia, with a 30% markup on each. Over the last decade, the aviation program has customarily bought fuel from another mission, but that is no longer an option.



Some barrels of the New Zealand shipment. photo by Imie Mark

With 43 active church planting locations – some relying solely on aviation, and all relying somewhat on aviation – and with national church leaders relying on aviation to continue strengthening mature groups of believers, it is vital to ensure that the three Kodiak airplanes and the two R66 helicopters have an ongoing supply of fuel.

What if Ethnos360 Aviation could have its own bulk fuel tank and stock up on Jet-A directly from a petroleum supplier when fuel is available?

As the Ethnos360 Aviation leaders considered the whole picture, purchasing and installing a bulk fuel tank seemed to be a viable and effective option. In addition to ensuring a more **reliable supply** to weather the fluctuations of the market, a bulk fuel tank would address some other major issues. Purchasing directly from a supplier would reduce the **cost** of fuel, eliminating markups and shipping fees. It would decrease the possibility of **fuel contamination** from having multiple barrels and containers. A bulk fuel tank would increase the **efficiency** of managing the fuel supply, and it would eliminate the need for extra fuel-handling **equipment and the maintenance** of that equipment.



Church planter Jacob DeValve helps pilot Josh Verdonck fuel the helicopter in the Kuyu people group. photo by Imie Mark

We here at Ethnos360 Aviation in the USA would love to bless the church planters in Papua New Guinea with the assurance that fuel will be available when they need a flight. So we are speaking up for them to find those of you who have a heart for reaching the remote people groups of PNG and seeing them discipled into mature and thriving groups of believers. Maybe you would like to reassure the church planters that they will be supported by aviation through the long haul — 10 to 20 years or more — of establishing a thriving church with a Bible translation in hand. Maybe you would like to put some of your resources toward getting a bulk fuel tank and filling it with its first load of fuel. We’re looking at \$206,325.00 to do just that.

To help purchase the bulk fuel tank, follow the QR code.
ethnos360aviation.org/projects/bulk-fuel-tank



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