ETHNOS360 AVIATION

JOURNAL

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

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POSSIBLE



The aircraft did not translate the Bible. They did not plant the churches. They did not teach the Scriptures.

But over the course of decades, they helped make all of those things possible.

In June 2026, after more than 40 years of Bible translation, the Lamogai people of Papua New Guinea received the complete Bible in their own language.

The Lamogai celebrated with not one but two gatherings — one in the northern communities and another in the south. Several hundred believers attended each celebration. Getting everyone to the festivities required something that has been part of the Lamogai story for decades: aviation.



The Kodiak and R66 join forces.

The team scheduled ten Kodiak and ten R66 helicopter flights for this remarkable event, planning the intricate logistics months in advance. Despite weather conditions that delayed flights for a day, pilots Brad Richert and Myles Bloye flew visitors by Kodiak airplane just in time for the northern celebration. The following morning, Steffan Pyle in the R66 helicopter shuttled the group to the southern festivities. Afterward, he flew them back to the northern airstrip, where the Kodiaks carried the guests back to a mission center.

Steffan's R66 shuttles between the northern and southern locations took only about *five minutes* for each flight.

The alternative would have been to hike nearly eight hours. Aviation made possible what would have been practically impossible for the guests.

Dave and Nancy Brunn know that difference from personal experience.

The Brunns moved among the Lamogai in 1981. At the time, there was no airstrip serving their village. Reaching the community required about two hours by vehicle to a port, followed by approximately eight hours on the ocean in a large dugout canoe. From there, they traveled about two hours upriver and then hiked another six hours to reach the village.

The journey could take roughly two days.

Eventually, the missionary team spent about three and a half years building an airstrip, reducing a once grueling journey to a 35-minute trip. That difference mattered over the course of decades as Brunns and their coworkers taught and discipled the people and translated Scripture. Then, as is the goal, the Lamogai themselves joined in reaching their own people. Today, some eighteen functioning groups of believers exist among the Lamogai villages. Believers from more established churches send Bible teachers in pairs to newer churches, where they live for several months at a time teaching before another pair takes their place. Having the complete Bible now offers unending material for the churches to grow.



Dave Brunn watches as the Lamogai celebrate God's gift of His Word in their language.

The aviation service that helped bring the gospel to the Lamogai depends on more than aviation personnel and aircraft. It depends on people like you who believe that reaching remote communities with the gospel is worth supporting. Thank you for being a part. To everyone who has prayed, given and helped make Ethnos360 Aviation's ministry possible, thank you!

Photos this page by David Uttley



WE'LL BE THERE

You have a comfort zone. Even aircraft have a comfort zone — the operational area that is do-able without extensive revamping of logistics. But sometimes aviation personnel and their aircraft get requests for service outside the range.

Ethnos360 Aviation used to operate on the island of Kalimantan in Indonesia, with aircraft on location. But for a number of reasons, the Kalimantan flight program ceased in 2016.

Not that the need for aviation doesn't exist! Ethnos360 Aviation Chief of Operations in Indonesia, Jamin Peck, wrote, "Recently, there has been interest in reopening a flight base in western Kalimantan. Ethnos360 planted many tribal churches in the region, starting back in the 1970s, and now those church leaders do much of the outreach themselves and have expressed that a plane would greatly enhance their efforts."

Sure! But! "As you can see on the map," wrote Jamin, "West Kalimantan [red dot] is way outside the range of our current operations." Could Jamin and the aviation team meet the challenge? Would they? Yes! "As a way to support the indigenous church's annual national conference," said Jamin, "the team here in Central Indonesia offered to relocate the [Kodiak airplane] to West Kalimantan for two weeks [last] November.

"Repositioning our plane 800 miles away from home was no simple endeavor.

We ordered drums of fuel and had them trucked in on mud roads. Ground personnel met with airport authorities to find out where we could even park the plane overnight. Our team submitted letters requesting permissions weeks in advance. It was a colossal team effort requiring detailed planning, including preparing an airstrip that hadn't been used in years."

"After ten years without flight service in Western Kalimantan, we fulfilled a promise made years ago: If needed, we would be there."

The first flight day arrived. "Anticipation on the ground was building — just like the billowing clouds over the jungle. And then it burst as thunderstorms poured rain on the dirt airstrip, forcing the plane to turn back mid-flight.

"The next morning broke bright and hot. With a good report from the newly opened airstrip, we were off — all three of us Kodiak pilots ready to carefully discover the idiosyncrasies of this place where no plane this big had ever landed before. Armed with training and the accumulated knowledge of other veteran bush pilots, we got to work [testing the airstrip]: land from this direction, abort the takeoff by here, find a safe flight path between those hills, limit your cargo this much, watch out for optical illusions there, and more!


Church leaders and their families with pilot Jamin.

"With the airstrip now officially open, we could start shuttling missionaries and elders to a national conference the next day. When it was all said and done, we flew nearly 60 passengers to the conference and back again."

Jamin gives the heartbeat: "Ethnos360 Aviation is willing to start flight service on Kalimantan again. If, when, and how are still out of the 'comfort zone,' but as God provides resources, we trust Him to direct us to effectively use them."

Recently, God worked in an astounding way to get an R66 helicopter to Indonesia to serve on the island of Sulawesi. That's a story of something that often looked improbable becoming possible. So let's trust God to do more astounding things in the future on Kalimantan.

Your participation *makes flights affordable* so thriving churches can reach out to their own people. ***To give to the Missionary Flight Sponsorship fund, follow the QR code or go to*** ethnos360aviation.org/mfs.


Dedicating the reopened airstrip.

Photos this page by Jamin Peck



photo by Nick Young

NOT ALONE

Like Noah building an ark by faith, the people of Central Subanen in the Philippines built a helipad. They'd never seen a helipad, neither had the helicopter ever come to them. But God orchestrated some key relationships so the Ethnos360 Aviation helicopter had permission to fly into this normally closed area.

Filipino church planter Alan Capili, who had established a church there some 20 years ago, described the impact this flight had on the people: "They felt so much love and felt so privileged that in their lifetime, they were able to see up close a helicopter that has been used for God's work and funded by their dear brethren. They kept on saying that God is powerful!"

In a flight that took an hour and a quarter — compared to his usual 18-hour bus ride — Alan arrived to speak at a week-long retreat for youth ministry leaders. To make this long-dreamed-of event a reality for the national church planters who planned it, pilot Nick Young stretched the limits of his flight area to provide transportation for the conference.


The R66 widened his world!
photo by Alan Capili

It was a rare event for the people in that area to have an opportunity for such a gathering to refresh their hungry souls. "A lot of folks hiked over three hours to get to the conference," said Nick.

"One particular old man cried," wrote Alan. "He was a former witch doctor but now is a believer in Christ. 'I am privileged,' the man said, 'to see a helicopter this close. Because I trust Jesus now, I was able to witness these things. Glad to know we have a brother in Christ [the pilot] outside of our place.'"

Aviation mechanic and program manager Lance Rensberger saw the impact that aviation brought to this old gentleman in this far-off location:

"Just to be able to see the support that's coming outside of his own area, being able to see that there are people that love and care about them and want to see the gospel spread, moved him deeply."

Alan brought teaching on many aspects of God's Word to the people gathered there. They took it and applied it to their lives. In fact, wrote Alan, "Over 20 people got baptized after hearing the teachings on baptism."

The people of Central Subanen saw the greater Body of Christ at work. They understand that believers on the other side of the world give and pray so a helicopter can further the gospel in their country. They saw how aviation connects them to other believers. Thank you for your part in equipping Ethnos360 Aviation to bridge the gap between believers and build up the Body of Christ.

Your gifts can make flights affordable so that believers are bolstered in their efforts to reach and disciple their own people. ***To give to the Missionary Flight Sponsorship fund, follow the QR code or go to*** ethnos360aviation.org/mfs.

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photo by Bruno Siqueira

FULLY FUNDED!

Last fall, loss of helicopter service for Brazil loomed large. Not because of no helicopter or no aviation crew, but because of no hangar to operate from.

God's people weren't satisfied with that news. Without the R66 helicopter to supply church planting teams, work that finally had gained momentum would languish or stop. That's just not acceptable to concerned believers who know that people need to hear God's Word.

Within six months, through His people, God provided all the funds to build a new hangar. The builder, who had even been willing to start without funds, finally got the "go ahead." He and his construction crew have made remarkable progress.

The four newest families — along with the existing teams — can now continue their momentum in language learning, literacy, and teaching. No long days on the river. No hikes. No dragging three months' worth of groceries up muddy riverbanks. With a few stop-gap measures, the helicopter can keep functioning, even while the hangar is being built. Thanks for praying. And giving.



Looking forward to unpacking the R66
photo by Wonita Werley

FINALLY ARRIVED!

Thanks to God, Papua New Guinea's third and final R66 helicopter arrived at the port of Lae after a four-month voyage by ocean freight. Now it faces an overland journey, still packed in its shipping container, to the Ethnos360 Aviation hangar in Goroka, PNG. There, the aviation maintenance specialists will reassemble and test-fly it before it is put into service. Pray for safe travel to the hangar and for careful reassembly, inspection and test flights.



photo by Nick Young

BLIND, BUT NOW I SEE!

Lance Rensberger, aviation maintenance specialist in the Philippines, heard an impactful story from the Manobo people group:

"Gene Trudeau, long-time church planter, told of a Manobo man who was a drug dealer and got shot in the head. When the man woke up, he couldn't see. But he had plenty of time to listen. So, he sat in on the teaching of the Creation to Christ lessons that Gene and his wife, Carol, had provided for Manobo Bible teachers. The man believed the good news! He gave testimony of his gratefulness that he had been blinded, because now he knows the message of the cross and is saved and accepted forever by God." When Lance heard the story, he said, "All I could think about was Amazing Grace: I once was blind but now I see. Now that he's blind, he truly sees."

After 41 years , Gene and Carol took their last flight out of the Manobo (photo), having translated the whole New Testament and 42 percent of the Old Testament and leaving 300 Bible lessons for the believers to continue teaching. As Trudeaus made their final visits, Gene wrote, "Believers from all the Manobo churches gathered and thanked us for bringing them God's Word and the path to salvation. It was a very emotional time for all of us."