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

THE BARRIER CRUSHER

“Kilometer 29” is what the Tala-andig believers call it. Satan probably called it his territory. But he didn't foresee the barrier crusher.

Several years ago, when the main village of the Tala-andig people of the Philippines became a stronghold for Christ, demons were forced to flee to the village of “Km 29.” That sounds strange to us, but in places without the light of Jesus for centuries, demonic activity is palpable. There in Km 29, the demons “held the people prisoner to their darkness and lies,” says Ethnos360 Aviation helicopter pilot Brian Pruett.

“Because of these demons’ lies, there was tremendous fear and opposition to outsiders and especially the Gospel,” says Brian. When believers from the main village tried to reach their interested relatives in [Km 29], spiritual attacks ensued, causing **“serious division in [Km 29], along with scary demonic opposition and death threats,”** recounts Brian.

Some of the indigenous Tala-andig believers, trained as missionaries, were determined to reach Km 29 and their relatives there. But the barriers were huge. They'd have to hike and cross rivers for two long, hard days, taking food and drinking water they'd need for their stay. They'd have to leave their wives and children behind. And they'd face death threats from the opposition once they arrived.

Around this time, God provided the “barrier crusher”: the R66 helicopter. Obstacles of location and supply line melted away. Bolstered by this provision of God – and encouraged that generous believers around the world would make it affordable to use – the Tala-andig missionaries re-strategized. What if they worked in three- to four-week shifts to teach? With the helicopter, they could take all the supplies they needed for that

amount of time. Couples could go together, leaving only the youngest children with relatives.

Their plan worked. Six-minute flight after six-minute flight, pilot Brian Pruett shuttled the groups of team members to take their turns in Km 29. In the heart language of the people, they carefully taught from the beginning of Genesis, through the Old Testament, and into the life of Christ, unfolding God's panorama of providing a Deliverer for sinful man.



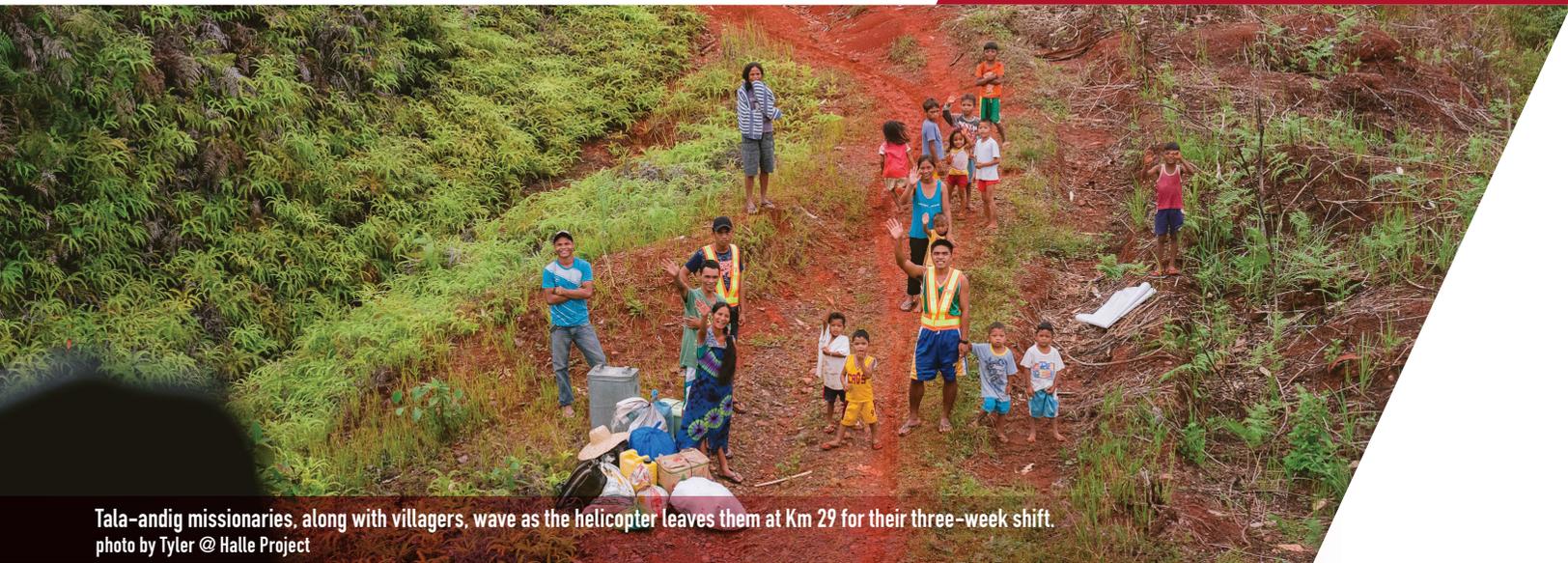
Pilot Brian Pruett with part of the Km 29 outreach team, totally composed of trained indigenous Tala-andig believers. photo by Tyler @ Halle Project

At the climax of the teaching, Brian flew the whole team – all 12 of the indigenous Tala-andig missionaries, including their older children – to Km 29 for the final lessons detailing Jesus' death, burial and resurrection. “The people were eagerly anticipating the lessons where they were presented with God's cure for their separation from Him,” he said.

And some eagerly believed! Now Brian has the privilege of flying team members into Km 29 as they take their shifts to continue teaching and discipleship.

“God is being worshipped today in a place that was darker than any of us can imagine,” says Brian. But

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Tala-andig missionaries, along with villagers, wave as the helicopter leaves them at Km 29 for their three-week shift. photo by Tyler @ Halle Project

Satan is fuming mad. “[The village chief and some villagers] apparently are setting up idols and doing a lot of ceremonies calling on the spirits to prevent the outreach from going ahead,” wrote one of the Tala-andig missionaries.

“These dear brothers and sisters ... are literally risking their lives on a regular basis in this deep and dark spiritual stronghold,” says Brian. And the work here has only just begun.

To bring this fledging church to maturity means lots more six-minute flights and three-week shifts by the Tala-andig team. And it will take lots more participation by believers around the world to keep funding flights in the “barrier crusher.”

Can you help? After all, says Brian, “This is what we as the Church should be all about, is it not?”

Go to ethnos360aviation.org, click Projects and find Missionary Flight Sponsorship to help fund flights for church planters like the Tala-andig.

CLOSER THAN EVER!

Prayer more important than money??

It's no secret to you that funds are needed for projects like a helicopter for Brazil. And because many people have been very generous, we have now made a \$1M offer on an R66 in Brazil. At this point, a helicopter could be a reality very quickly.

So what's the holdup? Well, we are doing something we've never done before — and in fact, no mission we know of in the Acre region of Brazil owns and operates a helicopter. We are breaking into new territory. That means paperwork and compliance with all kinds of regulations. It's slow going! It seems to take forever.

Our consolation? **Ten years from now**, when people groups have heard the Gospel and thriving churches are actively reaching out, **we will be glad we started today** — even though things seem slow and impossible right now.

What we need is concerted prayer that God will move the paperwork along, that officials will be favorable to a helicopter, and that we may find compassionate

people at high levels who see how the people groups of Brazil will benefit greatly from helicopter access to their isolated locations.

THANKS for giving so much more than money. Thanks for your indispensable work of prayer!! And don't forget to pray with thanksgiving to God for all the progress so far!

Return the enclosed response card to let us know you are praying — and our staff will pray for you too!



Shortly before he put the Cessna 206 in mothballs due to flight restrictions, pilot Jeremiah Diedrich took a full load of cargo to the missionaries. They are now without flight service until we get a helicopter. photo by Jeremiah Diedrich

WHEN REAL LIFE SETS IN

“I was dancing when you came!”

Amdu villagers joyously greeted church planters Benjamin and Missy Hatton as they arrived back from a break in the USA. The day brimmed with



Benjamin (top r.) works with a beginning literacy class.
photo courtesy of the Hattons

heartwarming reunions and lots of “while you were gone” stories. But as the day wore on toward nightfall, Benjamin and Missy and their four kids had to get down to the nitty gritty of life:

- Clean the filthy house just so they could go to bed that night.
- Wish that the generator would work so they could run the shop vac ... sigh!
- Kill all the cockroaches ... hopefully ... and the lizard in the kitchen sink ... yuk.
- Start up the solar electric system to run the household, and test the running water system.
- Make sure the fridge and freezer were getting cold.

In the days after, God gave great wisdom to repair the generator and to rig up a smart phone to replace the defunct Wi-Fi router linking the teams’ computers.

With systems in order, Missy started moving ahead with homeschooling and Bible translation. Benjamin started writing Bible lessons and announced plans to restart the advanced literacy class. Everything seemed on track to culminate in teaching the gospel before the end of 2019.

And then you know what happens just when things seem to be clicking along, right?? Reality hits to remind us we’re not in control. God is. And He wants to display His grace in striking ways.

Could it be ... appendicitis? Hatton’s son Tiernan started having tell-tale symptoms. It’s one thing when you are close to an emergency room. But Amdu is the most westerly village that Ethnos360 Aviation flies to in Papua New Guinea – almost a two-hour flight from aviation headquarters.

Thank God, the SAT phone was working. Benjamin & Missy called the mission doctor there in Papua New Guinea. Nothing was conclusive, so they all agreed to talk again. Realizing, though, that waiting could mean tragedy, Dr. Bud acted quickly, asking the aviation team to prepare a Kodiak for the flight to Amdu. By the time he and the Hattons reconnected by phone, pilot Josh Verdonck was already halfway to the village. Meanwhile, the aviation and medical teams were already prepping a second Kodiak just in case Tiernan also needed a medevac to Australia.

As Missy and two of the boys took off from Amdu, the fog closed in. Even so, said Benjamin, “The SAT phone worked flawlessly which hardly ever happens.” He and Missy could communicate clearly as they made critical decisions.

While Benjamin continued writing lessons in the village, caring for the other kids, he could rest assured that Tiernan would get the best care possible — and it turned out he’ll never have to deal with appendicitis again!

“We are here, in enemy territory,” says Benjamin, “but by God’s grace we’re able to ... remain

encouraged, thanks to the fact that we are not here working alone.” God’s provision of aviation means that church planters can survive in such an isolated location for the long haul of church planting.

Go to ethnos360aviation.org and explore ways you can provide aviation support for church planters like the Hattons. And pray!



Learning to read and write — preparing to hear the good news!
photo courtesy of the Hattons



MOVING MOUNTAINS!

Behind every flight there is a virtual mountain of paperwork.

One document alone may have to be signed, submitted and approved by five or six different government offices. Many permissions must be renewed on a monthly or even weekly basis. These documents are vital: Many flights have been postponed or canceled merely because one or another permission was still in process.

Pak Hengky, our representative to the Indonesian government, serves in the capital city of Jakarta, tirelessly running from one office to another, keeping all these documents up to date. Hengky and his wife, Meidi, studied to be missionaries at the Ethnos360-affiliated missionary training center in central Indonesia.

“We are grateful for their willingness to serve behind the scenes as missionaries to their own people, living in a part of the country that is vastly different from their home, doing the work that does not receive the accolades often granted to those of us on the ‘front lines,’” comments pilot Jamin Peck. Because Hengky and Meidi keep the paperwork in order, flights to isolated people groups can continue.

It was during a recent furlough to their home area that Hengky and Meidi and their three boys flew with Jamin to the jungles of Buru island. “It was a joy to be able to share with them the fruits of the labors they do, thousands of miles away in the concrete jungles of the capital city,” says Jamin.



From left: Pilot Jamin Peck, another baptized believer, the groom, Pak Hengky, Meidi, and family after the baptism. photo by Jamin Peck

In the Buru village, Hengky and his family witnessed a Christian wedding — and then saw the groom baptized the same day. “The groom wanted to publicly declare his love for Jesus on the same day as he proclaimed his commitment to love his wife as Christ loves the church,” recounts Jamin. The groom had been a rough character, but his testimony was clear: “He knew there was life after death, he deserved hell, but through Jesus he could be saved. The Truth turned his life around.”

Hengky and family also saw how the Canadian-German-Indonesian missionary team teaches one on one and house to house to satisfy the renewed hunger of the people for God’s Word.

“This is why Ethnos360 Aviation is here,” says Jamin. “The team on the island of Buru relies on the Kodiak plane for support. We praise the Lord we can be a small part in what God is doing there!”

Even though he was on furlough, Hengky couldn’t ignore the paperwork. He worked remotely, doing just enough to keep the mountain moving. “We certainly felt the effect of his not being in Jakarta!” noted Jamin.

Without Hengky’s work, that Kodiak just wouldn’t fly. And without the Kodiak, the team among the Buru could not continue uninterrupted work in the village. And without people like you to undergird Ethnos360 Aviation, we couldn’t offer affordable flights. Thank you for praying and giving so thriving churches can be established and eventually can reach out to surrounding villages with the Truth they have come to love and live by.

To participate in making flights affordable, **go to ethnos360aviation.org**, click Projects and find Missionary Flight Sponsorship to participate in making flights affordable.

