



God's
Word is
reaching isolated
people groups
around the world,
and Ethnos360 Aviation
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A DREAM COME TRUE

Bruno Siqueira could picture it in his mind:

He and his friend Airton would someday serve the Lord together in a mission ministry, most likely in Brazil where they live.

That goal propelled Bruno into a years-long process of Bible school, aviation training, and missions institute. Then, despite repeated visa denials, Bruno and his wife, Suellen, and their two boys got clearance to travel to Ethnos360 Aviation in the USA, where Bruno added helicopter certification to his credentials. Despite the pandemic, he finished within the allotted 18-month visa. Amazed at God's goodness, the Siqueiras headed back to Brazil.

Then the unthinkable happened! On the very day that Bruno arrived in the city where the helicopter was based, calamity hit. The long-awaited R66 — which had barely flown due to the pandemic — was crushed when a rented hangar collapsed on top of it in a freak windstorm.

Bruno had to offer back to God his dream of serving church planters with the helicopter.

God was at work, though, and insurance provided for a replacement R66. Within a year, it arrived in Brazil. After many delays, Bruno and Brazil-experienced pilot Jeremiah Diedrich flew the R66 to its place of service — a 1,800-mile journey, packed with lots of bad weather that provided great training scenarios for Bruno!

Finally, the first day of ministry arrived. Bruno loaded supplies into the R66, flying them high above rough roads and treacherous rivers. The church planters in a remote location were going to be so happy! But they couldn't have been happier than Bruno. "I had dreamed for many years of this," he wrote. His mind went back in time: "During my Bible course about 15 years ago ... I was in the same class as Airton (in the white shirt, pictured here with his wife, Thalita, and their children). We dreamed of one day serving the Lord together in some mission field." As their training progressed, so did their vision. "For about five years,



we have been talking about one day meeting each other in the village where Airton currently works — a dream that many times seemed impossible in our eyes."

This was the day! "By God's grace and by His appointment, *to the first village that I entered as a missionary helicopter pilot, I carried groceries for Airton and his family!* We both had to contain our emotions, as the reality of what we had dreamed of for years was happening right before our eyes."

"For this moment to happen," he wrote, "both Airton and I knew that we had to remain faithful in our ministries; we had to be faithful in what God had called us and enabled us to do."

What a boost the helicopter will be to Airton and Thalita's progress! "They are no longer a long day's trip to the city ... but only 37 minutes away," said Bruno. And Bruno can bring groceries at regular intervals, saving them days of time in travel and supply buying. "This will certainly have a positive impact on their ministry," added Bruno.

Now he and Airton have a new dream: "To see a strong church among those people where the name of God can be glorified in their language. Great is the Lord!"

Do you have that dream too? If so, you can ensure that Brazilian church planters can use the R66 to reach their own people. Go to the Ethnos360 Aviation website and click Give to access the Flight Sponsorship project.

SWEPT AWAY

Itje knew she could drown, but her mind was made up. As the raging river swept her and her son off their feet, she decided to let go of his hand. She had already lived a long life, but he was still young and strong — and, without her, could make it to shore and live.

Daren Spence, International Fixed-Wing Chief Pilot, brought Itje's remarkable story back from Asia-Pacific after a recent trip there.

"Itje and her husband, Jeddy, have been faithfully serving the Lord for many years amongst the Saluan people group. ... In a mountainous, tropical area, this oftentimes means fording rivers on foot to reach isolated villages with no road access. Since just last year, Jeddy and Itje have had an airstrip near their home, so the Kodiak has been meeting some of their transportation needs.



Pilot Jamin with Jeddy, Itje, Yusten and their daughter.
photo by Daren Spence

"However, one village ... is accessed only by hiking. After recently spending some time there, Jeddy and Itje started the long trek back to the little town they normally live in. As they were going across together, holding hands, the water was so deep and the current so strong they felt they were about to be swept away. They felt like they couldn't go forward, and they couldn't go back.

"It was then that their son, Yusten, who was also with them, took his mother's hand to lead her the rest of the way across. Just as they started moving, they were both swept away by the current. ... Itje made the decision to release her grasp on her son's hand, hoping to spare his life.

"However, Yusten had no intention of releasing his mother's hand. He held on firmly as they rolled around

and around in the raging waters. Then Yusten's foot came upon a large rock beneath the surface. He was able to get them stopped and eventually got his footing.

"Meanwhile, Jeddy, dropping his heavy backpack in the river, returned to the shore and walked downstream to help. With his aid, Itje was able to stand, and they all made it to safety. ... Itje was bruised all over from impacting numerous rocks, but thankfully God spared her life."

Daren saw the commitment of this family: "Neither Jeddy nor Itje are looking for fun river adventures. No, their excitement comes from seeing others come to know Jesus Christ. It's just that to do that,

they oftentimes choose to put themselves into situations which are admittedly dangerous."

Pilot Jamin Peck and Daren later flew over the area near the treacherous river crossing and found a possible spot for an airstrip. The aviation team will do a more detailed survey to see if it is a viable location. But what a help that would be for Jeddy and Itje!



Room for an airstrip?
photo by Daren Spence

Even with an airstrip, though, the reality is that dedicated servants of God like Jeddy and Itje can only afford to pay a fraction of the cost of any flight they take. Asian-Pacific national and indigenous missionaries can only use aviation if other dedicated servants of God, like you, give to make flights affordable. Would you make the Flight Sponsorship fund a part of your ministry? As Daren says, "Their passion is to do whatever they can to see the gospel message of Jesus Christ taken to those who have never heard."

If the gospel is your passion too, go to the Ethnos360 Aviation website, click Give and choose the Flight Sponsorship project.

FACETS OF LIFE

“Some days you throw your head back and just laugh. Seriously! The craziness of life!”



Albert & Lynne Castelijin
photo by Tyler Wohlford

Lynne and her husband, Albert, work among the Banwaon people of the Philippines. Right now, Albert is working diligently translating the book of John — a lifegiving task in itself —

and he’s up to chapter 16. But “making disciples” is so much more than just handing believers the translated text. It’s working with them — interruptions included — in everyday life, such as helping them with schooling for their children.

The Banwaon people realized that when they sent their children out to the city for education, the young people were losing their “heart language” for understanding Scripture. So they pursued building their own high school, partly staffed by their own Christian teachers, thus “making disciples” of their own families.

Albert and Lynne, as the church planters, joined in the task. Albert, a skilled carpenter, taught the men to build. He helped as a liaison with government officials who enthusiastically backed the project. And he made connections with Ethnos360 Aviation for the multitude of flights for building materials and visiting officials.

Today was one of those “official” days. A representative of the governor was due to arrive to inspect the school.

“[I am] so grateful for our wonderful aviation team – our pilot, Alex Minium, and his wife, Elizabeth, who are so willing to work with us to help

facilitate this, even although it’s been incredibly ‘fiddly’ to organize,” wrote Lynne.

Then came complications. “Weather is dicey, will the visit, the flights even take place?” wondered Lynne. “So much hard work. Long hours, hundreds of details have been poured into today. It’s okay. Breathe. Trust Him.”

A little later: “A medical emergency, a woman who appears to have had a stroke, or aneurism — can the helicopter fly her out?” She’s from a village that the Banwaon believers are reaching out to.

Lynne couldn’t sit still. Quick bake a cake “just in case.” Take care of the mouse caught on a sticky trap. Monitor the radio. “Plans are underway for an

emergency medical flight for the lady. Ambulance is on standby in the lowlands. Still foggy.”

Since it’s the third day without electricity, Albert fires up the generator, only to find a snake in his workshop. It’s best just to close the door on it and deal with it later!

“Back to laptop to monitor flights, weather, conversations. Weather slightly improving. Praying constantly. Glance at clock ... [only] 8 a.m.! Trusting. Laughing. Teary. Resting. God’s 100% in control. Peace.”

Pilot Alex recalls: “The weather wasn’t great, but the Lord opened things up just enough to get [the patient] out” and to juggle all the other flights to meet the needs of the day.

Lynne looks back with joy and with grief. The visit of the authorities went well. And “our medical evacuee did get to the hospital yesterday morning — thanks to our wonderful aviation team and a great medical response team on the ground in the lowlands town.” But the beloved lady died in the night. Cause unknown.

Lynne is grateful, though, to the aviation team: “Thank you for getting her to the hospital. At least the family knew there was nothing more they could have done.”



Banwaon school girls in traditional dress for a school event.
photo by Lynne Castelijin

Albert didn’t get much translation done that day, but he and Lynne were living life right where the people were, making connections to help their young people thrive, showing them Jesus, bringing in Ethnos360 Aviation to show mercy in a time of sadness.

Flights to help people like the Banwaon grow in Christ — and make disciples of their own people — can only happen if concerned believers give a hand with flight costs. *Go to Ethnos360 Aviation, click Give, and choose the Flight Sponsorship project to participate. You can make an impact on the other side of the globe right from where you are!*

THREE HELICOPTERS: PROJECT COMPLETED

Maybe no one can appreciate this “project completed” news like church planters who live in isolated locations, depending on the helicopter for — really — everything!

“Without [Ethnos360 Aviation] we quite literally can’t be in Kovol,” posted Steve Stanley, as he waited for a flight.

With only the first R66 helicopter operating right now in Papua New Guinea (PNG), anything that keeps that aircraft from flying makes a huge impact on church planting teams like the one currently learning the Kovol language in preparation for foundational Bible teaching.

Recently, the Stanleys and another family on the team were returning to their homes in the Kovol village. Their flights had already been delayed by weather. Then the helicopter had a maintenance issue. Without a second helicopter to fill the gap in this very tight schedule, the families were stranded in limbo with everything packed — including food for the next few months.

For them, “packed” means “really packed”! “For a helicopter flight,” wrote Steve, “we need to know exactly how many kilograms we have, which means packing everything, including toothbrushes and pajamas, weighing it and then unpacking the essentials again” and biding time until their flight. When delays happen, it’s a game of unpacking, repacking, wondering which fresh food is going bad, wondering what food to unpack to eat while waiting, going to buy enough to eat in the meanwhile — and so it goes. And how to keep their tiny children occupied when all their belongings are sealed in boxes!

Despite days of waiting to fly, Steve knew that God was at work to ease the helicopter flight schedule: “We

praise God that a second helicopter has been bought and is on the way to PNG.” And he’s right! R66 #2 was packed in a container on May 3 and then loaded onto a ship May 8. With God’s hand of protection, it should arrive in the Port of Lae, Papua New Guinea, July 5.

But wait! There’s more! “It really boggles the mind,” said Steve, “that three helicopters have been purchased for NTM PNG through the generous donations of supporters. That’s just incredible!” Steve’s right again. R66 #3 is paid for and is being built at the Robinson factory, due to be delivered to Ethnos360 Aviation as early as the end of 2023. Not only that, but all the funds have come in to build a new hangar in PNG to house the three helicopters — and the three Kodiaks already serving there!

In just three years and one month — January 2020 to February 2023 — God had provided not one but three R66 helicopters! God honored the faith of His people who prayed boldly and gave generously despite facing a worldwide pandemic.

Seeing His provision, can we doubt that God is serious about the Great Commission? He has provided the tools. Now we need people — skilled and dedicated — to keep these aircraft running, to fly them, and to do all the administrative work to keep flight programs functioning. “Pray ... the Lord of the harvest, that He will send forth laborers” (Mt. 9:38). We can buy aircraft, but we can’t buy people’s hearts for service. That is God’s work, and we are commanded to ask Him for laborers.

Will you join our Ground Crew prayer team to pray for laborers so we can make full use of the tools God has provided? Sign up by sending an email to media_aviation@ntm.org and ask to be on the Ground Crew.



The Kovol team and villagers pose with piles of cargo brought by R66 #1.
photo by Josh Verdonck