

NTM Aviation Journal

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Beginnings:

NTM AVIATION HELPS ENTER A NEW TRIBE

A certain Wantakia village in Papua New Guinea is practically inaccessible. “Their tribe is so remote that helicopter is the only way to get there,” says pilot Ryan Farran.

Yet some of Ryan’s friends are determined to bring “God’s Talk” to the Wantakians. These three young families, with seven children between them, moved into the village this April to begin the long process.

You know what a long process moving is. Go to the new location. Find a place to live. Move there. It wasn’t that simple for the Wantakia team.

It started last October when pilot Jon Leedahl flew some guys to a jungle airstrip. From there, they hiked several days to survey the Wantakia villages. This particular village seemed to be the best location to settle in.

The leaders gave them land and offered trees to build durable houses. But the tribal men quickly added, “We don’t have tin roofs or nails, so you’ll have to bring that stuff.”

The team bought and stockpiled “that stuff.” Hiking it in to the village was

not a workable option, though. They’d need the helicopter. So in January, Ryan and a group of men sorted the materials into 1,000-pound stacks and wrangled them into cargo nets. As each load was ready, helicopter pilot Mike McGregor hovered low as one of the guys attached the load rope to the belly hook of the chopper.

With the load dangling about 20 feet below, Mike took off for the village. Arriving there, he hovered over the landing zone until the load settled on the ground. When he released the hook, another load was safely delivered.

For three days, the crew repeated the drill – until twenty-one loads of cargo made the trip. Four months later, the houses were built and ready. NTM Aviation pilot Brent Haberchak, in an MAF plane, flew the team to a remote grass airstrip. From there, a helicopter shuttled them—not in sling loads!—to the village.

As a result of your partnership, things are happening in the world of missionary aviation!



Photo by Ryan Farran

“What an awesome privilege of flying them out,” writes Brent’s wife Erica. “They are committed to learning this language in order to introduce the gospel of Jesus Christ to these people for the first time!”

To keep the aviation supply line going to the Wantakia team, use the enclosed response card or go to <http://usa.ntm.org/flight-crew>

**NTM
Aviation**

Beginning a New Life in BRAZIL

Jeremy and Sarah Lakenes have a plan. They call it “Operation Brazil.”

They know the need for a pilot in Brazil, and they’d love to meet the need. They also know that the road is long. First, finish training in McNeal. Then take the needed time to connect with partners who want to invest in their flying ministry in Brazil. After that, do the paperwork, travel to the country, learn the language, and build required time (typically three years!) to gain residency. Only then can Jeremy get his Brazilian pilot’s license. It’s way down the road.

Not ones to be stymied by obstacles, Jeremy and Sarah started “green lighting.” Could there be an alternative plan? Would another route yield quicker results? Those working in remote areas need help NOW. The plane is in Brazil. Why would it have to sit idle for a few years while they walked the normal path?

And then it hit them. Brazil counts it an honor if foreigners desire to have a baby born in country. In fact, once the baby is born, the parents can apply for residency within two months.

Hmmm. With baby #2 on the way, Jeremy and Sarah’s “green lights” started flashing out of control. Why couldn’t they travel to Brazil once they finish at the Missionary Training Center in May and have their baby there? With residency in



hand and months of Portuguese study under their belts, they could return to the USA, finish aviation training, gain needed support, and begin flying in Brazil by 2017.

An incredible list of factors has to fall in place for the plan to work. And that’s just what is happening. Already they have the required round trip tickets to Brazil. They are working on the tourist visas for their 5-month stay. Portuguese language learning is a daily focus. May 27 is their departure date.

“We can make our plans,” acknowledge the Lakenes, “but the LORD determines our steps’ (Proverbs 16:9). We know God is sovereign over all these things. We don’t know what is behind the curtain of God’s will for this trip. God made it clear that if this short-term trip happens, it was because He made it happen and not us.”

Do you see the vision that Jeremy and Sarah have? It will only happen by God’s will and the partnership of God’s people who get on board with them. Can you be a part? “Operation Brazil” may be the key to a thriving outreach of compassion to isolated people groups in Brazil.

Beginnings: A New Helicopter to Reach Deeper

You have new brothers and sisters in the Manobo tribe of the Philippines! They've heard and believed. They are growing in their faith. They are even supporting their own pastor, despite very limited resources. They're willing to reach out. But how will the Manobo tribal believers reach the remaining 50,000 people of their tribe with the Gospel?

The other Manobo villages are even more isolated. Manobo missionaries face long days of dangerous hiking through cobra and leech infested jungle each time they need to visit these outreach locations.

To build airstrips in each village is daunting. Level land is hard to find. Permits to fell the trees are impossible to get. It would take years to build the strips. The people are semi-nomadic, so the strips could quickly become useless

once they're completed.

What could provide the best access to these pockets of people, nestled deep in the rugged volcanic mountains of Mindanao?

How can NTM Aviation be nimble and agile, able to operate from small, temporary landing sites — something the current fleet of Cessna aircraft cannot do?

As NTM Aviation looked for answers to these questions, an idea formed in their minds.

NTM Aviation has decided to position a Robinson R66 on Mindanao. An R66 can operate deftly, needing only a small clearing to land. Burning readily available and relatively inexpensive Jet-A fuel, the R66 can gain impressive altitude to fly over the rugged terrain.

The R66 will be instrumental in helping NTM Aviation Philippines reach its goal of carrying missionaries anywhere they need to go, any time they need to go there, safely and efficiently. You can be part of the solution to make flight affordable, even to the Manobo missionaries with few economic resources.

Your involvement doesn't end with the



Photo by Dave Forney

Manobo. The R66 will also increase access to 14 other groups on Mindanao, totaling 450,000 people, who need to hear God's Message.

To help with this project, see the enclosed response card or go to <http://usa.ntm.org/projects/philippines-helicopter>



Your gifts and your prayers are helping make God's Word come alive in the lives of people across the globe!
Thank you for your partnership!



Photo by Candy Dalton

Beginning Again:

A NEW LEG OF THE JOURNEY

In November of 2014, pilot Jon Leedahl's journey took an unexpected turn as he rounded a bend on a road in Papua New Guinea. A head-on collision ultimately resulted in the loss of his right leg.

On March 31, Jon came home from the Mayo Clinic with a new leg and the determination to walk again. Though he still needed crutches, the first thing Jon did was take a stroll with his boys.

A few weeks later, Jon and his family traveled "home" to his parents' farm determined to fly again. One of the first things he did was get in an airplane with his pilot dad and fly. Not long after, the pair took a spin in their helicopter.

Before Jon left the Mayo Clinic, experts fitted him for a high-tech robotic leg. He returned to the Clinic in May for training to use it. Jon's desire is to fly in Papua again, serving his friends who are serving in remote villages to bring the Gospel to unreached peoples.

Thank God for the technology available to let Jon fly again! Please partner with the Leedahls in prayer — that Jon will adapt well to the high-tech leg. And that insurance will cover the high costs of the new robotic leg.



To follow Jon and Adie's journey, read their blog at: <http://blogs.ntm.org/jon-leedah>



CHECKPOINTS: BECAUSE YOU ARE PRAYING, YOU NEED TO KNOW . . .

Cessna 206 for Brazil — Paperwork for the Brazil Cessna 206 is moving ahead. The Bill of Sale is in Brazil, and registration may be complete by June.

Kodiak for PNG — The date to ferry the first Kodiak to Papua New Guinea is closer than ever! Pilot John Mark Estelle, who formerly flew in PNG, has agreed to travel as needed to that country to serve as check pilot. With that detail in place, PNG's Civil Aviation Safety Authority has given verbal permission to import the plane. The Kodiak could fly to PNG as early as July 2015.

