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

WHAT MAKES PLANES FLY?

We all know about **pilots and mechanics** — and filling the tank with fuel and the engine with oil. But how about this?

“Put a **mechanical engineer**, **IT tech/web developer**, **nurse**, **optometrist**, **pilot**, **church planter** and three **teachers**, from countries as varied as Switzerland, Germany, Paraguay, New Zealand, England and the US in the back of a land cruiser. What do you have?

Just a small sampling of the diverse team God has assembled to assist in the spread of the gospel here in PNG!”

says pilot Jeff Glessner and his wife, Anna.

The whole team supports the effort of taking God's Word into unreached people groups. But really, almost every part of the team is also needed to keep the planes and helicopters flying into those isolated places to sustain the church planting teams.

Imagine an aircraft trying to fly without the **finance** person making sure the bills are paid. Or without the **administrator** who has done all the right paperwork to make it legal. How does the plane fly without the **parts controller** keeping spare items on hand? And none of those jobs can function without the **computer specialist** to set up their systems of operation.

What about an **engineer** to design a hangar to house and care for the aircraft? Or a **nurse** or **dentist** to care for the pilots and mechanics when they need medical attention in out-of-the-way places? What about their families? They'll need **teachers** to teach their kids!

If we follow the support line all the way back home, we'll find more roles at aviation headquarters.

Even people in the most mundane positions assure that aircraft and aviators are ready to serve. The **maintenance personnel** build homes for them to live in while they train. The **bookkeeper** processes funds. The **database manager** makes sure that no one drops off the mailing list. **Media personnel** keep the partners of Ethnos360 Aviation informed of projects, prayer needs and the fruit of their investments.

We always need more **pilots and mechanics** to fly the



The team. photo by Anna Glessner

amazing machines that God has so graciously given us in the last few years. And we are grateful for our **prayer team** and for **generous donors** who give to make flights affordable. But without a long “living chain” of people doing lots of diverse jobs, planes and helicopters would sit idle and flight funds would stagnate in bank accounts.

We need people! Can you help? Contact us.

Go to our website at ethnos360aviation.org and click on the Serve tab.

JUMPING FOR JOY!



Rachel, Henrique and toddler welcome pilot Jeremiah and cargo.
photo by Brian Pruett

Yes, a grown man jumped up and down for joy! It's a long story.

Back in August 2017, Rachel, a newly-married church planter in Brazil wrote, “We never thought that a helicopter would be a normal part of our lives, but now it seems that in the **near future**, it could be our normal transportation from the city to our house in the jungle.”

Rachel and her husband, Henrique, probably held their hope lightly. No one likes to be disappointed. But it was hard not to hope for a 1 1/2-hour helicopter ride – rather than hours of land travel culminating in a nerve-wracking trip on a capricious river in a small boat, nearly overloaded with supplies for the next several months, hoping they didn't capsize if they hit underwater debris.

They had glimmers of hope as years went by. Jeremiah Diedrich, a pilot from another mission, volunteered to fly our (as of then non-existent) helicopter. We purchased land for a helipad and hangar. A foundation donated \$100,000. Then, in the fall of 2019, by God's indescribable grace, through the prayers and gifts of generous partners, God provided

an R66 helicopter, as well as funds to build a hangar and train a Brazilian pilot.

It took the rest of 2019 to get the R66 from Canada to Brazil.

On February 1, 2020, three years after Rachel's hopeful letter, the “**near future**” came! The R66 helicopter made good on the promise of practical and feasible access to isolated villages. But the flights lasted just one solitary week. And then they were over.

A political change in the government, the COVID-19 virus and a misguided oppositional news article tragically combined to shut down the helicopter and squelch the hope that had gingerly risen in the missionaries' weary souls.

Through the long “shut down” of COVID-19, the missionaries waited.

BUT LET THE JUMPING FOR JOY BEGIN!

In November 2020, pilot Jeremiah Diedrich, accompanied by Ethnos360 Aviation chief helicopter instructor Brian Pruett, flew Rachel and Henrique – and their little boy – very near their jungle village.

And when one cargo flight tested out the newly cleared helipad right next to their house, Henrique was “literally, **jumping up and down** in excitement!” said Brian.

This helicopter trip sure beat a river trip, especially with a wiggly toddler! “It saved them many days of travel, and everything arrived dry, clean and fresh!” remarked Brian.

Knowing the helicopter is there to bring supplies and support, Rachel and Henrique can forge ahead in language and culture learning, with the end goal of bringing the long-awaited teaching of God's Word to this people group.

Thank you for the part you had in making the R66 for Brazil a reality. Keep praying that nothing will hinder the service of the R66 to the church planting teams in Brazil.

RELIEF!

THREATENED BY COVID-19

The country of Papua New Guinea has been able to control the spread of the COVID virus among their people, and the government is working hard to keep it that way. When the Provincial Health Administration acquired Personal Protective Equipment (PPE), medicine and medical supplies, they needed transportation to get them to locations within the Eastern Highlands Province. “In a country where road transport is often not an option, flights are the only mode of transport for medical supplies,” said field leader Keith Copley. So the mission offered \$30,000-worth of flights to fly 3,300 pound of supplies to five airstrips, from where it will be distributed to surrounding people groups.

“The local authorities expressed gratitude for the partnership with [the mission],” said Keith. “Aviation is a way we can continue to work with the government, and we pray it opens the doors to more chances for ministry.”



Flight scheduler Terry Ganka unloads COVID supplies at Simbari. photo by Ryan Farran

THREATENED BY A LANDSLIDE

When typhoon season hit the Philippines last year, Brian Schaadt, piloting an R44 helicopter on the island of Luzon, stood ready to help as news of devastation started coming in. “An entire village evacuated their homes in order to camp at a place which is literally near the end of the mountain road,” wrote Brian. “They were scared to stay in their homes any longer once the landslides from heavy rains threatened to wipe them out.” A Filipino missionary couple spent days purchasing and packing food supplies into large woven rice bags, weighing everything according to Brian’s specifications. “This allowed quick turnarounds as we loaded and fueled each time at the staging point,” he said. As each load was flown to the villagers, local believers helped Brian distribute the goods to those in need. God graciously cleared the fog that threatened to delay the flights that day, and Brian was able to deliver 3,000 pounds of food. “It was a perfect scenario, opening the way for the believers to follow up with God’s Word and fill the true need of each person.”



Pilot Brian Schaadt unloads relief packs in the village. photo by Rene Tanjusay

Pray that all these efforts will clearly show the kindness and goodness of the Lord and will lead people to see God’s grace for salvation in Christ. To partner with us for future relief efforts, [go to **ethnos360aviation.org/projects/disaster-relief-emergency-fund-1**](https://ethnos360aviation.org/projects/disaster-relief-emergency-fund-1)

PHOTO LOG

R66 FOR PAPUA NEW GUINEA:

Arizona, with its high deserts and mountains, is filled with great places for a helicopter to show its capabilities. Right now, the R66 for Papua New Guinea is being put through its paces in various isolated regions of AZ. And by God's grace, it should soon get its final outfitting, be disassembled and then be crated for the ocean voyage to PNG. There, it will begin serving along with the 42-year-old Long Ranger helicopter.

Meanwhile, God is faithfully providing for the second R66 for PNG. At this point, many generous donors have pitched in, and we are approaching the halfway point toward R66 #2 for PNG. To join the effort, [go to ethnos360.org/projects/three-helicopters-for-png](https://ethnos360.org/projects/three-helicopters-for-png)

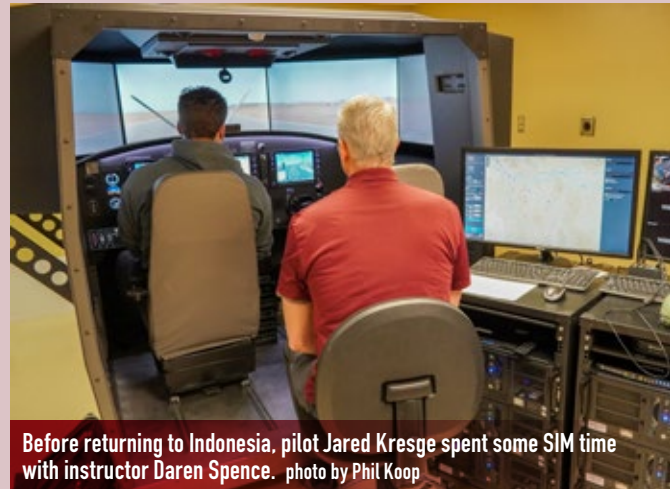


Bruno Siqueira and Ryan de Roos refuel the R66 near Grand Canyon. photo by Brian Pruett

NEW KODIAK SIMULATOR:

Though we use Kodiak airplanes in Indonesia and Papua New Guinea, it's not economically wise to keep one here in Arizona. So, our pilots have had to travel to a separate Kodiak training facility to get hands-on experience.

In order to make Kodiak training more accessible and cost effective, Ethnos360 Aviation ordered a custom-built simulator for our aviation center. Pilot Andrew Smith has already flown 50 hours in it, costing him less than one hour in a Kodiak. A tremendous savings! He's even been able to practice emergency procedures — much safer in the simulator!



Before returning to Indonesia, pilot Jared Kresge spent some SIM time with instructor Daren Spence. photo by Phil Koop

FROM PILOT JAMIN PECK IN INDONESIA:

“2020 is a bad time to be a pilot,” wrote Jamin late last year. “Some experts are calling this pandemic the worst crisis ever to face the aviation industry. That’s why we are so grateful we can still use aviation to support the Lord’s work in Indonesia. Even with new, restrictive COVID protocols, we flew more hours this year than prior to 2015 when Ethnos360 Aviation started our Affordable Flight Program. Because of this subsidy, our Indonesian national coworkers can visit remote locations, lead church workshops, and teach discipleship courses, which, despite having attendance limitations, are still able to continue! Praise the Lord with us for continuing to provide for His work to abound!”

To keep flights affordable [go to ethnos360aviation.org/projects/missionary-flight-sponsorship-3](https://ethnos360aviation.org/projects/missionary-flight-sponsorship-3)



Jamin unloads cargo after flying church leaders to a conference for Wana missionaries and elders. photo by Daniel Gammelsaeter