

A GIFT WITH ETERNAL DIVIDENDS

Stocks and mutual funds make missionary flights affordable

Like their Western counterparts, national missionaries often rely on flights for supplies and spare parts and food. They use them to get to town or to transport their children to school. And aircraft take the ill or injured to medical care.

However, flights that are expensive for their Western co-workers—\$380, \$1,000 or even \$1,250 an hour on flights that can last two, four, sometimes six hours round trip—are out of reach for national co-workers. That's not to mention missionaries sent out by tribal churches, who often have little more than the clothes on their backs.

So NTM Aviation has made “our mission to serve” the priority, said Phil Koop, executive director, explaining,

“Our charges are not based on cost but rather on affordability.”

That requires sponsors for missionary flights, and that's where people like you come in. Your gift of appreciated stocks and mutual funds can sponsor flights for missionaries, and provide you with tax benefits.

Donating stock or shares in a mutual fund will result in a larger contribution—sometimes significantly larger—than would be possible by simply selling the security and donating the after-tax cash value.

Canada Revenue Agency regulations allow the charity to issue an official receipt for the full fair market value of the security being donated (the original principal plus the capital gains). And the taxable portion of the capital gains is greatly reduced when a security is donated, providing greater advantage to the donor when filing his/her annual income tax return.

Making this type of gift is easy. Simply notify us of your desire to give stock or mutual fund shares to sponsor missionary flights, and we'll provide the information needed by your broker. To learn more, call **844-855-6862**, email finance@canada.ntm.org, or use the **enclosed response card**.

“OUR CHARGES ARE NOT BASED ON COST BUT RATHER ON AFFORDABILITY.”



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PARTNER TO PARTNER

An update from the
Partner Relations Office of NTM Canada



Life was good.

NTM Aviation pilot Jon Leedahlt was nearing the completion of his extensive training with SIL (JAARS) in the Kodiak airplane — and God had already miraculously provided two of the three Kodiaks that NTM Aviation needed for Papua New Guinea. Within a year's time at least one of the Kodiaks would be on location in Papua New Guinea and Jon would be in the pilot's seat. Life was good. Everything was going according to plan.

A CURVE IN THE ROAD

And then a blind curve in the road changed everything. The head-on collision between Jon's motorcycle and the Land Cruiser should have killed him. In critical condition, Jon desperately needed a medevac flight to Australia, but the mountainous terrain ruled out a night flight. Blood transfusions and a tourniquet applied to his leg kept him alive through the night. As morning dawned, it was SIL (JAARS) staff that loaded Jon aboard their Kodiak to make the four-hour flight across open water to Cairns, Australia. Jon's wife, Adie, joined him on the flight.

From the hospital in Australia, Adie wrote, “Jon is out of surgery. He looks good. There will be more surgery on Sunday to clean up the wound. God has his leg. God has a purpose. My

first thought of ‘why’ was quickly answered with, ‘I have a big plan.’”

In that moment Adie had no idea what that *big* plan might be, but it was a comforting thought. It was comforting when they considered the effects of the trauma on their immediate family, when they thought of how their absence would affect NTM Aviation in Papua New Guinea, and as they faced the journey to recovery.

Recovery was a slow and arduous process involving multiple setbacks, surgeries and lots of physical therapy. Even getting a new leg was a complex process. But over time Jon's physical body healed.

THE JOURNEY BEGINS

Another journey awaited them. One that held many questions. Would Jon ever fly again? Would being an

amputee disqualify him from flying? And if not, what would be the steps to getting him back into the pilot's seat of the Kodiak in Papua New Guinea? Was that even in the realm of possibilities? Could that lofty goal be part of God's *big* plan?

Their journey involved much prayer as they faced many unknowns. It involved navigating their way through a myriad of requirements to have Jon reinstated, not only as a licensed FAA pilot, but as a qualified missionary pilot. It was a journey back to the life they had known. It was a journey back to Papua New Guinea.

FULL CIRCLE

One by one the requirements were met. Plans were set in place to return to Papua New Guinea in February of 2016. The countdown was on. "I'm numb, Jon's giddy, [and] the kids are counting down the days," wrote Adie, "but we're all excited."

And then the day came. They boarded a plane for Papua New Guinea. A seven-hour layover in Port Moresby

could have been considered an inconvenience, but it was far from that. Jon was given his flight physical during that layover—and actually received his medical certificate that same day! From there they continued on to Goroka, where they were reunited with their many friends and co-workers who had prayed and encouraged them from afar.

And then, just one year and four months after his traumatic accident, Jon was flying one of the two Kodiaks already on location in Papua New Guinea.

"We are just thrilled that God has brought us back to Papua New Guinea," wrote Jon and Adie Leedah. "God is a God of miracles, who gave us the chance to come to Papua New Guinea and once again fly for our missionaries. He is so faithful and we have seen He can be trusted."

PARTNERS MAKE A DIFFERENCE

Miracle after miracle. That's been all God's doing. It was God who brought

the Leedahs full circle back to Papua New Guinea. It was God who timed the arrival of Kodiak No. 2 just as Kodiak No. 1 was out of service for scheduled maintenance, and then went on to provide Kodiak No. 3.

Amazingly, God lets His people have a part in His great plan. People like you. We are humbled and so very grateful for your partnership.

"We often talked and prayed about the Lord's provision of a larger plane that would fit us and our supplies on one flight," wrote missionaries David and Shari Ogg. "So when we heard that the Lord had answered those prayers in an amazing way by providing not only one, but three Kodiak planes for Papua New Guinea, our hearts were filled with gratitude."

The Leedahs also expressed their heartfelt thanks to people like you who prayed, gave and encouraged them. "We are so thankful for each and everyone of you who has loved on us, cared for us and prayed us through this last year!"

And Phil Koop, Executive Director of NTM Aviation, sums it up well. "Thank you for your prayers—even when the reality of the Kodiak seemed unattainable. For your interest—even when the project stretched over years. ... [And] for your trust in God who never fails to do the utmost to bring His Word to people in the most remote locations on earth."

Thank you for your partnership through praying and giving to make all of this possible.

—by *Rosie Cochran*, staff writer

Read Adie's testimony: go.ntm.org/adie



With three Kodiaks in Papua New Guinea arriving far more rapidly than we expected, our urgent attention turns to the remaining setup to keep the program running smoothly, efficiently, and above all, safely.

KEEP THEM FLYING

Replacement parts are not easily obtained in Papua New Guinea. Therefore building a parts inventory for our three new Kodiaks will ensure that mechanics have what they need on hand, reducing downtime for the aircraft. The experience of others flying Kodiaks in Papua New Guinea and similar places shows us that we'll need to stock parts not just for routine maintenance but also for repairs. Rugged airstrips and tropical heat take a toll on equipment, so we'll need to have—among other things—tires, starters, batteries, bearings and nose gear parts on hand.

FLYING SAFELY

The old Cessna 206s, which our pilots have been flying, were much simpler aircraft and normally operated under "Visual Flight Rules." Transition training and experience are essential to getting our pilots certified to operate the more complex—yet far more capable—Kodiaks, including proficiency for flying by instruments instead of sight under "Instrument Flight Rules" on a regular basis. Good training will prepare them for the unexpected and make them safer pilots.

FLYING WHENEVER NEEDED

Day after day, our Kodiak pilots are flying into and out of small airstrips where the only instrument is a windsock. Their primary airport in Goroka also lacks controls for instrument landings. But in case of a medical evacuation to Australia, pilots need to be trained for instrument flight. Using a flight simulator will be part of standard proficiency training to keep our pilots certified for instrument flight, keeping them at the top of their game and ready for emergency flights.

A flight simulator will also allow our pilots to get regular experience in severe weather or dangerous situations such as engine failure—conditions we would avoid in a real aircraft, but must know how to handle. In addition, a simulator will save a lot of money in aircraft wear and tear in the long run.

YOUR GIFT HELPS OTHERS TOO

Other mission aviation organizations will be able to use our flight simulator to keep their pilots certified and ready for instrument landings and dangerous conditions as well. Our Kodiak parts inventory will be available for purchase by other missions who operate Kodiaks just as they do for us, should the need arise. So your gift will keep flight service smooth, efficient and safe for hundreds of missionary families in Papua New Guinea.

As the Lord leads you to help with these needs, give using the **enclosed response card**, or online at go.ntm.org/kodiak-outfitting

Praise God, and Thank You!

The third and final Kodiak for Papua New Guinea is now on site, thanks to the prayers and financial support of partners like you. Missionaries will be served more safely, effectively and efficiently with the replacement of all NTM Aviation's other fixed-wing aircraft with Kodiaks. This in turn speeds the spread of the gospel, to the glory of God's name. Thank you for serving and worshipping Him together with us.

