

DYE UPDATE

June 29, 2014



Prayer Requests:

July 26th—Aug 3rd Larry and Paul will be assisting the missions' presentation by Paul sharing his kidnapping testimony on several occasions at Air Venture in Osh-Kosh, WI.

That God would give Larry and Paul the right words to speak boldly to hundreds of people who will pass by the tent

That people would see God's desire to be in charge of every detail of their lives and that God's faithfulness and omnipotence would be manifested through the story. The God of the Bible is the same yesterday, today and forever. (Heb. 13:8)

Wisdom for good maintenance on NTMA aircraft

The Kodiak preparations and modifications for field prep (HF Radio field approval from FAA)

For the new trainees coming in August

For our daughter, Alicia, in her life decisions

For Austin as he begins his Senior year in August - that he would stand strong

Strength for Kim & Larry and God's grace to continue on with the ministry they have here at NTMA

Ministries we share:

Maintaining/Repairing Aircraft

Preparing Aircraft for foreign fields

Aircraft Airworthiness Inspections and Paperwork

Ministering to Trainees

Teaching Maintenance techniques

Guest House hostess

P N G
K O D I A K
A R R I V A L
T O
M C N E A L ,
A Z

As many of you remember, over a year ago NTM Aviation placed into service in South East Asia the first Kodiak.

Kodiak Stats:

- 10 Passenger Airplane
- Designed for Mission use
- 750 Shaft HP Turbine
- Burns Jet A Fuel
- Accessible cargo loading
- Short landing and take off capabilities
- Rugged landing gear

This plane is the ideal aircraft to support church planting in remote, mountain and jungle flying. We asked God to provide a Kodiak for the Papua New Guinea Flight Program. From a human perspective, this was not a casual request considering

the base price for the Kodiak is \$1,775,000.00 US dollars. When you add the other needed components, such as crew and maintenance training, necessary spare parts, ferry flight from the US to PNG, government fees, the cost of this project adds up to about 2.4 million dollars. Nothing short of a miracle from the Lord could make this happen. Long story short, GOD DID DO A MIRACLE!! Several donors heard of the need and donated enough money to pay for the plane. The second part of the miracle is that we did not have to order the plane, which would have taken more

than six months for delivery. The Quest factory already had an unclaimed brand new Kodiak already painted white! All we needed to do was have the large cargo compartment installed, give them our paint scheme and it would be ready for us to come pick up. June 5th, Larry and Daren Spence went to Sand Point, ID to receive and fly the Kodiak back to NTM Aviation. Austin was privileged to tag along and take part in the acceptance ceremony of the first Kodiak bound for Papua New Guinea. Thank you for your investment to reach the tribes of Papua New Guinea with God's eternal hope.

BRAZIL 206 AIRPLANE

There's more to life in Brazil than the FIFA World Cup. There are many unreached tribal groups who have yet to experience the hope that we know. After flying a term in Venezuela using this very aircraft, it's exciting to see this Cessna 206 that Larry rebuilt in 2001 on its way to Brazil as an essential tool to begin the flight program there.

Larry & Ace Glidewell were the pilots to fly this airplane to MMS (Missionary Maintenance Service) for FAA Field Approval HF radio installations.

Please pray with us that the enemy's attempts would be defeated in every way so that this airplane can be used as a means to reach people with the hope of salvation.

[see page 2 for story of its first leg of the journey to Brazil](#)

"We noticed a burning smell and the low vacuum light then the vacuum gauge went to zero."

Home Address	Support Address
Larry & Kim Dye 9300 N Wynn Dr McNeal, AZ 85617	New Tribes Mission 1000 E. First St Sanford, FL 32771

Larry's cell phone (520) 266-0234

If you would like to give a donation, please send it to NTM designated for the ministry of Larry and Kim Dye

Four hours into our flight of taking the Cessna 206 airplane from Arizona to Ohio we found ourselves right over a small country Ag spray plane outfit and then our vacuum pump failed. We noticed a burning smell and the low vacuum light then the vacuum gauge went to zero. Right below was a landing strip so we circled down from 11,500 ft. and landed at Flovada, TX to find oil smeared all down our pod and onto the back rear empennage. After removing the cowls, we discovered that the oil was coming from the brand new oil/air separator can which hadn't sealed. I took it off, took it apart and found that the cork seal wasn't or even couldn't seal due to a very poor design. I cleaned it up as good as possible with the few rags in the airplane and Ace went to beg some red RTV from the Ag operators



who were occupied with their massive air tractor PT 6 turbines spooled up and running the whole time requiring them to climb out of their single cockpits, jump down and fill their plane's hopper up and then get back in for another round of excitement. It was fun watching them crop dust!

We smeared RTV all around the matting surfaces and connected the hoses back and then off we flew onto Camdenton, MO. Ace had called Air Wolf Inc. But they couldn't believe the vacuum pump could have failed and thus did not have another one to send us! So we decided to go ahead and fly without the pump onto Coshocton Ohio, VFR of course. I am thankful that we practiced partial panel flying during our IPC with our Instrument Instructor! Not that we went IFR but we did cover up the DG and Horizon.

We took off with beautiful weather and a weather picture painted ahead for us by radar with some patches of green. We climbed up to 7,500 initially then up to 11,500, had ground speeds of 158 to 162 knots (that's 186 MPH) and then started over a broken sealing that turned into a solid sealing below us & remained unbroken for 3.2 hours and then 30 miles out of destination, God opened 'a' single significant hole to come down through. Then we asked permission to descend and deviate from our route of flight then left ATC and switched from their flight following to VFR and made the rest of the flight to Coshocton at 2000 msl.

Landing at Coshocton on RWY 15 I turned down wind, completed my check list and set up for a nice approach.

Verifying checklist was completed I was getting established on the VASI with two red and two white lights when all of a sudden the plane just dropped out from under me and the left wing seemed to have quit flying and down we went! I instantly added full power and shoved the 206 nose forward to gain all the airspeed I could muster before the fast approaching ground came at us. PTL the plane started flying again and I was able to ascend and appropriate an evasive right turn to get back in line with the RWY to land without further incident! I had a light plane, my airspeed indicator was stable at 60 plus knots, and was maintaining quite a bit of power because of the stiff gusty quartering to almost a direct head wind we had. I've never experienced wind sheer to that extreme ever before on landing. I was thinking to myself that there would be lots of people watching me and that with this wind I should not be showing off our trained skills by coming in at the bottom of the envelope and sticking the numbers so thank God I wasn't! It could have been disastrous and fatal!

Thanks for your prayers!

Upon landing and pulling up to MMS hangar, MMS received verbal approval from their FSDO for the HF radio installation and we also received word from Charlie Patton, the missionary pilot from Brazil that he finally received his license in hand from the Brazilian aeronautical division!

Thanks for the part that you have in our lives in partnering with us.



Turning over 206 keys and manual to MMS

Waiting for His return,

The Dye family

Larry, Kim
Alicia & Austin