

Les and Jane Zerbe

Helping missionaries reach remote ministry locations through aviation.

Alaska 907-479-3779, Cell 907-322-8807

New email: zerbe.ak@gmail.com



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Dear friends,

Here is a sequence of events to review that I hope will encourage you.

1. Missionary aviation was imprinted on my mind when my dad Ludwig Zerbe used a Piper Cub airplane to make missionary travel a lot safer and easier in Liberia, West Africa in 1948. Unreached people heard the gospel and numerous churches were established..
2. Jane and I went to Liberia in 1976 to continue this work until 1980 when the war kept us away for a while. We went to Alaska in 1981 to start flying missionaries to the Eskimos and stayed in Alaska 34 years.
3. We made good friends with Tony a Chinese American businessman, who was raised in Costa Rica.
4. Tony bought a \$45,000 engine for the airplane when the old engine needed replacement.
5. Tony invited us to Costa Rica, where he has quite a number of friends and family.
6. The hotel called a taxi for us. Juan Carlos, the driver who came was a Christian who spoke English well and who went to a church that has six church services each week and an active mission group. We went to church with him that Wednesday night.
7. We met their mission leader who told of an unreached people group of Cabécar Indians in the rainforest (estimated 12,000 people). For 20 years they have been driving three and a half hours and then walking in 7 days one way to get to where a handful of Cabécars live. Then they would stay two weeks and walk 7 days back! They have been praying for 19 years for a pilot and plane to help out.
8. The pastor and mission leaders spent hours with us at the hotel the next day, mapping locations of the Cabécars.
9. Friday Les chartered a plane with two Costa Rican pilots and located the Cabécar in the rainforest after only 25 minutes into the flight. He saw a large cleared cow pasture nearby, in which were long straight lines which could have been of an old overgrown runway.
10. Les found the ranch owner easily because Larry, the more experienced Costa Rican pilot who flew in the rented plane, was the rancher's nephew. The rancher and his wife drove 3½ hours to meet us. Although that old runway in his pasture had not been used for 40 years, within three days, the rancher began making it better than new. He rebuilt the runway so we could reach the Cabécar Indians.
11. On the ranch property was a Catholic church which was leveled in an earthquake a few years ago. The Catholics abandoned it, but the rancher rebuilt the church with his own funds and labor. The Catholics wanted to come back and hold services, but the rancher said "No." The rancher has given us the church to use to reach those Cabécars who live nearby.
12. Tony, our Chinese friend with roots in Costa Rica, bought a property with several buildings and made it available for us to use and purchase over time. We have made it available to local Baptist missionaries and Costa Rican pastors to use for youth groups, Bible studies, retreats, and it could be used in the future for a Bible School.
13. A young man in Alaska (a meticulous mechanic and aircraft inspector) donated a Maule bush plane after he had totally updated it to better than factory new status. A friend and I flew the plane from Fairbanks to Costa Rica in 65 hours of flying time spread over several weeks.
14. Another miracle was getting through Mexico to Costa Rica without being kidnapped and the plane stolen.



15. This brings us to my last newsletter in which I asked you to pray for a Spanish speaking pilot to whom I could give this plane reach the Cabécars. Spanish-speaking Christian bush pilots who are missionary minded and feel called to Costa Rica are most likely not just around every corner! But after reading our last letter, a deacon in a Baptist Church near Jacksonville, FL phoned me that he had heard of a new college nearby for missionary pilots.
16. This one year old school produced a 29 year old Costa Rican man, who was already an experienced commercial pilot in Costa Rica, was now in the States to get some Bible courses and his US commercial rating. Eduardo speaks English and Spanish fluently, is a concert level pianist, who seeks to serve the Lord. His mother is a retired Supreme Court justice from Costa Rica; his father an engineer. This fine young Christian man plans to go soon to Costa Rica to begin the ministry to the Cabécars Indians.
17. One of the instructors at this new school has 8000 hours in this type of small aircraft and will come to Costa Rica to give 50 hours instruction to Eduardo. Eduardo's mother will help us form a new nonprofit corporation in Costa Rica for the plane ministry. Jane and I will move to Costa Rica next fall to mentor the new ministry and missionary pilot. More Cabécars get to hear the gospel for the first time!

These miracle open doors have happened in just a few months! What are the odds? There are no odds when the God of Heaven smiles at a non-reached people group being allowed to hear the Gospel for the first time. Our prayers have been answered about the pilot! Now pray for safety for the plane ministry and receptive hearts among the Cabécars Indians. Thanks again for your prayers and support.

Liberia: Please continue to remember the pastors and people in Liberia. Last month \$1501 was donated for pastors and rice, and we were able to share with Pastor Moses Kpah who needs cataract eye surgery. Another \$1100 motorcycle was donated to pastor who has had to walk too far in his ministry. Think about this: you get to meet them one day! Thank you for all you do!

Summation:

If my father had not used aviation to reach an **unreached people group** in Liberia, I may have never been interested in missions or the air support aspect.

Had it not been that a civil war chased us out of Liberia;

Had it not been that my Uncle Paul and Aunt Ferne made it possible for a new bush plane to go with us to Alaska;

Had I not started flying for missionaries to an unreached people group called Eskimos;

Had I not met Tony our Chinese friend who was raised in Costa Rica;

had it not been that Tony invited Jane and I to go to Costa Rica on vacation;

Had it not been that the our first taxi driver was a Christian and took us to his church and mission group;

We would never have heard of the Cabécar Indians!

Had it not been for their prayers for 19 years for a pilot;

Had I not been able to rent a plane in Costa Rica to locate the forest home of the Cabécars;

Had I not seen the cow pasture airstrip and had its owner-rancher not come to meet with us right away;

had the rancher not rebuilt a 40 year unused airstrip and given us what was formerly a Catholic church;

Had it not been for a young man in Alaska donating a perfectly equipped bush plane to reach the Cabécars;

Had not a deacon in a Baptist Church in Florida heard about the one year old missionary Aviation School;

Had he not contacted the president of the school about the need for a pilot for CR;

Had the Lord not specifically prepared a 29 year old Christian Costa Rican pilot;

Had not Eduardo been finishing his Bible studies and passing his US commercial pilot rating there...

Just one of these elements of history missing from this equation would have made it difficult for the Cabécars to hear the Gospel in this way.

It is so amazing, so supernatural when things go together like this! There are quite a number of missionaries and Costa Rican national pastors who want to use the plane to reach the **Cabécars**. A lot has happened in a few short months! Please be a continuing part of this effort in prayer and finance support.

Faithfully yours,

Les and Jane Zerbe

SOURDOUGH SAM SEZ:

"I hope I don't have to move as many times as the Apostle Paul, but if I have to go from the "freezer" into the "frying pan," I will!"



P.S. We'll be in Alaska for the summer pursuing our regular ministries.

Alaska house phone 907-479-3779, Cell 907-322-8807

When we go to Costa Rica in October to help establish the new aviation ministry to the Cabecars, this U.S. phone 1-336-844-4368 will reach us.

Please use this new email zerbe.ak@gmail.com as our old addresses have problems and too much "spam."

CENTRAL MISSIONARY CLEARINGHOUSE, P.O. Box 219228 - Houston, Texas 77218-9228 1-800-CMC-PRAY
 Sending Church: **Lavon Drive Baptist Church, 1520 Lavon Drive, Garland, TX 75040**