



N81708 LEAK FIX

God chooses and uses ordinary people to do extraordinary things.

N81708 was grounded for a month due to its electrical system issue. I cancelled a few medevac flight requests because the aircraft would not start. Personally, I regretted that I did not pay too much attention when I was in college for a particular semester which in physics class, electrical system was discussed thoroughly. But I realized, even if I did pay attention, I would not still understand most of it because my interest in electrical system was not there and my mind has limited comprehension with those stuff specifically with too much numbers.

At that time, I also realized that each brain has different capacity when it comes to academics because I had a classmate who sleeps during class but gets perfect scores on examinations. Most of us in the class had a hard

time getting even 50 percent. What made us passed the physics class was more on attendance and submission of projects, but when it comes to examinations, we usually fail.

Fast forward, I finished college, got aviation jobs, and eventually God sent me here at Adventist World Aviation. I love to fly, I like mechanical stuff in an airplane, but I don't have interest in electrical, thus I could not troubleshoot the electrical problem. I tried to at least remove the inspection plates to see how are things going underneath, and to my surprise, the belly of the airplane was flooded with water, almost 2 inches deep. So I talked with Ray Young and Kyle Stevenson about it, and I drilled some holes to drain the water out. They told me to test several connections, but I don't understand the electrical diagram nor test connections, so I reached out to an aircraft mechanic

in Puerto Princesa, and he came, did some tests, but unfortunately he was not able to fix the problem.

After that, I reached out to an avionics technician in Cebu, and also I reached out to an automotive mechanic here in Palawan with a skill in electrical system so that I have two options. I did some negotiations, and ended up deciding to have the automotive mechanic work on the airplane. The reason was I did not like how the avionics technician negotiated with me and I don't have confidence on him because I haven't met him, whereas I personally met the automotive mechanic, and he is confident on his knowledge on electrical system. To make the long story short, he came on the agreed schedule, did the tests which Kyle Stevenson mentioned, he understood well the electrical diagram of the airplane, he talked spontaneously about electrical, he even said that automotive electrical system is more complicated than the electrical system of the Cessna 182.

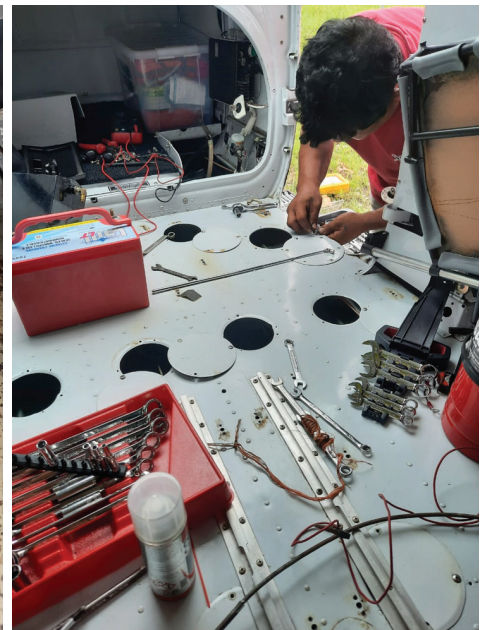
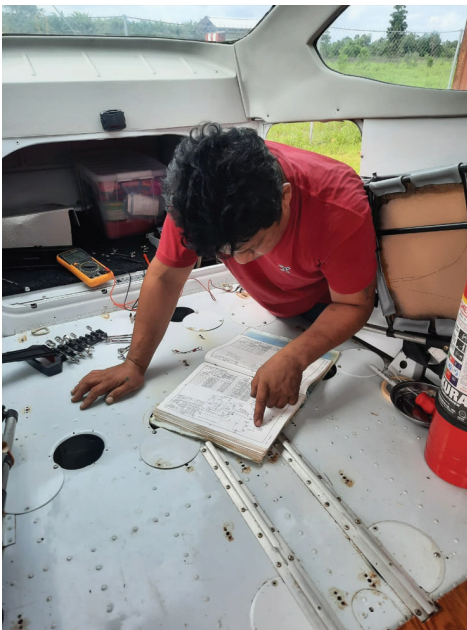
Bottom line, it was the corrosion that caused the electrical system to fail. After testing everything Kyle

Stevenson mentioned, and everything was just fine, the automotive mechanic and I agreed to just remove the battery, its compartment, and all the connections underneath it because I had a hunch that after years of this airplane just sitting on the ground, collecting water, something would be wrong underneath which is not easily accessible by anyone due to its design, unless you remove the whole thing. We found out the corrosion, it was barely noticeable, but we cleaned it anyway, put everything back, and the airplane started just fine.

With prayers, common sense, and an in depth knowledge from Chris of the electrical system generally, the airplane is back in the sky, saving lives. Thank you for your continued support and your prayers.

God bless you!

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