



The Impossible Install, part 2

(see flyawa.org April newsletter for Part 1)

The scheduled video conference call with the engineer soon happened and honestly, I didn't expect much; but to our delight (Pastor Ric was on the call too), the engineer stumbled onto a simplistic answer that made everything come to light. *The radio was not properly matched to the CDI readout, causing them to be so far out of tolerance that the two pretty much refused to cooperate with each other.*

That concept of “matching,” and “being out of tolerance” reminds me of the importance of being unified as the body of Christ; filled with His Spirit. If

we're so out of tolerance to the point we refuse to work together, we're not matched, nor able to reflect Christ to the world. We need daily recalibration with God, a filling of His Spirit to be unified with Him and our brothers and sisters.

Once we matched up the CDI with the nav radio it worked much better and allowed us to calibrate the two together for the first time. We got the navigational side of the CDI working and calibrated, *but there was one last problem...*

We had a flag on the display that should not have been there. That flag was for something called a *back course* (BC) flag. This flag is an indicator to a pilot should they fly into the runway from the wrong end - as



The navigational system is continuing to serve its purpose in one of our angel flight aircraft. And it is probably one of the most accurate systems we have in use. Not only did I learn some things, but I also helped others find out how it could be done. Both manufacturers learned from my endeavor to do something that I initially thought would never work. And who knows, because of my trials and experience, someone else may not have to suffer through the frustrations I did if they encounter the same situation.

I encourage you to have the endurance to push through what may seem impossible. Your victory in the end could help someone else to gain victory too. If you just can't handle it anymore, look up! You, too, can rely on the Great Engineer to help you through.

Thanks for your prayers as support. You are the reason we are able to continue to save lives and share the love of Jesus.

Thank you for your prayers and support!

Until next month!

The Stevenson Family

navigational radios are a one-way thing. With the BC flag illuminated it was causing our *glide slope indication* (part of the display that guides the pilot to a runway on a vertical plane) to not work. Back to the radio manufacturer I went.

After talking with the manufacturer, I found out that the installation manual and wiring instructions *had a misprint* and showed an output for the BC flag from the radio when the radio did not have any such capability. I simply unhooked the BC wire from the radio... POOF! The display came to life! Everything now worked and my prayers were answered.

What lessons I had learned.

Never give up! Even when things seem impossible.

“Not only that, but we rejoice in our sufferings, knowing that suffering produces endurance, and endurance produces character, and character produces hope, and hope does not put us to shame, because God’s love has been poured into our hearts through the Holy Spirit who has been given to us”. Romans 5:3-5



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