



## CAN YOU HEAR ME NOW?

AWA Canada has purchased a 1975 Cessna 206 for the Sioux Lookout, Ontario project. This aircraft can carry more and go faster than the floatplane. Floats are nice to have with all the water we fly over but they come with a cost. When the project was started it looked like the best choice but over the years there has been less and less of a need. This aircraft is much the same as the one that flew in Guyana for years. It is a wonderful fit to most of our projects.

Just before we acquired the plane there were some electrical issues and the seller kindly discounted the price to reflect this. So, one of the first tasks to do was to check the radios. Putting on our headsets we checked to see if we were receiving audio. We took turns saying the words “testing, testing 1,2,3, Can you hear me now?” Oddly Ray could hear me in his headset, but I was unable to hear him in my headset. After making sure all the headset cables and audio switches were ok, we thought the problem may be a few loose wires in the dash. Turning off the master power switch so no current was going through the wires, the dash was unscrewed and opened to see exactly what the problem







was. At first sight Ray noticed that there was a tangle of wires, “a rat’s nest “is what I would call it. There were too many existing wires that had been left in the dash as useless weight and we needed to test each one with a current tester to solve the issue. So began the days of frustrating tasks of tracing each labeled or unlabeled wires and ground wires.

Turning the master power back on, we again put on our headsets. We were still not getting full audio. The process of meticulously tracing wires left him scratching his head. I handed tools as needed and watched him twist into uncomfortable positions patiently fixing old wires. Things were not going smoothly, and we lacked a particular tool to remove tiny wiring pins. One is not always close to a hardware store or has all the tools needed and many times we had to think outside the box, “**what would I do if I was in the jungle?**” After trying many creative options Ray found what looked like a needle **connected to** a grease fitting. He carefully sanded the side of it off and tried it. Praise God! It worked, and worked amazingly well. Three days later the correct tool that we ordered came in the mail. After trying the professional tool Ray went back to his home-made tool because it worked so much better. After many long days of patiently tracing each wire he re-pinned, soldered, relabeled, and replaced the wires into a neat bundle and put it back behind the dash. Once again, we were connected through our headsets and able to hear each other. This may sound like an easy job but believe me it was not. It’s so wonderful that our Maker gives us the ability to come up with creative ideas and solutions.

Being able to hear the tower giving directions and talking to each other while flying is extremely important to a pilot. We too need to have a good connection. Following the directions of that small still voice is also

important. In my prayers I like to speak the words; “**testing, testing, 1,2,3, can you hear me now?**” **And He does.** Our beautiful Maker hears your every thought, and your name is on His lips every day.

**We love you, ours, and God’s supporters and you are in our prayers every day.**

Those things, which ye have both learned, and received, and heard, and seen in me, do and the God of peace shall be with you. Philippians 4:9

Have you ever been interested in sharing your talents and gifts by becoming a volunteer or a missionary? I encourage you to apply online at [flyawa.org](http://flyawa.org).

Praise be,

*Ray and Julie Young*



**Your AWA Mission Family  
at AWA Canada:  
Ray and Julie Young**