

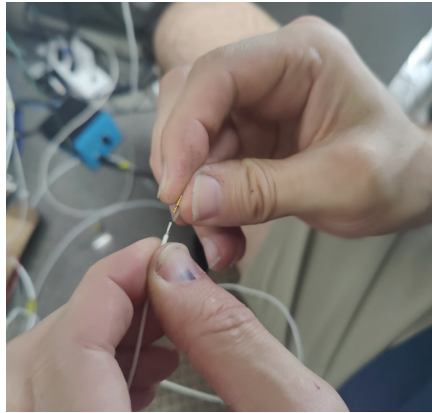
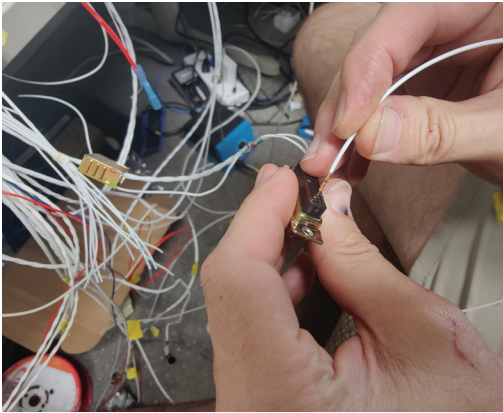


All in a Day's Work

"Boy, there sure are a lot of wires behind there," one could marvel. As Kyle works on the Piper Cherokee 140, he's deep into it again; he's rewiring the radios, some of the instruments, and the like. Every little wire goes to something important, so the proper electrical function is available to communication and navigational systems. Sometimes the wires get damaged, and the inner delicate wires are exposed—*Kyle has found a few of those*. Sometimes they aren't even installed correctly; they may be attached to the wrong thing and create an unnecessary issue. He finds them and installs them properly. But to redo the wires takes skill, attentiveness, and a lot of patience because it takes a lot of time.

Before each one can be redone, they have to be removed from their firm position in the connector. It takes a special tool to release them, one single wire at a time. Once that's done, the end of each wire has to be stripped using a special tool, and a little pin crimped on the end. Then, the wire can be re-attached and placed into the tiny holes in the connector again. It's tedious work, which Kyle likes doing in his office where it's not so hot and humid like the hangar during the summer months, and he can get more done.

The elements can sure be rough, really, in many ways. On a side note, we are looking to raise funding for some



very large ceiling fans for the hangar at headquarters; the need is listed below. Please prayerfully consider donating.

Temperatures here at headquarters aren't the only place challenges are present. In Palawan, our 182, N81708 requires relief from the elements; currently, it sits out in the open. Not only does having a hangar make working outside in the intense heat there in Palawan a little more bearable because of shelter from the bearing sun, but when torrential downpours happen, it protects the plane from all sorts of potential griefs.

Recently, Kyle has been helping our local Philippine pilot, Jed, through text messages. It's hard to troubleshoot long distances for what's thought to be an electrical problem in 708. A torrential downpour hit and caused water to get into places it should not have seeped into. Now 708 won't run properly. This is painful because we just started flying again in the Philippines after such a long time. We're missing out on Medivac flight opportunities without 708 flying. We need a hangar, something sturdy enough to withstand the elements though it doesn't

have to be like what we have here at headquarters. We have a sufficient portable hangar currently in a shipping container, but it is a matter of funding to get it there. Will you help us raise the funds to ship the portable hangar to our base in the Philippines?

Very soon, the planes in Guyana will be getting attention again. Some parts have been ordered, like a new elevator and such, but there is still more needed, like cylinders for N82HS. Those cylinders are hard to come by right now and quite expensive at nearly \$2,000 a piece; there are six in total. But as we work to get things fully functional in our aircraft there, we rely on the prayers and the contributions of the saints, you, our supporters, under the direction of God to help us accomplish this global goal of spreading the gospel.

Will you give towards our needs and help us impact our global evangelistic efforts?

NEEDS:

Two ceiling fans – \$900 a piece

Six cylinders – \$2,000 a piece

God bless!

Until Next Time,

Kyle, Rebecca, and Hadahsa Stevenson

