



## *What's in the Shop?*

When not working on mission aircraft, I typically maintain part of our fleet for flight training and occasionally work on outside maintenance. All of this plays a crucial role in supporting our operations at AWA.

Currently, I have one of our 172s in the shop for an Annual/100 hr inspection; we use this aircraft for our flight training. While annualing it, I found that it needed a new muffler/exhaust system. After an internal inspection with my borescope, I suspected it was cracked. So, I removed the muffler to get a better look at it, and while removing it, I found a crack in a weld on the side of the muffler. It's a very important safety factor to not have cracks in the exhaust on airplanes because, typically, the cabin heat comes from outside air passing over the hot muffler to heat it; this is routed inside the

cabin. If any cracks or damage are present, you can get carbon monoxide filtering into the cabin, which makes pilots sleepy and causes them to lose consciousness from carbon monoxide poisoning. We don't take chances, and even the slightest cracks are cause for replacement.

The cost of the muffler is not worth the life of a priceless mission pilot, even at the soaring rate of standard aircraft parts these days. *Note: An exhaust replacement on the 172 costs \$2400.*

Also, in the shop this month, we had one of our 182s (N9579E) that we use for Angelwings flights fail its battery/alternator. We had to replace it with a new battery (*replacement: \$1200*) and an alternator (*replacement: \$1300*).

One of my larger projects is currently a Mooney

M20 for a customer. It's going through a Canadian to US registration conversion process that requires a lot of paperwork and inspection time to accomplish, as well as dealing with the FAA and various manufacturers to ensure everything on the aircraft was installed to FAA standards. You might wonder why I'm doing this. Still, the plane originally belonged to an AWA staff member and was sold recently. The buyer needed the work done since the aircraft was brought to the US and wanted to convert it to a US-registered aircraft. The work being done will help generate funds to further our mission work, so I gladly took on the challenge as it's part of my expertise in aircraft conformity to FAA standards.

I stay busy even when not working on mission-based aircraft. Our flight school and Angelwings flight planes are crucial to what we do here at AWA. If you'd like to help, we must cover the costs of maintaining those airplanes. We would love to partner with you to support aircraft upkeep costs.

Our current needs:

Muffler/Exhaust for Cessna 172: \$2400

Battery for the 182 (Angelwings flights): \$1200

Alternator for the 182 (Angelwings flights): \$1300



**Please Donate!**



**Your AWA Mission Family  
stationed at AWA Headquarters  
in Wilson, NC:  
Kyle, Rebecca, & Hadahsa Stevenson**