



Operational Updates

By Kris Giggey, Head of Maintenance

At AWA, aviation is more than transportation—it is a practical expression of care for people living beyond the reach of ordinary infrastructure. Our aircraft carry medical teams, deliver essential supplies, and support missionary partners in regions where roads are scarce or unreliable. Every flight depends on the steady work of mechanics, pilots, instructors, and coordinators, and on the friends and donors whose partnership makes the mission possible.

Operational Updates

The flight school's C-172s continue to see heavy use, keeping the maintenance team busy. Student pilots wear out brakes and tires quickly, and the demands of training

require frequent inspections to keep the aircraft safe and reliable.

Right now, our VFR trainer is in the hangar for its 100-hour inspection. At the 50-hour mark, we resolved an electrical problem by replacing the master solenoid and voltage regulator. In addition to the standard 100-hour items, we are rebuilding the shimmy damper on the nose strut and having the pilot and copilot seats recovered. We will pay close attention to the alternator because of the earlier electrical issues, and the starter has been removed for inspection.

The Piper Cherokee 180 project remains on hold, but solid progress has been made on the Cherokee 140's instrument panel restoration. One of our volunteers is

upgrading and repairing the panel; this aircraft is now expected to stay in the flight school so that low-wing training can be offered. An overhauled Garmin 430 GPS has been installed and still needs testing. Once it properly acquires satellite signals, it can be wired to communicate with the two new AV-30 flight instruments. Once that is done, it can be inspected and put into service.

Our Cessna 182, N8764X, was in the hangar for its annual inspection when we discovered that the engine mount was sliding up and down on the firewall. This issue could lead to a serious accident. Further inspection showed the firewall structure itself was not cracked or warped. New hardware is being installed to secure the mount to the firewall, and it may be enough to correct the problem. Once that work is finished, the annual can be completed. It has been decided that this 182 will go to the new mission base in Colombia, where a pilot is ready to deploy.

The mission base in the Philippines will resume operations very soon. A missionary pilot is awaiting deployment there. The 182 at that location is out of annual and must be inspected by an IA before the pilot can begin flying. The new missionary will meet our mechanics at the base this fall to return the aircraft to airworthy condition and flight-test it.

Also, this fall, AWA will return to Guyana to finish restoring the 182 based there. A fair amount of work was accomplished on the previous trip, but much remains to be done. One more expedition will be enough to complete the restoration. Because the airplane sat unused for years, the project requires extensive work. We are currently raising \$35,000 to cover the cost of aircraft parts, tools, and other materials needed to complete the job.

Every aircraft returned to service extends the mission's reach. Your prayers and partnership remain the practical foundation that keeps these planes flying and the work moving forward.



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