



WILLIAMS family



May – July 2022

Dear Pastors and Prayer Warriors,

In our last letter, I presented the need for an airplane. I want to explain more fully what we have been looking for. We will be **flying over jungle 95% of the time**, often with no place to land in the case of an emergency. We need a reliable aircraft, one that has a good reputation for safety and reliability. We also want one for which we can easily get parts when we need to repair something. We want something that is **affordable**, but also capable. I decided on the **Cessna 172** as the airplane that fits all of these needs.

The bad thing about aviation is that the word **affordable is a relative term**. A new Cessna 172 will cost almost \$500,000. A mid-1960s to 1970s model will cost about \$130,000 – \$180,000, depending on its condition, total flight time, hours on the engine, and equipment. With a worn-out engine, that can drop as low as \$60,000; however, **the engine is the most expensive part** of the airplane.

I have been searching for a good airplane for months. I found one that needs work to get it to what we need it to be. It has some damage and is not flyable right now, but **the airframe is solid and has no corrosion**, which is the most important thing. The damage happened after a mechanic did some work on the nose gear (front wheel) but used aluminum instead of steel rivets when he put it back together. The soft rivets all broke and caused the nose gear to collapse. This caused the propeller to hit the ground, which **destroyed the propeller and damaged the engine**. The insurance company decided that they didn't want to deal with repairing it, so they paid out the policy and started to remove some parts so they could sell them and make some money back. They then forgot about the plane (it was still in the prior owner's hangar) and **didn't pay for the hangar rent**. After a year, the prior owner finally told the insurance company to either remove it, pay for the hangar space, or sell it back to him so he could repair it himself. He eventually got the plane back but then didn't have the time to repair it.

On Tuesday, July 12, **we bought this Cessna 172!** I got counsel before deciding to purchase this airplane and determined that we will have the exact airplane we need for much less than if I were to buy one ready to go this moment with all the modifications already done. This will also provide me with firsthand maintenance knowledge about this aircraft while I do the needed work under the supervision of an A&P mechanic. We will be able to save about \$20K because I will be doing most of the work. The interesting thing about this airplane is that **the parts that are either missing or damaged are exactly the parts that we were going to be replacing anyway!** Without a doubt, God provided the perfect airplane for us.



The Cessna 172 is a four-seat aircraft, which realistically will only carry three adults. This is normal, as **most four-seaters will only carry three adults**, but we can legally fix that. Originally, this airplane had a 145hp engine. Since the engine needs to be replaced, this is the perfect time to upgrade to the 180hp engine, which gives us 200 pounds more of carrying capacity. It will allow us to fly with four adults and improve short-field performance, which is a good thing, because most of the airstrips in the jungle are short. It will also be a **factory-new engine**, which will be the safest and most reliable option for us.

CONTACT INFORMATION

Chris Williams
chris.williams@fbmi.org
219.226.3330 | 1.593.098.458.8869
fbmi.org/missionary/williamsc

MAILING ADDRESS

Chris Williams
507 State Street
Hammond, IN 46320



MISSIONS AGENCY

Fundamental Baptist Missions International
507 State Street
Hammond, IN 46320
fbmi.org | 219.228.2850

SENDING CHURCH

First Baptist Church
219.932.0711
fbchammond.com

One of the things I will need to repair is the nose gear. I have **already purchased parts** to repair the nose-gear mounts and will be working on that soon. This will allow me to upgrade the nose-wheel parts to be able to put larger tires on the plane. This was one of the things I wanted to have for safety. The **larger wheels will handle rough terrain better**.



Another improvement we want is a STOL (Short Takeoff and Landing) kit. This is an approved modification that will **allow the plane to fly slower**, which helps it to land and take off in a shorter distance. With the bigger wheels, we also need new brakes, which happen to be one of the things that were removed. **Adding better brakes** will also increase our safety margins. The final modification desired is renovating the instrument panel. Most of the instruments have been in the plane since it was built. The **newer or more valuable ones were removed** by the insurance company. I would like to upgrade the panel to new equipment. We will get the ability to monitor every aspect of engine operation, as well as full terrain awareness and GPS navigation, including all of the jungle airstrips. It will log every bit of data during a flight, so I can review everything afterwards. I have found that to be very useful when analyzing trends for maintenance.



As of when this letter was written, **we have raised about 50%** of the total amount needed to get the airplane and get it flying. I have bought the airplane, put the deposit on the new engine, and purchased a few parts; but we do need to continue raising enough to finish it. The supply-chain issues that have affected so many things have also affected aviation parts. There is a waiting list for the engine from the factory. Right now, it appears that the projected date that our engine will be ready is in mid-January. **We have until mid-January to raise the remaining funds** for the engine, because it must be completely paid off before they will release it to us so that we can install it. At **\$68,000**, the engine upgrade kit is the single largest cost for this project. This includes a new engine, propeller, engine mount, carburetor, starter, ignition units, baffles, and all hoses. The kit **replaces almost everything** in front of the firewall. We will also need additional funds to do the test flying, the engine break-in, the flight to Ecuador, and to get the airplane registered in Ecuador. These will be one-time costs associated with getting the plane ready to fly and getting it to the mission field. All normal operating costs will be covered by our regular support.

I have started a new **YouTube channel for "Messengers for Christ,"** which will contain videos about the progress on the airplane and the ministry. You will be able to keep up with what's happening as we get this plane ready for service, fly it to Ecuador, and use it to spread the Gospel of Jesus Christ.

We want to give a huge **"THANK YOU!"** to those of you who have given specifically towards this need. We still have some work ahead of us in order to get it finished, but God has blessed us already. We have faith that He will provide the remaining funds. We are still traveling the U.S. to raise our support and spending time working on the plane to get it ready for the new engine in between our meetings. We plan on **heading to Ecuador in September** to get things ready on that end while we wait on the engine to be ready for pickup, and then will be returning when it is time to install the engine.

Thank you for your prayers and support during this time. It is amazing to see God work as we follow His leading!

God bless you!



Chris Williams