

Well the tightening up screws on the bladder tank didn't work. The outboard tank leaked on my last long flight. I'll be pulling it soon and sending it out and praying for a repair rather than an overhaul.

The truck has good tires on it now, and two brighter lights. The lights aren't perfect, but I can see farther down the road, and that's a good thing. I finally was able to afford the injector kit. The engine had begun to run so badly, I've had to park the truck. After two days of work, I started the truck and was backing it out of the hangar. Long (and embarrassing) story short, I wound up outside the truck and the truck door was folded back and ruined. Oh well. Now I still can't use the truck.

Over three foot of snow has been swept off of planes, plowed, and moved with a front end loader since October. The good news is that winter's half over! We've been hovering around the minus 30 to -48F for a month now. I'm ready for spring.

I'll be inspecting Brother Starr's two planes early this year. It will take about two weeks on each, without help. I've decided to sell the hangar we've been using. It just takes too much time and money to operate, and renters are getting harder to find for the offices. I don't relish the idea of moving out. Please pray for a buyer for it and our house.

The annual will be due of the Chieftain in March, and I'll probably finish the baby Navajo then too. The ministry who wanted to buy it is struggling to get the funds for it.

Thanks for checking in friend! Take care. Keep in touch.

Bro. Earl