



COMMEMORATIVE AIR FORCE



LOBO WING CHATTER

July-August 2019

David McBride, Wing Leader Update

I know I keep saying this but, if you haven't been to the hangar recently you'll see lots of changes. Things like a Clean floor. Back in August we had an Open House and we decided it was a good time to "have a field day". We rented an orbital floor scrubber and cleaned the entire hangar floor. And lo and behold, it's really white. It's been 16 years since we painted the floor and even though it's epoxy, it has taken a beating over the years. Now that we're not doing as much dirty work maybe it will stay that way for awhile.

Speaking of field day, I want to encourage everyone to put things away when you're done working in the hangar. It's so much easier to find things the next weekend and it just looks neater.

Another change is the new display boards on the South wall of the hangar. Larry Dalton, one of our newest members, took on the project of designing and manufacturing two display boards. One is the beautiful large white board for appropriate display of all the plaques that were on the kitchen wall. These are the plaques of all the sponsors for our PT-26 and AT-11. It is very impressive! Also, on the same wall is a new display board for some of our PX items that are for sale. Also bright white. Thank you Larry!

Something else you may notice because it's very obvious is the engine hanging on the left side of the AT-11. Scott will address that in his update. You need to come out and see it.

Last weekend the Lobo Wing attended the annual Land of Enchantment Fly In at Double Eagle airport. We had ten members there manning the booth selling PX items and making contacts with folks interested in what we do. Hopefully, we'll have some hangar tours in the future.

Again, if you don't come out to the hangar you're missing some great opportunities.

PT-26 Update

It's been a tough year for the Lobo Wing PT-26. Last November we had to down the airplane for a severe tail wheel shimmy. This turned into an eight month project as we had to find parts and have some parts manufactured. It was a long and tedious process but I think it was worthwhile as the tail wheel is a lot better than it was before.

And then came the annual inspection. Just as we finished the tail wheel the required FAA annual inspection came due in July. We are using a new inspector this year and since it was the first time he had seen the plane, he was very thorough. He was able to spot quite a few things that needed addressing and we are working on them as I write this update.

The good news for the PT-26 is that we are officially in the CAF Rides Program. The aircraft has been approved by the FAA and the required personnel have been approved by the CAF and the FAA. Now we need to advertise and start selling rides. If anyone asks, the price is \$150 for a 20 minute ride. Get the word out!

AT-11 Update by Scott Witschger

First is an update on the landing gear. After getting the power cart running to provide adequate power, conducting numerous test and additional adjustments and some further input from Beech experts the landing gear system is now fully up and running with the wheel tire and brakes installed. Because the C-45 tire is smaller than the original 33 SC tire the wheel fits nicely in the wheel well.

Scott, Dustin and Korrey continue their work on the first engine. The engine is now hung in place and the process begins to get everything finalized. Removing and reinstalling an existing engine is fairly simple, but this engine is a different issue. Here is a short list of what must be accomplished. A significant part of the task is to pre-fit everything to find out what nuts, bolts, studs, gaskets, hose fittings, hose etc. we have or are missing.

Fit the fire seals and fire suppression system	Figure out plumbing for manifold pressure
Figure out the exhaust system	Figure out how prop control needs to be rigged
Install engine accessories	Rig the engine controls
Figure out inner cylinder baffles	Install cowling to determine condition of parts
Prep baffles for installation	Rig cowl flaps
Figure out and install fuel delivery system	Run primer lines
Figure out hose routing for oil, and oil pressure	Figure out air intake system.

With Korrey doing the thankless duty of bead blasting all the cylinder baffle components and Dustin doing the final prep and paint we ended up with a beautiful set of cylinder baffles that are of the same quality as the engines.

Our Thursday crew has also been doing a lot of the finish up projects that have been put aside but now must be completed prior to the reinstallation of the outer skin. Mike Medlock has been soldering on without his coworker John Gibbons. John had a heart issue which required major surgery but he is on the mend and we are glad to see him back. They along with Larry Dalton and John Lacher have been working on finalizing screws, bolts and rivets in the wheel well and firewall area. John and Larry also installed a wired in USB charging port to power future portable navigation equipment.

Phil Nuckles is now working on fabricating and installing the heel plates for the pilot and co-pilot floor boards. This is a far more complicated project than one might think because of the manner in which Beech attached them to the boards, plus there is thin leather that must be attached to the bottom to prevent debris from falling through.

Several weeks ago Taigh Ramey and one of his mechanics stopped by to check out the progress on the AT. Taigh owns Vintage Aircraft, a company that restores and maintains Beech 18's in Stockton California. Taigh is considered to be one of the top Twin Beech experts in the world. We asked them to look through the plane and let us know what they found and what they thought. They found very little wrong with what we had accomplished and a lot of good. They felt that if we keep going the way we have so far this would end up being one of the top 5 Beech 18's in the world. This is high praise because Taigh has a reputation in the industry of being very picky. Not bad for a bunch of amateurs.

Questions or comments about Lobo Chatter should be directed to:

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