



COMMEMORATIVE AIR FORCE



LOBO WING CHATTER

March - April 2020

Wing Leader Report by Scott Witschger

I hope everyone has endured the Covid-19 shutdown in a reasonable manner and that you have remained healthy. Other than missing some of our loyal workers and our lunch patrons we have so far remained unaffected at the Lobo hangar and we hope it remains that way.

CAF President Hank Coates conducted a second teleconference call to discuss the status of the CAF and to inform wings of the possibility of receiving financial assistance if needed. Some wings with the high dollar touring aircraft that depend on air show revenues are already hurting and could be in real trouble if revenues are not made up later in the year. Some of these bigger wings also have full time employees and they fortunately have qualified for the government programs that ensure that they stay employed and are paid. On the other end of the scale there are some small wings that are struggling to make rent and insurance payments. Apparently some of the government loan money can also be made available as loans to the wings that need the temporary funding. Headquarters has established a program for wings that need immediate financial assistance to apply for help from headquarters. Whether or not these loans will need to be repaid is still unclear. President Coates has asked that only those that really need the money to keep the doors open apply for the loans.

The Lobo Wing is in decent financial condition (more on this later), so we have elected not to apply for any of this loan.

FUND RAISING

Once again Lobo Wing members came through. The challenge Maggy and I put forth was answered in a big way and we received donations totaling \$2,550.00. This really bailed us out and should put us in good stead as long as we have no further shutdowns.

We restarted our lunch service on May 16th and have done pretty well since then. Based on the number of burgers cooked and the amount of money taken in, our patrons have been generous with their lunch donations and this is greatly appreciated.

To comply with state rules we followed a Subway Restaurant model and set up a serving line so our customers did not need to touch any food serving utensils. We purchased take out trays and prepackaged utensils and chips so customers could pick up food and return to their hangar. We also pushed the PT outside and set up tables to comply with social distancing. It was no surprise that nearly everyone chose to stay in the hangar, visit with friends, and do some hangar flying. That's a good portion of the reason they come to begin with.

MIKE MEDLOCK

Over the years we have had many members who have contributed to Lobo Wing projects and many have had to move on due to family or jobs or they have flown west. None have had a bigger impact than Mike Medlock. Many, if not most of you, don't know Mike because he was always a Thursday worker. Mike is an Airframe and Power Plant (A&P) rated mechanic who worked for FedEx in their maintenance facility at Albuquerque International. Mike recently retired and he and his wife Wendy have relocated to Virginia.

Mike is a Project Managers dream because he is one of those guys that you can give an assignment and forget about it because you know it will get done. I originally planned on including a list of all the things that I had asked Mike to work on but the length just got ridiculous. Mike worked on everything from the Jeep, power cart and ramp scooter to literally every area on the AT-11.

I'm disappointed that Mike probably won't be back for the first engine start because he deserves it, but I hope he knows how much we appreciate what he accomplished and how much he will be missed. We wish Mike and Wendy all the best in retirement.



SHOULD OUR AIRCRAFT HAVE NAMES?

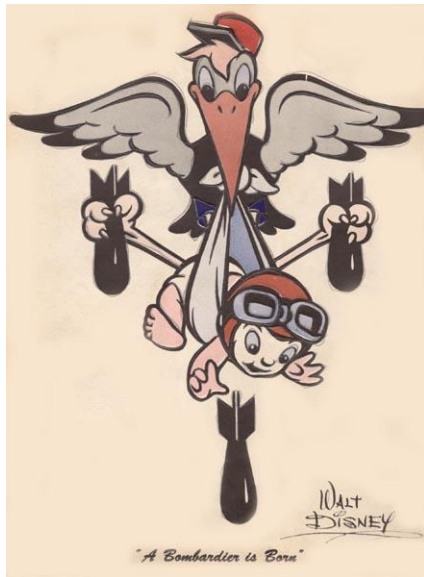
As we have mentioned previously the PT-26 is now in the RIDES program so we can officially sell customer rides in the aircraft. We need to be more aggressive in our marketing for these rides and have talked to some other wings about how they conduct their programs. The one most similar to us is the Spirit of Tulsa Squadron PT-19.

One marketing item we have learned is that a plane needs a snappy name to attract attention. You have probably noticed that many trainers and cargo planes that would not have had a name or nose art now have both. The Spirit of Tulsa Squadron named their Silver painted PT-19 "Silver Streak" and they claim immediately increased their ride sales by several hundred percent. Although I suspect the associated aggressive marketing program had a lot to do with it.

To be honest I'm not a fan of naming aircraft that would not have been named originally, but if it helps put butts in seats then so be it.

However, I would love to know what you all think. So do you think these two planes should have names other than their given names of "Cornell" and "Kansan"? If so then do you have a naming suggestion? We would really love to hear your ideas. Email me at scott8501@gmail.com.

Potential AT-11 Nose Art? Created by Walt Disney for the USAAF Bombardier Schools.



If there are any subjects you would like to see covered in upcoming news letters or areas that you would like to know more about please send an e-mail to Larry Dalton or Andy Wells. Their e-mails are at the end of the newsletter.

AT-11 Update by Scott Witschger

So the Covid-19 thing has been a major slap in the face for AT-11 progress. Just as we were getting ready to take props to Tulsa and to look for some specific parts at Southwest Aero the virus hit and all travel stopped. In addition we lost 4 of our productive workers who stayed away to protect us and them. The remaining few of us have soldiered on. Our primary projects have been to prepare the trailing edges of the vertical and horizontal stabilizers along with the wings for final paint. We also have been working on the finishing minutue for all the systems under the cockpit floor. The floor boards cannot go in until everything underneath is complete and then lots of stuff can be finalized.

On the subject of minutue we have discovered that we are missing a correct starboard outboard landing gear door and that our two exhaust tail pipes don't match and neither one are correct. So hopefully we can find what we need in Tulsa.

As you might have seen on Facebook the fabric covered flight control surfaces have received their final coats of color. This was accomplished by our pro painter Dustin Tilbury using the paint booth time donated by Car Crafters.



The brake systems have been completed except for bleeding and testing. Bulkhead 9 Was fabricated some time ago (another Medlock project) and its now time to do the final installation. Riveting should begin shortly. The accessory area of the second engine is coming together with lots of newly formed tubing.





Questions or comments about Lobo Chatter should be directed to:

Andy Wells: andywells43@comcast.net

Larry Dalton: ljdalto@gmail.com