



COMMEMORATIVE AIR FORCE



LOBO WING CHATTER

May - September 2020

Wing Leader Report by Scott Witschger

I hope everyone has remained free of Covid-19. So far the Lobo Wing hangar has successfully remained open and our lunch attendance has returned to pre-shut down levels. As a matter of fact we have had several groups make visits to the hangar. The Albuquerque Remote Control Club held a swap meet across from the hangar and received tours and lunch. They hung around for a long time and had a good time and indicated they would like to come back in the future.



More recently we had a visit from the Albuquerque Ford Model A club. They showed up with about 14 vehicles and lots of members. They also hung around for a long time and they also want to return. Everybody loves the Lobo Wing Hangar; it's a great place to hang out.



SHOULD OUR AIRCRAFT HAVE NAMES?

Unfortunately this issue did not raise a lot of interest or feedback. Only one support vote for the “A Bombardier is Born” nose art. I might toss this issue out to the Twin Beech Facebook page and see how many purest we have online. The current President of the Beech Museum flies an AT-11 called “Tantalizing Takeoff” with an appropriate nose art displayed. I have noticed on line that everyone refers to the aircraft as “Tantalizing Takeoff” and not “John’s AT-11”. So are we the “CAF AT-11” or ?. The discussion continues.

OUR LATEST OPPORTUNITY

Several years ago member and PT-26 pilot Andy Wells introduced the Lobo Wing and its mission to his friend Harry Oliver. Harry is a long time war bird fan and has owned a number of war birds over the years. Harry was interested in helping out our projects and has made several significant cash donations in recent years. But early in 2020 he came up with a whopper. Mr. Oliver needs to sell a property in Santa Fe but it has acted as a storage facility for a bunch of tractor trailers that contained aircraft engine parts. Rather than send them to recycling he would donate them to the Lobo Wing if we would remove the parts and the associated trailers.

It turned out that the trailers were full of Curtis Wright R-2600 radial engine parts. The R-2600, depending on dash number, was used in the B-25, TBM/TBF and SB2C among others. How Mr. Oliver came into these parts and why is another story. So our task became to move 9 trailers full of parts from Santa Fe to Moriarty. Our first task was to rent two shipping containers and have them placed on a lot at the Moriarty airport to contain most of these parts. Then we had to locate two forklifts to unload and load parts. Then we had to move approximately 200,000 pounds of parts on multiple trailers in multiple trips. OH YEAH, AND WE NEEDED A TON OF HELP!



The project lead for the move was Korry Tilbury. He made sure we had enough vehicles to accomplish the move, made arrangements for both forklifts, and directed the loading of the parts onto the appropriate vehicles. He also ultimately arranged for some of his employees to work on Friday, Saturday and Sunday when it became clear we were not going to get finished on time. Korry's company donated the employees on Friday and Maggy and I donated their time on Saturday and Sunday.





The far left container has around 900 cylinders and the right container is full of boxes of all types of parts including pistons, valves, springs, gears and on and on. We had intended to document all the parts during the move but when the magnitude became evident that plan was abandoned about two hours into the project. From that point it just became about getting everything relocated in the allotted four day time frame.

As we have no idea how, or how quickly we will be able to sell all these parts the next task became to reduce the carrying cost to as close to zero as possible. Our next step was to do something to rid ourselves of the monthly rental cost of the two containers which are setting us back about \$240 per month. Normally the cost of buying the containers would be prohibitive but we lucked out.

Our first success was when the airport manager allowed us the free use of a hangar lot. The next success was when member Tom Thompson used his local business contacts to secure one container for the unheard of low price of \$1200 delivered, nearly \$2500 below market. In addition Tom and Andy Wells sponsored the purchase of the container.

Then our success was compounded when Mr. Oliver decided to donate to us the two remaining trailers that had previously contained non aviation parts. They are smaller but much appreciated. However they had not moved in many years so they had to be made road worthy. Andy Wells found a mechanic to make them roadworthy and a tow truck firm to haul them to Moriarty. So Andy also donated the \$600 cost of the mechanic and Jennifer Witschger donated the \$1200 tow truck fee. Are you starting to see a pattern here? Lobo members always step up to achieve the mission. These two trailers are also now on site.

We still will not have enough room to store everything so other options are being investigated. Tom is still hoping Maloy finds another discount container and Andy is investigating bringing down another old trailer. Either way we are looking at another \$1000.00. Andy has had all the other trailers removed from the lot at no cost to us. He has also gotten the rest of the lot cleaned up so we are honoring our end of the deal thanks to Andy's efforts.

Now we have started to make an attempt to get better organized, protect the parts and to try and understand what we have and where the market is for these parts. We also have to get rid

of the rental containers because the monthly cost is prohibitive. So now we must move everything again to empty the rentals. At least the temperature is going down a little.



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

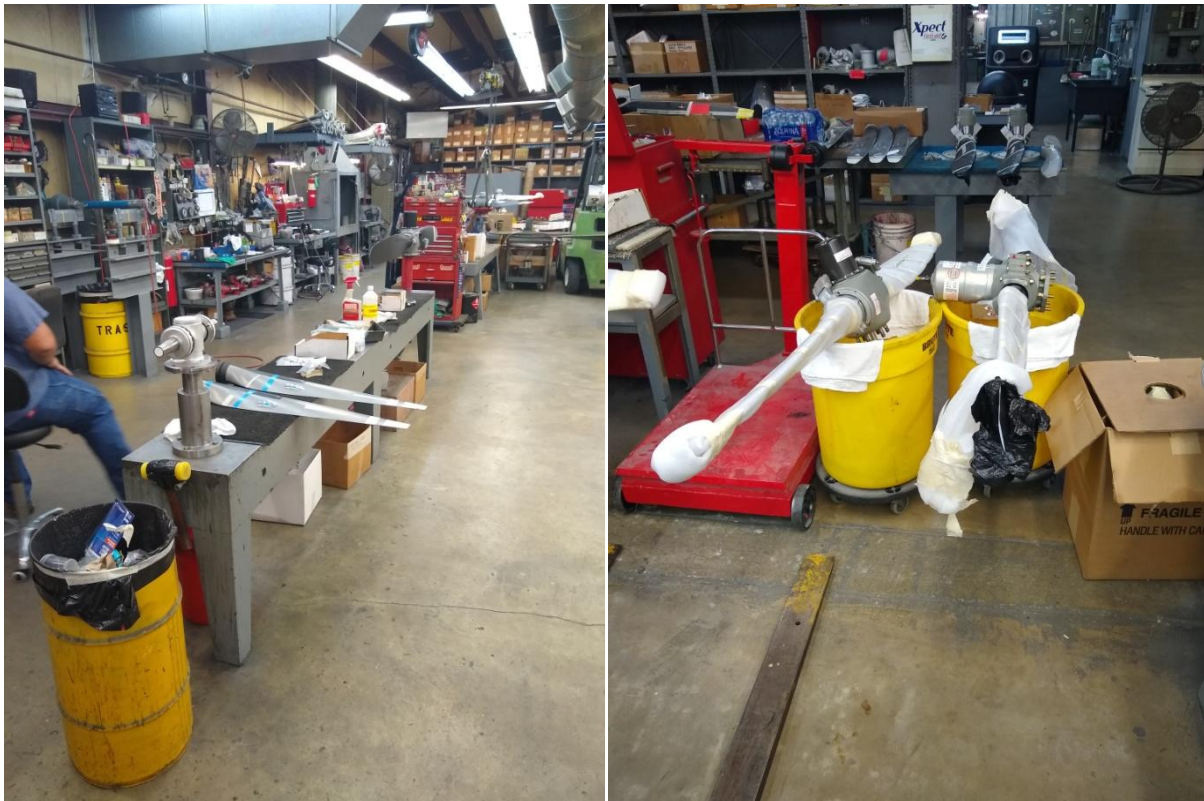
As you may have guessed all the work needing to be done with the R-2600 parts has robbed time and effort from the AT-11. But by no means has work stopped.

We found some major issues with incompatible parts in the brake system. So we had to install new seals in the master cylinders, flush out the aircraft hydraulic fluid and install DOT-5 brake fluid. After a little coaxing the brake system is now fully operational.

I previously mentioned a missing landing gear door and I was able to locate a good replacement on my last trip to Tulsa. I was also able to obtain some NOS cowl flap components and a few exhaust sections to replace some sketchy pieces we did not want to use.

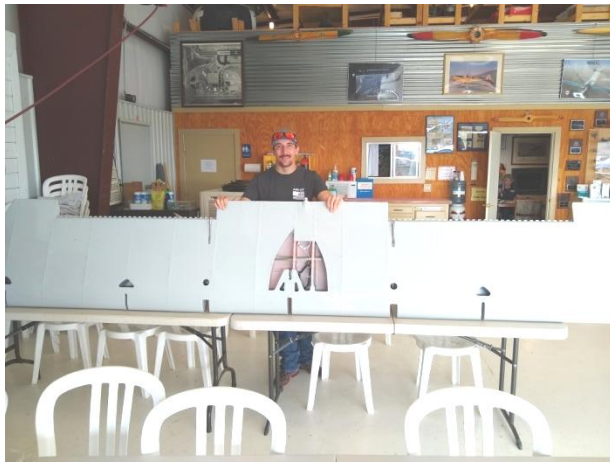
I did not have as much luck with exhaust tail pipes. So we are still considering what to do about that issue.

I delivered three prop center sections, hubs and four prop blades to Aircraft Accessories of Oklahoma in hopes of getting one additional good prop. That didn't work! So far all three cases and spider gears failed inspection. Still waiting to hear on the blades and hubs. This is turning into a bit of a nightmare

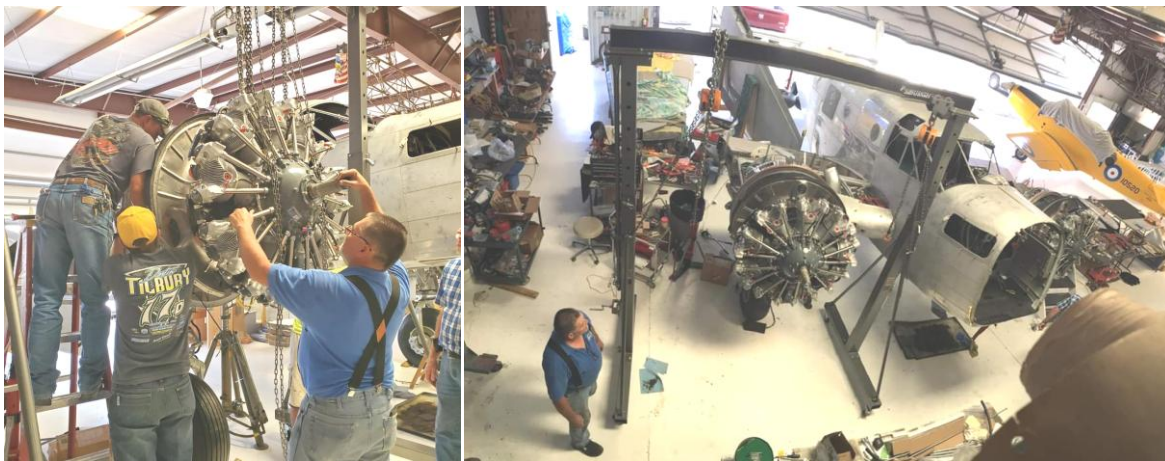


OK! Enough bad news. Thanks to all the tape and prep work by John Gibbons, Dustin Tilbury (left photo below) was able to apply final paint to the trailing edges of the wings, vertical and horizontal stabilizers.

One of our newest members, Mitch Wainright (right photo below), a recent aeronautical engineering graduate took a shot at building a buck for a turret dome. This is the closest we have ever been to having a turret dome. It may end up being a training aid but it's a start.



Now, drum roll please! The big news, the second engine (rebuild donated by George Martin) HAS BEEN HUNG! TADA! Take a bow gentlemen. Scott Ruyle, Dustin Tilbury and Korry Tilbury doing the heavy lifting.



With the connections on the port engine (left for Air Force types) now nearly complete, work can begin on connecting up the starboard (right) engine. Hopefully lessons learned on engine one will translate to more rapid progress on engine two.

So now we are really focusing on the little details that need to be completed to allow us to move to the next step which will be to start reinstalling the wing skins.

Now a quick commercial break

All of this progress is accompanied by a large cash burn rate. We knew we would spend the bulk of the money as we neared the end of the project. But the numbers are still stunning. Over the last 12 months we have spent \$24,970.00. That's a burn rate of around \$2,080.00 per month. We hope we are near the end but like the propeller situation surprises keep popping up. Conservatively we will need another \$7,000.00 to wrap things up but it could be double that. I really hope a few more Lobo's will step up to purchase flying sponsorships. A full sponsorship is \$3,500.00, while a restoration sponsorship is \$1,750.00 and a support sponsorship is \$350.00. You do not have to be a CAF member to buy a sponsorship, any individual or corporation can be

a sponsor. You can also buy sponsorships in memory of relatives who have passed that you wish to honor. A number of us have taken this path. There are also different payment options available for most of the sponsorships. If a full sponsorship is not within your financial means we'll put to good use all monies found in couch cushions, loose pocket change, piggy banks, etc. 😊

We are close but there are still hurdles to overcome. If you think you can help please give me a call at 505-235-7999 or Dave McBride at 505-238-8021

PT-26 Input by David McBride

The PT-26 is still healthy and flying most Saturdays. The new ADSB package from Uavionix is installed and up and running. With this piece of avionics gear we are able to fly into controlled airspace around the country.

The other thing we want to emphasize to everyone is that we are able to sell rides in the PT-26 now. Rides are \$150 for a 20 minute flight and we have **gift certificates** available! Pass this on to your friends and neighbors.

PX Update

The PX now has a couple of new items for sale. We recently had some new PT-26 t-shirts and Lobo Wing hats custom made for the Wing. These new items are very stylish and comfortable and are available for \$22.00 each. The shirt is available in navy blue and the hat is available in navy blue or gray.



Member Update August 2020 by David McBride and Scott Witschger

2020 continues to be a tough year for the Lobo's. Frank and Rose Gasperich have relocated to the Cleveland area to be closer to relatives. Rose has lots of family in the area and they felt it was the right time to make the move. Originally they were going to move in March/April but the Corona virus pushed everything back to June and they were finally able to go.

These two long time Lobos made innumerable contributions to the Lobo Wing over their many years of involvement with the Wing. Frank has served as Adjutant, Executive Officer and Wing Leader, some more than once. Rose was our one and only Public Information Officer, a position we have still been unable to fill in her absence. Together they helped guide the Lobo Wing through the years and helped it reach the levels of success we enjoy today. They were key participants in our very successful "In Their Honor" events. The platitudes could continue for the length of this letter but let's all say Thank You for all you have done. You are missed. They may not be in Albuquerque any longer but their presence will be felt for a long time. I'm sure they would love to hear from folks down here so give them a call at 440-412-3498.



Of a more somber nature two additional long time Lobo's flew west recently. Dick Donovan and Harry Elegreet have been unable to attend recent hangar activities but in their early days they played critical roles within the wing. Harry was our news letter editor for many years when it was called the "Talewind". His news letters were informative, intelligent, and humorous. On occasion some of his missives were used by headquarters. Harry was also our last WWII veteran having flown missions in a B-24 from Shemya, Alaska to Japan and earning two Distinguished Flying Crosses for his service.

Dick Donovan, one of our longest serving members, recently passed away at his home in Albuquerque. Dick was an entrepreneur, businessman, innovator, aviator, Coast Guard veteran and a great person. A long time ago Dick started an avionics company called Terra Corporation which produced all types of avionics for general aviation and was eventually bought out by a larger national avionics company. Many of his Terra products are still being used in many aircraft today. Dick often used his numerous business contacts to find us great deals on just about anything. He was a great salesman and sold many table sponsorships at our events. Dick used his electronic industry contacts to arrange for a donation of aircraft wire (22000 feet in every needed size). As a result 99% of the wire in the AT-11 was donated by one of Dick's suppliers. So his legacy will live on in the AT-11.

As a Lobo Wing member Dick was one of our major contributors. He and his wife, Marilyn, were very instrumental in the fundraising events called In Their Honor. They opened their home for use for a bunch of great Christmas parties and for all the meetings that we had for 5 years of “In Their Honor” events. He and Marilyn were always gracious hosts

Dick has “Flown West” and will be greatly missed by the Lobo Wing.



Thoughts to Ponder

Behind every American soldier, dozens of their countrymen tonight sleep soundly — and hundreds more in their shadow abroad will wake up alive and safe.

Victor Davis Hanson: Senior Fellow in classics and military history at [Stanford University's Hoover Institution](#)

Questions or comments about Lobo Chatter should be directed to:

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