



COMMEMORATIVE AIR FORCE



LOBO WING CHATTER

October 2020 - January 2021

Wing Leader Report by Scott Witschger

Welcome to 2021. In any normal year the Lobo Wing faces constant challenges. We are always trying to meet our needs in finance, labor, education, marketing and leadership. But honestly 2020 was just borderline ridiculous. For a large portion of the year the hangar has been closed to outside visitors. We have been unable to hold our Saturday lunches and we have missed several opportunities to host visiting groups. As previously reported the lunches are our largest single source of revenue and their loss really hurts. As a result, we have gone to our members for direct support more than we have needed to in many years.

Our concern going into 2021 is the continued loss of these revenues. It took us years to build up our clientele and we are getting very concerned that they might not return in the numbers we need when we are able to reopen. Unfortunately, we have very few areas where we can cut cost without further impacting the AT-11 and the PT-26. Rest assured that we are continuing to monitor the situation and will try to find ways to keep our running cost as low as possible.

FUND RAISING

A real bright spot in 2020 has been late year fund raising for the AT-11. Jennifer Witschger and Lauren McBride started off the fund-raising campaign with birthday fund raisers that raised \$2975.00. But wait, there's more, the campaign had a matching fund from Facebook that will hopefully bring us an additional \$1100.00. The 12 Planes of Christmas campaign has been our best ever and to date has raised \$4496.00.

Then I applied to headquarters for a \$5000.00 Restoration Grant that would cover the cost of new batteries and a new tail wheel tire plus the unexpected cost of new engine control cables. We were awarded a \$2500.00 grant. We are required to match the grant amount and a Lobo Wing member has decided to join our

many other sponsors and will purchase a sponsorship that will allow us to meet the grant obligation. This brings the total amount received from the headquarters restoration grant fund to a much appreciated \$23,800.

So, along with other smaller donations the AT-11 account increased by over \$15,000. It was nearly depleted so this is a huge boost to our chances of getting the AT-11 finished.

As you know the Christmas Party ended up being cancelled but we still have the giving tree fund raiser with all funds going to Wing operations this year. To date the giving tree and other general year end donations have raised \$3830.

MEMBERSHIP

Every member is important to our success so if you haven't sent in your renewal yet we hope you are able to do so as soon as possible, and maybe toss in a few extra bucks to help us get through the coming year. As of this news letter, only 32 renewals have been received and 20 have not renewed. If you haven't renewed, please do so as soon as possible. Please refer to an email sent out on Jan. 28, 2021 to all members from David McBride regarding renewal of memberships. Your membership is very important to the Lobo Wing!

NEWS LETTER CHANGES

The R-2600 engine parts project has taken on a life of its own. Starting with the new year this project will be broken out and reported separately.

There is a requirement for 501c3 organizations to report their fiscal year end financials. Headquarters does this every year but we have never done so at the local level as we are not technically the parent 501c3. However, I thought it might be of some benefit to publish our financials so our members can see what it takes to keep the wing in business. Not to worry I will only do it once a year. However, you financial analyticals should love it.

FINANCIAL REPORTS

The Lobo Wing year end profit and loss statement is provided below. The basic take away from the financial report is that we came up \$3200 short for the year. Our main shortfall came from the loss of the bowling tournament, EAA fly in and Saturday lunch. Basic general donations mostly kept pace with prior years. Clearly, we can't keep incurring a loss like this and drawing down our cash reserves. We are going to need to be a little more creative in 2021.

The AT-11 is treated separately and these accounts are maintained in the American Airpower Foundation accounts. We really only track donations in and expenditures out. The table below is the result for 2020. With reimbursements that will be paid in January and the projected cost of the propeller overhaul the account would be down to around \$3000.00.

Beginning Balance	\$17,378.29
Expenditures	\$19,652.13
Donations	\$12,848.00
Ending Balance not reflecting January 2021 payouts as noted above	\$10,574.16

This balance will increase as the year end and early 2021 donations are posted. As per the previous discussion.

LOBO WING	
Profit and Loss	
January - December 2020	
	Total
40100 PX Sales	699.75
41000 General Donations	9,374.00
41370 Donation In Kind	4,387.58
42500 Special Fund Raising Donations	11,106.85
42560 Aircraft Rides	160.00
49450 Wing & Squadron Dues	3,006.00
49750 Other Income	342.14
Unapplied Cash Payment Income	0.00
Total Income	\$ 29,076.32
Cost of Goods Sold	
50001 Cost of Goods Sold	493.01
Total Cost of Goods Sold	\$ 493.01
Gross Profit	\$ 28,583.31
Expenses	
50100 Advertising & Promotions	107.88
50250 Printing & Production	167.38
51000 Bank Service Fees	257.19
51850 Rent & Lease	620.00
52050 Repair & Maint - Equipment	850.10
52200 Supplies (Expendables)	4,076.33
52250 Postage & Freight	1,389.05
52350 Safety Expense	480.00
52400 Insurance - Property & Casualty	1,300.00
52450 Insurance - Aircraft	6,666.91
52500 Insurance - Airmeet-PX-Aircraft	1,462.25
52600 Electricity	1,356.69
52650 Natural Gas	791.59
52700 Water, Garbage & Sewer	225.82
52750 Special Project & Events	0.00
52850 Dues & Subscriptions	196.00
53100 Sales & Other Taxes	246.40
53200 Fuel & Oil - Aircraft	391.14
53300 Tools & Shop Equipment	1,249.79
53500 Exhibit & Display Fixtures	107.00
53750 ANUAC	3,323.68
55000 Depreciation	1,585.78
58300 Transfer to Aircraft Account	4,950.00
Total Expenses	\$ 31,800.98
Net Operating Income	-\$ 3,217.67

R-2600 PARTS PROJECT UPDATE

We have made good progress moving parts from outside storage to the owned container. We also managed to move all the parts out of one of the rented containers and have been able to return that container and stop the rental fee. However, we did realize that we would still need more storage. So once again Tom Thompson worked with Pat Maloy to obtain another container. This time the container came with a full set of steel shelving ready to store heavy parts. The price of this container was significantly more at \$3000.00 but with an increasing market and at least \$1500.00 worth of shelving this was another great deal. With member donations we raised \$2000.00 to pay for the container but the remaining \$1000.00 came from the Foundation accounts which are now nearly depleted.

So, what we need now is a marketing manager to help us sell various parts that are not airworthy so we can continue to pay for the remaining rented container.

This is a real opportunity for a Lobo member who normally can't make it to the hangar to really help us out. This manager would be expected to do the following:

1. Research the online market for potential sales venues.
2. Determine potential market values
3. Determine best payment methods
4. Establish an online presence
5. Present to Wing Leadership a proposed marketing plan.
6. Parts will be prepackaged for shipping at the Moriarty hangar and delivered to the manager
7. Manager will deliver packaged item to the shipper

I really cannot say how long this effort might last. While we hope to sell all of the parts to a single buyer, we have no idea if that will happen or even when it could happen. At least one potential buyer has not been able to travel to inspect the parts because of COVID-19. If you can help you will find contact information at the end of the newsletter.

A second opportunity to help is in the sorting and documentation of the parts. We are attempting to more completely document what we have so we can more intelligently communicate with potential buyers. It's a slow process to sort through the boxes, use R-2600 parts diagrams to identify the parts and document part numbers. The process is ongoing on Thursdays and Saturdays. Thanks to Tom Thompson and others for their efforts to date in support of this process.



AT-11 Project Report by Scott Witschger

FINALLY! After searching the country, I have at last collected all the parts we need to build a second Hamilton Standard 22D30 propeller. At least that is what the prop shop tells me. We had hoped that we had enough parts to build two props and a spare but that won't happen. Eventually, when finances allow, we will start to collect parts for a spare. I'm hoping that the second prop will be ready sometime in January.

That excitement was short lived. In the process of attempting to hook up and rig the left-hand engine throttle cable it became clear something was wrong. As other cables were evaluated it became clearer that something was really wrong. When we received the aircraft there was a bundle of cables that were labeled as to where they went. Years ago we installed these cables in the appropriate locations thinking they were correct. We should have known better. A decision was made to remove all the cables and figure out what we had and what we needed. John Lacher and Larry Dalton took on the unenviable task of removing the cables. I was able to locate a sheet of minimal cable specifications from Southwest Aero. After reviewing the cable specifications, we only had 4 decent cables of the 8 we need. We decided that the throttle cables and prop

cables should match in the way they felt and operated so now we needed 6 new cables. Searching the Beech parts houses produced only two NOS cables at a reasonable price so I had to have 4 new cables manufactured. \$2800 dollars later we now have all 8 cables ready to go.

Now back to good news. The left engine install is down to minutia and very close to being finalized. Meanwhile the newly hung right engine has progressed at a rapid pace benefiting from the experience gained on the left engine. Some critical engine intake and exhaust pieces have been located very quickly and hoses are being fabricated.

New Moriarty Airport Sign

The Moriarty Airport received a spiffy new entry sign. The really neat thing is that you can display rotating ads and videos. The Lobo Wing has been invited to add anything we want to the new entry sign. We can add a single screen advertising our location on the airport as well as a video of a flying aircraft. I have been told that the video must be no more than 15 seconds in length and must be 500 BPI. As you can see in the picture the blocks that make up the sign are large so a high definition is necessary to avoid pixilation. So now here represents another opportunity to help out. We need someone who has the equipment to shoot an in-flight video of the PT-26 that meets the definition requirements and can work with the city to get the video installed



in the screen software. Another option is to shoot a low pass from the ground. Again, if you can help, my contact information is at the end of the newsletter.

PT-26 Input by David McBride

It's that time of year again for the PT...Annual inspection. Every 12 months the FAA requires all aircraft to be inspected for material and operational condition. So right now the PT has all of its panels removed so our local inspector can go through the aircraft and then run the engine when it is done to make sure everything is correct. This year it shouldn't take too long as last year's inspection was very thorough and the same inspector is doing the inspection again this year.

What Do I Get For My Money?

Years ago, 1988 exactly, our original newsletter editor, Harry Elegreet, wrote an editorial addressing the topic above. At the time our unit was very new, four years old to be exact, and many new members

and "members-to-be" asked the question "What do I get for my money?" So, Harry, who recently passed away and was a WWII veteran, took to his typewriter (yep, no computers back then) and proceeded to answer the question with the following editorial.



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Get coffee and think this over....

WHAT DO I GET FOR MY MONEY?

A good question. An objective question that demands a quantitative answer full of facts and numbers. A question that should be asked anytime we give up money. But what about money and airplanes...historic airplanes...World War II airplanes? WW II Aircraft are emotional things and everybody knows that logic and emotion, like oil and water, don't mix very well. The better question might be..."What will my money do?"

The simple answer is that your contribution will help preserve, in flying condition, the Lobo Wing's stunning, restored WW II Fairchild PT-26 aircraft. Your money will help to protect and display it as a tribute to America and the men and women who built, serviced and flew them. Oh, there's more, but when the smoke and thunder begins, it speaks of what your money will do.

The "What do I get" part of the question depends on how important you feel that future generations possess a part of history that can actually be heard, smelled and seen. It's how important it is to you that we remind present and future generations of this nation's accomplishments. "What do I get for my money?"... just maybe it'll be something that money can't buy. Maybe you'll just feel good about your country. Maybe you'll just be helping others to feel good about your country...and that, you lucky American, is a very high rate of return...indeed.

When viewing the CAF aircraft, large and small, in the air or on the ground, has it occurred to you the flat-out audacity of a group of non-funded civilian volunteers to restore, maintain and fly these complex, rare and historical artifacts? Be assured...this ability, this opportunity...perhaps even this spirit, may only exist in a wonderful country like ours. Your financial contribution is your vote of confidence and your insistence that the lessons learned and the ideals of the past go forward.

So go ahead. Be audacious with us...and we will turn your contribution into something that really matters.

(Wing Homepage — <http://www.swcp.com/~fwright/bcaltip.htm>)

THE CAF IS A PATRIOTIC ORGANIZATION DEDICATED TO THE PRESERVATION OF THE WORLD'S GREAT COMBAT AIRCRAFT - 1959-1945

Lobo Wing Aircraft Tug

We've had this tug for a few years and it's never worked correctly for the same amount of time. Two of our members have been working to correct that ever since we've had it. Those members, Scott Ruyle and William A. Lothrop, have now accomplished an amazing feat and our tug is now fully operational. To do this they had to do the following:

- Completely overhaul the carburetor and fuel system
- Overhaul and retune the distributor (with a little help from a friend of the wing and Dodge expert, Monty Bruckmann)
- Purchase a brand new adjustable seat
- Purchase and install brand new rear tires
- Completely overhaul the rear brakes

Well done gentlemen!



Volunteer Opportunities Contact:

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Questions or comments about Lobo Chatter should be directed to:

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