

Progress Reports on Lockheed Constellation, Columbine II, in Marana, AZ

Brian Miklos, Dynamic Aviation's on-site project coordinator.

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Proposed program schedule:

- Week of March 29, Miklos and crew, and Tim Coons (?)
- Week of April 5, varying from 8-16 guys including Karl and the Dynamic crew, and the Scott Glover team. They hope to run the engines that week.

Day 11, Thursday, March 20

Engine #1

Installed more fluid hoses.

Installed new seals on rear oil sump drains

Mapped and removed all #4 hoses.

Started dish pan forward inspection.

Engine #2

Finished installing all fuel injectors.

Started installing new fluid hoses.

Started installing exhaust. (Exhaust can not be finished at this time. We are short two fuel injection hoses and exhaust has to remain off to install these.)

Engine #3

Installed new seals on rear oil sump drains.

Repaired 3 leaking oil cooler tubes.

Engine #4

Installed new seals on rear oil sump drains.

Note: It can rain two days in a row in southern Arizona!

Day 10, Wednesday, March 19

Engine #1

Finished installing fuel injectors.

Engine #2

Continued installing fuel injector lines.

Started installing fuel injectors.

Engine #3

Engine #4

Flushed the oil cooler.

Repaired 6 leaking oil cooler tubes.

Day 9, Tuesday March 18

Engine #1

Fogged all cylinders.
Installed front spark plugs.
Started installing fuel injectors.
Xrayed propeller blades.

Engine #2

Fogged all cylinders.
Installed front spark plugs.
Xrayed propeller blades.

Engine #3

Mapped and removed #4 hoses.
Inspected forward of the dish pan.
Xrayed propeller blades.

Engine #4

Inspected forward of the dish pan.
Xrayed propeller blades.

Day 8, Monday, March 17

Engine #1

Installed the oil tank sump.

Engine #2

Mapped and removed #4 hoses.

Engine #3

Finished installing fuel injectors.
Installed all ignition leads and baffles.

Engine #4

Mapped and removed #4 hoses.
Removed prop deice line.

Airframe

Cleaned the elevator actuator.
Lubricated in the tail cone area.
Installed the tail cone.
Stripped an extra prop blade.

Day 7, Sunday March 15

- Scott Glover and team headed back to Mt. Pleasant, TX. Great job - - they contributed so much!
- Don't have a report on work accomplished on Sunday

Day 6, Saturday March 14

Engine #1

Pre oiled.

Pulled engine through by hand.

Stripped the paint from prop blades.

Engine #2

Pre oiled.

Pulled engine through by hand.

Stripped the paint from prop blades.

Reinstalled oil tank sump.

Finished fabricating fuel injection hoses.

Engine #3

Stripped the paint from prop blades.

Started installing fuel injectors.

Engine #4

Pre oiled.

Pulled engine through by hand.

Stripped the paint from the prop blades.

Started installing new hoses on the back of the engine.

Karl and some of his team head back to Bridgewater, VA. Brian Miklos remains, to lead a team of four for the next week.

Day 5, Friday March 13

Engine #1

Cleaned the oil tank sump.

Continued working on the exhaust system.

Engine #2

Started removing the exhaust system.

Started removing injectors.

Engine #3

Finished installing the exhaust.

Engine #4

Cleaned, inspected and installed ignition leads.

Airframe

Continuing to work on ADs.

Started working on the airframe inspection.

Removed the tail cone for inspection.

Installed all new flexible fuel lines in the left hand wheel well.

Started inspecting and lubricating the flaps and flap drive system.

Day 4, Thursday, March 12

Engine #1

All #8 and larger fluid carrying hoses have been removed and sent out to be fabricated.
Fuel injection hoses have all been fabricated.
Fuel injection hoses have been installed on the engine.
Started reinstalling the exhaust system.
Drained the oil in the oil tank, oil cooler and the engine.
Removed the chip detectors, screens and filters. Inspected cleaned and reinstalled.
Oil tank sump was removed.
Fuel filter was removed.

Engine #2

All #8 and larger fluid carrying hoses have been removed and sent out to be fabricated.
Fuel Filter was removed

Engine #3

Finished the fuel injector line installation.
Started installing the exhaust system.
Started mapping and removing #4 fluid lines.
Fuel filter was removed.

Engine #4

Fogged all cylinders with oil.
Installed all new spark plugs.
Reinstalled the oil tank sump.
Fuel filter was removed.

Airframe

Continued AD work.
Started performing initial propeller checks.
Cockpit and Navigation area have been cleaned.

Day 3, Wednesday, March 11

Engine #1

Finished removing the exhaust.
Removed all fuel injectors.
Sent fuel injectors out for repair.
Removed all fuel injection hoses.
Started Fabricating new fuel injection hoses.

Engine #2

Drained the oil from the tank, oil cooler and engine.
Removed front and rear chip detectors, screens and filters. Cleaned inspected and reinstalled.
Oil tank sump was removed and sludge from the bottom of tank removed.

Engine #3

Started installing new fuel injector hoses.

Engine #4

Removed all fuel injectors.
Sent fuel injectors out for repair.
Removed all spark plugs.

Airframe

Continued working ADs. Completion level is at 90%.
Started performing electrical ops checks.

Day 2, Tuesday, March 10. Scott Glover's team arrived in the Lodestar that morning.

Finished pulling exhaust from engine #3.
Removed all of the flexible fuel injection lines from engine #3.
Removed all of the fuel injectors from engine #3.
Sent the fuel injectors for engine #3 out for inspection.
Started fabricating and installing fuel injection hoses on engine #3.
Removed the bottom of the oil tank for engine #3 cleaned and reinstalled.
Drained the oil in the engine, oil cooler and oil tank in engine #4.
Removed the front and rear oil screens, filters and chip detectors. Cleaned, inspected in engine #4.
Removed the fluid carrying lines bigger than number 6 and shipped to Bridgewater to be fabricated from engine #4.
Drained the oil on the engine, oil cooler and oil tank in engine #2.
Removed the front and rear oil screens, filters and chip detectors. Cleaned and inspected in engine #2.
Started removing the exhaust on engine #1 to allow for injector hose replacement.
Removed the fuel injectors from two spare engines to be sent out for cleaning and testing.
Installed two new aircraft batteries.
Started cleaning the cabin and cockpit.
Worked on verification of all ADs.

Day 1, Monday March 9

Brian didn't say this, but I highly suspect some time was consumed in getting set up, and in trying to get past the "shock and awe" of the immensity of the project they had bitten off!! He says:

Met a lot of the people that have had anything to do with the airplane.
Started work on engine #3.
Pre oiled engine #3.
Removed bottom spark plugs of engine #3.
Pulled engine #3 through by hand.
Drained the oil from the engine, oil cooler and oil tank of engine #3.
Pulled and cleaned the front oil screens, front chip detectors and rear oil screens, oil filter and chip detectors of engine #3.
Installed new spark plugs in the back of the cylinders in engine #3.
Removed all fluid carrying lines larger than a number 6 from the back of engine #3.
Started removing the exhaust from engine #3 to allow for fuel injector hose replacement.
Removed miscellaneous fuel lines from nacelles #1, #2, #3 and #4.
Removed all fluid carrying lines larger than a number 6 from a spare engine.