

To: Members of the Gulf Coast Wing – CAF
From: Col David Carr, Maintenance Officer
Date: October 28, 2008
Subject: Status of Maintenance on TEXAS RAIDERS

Recently, I have received comments regarding the restoration of TEXAS RAIDERS, and although some are positive and encouraging, some members have expressed concern over the challenges we now face with our upcoming move from Hobby Hangar ER-7.

I always appreciate comments both good and bad, regarding the TR project as a whole. It is important to get outside viewpoints lest we become too far divorced from reality. That said; please let me offer some progress reports of what we have accomplished.

We have countless individuals working very hard to complete the numerous steps required to get TR back into the air. This is a huge project, but we ARE succeeding. If I may say so myself, we now have one of the most dedicated, organized and efficient teams working very hard around the clock. You might not immediately recognize all the progress at first glance, so I submit to you here a list of items that have been completed just since October 11, only two weeks ago:

FUSELAGE:

- Removed 4 of 4 of the (really stuck) bolts holding up our major structural repair project (the compression strut tie)
- All wing spar compression strut tie bolts installed
- All longeron compression strut tie bolts installed
- Completed all sheet metal work below the floor in nose section
- Installed floor in nose section
- Completed more Plexiglas repair work on the nose bowl
- Primed brace structure in bomb bay
- Painted rudder access covers and trim tab
- Replaced all fuselage “popped” rivets
- Determined appropriate sealant for nose bowl installation
- Damaged stringer section near copilot removed

WINGS:

- Left wing damaged stringer replaced
- Flap jack boot repairs approved by our IA
- Test fit the #2 Lower wing panel
- Submitted more wing gusset repair paperwork to the FAA designated engineering representative
- Completed IA “clear to close” inspection for R wing panels

FUEL SYSTEM:

- Installed the #2 engine main fuel tank (all fuel tanks now in)
- Closed out installation details on all tanks except #2 (waiting on parts)
- Added 110 gal of 100LL to tank #4
- Replaced leaky boost pump on tank #1
- Removed and bypassed leading fuel transfer valve
- Repaired this leaking fuel transfer valve
- Tested fuel transfer pump
- Successfully leak checked tanks #1, #3 and #4

ENGINES:

- Successfully pressure tested all four of our rebuilt cowl flap actuators
- Installed cowl flap actuators on engines #1 and #4
- All carburetors ready for installation
- Located engine mount and pressure panel bolts
- Ordered replacement engine mount nuts and washers

GENERAL:

- Removed crane from wing
- Vacuumed nose section, cockpit, and R wing intercooler
- Prepared documentation for the yokes, cockpit elevator quadrant, horizontal and vertical stabilizers, carburetors, firewall accessories, flap jacks, rudder trim jack and tab, R wing fuel tanks, fuel shut off valves, boost pumps, Tokyo tank repairs and landing gear legs.

All of these items have been completed in the last 18 days. That's two weeks when you subtract Wings Over Houston. Even though our crew must split time between the move and working on the airplane, the maintenance team is kicking some serious behind.

Now is not the time for infighting and blaming. Now is the time to step up and take responsibility for our project and move it forward. The next few weeks should be an exciting time. The jacks can now be removed, and Raiders can rest again on her own gear. The groundwork has been laid to seal the undersides of the wings, and four R-1820-97s and their nacelles are ready to be reunited.

The enemy is not a lack of progress, because no such shortage exists. The enemy is an unwarranted negative attitude – that I invite you to squash today.

David Carr – Maintenance Officer