

INSIDE THIS ISSUE

Wing Leader	2
Executive Officer	3
Operations Officer	4
Development Officer	5
Maintenance Officer	5
Maintenance Team	6
Getting It Right	9
Recruiting Officer	11
Turret Team	12
W.O.H. Representative	13
Marketing Team	16
Tour Planning	16
PX Officer	17
Business Ads	19
Wing Staff	20



Photo by Kevin Hong

UPCOMING EVENTS

April 13	Houston Wing Open House - B-17 and Twin Beech
April 27	Monthly Wing Meeting / Open House / Fly Day
April 27	Orange TX Fly-In Twin Beech
May 3-5	San Marcos Airshow B-17
May 9-12	Chennault Air Show B-17
May 11	Smithville Fly-In Twin Beech
May 25	Hooks Ride Day B-17 and Twin Beech
May 31	June 2 Tinker AFB Airshow B-17 - Tentative
June 7-9	Ft. Wayne Airshow B-17 Confirmed
June 14-16	Whiteman AFB B-17 Tentative
July 4-7	Tyler Warbird Expo B-17 Confirmed

The monthly Wing Meeting has been changed to Saturday, April 27th and will be a combination April/May wing meeting, held in conjunction with the re-scheduled Open House. Staff meeting will start at 9:00 AM. An abbreviated General Membership meeting will be held at approximately 11:30 AM. Named crew for the event should report to the hangar per crew instructions. All GCW members are encouraged to come out and participate in the event, along with our fellow colonels from Houston Wing and West Texas Wing/Helldiver. Instead of the standard potluck lunch, the Wing will subsidize lunch purchases from the food truck that will be on site for the Open House.

Hello again Raiders fans,

And if you're a Oakland Raiders fan as well then I hit 3 out of 3, because hopefully everyone is becoming a Little Raider fan too. If you have been out to the hangar in the last ten weeks you might have seen Jim Hower, Bill

Morrison, John Williams, Tim Searls, C. Scott Williams, Gregg Downing, Brandon Pentecost, Andy Blozinski, Terry Barker, & Jon Colgate working diligently to get our C-45 "Little Raider" back in the air. I am sure I left out a few who might have helped out a bit as well. I know first hand from the days I came down to work with Jim that John Williams and Bill Morrison were putting in a lot of time. Please give Jim Hower a huge thank-you for taking on the task as the C-45 lead rocker "Beech Boy" with his Beech Boys band. (no animals were injured from their singing while they worked) The list of completed repairs, tweaks and upgrades to the C-45 is quite long. Therefore the Winter Maintenance on the Twin Beech has been completed as an annual inspection. We will begin Pilot training on Little Raider hopefully April 10th.

Segue to pilot training, Ed Vesely and I just finished our B-17 bi-annual check rides with the FAA designee, our very own Al Maxwell on Monday the 1st. I then finished my Boeing training on the 2-4th so now I shouldn't take so much ribbing from Buddy Cooksey and others about flying an Airbus. Ok, continuing with the topic of training, Ground School is just the start as we get ready for the flying season. To all of you brand new 2018/19 wing members, if you attended ground school as a Load Master, it is up to you to contact Michael Hart, supreme commander of our LM crew. He needs to know when you're available to begin mission training with OJT in the B-17 on training flight days or ride days. Please look at our flying schedule and email him with your preference of days to train. If you attended ground school as a LM and hope to move to FE, either as a pilot or as a mission FE it is very important that you come out to the hangar during maintenance days and learn the basics of working on our big bomber. I know many of you have already done this and have helped with Winter Maintenance. My hat is off to Ole Nygren, Scott Williams, and John Bixby as setting an example of pilots who come work on the planes. Chris Jersey is our newest member who has also come out to bust his knuckles as a LM who desires to transition to pilot. Load Masters with pilot qualifications to train for the Beech or as FE on the B-17, please ensure that you have or will soon have recent tailwheel experience. In order to begin training on the C-45 you must have about 25 hours of TAILWHEEL flying with lots and lots of landings in the last 12 months.

This brings up another topic, how do pilots who don't have access to a tailwheel airplane get the 25 hours they need to begin training? Renting an airplane from a FBO or flight school is an expensive alternative, also renting a CAF airplane can be quite expensive. Obviously the Twin Beech is not a good time builder at \$500/hr. I also know that many of our Wing members have a pilots license at some level, but do not have the multi-engine or other experience to qualify to fly the Wing aircraft and would like to get back in the pilot's seat. Maybe it is time again for some of our members to consider starting a Raiders Flying Club. A group could purchase a used Cessna 170 and form a club within the Wing in order to share the cost. Give me a call or send an email if you are interested.

WING LEADER'S

REPORT

Col Len Root



Continued from page 2

Okay, back to the primary issue of Wing business. Everyone, please consider when you can come help with the tour season. If you are new to the wing and don't know the format to get involved, please contact me, any staff member, or the Leads. We are also looking for a Wing member with some background or ability in financial record keeping to assist our Wing treasurer. We need more Wing members to step up with volunteering to get the PX boxes packed and on the plane or trailer for tours. We need members to help with mentoring new members and we need everyone to recruit new members.

Thanks to all the maintenance crew who came out to help get TR through the Winter Maintenance program. I know it was a lot of work and there were many tasks accomplished. Maintenance is an ongoing process, that is why the root word is Maintain. Even so, we still have many projects that do not impact the airworthiness of the airplane but will still need to be finished during the maintenance inspection cycles during this summer.

The weather once again showed us who is in charge of our planned flying days. As you probably know our Conroe Fly day on the 6th was canceled and **moved to the 27th which is our planned Wing Meeting date.** We will need everyone to help if we can pull off a Fly day and a wing meeting on the same day.

I will see you at the hangar on the 27th, if not sooner.

Thanks for all you do to

“KEEP em FLYIN”

Ready to fly! Well, almost....

As I write we have just finished re-scheduling the Open House that was planned for April 6. Poor weather caused us to reschedule the event to April 27. Thanks to Ride Coordinator Jane Copeland who undertakes to contact each and every passenger when these things happen. In this case, four nearly-full flights of B-17 passengers had to be contacted and re-booked. Generally our customers are understanding about these issues – we really do have the best fans.

So here we are at the first week of April ready to launch our 2019 flying season – and we want to go! We have several short trips planned for April and May: Houston Wing Warbird Weekend, our own Open House, a trip to San Marcos, a trip to Louisiana and a day at Hooks in May. Even Little Raider has two events all to herself: one in Orange and one in Smithville. All of these short events are great training opportunities for crew members who are still learning their positions. We have lots of new members who now have Ground School under their belts, and now is the time to get hands-on experience during less-challenging trips. You can bid to be part of the crew for an event by logging in as a member on our GCW website, and going to the Mission Crew Request page. Even if you aren't chosen to be part of the named crew for a given event, consider coming out on your own and joining up for a day at a local area event.

Executive Officer
Col Nancy Kwiecien



Continued on page 4

Continued from page 3

It's a great way to get work experience and to get familiar with event operations in your own area of expertise as well as in others. This is important in the long term, because when it comes time to do the longer, more challenging tours, we will have crew who are ready to go to work on the road, where the resources of the Wing and the home FBO are not at hand. So let your lead know if you want to come out just to learn and help out.

See you on the ramp!

Nancy

Happy Spring Gulf Coast Wing friends and family. We have made it to April and it's getting very busy around the Wing. Tour Planning is working very hard to build a profitable, fun and productive schedule for this season. The B17

Maintenance team has been burning the candle at both ends to get Texas Raiders out of the hangar. The Beech Boys have completed work on Little Raider and it's ready for a post winter maintenance flight. I want to give much thanks to all our Maintenance Team on both aircraft. Without their dedication, tenacity and effort, we wouldn't be ready to start the season.

Late last month, we got Texas Raiders out of the hangar for a post winter maintenance flight. During the flight we were able to get John Bixby his spring training and annual check-ride out of the way. The flight went well with minimal issues with the B17. Then two days later, we were able to accomplish training to get three of our co-pilots their spring qualification. Nathan Harnagel, Ole Nygren and Scott Williams have completed their co-pilot training for 2019. Len Root and Ed Vesely also flew last week to accomplish their FAA required PIC check-ride with Al Maxwell.

We still have a few more co-pilot training sessions and will try to get those done in the next couple weeks. After that, we still have a couple more FAA required PIC check-rides done for Aric Aldrich and Steve Swift, which we hope to complete before the end of April.

As I write this, it's Saturday evening, April 6th and we had to postpone our opening day event at Conroe. But after watching the weather move through the area all day long, I think the team made a good call to postpone the event to April 27th.

So next weekend is going to be our "new" opening day when we travel to the Houston Wing for their annual Warbird Weekend. Please come out to the event to help with Texas Raiders and Little Raider. The Houston Wing event is great fun and this is a good opportunity to help our Wing and visit with friends from the Houston Wing.

Please go to the Wing page to bid on missions. We are going to be busy and want everyone to have the opportunity to participate. So bid early and bid often for the missions and support your favorite B17 and BE18.

See you all on the road.....

John

Operations Officer

Col John Cotter

We have established a Development Committee comprised of several of our members. The people on this committee are putting in a great number of hours to work on this endeavor. The work they are doing and the talents they bring to the table are outstanding and very much appreciated!

**Development Officer/
Rides Coordinator
Col Jane Copeland**



We are working on several components relating to our desire to one day have a new home for Texas Raiders and Little Raider. These components consist of raising funds in the way of donations, sponsorships and pledges; identifying a piece of property to lease; designing a hangar; and setting a budget. And there are many parts to each of these components. This is a process that will not happen in a few weeks, a few months and maybe not even a year. We have had many great ideas come from our team and from the staff and membership. If you have any information that might lead us to a potential donor or sponsor, please let me know. We will keep you posted on any significant developments as they occur.

We had to cancel our April 6 Open House due to inclement weather. The good news is that out of the 28 passengers we had scheduled to ride with us on April 6, only three asked for a refund. All of the others have reset to our rescheduled date of April 27 or other upcoming dates. We have such a loyal fan base! We hope to see you all at either the Houston Wing Open House April 13-14 or back at Conroe April 27.

If you are interested in participating in any of our upcoming missions, please go to the member only section of our website. There is a crew request section where you can bid on the missions that we have posted so far. As always, we thank all of you for all you do!

Jane

Greetings Colonels & Cadets,

After a long winter maintenance schedule Texas Raiders is "Alive & Well"! Your maintenance team has been very busy with restoring TR to flying condition. Maintaining an "Legendary" aircraft such as our B-17 is tedious, time consuming and (at times) frustrating. But, fear not-the aircraft is once again Airworthy. When you see members of your maintenance crew please extend your "THANKS" for a job well done.

**Maintenance Officer
Col Terry Barker**

Little Raider is continuing to progress with many very small maintenance items, but will be ready for the flying season. Our Beech is another example of your dedicated maintenance team continuing to persevere through many challenging mechanical issues.

I look forward to seeing you all during this up coming flying season.

Colonel Terry Barker

Maintenance Officer.

Maintenance Team – Report

March 26 was the official completion date of our Winter Maintenance 2018 - 2019 for Texas Raiders. It was followed by a successful maintenance flight on the 28th! This has been “a year to remember” as someone once said. We didn’t have any major projects like changing an engine, removing fuel tanks to do a wing spar inspection, or even painting TR. All that has been accomplished in the last several years. We did have a few big plans that we didn’t get to like a second seat on the flight deck and engine monitoring instrumentation. This was probably a fine tuning year. Many small to medium size projects, but nothing with TR is small, ever easy, or as straight forward as we would anticipate.

Back in November Laser had hoped (promised?) to have the chin turret operational by the end of Winter MX. You’re right it is still not operational, but we did replace the torn canvas around the chin turret guns which was no small task. We also replaced the canvas around the cheek guns. Laser did promise next year for an operational chin turret. Remember Laser, nothing with TR is ever as easy, or straight forward as we would anticipate. Speaking of nothing being easy when will the Ball Turret be operational? Next flying season?

The highlight of each work day and what the MX Crew is best known for is “where are we going for lunch?” That is really the daily challenge. Most of the talk across the lunch table is surprise, surprise about airplanes.

Two outside aircraft specialists were brought in to make repairs. Bob Henderson of Aerocorr Services removed the fabric reinforcing strips on the rudder ribs and applied (glued) new ones on and repainted the entire rudder. Our end of that project was removing and reinstalling the rudder. No small project in its own right. Tim had to Shang-hi a fork lift for access and Jeff Foltz and Danny Jan hung from it to remove and reattach the rudder. Duane Warren made numerous sheet metal repairs. A 70+ year old aluminum and stainless steel structure that was originally designed to absorb battle damage, but with a life of expectancy somewhere short of 12 months always has repairs needing to be made. Chris Elhardt worked with Duane and is rapidly becoming our in-house sheet metal go-to guy.

Conroe is a great airport just not close for most MX Crew members. An hour + commute each way is typical for most folks. Several members come to the hangar for several days straight paying for their own motel rooms. Thanks Jim Hower and Dave Madden. Curt Rowe probably traveled the furthest this year coming in from Columbus, Ohio and staying a week as is his habit. Three of the MX crew who routinely fly their own planes to Conroe weather permitting. Thanks Jeff Foltz, Jim Hower and Del Christensen.

When new folks to Gulf Coast Wing Maintenance start showing up regularly we know they are “hooked” when they bring their own tool box. The cautionary note here is to get a big tool box to start with. That way you won’t go through a series of graduated sizes. We noted at least two such occurrences this past Winter MX season. Thanks guys!

Continued on page 7

Continued from page 6

Large projects included the changing out three of the props. One for an oil leak and two requiring the 60 month Airworthiness Directive service. Four cylinders (total) were replaced on three of the engines. Two were marginal in compression, but we decided that it was easier to change them out now in our hangar rather than on somebody else's hot ramp during July or August. We changed out all three landing gear motors as a preventative measure. There were several instruments sent out for cleaning and calibration. Again as a preventative precaution. All fairings were and floorboards were removed for inspections including the wing joints. Once inspected Corrosion-X was applied to all enclosed surfaces. The Corrosion-X was painted on, fogged in and poured into spar ends. Once again corrosion is the deadly enemy of a 70+ year old aluminum structure.

Several engine accessories were replaced. Some are easy to access, most are not. This included a generator, prop pitch governor, feather pump and several other accessories. There were several wiring harnesses replaced, hoses and all four brake hydraulic lines. Also the main landing gear jackscrew which effectively drives the landing gear up and down was replaced on the left hand side with a "new-old stock" piece (new-old stock is an original piece of equipment or accessory that while manufactured in the late '40's or '50's has never been used). It was disassembled, cleaned, inspected, re-lubricated and re-assembled and then installed. Probably the biggest single item was the new exhaust system fabricated for and installed on engine number 2. There were also several other exhaust pieces replaced on other engines.

Mike Fitzgibbons was ordering hardware almost weekly. His weekly question was "what else do you know of that we need?" Mike also spent a lot of time researching very specific items like the gaskets around the radio room hatch seals. No original components exist for that, but reviewing literally 100's of configurations and multiple base materials is an endless and thankless task. He even had specialized hardware pieces fabricated that no longer exist commercially. Great job Mike!

When you look around TR for the first time this year you will notice all new seat belts and harnesses where installed. The Navigator's seat and Radio Operator's seat have been recovered including the embroidery of Texas Raiders on the seat back. JP Smith rebuilt the seats and straightened and strengthened the seat structure. We even had a cushion back made for the Load-master position seat. Also all hand-held fire extinguishers received their annual inspection. The hydro-static test for the engine compartment fire extinguishers were also performed. This is a 60 month recurring DOT (yes Department Of Transportation) requirement.

In addition to all the above types of items we performed all four regular Consecutive Inspections and all six Special Inspections. These are the prescribed maintenance checks and inspections per our FAA approved inspection program.

As we typically have about 8-10 folks out on Tuesdays and Thursdays and 12-18 on Saturday's we are like a small orchestra. Everybody has an important piece to play and timing is important. And like a fine orchestra we MUST have a conductor to keep everyone in-tune and on the same page. Beyond any question that is Tim Searls! Tim was truly our Maestro. Thank you Tim! (PS - ask Tim why one of his name patches has "Spoon" on it).

One last and interesting item. We coated a section of the exhaust system with a product called Emisshield.

Continued on page 8

Continued from page 7

This coating material increases the emissivity of the surface it is applied to. It is a NASA product developed after shuttle Columbia disaster as part of in-flight repairs for the ceramic heat tiles. Scott Williams was familiar with Emisshield through his post graduate work and contacted the commercial manufacturer. They agreed to sponsor our experiment and coated the section at no cost. The expectation is that it will reduce the heat transfer to the surrounding surface areas thus reducing the temperatures in the nacelle and wheel well areas. Next to corrosion, heat is the nemesis of all mechanical components. We will keep everyone apprised of the results.

Jim Hower has also truly accomplished the impossible...Little Raider is completing her Annual Inspection and will be making her first full flying debut on our CONROE Fly Day. Jim along with his team including Brandon Pentecost, Bill Morrison and John Williams and few others completed a monumental task. They did have a few days worth of help from some of our Ft. Worth members including our Wing Leader (Wing King), our MX Officer (Terry Barker), Steve Swift, Gregg Downing and Pat Mahaffey. All help was greatly appreciated.

Winter Maintenance participants included:

Tim Searls	Larry Doucette	Danny Jan	Ken Hyman
Paul Bienvenu	Dave Miller	Mike Fitzgibbons	Lee Brown
Dave Madden	Bruce Guest	JP Smith	Len Root
Skeeter Sewart	Terry Barker	Andy Blozinski	Per Barsten
Tim Daggett	John Bixby	Jim Cass	Steve Swift
Ole Nygren	Pat Mahaffey	Jon Colgate	Gregg Downing
Bill Morrison	Brandon Pentecost	Jeff Foltz	Del Christensen
Chris Elhardt	Ian Collins	Roy Einer	Jim Fitzgerald
Aubrey Herzog	Gary Herzog	Jim Hower	Chris Jersey
Scott Williams	"Laser"	Steve Reed	Curt Rowe
Ricky Yerena	Dave Kallewaard		

The list of folks clearly shows just how much work goes into maintaining Texas Raiders and Little Raider and keeping them airworthy. Many, many thanks to everyone!

Getting It Right – B-17 Oxygen System

By Kevin “K5” Michels, BSEE, MBA

Loadmaster, Media Rep, & Historian



Another Touring season is upon us, and I for one am excited to get back out there with the public! This year we are putting great efforts into upgrading our educational collateral that we take with us on tour. This includes pamphlets, signage, and a base of knowledge for all of you. Stay tuned. I think you will like what you see and hear!

It is our honor and privilege to present our beloved TR to the public. All of us will field questions, some familiar and some new. It is our duty to provide answers that are both accurate and consistent or refer them to someone who can. Whatever you do, please don't "make up" an answer. With that in mind, please review the latest "Getting It Right" information found here: https://drive.google.com/open?id=1dJCKcQ_c6uoadu7oeTgHMizE1jZ9Rh7J Your Historian Team consists of Bill Howard and me. We will be working hard this year to update these and other materials so that you have a more complete, accurate, and easier to reference set of facts to have at your fingertips. If you find something that is wrong or missing, please send us your input. This is a work in progress!

So, ever been asked about those yellow and green bottles? How did that oxygen (O₂) system really work, anyway?

The B-17G Oxygen System

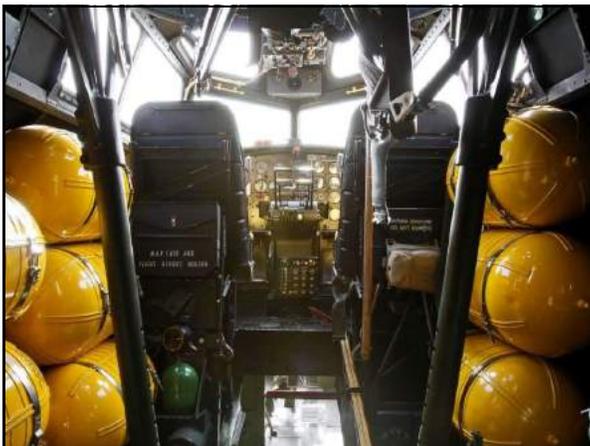


Figure: G-1 Oxygen Bottles behind Pilot and Co-Pilot.
(Photo credit Museum of Flight, Seattle WA)

In addition, B-17E's, F's and a few early G's had an F-1 oxygen bottle attached to the Top Turret and Ball Turret. Each dedicated to a gunner. Most B-17G's upgraded to a "swivel gland" that allowed both Top and Ball turrets to connect to one of the four oxygen systems, thus eliminating the need to refill the limited capacity F-1 bottles every two hours. Distribution lines ran to ten oxygen stations (Figure 2); one per crewman, each with an A-12 oxygen regulator and a re-filler valve for walkaround bottles.

As an unpressurized aircraft with a high-altitude mission, an onboard Oxygen System was mission critical. Like the rest of the aircraft, the B-17's Oxygen System was designed to sustain combat damage and keep the aircraft's crew breathing normally. Rather than dedicated oxygen bottles for individual crewmen, Boeing designed and built four separate independent Oxygen Groups fed by 18 large G-1 oxygen bottles. These G-1 bottles (Figure 1) were stored below the cockpit floor (7), behind the Pilot (5), behind the Co-Pilot (3), and under the Radio Room floor (3). In



Figure: Radio Room Oxygen Station with A-12 Regular, pressure gauge, flow gauge & Warning light.

Continued on page 10

Continued from page 9

Each crewman had an oxygen mask (A-8B or A-14) which they connected directly to a regulator. The Regulator had two settings: "normal" and "full". "Full" was used only during emergencies as it consumed O2 at six times the rate of the normal setting.

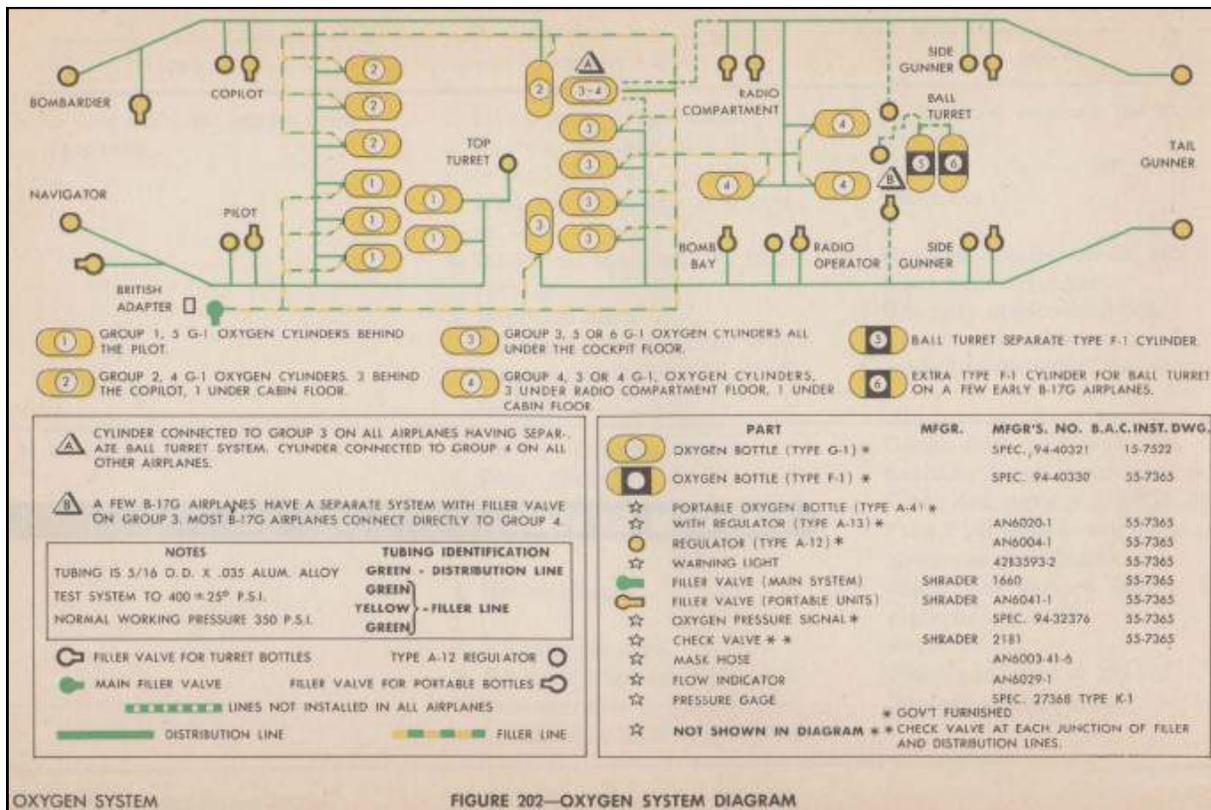


Figure: Oxygen System System Schematic from B-17G Field Service Manual

The Oxygen System (Figure 3) was charged to 400psi by the ground crew via a single filler port located just aft of the Front Hatch. Each G-1 bottle held enough O2 for a man to breathe for 4 to 4-1/2 hours at 30,000 ft. The four systems together provided 7-8 hours of O2 for a ten-man crew at 30,000 ft. The smaller, F-1 bottles contained 2 hours of O2 for its turret gunner. Each aircraft came equipped with 13 round green (A-4) "walkaround" bottles (Figure 5) which contained 6-12 minutes of O2 each. Some crews supplemented with the larger yellow & canvas covered (D-2) bottles (Figure 4) that contained about an hour's worth. Prior to takeoff every oxygen bottle onboard was topped off.



Combat damage sustained to either an oxygen bottle or an O2 line resulted in the automatic closing of one or more "check valves" located at each bottle and distribution points throughout the system.



Continued on page 11

Continued from page 10



This acted to contain damage and prevent additional O2 loss. Undamaged portions of the Oxygen Group continued to function uninterrupted. G-1 bottles could be moved from one Oxygen Group to another, even while under pressure.

But what happened when a B-17 was shot down and the crew had to bail out? It's a long way from 30,000 feet down to 10,000 where the air is once again breathable. The Army equipped all its high altitude fliers with an H-1 bailout bottle (Figure 6). The H-1 was typically attached to one leg strap of the parachute harness. About the diameter of a Red Bull can and twice as tall the H-1 was charged to 1,800 psi and provided ten minutes of oxygen via a very simple mouthpiece and a "twist" regulator.

So how correct is Texas Raiders? TR has several each of the A-4 and D-2 walk-around bottles. There are also three yellow A-6 walkaround bottles in the nose for which I cannot yet confirm accuracy. TR has an F-1 bottle that would have been on an early Ball Turret, although most B-17G's did not feature them. We do not have an example of an H-1 Bailout Bottle. And finally, TR is missing all four main Oxygen Systems: The eighteen G-1 bottles and network of oxygen lines have long since been removed.

Sources: B-17G Field Service Manual, B-17G Erection & Maintenance Manual, & 303rd Bomb Group Historical Site

As I said at the last wing meeting, "I'm back, PRAISE BE TO GOD. Thank all of you for your prayers.

My co- recruiting officer, Angela Root, will still be doing the Cowl Flaps articles (she am more gooder at talking on paper than me is) but I will be starting posting the anniversaries again.

Here are the anniversaries for the Members who joined in April:

Stanley Russ.	4/21/2009	Deborah Guest.	4/30/2013
Bruce Guest.	4/14/2010	Douglas Lawrence	4/28/2014
John Elliott.	4/09/ 2012	David Henry.	4/12/2015
Jan Andersson	4/26/2012	Hal J. Fruchtnicht.	4/03/2017
Nancy Kwiecien	4/05/2013		

Thank you for your support of the CAF and GCW.

Want to have some fun? Sign up for one or more of the many missions during 2019. We especially need volunteers to man the PX. A great opportunity to fly on TR, meet people, and contribute to our organization.

Larry Doucette - Recruiting Officer

larrydoucette0@gmail.com

Cell) 281-782-9633



Hello everyone,

It's the time of the year for lots of flying with our two historic aircraft.

Please remember the mission of the CAF is to educate and honor the memory of those who gave so much to grant our freedom. When you add this to your discussions with those who have come out to visit the airplanes you give them something more than just a historical artifact to admire. We want to draw people into joining our Wing and we must give them the concept of our mission and also promote that they can have fun while accomplishing a great act of volunteerism.

That crazy wing leader of ours wants us to increase the Wing to 300 members this year. That's going to take everyone's help!

Email me with any ideas to boost our membership, keep engaging the new folks.

Thanks,

Angela

Recruiting Officer
Col Angela Root

Turret Team - Laser Dave McConkey

Hey Turret Heads! After a long period of daily life keeping me off the benches in my garage, (and worse, away from the hangar) activity has resumed with a vengeance. I'd cleaned them up many weeks ago, but this week I took all 3 amplidynes and serviced them as far as I can without taking them apart. They were full of California desert, a little corrosion, and just plain neglect after 70 years of inactivity. In reality, they probably don't have a lot of hours on them, as they are mostly made in 1944, and may or may not have seen service. There's no way to tell if they've been run since 1945, as there's no way to tell what aircraft they came out of, if they ever went in one at all. The A-26 turrets use amplidynes, and they flew on long after WW2 ended, so who knows. Some creative lubrication techniques were used, to try and get the long dormant bearings back to doing what they're supposed to do, checking the brushes, and cleaning and polishing the commutators, where the brushes make contact and do their thing. You may have seen the video I made on our FB page by now, but running all three of them up was a complete success. I was thrilled! And boy, do they spin! About 8400RPM, and sound about the same as the inverters up under the flight deck. Possibly the best part for me was the "where the hell did this boat anchor come from" of a power supply that was with it all, didn't blow up and burn down the house. I'm in the process of doing the same service to the motors for the chin turret, and hope to spin them up soon. I also hope to finally get to the hangar, and retrieve the spare motors and pumps for the top turret, and make that wacky ass assembly function.



Coming soon is testing of the chin turret on the stand, with Fred in attendance. We still are trying to get a major component, and cables need to be built, but Fred will bring his stuff so we can run this thing through it's paces. And the top turret stand? It's done. Seriously.

Continued on page 13

Continued from page 12

I haven't seen it in person, but from the pics, I will likely drop to my knees, bowing in amazement and hoisting adult libations as Inca-like offerings when I do. Sorry, no peeking. You can't see it until it's done. It won't be soon soon, but it will be way sooner than ANY estimation, thanks to some serious talent (not mine!) that rescued the entire project. It never would have worked. The whole top thing has now come back into my lap, and it's time to finish the drive system and get this sucker back together. Your patience will be rewarded. That's it for now, great to see TR out of winter MX, and hope to see y'all on a mission real soon!

To see the very moments that the amplidyne started back up, click [HERE](#)

<https://www.dropbox.com/s/dzqkbkzqsor6qmm/amplidyne%201.MOV?dl=0>

Fellow Gulf Coast Wing Colonels,

At our recent Wings Over Houston Board of Directors Meeting on April 2nd, I learned that there has been very little involvement as to people stepping forward to volunteer to fill our staff positions needed. I also learned that for the 2018 Wings Over Houston, more than \$40,000 was spent in paying groups to do the work that we desperately need our volunteers to step forward to do. This is more than \$40,000 that could have been split among the units to support our aircraft. This disbursement is very helpful in building our funds for procuring our own hangar. Please note – it takes the efforts of all of us to help keeping the Wings Over Houston successful for us.

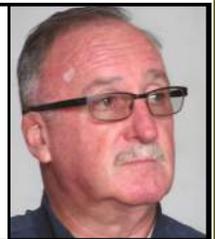
I would like to thank Kathy Doucette for stepping forward and giving me information of a group that is willing to step forward to help. The WOH Executive Staff will be contacting them soon to give them info of the spots that they are needed.

I know we have more dedicated volunteers out there that can provide further assistance. I have posted this list of volunteers needed for the past three months. **The volunteer does not need to be a CAF member to volunteer. Your friends, neighbors, co-workers can fill these much needed positions if they are interested. Please spread the word to them and ask. I bet there are many that would love to get involved.**

Again, here is a list of the Staff positions needed:

On Site Days	Position
FSS	Bus Transportation
FSun	Remote lot set-up – monitor and bring back signs
TFSS	Traffic Management
WTFSSM	#2 Vendor Coordinator – Dave Bush and 6 – 10 assistants

**Wings Over Houston
Representative
Col Wayne Kennedy**



**TEAMWORK – RESPECT – AMBASSADORSHIP –
COMMUNICATION
(TRAC)**

Continued from page 13

- WTFSSM Military Czar – in training – Per Barsten/Harnegel ?
- Special Show – Chairman and lead in training
- Special Show – Volunteer and guest liaison
- Tennant Liaison – in training for 2019
- FSS Gates – Pete Hyatt needs #2
- WTFSSM Warehouse #2, #3 train for #1 position
- TFSSM Waste Ops – need #2 training for #1
- WTFSSM Staff/Volunteer tent – Need team lead and assistants
- FSS VIP Entrance – Jerry Weaver needs a #@ to train
- TF Volunteer Food – Cooks and logistics team – Debbie Gierman looking for volunteer

Teams that need assistance:

- On Site Days Position
- SS Information Booths – need more volunteers
- WTFSSM Ground Ops – needs new recruits, includes physical labor
- Week before Blue Angels & Tucker line set up
- WTFSSM Ground Safety – needs 1-2 more on crew Wed – Fri
- WTFSS Monitor taxiway Juliet and Kilo
- TFSS Finance & Gates – needs more staffing
- F and Sun night Pole Banner placement and removal 2+ assistants 4 hour average
- FSS Pyro set up and tractor drivers 7:15 – 2:00
- WTFSSM Sign crew – need 2-4 volunteers

Vendor & Set Up:

- On site days Position
- WTFSS Control traffic flow on Juliet – need 4-6+ volunteers
- WTFSSM Vendor entry gate check in – need 2 – 4+ volunteers

Continued from page 14

Set Up Wed – Fri:

On Site Days	Position
WTF	Prime View – need help with prime view set up 10+
F	Prime View – Friday need help with chair set up at Prime View after Special Show 10+
WTFSun	Warehouse – assist with loading tractors for set up, 5 – 8 volunteers
Prior Weekend	Blues white reference line 12 ft x 400 ft needs placed 6-10 volunteers

Sunday Tear Down:

- Ground Ops needs small team leader / coordinators
- Sign crew
- Tent crew
- Cones and banners
- Prime View tear down
- Warehouse
- Tractor crews

Monday post event:

Blues white reference line 12 ft X 400 ft needs removed to warehouse

Waste Ops needs Team Lead #2 for clean-up crew supervision

As you can see, it takes a LOT of dedicated volunteers to make this show happen.

As I have said before, I will quote Gen. Jimmy Doolittle, **“there is nothing stronger than the heart of a volunteer”**

You, my friends are the heart and soul of the Gulf Coast Wing and the heart and soul of our Wings Over Houston Airshow.

Please contact either Natasha Avery Or Bill Roach and let them know what position you wish to fill.

Natasha Avery Operations Manager

aveynk@gmail.com

281-579-1942

Bill Roach, Director

director@wingsovehouston.com

281-579-1942

Every one have a happy and prosperous 2019.

Wayne

New materials continue to be part of the 2019 Marketing strategy. Last month I mentioned the addition of Instagram to our portfolio. We are now posting simultaneously on Facebook and Instagram, and starting to reach a new audience. If you're not on Instagram, you can download it to your phone and choose to follow us here www.instagram.com It's not hard to do!

Marketing Team Col Nancy Kwiecien



We're also starting up a new channel for communications with our fans, using an email platform called Constant Contact. Starting in April we'll have a monthly newsletter that goes out to all of our fans, past passengers, supporters, donors, local public officials, and members. This news letter will have the latest on our tour schedule and activities as well as "insider information" like updates on our turret restoration project. The intent of the newsletter is to keep our fans in touch with us in ways beyond just Facebook posts, so they can keep up with all that we're doing to grow the Wing and accomplish our mission.

In other news, I'm happy to report we have reached agreement with a local hotel for a discount rate that's good 365 days per year. The local Homewood Suites, located on Interstate 45 at FM 3083 in Conroe is a new property that offers free WIFI, daily hot breakfasts, and a complementary social hour with adult beverages on Monday through Thursday evenings. You can see it at <https://homewoodsuites3.hilton.com/en/hotels/texas/homewood-suites-by-hilton-conroe-CXOHWHW/index.html>

Because it's an all-suite hotel, each room has a kitchenette, and the floor plans are roomy enough to share if you're looking to split a room with another crew member. The discounted room rate is \$104. per night; reservations can be cancelled 48 hours in advance. Make reservations by calling the hotel at 936-703-6000 and asking for the Commemorative Air Force rate.

Tour Planning April

Just a quick note this month. Please mark your calendars for our June missions. We are planning to start with an air show at Tinker AFB in OK City May 31 then on to Evansville IN for mid-week barnstorming. June 7-9 will be an air show at Ft. Wayne, IN featuring the Thunderbirds and then a stop at Canton OH. We will finish the month with an airshow at Whiteman AFB in Missouri June 14-16. It should be a great tour hope youo can join us. We will likely do a crew change in Ft. Wayne, so you do not have to make the whole trip.

Tour Planning Col John Alkire



John Alkire



**PX Officer's
Report
Col Kathy Doucette**



Hey, Gulf Coast Wing members. Well here it is flying season again, and your PX Officer is looking for some eager beaver Volunteers to help out at the PX booth during our upcoming flying season.

For those newcomers who don't know how to bid on an upcoming mission, here is what you do:

Go to the wing website (b17texasraiders.org) and click on the Member icon in the right hand corner.

To log into the Members Only area you use (Username) which is your Colonel number, followed by your (Password) your last name (all in lower case). Then go to Mission Crew Request in the right hand column. Review the Mission Selection pull down box for the upcoming missions. Select the mission that you would be interested in participating in. Fill in each box. Remember to choose if you will be traveling on Texas Raiders to the mission, or if you will be coming POV. If you have any questions about any part of a mission, or for additional instructions on how to complete the Crew Request Form, please contact me at twokatz08@yahoo.com. I am always there to help you.

Our wing continues to grow daily, and continues to prosper because of the many dedicated Colonels who donate their valuable time to support our GCW family:



UPCOMING MISSIONS INCLUDE :

April 6 – Conroe Rides Day

April 13 & 14 – Warbird Weekend at Houston Wing

May 5 – San Marcos, TX - Airshow

May 9 – 13 – Chennault Civilian Airshow, Lake Charles, LA

May 25 – Hooks Rides Day/Open House

May 31 – June 2 – Tinker AFB, Oklahoma City, OK

Come on out and enjoy the fun and get your free ride on Texas Raider. It is a great opportunity to get to make new friends and to visit places that you have never traveled to before.

I look forward to seeing you soon.

Kathy Doucette

Our New Raider Attack T-SHIRTS Have Arrived

A new T-shirt addition has just been introduced into our PX. We will shortly be adding the shirt to our on-line store. The shirt is called "Raider Attack" T-shirt and it is quite impressive. Some of you may have seen the shirt last year in Dallas, as CAF Hqts. came out with the new design at the end of the 2018 flying season. The military green shirts are cool and comfortable & the quality of the material is exceptional. Without doubt they are sure to be your favorite addition to your T-shirt wardrobe. Check it out on-line, or at our next CAF mission. **All sizes are priced at \$20.**



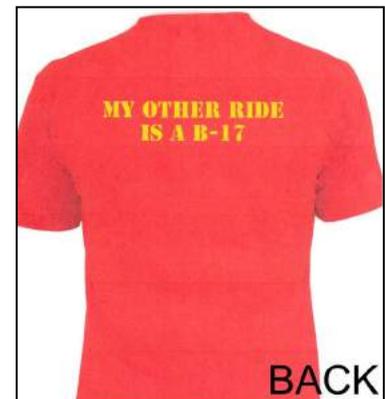
The PX will soon be discontinuing several retro shirts that we have been carrying for years. The following shirts will be online at a discounted price of \$15. Here are the shirts that we will be discontinuing:



Texas Raider military green
Texas Raider indigo blue



Indigo Blue or Military Blue &
tan.



Red Performance Shirt

There are NO medium or large sizes in the tan shirts.

Please consider volunteering to work the PX on missions! Remember, you must have attended Ground School to be eligible for "away" missions. Hope to see you on a trip soon!

For Aviation merchandise and B-17 collectibles, please visit our Online Store at

<http://b17texasraiders.org/index.php/gift-shop>

Col Kathy Doucette
PX Officer,
Gulf Coast Wing



Tim gets ready to squeeze TR into the hangar. Kind of like putting a size 10 foot in a size 7 shoe. This is no place for a running start.



Jon Colgate - Kathy Doucette - Jim Cass at Southern Star Brewery - Photo by Galynn Ferris



Front



Back

If anyone would like business cards made for Texas Raiders please email Gulf Coast Wing member Kevin Hong at kevin@sectorkmedia.com

The price is \$65 for 500 business cards. The cards can be customized if you are a crew member, FE, Loadmaster, pilot, etc. Please contact him for more details.

Kevin Hong

Principal of Sector K Media, LLC

PO Box 672966

Houston, TX 77267-2966

T 281.682.3947

www.sectorkmedia.com

www.facebook.com/sectorkmedia

We welcome any comments, suggestions, and contributions to the newsletter. If you have something to show or tell, don't be shy...send it in! No article is too short or too long. When sending in photos, please be sure to identify the people in them and the photographer's name.. We would like to give them proper credit.

Send your contributions to: trcowflaps@aol.com

THE COWL FLAPS STAFF:

Colonels Jeff Brown, Kathleen Brown, Beverley Brown and Catherine Young



GULF COAST WING STAFF 2018:

Elections are held each winter (usually in November at the general meeting). Staff members are elected for a two-year term and elections are held in compliance with CAF Unit Manual Sections 3-8 through 3-23. The current Elected Staff members for 2018 are:

Wing Leader	Col Len Root	214-455-7668	B17root@outlook.com
Executive Officer	Col Nancy Kwiecien	832-444-5043	nkwiecien@suddenlink.net
Adjutant Officer	Col Rex McLain	281-639-6480	breitlingsteeler@hotmail.com
Operations Officer	Col John Cotter	440-915-5917	calpilot777@me.com
Finance Officer	Col Dayna Salter	281-229-1365	dayna.salter@ymail.com
Maintenance Officer	Col Terry Barker	871-480-0635	Hangar21@me.com
Safety Officer	Col John Bixby	281-682-0806	perbarsten@gmail.com
Development Officer	Col John Elliott	832-585-2374	elliottj@biotek.com
Education Officer	Col Jane Copeland	936-499-8147	janecope@msn.com

Appointed Staff Members serve at the appointment and discretion of the elected staff:

PX Officer	Col Kathy Doucette	936-524-0249	twokatz08@yahoo.com
Wings Over Houston Rep.	Col Wayne Kennedy	281-855-2520	wfkennedy@swbell.net
Supply Officer	Col Lee Brown	832-541-8349	lebro29@yahoo.com
Rides Coordinator	Col Jane Copeland	936-499-8147	janecope@msn.com
Marketing Team Lead	Col Nancy Kwiecien	936-273-4182	nkwiecien@suddenlink.net
Co-Recruiting/Retention Officer	Col Larry Doucette	281-782-9633	larrydoucette0@gmail.com
Recruiting/Retention Officer	Col Angela Root	972-679-0854	iamhis05@att.net
Tour Planning Leader	Col John Alkire	281-467-7691	jdalkire1@gmail.com
Co-Lead Flight Engineer	Col Lee Brown	832-541-8349	lebro29@yahoo.com
Co-Lead Flight Engineer	Col Jim Hower	713-885-1868	fiverocks5@verizon.net
Deputy Maintenance Officer	Col Tim Searls	936-327-6505	T.SearlsTrucking@yahoo.com
Lead Load Master	Col Michael Hart	713-409-2494	mike.flyer.hart@gmail.com
Deputy Safety Officer	Col Tim Daggett	504-813-4440	tmdaggett016@yahoo.com
Wing Curator and Historian	Col William Howard	832-563-9499	wwb3@yahoo.com
Turret Team Lead	Col Dave McConkey	210-503-6990	laserdave@att.net
Web Master	Kent Morrison	970-756-0040	kent@steamboat3d.com

MEMBERSHIP DUES:

Wing dues for CAF Adult members are \$50/person and are due no later than the last day of February each year. Wing dues for CAF Cadet members (ages 12-23) are \$35/person and are due on the last day of February each year. Adult wing members are eligible to vote on committees. Cadets are not eligible to vote or serve on committees.