

March 13, 2007

To: B-17 Restoration Volunteers (Update #3)

A great deal of organizational work was finished this week for those of us managing the project. We have scheduled both a Strategic Planning Meeting and a visit to Douglas Georgia where we will get a full tour of where Don Brooks and Tom Reilly restore their warbird projects. Work on the aircraft also took a major jump forward thanks to the efforts of one of our Gulfstream volunteers. He was able to procure a specialized stripper material that is doing wonders removing the large amount of adhesive residue on the surface of the aircraft left over from the material that covered the B-17 for the last 25 years. We were also visited by Steve Ward of *International Aero Services Corporation*. Steve gave us very specific direction on how to prepare the "City of Savannah" for his crew to come in and polish the aircraft to its original finish. Preparation of the exterior of the aircraft for IASC is now our #1 priority. Plans are also underway to formally accession (enroll) the aircraft and its spare parts into the Mighty Eighth's data base, and to conduct a full photographic record of the aircraft.

The spectrum of our restoration project continues to expand. As a result of asking for specialized help in our last e-mail we now have a volunteer who has begun discussions with the museum about preparing exhibit cabinets for the area in front of the aircraft. These cabinets will hold updated restoration information as well as documents relating to the history of our aircraft and the original "City of Savannah". Another request was answered by a husband and wife team from Maryland who will be researching historical information about both B-17s and preparing written brochures for distribution in the museum and to interested parties.

With regard to the history of our aircraft we received some very good news from the National Air and Space Museum. They have located the aircraft's flight logs that were turned over to their museum when Arnold

and Nathan Kolb flew the aircraft to Dulles Airport in 1984. The NASM will be forwarding the logs to us as soon as they can be processed out of the museum's archives.

In the last update we mentioned that we had been contacted by the Kolb family of Alamogordo, New Mexico. The Kolbs owned "our" B-17 from 1971 until 1981 and used it for their fire fighting business. They sold the aircraft to the NASM in 1981. Three years later, as part of the sales agreement, Arnold Kolb and his son Nathan flew the plane to Washington and turned it over to the NASM. Last week Arnold's daughter sent us a large envelope full of letters, pictures, newspaper articles, and official documents that tell the history of the B-17 during the period 1971-1984. This week they sent us a video which was recorded in 1984 depicting the Kolb's flight from New Mexico to Dulles.

The project is becoming more focused each week. It is our hope to add another work crew – Friday from 9:00AM to 3:00PM – sometime after April 1st. We will be calling some of you to see if you would like to work on a team that will assist with accessioning work, that is, tagging and recording parts and papers that will be recorded into the Mighty Eighth's archives.