

Update #31 – *“City of Savannah”*

B-17 Restoration

October 9, 2009

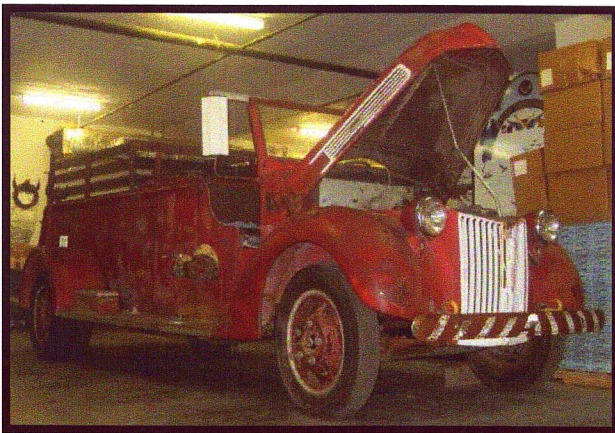
Another week has gone by and the restoration continues; but, with much up in the air about the paint inside the plane. Based on recent information, there is the possibility we may have to remove all the paint from the fuselage aft of the cockpit. Research by Museum employees along with Volunteers continue to determine whether this will be a necessary task to ensure accuracy in our restoration.

On Saturday, October 3, the crew of J.E.B. Harper, Rocky Rodriguez, Dave and JT Urbanski finished polishing the right upper wing and the horizontal stabilizer uppers. They also continued with the polishing of the rear fuselage sides and belly to blend with the tail and wing. With all the polishing they accomplished they made time to complete a plan and the equipment needs list for the under wing polishing.

The crew of Jim Argo, Bill Burkell, and Milt Strombler continued the cleaning of the # 1 & #2 nacelles on Wednesday, October 6.

Another crew, consisting of Dwayne Hebert and Ben Ridgill were in on October 7. They continued cleaning and scotchbriting the # 4 nacelle. They removed the cockpit floorboards and loosened the pilot side, co-pilot side, and forward boards.

Dave Pinegar, of LMI, came by the Museum and reported they are still working on the control services covering the ailerons and elevators with new fabric.

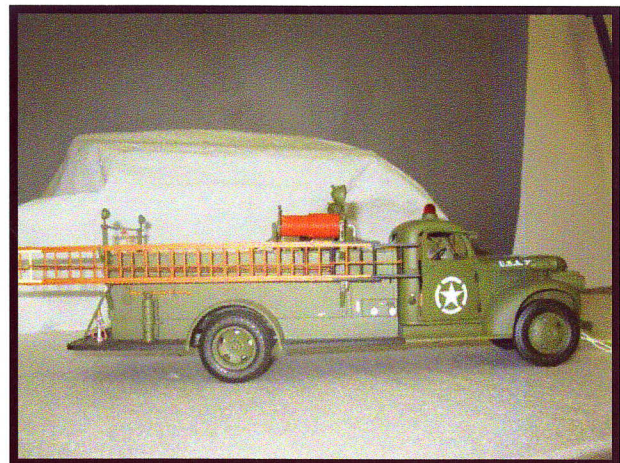


1941 Fire truck under restoration at the Mighty Eighth Air Force Museum

Concurrent with the restoration of the B-17 is the restoration of a 1941 Ford fire truck which will be part of the exhibit scene surrounding the bomber. The truck served Hunter Field during World War II and ended its active career at the Isle of Hope Fire Department. We've got it up and running and efforts now focus on getting it painted and outfitted to replicate a wartime airfield fire engine. Jim Grismer is leading this effort and will enlist a new team to focus attention on restoring this classic vehicle.

More to come...

All efforts are being expended to finish the interior steam cleaning. The past practice of using it once a week has resulted in long periods of standing water remaining in the bottom of the fuselage threatening the possibility of more corrosion. This process has moved up in priority so the resultant water run-off can be removed.



Replica of finished restored fire truck