

Update # 60 - "City of Savannah"

B-17 Restoration

July 8, 2010

This week's activity on the "*City of Savannah*" was at a much more moderate pace than the frantic full day and evening put in by all the volunteers last week. Jim Grismer led the Wednesday (Day) team in reorganizing the shop area – which had become filled with equipment that dated back to the original cleaning of the exterior of the aircraft when it arrived in January of 2009. The results of their effort finally make us look organized (again).

While most of the crew were working in the shop, Jim, along with Crew Chief Danny Harden and Bill Burkel from the Special Projects Team tested three types of paint, and two application methods in the tail of the "*City*". The first good news was that all the work last week paid off and the paint adhered very nicely to the aluminum fuselage. Secondly, it now appears that small spray cans will be used to apply the interior paint rather than formal spraying equipment or sponge brushes. The shade of AAF "OD" has yet to be determined as we try and match a popular color sample that was supplied to us by Gary Norville of American Aero Services with the colors available in the spray cans.

The Wednesday (Night) Crew began work on installing the right nose gun blister that was built for us by LMI Corporation. The blister needs to be installed before painting can begin in the nose area.

Yet another veteran of service on our airplane has appeared. His name is Ralph O'Keefe, and he contacted us from Rochester, New York. Ralph (and his brother-in-law) were employees of Kenting Aviation in the late 1950's and early 1960's and spent hundreds of hours in our airplane working as camera operators while *CF-HBP*, the Canadian registration given to the aircraft, flew all over the Canadian Arctic taking photographs that would be used for mapping the region. Ralph is searching his attic to come up with period photos of the "*City*" in its Canadian history. Several

photos that we have obtained from the aircraft's time in Canada (1953-1971) are included below:

“John Brinegar took this photo at Baffin Island. He was a SHORAN operator for spring and summer 1956 and 1957. He did not know who the person was in front of plane. He had a good story to tell about making a hard left turn flying off of Baffin Island to miss hill beyond.”



CF-HBP on the ground at the Foxe DEWline site on the east coast of Baffin Island. We took off in the opposite direction and made a really hard right turn to avoid the hill in the background.

That was a LEFT turn!



***Picture taken of our B-17 (early 1960's);
note Canadian marking CF-HBP on tail.***



*Our mystery photo that no one has been able to explain;
note Kenting logo on nose of our B-17.*

More to come . . .