

UPDATE # 71 - "CITY OF SAVANNAH"

B-17 Restoration
September 24, 2010

The "*City of Savannah*" was front page news this week, literally. The Savannah Morning News had a photograph of our Special Projects Supervisor, Jim Argo, on the cover of the newspaper on Thursday morning. The picture was followed with an article depicting how Jim had organized the painting of the interior of the "*City*" along with fellow Gulfstream Corporation employees Frank Quirk and Tony Hall. If you would like to read the article go to: <http://savannahnow.com/news/2010-09-23/gulfstream-workers-pilot-paint-project-mighty-eighth>



Wednesday morning, the regular day crew arrived to find most of the shop area filled with state of the art aircraft painting equipment that had been delivered on Tuesday afternoon from the nearby Gulfstream facility. Jim, Frank and Tony explained to the Wednesday crew what needed to be done outside of the airplane before painting could begin, and several hours later the tail of the aircraft was covered in a large plastic tent from which three tubes led to the outside of the Museum. A fourth tube ran out of the left waist gun window.



Danny Harden

In this maze was a refrigerator sized filter which renders the overspray of paint from inside of the airplane to an environmental safe level as it is sucked from the fuselage and out the shop door of the Museum. Another group of hoses entered the Museum for the compressor which powered all of this equipment from the Memorial Gardens area. All of this equipment, and the professional services of Frank and Tony would not have been available to us were it not for the hard work that Jim put in talking to senior managers from Gulfstream who were able to release the equipment for use by the Museum. A special “Thank You” also needs to be sent to the Gulfstream team for working on their days off to get our airplane painted.



Tony Hall (left), Frank Quirk (right)



Having professionals on the job also saved the project from what could have been a major problem with the painting process. Frank and Tony recommended that the application method of the paint be altered with the use of a primer material that, in their experience, and

although not recommended by the manufacturer, would significantly enhance the durability of the paint job for the many years that the “*City*” will be entertaining visitors. They explained their reasoning to the project management team, including Museum CEO Henry Skipper, and it was decided to include the extra application step in the painting process. The ever resourceful Mr. Argo quickly obtained the needed materials and the painting began in the area from the “*City’s*” tail to the radio room bulkhead. The added step in the process assured that the painting of the interior of the “*City*” would take longer to complete, but that the job will be done correctly to insure a long lifespan for the paint job. The regular Wednesday day crew was eventually replaced by the Wednesday “Night Riders” - but Frank, Tony and Jim stayed on the job well past the dinner hour.

Thursday morning saw the painting process being repeated as the primer was covered with the final coat of paint. Photos of the interior of the aircraft before painting began, and how it looks when the job is done, will appear in next week’s Update.

Next week will also not be a time of rest and relaxation for the “*City of Savannah*” project volunteers. Gary Norville and his crew will be arriving on Wednesday morning and will move the “*City*” to its final location in the Combat Gallery, where they will place the aircraft on the stanchions that they built and delivered earlier this month.

Plans call for Jim, Frank and Tony to return to the Museum in October and complete the interior painting in the bomb bay, cockpit and nose of the aircraft.

More to come . . .