

## Update # 40 – “City of Savannah”

B-17 Restoration  
January 8, 2010

The two week Christmas break on the “City of Savannah” project was the first time that work on the aircraft had stopped since its arrival last January. Although no formal work by the crews took place, two of our volunteers, Ben Ridgill and David Pinegar deserve kudos for coming to the museum on their own to work on individual projects. Ben installed new fixed safety bars in the bomb bay and David installed repaired metal stringers in the lower cockpit that had been damaged during the trip from Virginia. Hat’s off to both of these hard working guys!



The Wednesday (Day) Crew started work again on the one year anniversary of the day that Marshall Brooks, Jerry McLaughlin and the All Coast Aircraft Recovery team arrived at the NASM hanger in Chantilly, Virginia, to begin preparing the aircraft for its journey to Savannah. They began work with the ColdJet machine to clean the “City’s” engines and wheel wells, with, at first, excellent results. However, after several hours it was evident that the residue that was being removed from the aircraft was not dissipating along with the dry ice. None of the several ideas that were tried to contain the residue - including calls to the ColdJet headquarters in Cincinnati – were able to fix the problem. That was the end for the ColdJet. What had looked like the answer to all our cleaning prayers was returned to its travel box and is now on its way to Ohio. Today the Friday crew is preparing the “City”

for another attack by the steam cleaner and tomorrow the Saturday Crew will finish up the wheel wells and begin cleaning the waist area of the “City”.

One other task took place on Wednesday – this time with a great deal of success. On advice from our good friend Gary Norville, a careful inspection was made of all the signage on the aircraft, and duplicate pictures were taken – this time with a ruler next to the signs for documentation purposes. Ron Gunnells and Bill Burkel supplied the cameras and were assisted by Danny Harden and Joe DeNapoli.



More to come

## Update # 41 – “*City of Savannah*”

B-17 Restoration  
January 22, 2010

There has been a lot of activity going on at the Museum since the first of the year, but not much information has been going out to those of you who are following the “*City of Savannah*” restoration. Hopefully this issue of the Update will make all of you up to date on project events.



Senior Volunteer Staff members with Sheila Saxon  
(L to R; Marshall Brooks, Jerry McLaughlin, Jim Grismer)

The first, and most significant, event that has occurred in the past several weeks is the departure of our administrative officer, Sheila Saxon. Sheila moved on to bigger and better things, which she very much deserves. A BIG “thank you” goes out to Sheila from all of us involved with the project.

With the departure of Sheila we need to introduce her replacement, Jane Harper. Jane is yet another native New Yorker who has transplanted to Savannah. Her previous experience was in the advertising business, where she worked with Grey Advertising, Inc. in New York City and with several other firms here in Savannah, including our next door neighbor JCB, Inc. We look forward to having Jane’s initiative and creativity become an important part of our project.

Sheila’s departure coincided with several other events at the Museum, to include the first annual “Thank You” dinner event to honor the volunteers on the “*City*” project. A dinner was held in the art gallery on January 15<sup>th</sup> with CEO Henry Skipper as Master of Ceremonies. Henry thanked all of the volunteers for their work during 2009 and also mentioned how grateful the Museum is to several corporate supporters, particularly LMI Corporation and their volunteer representative, David Pineger.

Each volunteer was presented with a certificate of their participation on the restoration project during 2009. Attached to the certificate was a small piece of the original left elevator of our B-17, officially manufactured in May of 1945 as A/C 44-83814, and now known as the “*City of Savannah*”. A Certificate of Authenticity was attached to each certificate. As would be expected, Sheila came up with the idea for the certificates and had them produced before her departure, and in time for the dinner. Sheila was presented with a bouquet of a dozen roses from the senior volunteer staff as a special “thank you” award at the end of the dinner.

Another event that will have long term implications for the project happened on January 20<sup>th</sup> when Guy McDonald and Mac McCormack visited the Museum representing the Coastal Amateur Radio Society (CARS). Guy and Mack met with the senior volunteer staff, climbed into the "City" radio room, and then visited the B-17 parts storage room to look over the radio equipment that came with the "City" last January. The ultimate goal of the involvement of the CARS team with our project is that we will eventually have a functioning comm shack on the aircraft. Guy and Mack say that they can make that happen. A thank you for this great idea goes to Dr. Harry Friedman of "Memphis Belle" fame who suggested involvement of local HAM operators during his visit last summer.

Steam cleaning of the aircraft interior continues, with the first week of February still scheduled for the beginning of the painting of the "City's" interior.

As you know, many hours have been dedicated to the B-17 Restoration Project in the past year - 3,391 total hours to be exact. Those volunteering more than 100 hours for this project include Jim Argo, Glenn Braselton, Bill Burkel, Mort Glick, Jim Grismer, Ron Gunnells, JEB Harper, Jerry McLaughlin, Bill Ridgdill, and Scott Whitcher.

More to come.....