

SPIRIT OF TULSA SQUADRON, CAF

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SPIRIT OF TULSA SQUADRON OFFICERS

Squadron Leader -

Col. James Dagg

918-224-6293

Executive Officer -

Col. William Forester

918-357-3292

Finance Officer -

Col. Allan Meeks

918-299-7519

Squadron Adjutant -

Col. Tom Voytovich

918-299-8820

Safety Officer -

Col. Jack Wells

918-299-1763

Operations Officer -

Col. Ray Whiteman

918-322-3423

Maintenance Officer -

Col. Jim Gentry

918-461-2347

Public Relations -

Col. Jim Mills

918-299-9102

Restoration Officer -

Col. Chuck Heick

918-266-1156

PX Officer -

Col. Bill Kennedy

918-224-6293

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Highlights from the January Meeting

**TUESDAY,
JANUARY 14, 2003
Tulsa Technology
Center**

MEETING MINUTES

The meeting was called to order at 7:00PM by Squadron Commander Col. James Dagg, and the flag salute was led by Col. Bill Forester. Members and guests were introduced.

December minutes were read by Col. Tom Voytovich and were accepted by the membership.

INFORMATION UPDATES

Col. Ray Whiteman provided the PT-19 update. Recently, the tail feathers and center wing section were brought over to the lab from the hanger, and it was determined that the horizontal stabilizer is deteriorated beyond repair. The center section is sound, and

will be ready to mate to the fuselage in the near future. The fuselage will have some final welding work completed before the next meeting.

Col Whiteman and Col Dagg provided an update on Diamond 'Lil. Engines have been pulled and should be going back together in the next few weeks. The engine mount on #4 will be rebuilt. Abbott Aviation is doing the engine work. Additional work to be done on 'Lil will be mostly preventative, although some additional historical equipment provided by the squadron will be installed, including intercom boxes, drift meter, Gibson Girl radio and celestial bubble. B-24 Flight Engineer School will be occurring soon. This will be a technically oriented school, designed to lead to B-24 Flight Engineer certification.

Col. Dagg also provided an update on the Cadet Ground School, which began on January 11th and was well attended. The squadron will be acquiring additional materials for the ground school, including books,

flight computers and charts.

Brian Lewis showed his collection of scale models, including a P-51, a B-25 and a P-40.

Col. Voytovich shared some photographs of the hangers at Vintage Fighters in Louisville, KY and Fairfield, TX.

OLD BUSINESS

Finance Officer, Col. Alan Meeks, reported that the squadron currently has \$11,279.04 in its account and that 2003 Squadron Dues of \$25 are now due.

Col. Dagg announced that the Squadron note was called by Midland and has been paid. Additionally, ANUAC will be due next month. Current ANUAC is \$450, but the rate will increase once the PT-19 is flying.

Motion was made to accept the finance report, was seconded, and was accepted by the membership without dissent.

NEW BUSINESS

Col Dagg announced that new "hold

harmless" agreements were available and also that a digital camera was available for ID photos to be used on Squadron ID cards.

Karen Dagg mentioned that donations for the silent auction at the 2003 Celebrate Freedom event can be sought out and delivered as of now. Karen also announced that the Celebrate Freedom decoration committee would meet immediately following the monthly meeting.

Col. Dagg announced that the Spirit of Tulsa has been invited to participate in the City of Tulsa 100th Anniversary of Powered Flight Celebration. The first organizational meeting will be on Thursday, January 16th. Cols. Dagg, Meeks, and Voytovich will attend. The suggestion was made that perhaps this event and Celebrate Freedom could be tied together in some way.

Col Mills announced that a \$25 gift certificate was presented to the young man who became ill at the Celebrate Freedom Dance.

Col. Voytovich made a motion that the squadron makes a cash donation to the Corsicana Field Aviation Heritage Foundation (CFAHF) in response to their generous donation of the PT-19 tail wheel assembly. The motion was seconded by Col. Jerry Edwards and was unanimously approved without discussion.

Col. Whiteman made a motion that the spare PT-19 fuselage be given to the Coyote Squadron (Corsicana, Texas) for use in their PT-26 restoration project. The motion was seconded and carried without dissent.

The meeting was adjourned at 8:10 PM.

PT – 19 Update

As of the last report things were looking pretty bleak with regard to the horizontal stabilizer situation. I am happy to report that this story has a happy ending. The original stabilizer which came with our PT-19 was

found to be serviceable and will require only minimal work to put it in order. Yeah! The welding work was completed on the fuselage by Ed Dietlan here at Riverside airport. The repair looks great and has already been primed and painted.

Work has continued on the electrical system as well. The starter and alternate power solenoids have been installed and are awaiting the arrival of their electrical cables.

Speaking of cables the trim tab drive chains have been reinstalled but it has been determined that the stranded connector wires will have to be replaced. This is not a big job or an expensive one, only time consuming.

Mike Lewis has performed a minor miracle with his restoration of the oil cooler exhaust duct which had been given us by the guys in the Coyote squadron. Cliff and Dave brought up a piece of metal that looked like a road kill, flat as a pancake. Mike took his trusty little hammer and dolly and

has worked the poor thing back into shape. We will have some before and after photos for you soon on this one. Thanks Mike

Chuck Heick, Bill Kennedy, and Ray Whiteman tackled the last of the repair work to be done on the center wing section this last Saturday. We are very close to starting back together with that piece.

Carl Halfpap is busy at work constructing dozens of clamps for the fuselage so that we can start hanging equipment on it. The rear cockpit floor is complete and is only awaiting painting and the application of anti chafe material on the bottom stringers.

Our new transponder is here and its mounting in position is near. The altitude encoder is also ready for its installation. The next couple of weeks should show a lot of progress in the electrical department.

B-24 Update:

LIL is coming along fine. As can be seen there is a bunch of parts

off her...but this is part of maintenance. As we get more acquainted with her the more 'secrets' we find and that she gives up. Our PT-19 will be the same way. Wait until next year when we really get into restoration!

The engine mount for the #4 engine will return this week...so hopefully it can be reinstalled. I am replacing all the critical hoses, such as the fuel, oil, and hydraulic lines, with new and they will be fire sleeved. Fire sleeved is a covering that keeps the hose from burning in case of a fire. As an example, if a fuel line was not fire sleeved and there was a fire.....we have a blow torch. We will do the same to the PT-19 as the engine is readied for flight. Bob Lee, Rex Apker, Clint DeWorth, and Popejoy are replacing nearly 2000' of cable and 220 pulleys to the engine throttles, and mixtures. Steve Lee, Jim Ballard, and Clint DeWorth are working on replacing many electrical lines in the engine nacelles. We have a lot of work to do on the cowlings and cowl flaps. I have asked Jerry Edwards and Tom

Voytovich to garner a team for those repairs.....of course working closely with Steve Corbett. Corbett is working hard on replacing brackets for lights and a large repair on the RH side of the fuselage. He is diligently working ideas with Popejoy to place a few 'restoration pieces' on Lil this year. Lots going on. By the way, our friend from England, Barry Bish, will be here February 10, 2003 for 10 days.

Other News

Our squadron has donated a few parts to the B-24 restoration as has been noted in the past. This past week saw the arrival of the celestial dome assembly as well as two oxygen setups, complete with regulators, blinkers, pressure gauges and a walk-around bottle filling valve. A couple of oxygen hoses have also been provided along with two general purpose cockpit lights. It look's as if the restoration is off to a good start at least. If

anyone knows of the whereabouts of about 6 feet of flexible stainless steel 50 cal. ammo chutes, please let us know. Also needed is a large wooden or phenolic ammo box for the nose.

Squadron Leaders Notes

By Jim Dagg

Well the cost cutting measure of attempting to e-mail the newsletter was a flop. It was probably the fault of the operator. At any rate we may give it another try latter on this year, but for right now I think that we'll just try the mail it out routine.

Here is the Calendar of the Monthly Meetings for the remainder of 2003

February 11
March 11
April 8
May 13
June 10
July 8

August 12
September 9
October 14
November 11
December 9
Times and location:

6:30 – 8:30 PM

Tulsa Technology
Riverside Campus, Flag
Pole Lobby. Signs will
point the way.

**Our next meeting
is one that you
are not going to
want to miss.** Our
program next Tuesday
will feature **Mr. Jack
Kirby**. Jack has
devoted his life to
aviation and most
recently he has been
building and **exact
replica of a WWI
SE-5 Scout**. When
you see his pictures of
the plane you will agree
with me that exact
replica might not even
be sufficient to describe
the attention to detail
that has gone into this
project. **YOU MUST
SEE THIS
PRESENTATION.**

from 8:00 am until noon
or so.
Tuesday and Thursday
evenings 6:00 PM until
8:00 PM or so, at the
hangar or room D-114
Tulsa Tech..
And other times on your
request.



Work schedule

We work Saturdays at
hangar G of 4-J Aviation
or at Tulsa Tech. room
D114 (the Safety Lab)

