

SPIRIT OF TULSA SQUADRON, CAF

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P.O. Box 158 Jenks, OK 74037

July 2002



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. Bob Nichols

918-333-1517

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

June Meeting Notes

Squadron Meeting
June 11, 2002

Tulsa Technology
Center, Room A-144
Jones/Riverside Airport

The meeting was called to order by Col. Jim Dagg. The flag salute was led by Col. Ray Whiteman.

Colonels Jim Dagg and Jim Gentry gave an update on the status of the PT-19. It has been sand blasted and is ready for hardware. The engine stand is nearly completed.

The Treasurer's Report was given by Col. Alan Meeks. We currently have \$1,373 in our account. Visa and MasterCard capabilities have been set up for PX sales and Hanger Dance ticket sales.

Colonels Jack Genna and Carl Halfpap

Inside this Newsletter

Highlights of June meeting

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Squadron Leader Notes

discussed the new Spirit of Tulsa Squadron T-shirts. As soon as the design is set, they will be able to take orders from members. If you prefer to order the embroidered Polo style shirt or hat, please contact Col. Bill Forester. (The CELEBRATE FREEDOM Committee has also discussed having a “special event” shirt printed, but no decision has been made.)

Col. Jim Gentry gave an update on the restoration of the “Diamond Lil”. She is currently on tour. This year’s maintenance program may include a top turret and work on the nose compartment. The hope is to eventually return her to Bomber status. This year’s work will begin in late November or early December.

Col. Ray Whiteman was elected Operations Officer. This filled the vacancy left by the resignation of Col. Jack Hitt from that office.

Col. Dagg showed pictures taken at the Bartlesville Bi-Plane Fly-In. The PX was not as successful as had

been hoped. The space was very small. The air show managers did not promote the vendors with periodic announcements. And Fly-Ins do not draw as large a segment of the general population as do air shows. These factors will all have to be considered when setting the PX schedule for next year.

Col. Dagg suggested the need for a Special Committee to formulate long range goals for the Spirit of Tulsa Squadron. During the discussion, it was suggested that Col. Jack Wells might head this committee. The discussion of this idea will be held at a future meeting.

Col. Jack Hitt had just returned from England, where he attended the dedication of the Eighth Air Force, 96th Bomber Group Memorial. He shared photographs of the 30 foot memorial. Over 3,000 people attended the dedication.

Our program for July will be a video named ‘Flying the B-17’, furnished by Col. Hitt.

The meeting was adjourned. Twenty-three members and guest attended

PT – 19 Update

By Jim Gentry and Chuck Heick

Work on the plane continues. Both of the fuselages are now located in room number D-114, the Safety Lab at Tulsa Technology. See the map for directions. Please be sure to park in the east lot of the north building and **not** in front of the hangar doors on the west side.

After sandblasting the exterior, the interior of the tubular fuselage was filled with a state of the art anti-corrosion fluid and allowed to penetrate the structure for a week. The remaining fluid was drained out, nitrogen blown in and the tubing was sealed and capped off. This sure beats the hot linseed oil that was once used.

The fuselage has been painted, the fire-wall has been temporarily installed pending its final painting and some original felt strip cushioning material has been obtained and installed in the forward cockpit section. Additionally, the flap

controls have been installed as well as the fuel wobble pump handles and connecting rods. Flight control torque tubes have been temporarily wired in place until new hardware can be obtained. The back seat has also been installed and works just like advertised. Both front and rear cockpit instrument panels have been reconditioned, painted, correctly labeled and installed. The aircraft builder's plate along with a new reproduction of the Army Air Corp acceptance plate has been installed on the front panel as well.

The center wing section has also seen a great deal of work. The damage on the top right side has been repaired and after fabric and doping, you will never know that it had been dinged. The fuel tanks are also nearing the installation stage. One tank is totally ready to go back in. Included in its restoration is a new reproduction of the tank builder's plate. Looks really great!

The left side leading edge has been cleared away and only lacks cleaning up and some

preparation work to accept the new leading edge ribs. The jigs for those ribs should be complete by the end of July.

Work on the tail wheel continues. This could be somewhat of a problem. Out of the three tail wheel assemblies, only one can be made out of all of the parts, and still, a great deal is going to have to be done to make it serviceable. New parts are going to have to be fabricated and then heat treated before we can put it back together.

The engine stand is done, and the engine has been installed on it. Mike did such a good job, that the engine can be repositioned in any orientation by just one person. Again a well done goes to Mike Smith.

You will be happy to know the engine is not frozen up and still had a good quantity of oil in it. Just don't tip it up into the vertical position as one squadron leader tried to do, it makes a real mess.

Be sure to come out Saturday mornings and lend a hand. We are in the process of making arrangements to do our

Tues. and Thurs. evening work at Tulsa Tech. in order to beat the heat. We will try to put a small note on the hangar door if we go to Tulsa Tech to work.

Fund Raising for CELEBRATE FREEDOM, WW II Style Event and Hanger Dance

By Karen Dagg

First, I would like to thank everyone who has solicited goods or given a presentation to any company or organization for funds for **Celebrate Freedom**. It is very exciting to see the first few checks begin to come in. Even if you do not want to be a part of the actual planning of the event, **we need everyone's help with the Fund Raising**. You probably know of a company that we have simply overlooked.

Please remember that all donations of any merchandise, services, or cash should be reported to me, so that I can note this on the master list. We want to make sure that

everyone's generosity is acknowledged in our Souvenir Ration Book. Our goal is to handle donations so well, this year, that people will be willing to help our Squadron next year.

It seems that each day we encounter some new expense for this event. But every item or dollar donated simply increases our profit. Also some companies which may not make a donation might want to purchase a Corporate Table for the dance. So if you have any suggestions for that list, of potential customers, please let me know. We will also be sending notices to all of the area Veteran's groups letting them purchase reserved tables, so they can sit with their friends.

Prices will be as follows: Single tickets, \$30; Couples, \$50; Reserved Table for 10, \$250; and Corporate Table for 10, \$400. We also are giving free tickets to our large contributors.

Companies currently being contacted are: Whirlpool, Coca Cola, QuikTrip, Mazzio's Pizza, Blue Bell

Creamery, Oneok, Git & Go, Bama Pie, KRMG, Phillips 66, Hawkeye Power Chutes, Wanda's Homes, Lexington Homes, Boeing, American Airlines, International Bus, Aircraft Specialties, Professional Credit Collections, Cox Broadcasting, Tulsa World, Spartan Aviation, the Viersen Foundation, Nordam Aviation, Williams Company, Road House FBO, Floral Haven Funeral Home, and the Carson Foundation. I know I have missed a few. Please let me know any company you have contacted that I have not listed.

Contact **Karen Dagg** at **918-224-6293**

Other News

Col. Gentry wants to let everyone know that the next dance committee meeting will not be held until the week after the next squadron meeting. Also we will try for Thursday evenings instead of Tuesdays. Please feel free to comment.

In related news, Col. Gentry will be out of

town for a week as he is going to crew on the B-29 and B-24 while they are on tour. He should be catching up with them in Findley Ohio. After Ohio their next stop is in Michigan, then Wisconsin.

Col. Dagg will be gone for the two weeks following the next meeting, and Col. Heick will be gone for a while shortly after that. The person in charge of the restoration during those times will be announced at the next meeting so that work may continue without interruption.

Squadron Leaders Notes

By Jim Dagg

Check out the photo's that Jack brought back from Addison Texas of a PT-19 rebuild, some are included in this newsletter.

A special thanks to Col. Tom Carson for his generous donations to the squadron. Tom is not able to get actively involved with squadron functions but has been able to help us in other ways by helping to keep

our squadron finances above water until we can become self sustaining through fund raising events such as the hangar dance, px sales and other activities.

Tom's efforts along with donations from many others from this squadron will ensure that our goals stay on track and that we are able to full-fill the mission of the organization, to preserve, conserve, rebuild and fly the aircraft from World War II. Thanks to everyone.

July meeting is coming up soon.

Don't forget, the July meeting is just around the corner. **July 9th at 6:30 PM** Tulsa Technology, Riverside Campus, Flag Pole Lobby. Signs will point the way.

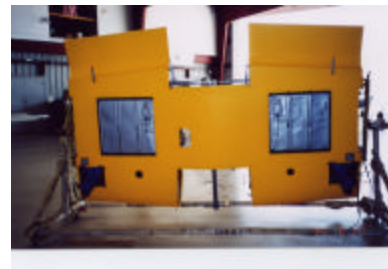
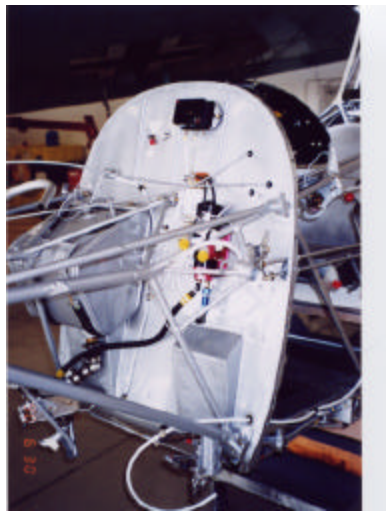
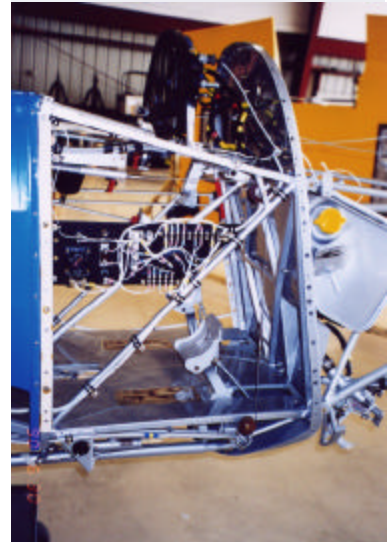
Work schedule

We work Saturdays 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 during the week days on your request (within reason) during summer months.

The photos below are provided courtesy of Col. Jack Wells.



These are photos of the restoration of the PT-19 owned by the Cavanaugh Museum of Flight in Addison Texas.