

SPIRIT OF TULSA SQUADRON, CAF

Volume No. 2 Issue No's. 5,6,7

P.O. Box 158 Jenks, OK 74037

July 7, 2003



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

918-492-9675

Inside this Newsletter

**Highlights of the May
and June meetings**

PT - 19 Update

B-24 Update

Dance Committee

Other News

**Squadron Leader
Notes**

***H*ighlights from the May and June Meetings**

**SQUADRON
MEETING
TUESDAY, February
11, 2003
Tulsa Technology
Center**

MEETING MINUTES

By Col. Tom Voytovich

The meeting was called to order at 7:00PM by Squadron Commander Col. James Dagg, and the flag salute was led by Col. Jack Wells. Forty-three members and guests were in attendance.

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

INFORMATION UPDATES

Finance Officer Col. Alan Meeks reported that the squadron currently has \$7339.74

in its account and that 2003 squadron dues of \$25 are now due. Motion was made to accept the finance report, was seconded and was accepted unanimously by the membership.

Col. Jim Gentry provided an update on the PT-19, specifically mentioning the newly acquired tail wheel assembly, as well as progress on the center section, fuselage and tail feathers.

Col Gentry also provided an update on Lil. The #4 engine mount has been repaired and is back at the hangar. Work continues to progress. Fuel, oil and vacuum lines are being replaced on all engines, and about 2000' of wiring has also been replaced. The throttle and mixture control cables and pulleys are also being replaced. Several of the restoration items are also being focused on, including the celestial bubble.

Col Gentry noted that there will be a 2003 dance committee meeting on Tuesday, February 18th for all

those interested. Col Gentry noted that Col Ray Whiteman was heading the P-40 funding effort where \$3000 in donations is needed to secure an appearance of the P-40 during Celebrate Freedom 2003. Col Gentry also stated that the band, dancers and reenactors have all been lined up for the November 8th event.

Col John Kindelsperger gave an update on the cadet ground school, mentioning that participation has been excellent, and that enrollment has grown to 22 students, ages 8 to 16, with several new faces each week. Col Kindelsperger announced the following officer appointments among the cadet ranks:

Cadet Officer:

Sean Porter

First Officer:

Sam Scott

Second Officer:

Taylor Hardesty

Second Officer:

Scott "Rip"

Edwards

Historian:

Blake Fisher

Historian:

Jonathan Dawes



New Cadet Officers

OLD BUSINESS

Col Dagg reminded the membership to have their photos taken for squadron ID badges.

Col Jim Mills read letters from the family of Jerred Kirksey, including letters from both Jerred and his father, who thanked the squadron not only for its help but also for the life lesson in camaraderie that the squadron provided the Kirksey family.

NEW BUSINESS

Col Dagg stated that the refreshment list for future meetings still had some open slots and urged members to sign up.

Col Dagg showed an example of the updated Saturday work session agenda for the PT-19 that will be available

each week, and also noted that a longer range schedule board with work flow would be appearing soon.

Col. Gentry introduced Jack Kearbey, guest speaker. Jack has recently completed a most incredible project: the construction of a complete SE5A biplane from original British plans. The project took over six years to complete, involved about 10,000 individually fabricated wood, metal, leather and fabric parts, somewhere between 11,000 and 12,000 man hours, and a lot of money – and was almost completely done in a two car garage! Jack discussed not only the project itself, but also the history of the SE5/SE5A, aircraft specifications and performance. Jack also passed around some examples of his craftsmanship.



Jack Kearbey

The meeting was adjourned at 8:10 PM.

**SQUADRON
MEETING
TUESDAY, March 11,
2003
Tulsa Technology
Center**

**MEETING
MINUTES**

By Col. Tom Voytovich

The meeting was called to order at 7:00PM by Squadron Commander Col. James Dagg, and the flag salute was led by Col. Bill Forrester. Thirty-two members and guests were in attendance.

Due to technical difficulties, the February minutes were unavailable. A motion was made to defer the reading of February minutes until the next meeting. Motion was seconded and was approved unanimously by the membership.

**INFORMATION
UPDATES**

B-24

Col. Jim Gentry gave an update on the B-24. There is a lot going on. Wood cradles are being built to support the fuselage. Avionics work continues. A “major” find was reported

pertaining to chronic trouble with the #2 engine. Corrosion behind the junction box was causing grounding problems. The problem was corrected, and the other three junction boxes are now being worked over. Eleven cylinders have been replaced on engine #1 due to over boosting caused by plugging in manifold pressure lines. The wing AD is expected to delay project completion until after April 1.

**Celebrate Freedom
Dance Committee**

Col Gentry announced that the Spirit of Tulsa squadron won third place in the annual poster design contest.

Karen Dagg presented a draft copy of the squadron fund raiser flyer and reported that silent auction work is underway.

Col Dagg presented the Celebrate Freedom 2003 logo, which includes the phrase “The Wright Stuff”.

PT-19

Col Dagg discussed reorganizing and restructuring project procedures, particularly

as they pertain to work flow and documentation. Most of the activity in this area has been on inventory and parts control. Col Dagg reported that Harry Demarest has procedural ideas that might be considered. Col. Dagg also reported that Fred Kumpf has agreed to take on the role of parts manager.

OLD BUSINESS

Col Dagg pointed out that the squadron photo ID badges were available for the membership to sign, and that Col. Whiteman would be having the badges laminated.

NEW BUSINESS

The squadron watched a vintage video on the PT-19, which included segments on design, production and flight characteristics.

The meeting was adjourned at 8:10 PM.

PT – 19 Update

By Col. Chuck Heick

Famous last words: *“The next couple of weeks should show a lot of progress on the electrical system”*.

Well progress of a sort has been seen, all of it in a more or less negative direction. Let’s see now, where to start? First of all assuming that our airplane had a 12 volt system (because we had a 12 volt regulator and a 12 volt starter), we purchased a 12 volt transponder and 12 volt panel clocks. Our generator was marked Champ 2411. This should have been a clue, but it didn’t ring any alarm bells, probably should have though. Actually, Fred Kumpf did point this anomaly out, 2411 – (hmmm, might mean something) At any rate, when Fred did manage to get the generator tested it did turn out to be a 24 volt 11 amp generator, and that also there are no known regulators for this appliance. Since we really wanted to light up the world with strobes, beacons, and other sorts of lights anyway, 11 amps wouldn’t quite do the trick, so we decided that an alternator might be a good choice instead. The problem is however, that there is only one alternator that has been approved by the Feds for the PT-19, and it happens to be a twenty eight volt job. Once again we could go this way, but the financial loss would be substantial. The company that made this alternator has a 12 volt that would indeed fit, but that we would have to obtain field approval on a

337 from the FAA to install it on our machine. This is in fact the course that we have decided to embark upon. We will keep everyone posted in this long process which I am afraid will definitely set back the projected completion of our bird rather substantially. I won’t even go into the problem with the engine exhaust spacers, or, should I say lack of them until another newsletter. Better to spread out the misery a little.

B-24 Update:

By Col. Jim Gentry

Lil is up on the blocks so to speak as the work begins on her wing spars. Thanks to some really good woodworking by Col. Ray Whiteman and assistance from Col. Jerry Edwards and many more, some very incredible cradles to support Lil’s fuselage have been created. Great work guys. It has been really very impressive to watch people like Bob Lee and others wriggle into the fuel tanks and work in such tight quarters. They are doing a truly professional job on Lil and deserve a raise.



Bob Lee in Lil's left tank.

DANCE COMMITTEE CELEBRATE FREEDOM 2003

By Karen Dagg

The date has been set for Saturday, November 8, 2003. The band, the Sounds of Music, has been booked. The tables and chairs have been ordered. The decorations are being planned. The hangar has been reserved. The donations information packets are almost ready. The Logo is being finalized. We have begun collecting Silent Auction items. And airplanes are being invited. The only thing missing from this picture is YOU!!

To make this event an even greater success

than last year, we need 100% participation of our members and Cadets. During our regular April 8th Squadron meeting we will announce the date and time of the next Celebrate Freedom 2003 committee meeting. Silent Auction and decoration planning and work sessions may be held separately, as needed. See you there!

Other News

If anyone happens to run across \$12,500 in cash that is not currently being used, we could certainly use it to purchase the last complete B-24 Bomb bay set up in existence. A complete set of B-24 bomb bay doors, motors, pumps, lines, racks, and many more items are just waiting for some lucky person to buy them and present them to Lil as a present.

Squadron Leaders Notes

By Col. Jim Dagg

This past weekend, several members of our local squadron had the opportunity to attend the annual fund raising event for the Tulsa Air and Space Museum. We not only had a great time but picked up some fantastic ideas for our next hangar dance as well.



From left to right
Carl Halfpap, Alan Meeks,
Jim and Juli Gentry, Karen
and Jim Dagg, Donna and
Bill Kennedy

On another note. This past week one of our former helpers, Charles LeBeau, returned during his spring break from the Air Force Academy to check up on our progress on the PT-19 and Lil.



He was very pleased with all of the progress which has been made since he left last summer.

Our Squadron is being represented on the Centennial of Flight Commission sponsored by The Oklahoma Aeronautics Commission and coordinated thru Tulsa Airport Authority.

Work is progressing on this year's celebration of the 100th anniversary of the Wright brothers' 1st flight at Kitty Hawk. Some of the events planned this year include: numerous air shows; a Parade of Flight in which aircraft from all eras fly in procession down the Arkansas River Parks route; and our own **Celebrate Freedom Hangar Dance!**

Here is the Calendar of the Monthly

Meetings for the remainder of 2003

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 will be another great one.

Our program next Tuesday will feature Retired Coast Guard Commander Harold Tydings. Harold has been active in checking out many local pilots on the Grumman Albatross owned by businessman Tom Quinn.

His presentation will deal with the Coast Guards role here in Oklahoma and has particular emphasis on the security of our inland waterways.

Work schedule

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



Cadets supervised by Bill Popejoy cleaning internal fuel tank parts of sealant.



You too could enjoy the fine cuisine provided by Col Gentry on a Saturday at Tulsa

Tech with the Group. Just don't get your fingers too close to anyone's mouth.



Fuselage cradles supporting Lil during the wing AD.