

FLAGSHIP DETROIT

July 17, 2006

UPDATE

Ron Tallent turns final for a picturesque arrival at the Heber Valley/ Russ McDonald field in northern Utah.



Another Successful Appearance under our belt!

The Flagship Detroit just returned from the Heber Valley airshow. Once again, the “Detroit” was the hit of the weekend. We all had a great time. I want to give a special “Great Job and Thank You” to David and Jane Gorrell who hosted the event. They both worked very hard to make everything run smoothly. All the folks from Utah were very nice and appreciative of our DC-3. It was so much fun to see Jane dressed in a “stewardess” uniform from the era. It truly was a first class operation, thanks to “JP.” I’ve included a few pictures from the show and they will be posted on the web site soon. I also want to thank all the guys and gals that worked on the “Detroit” in Kansas City getting it ready for the upcoming shows. They did an outstanding job and everything worked as advertised. Our trip back from Utah was extended a day or so, because of one of those big Texas storms around Amarillo. We then flew it to Tennessee to do a few minor maintenance checks.

Our next set of shows will be the Prairie airshow in Peoria, IL on the 22nd, then on to the granddaddy of shows, Oshkosh, Wisconsin. This will be a long airshow. We still have room for some help at the Oshkosh show. Anyone interested in working that week, please contact Cal Moreland at CalMoreland@charter.com or give him a call at 817-578-0519.



Jane Gorrell
Welcomes the Member-passengers aboard for the “Flight Back in Time” along the Wasatch Front mountains in Heber City, Utah



FLAGSHIP MAINTENANCE

Our grand old lady has been performing superbly as we fly from show to show. But, being nearly 70 years old does show at times. Last week we put her into Morristown TN to dress up a few items. A leak in a flap

hydraulic line forced a replacement during a stop in Shelbyville TN. In Morristown a fuel boost pump was rebuilt, the aux hydraulic pump was refurbished, the left engine prop feathering pump was cleaned up and both main tires were changed due to age. These items, though relatively minor, do tax our financial resources significantly. If you have the opportunity to drop a few more dollars into the coffers, this would be a great time to do it!

I would like to remind everyone that the next ground school will be held on August 4th, (Friday) at the American Airlines Flight Academy. Please contact Dave Buffington to sign up for the class. There will be a \$150 fee for the ground school, and that will include lunch. Our instructor John Heilman will teach the class.

The new Flying magazine is out and there is a well-written article about the Flagship Detroit Foundation and our DC-3 the "Detroit". It is written by Foundation member and MIA-based AA 767 Captain Les Abend. If you get a chance, pick up a copy; I'm sure you will enjoy it.

I'll close this week's newsletter with a couple of e-mails I recently received. Though they are different in content, I think they show, in some detail, how important our Foundation is to each of them, but more important how our DC-3 impacted each of their lives. I hope you enjoy their comments.

George:

Thanks for the tour of your organization's DC-3. I happened to stop at Heber City's airport on July 9 and thought I'd died and gone to heaven. While on final I saw the Flagship Detroit, and I knew I had.

Many years ago, the 50's to be exact, my mother worked for United and as a teenager, flying standby, I would take the SLC to LA run to visit my sisters. United and Western were still using DC-3s. I would sit next to the engines to make damn sure the props didn't stop moving and vividly remember sitting at a 45 degree angle until takeoff -well- it seemed 45 degrees to me.

My donation was for fuel to start those round engines, but low and behold, someone handed me a hat; (an obvious ploy to cover my bald head), a brochure and proclaimed me a member.

Well enough of my gibberish, I was well behind you, number two for takeoff, staying out of your wake, She looked great climbing out over to the Wasatch mountains.

Thanks again, and George, you have far to much hair to be a DC3 captain.
Robert C. Hewitt Midvale, UT.

Once again, on behalf of the Flagship Detroit Foundation, I want to personally thank each and everyone very much for all of your hard work and your contributions of both time and financial support. I hope to see you at the airshows.

Sincerely,
George Dennis
931-224-5280

Dear Mr. Dennis:
In 1937 I was 19-year old working in the Douglas Factory at Santa Monica as a DC-3 center wing assemblyman. I and my partner, a young man from Oklahoma, whose last name was Johanson, assembled the leading edge to the front center section spar along with the front bay gaged underskin to the corrugated ribs. Then we attached the corrugated underskin to the ribs, and finally the outer skin and nacelle attach doublers. During 1937 I helped assemble the center wing section of every DC-3 that Douglas built. Therefore, I helped build the Flagship Detroit. A year or two later, the 200th DC-3 was delivered to American Airlines. On that day, all the personnel at the factory were invited to attend the ceremony. Little did we know that there would be over 10,000 DC-3s built. It was a great and beautiful airplane. I was fortunate to have had the opportunity to be a copilot on a couple of trips in one of these great airplanes. My friend, the pilot, is the only one I know, outside the military, who lost both engines on a DC-3 at night. He got it down without any fatalities, but his injuries were very serious. He fully recovered.
I now have a daughter who is a pilot but who has never been in a DC-3. She expects to transfer to New York in the fall. If, as we are planning, we drive her car, I would very much like for her to see and tour the Flagship Detroit.
If you are wondering at my age, I am 88 but in excellent health. Thanks for a bit of nostalgia in restoring this wonderful airplane.
Basil 'Del' Deltour

