

## **Project Manager's Progress Report – March 2012**

During the last three months we have continued working on our two top priorities – Engine #2 and the cockpit. We have a steady workforce of regular volunteers. We are beginning to plan for outside work on the aircraft this summer.

### **Engines and QEC**

The restoration of Engine Nr 2 is still on track for completion in early 2012. The engine is complete, with all assemblies and most cowl panels now in place. A lot of detail work was needed to ensure all pipes, hoses, clamps and other items were all installed exactly where they were originally. Quality control is important to ensure accuracy of the final assembly. The auxiliary gearbox has been installed on the firewall, so final preparations are now underway to install engine #2 and the propeller, before the aircraft is moved outside.

### **Cockpit**

Good progress has been made in several areas of the cockpit. Most cables and equipment mounts have been attached, and the navigator table and instrument panel installed. New flooring has been laid down in the forward cockpit, and the crew door is ready to be installed. Some headliners have been attached, and others are ready to install. The drift meter was also installed, but then removed to protect it from damage. The cockpit curtains are finished.

Work has begun to remove equipment and fittings from the crew area, so this can be stripped and painted while the aircraft is outside.

### **Fuselage**

The forward belly compartment panels were all refurbished and have been installed. The five main oxygen bottles have been stripped, painted and stencilled, and are now being placed back in the carrier in the belly compartment. The forward end of this compartment now needs the same treatment. Some under-floor corrosion needs to be addressed. It was decided to refurbish the brake disk packs at the museum. This work has just begun.

Work is progressing on the trial to construct a set of de-icing boots from strips of vulcanized rubber. These 'boots' would not be functional, but they would have the same appearance on the aircraft at a fraction of the cost of new boots.

### **Planned Restoration Work – 2012**

We plan to have most equipment and furnishings installed in the cockpit by this summer. Work will then begin on restoring the crew rest area and the forward washroom. We also plan to restore the overhead heating ducts in the main cargo compartment, then proceed with work under the cargo floor.

As soon as engine #2 and propeller are in place, work will begin to remove and restore engine #3.

We also need to spend some time on our project documentation, which has fallen behind. It is best to complete this while the volunteers who did the work are still available.