

RENNY DOYLE DETAILING SUCCESS



FOR IMMEDIATE RELEASE

After Two-Year Hiatus, Air Force One Detailing Team Returns to Seattle's Museum of Flight July 11-18

BIG BEAR, CA July 6, 2021 – After two years, and thanks to a very generous benefactor, Master automotive and aircraft detailer Renny Doyle of Detailing Success will return to Seattle's Museum of Flight this year with a smaller but more streamlined Air Force One Detailing Team to continue the preservation of the first presidential jet Air Force One July 11-18. Also on the agenda is the equally historic WWII B-29 Super Fortress Bomber.



This will be the 18th year Doyle, known as “The Detailer of Air Force One”, will lead a team to Seattle to continue their role as caretakers of the famous presidential plane and the notable B29 Bomber. While the team is less than half the size of teams in recent years, this year's slimmed down team of 20 will consist of the most experienced and proven members of the team who could make the last-minute commitment.

The famed detailers will tackle only two of the more than 15 historic aircraft they have been restoring and preserving over the past decade; however, Doyle said he is grateful for the opportunity to be working on the two celebrated airplanes after having to skip last year due to the coronavirus pandemic.

“In the early days of restoring Air Force One, we had a very small but elite team of detailers that only came every couple of years to clean it,” said Doyle. “The plane was still out on the tarmac and in that two-year period, it was almost like having to start all over every year.

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“In the past few years, we have increased the team to about 50 so we can take on several other planes as well. However, we are honored to be able to do the project this year, even if on a smaller scale.”

Today the plane is on display inside the open-air Aviation Pavilion, but it is still exposed to moisture and Seattle’s cold winter weather conditions. Doyle said every year when they come to work on it, the paint has begun to show signs of weathering and the brightwork has begun to dull, even though they use a 1-year protective coating to tie it over until the next year.



“It has been two years since we laid hands on the plane and the coating will have worn off by now. We are almost certain to see some weathering of the paint and oxidizing of the aluminum,” he said.

This goes double for the B-29 Bomber with its 100 percent aluminum fuselage.

Doyle chooses his team members carefully every spring from detailers he has certified over the years. Many of them are senior members of the team that go back to the original restoration project in 2003, while he tries to also bring in rookies every year who show promise in the meticulous art of paint correction and polishing one-stage paint and brightwork.

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All Air Force One Team members are successful detailing business owners who pay their own way to Seattle and donate their time and skills to the project, as they consider it their patriotic duty.

“I cannot understate the importance of the highly professional-grade products and equipment we use on the two planes, some for which we have developed specifically for the needs of this project,” said Doyle. “We could not properly do this project, nor could we properly maintain the plane in the excellent condition we do without product support from our gold sponsor, P&S Detail Products; and from our silver sponsors Flex, Buff and Shine Mfg.; IK Sprayers; the Rag Company; RoadFS by Zenware; Grit Guard; RaggTopp; and Dynabrade.

For more information about Renny Doyle and his 2021 Air Force One Detailing Team at Seattle’s Museum of Flight, contact Chris Woolman at (818) 564-5839, or PR representative Kimberly Ballard at (256) 653-4003.

About Air Force One

The first presidential jet plane (Air Force One) known as SAM (Special Air Missions) 970 was a flying Oval Office for four U.S. Presidents including Eisenhower, Kennedy, Johnson, and Nixon. The Boeing 707-120 also entertained many international VIPs such as Nikita Khrushchev and Henry Kissinger. For more than a decade, it lived on the open tarmac at Seattle’s Museum of Flight, exposed to Seattle’s notorious climate.

WWII B29 Bomber

Known as T-Square 54, the 1950s B29 Superfortress Bomber is still scarred with holes where fifty-caliber bullets struck her aluminum skin while flying sorties over the Pacific and Japan during WWII. It was rescued by the Museum of Flight after abandonment in an Arizona desert. The Air Force One Detailing Team brought the war-torn aircraft back to its original shining glory.