

# The Hangar Town News

The official newsletter of Valiant Effort LLC and the restoration of Vultee BT-13A 41-21218

February 2024



## Part II on Annie's History & Updates

Greetings all Annie fans, and welcome to the second part of our BT-13's history and the beginnings of her restoration to flight. Now, Part II....

After the war, Annie was moved to SAD#6 (Storage Air Depot) located at Cal-Aero Airport in Ontario California sometime in late 1945. At that time, over 1900 aircraft of all types were stored there, with over 500 of them sold and the rest dismantled and scrapped. Cal-Aero also happened to be a basic training base for Army Air Corps pilots during the war, so it was an appropriate place for Annie to spend what might be her last days.

Lucky for Annie, in early 1946, Mr. Sol Sweet of Sweet Flying Service based in Visalia California, was interested in purchasing a BT-13 and chose 41-21218 probably based on its good condition. It was assigned CAA identification N-67442, and from what can be determined, remained in his possession until 1983 when it was purchased by Tom Nightingale and based at Watsonville California with a new registration number of N59842.

SWPD-DP 1316  
(Rev. 2-1-45)

DEFENSE PLANT CORPORATION  
SURPLUS WAR AIRCRAFT DIVISION

Release of Custody of Aircraft

Pursuant to Agreement for Storage and Service, entered into between Defense Plant Corporation and Harrel P. Maronde, Ontario, Calif.  
Name and Address of Contractor

\_\_\_\_\_, said Storage Contractor hereby surrenders,  
free and clear of any and all liens, at SAD#0, Ontario, Calif.  
Location

at 4:00 PM on Nov. 7, 1946 the aircraft identified below:  
(Hour) (Date)

Aircraft:	<u>Vultee</u>	<u>BT-13A</u>	<u>41-21218</u>
	Make	Service Model	Service Iden. No.
		<u>6057</u>	
		Mfgr. Model (if available)	Mfgr. Serial No.
Engine:	<u>Pratt &amp; Whitney</u>	<u>R-965-AN-5</u>	<u>42-33145</u>
	Make	h.p. Service Model	Service Ser. No.
		<u>15779</u>	
		Mfgr. Model	Mfgr. Serial No.

Released to: Sweet Flying Service

Sales Price	<u>\$450.00</u>
Sales Tax	<u>11.25</u>
	<u>461.25</u>

Harrel P. Maronde  
Storage Contractor (Authorized Sig.)

Release Certified By:

Howard E. Rice  
DPC Supervisor

The undersigned hereby acknowledges receipt from Defense Plant Corporation of the above described aircraft.

Nov. 7 1946,  
(Date)

Sol Sweet  
(Purchaser) for  
Sweet Flying Service

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS: That the United States of America, acting by and through the War Assets Administrator, (hereinafter called the "Seller"), whose address is Railroad Retirement Building, Washington 25, D. C., and who has an agency located at Los Angeles, California, is authorized to dispose of the following described property owned by the United States of America and which has been declared to be surplus pursuant to Surplus Property Act of 1944: 1. Vultee Airplane, Model No. BT-13A, Manufacturer's Serial No. 5057, Identification No. 41-21218

For and in consideration of the sum of four hundred and fifty dollars (\$ 450.00), cash in hand paid, receipt of which is hereby acknowledged, Seller does hereby sell, assign, transfer and deliver all right, title and interest in and to the above-described aircraft, together with all appurtenances attached to or installed therein, unto Sweet Flying Service, whose address is Visalia, California, its (or his) successors and assigns, to have and to hold all and singular the said aircraft forever.

The sale of the above-described property is made without representations or warranties whatsoever, except that (1) the Seller warrants the accuracy of the description, and (2) if sold as new, the said property is new. Any liability of the Seller hereunder is limited to the purchase price of said property sold. No claim for variations from said two warranties will be recognized unless made to the Seller in writing within fifteen days after delivery of said property to the above transferee at the location of sale or, if carried by a common carrier, at the original destination.

IN WITNESS WHEREOF, the Seller has duly executed this instrument this 7 day of November, 1946.

UNITED STATES OF AMERICA  
By WAR ASSETS ADMINISTRATOR

By Worth Brewer

STATE OF CALIFORNIA )  
                                  ) SS.  
COUNTY OF LOS ANGELES )

WORTH BREWER  
Assistant Chief  
Aircraft Division

On this 19 day of November, 1946, before me appeared Worth Brewer, to me personally known, who being by me duly sworn, says he is Asst. Chief, Aircraft Division for War Assets Administration, that said instrument was signed in behalf of said agency pursuant to authority of its Board of Directors, and said Worth Brewer acknowledged the foregoing Bill of Sale to be the free act and deed of said agency.

Given under my hand and official seal the day and year above written.



Rebecca Shore  
Notary Public for: STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
My Commission Expires:

MY COMMISSION EXPIRES MARCH 6, 1950

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
Washington

FERRY PERMIT, TEMPORARY REGISTRATION AND AIRWORTHINESS CERTIFICATE.

Name Sweet Flying Service Date Nov. 7, 1946

Address Visalia, Calif.

This is your authority to ferry Vultee Aircraft, Model BT-13A

Army Identification No. 41-21218, Manufacturer's Serial Number

5057, date of manufacture Unk.. This temporary certifi-

cate for ferry is valid only when the owner or his agent has found this aircraft  
airworthy for the purpose of this flight, and the owner assumes all responsibility

for such flight from Cal-Aero Airport, Ontario, Calif.

to Visalia, Calif.

After the flight the attached Form ACA-501, properly executed, together with DPC bill of sale, should be presented to your local inspector for assignment of registration number, which must be painted on the aircraft as set forth in Section 60.32 of the Civil Air Regulations. Application (ACA-305) for an Airworthiness Certificate may be made to an Inspector of the Administration. This certificate is valid only when the aircraft is flown by a certificated pilot. No person other than a necessary and valid member of the crew may be carried.

This authority expires upon arrival at the destination, and not later than

November 22, 1946 (Date).

A. S. Ward *A. S. Ward*  
Inspector, General Inspection Division *lu*

NOTE: Title to subject aircraft transferred by DPC bill of sale or equivalent title document dated

*Howard E. Rice* Howard E. Rice  
D. P. C. Supervisor *lu*

Nov. 7, 1946  
(Date)

DISTRIBUTION:

- Original: 1st copy: To Pilot. This copy must be presented by owner to Inspector at time of issuance of airworthiness certificate.
- Duplicate: 2nd copy: Forwarded by DPC to issuing Inspector to be forwarded to Inspector concerned.
- Duplicate: 3rd copy: Forwarded by DPC to issuing Inspector for filing with aircraft folder papers submitted to Washington.

(OVER)

Tom flew Annie for a number of years to airshows all over the west, and from what we have found, sold it to Mr. John Hannigan where it continued on the airshow circuit and also was used in pilot training for more complex WW II aircraft, such as the T-6 and P-51 Mustang. Below is a photo of Annie taken by Tom Tessier at March AFB Open House in 1991.



In 2008, she was passed on to Martin Michaud and was put on display at the Oakland Aviation Museum for a short time while getting ready for repairs, including resealing the fuel tanks.



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Martin, along with other investors, flew Annie all over California to airshows, and other aviation events to honor all of those that flew this type of aircraft during WW II and she even flew back to Oshkosh, and the WASP museum in Sweetwater Texas. Below is a photo taken by Mike Henniger as Annie is once again reaching for the sky!



Martin even invited many other experienced pilots to come and fly the BT in order to show them the intricacies of flying a warbird and she could be seen, and heard, flying all over the SF Bay Area. BT-13's are LOUD, both inside and out....ask anyone that knows them! Some of the pilots trained by Martin are part of our group....thanks for what you do Martin!

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Then it happened.....

In October of 2018 while doing touch & go's at Livermore Airport (LVK), the engine stopped, and thanks to an experienced crew, they put her back down on the runway, but just ran out of room. While rolling at about 10 to 15 mph, she ran off the end of the runway, into a ditch and smacked into a fence. Thankfully, no injuries to crew, but Annie took a hit. Now, a new chapter in the life of our beloved Annie begins.



She's down, but not out!

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After all the paperwork, FAA, NTSB, county, airport, police, dog catchers, media, street vendors, and whatever other groups that were involved, Annie was moved to an area of the airport to figure out what's going to be the next move. Some of us that were involved in Annie for a while decided to see if we could purchase her from the insurance company after settlement was made, and all of a sudden, our small group became airplane owners. Now, the fun begins! Thanks to Martin and others, we were able to sub-let a hangar, purchased a "new" used set of landing gear, raised her up, took off the broken stuff, installed the "new" gear and towed her to her new home across the field...that was an adventure and now, Valiant Effort LLC is a reality!







Over the next 2 ½ years, she was taken apart and the damage was evaluated to see what it would take to get her back in the air again. There was no damage to the underside of the plane except some scrapes on panels and bent antennas, but when the LH wheel snapped off, it hit the flap and bent it up a bit. The lower cowling and pitot tube got pretty much smunched but overall, she came out of it pretty well.

As inspections continued, the discussion went on to, as they say, “The Elephant in the Room” which was the engine and prop. Records showed that it was past TBO, and it was decided that if we’re going to rebuild her, let’s do it right! One of our members helped us obtain a rebuilt R-985 from Covington Engines, and the prop was removed and sent to Johnson Propeller for evaluation and rebuild. We’re now off and running!!

The landing gear was removed for rebuilding, newly rebuilt brakes and backing plates were obtained, new brake lines were made, new wheel bearings and races were installed and all new hardware was installed. The fuel tanks were opened up, inspected, new drain valves installed and lines blown out. The oil cooler temp controller was all bent up, so it was sent to a sheet metal genius in Nevada for repair, and the oil cooler was sent for overhaul and inspection.

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All new flex oil lines were installed and the oil tank was flushed and cleaned along with all the hard lines. While we were there, the prop governor was sent out for rebuild after broken teeth were found on the drive gear. Among other things, all the vent lines were replaced, battery tray cleaned and connections repaired, wires relocated, new thermocouples installed for the CHT gauges, and new ground straps installed.



When the old engine was removed, the accessories were moved to the new engine, air diverters were cleaned and painted (2 had to be replaced), fittings changed and new spark plugs installed. Also at this time, there were some issues with the tail wheel locking up sometimes during taxi, so the tail section was taken apart, the tail wheel strut was removed for inspection, new tail wheel steering cables were installed, tail wheel bearings serviced and while there, the elevator and rudder trim tab mechanism was serviced.



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As many of you know, there were also lots of hours of getting new hardware installed, cleaning, painting, and repairing all the small stuff that goes into rebuilding an airplane. Above, one of our flight crew is smiling because he just finished a project..Well done, Edgar! We'd like to give special thanks to all of our hangar neighbors at LVK, and especially Mike Flagella of Mikes Aero Classics for keeping an eye on us, and being a super supporter of Annie. Below is a photo of Greg Ely and Jim MacDougall, one of our volunteers helping out on a quiet Saturday.





**Next month, more on Annie's return to the sky!**

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## Who we are.....

Here are the members of the valiant Effort Foundation that are restoring “Annie” to flight status, hopefully in 2024. We are based at Livermore Airport (LVK) in the San Francisco Bay Area, and we want to thank all that have supported us in this immense project!

Administration: Martin Michaud, Taurus Fey, Keith Zimbauer, Alex Esuerra

Flight Team: Martin Michaud, Taurus Fey, Bob Goodwyn, Alex Esguerra, Edgar Xiong

Ground Crew: Greg Ely, Charlie Bellinie, Taurus Fey, Keith Zimbauer, Bob Goodwyn

Support Team: Jerod Flohr - pilot, Tom Nightingale - pilot, Tim Neuharth - pilot, Nick Veronico - writer & book author, Jeff Whitney - mechanic, Mike Flagella - AP,IA, and all of our hangar neighbors @ LVK

### Special thanks to our other supporters

Fagen Fighter Restorations

Association of Professional Warbird Operators

Covington Aircraft Engines

Vintage Aviation News

Johnson Propellers

Mikes Aero Classics

Oakland Aviation Museum

You can also find us @ Valiant Effort on Google or Facebook, and contact us at:

shinyplanes @mail.com

Or

[elyavhs@gmail.com](mailto:elyavhs@gmail.com)

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**New website coming soon!!!!**

**For Black History Month, we'd like to honor the Tuskegee Airmen who served our country during WW II. This is why we are restoring Annie to show the public why all who served during that time are called "The Greatest Generation".**





**Support your local Annie!!**