

The Hangar Town News

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

January 2024



Welcome to our new Newsletter !!!!

We hope all of you out there had a very Merry Christmas, and a wonderful New Year! Those of us working on “Annie”, our beloved BT-13, took some time off to be with friends and family, and with winter here, it’s kind of nice to be inside where it’s warm.

Over the last few years, there’s been a lot of interest in the aviation community on the return of Annie to the sky’s after an incident where she sustained some minor damage. As a group, we decided to start to inform all airplane enthusiasts on the return of a historic warbird to the sky where she belongs, and so, the beginning of The Hangar Town News.

Before we get to the updates on her restoration, how about a little history of 41-21218.....

First of all, where did the name “Annie” come from? Several years ago, while undergoing a major inspection, a name was discovered in a very inaccessible place in the wing section. Written on a spar panel was the name “Annie”, and since it’s difficult to get to that area, it was assumed to be one of the workers that built her at the Vultee plant in Downey California. Vultee was the 1st military company to employ women on the production line with equal pay for equivalent work, so it seems, we have an airplane that a true “Rosie the Riveter” helped build! Hence, we just call her “Annie!!



BT-13A, # 41-21218 was built in late 1941, and purchased by the Army Air Corps on 3-14-42 and assigned to the 540th Flight Training School, Squadron E-524 at Merced Army Airfield. Over the war years, she moved to the 541st BFTS, 734th Sch. Sq., and 3026th AAF B.U.R. until being declared surplus in 1945. She was sold in November of 1946, but, more on her civilian life later!

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WAR DEPARTMENT
Air Corps
Form No. 60 A
(Rev. July 1, 1940)

TECHNICAL INSTRUCTION COMPLIANCE RECORD

Page No. 1055 Aircraft model BT-13A A. C. No. 41-21218 Date of purchase 3-14-42
Squadron No. E-524

DATE	NUMBER	TECHNICAL INSTRUCTION TITLE	LOCALITY				DATE COMPLETED	INSPECTED		ORGANIZATION
			Immediately Possible	Soon as Feasible	At Depot	Form 55 Required		Inspector	Engineering Officer	
12-24-41	01-50B-18	Replacement of Safety Wire in Control Systems	Repl. 5-15-42				3-24-42	W.M.M.C.	540th Sch Sq.	
2-24-39	01-1-19	Inspection & Installation of Pressure Lines		*			3-24-42	W.M.M.C.	540th Sch Sq.	
8-23-39	03-5-10	Weather Proofing of Running Lamps	Replaced 9-9-42	*			3-24-42	W.M.M.C.	540th Sch Sq.	
8-21-41	29-1-1	Selection of Air Valve Cores	Repl. 5-5-42	*			3-24-42	W.M.M.C.	540th Sch Sq.	
2-3-41	08-5-21	Installation of Radio Call Plates		Next*100 Hrs.			3-24-42	W.M.M.C.	540th Sch Sq.	
2-24-39	05-1-17	Marking of Aircraft Instruments	Replaced 11-8-42	*			3-24-42	W.M.M.C.	540th Sch Sq.	
2-11-42	04-5-6	Reworking of Hydraulic Hose Assemblies	Repl. 4-2-42	*			4-26-42	W.M.M.C.	540th Sch Sq.	
2-23-42	01-1-117	Installation of Aeronautical First Aid Kit	Repl. 12-27-42	*						
7-10-40	03-25A-8	Reworking Knuckle Axle-Tail Wheel	Rescinded, 6-1-43	*			5-15-42	W.M.M.C.	540th Sch Sq.	
2-9-40	01-1-32	Removal of Instruction Plates	Rescinded	*						
12-27-41	01-50B-14	Installation of Chafing Straps	Not Applicable	*			5-15-42	W.M.M.C.	540th Sch Sq.	
4-14-42	01-50BB-12	Reworking Cockpit Heat Assembly					9-16-42	See [initials]	754th Sch. Sq.	
5-20-42	01-50B-31	Reinforcement of Instrument Flying Hood					9-16-42	See [initials]	754th Sch. Sq.	
5-11-42	01-50B-32	Addition of Plates Anti-rag Ring Abrasion					9-16-42	See [initials]	754th Sch. Sq.	
6-10-42	01-50BB-20	Replacement of Clavis Bolt, Engine Control Unit	Repl. 8-11-42	*						
6-13-42	01-50BB-18	Removal of Elevator Control Quadrant Clip		*			7-24-42	J.S. Gue	540th Sch. Sq.	
7-27-42	01-50BB-22	Replacement of Starter Switch		*			8-13-42	W.M.M.C.	540th Sch. Sq.	
5-11-42	01-50B-31	Reinforcement of clavis bolt, engine control unit	Repl. 5-20-42	*						
6-25-42	01-50B-36	reinforcing Tail Cone Structure	Repl. 8-19-42	*			9-16-42	See [initials]	754th Sch. Sq.	
7-25-42	01-50B-15	Removal of Check Valve	Repl. 10-9-42	*						
7-3-42	01-50B-38	Install. of Resistor Relay in landing lamp switches	Repl. 9-22-42	*						
7-3-42	01-50B-38	Installation of resistor relay in landing lamp switches	" " " "	*						
6-26-42	01-50B-35	Replacement of Safety Wire in Control Systems	Repl. 9-11-42	*			8-19-42	W.M.M.C.	540th Tr. Sq.	
8-9-42	01-50BB-23	Replacement of Cockpit Heater Expansion Joint Tube		*			9/14/42	See [initials]	754th Sch. Sq.	
9-5-42	01-50B-40	Reduction in tension, Stick interconnecting Cables		*			9-8-42	See [initials]	754th Sch. Sq.	
6-25-42	01-50BB-21	Replacement of fuel gage pointers		*			Factory	See [initials]	Vultee Factory	
8-14-42	01-50B-36	Reinforcing Tail Cone Structure	Next 100 hr				9-16-42	See [initials]	754th Sch Sqdn	

16-10710

TECHNICAL INSTRUCTION COMPLIANCE RECORD

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Page No. 2 OF 5

Aircraft model Bt-13A

A. C. No. 41-21218

Date of purchase 3-14-42

Squadron No. E-524

DATE	NUMBER	TITLE	TECHNICAL INSTRUCTION				DATE COMPLETED	INSPECTED	ORGANIZATION
			LOCALLY	Form 15 Required	Inspector	Engineering Officer			
			Immediately Possible	Soon as Practicable	At Depot				
9-11-42	01-50B-35	Replacement of Safety Wire in Control System.....	Next 100 hr.			Repl. 9-28-42	[Signature]	540th Sch. Sq.	
8-11-42	01-50BB-20	Replacement of Clevis Bolt, Engine Control Unit.....	*			11-23-42	[Signature]	754th BFTS	
9-25-42	01-50B-35	Replacement of Safety Wire in Control System.....	Next 100 hr.			Repl. 11-20-42			
9-15-42	04-5-12	Installation and Identification of Aromatic Resistant Aircraft Hose.....	Repl. 1-5-43						
9-22-42	01-50B-38	Installation of Resistor Relay in Landing Lamp Circuit and Landing Lamp Switches.....	*			11-6-42	[Signature]	754th Sch. Sq.	
10-13-42	01-1-68	Inspection of all Electrical Junction Boxes.....	Repl. 5-17-43			1-29-43		72nd Sub-Depot	
10-9-42	01-50B-15	Removal of Check Valve.....	*			11-6-42	[Signature]	754th BFTS	
10-31-42	04-1-13	Use of Self Locking Nuts.....	Repl. 1-3-43			11-9-42	[Signature]	754th BFTS	
11-30-42	01-50B-35	Replacement of Safety Wire in Control System.....	Next 100 hr.			12-5-42	[Signature]	754th BFTS	
12-26-42	05-40-17	Thermometer - Extending Operating Range Marking Cylinder Temperature Indicator.....	Repl. 2-15-43			1-27-43		541st BFTS	
12-27-42	01-1-117	Installation of Aeronautical First Aid Kit.....	Next 100 hr.			4-9-43	[Signature]	541st BFTS	
1-5-43	04-5-12	Identification, Installation and Handling of Fuel and Oil and Gelant Hose.....	Repl. 8-13-43			1-28-43	[Signature]	541st BFTS	
1-8-43	04-1-13	Use of Self-Locking Nuts.....	Repl. 8-24-43			1-28-43	[Signature]	541st BFTS	
4-3-42	04-5-6	Reworking of Hydraulic Hose Assemblies.....	Repl. 6-1-43			1-28-43	[Signature]	541st BFTS	
2-10-43	01-50BB-25	Reinforcement of Housing, Emergency Hatch Release Mechanism.....	Repl. 3-20-43			3-15-43	[Signature]	541st BFTS	
3-19-43	03-5-6	Identification of Inverter Leads.....	Next 100 hr.			4-3-43	[Signature]	541st BFTS	
3-16-43	01-50B-44	Revision of Rudder Cable Installation System.....	Repl. 8-9-43			5-13-43	[Signature]	541st BFTS	
3-20-43	01-50BB-25	Reinforcement of Housing, Emergency Hatch Release Mechanism.....	Repl. 8-8-43			4-6-43	[Signature]	541st BFTS	
3-31-43	03-1-20	Modification of Hose Fittings and Installation of Hose Clamps - Oil and Fuel System.....	Repl. 9-4-43			4-13-43	[Signature]	541st BFTS	
4-21-43	01-50B-25	Replacement of Antidrag Ring Cowling Support Brackets.....	*			7-16-43	[Signature]	541st BFTS	
4-29-43	01-1-89	Installation of Drain Cock, Oil Tank Pump.....	Not Applicable			5-13-43	[Signature]	541st BFTS	

HISTORICAL RECORD

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RECORD OF ASSOCIATE EQUIPMENT

ARTICLE	MODEL	A. C. OR SERIAL No.	INSTALLED		REMOVED		DISPOSITION
			Date	Airplane Time	Date	Airplane Time	
			Engine	R-985-AN-1	42-18290	2-15-42	
Engine	R-985-AN-1	41-6144	10-16-42	648:30	5-13-43	1488:05	SAD
Engine	R-985-AN-1	41-6674	5-13-43	1488:05	4-5-44	2485:10	SAD
Engine	R-985-AN-3	42-33145	4-6-44	2485:10			

REMARKS

Precede each remark with name of station and date.
Enter each accident which resulted in damage or was caused by material failure.
Show cause and result.

MAFS, Merced, California Engine # 42-18290 removed due to expiration of Time and Engine # 41-6144 installed.

MAAF, Merced, California, 5-13-43: Engine #41-6144 removed due to expiration of time and Engine #41-6674 installed.

MAAF, Merced, Calif. 4-5-44 Engine #41-6674 due to expiration of time. T.O. 00-25-4

RECORD OF TRANSFERS

RECEIVED BY AND SHIPPED BY		DATE	HOURS SINCE D. I. R.	TOTAL HOURS	INSPECTED Sig. of Eng. Off. Tech. Order 00-25-8
Station	Organization				
Merced Air Base	Sub Depot Sup. r	3-23-42	0:00	4:40	<i>[Signature]</i>
Merced Air Base	Sub Depot Sup. s	3-26-42	0:00	4:40	<i>[Signature]</i>
Merced Air Base	540th Sch Sq. r	3-26-42	0:00	4:40	<i>[Signature]</i>
Merced Air Base	540th Sch Sq. s	9-1-42	0:00	437:35	<i>[Signature]</i>
MAFS, Merced, Calif.	754th Sch. SQ. r	9-1-42	0:00	437:35	<i>[Signature]</i>
MAFS, Merced, Calif.	754th BFTS s	12-15-42	0:00	870:15	<i>[Signature]</i>
MAFS, Merced, Calif.	541st BFTS r	12-15-42	0:00	870:15	<i>[Signature]</i>
MAAF, Merced, Calif.	541st BFTS s	5-1-44	0:00	2529:35	<i>[Signature]</i>
MAAF, Merced, Calif.	3026th AAF B.U.r	5-1-44	0:00	2529:35	<i>[Signature]</i>
MAAF, Merced, Calif.	3026th AAF B.U.s	10-17-44	0:00	3066:30	<i>[Signature]</i>

DUPLICATE

MODEL **BT-13A** SERIAL NUMBER **41-21218**

FUNDS **F-1** A. C. ORDER NO. **W 535-80-19042** COST **\$ 15,082.00** DATE RECEIVED **3-14-42** MANUFACTURER **Vultee**

BRANCH **BA** STATUS **S** DATE DROPPED _____


SERIAL F.Y. NUMBER	CONDITION	LOCATION	DATE F.Y. C. MO.	AGE	FLYING TIME						TRANSFERRED			REMARKS	
					THIS MONTH		SINCE LAST DEPOT WORK		SINCE FIRST COMMISSIONED		TO	DATE			AUTHORITY
					HOURS	T	HOURS	T	HOURS	T		SHIPPED	REC'D		
4121218		MERCED	2 3												
4121218		VULTEE	2 3		102										
4121218		MERCED	2 3		15										
4121218		MERCED	2 3	1	117		117		117						
4121218		MERCED	2 4		807										
4121218		MERCED	2 4	2	807		807		807						
4121218		MERCED	2 5		895				895						
4121218		MERCED	2 5	3	895		895		895						
4121218		MERCED	2 6		1138		1138		1138						
4121218		MERCED	2 6		41138		41138		41138						
4121218		MERCED	3 7		844				844						
4121218		MIDLAND	3 7		75				75						
4121218		MERCED	3 7	5	919		919		919						
4121218		MERCED	3 8		734				734						
4121218		MERCED	3 8	6	734		734		734						
4121218		MERCED	3 9		866				866						
4121218		MERCED	3 9	7	866		866		866						
4121218		MERCED	3 10		1334				1334						
4121218		MERCED	3 10	8	1334		1334		1334						
4121218		MERCED	3 11		1775				1775						
4121218		MERCED	3 11	9	1775		1775		1775						
INCINTI	A	T	C	F	H	R	Y	A	C	F	T	L	U	R	F
BT 13A	41	21218	1119	5321	9										
BT 13A	41	21218	2												

REMARKS: 1-12-43 Palmdale, Calif. 1-23 Contr. Offr. ST-70900 Bud 1-30-43 SCU Inv 1-31-43

Hundreds of flight students went through training at Merced AAF, and by doing some research on Fold3 and Fields of Honor Database, we think we have found some of the cadets that MIGHT have flown Annie while stationed at Merced. This includes 157 WASP's that were attached to the 35th Flying Training Wing (3026th AAF Base Unit) in January 1943. Our goal is to preserve this BT-13 as a memory of all those that learned to fly, and went into harm's way to defend our country. Even though she didn't see combat, she's a true Warbird!



Fields of Honor - Database · Join

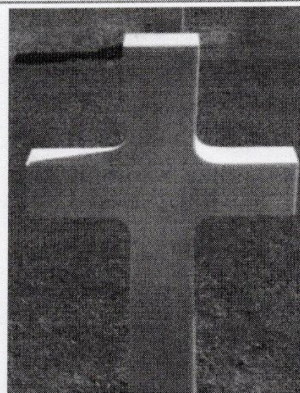
Daniel Bon · 6d · 

1Lt Thomas E EATON was born in 1923 - was killed in action on Jan 5th, 1944 flying as pilot aboard B-17 42-31093 "Deacon's Sinners" from 379th BG 525th BS (buried at Ardennes American Cemetery, Neuville en Condroz, Belgium)
pic from Merced Army Flying School - Yearbook (Merced, CA) - Class 43D (from fold3 website)

EATON, Thomas E

Click [here](#) to return to the overview. Do you have more information about and/or photos of this soldier, please contact us then by sending an email to info@fieldsofhonor-database.com.

EATON, Thomas E	
Servicnumber:	O-741892
Age:	Not available
Born:	1924, Illinois
Hometown:	Lawrence County, Illinois
Family:	Flaurice E. Eaton (father) Helen Eaton (mother) Betty Eaton (sister) George Eaton (brother)
Rank:	First Lieutenant
Function:	Pilot
Regiment:	-
Battalion:	-
Division - Transport:	8th Air Force
Company - Squadron:	525th Bomber Squadron
Unit - Group:	379th Bomber Group, Heavy
Plane data: (Serialnumber, MACR, etc.)	Serialnumber: 42-31093 Nickname: Deacon 's Sinners Type: B-17G Destination: Kiel, Germany Mission: Operational MACR: 1944
Date of death:	5 January 1944
Status:	KIA
Place of death:	Daegeling, County Steinburg, Germany
Spot:	Not available
Awards:	Air Medal with Oak Leaf Cluster
Gravnumber:	Plot D, Row 4, Grave 46
Cemetery:	American War Cemetery Ardennes
Biography:	-
Other information:	<p>On January 5, 1944, the 379th was dispatched to hit the port facilities at Kiel, Germany. A/C 42-31093, Deacon 's Sinners was rammed by an ME-109 after the bomb run, and the airplane blew up and disintegrated.</p> <p>Thomas was found dead and initially buried on 7 January 1944 at the cemetery Muensterdor, Row 2, Grave 4/7.</p> <p>8 Of the crewmembers were killed in action, 2 were taken prisoner of war.</p> <p>1st Lt Thomas E. Eaton first buried at Temporary American Military Cemetery Ardennes, Belgium Block O, Row 5, Grave 104.</p>



Source of information: Astrid van Erp, Terry Hirsch, www.wwiimemorial.com, www.fold3.com, www.ancestry.com - U.S., Headstone and Interment Records for U.S. Military Cemeteries on Foreign Soil

Photo source: Peter Schouteten, www.findagrave.com - Alan Tomasi

Contact

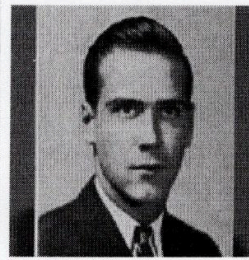
This website is a project by the Dutch non-profit *Fields of Honor Foundation*. It is the foundation's mission to give a face to the names of the U.S. WWII soldiers buried in Belgium, France, Luxembourg, and the Netherlands.

Email

info@fieldsofhonor-database.com

Support

If you would like to support our work, please consider making a [donation](#).



Isaac F Helms

World War II



FACTS STORIES GALLERY SOURCES

STORIES

2nd Lt Isaac F Helms, 372nd Fighter Squadron, 360th Fighter Group

2nd Lt Isaac F Helms, 372nd Fighter Squadron, 360th Fighter Group

Isaac Franklin "Frank" Helms was born on July 1, 1920 in Butler County, Alabama to Nolan Helms and Bettie Ellen (Davis) Helms. Nolan and Bettie were both natives of Butler County and married there on April 29, 1917. Nolan initially farmed in Butler County, but by 1930, the family had moved to rural Montgomery County, where Nolan operated a dairy farm. By 1940, Nolan and Bettie had moved into the City of Montgomery, where Nolan worked as a retail milk dealer and Bettie worked as a public school teacher. The couple had nine children, four boys and five girls.

Frank Helms is shown in the 1940 census, at the age of 19, living with his family on Pine Street in Montgomery, Alabama and attending school. He had graduated from Montgomery County High School and was enrolled in the School of Engineering at Alabama Polytechnic Institute (now Auburn University.) On July 1, 1941 he registered for the draft in Montgomery, Alabama. He gave his father as his next of kin and Collins Baking Company

in Montgomery as his employer. According to his draft registration card and the 1942 Montgomery City Directory, he worked as a salesman for the baking company.

On January 17, 1943 Frank voluntarily enlisted in the U.S. Army Air Corps in Atlanta, Georgia. His enlistment record indicates that he had completed two years of college and had worked as a salesman or sales agent. On October 10, 1943 a brief news article in the local newspaper stated that Aviation Cadet Helms had completed his basic flight training at Merced Army Air Field in California and had been transferred to Williams Field in Candler, Arizona for advanced instruction. Upon completion of that training, he would receive his wings and his commission as a Second Lieutenant.

Second Lieutenant Isaac F. Helms was then stationed at Santa Maria Army Airfield in California, training with the 372nd Fighter Squadron, 360th Fighter Group. The 360th Fighter Group used P-38's to train replacement crews for combat. On February 13, 1944, Lt. Helms was killed instantly when his P-38 crashed about one and one-half miles from Oceano, California. His plane was one of a formation on a routine training flight from Santa Maria Airfield. According to witnesses, his plane left the formation, went into a steep glide and crashed into the ground, followed by a loud explosion.

Lt. Helms remains were returned home, and he was buried at the Oakwood Cemetery Annex in Montgomery, Alabama. He was survived by his parents, three brothers, Lt. Nolan Helms of the U.S. Army Medical Administration, and Joe Ed and John Alvin Helms, and five sisters, Emma Russell, Betty Lane, Alice Claire Gillespie, and Misses Willie and Janie Marie Helms.

Thank you, Lieutenant Helms, for your service and your sacrifice. You will not be forgotten.

This story is part of the Stories Behind the Stars project (see www.storiesbehindthestars.org). This is a national effort of volunteers to write the stories of all 400,000+ of the US WWII fallen here on Fold3. Can you help write these stories? Related to this, there will be a smart phone app that will allow people to visit any war memorial or cemetery, scan the fallen's name and read his/her story. SBTSPProject/Alabama/Montgomery.

If you noticed anything erroneous in this profile or have additional information to contribute to it, please contact me at dbsmail1315@charter.net.

Sources:

- 1930 United States Federal Census
- 1940 United States Federal Census
- U.S. School Yearbooks, 1900-1990
- U.S. World War II Draft Cards Young Men, 1940-1947
- U.S. World War II Army Enlistment Records, 1938-1946
- California, Death Index, 1940-1997
- U.S. Headstone Applications for Military Veterans, 1861-1985



Fred D Olson

World War II



FACTS

STORIES

GALLERY

SOURCES

STORIES

USAAF Class Book Project ABMC American Cemeteries

USAAF Class Book Project ABMC American Cemeteries

352 FG / 328 FS 1LT OLSON, FRED D. From Duluth, Minnesota.

MIA 10-10-1943 as pilot of P-47D / #42-8635 / MACR 0851. Damaged by a Me-109 over The Netherlands while on a bomber escort sortie. Baled out north-east of Lowestoft. Despite an RAF Air Sea Rescue search Lt Olson was lost at sea. He is commemorated on the Cambridge Cemetery Walls of the Missing.

Source of the photograph: Pilot Class Book 42-J, Merced Army Air Field, California. Courtesy of my Fields of Honor Database colleague Ria who indexed this class book.

Fred D Olson - Fold3
P-47D-5-RE 42-8635 was assigned to 352FG/328FS at Bodney, UK. On 10-Oct-43 the aircraft, piloted by 1LT Fred D. Olsen, was despatched with 215 other P-47s to provide escort for B-17 bomber formations attacking at Munster, Germany. On return the aircraft sustained damage from German fighters over Holland, but 1LT Olson stayed with the aircraft until 20 miles short of the English coast where he was forced to abandon the aircraft over the English Channel. No trace of the aircraft of 1LT Olsen was ever found. 1KIA MACR851.



Nell Stevenson Bright 43-7

Bright was born in 1921 in Floydada, Texas. She became interested in flying while attending West Texas State University and began flight training at English Field in Amarillo, Texas. After earning her WASP wings, she reported to Mather Field in Sacramento, Calif. for B-25 transition school. Bright logged 265 hours, with her instrument rating in the B-25. She was assigned to Biggs Field in El Paso, Texas, and flew the B-25, B-26, AT-11, AT-7, A-24 or the Douglas Dauntless, A-25 or Curtiss Helldiver, A-26 and P-47.



Florence "Shutsy" Reynolds 44-5

Reynolds was born in 1923 in Connellsville, Pa. She attended Penn State and earned her private pilot license in 1941. She applied to the WASP program in 1944 and was stationed at Merced Army Air Force base in California. Reynolds flew the BT-13, AT-6B, UC-78 and PT-17. After deactivation, she was part of the Army Air Communications Service, the Air Rescue Service and Weather Station, the Army Technical Group, the Anchorage and the Alaska Group. In 1949, she was appointed second lieutenant in the USAF Reserves, and resigned her commission as a captain in 1960. She is an artist and enjoys silversmithing.



Shirley Chase Kruse 44-6

Kruse was born in 1922 in Teterboro, N.J., and fell in love with flying as a young child. She became "hooked" after friends took her up in a Piper Cub and traveled to Newburg, N.Y. on the weekends for flying lessons. She sent her application and was accepted into training in 1944. Kruse was assigned to Bainbridge Air Base in Georgia and was sent back to Sweetwater for advanced training. She flew AT-6, BT-13 and the PT-13. After deactivation, she returned home, worked as a secretary, married and had three daughters. Kruse also worked for the US Post Office as postmaster. She loves to travel.



Bee Haydu 44-7

Haydu was born in 1920 in Bradley Beach, N.J. She decided to learn to fly after taking aviation courses in night school and spent most of her salary on flying, during which she accumulated enough flight time to apply to the WASP program. After graduation, she was assigned to Pecos Army Air Base in Texas, a UC-78 training base. Haydu was an engineering test and utility pilot and also flew ground school navigation instructors around the western part of the US. After deactivation, she ferried aircraft, became a Cessna dealer, joined a partnership in a flight school and continued flying most her life.



Kay Hilbrandt 44-10

Hilbrandt was born in 1924 in Rockville Center, N.Y. Her father inspired her interest in flying and took along to his visits to nearby Westfield Airport. Although he did not learn to fly himself, he was thrilled when she started taking flying lessons after high school. Hilbrandt was accepted into the WASP program and was assigned to the Eagle Pass Air Force Base in Texas until the WASP program was deactivated. She flew the A-16 and PT-19, and after deactivation, obtained her instructor's and seaplane rating and taught at Lambrose Seaplane Base and Mellor-Howard Seaplane Base.



Marty Martin Wyal 44-10

Wyal was born in 1920 in Indiana and learned about the WASP program while a senior at DePauw University. She acquired 35 hours in a 65hp Aeronca Champ and applied to Jackie Cochran's program. Wyal was assigned to Goodfellow Army Air Field and flew the AT-6, BT-13 and PT-19. After deactivation, she gave flying lessons at Franklin Flying Field near Indianapolis and married one of her students; they had five children. Wyal returned to commercial aviation and flew freight and passengers from Baer Field in Ft. Wayne, Ind.

←
PASSED
3.15.2018

We are the caretakers of history, and we'll never forget those that flew these very sky's to protect our freedom. For sure, The Greatest Generation!

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 Esguerra

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 - owner Mike's Aero Classics, and all of our hangar neighbors at LVK

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