**WASPs**

**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 Douglass 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-68, 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 Wyall 44-10**
Wyll 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. Wyall 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. Wyall returned to commercial aviation and flew freight and passengers from Baer field in Ft. Wayne, Ind.
Dear WASP Honorees,

Tarrant County College District welcomes you to the Center of Excellence for Aviation, Transportation and Logistics.

Our faculty and staff at the center are doing excellent work to prepare our students for technical careers in the high-demand occupation of aviation, and their work builds upon the great foundation of pioneers in the field like the Women Airforce Service Pilots (WASP).

We are especially proud of the work being done on Jacqueline “Jackie” Cochran’s Beechcraft E185-9700 aircraft. The restoration project provides an exclusive opportunity for those at the College to learn more about a vital part of aviation history.

Thank you for visiting our College; it is an honor to host you as our distinguished guests.

Erma C. Johnson Hadley  
Chancellor, Tarrant County College District
We welcome you to the Tarrant County College Northwest Campus Center of Excellence for Aviation, Transportation and Logistics.

On behalf of the Tarrant County College Aviation program, we are committed to the restoration of the Beechcraft E18S-9700 aircraft owned by Jacqueline “Jackie” Cochran. We are honored to own a piece of aviation history and recognize Cochran’s valuable contributions to the Women Airforce Service Pilots (WASP) program in WWII and as an aviation pioneer. As a flying historical tribute to all WASPs of WWII, the Tarrant County College personnel who dedicate their time to the Beechcraft restoration team are proud, privileged and honored to work on this aircraft.

Tarrant County College’s collaborations with business and industry continue to provide us with valuable contributions and manufacturing expertise. Furthermore, the Beechcraft restoration project provides invaluable experience for our students. Upon completion of the restoration, this aircraft will be used for educational outreach opportunities, to educate aviation enthusiasts and prospective students about flying skill and aviation history, including the WWII WASP contributions.

Elva LeBlanc, Ph.D.
Campus President
Tarrant County College Northwest Campus
Dear WASP Guests,

Thank you for honoring Tarrant County College with your visit to see our Beechcraft restoration. Your service and the service of other women who answered our country’s call as Women Airforce Service Pilots (WASP) set a very high standard for all pilots and other aviation professionals. The sacrifices you made and the price you all paid for our freedom has not gone unnoticed.

I wanted to take this opportunity to say thank you for your service. I know you may think you were just “doing your job,” but the sacrifices you have made go well above and beyond the call of duty. I want to make sure that you know that what you have done will never be forgotten, and though you may not like the term “hero,” you certainly are one. Putting your life at risk for people you don’t even know makes you a hero to me and my family.

My wife and daughter are carrying on that proud tradition you started with their service in the United States Air Force. I’m as proud of them as I’m sure your fathers, brothers and husbands were of you during your service.

The Beechcraft with your proud organization’s name and Jackie Cochran will always serve as a symbol of women’s huge contribution to careers in aviation and to our country. Once the restoration is complete, this aircraft will be a bright beacon to attract other women to a career in aviation.

Thank you again for your service and for taking the time to honor us at TCC by your presence here today.

**Joseph McCourt**  
Director of Aviation  
Center of Excellence for Aviation, Transportation, and Logistics
Beechcraft E18S-9700, BA-31, N13JC
Finds Home at Tarrant County College

The Tarrant County College Aviation Department is restoring the last aircraft Jacqueline “Jackie” Cochran owned and operated. She created and was director of the Women Airforce Service Pilots (WASP) in WWII.

TCC located Jackie’s plane that was in reserve, but not in use. Contact was made with the man who reserved Jackie’s plane number, N13JC, and soon it was back where it belonged – on Jackie’s last aircraft. The official date of restoration is September 27, 2012.

Tarrant County College purchased the aircraft in 1985 from United States Customs. It was well known when it was purchased that Merv Griffin previously owned the aircraft and a laundry list of “Who’s Who” were passengers or pilots. TCC owns the aircraft that may have been Jacqueline Cochran’s last flight as pilot-in-command based on the timeline of her heart condition. It is considered to be her last flight because rather than initialing as pilots normally do, she signed her full signature. When the team lead discovered Jackie’s full name while reviewing the FAA Official Registration Records for the aircraft, they were shocked and elated!

Restoration of the plane began in the summer of 2012. The restoration team is a combination of volunteer professional aviation technicians and student volunteers majoring in aviation. TCC is very fortunate to have collaborated with businesses and corporations for both in-kind donations and manufacturing. Paul Minert visited the aircraft in 2013, funded the propeller rebuild and in 2014, funded the propeller governors’ overhaul.

However, the team has struggled to keep working on the restoration due to a lack of consistent financial backing. During the last three years, team members often have used their own resources to keep the flow moving.

TCC’s Aviation Department has assisted whenever possible. The aircraft work is on Saturdays, which allows aviation classes full access to the laboratory areas. Moreover, this allows the team to work!

The Restoration Team feels privileged and honored to work on this aircraft. They are excited about the work that has been accomplished so far. They envision the aircraft as a flying historical tribute to these aviatrix heroes, the WASPs of WWII!

Once completed, plans are to fly the aircraft to the National WASP World War II Museum in Sweetwater, Texas, on Memorial Day and Veterans Day each year. The aircraft also may be flown to airshows and fly-ins to educate aviation enthusiasts about the flying skills, contributions and training the WASPs provided in WWII.

Every WASP is a legend and an aviation pioneer.

Most sincerely,
The Beechcraft Restoration Team
N13JC
Significant Documents

Official Bill of Sale

Assignment of registration marks.
Miss Jacqueline Cochran
P. O. Box P.E.P.
Bella, California 90201

Thank you very much for your cooperation in clearing up the matter of N13IV.

For your telephone conversation with Mr. George J. Belew, we are assigning N13IV to your Beech BE6. As soon as you please N13IV on your aircraft, please complete and return the enclosed FAA Form 3375.

Upon our receipt of this form, we will issue a revised Certificate of Registration indicating the new registration markings of N13IV.

Sincerely,
Paul D. Yost

LESTER G. HOBSON
Chief, Aircraft Registration Branch, AC-690

Enclosures

AC-690: P/30; Title 14/22/89
The Merv Griffin Show

CBS TELEVISION CITY, 7900 BEVERLY BLVD., LOS ANGELES, CALIF. BURBANK (213) 463-5320

May 24, 1971

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRCRAFT REGISTRATION
POST OFFICE BOX 2008
OKLAHOMA CITY, OKLAHOMA 73125

RE: AC-250-N 13JC

GENTLEMEN:

Enclosed please find Original Bill of Sale and $10.00 for the registration of our seaplane with the new number N3596G now being held for Anthony Productions in your Office.

N13JC will be retained by Jacqueline Cochran.

Thank you for your attention to this matter.

Very truly yours,

Merv Griffin

for Anthony Productions

Receipted 13JC w/o:

waiting for new data.

Merv Griffin letter to Cochran.
The aircraft log book with Cochran’s full signature which could be her last flight as pilot-in-command.

WASP Betty Jane Bachman (Buehner), Class 43-2 being pinned by Jackie Cochran.
<table>
<thead>
<tr>
<th>AAF Numbers</th>
<th>Plane Use</th>
<th>Engine</th>
<th>HP</th>
<th>Plane Name</th>
<th>Wing Span</th>
<th>Top Speed</th>
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<tbody>
<tr>
<td>L-2 (TG-6, UC-95,0-57) L-3(TG,0-60)</td>
<td>GLIDER, SPOTTER</td>
<td>TAYLORCRESCRAFT AERONCA</td>
<td>65</td>
<td>GRASSHOPPER</td>
<td>35.5&quot;</td>
<td>90</td>
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<td>L-4(TG-8,UC-83, OB-2, 0-59)</td>
<td>GLIDER TOW, SPOTTER</td>
<td>PIPER</td>
<td>65</td>
<td>&quot;CUB, GRASSHOPPER*</td>
<td>35.3&quot;</td>
<td>85</td>
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<td>L-5(L-9, 0-62)</td>
<td>LIASON, AMBULANCE PHOTO-RECON</td>
<td>STINSON-VULTREE</td>
<td>185</td>
<td>SENTINEL</td>
<td>34&quot;</td>
<td>105</td>
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<tr>
<td>L-6(0-63) PT-13(P-17, PT-18,PT-27)</td>
<td>INTERSTATE STEARMAN</td>
<td>CADET</td>
<td>115</td>
<td>KAYDET</td>
<td>34&quot;</td>
<td>120</td>
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<tr>
<td>PT-19 (PT-23, PT-26) PT-22 (PT-20,PT-21)</td>
<td>PRIMARY TRAINER</td>
<td>FAIRCILD-RYAN</td>
<td>175/200</td>
<td>CORNELL RECRUIT</td>
<td>36&quot;</td>
<td>135</td>
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<tr>
<td>YT-25 BT-9</td>
<td>PRIMARY TRAINER (EXPERIMENTAL)</td>
<td>RYAN</td>
<td>185</td>
<td>NA (OBSOLETE)</td>
<td>32&quot;</td>
<td>170</td>
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<td>BT-13 (BT-15) BT-14</td>
<td>BASIC TRAINER</td>
<td>VULTEE</td>
<td>450</td>
<td>&quot;VIBRATOR VALIANT&quot;</td>
<td>42&quot;</td>
<td>185</td>
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<tr>
<td>A-6 (A-27, AT-16, BC-1) at-9</td>
<td>ADVANCED TRAINER TWIN ENGINETRANSPORT</td>
<td>NORTH AMERICAN CURTISS</td>
<td>600</td>
<td>TEXAN</td>
<td>42&quot;</td>
<td>210</td>
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<td>AT-10 AT-11 (AT-7; C-45; F-2 UC-45)</td>
<td>ADVANCED TRAINER BOMBARDIER AND GUNNER TRAINER</td>
<td>BEECHCRAFT</td>
<td>295</td>
<td>WICHITA KANSAN</td>
<td>47&quot;</td>
<td>200</td>
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<td>AT-17 (UC-78,AT-8) AT-18 (C-63; C-111,P-29)</td>
<td>LIASON, CARGO, ADVANCED TRAINER LIASON, LIGHT BOMBER</td>
<td>CESSNA LOCKHEED</td>
<td>245</td>
<td>BOBCAT, BAMBOO BOMBER</td>
<td>65.5&quot;</td>
<td>195</td>
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<tr>
<td>AT-19 (UC-81) C-46</td>
<td>TRANSPORT TRANSPORT</td>
<td>STINSON-VULTREE CURTISS</td>
<td>280</td>
<td>RELIANT COMMANDO</td>
<td>95&quot;</td>
<td>220</td>
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<td>C-47 (C-48; C-49, C-53, C-54(UC-116, UC-4)</td>
<td>TRANSPORT CARGO</td>
<td>DOUGLAS DOUGLAS CURTISS</td>
<td>1200</td>
<td>DAKOTA; SKYTRAIN; BOBCAT</td>
<td>117&quot;</td>
<td>285</td>
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<td>C-60 (C-34, C-56) UC-61 (UC-86)</td>
<td>LIASON; TRANSPORT, TARGET, TOW, LIGHT BOMBER CARGO</td>
<td>LOCK-HEED-VEGA FAIRCHILD</td>
<td>120</td>
<td>LODESTAR FORWARDER</td>
<td>65&quot;</td>
<td>130</td>
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<tr>
<td>B-17 (F-9; RA-17) B-18 (C-58, DC-2)</td>
<td>HEAVY BOMBER PATROL BOMBER; TRANSPORT, CARGO</td>
<td>BOEING DOUGLAS</td>
<td>1200</td>
<td>FLYING FORTRESS BOLD</td>
<td>103&quot;</td>
<td>317</td>
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<tr>
<td>B-24 (C-87; F-7; C-109 AT-22 B-25 (F-10)</td>
<td>HEAVY BOMBER MEDIUM BOMBER</td>
<td>CONSOLIDATED NORTH AMERICAN</td>
<td>1200</td>
<td>LIBERATOR MITCHELL</td>
<td>110&quot;</td>
<td>303</td>
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<tr>
<td>B-26 (AF-23; A-26) B-29 (C-97; F-13; B-50)</td>
<td>MEDIUM BOMBER HEAVY BOMBER</td>
<td>MARTIN BOEING</td>
<td>2000</td>
<td>MARAUDER; WIDOW MAKER SUPERFORTRESS</td>
<td>71&quot;</td>
<td>280</td>
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<td>A-20 (P-70; F-3) A-24 (SBD-3; RA-24; F-24)</td>
<td>ATTACK BOMBER</td>
<td>DOUGLAS DOUGLAS</td>
<td>1500</td>
<td>HAVOC DAUNTLESS</td>
<td>61&quot;</td>
<td>370</td>
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<td>A-25 (SBD-2,1) P-38 (F-4; F-5; F-38)</td>
<td>DIVE BOMBER PURSUIT</td>
<td>CURTIS LOCK-HEED-VEGA</td>
<td>1750</td>
<td>HELLDIVER, SHRIKE LIGHTNING</td>
<td>49&quot;</td>
<td>275</td>
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<tr>
<td>P-39 P-40 (P-36; F-40)</td>
<td>PURSUIT PURSUIT</td>
<td>BELL CURTIS</td>
<td>1200</td>
<td>AEROCOBRA WARHAWK</td>
<td>34&quot;</td>
<td>360</td>
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<td>P-47 (F-47; RO-47) P-51 (F-6; F-51; A-36)</td>
<td>FIghtER</td>
<td>REPUBLIC NORTH AMERICAN</td>
<td>2800</td>
<td>THUNDERBOLT, JUG MUSTANG</td>
<td>40&quot;</td>
<td>393</td>
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<tr>
<td>P-61 (F-15; RF-61) P-63 (QF-63)</td>
<td>NIGHT FIGHTER PURSUIT</td>
<td>NORTHROP BELL</td>
<td>2800</td>
<td>BLACK WIDOW KINGCOBRA</td>
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<td>PQ-8 YPQ-12</td>
<td>DRONE TARGET</td>
<td>CULVER FLEETWINGS</td>
<td>135</td>
<td>KAYDET NA</td>
<td>27&quot;</td>
<td>100</td>
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<td>PQ-14 YP-59A</td>
<td>DRONE TARGET EXPERIMENTAL JET</td>
<td>CULVER BELL</td>
<td>125</td>
<td>NA AIRACOMET</td>
<td>30&quot;</td>
<td>125</td>
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