



"Jackie" Cochran
Director – N13JC



Tarrant
County
College

SUCCESS WITHIN REACH.

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-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-T6 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

Wyall 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.



2301 Horizon Drive · Fort Worth, Texas 76177 · 817-515-7263

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 E18S-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



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We welcome you to the Tarrant County College Northwest Campus Center of Excellence for Aviation, Transportation and Logistics.

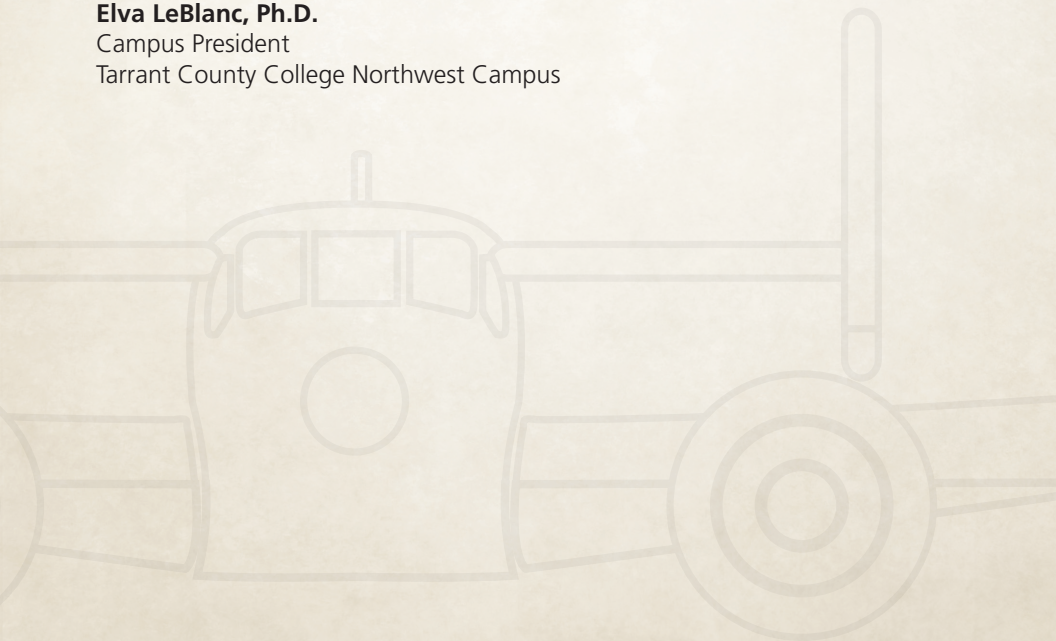
On behalf of the Tarrant County College Aviation program, we are committed to the restoration of the Beechcraft E185-9700 aircraft owned by Jacqueline "Jackie" Cochran. We are honored to own a piece of aviation history and recognize Cochran's valuable contributions to the Women Airforce Service Pilots (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





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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

24-3

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
AIRCRAFT BILL OF SALE

FOR AND IN CONSIDERATION OF \$ ONE THOUSAND DOLLARS OWNER(S) OF THE FULL LEGAL AND BENEFICIAL TITLE OF THIS AIRCRAFT DESCRIBED AS FOLLOWS:

AIRCRAFT MAKE AND MODEL
Beechcraft E18S

MANUFACTURER'S REGAL NUMBER BA-31 **NATURALITY & REGISTRATION MARK** N13V

DOES THIS SELLER GRANT TRANSFER AND DELIVER ALL RIGHTS TITLE AND INTERESTS IN AND TO SUCH AIRCRAFT UNTO

PURCHASER COCHRAN, Jacqueline
P O Box FFF
Indio, California

AND TO HER EXECUTORS ADMINISTRATORS AND ASSIGNS TO HAVE AND TO HOLD REGULARLY THE SAID AIRCRAFT FOREVER AND CERTIFIES THAT SAME IS NOT SUBJECT TO ANY MORTGAGE OR OTHER ENCUMBRANCE EXCEPT

TITLE OF ENCUMBRANCE NONE **AMOUNT** **DATED**

IN FAVOR OF

IN TESTIMONY WHEREOF I HAVE SET MY HAND AND SEAL THIS 25 DAY OF March 1969

SIGNATURE(S) (IN INK) (IF EXECUTOR FOR CO-OWNERSHIP ALL MUST SIGN)	TITLE (IF OWNED FOR A CORPORATION PARTNERSHIP OWNED OR AGENT)	NAME(S) OF SELLER (TYPED OR PRINTED)
<i>Jacqueline Cochran</i>		Jacqueline Cochran
<i>W. J. 3 30 1969</i>		

ACKNOWLEDGEMENT (NOT REQUIRED FOR PURPOSE OF FAA RECORDING; HOWEVER MAY BE REQUIRED BY LOCAL, STATE AND FEDERAL LAWS OF THE JURISDICTION)

1196
50005 0024

Official Bill of Sale.

31-1

38 0512 1969

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ASSIGNMENT OF SPECIAL REGISTRATION MARKS

This is your authority to affix the special registration mark assigned to the aircraft described below

AIRCRAFT MAKE AND MODEL BEECH E18S **AIRCRAFT SERIAL NO** BA-31

ISSUED TO JACQUELINE COCHRAN
P.O. BOX F.F.F.
INDIO, CALIFORNIA 92201

SPECIAL REGISTRATION MARK ASSIGNED N 13 JC

PRESENT REG MARK N 475 AB

Carry duplicate of this assignment in the aircraft together with old registration certificate as interim authority to operate the aircraft pending receipt of revised certificate of registration and airworthiness.

VALIDATED BY
FAA AIRCRAFT
REENTRY
OKLAHOMA CITY

This assignment properly executed must be returned to the FAA Aircraft Registry 1 U Box 2382 Oklahoma City Oklahoma 73125 within 5 days following placing of the assigned special registration mark on the aircraft described above

CERTIFICATION I hereby certify that the special registration mark assigned by this notice was placed on the aircraft described above

DATE PLACED ON AIRCRAFT 9 April 1969 **SIGNATURE AND TITLE OF REGISTERED OWNER** *Jacqueline Cochran*

FAA Form 3475 (1-67) U.S. GOVERNMENT PRINTING OFFICE: 1965-245-767 (5050)

Assignment of registration marks.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1 DATE: 11-20-84

APR 22 1969

AC-250

N133C

Miss Jacqueline Cochran
P. O. Box P.V.F.
Indio, California 92201

Thank you very much for your cooperation in clearing up the
matter of N133C.

For your telephone conversation with Mr. George J. Barlow, we are
assigning N133C to your Beech EL88. As soon as you place N133C
on your aircraft, please complete and return the enclosed
FAA Form 3475.

Upon our receipt of this form, we will issue a revised Certificate
of Registration indicating the new registration markings of N133C.

Original Signed By
Paul D. Yost

LESTER G. ROBINSON
Chief, Aircraft Registration Branch, AC-250

Enclosure

AC-250:FDYoct:11p:4/22/69

CONCURRENCES

ETG. SYMBOL

INITIALS/SIG.

DATE

ETG. SYMBOL

INITIALS/SIG.

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INITIALS/SIG.

DATE

FAA Form 1360-14 Jan
Revised 10-1-68

OFFICIAL FILE COPY

Letter regarding clarification of registration number.

FAA AIRCRAFT REGISTRY
CAMERA NO. 1

DATE: 11-20-84

The Merv Griffin Show

CBS TELEVISION CITY, 7800 BEVERLY BLVD., LOS ANGELES, CALIF. 90036 (213) 651-2345

MAY 24, 1971

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRCRAFT REGISTRATION
POST OFFICE BOX 25082
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 BEECHCRAFT 18 UNDER THE
NEW NUMBER: N335MS 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,

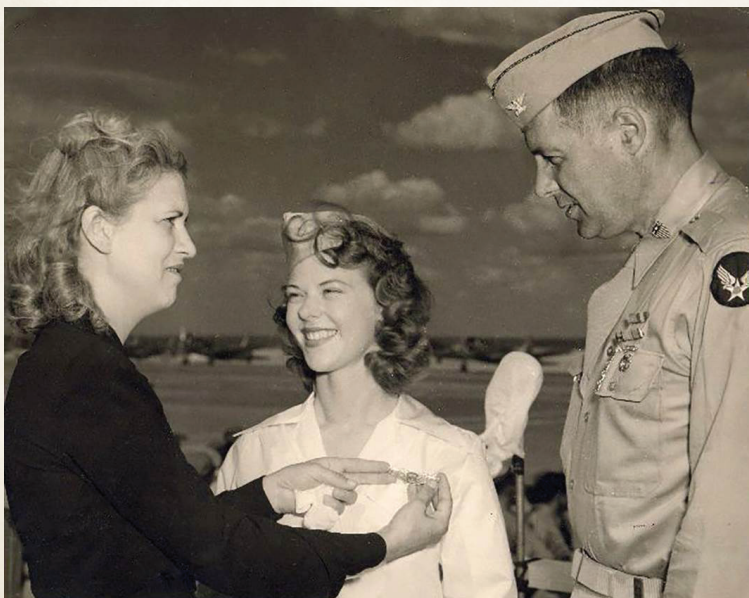
MERV GRIFFIN
FOR
ANTHONY PRODUCTIONS

MG/MS
ENCLS.

Merv Griffin letter to Cochran.

FLIGHT LOG										REMARKS	
DATE	NATURE OF FLIGHT	Type of Plane	TIME OF FLIGHT In Hours	TIME IN AIR Hours	Miles Flown	BERNARD - ADJUSTMENTS - REMARKS	SIGNATURE	LICENSE NUMBER	DATE	REMARKS - ADJUSTMENTS - REMARKS	
											1-13-31
2-24-31	W-V-V	C	1.3			Local flight					
3-13-31	Local flight	A	1			Local flight					
4-24-31	Local flight	C	1								
5-13-31	Local flight	A	1								
6-13-31	Local flight	C	1								
7-13-31	Local flight	A	1								
8-13-31	Local flight	C	1								
9-13-31	Local flight	A	1								
10-13-31	Local flight	C	1								
11-13-31	Local flight	A	1								
12-13-31	Local flight	C	1								
1-14-32	Local flight	A	1								
2-14-32	Local flight	C	1								
3-14-32	Local flight	A	1								
4-14-32	Local flight	C	1								
5-14-32	Local flight	A	1								
6-14-32	Local flight	C	1								
7-14-32	Local flight	A	1								
8-14-32	Local flight	C	1								
9-14-32	Local flight	A	1								
10-14-32	Local flight	C	1								
11-14-32	Local flight	A	1								
12-14-32	Local flight	C	1								
1-15-33	Local flight	A	1								
2-15-33	Local flight	C	1								
3-15-33	Local flight	A	1								
4-15-33	Local flight	C	1								
5-15-33	Local flight	A	1								
6-15-33	Local flight	C	1								
7-15-33	Local flight	A	1								
8-15-33	Local flight	C	1								
9-15-33	Local flight	A	1								
10-15-33	Local flight	C	1								
11-15-33	Local flight	A	1								
12-15-33	Local flight	C	1								
1-16-34	Local flight	A	1								
2-16-34	Local flight	C	1								
3-16-34	Local flight	A	1								
4-16-34	Local flight	C	1								
5-16-34	Local flight	A	1								
6-16-34	Local flight	C	1								
7-16-34	Local flight	A	1								
8-16-34	Local flight	C	1								
9-16-34	Local flight	A	1								
10-16-34	Local flight	C	1								
11-16-34	Local flight	A	1								
12-16-34	Local flight	C	1								
1-17-35	Local flight	A	1								
2-17-35	Local flight	C	1								
3-17-35	Local flight	A	1								

The aircraft log book with Cochran's full signature which could be her last flight as pilot-in-command.





AIRCRAFT FLOWN BY WASP

AAF Numbers L-1	Plane Use GLIDER	Engine STINSON	HP 295	Plane Name VIGILANT	Wing Span 50'11"	Top Speed 120
L-2 (TG-6, UC-95;0-57) L-3(TG-4;0-58)	GLIDER, SPOTTER GLIDER, SPOTTER	TAYLORCRAFT AERONCA	65 65	GRASSHOPPER GRASSHOPPER, DE- FENDER	35'5" 35'	90 85
L-4(TG-8;UC-83; OB-2; 0-59)	GLIDER TOW, SPOTTER	PIPER	65	"CUB, GRASSHOPPER"	35'3"	85
L-5(L-9; 0-62)	LIASON, AMBULANCE PHOTO-RECON	STIN- SON-VULTEE	185	SENTINEL	34"	105
L-6(0-63) PT-13(PT-17;PT-18;PT-27)	LIASON, UTILITY,TRAI- NER PRIMARY TRAINER	INTERSTATE STEARMAN	115 220	CADET KAYDET	34' 35'6"	120
PT-19 (PT-23; PT-26) PT-22 (PT-20;PT-21)	PRIMARY TRAINER PRIMARY TRAINER	FAIRCHILD RYAN	175/200 160	CORNELL RECRUIT	36' 30'1"	135 140
YPT-25 BT-9	PRIMARY TRAINER (EXPERIMENTAL) BASIC TRAINER	RYAN NORTH AMER- ICAN	185 400	NA (OBSOLETE)	32'11" 42'	170
BT-13 (BT-15) BT-14	BASIC TRAINER BASIC TRAINER	VULTEE NORTH AMER- ICAN	450 450	"VIBRATOR VALIANT" YALE	42' 42'	185 185
AT-6 (A-27; AT-16; BC-1) AT-9	ADVANCED TRAINER TWIN ENGINE TRANS- PORT	NORTH AMER- ICAN CURTISS	600 295	TEXAN JEEP	42' 40'3"	210 200
AT-10 AT-11 (AT-7: C-45; F-2 UC-45)	ADVANCED TRAINER BOMBARDIER AND GUNNER TRAINER	BEECHCRAFT BEECHCRAFT	295 450	WICHITA KANSAN; EXPEDITER	47" 47'8"	200 215
AT-17 (UC-78;AT-8)	LIASON, CARGO, AD- VANCED TRAINER	CESSNA LOCKHEAD	245 1200	BOBCAT; BAMBOO BOMBER DOUBLE BRESTED CUB HUDSON	41'11" 65'6"	195 250
AT-18 (C-63; C-111;P-29)	LIASON; LIGHT BOMBER					
AT-19 (UC-81) C-46	TRANSPORT TRANSPOT	STIN- SON-VULTEE CURTISS	280 2000	RELIANT COMMANDO PREGNANT GUPPY	41'11" 108'1"	175 260
C-47 (C-48; C-49, C-53, DC-3) C-54(YC-116; DC-4)	TRANSPORT CARGO	DOUGLAS DOUGLAS	1200 1200	DAKOTA; SKYTRAIN; GOONEY BIRD SKYMASTER	95'6" 117'6"	220 285
C-60 (B-34; C-56) UC-61 (UC-86)	LIASON; TRANSPORT, TARGET TOW, LIGHT BOMBER CARGO	LOCK- HEED-VEGA FAIRCHILD	1200 165	LODESTAR FORWARDER	65'6" 36'4"	270 130
B-17 (F-9; RA-17) B-18 (C-58; DC-2)	HEAVY BOMBER PATROL BOMBER; TRAN- SPORT, CARGO	BOEING DOUGLAS	1200 930	FLYING FORTRESS BOLD	103'9" 89'6"	317 215
B-24 (C-87; F-7; C-109 AT-22) B-25 (F-10)	HEAVY BOMBER MEDIUM BOMBER	CONSOLI- DATED NORTH AMER- ICAN	1200 1750	LIBERATOR MITCHELL	110' 67'7"	303 280
B-26 (AT-23; A-26) B-29 (C-97; F-13; B-50)	MEDIUM BOMBER HEAVY BOMBER	MARTIN BOEING	2000 2200	MARAUDER; WIDOW MAKER SUPERFORTRESS	71' 141'3"	280 358
A-20 (P-70; F-3) A-24 (SBD-3; RA-24; F-24)	ATTACK BOMBER dive bomber	DOUGLAS DOUGLAS	1500 1200	HAVOC DAUNTLESS	61'4" 41'6"	370 250
A-25 (SBD-2-1) P-38 (F-4; F-5; F-38)	DIVE BOMBER PURSUIT	CURTISS LOCK- HEED-VEGA	1750 1425	HELLDIVER, SHRIKE LIGHTNING	49'9" 52'	275 414
P-39 P-40 (P-36; F-40)	PURSUIT PURSUIT	BELL CURTISS	1200 1200	AIRCOBRA WARHAWK	34' 37'4"	360 375
P-47 (F-47; RO-47) P-51 (F-6; F-51; A-36)	FIGHTER FIGHTER	REPUBLIC NORTH AMER- ICAN	2800 1380	THUNDERBOLT, JUG MUSTANG	40'9" 37"	430 435
P-61 (F-15; RF-61) P-63 (QF-63)	NIGHT FIGHTER PURSUIT	NORTHROP BELL	2800 1325	BLACK WIDOW KINGCOBRA	66' 38'2"	430 410
PQ-8 YPQ-12	DRONE TARGET DRONE TARGET	CULVER FLEETWINGS	135 125	KAYDET NA	27' 26'11"	100 NA
PQ-14 YP-59A	DRONE TARGET EXPERIMENTAL JET	CULVER BELL	125 NA	NA AIRACOMET	30' 45'6"	125 413