

## **AIRCRAFT HISTORY:**

This aircraft was originally completed on June 9<sup>th</sup>, 1933, and delivered to its first owner, George Willis of Great Neck, New York. A few years later, after a brief personal ownership by Vance Breese, legendary test pilot, it was sold to Charles Knox and Robert Tyce, owners of K-T Flying Service Ltd of Honolulu, Territory of Hawaii.

Since the creation of K-T Flying Service in 1934, Bob Tyce was personally responsible for the flight training of a large number of civilians in the Territory. For primary training, they used Piper J-3 Cubs and three Fleet Biplanes (shown below). In addition to flight training, K-T performed sightseeing flights, out-island charter services and non-scheduled cargo service. Bob and Charles added the Waco UIC to the fleet at the beginning of 1938.



**Shown here, Waco N13408 (dark aircraft), together with 3 fleet biplane trainers and a cabin Travelair, on the K-T flight line at John Rogers airport (Honolulu Int'l) in late 1941.**

By 1941, under the auspices of the Civilian Flight Training Program, a large portion of K-T's business was private flight training for military personnel hoping to transfer to the Army and Navy flying arms.

Based in Hawaii during the Pearl Harbor attack and previously owned by Vance Breese (legendary test pilot), Charles Knox (Knox Gelatin), and Bob Tyce (First civilian killed in the Japanese attack).

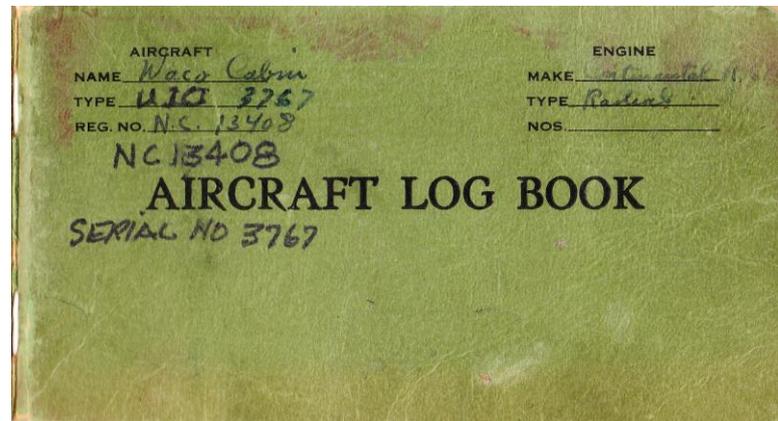
Based and flying in the Territory of Hawaii from 1938 to 1947 at John Rogers Field, Oahu, (present day Honolulu Intl), the aircraft was owned and operated by Bob Tyce of K-T Aviation, who flew the plane regularly up until the grounding of all civil aircraft on December 8, 1941. The aircraft flew extensively in the months leading up to the attack, logging over 100 hours between August and November, and 9:35 hours in the first week of December, 1941. Present on K-T's flight line, the aircraft would have come under fire from two (Akagi Zeros) that strafed the field at 0755 am, killing Bob Tyce in the process and marking him as the first civilian casualty of the war. The aircraft was used extensively for inter-island tours, cargo and transport, and for flight training activities conducted by K-T under the Civilian Pilot Training program.

While the Waco survived its owner, it is now considered to be the only remaining airworthy veteran of the attack.

On December 8<sup>th</sup>, the US War Department grounded all civilian aircraft in the Hawaiian Islands and on the west coast of California. The final entry in the Waco logbook for KT Flying Service indicate that the aircraft was dismantled on that date after flying a total of 9.35 hours between December 1 and 7, 1941. <sup>1</sup>



**R.Tyce 1903-1941**



A significant quantity of historical research material, including photographs and the original K-T Logbooks, signed by Bob Tyce, is included with any purchase of the aircraft.

After the war, the aircraft was shipped to California, where it was reassembled and flown by C. Meisner and subsequently by Orvil and Charles Fleming, who completely restored the aircraft in 1989. From that date, the aircraft was based at a small field in the Mojave Desert, Adelanto CA. In 2005, there was a landing mishap and three wings were rebuilt with new spars.

The plane was purchased in 2012 by Jon Roth and was flown in the USA and on tour in Europe, including flights at air events in Sweden, Germany and Italy. The plane flew over the Alps several times in 2014.

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<sup>1</sup> Aircraft Maintenance Log, Waco UIC, N13408.

## ENGINE:

According to the factory build sheet, the aircraft was originally equipped with a 210hp Continental R670 engine and a Standard Steel propeller. In 1947, the installation was upgraded to a Continental W670 of 220hp. The original Waco "Bump Cowling" was modified per factory instructions to fit the new engine.



The engine currently installed has 270 total hours since new and only 85 hours since major overhaul by Aero Engines of Los Angeles. Aero Engines is one of the best known overhaulers of radial engines on the west coast. The scope of the work included all accessories and shielded harness.

### AERO-ENGINES INC.



In 2014, the engine was torn down for inspection and was upgraded to include the Air Repair Roller Bearing STC, which should significantly improve the longevity of the engine.



## AIRFRAME:

This aircraft has only 1320 hours total time since new in 1933.

In April, 1989, at 1216 hours, the airframe was completely overhauled. The scope of this work included all new wood, wires, bearings, rubber, windows, etc. The entire aircraft was covered using the Stitts PolyFiber process and finished in PolyTone in Cadillac Blue and white colors. In 2005,

due to a landing groundloop, three wings were completely rebuilt with new spars and were covered in PolyFiber with polytone painting to match.

The aircraft has been continuously hangared in the California Mojave Desert since its restoration.



The interior was not completed at the time of the restoration and we are currently working to restore the interior to its 1933 specification, using dark blue and crème aircraft grade leather for the furnishings. The instrument panel is a period example of a wood veneer main panel with an oval instrument shock mounted insert. A modern avionics upgrade has been completed and includes a Garmin MAP/COM 250XL, KT76A and a four place PS 1000 intercom. A 406mhz ELT is installed.



**LOCATION:**

The aircraft has been returned to the USA from a sojourn in Europe. It is now flying in South Florida in West Palm Beach. Of note, N13408 has been previously EU imported and VAT paid, and has documentation allowing permanent flying within the EU. The aircraft is sold with fresh annual inspection.