

Ford

TRI-MOTOR



Media Kit



Our Mission...

Year Founded: 1953 | Current Membership: Approximately 240,000 | Website: EAA.org
EAA Aviation Center, PO Box 3086, Oshkosh, WI 54903-3086

ABOUT EAA

The Experimental Aircraft Association (EAA) is based in Oshkosh, Wisconsin, and embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 240,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying, building, and restoring recreational aircraft. For more information on EAA and its programs, call **800.JOIN.EAA (800.564.6322)** or go to eaa.org. For continual news updates, connect with twitter.com/EAAupdate.

EAA PUBLICATIONS

EAA Sport Aviation is produced by EAA staff and contributors.

Sport Aviation: Published monthly and distributed to all EAA members. Scope ranges from current aviation-related news to how-to, safety and construction articles, restoration techniques, aircraft features, and monthly columns.

Vintage Airplane, *Warbirds*, and *Sport Aerobatics* are publications from EAA's special interest communities for those who have an interest in specific areas of aviation.

Vintage Airplane: Published bimonthly and distributed to all Vintage Aircraft Association members. The magazine deals specifically with maintenance, safety and restoration of antique, classic, and contemporary classic aircraft. It also includes how-to articles, reports on antique and classic aircraft restoration and fly-ins, monthly columns, and editorials.

Warbirds: Published eight times a year and distributed to EAA Warbirds of America members. The magazine deals with the maintenance, safety, and restoration of Warbird aircraft and also includes how-to articles, specific aircraft restoration case histories, monthly columns, and editorials.

Sport Aerobatics: Published monthly and distributed to EAA International Aerobatic Club (IAC) members. The magazine deals primarily with maintenance and safety articles that relate to aerobatic aircraft owners and competitors and also includes articles on aerobatic judging, technical tips, monthly columns, and editorials.

...To grow participation in aviation by sharing **The Spirit of Aviation**

ANNUAL DUES

EAA Membership (<i>regular or corporate</i>).....	\$40
EAA Membership Plus Spouse.....	\$50
Student Membership (<i>age 18 or under</i>).....	\$10
Vintage Aircraft Association.....	\$45
Warbirds of America.....	\$45
International Aerobatic Club.....	\$45

SPECIAL ACTIVITIES

The annual **EAA AirVenture Oshkosh** (www.airventure.org) gathering is known as one of the world's largest and most significant aviation events. Each summer in Oshkosh, Wisconsin, more than 500,000 people and 10,000 airplanes attend a week-long celebration of flight.

EAA AirVenture features nearly 1,000 educational forums, seminars, and workshops presented by the top names in aviation. It also includes judging of the best aircraft in a variety of different categories, from design and restoration to actual construction.

EAA also has a very active network of chapters located worldwide. Many of the nearly 900 EAA chapters sponsor their own fly-ins, workshops, airport days, and other aviation-related events. EAA chapters alone account for more than 14,000 aviation activities each year.



EAA headquarters
Oshkosh, WI

History of the...

LIBERTY AVIATION MUSEUM'S 1928

Ford Tri-Motor 5-AT-B, serial No. 8, flew its first flight on December 1, 1928. It was sold to Transcontinental Air Transport (TAT, the logo that graces the aircraft's fuselage today) in January 1929 where it became NC9645 and was named *City of Wichita*. It inaugurated westbound transcontinental commercial air service on July 7, 1929, with sister ship *City of Columbus*.

In April 1931, ownership of the aircraft was transferred to Transcontinental and Western Air (TWA). Here the aircraft helped in the development of TWA's route system.

In July 1935, NC9645 was sold to G. Ruckstill and entered the fleet at Grand Canyon Airlines. From there the Tin Goose was sold to Boulder Dam Tours in February 1937, where it entered sightseeing air tour service.

The Ford was registered AN-AAS with Transportes Aereos del Continente Americano (simply known as TACA Airlines) in Honduras in December 1937, and flew in Nicaragua until 1946 when it was purchased by an unknown operator in Compeche, Mexico, and reregistered as XA-FUB. The registration changed again in 1950 to XA-NET while under the ownership of another individual in Compeche.

1951 brought major overhaul and repairs for No. 8, including removal of the aircraft's corrugated skin, which was replaced with flat sheet metal. This change earned the aircraft nickname "the smooth-skin Ford."

The Tri-Motor was sold to another private owner in July 1953 and was damaged in an accident in January 1954, after which it was put in storage.

Eugene Frank of Caldwell, Idaho, acquired the aircraft in 1955, moving it back to the U.S. and reregistering it as N58996. It remained in storage until July 1964, when it was purchased by Nevada's William F. Harrah of Harrah's Hotel and Casinos. Harrah returned the plane's registration to NC9645 and began an extensive seven-year renovation, bringing the aircraft back to airworthy status and restoring the corrugated skin. The former smooth-skin Ford had its first post-restoration flight in 1971 and flew in Reno several times before being moved to static display as part of Harrah's impressive automobile collection. After Harrah's death, parts of his collection, including NC9645, were auctioned off in June 1986 to high bidder Gary Norton of Athol, Idaho.

In February 1990, the Evergreen Aviation and Space Museum in McMinnville, Oregon, acquired the aircraft. It remained in storage there until 1996 when another restoration of the aircraft started, returning it to flying condition once again.

In 2014, the aircraft was acquired by Ed Patrick and the Liberty Aviation Museum in Port Clinton, Ohio. Volunteers ferried the aircraft across the country to its new home. After further maintenance to ensure the aircraft was tour-ready, Liberty entered into a lease agreement with EAA, working together to showcase the historic aircraft around the country.

...1928 Ford Tri-Motor

5-AT-B - NC9645

MODEL 5-AT-B

Original engine: Pratt & Whitney

Wasps, 420 hp

Gross weight: 13,500 pounds

Cruise speed: 122 mph

Stall speed: 64 mph

Range: 560 miles

Rate of climb: 1050 fpm

Ceiling: 18,500 feet

Engine out: 10,500 feet

Wingspan: 77 feet 6 inches

Wing area: 835 square feet

Length: 50 feet 3 inches

Height: 12 feet 8 inches

Cabin width: 4 feet 6 inches

Cabin height: 6 feet

Cabin length: 18 feet 9 inches

Cabin area: 529 cubic feet

Seats: 12

Fuel capacity: 277-355 gallons



EAA's 1928 Ford Tri-Motor

Where can you find a flight?

Complete Ford schedule available at FlytheFord.org.

Booking your Media Flight

During EAAs **Ford Tri-Motor** tour, media representatives are invited to experience a complimentary flight in the remarkable Ford Tri-Motor to complete your coverage. Up to two members of your news staff are eligible for a flight that will take place the afternoon of the aircraft's arrival. To RSVP, please email the following information to Jon Eisele (jeisele@eaa.org):

- Name of media outlet
- The tour location where you will be taking the media flight
- Name(s) of your media representative(s)
- Contact phone number and email address (in the event of a schedule change)

This invitation is for working media only. Once your information is received we will confirm your reservation via email.

Potential Ford Tri-Motor Storylines

- Local individual(s) who flew the Ford Tri-Motor for the airlines
- Individual who remembers first flying on the Ford Tri-Motor as a child
- Community member who visited the airport and watched the Ford Tri-Motor fly when it was first introduced
- An individual who flew for Eastern Airlines or Island Air
- Someone who served as a smoke jumper on the Ford Tri-Motor



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FlyTheFord.org | 1-800-564-6322