

FORD TRI-MOTOR LAST FLIGHT BEFORE BARRETT-JACKSON

Pearl Harbor survivor, one of only 199 built, to be sold in Scottsdale



Looking for something a little different at this January auctions? This three-engined (and three-wheeled) aviation rarity has been consigned to Barrett-Jackson, for no reserve sale during the 38th annual event in Scottsdale, January 11-18, 2009.

Recently restored to original specifications, this historic 1929 Ford 4-AT-E Tri-Motor airplane made its final pre-auction flight on October 1, from Petersburg VA to Goldsboro NC. The flight took about an hour and a half. Dolph Overton III, owner of the Tri-Motor and flying ace for the US Air Force during the Korean War, was awaiting the plane's arrival with his family in Goldsboro. His son, Dolph Overton IV, co-piloted the aircraft alongside legendary air show pilot Jimmy Leeward. The plane will remain in North Carolina through the January auction; it will be sold at the Barrett-Jackson Scottsdale event on Saturday, January 17, during SPEED's primetime coverage.

Henry Ford recognized the potential for mass air transportation after World War I and created the Tri-Motor "Tin Goose" to promote air travel. To overcome concerns of engine reliability, Ford specified three engines and added features for passenger comfort, such as an enclosed cabin. Ford Motor Company built 199 Tri-Motors from 1926 through 1933.

The Tri-Motor that will be sold at Barrett-Jackson began its historic journey in 1929 in Spokane, Washington, where it served as a passenger plane for Mamer Flying Service. It was later sold to K-T Flying Service of Honolulu and was at

Pearl Harbor during the surprise military strike by the Japanese navy against the United States on December 7, 1941. The Tri-Motor suffered exterior bullet holes during the attack, but was quickly repaired and returned to service.

Upon returning to the mainland, it was leased by Trans World Airlines in 1949 for its 20th anniversary celebration, modified into a sprayer and fire fighting tanker and used by Johnson Flying Service in Montana to drop smoke jumpers and supplies to fire fighters. Since 1969, the plane has been privately owned and was part of the Wings and Wheels museum collection previously located in Orlando, Florida.

Bob Woods supervised the majority of the Tri-Motor's no-compromise restoration at Woods Aviation in Goldsboro. The airframe was reworked and the exterior completely re-skinned. The wings were reworked and re-skinned by expert craftsman Maurice Hovious of Hov-Aire in Vicksburg, Michigan. The landing gear, including the unique Johnson bar braking system, is complete and original. Original straight-laced wire wheels has tires that were resculpted to replicate the correct profile and tread pattern of the period. Interior wood paneling was also re-created. To match the condition of the plane when it was delivered by Ford in 1929, there were no modern avionics or communications gear added.

"Vintage planes, similar to the historic automobiles that cross our block, represent an incredible snapshot into our past and evoke passion and appreciation from collectors," said Steve Davis, president of Barrett-Jackson. ■

**DON'T MISS: JANUARY 11-18, 2009
BARRETT-JACKSON SCOTTSDALE**
www.barrett-jackson.com