

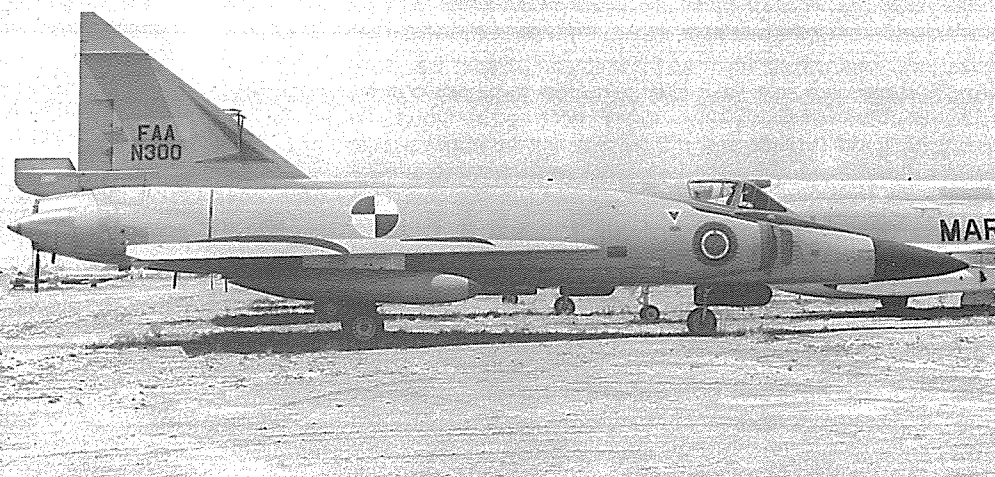


FLIGHT LINE › FLIGHT LINE › FLIGHT LINE › FLIGHT LINE

Above the Convair XC-99, 43-52436, transport version of the B-36 bomber, is shown at Kelly Field, c. 1950. Intended as a double-deck troop transport, its size approached that of today's Boeing 747. In background are a Boeing C-97 Stratofreighter, 45-59589, and B-29, 44,62238. (Photo – USAF, courtesy Meyers Jacobsen)

The Convair F-102A was registered to the Federal Aviation Administration as N-300, photographed at Davis-Monthan AFB in March 1971. The airplane had reportedly been used for supersonic boom demonstrations. (Photo – Roy Lock)

Below, the Mooney Mustang Mark 22, N3422X, only test sample of the type with T-tail, with some advantages over the previous tail design. Production of the Mk. 22 was cancelled shortly after this was flight tested as the Mooney company went into receivership. (Jay Miller)



All members are invited to participate in the presentation of "Flight Line." The intent is to share photographs showing unusual or interesting aircraft, anywhere, anytime. If you have a subject which you want exhibited here, send the negative or a print to "Flight Line," now compiled by Bruce Orriss and Nick Williams. Negatives will always be returned; prints will be if so marked with the name and address of the Member.



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Above, the X-26B, 715345, in the colors of the Navy Test Pilots School, Patuxent River Md. in early 1971. Finish is grey with red trim at wing and stabilizer tips, white rudder, and red/white barber pole stripes on propeller shaft. (Photo – Frank MacSorley, Jr.)

Left, a U-3A, 58-2123, in Navy colors with USAF serial number, at Naval Air Facility, China Lake, Calif., May 1971. (Roy Lock)

Below, the extensively modified Beech Model 36, a QU-22B, with turbosupercharged Continental engine, at Randolph AFB, May, 1970. (John T. Wible)

Please note new address for "Flight Line" while Roy Lock is away on military duty. Address Flight Line, Attn: Bruce Orriss, 712 Glasgow St., Apt. 3, Inglewood, CA 90301.

Since quality of photographs is paramount, sharpness of focus is imperative. Minimum data submitted with the photograph should include the name and model of the aircraft, serial number or registration, date and location of photo, and the photographer's name. However, these minimum data requirements should not inhibit the desire to show a good picture. If it is interesting, send it. Clear, unobstructed views are desirable.

