

# FORUM OF FLIGHT



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The "Forum of Flight" is designed for you, the individual Member, to share with the Society at-large your unusual or interesting photographs of aircraft in all guises. If you have one or more that you think others would enjoy seeing, send it along to Robert L. Lawson, 5126 Central Ave., Bonita, CA 92002. Send as much information about the picture as possible, particularly the location, date, identification of the aircraft, pilot and crew. If military or naval, the unit identification should be enclosed, however, lack of any of these should not inhibit your submittal.

The use of negatives for reproduction in the *JOURNAL* is desirable but if not available, submit black and white glossy prints. While color photos can be reproduced, the quality of the color print is critical because of contrast. If the photograph must be returned, mark on the reverse side "Return to . . ." with your name and address. Proper credit must be given to the original photographer.

Future pages of the "Forum of Flight" will feature photographs of a common theme. Two particular subjects are wanted — the Lockheed C-130 in foreign service, either civil or military, and photos of airliners taken prior to 1941. Search your files for pictures to share. Suggested subjects for the feature page are solicited, as are comments or improvements of the "Forum." R.L. Lawson, Associate Editor.

1. The Republic F-84 was a prevalent type in Europe in the early years of the NATO alliance. Werner Gysin caught this F-84F landing at Furstenfeldbruck, Germany on September 1961.

2. At a later NATO Show, at Aviano Air Force Base, Italy, Giorgio Pini photographed the Northrop F-5A of the Turkish Air Force which was attending. It was part of the acrobatic team representing Turkey, July 1968.

3. Another of our European Members, Udo Weisse, submitted the photo of German Air Force Starfighter, made at a West German air base in September 1969. It was a TF-104G, built for the Luftwaffe by Lockheed.

4. The long-nose Beech, E-18S, N102SA, is appropriate for Shorter Airlines at Decatur, Illinois, Municipal Airport, photographed there by Ralph I. Brown in September 1973. C/n BA-441, mfrd. 7-59.

5. Unusual for its clarity is the photograph of the Fokker CO-4A in flight over Kelly Field, Texas in 1924. It was a later version of the C.VI, designed after World War I in Holland, and one of four procured for the Air Service. Photo by Ronald W. Harrison.

6. The Kellett Autogiro YG-1B is similar to one now being restored by The Fyfield Collection. It was flown by (later General) Frank Gregory, powered by a Jacobs L4MA7 engine, and was the first rotary wing military aircraft procured in quantity by the Air Service. Needed, an autogiro enthusiast for preparation of an historical article.

7. Tennessee Gas Co. operated the B-26 Marauder as an executive airplane during the 1950's. Paul J. McDaniel photographed N501T at Bluthenthal Field, Wilmington, N.C. in 1957. It is reported to have crashed later.

8. Possible the last North American Savage flying is Avco Lycoming's AJ-2 (BuNo 130418), acquired in 1961 and adapted to test the F102 fanjet mounted on a retractable rig that could be lowered from the bomb-bay. The AJ-2 had been N100Z, and in 1953-1959 was in service with Navy Squadrons VC-7, VC-6, VAH-6 and VAH-16. Courtesy of Larry Cable, Avco.

9. The Eastern Air Lines 747's were captured by Jon Proctor at Miami on 16 Jan. 1973 after a two-hour wait for the right moment. He was lucky as the far one, N731PA, broke ground at just the right spot. Both were on lease from Pan American, and were the only two painted in this scheme; the PanAm logo and label on the fuselage were removed to add Eastern markings. The near one is N735PA.



