

FORUM OF FLIGHT

Compiled by Mark Aldrich

The Forum is presented as an opportunity for each member to participate in the *Journal* by submitting interesting and unusual photographs.

Negatives or black-and-white prints with good contrast may be used if they have an untextured surface. Send submissions to the Editorial Committee marked "Forum of Flight," 2333 Otis St., Santa Ana, CA 92704. Mark any material to be returned: "Return to (your name and address)."

Please include as much information as possible about the photo, such as date, place, names, explanation, credit.

1



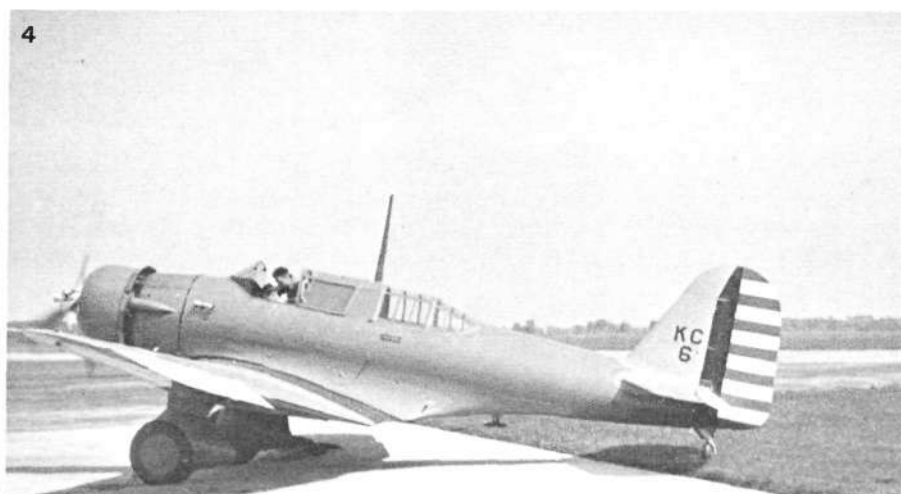
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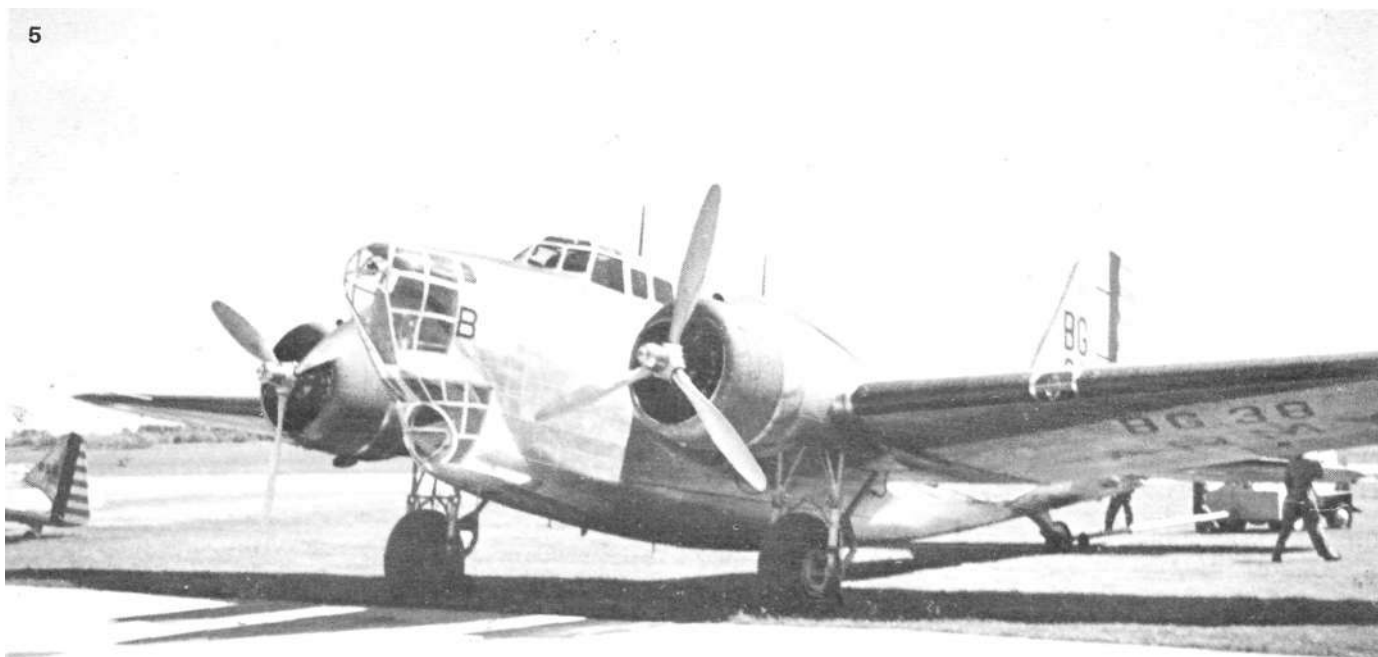
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1. This PB4Y-1, 38843, of VPB-116 was photographed in the South Pacific during WW II.

(Photo by Jack R. Gentz)

2. Another VPB-116 bird, this time 38845. Jack Gentz writes that on one mission the pilot and copilot were so severely wounded that he and other non-pilots were forced to fly the plane 1000 miles back to base where they revived the copilot just long enough to land the ship.

(Photo by Jack R. Gentz)

3. *The Snooper*, another example of artwork on a VPB-116 PB4Y-1. (Photo by Jack R. Gentz)

4. This Third Air Base Squadron A-17 was photographed at Selfridge Field in 1940. It appears to wear the colorful blue and yellow paint scheme of the late inter-war years.

(Photo by Henry R. Staeben)

5. A Douglas B-18A *Bolo* of the 7th Bomb Group at Selfridge Field in 1940.

(Photo by Henry R. Staeben)

6. US Army C-7A, 57-3081, photographed at the Transient Terminal area of the El Paso International Airport, Texas, in November of 1976.

(Photo by 1 Lt. M.J. Kasiuba)

7. P-38, N68394, was flown by Howard Gidovlenko in the 1949 Tinnerman race but dropped out in the third lap. Note the clipped wings and the lack of coolant radiators on the tail booms.

(Dick Phillips Collection)

8. In the 1982 Fall issue we ran a picture of the Plymouth-powered airplane built by Swen Swanson and Ole Fahlin. Here is a picture of how it ended up. In 1936 Russ Owens, a former United Airlines pilot, tried to make a nonstop flight from Anchorage to Seattle. When he was over Juneau he lost oil pressure and missed the runway in the dark. The airplane ended up as shown. The airplane had been named SEA-ASKA. When Owens wired his backers of the flight's termination his telegram read, "Sea-Aska on her Asska in Alaska." The aircraft was stored in a hangar in Juneau until destroyed by fire in 1938.

(Photo by Lloyd Jarman)

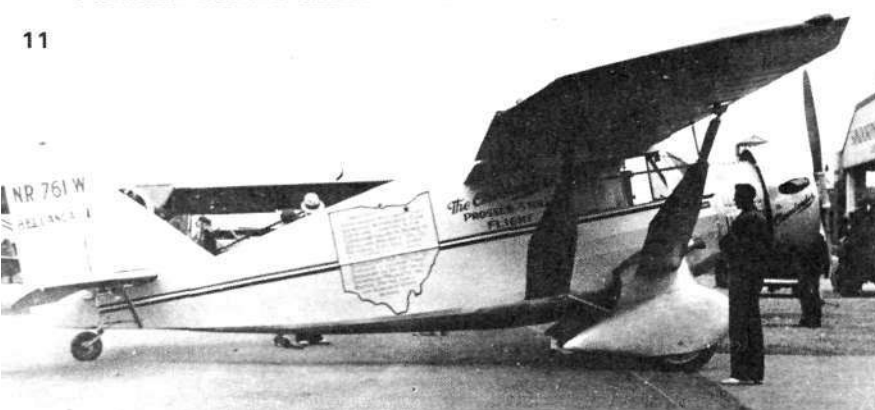
9. National Distillers at one time owned B-23 *Dragon* N100P. This photo was taken at Midway Airport, Chicago. (Photo by Bob Stuckey via the Dick Phillips Collection)



10. Does anybody out there know what this airplane is? The photo is on file at the Silver Wings Aviation Museum at Mather Air Force Base, CA. Any information would be appreciated. (Photo via Robert N. Stone)



11. The Bellanca named *The Cleveland* was intended for a long-distance flight from Cleveland to South America by Prosser and Stoll. They ended up in a Louisiana rice field. The photo was taken at Cleveland Hopkins Airport. (Photo by Gordon S. Reublin)



12. Photographed at Cleveland Hopkins was one of aviation's all-time beauties, Jimmy Mattern's Lockheed Vega. Intended for a round-the-world flight, Mattern survived a crash in Siberia that ended the attempt. (Photo by Gordon S. Reublin)

14. Photographs of the "DC-2.5" have been shown many times. Here is a shot of the DC-3 after the bomb blast had blown off the right wing and before the DC-2 wing was attached. (Fred Swick Collection)

