

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.

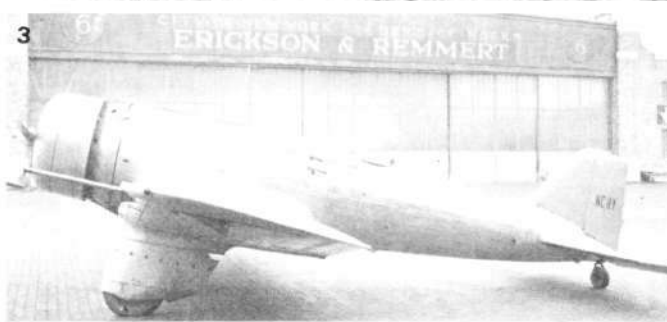
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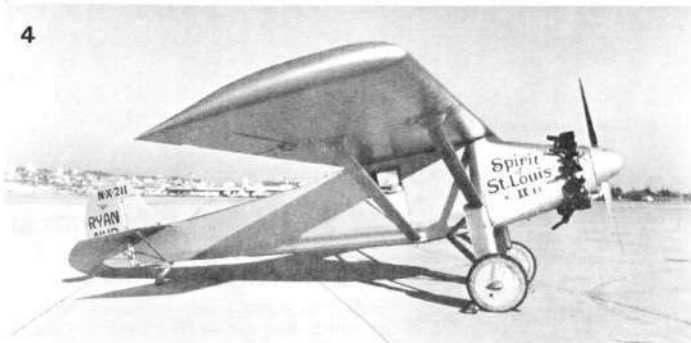
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1. A Thomas-Morse O-19 of the 120th Observation Squadron, flying over some pretty rough country. (D.L. Trunick Collection)

2. An early HS-2L. Some of these Curtiss flying boats were delivered to the U.S. Naval Air Stations in France during 1918. (Jon Aldrich Collection)

3. Stearman Alpha 4A, NC11Y, was photographed at Floyd Bennett Field on March 20, 1938. (Photo by Warren D. Shipp)

4. One of the Tallman reproductions of the Ryan NYP made for movie work. This photo was taken at Lindbergh Field in San Diego on April 20, 1977. Sadly, this airplane was destroyed in the San Diego Aero-Space Museum fire. (Photo by Warren D. Shipp)

5. This sad OA-1A (serial 26.437) was photographed in the Panama Canal Zone during salvage operations on May 5, 1928. (Richard Howe Collection)

6. An early PBV-5A (serial 2485) about to haul in a couple of wet airmen for a publicity shot. This USCG aircraft was probably photographed after WWII, as it appears to be silver overall, and the red stripes have not been added to the national insignia. (D.L. Trunick Collection)

7. C-123B of the 332nd Troop Carrier Squadron (Assault), 513th Troop Carrier Group, Stewart AFB, Tennessee. The aircraft wore red arctic markings on the wings and tall, green nose cap (squadron color) with a grey and white compass star superimposed. The aircraft serial number was 54-560. (USAF via T/Sgt. Savage)

8. This Spitfire was photographed after WWII somewhere in the midwest. Does anyone have details on the particular aircraft, or know where this photo was taken? (Dick Phillips Collection)

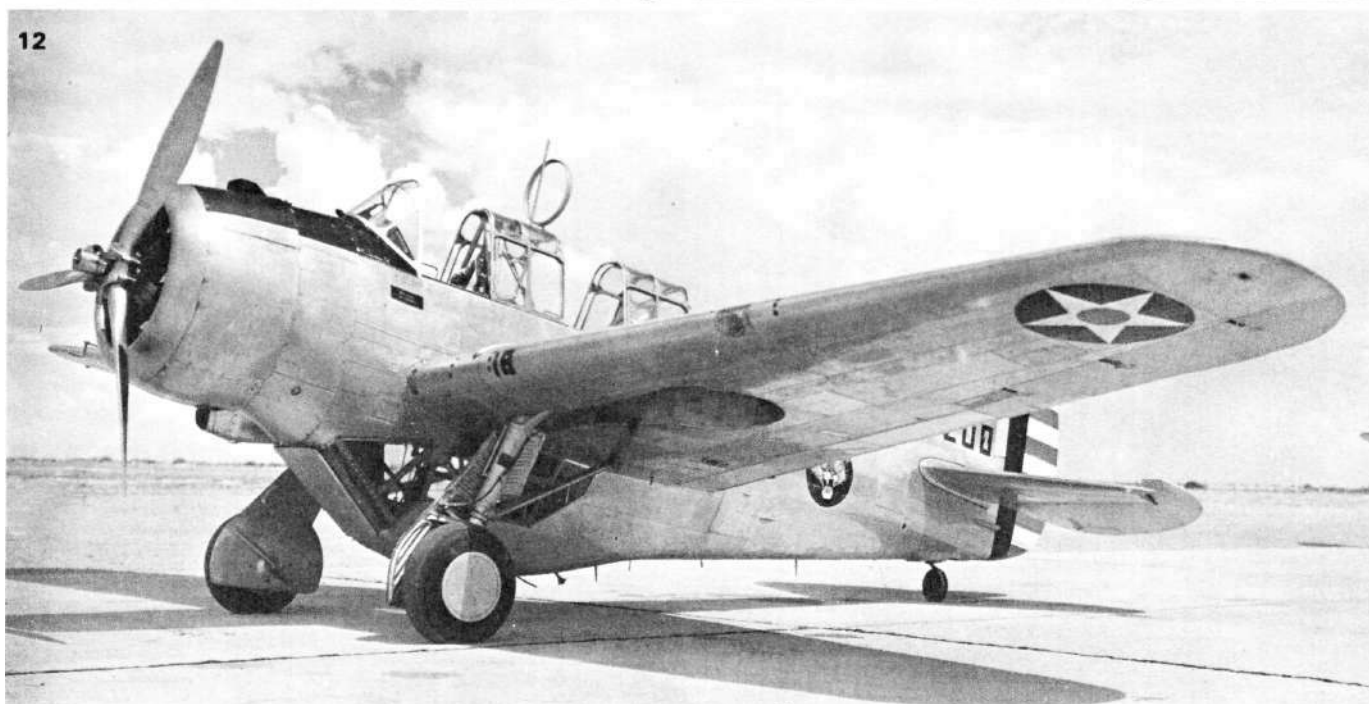
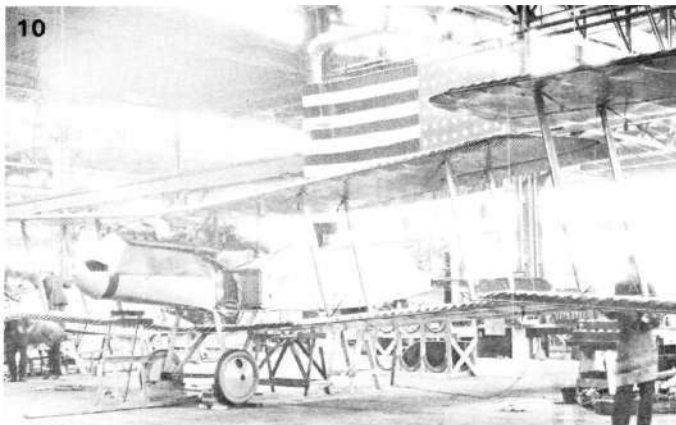
9. One of the few A-20s to reach the civil market, this is N6300. Date and location are unknown. (Dick Phillips Collection)

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10. An interesting shot of a USAO-1 being built at the Curtiss Elmwood plant in Buffalo, N.Y. This version of Britain's famed Bristol Fighter failed because the *Liberty* engine installed was too heavy for it. (Jon Aldrich Collection)

11. The Seversky SEV-DS, HX1291, was purchased by Shell Oil for Jimmy Doolittle for use in the testing of 100-octane fuel, and occasional use as an executive transport. Note the small window in the mid-fuselage area. (Photo by Calvin Burwinkle via David B. Stevenson)

12. Another 120th aircraft, this time an immaculate 0-47A serial 38-318. This 0-47 was unusual in that it had a redesigned under-fuselage to facilitate camera work. (D.L. Trunick Collection)

13. Ford 4-AT-B at Bowman Field in Louisville, Ky., circa 1939. NR7684 ended up with Island Flying Service at Put-In-Bay, Ohio. (Photo by Calvin Burwinkle via David B. Stevenson)

14. A de Havilland YC-7A of the U.S. Army Arctic Test Center, Fort Greely, Alaska. 57-3082 is gloss olive drab and white while the emblem on the engine nacelle is a white snowflake on a blue shield. It was photographed at Elmendorf AFB, Alaska, in April 1971. (Photo by Capt. Albert Piccirillo)

