

FORUM OF FLIGHT

COMPILED BY TIM WILLIAMS

The FORUM is presented as an opportunity for each member to participate in the Journal by submitting interesting or unusual photographs. Negatives, slides, black-and-white or color photos with good contrast may be used if they have smooth surfaces. Digital submissions are also acceptable, but please provide high resolution images (>3,000 pixels wide). Please include as much information as possible about the image such as: date, place, msn (manufacturer's serial

number), names, etc., plus proper photo credit (it may be from your collection but taken by another photographer).

Send submissions to the Editorial Committee marked "Forum of Flight," P. O. Box 3023 Huntington Beach, CA 92605-3032. Mark any material to be returned: "Return to (your name and complete address)." Or you may wish have your material added to the AAHS photo archives.

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Lockheed U-2CT, 56-6953, of the 100 SRW on final to Davis-Monthan AFB in March 1975. (Photo by Mick Roth from the Stephen Miller collection)

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Douglas DC-9-31 N972VJ, msn 47052, ship 142, of Allegheny Airlines is seen on a pre-delivery flight over the Palos Verdes Peninsula. Delivered July 28, 1967, it served the airline until September 1997. (Original slide from the Tim Williams archive)

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3. Laird LC-RW 300 Speedwing, NC4442, msn 203, in June 1997. This design received ATC 377. It had a 300-hp Pratt & Whitney Wasp Jr. This one had remained crated 60 years since built. It won the 2012 Antique Reserve Grand Champion award at Oshkosh. (Photo by Charles E. Stewart)
4. A 1933 Waco UIC, NC13408, c/n 3767, seen at a Merced, Calif., fly-in in the early 1990s. (Photo by Al Hansen)
5. A 1935 Monocoupe 90A, NC117676, c/n A696, photographed at AirVenture 2013, Oshkosh, Wisconsin. (Photo by Robert Burns)

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6. A 1939 WACO AGC-8, NC20908, c/n 5067, at AirVenture 2013, Oshkosh, Wisconsin. (Photo by Robert Burns)

7. Curtiss CW-23, NX19427, msn 7033, was a development of the CW-19R. This company funded prototype utilized a 600-hp Pratt & Whitney R-1340 engine. It was tested by the Army in 1939 and received no orders. (Photo from the Tim Williams archives)

8. A 2009 Aero Aventura II, N5058Z, at Rising Sun Splash-In on July 20, 2014. (Photo by Robert Burns)

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9. Boeing F/A-18E, BuNo168923, assigned to the USS Carl Vinson was photographed on a home visit to Springfield, Ill., by a local naval aviator this summer. (Photo by Job Conger)
10. Boeing RC-135W, 62-4125, of the 55th Wing, departs Offutt AFB on September 11, 2002. (Photo by Stephen Miller)
11. Bell XP-39, 38-326, is seen at Wright Field in a very early configuration. The port side location of the supercharger air scoop can be seen. A smaller air scoop for the radiator was mounted on the starboard side of the fuselage. The XP-39 had a higher canopy and a smaller vertical fin than later P-39 aircraft. (Photo from the Tim Williams archive)
12. Republic XF-91 Thunderceptor, 46-680, on display at the National Museum of the USAF. The photo was taken in 2001. (Photo by David Menard from the Steve Muth collection)



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13. Boeing 737-3Q8, OB-2089-P, of Peruvian Airlines, msn 24132, line number 1555, on December 19, 2014, in the Amazon at Iquitos, Peru. After passing through four European carriers it joined Peruvian Airlines as OB-2089-P on June 6, 2014. (Photo by Tim Williams)



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14. Lockheed C-130A, N131FF, former USAF 56-0530, c/n 3138, seen here as Tanker 81 at Chandler Memorial Field, Ariz., April 5, 1990. (Photo by Joseph G. Handelman)

15. Curtiss C-46D-15-CU Air Laos, F-BFAS, msn 33455, was delivered to the USAAF as 44-78069 on March 23, 1945. It was bought by Air Maroc in 1952 and transferred to Aigle Azur Maroc in 1954, who leased it to Air Laos. Note the cool white-wall tires. (Photo by Gary Kuhn)



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16. Vultee V-1AD HP-158, msn 25, photographed by Harry Gann at an unknown location and date. This aircraft was originally delivered to Hearst as NC16099. In June 1940 NC16009 was sold in Panama where it had three different Panamanian registrations. Sometime after its return the United States it was registered N16099. (Original slide from the Tim Williams archive)



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