

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. This issue features a combination of material. In addition to images submitted by members, the Society is scanning its slide archive contributed by members old and new, and a number of interesting shots have been pulled from the slides that have been scanned. Unfortunately, in many cases the contributor information has been lost. Where known, we acknowledge them.

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 92605-3023. Mark any material to be returned: "Return to (your name and complete address)." Or you may wish to have your material added to the AAHS photo archives.



United Airlines Boeing 737-222, N9009U, touches down at an undisclosed date and location. The aircraft was retired in 1980 and preserved at Carbondale, Ill., (MDH) by Southern Illinois University. (Photo from the AAHS archives, AAHS-S031226)

Lockheed C-5A Galaxy on final approach to Naval Station Rota, Rota, Spain, on February 9, 2019. (Photo by Miguel Angel Chamorro)





TOP - American Airlines Boeing 737-823(WL), N951AA, in retrograde paint scheme is seen taxiing to the gate in May 2001. (Photo from the AAHS archives, AAHS-S031253)

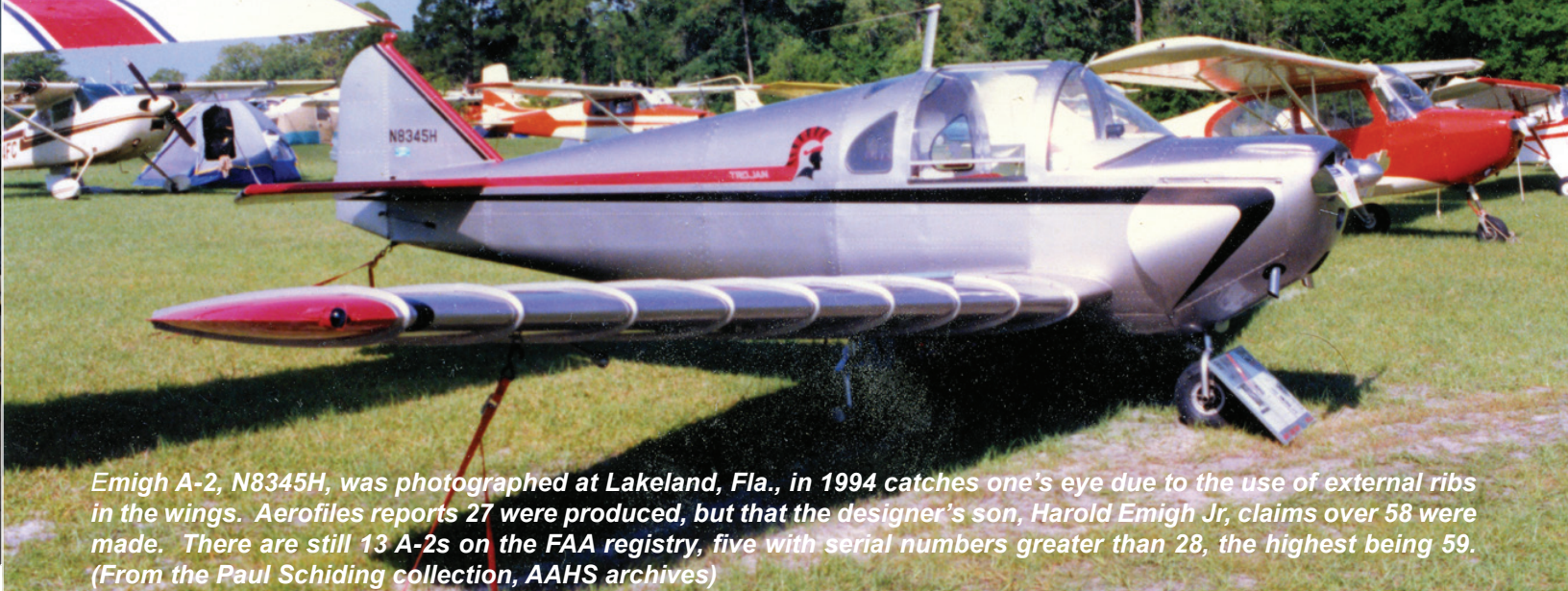
MIDDLE - The prototype Lockheed L-1011 TriStar, N1011, seen during flight testing in October 1972 at Palmdale Airport, California. This design was Lockheed's last commercial aircraft, not counting commercial versions of the C-130. (Photo from the AAHS archives, AAHS-S032004)

RIGHT - A Fairchild 71, N2K, seen at the Watsonville fly-in in June 1971. (From the Dustin W. Carter collection, AAHS-S100019)

LOWER RIGHT - 1935 Pasped W-1 Skylark, NC14919, c/n 1, was photographed at Oshkosh 1984 by W.R. Dickinson. (From the Paul Schiding collection, AAHS archives)



1. One of 11 Lockheed F-104A Starfighter, N812NA, seen at Lemoore, Calif., in June 1982. NASA flew F-104s for 38 years on a variety of missions. (Photo by Raymond Rice from the AAHS archives, AAHS-S031650)
2. Republic F-84F Thunderstreak, 52-7051, taking off on runway 20 at Barnes Air Port, Mass., in February 1971. (Photo by Tom Hildreth)
3. North American F-100D-50NH Super Sabre, 55-2879, of the 1351 TFS/104 TFG of the Massachusetts Air National Guard on May 18, 1974. (Photo by Tom Hildreth)
4. Lockheed C-141A Starlifter, 60-0128, of the 63rd MAW on the ramp at Norton AFB. (Photo from the AAHS archives, AAHS-S031306)
5. Lockheed C-130B, N6541C, bailed over to the Department of Commerce National Oceanic and Atmospheric Administration, was photographed at Bradley Field, Conn., on March 23, 1974. (Photo by Tom Hildreth archives, AAHS-S019709)



Emigh A-2, N8345H, was photographed at Lakeland, Fla., in 1994 catches one's eye due to the use of external ribs in the wings. Aerofiles reports 27 were produced, but that the designer's son, Harold Emigh Jr, claims over 58 were made. There are still 13 A-2s on the FAA registry, five with serial numbers greater than 28, the highest being 59. (From the Paul Schiding collection, AAHS archives)



Butler Blackhawk, NX299N, c/n 111, seen at Lakeland, Fla., April 1985. (Photo from the Paul Schiding collection)



A 1929 Doyle O-2 Oriole, NX9351, c/n A-5, at an undisclosed location and date (possibly the mid-1980s). (Photo from the Paul Schiding collection, AAHS archives)