

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.

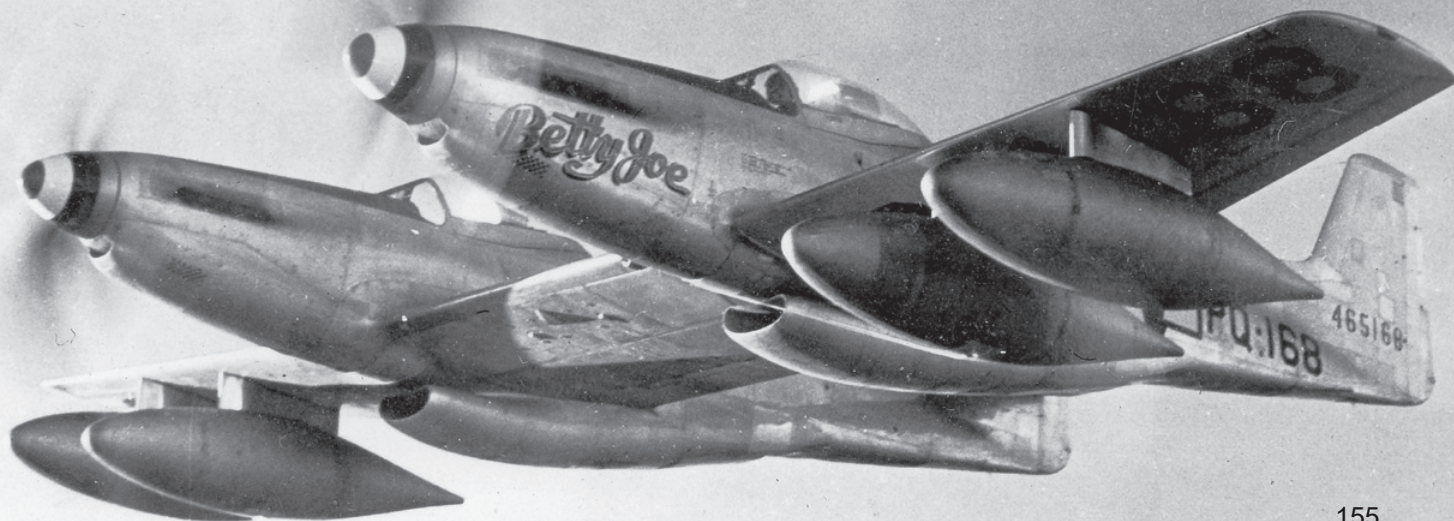
Digital submissions are also acceptable, but please provide high resolution images (>3,000 pixels wide). Please include as much information as possible about the image such as: date, place, msn (manufacturer's serial number), names, etc., plus proper photo credit (it may be from your collection but taken 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.



One of 10 Boeing 377 Stratocruisers operated by Northwest Airlines, N74605, c/n 15951, was delivered in August 1949 and served the airline until 1959. It was sold to Lockheed and ventually ended up with Aero Spacelines. (Photo from the AAHS archives, AAHS-S007149)

North American F-82, Betty Joe, 44-55169, was flown non-stop on February 27-28, 1947, from Honolulu, Hawaii, to New York City, N.Y., covering the 5,051 miles in 14 hours 32 minutes. (USAF Photo from the AAHS archives, AAHS-P0028006)





TOP - Caribair Convair 640, N3417, undergoing repairs following a collapsed nose gear - note propeller. This aircraft is still flying today (2019) as XA-UMI in Mexico. (Photo from the AAHS archives, AAHS-S0339401)

MIDDLE - Washington Airlines Dornier Do-28D-1, N6009C, c/n 4009, taxis at Baltimore International Airport on August 7, 1969. (Stephen Miller photo, AAHS-D010522)

LEFT - Lawrence Tagg captured this image of Antonov AN-124-100M, UR-82008, at the Tucson International Airport in February 2000. (AAHS archives, AAHS-P002809)

LOWER LEFT - Hawaiian Airlines DC-10-10, N133AA, (Ex-American Airlines), seen here on approach to Los Angeles International Airport on an undisclosed date. (Al Hansen photo, AAHS-S008216)



1. Bell P-39Q-5-BE Airacobra, 42-19993, recovered from New Guinea in 1974 and restored for static display as seen here for Santa Monica Museum of Flying (1991-1994). Now in England with The Fighter Collection as G-CEJU. (AAHS archives, AAHS-P002808)
2. Fokker XA-7, seen here is USAAC markings at Wright Field as 30-226. See News & Comments. (USAF photo from the AAHS archives, AAHS-P000004)
3. Vought XF5U-1, BuNo 33958, being prepped for first flight that was never made. (AAHS archives, AAHS-P002810)
4. Another odd-ball. Curtiss XF15C-1, BuNo 01215. This design combined piston and jet power similar to the Ryan FR-1 Fireball. (AAHS archives, AAHS-P002807)
5. Cessna UC-35D, BuNo 166374, of MAW-4 on April 16, 2005, at Andrews AFB. (Stephen Miller photo, AAHS-D010406)





TOP - Lockheed F-104A Starfighter, 56-0756, modified with a tail-mounted booster rocket to become an NF-104A that was flown by Maj. Robert W. Smith to an unofficial world altitude record of 120,800 ft on December 6, 1963. Demo flight photographed at Edwards AFB open day. (From the AAHS archives, AAHS-S031554)

MIDDLE - Maule is well known for its tail draggers, but they have also been producing the M-7-235, represented here in Civil Air Patrol colors, for a number of years. (Stephen Miller photo, AAHS-D010475)

BOTTOM - Of 301 made, almost none survived - a Breese Penguin, 33622, at the Cradle of Aviation Museum. Without brakes or steerable wheels, these non-flying machines were intended to familiarize transitioning pilots with the ground handling characteristics of WWI high-speed fighters. (Frank Strnad photo from the Dustin W. Carter collection, AAHS-S100014)

