

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. Except for the first two photos, this issue takes a different approach by examining the history of three-engine aircraft from the 1920s to current. Space doesn't allow for every variant and we may have missed some, but we believe all the majors are represented. Most of the images come from contributions to the AAHS archives. 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.

Few color photos exist of the Burnelli CBY-3; this 1948 shot is one of those. The New England Air Museum used this photo to develop the paint scheme used during the restoration of the CBY-3. (From the Al Hansen collection, AAHS archives, AAHS-S114031)



On rare occasions the location, weather, time of day and skill of the photographer can produce incredible portraits of aircraft like this Howard DGA-15P, NC52986, c/n 988, owned by Ronald J. Spencer of Germantown, Tennessee. Photographer Robert Burns took the photo on October 17, 2012, at Tula, Tennessee.





TOP - 1927 saw the acquisition by the USAAC of their first trimotor aircraft, the Fokker C-2. The trimotor design offered increased payload at a slightly increased speed. Lt.s Lester Maitland and Albert Hegenberger used their heavily modified C-2 Bird of Paradise to make the first non-stop flight from the West Coast to Hawaii. (Photo from the Gerald Balzer collection, AAHS archives)

MIDDLE - Fokker would introduce the F-7A-3M in 1926 and the larger F-10A in 1927 for commercial carriers. Seen here is General Airlines F-10A, NC394E, at Burbank airport on September 15, 1934. (Photo from the Gerald Balzer collection, AAHS Archives)

BOTTOM - The ubiquitous Ford Tri-Motor arrived on the scene in 1926, ushering in this new trimotor era. Its all metal design would prevail over the wooden Fokkers. Seen here is Royal Typewriter's Ford 4-AT-A, NC3115, Air Truck, delivered October 1, 1927. (Photo from the Gerald Balzer collection, AAHS archives)





1 - One of the also rans was the Zenith Z-12 introduced in 1927, but was never put in production.

2 - Introduced in 1927, the Bach Air Yacht went through several models and served several airlines. The example here is West Coast Air Transport's 3-CT-4 or -5, NC4184. (Gerald Balzer collection, AAHS archives, AAHS-D103043)

3 - Boeing was in the mix as well with their Model 80 in 1928, represented here by Boeing Air Transport's United Air Lines NC7135. (Walt Bohl collection, AAHS archives, AAHS-D020255)

4 - 6 - Stinson was slow getting into the trimotor arena, not introducing their first model, (6) the SM-6000 until 1930. While the early 1930s saw manufacturers turning to all metal, sleek twin-engine designs, Stinson persisted with trimotors. They introduced their (4) Model U in 1932, followed by the (5) Model A in 1934. The Model U shown here, NC12118, originally delivered to American Airways,

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is in Consolidated Airlines colors. (Gerald Balzer collection, AAHS archives) The first production Stinson Model A, NC14141, c/n 9100, was delivered to American Airlines. (Gerald Balzer collection, AAHS archives, AAHS-D103592) The SM-6000, NC11153, is still airworthy and can be seen at air shows in the mid-west - here at the Antique Aircraft Assoc. fly-in, September 2012. (Charles Stewart photo, AAHS archives, AAHS-D020741)

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- 7 - In the early 1960s there was a resurgence in trimotor (or trijets) aircraft. Mainly stemming from operating limitations placed on twin-engine aircraft relating to loss of an engine. This led British Aerospace to develop the BAC HS.121 Trident, while Boeing put together the 727 for the mid-tier market and Douglas and Lockheed moved on the wide-body arena. Better, more reliable and efficient jet engines eventually negated all of these designs. Here we see a Braniff International 727-100 (727-062) towed to a hangar at an undisclosed location. (AAHS archives, AAHS-S100711)
- 8 - McDonnell Douglas DC-10 made its first flight on August 29, 1970, from Long Beach Airport, California. Seen here landing after that flight. Design work had started in the mid-1960s with first deliveries to American Airlines, who introduced it on revenue flights on August 5, 1971. (AAHS archives, AAHS-S000241)
- 9 - The DC-10 would eventually morph into the MD-11, a slightly larger, improved version with a higher gross weight, updated engines, improved wing and modern glass cockpit. Swiss Air was one of the 10 airlines that placed initial order for the MD-11. This particular photo may be a pre-delivery shot as no registration numbers have been applied. (AAHS archives, AAHS-S075870)
- 10 - In a race to fill the same niche, Lockheed developed the L-1011, but eventually lost out to the DC-10. Here we see the prototype at a public unveiling at the Lockheed assembly plant in Palmdale, Calif., prior to its first flight on November 16, 1970. (AAHS archives, AAHS-S032007)



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