

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. 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.

An interesting view of a Martin B-26 Marauder taken at Chino, California in May 1991. The aircraft is N4298J, 40-1464, and is currently at the Fantasy of Flight Museum in Florida. (Al Hansen collection, AAHS-S128466)



The McDonnell Douglas MD-90 prototype, N901DC, c/n 53367, was photographed in November 1996, at Long Beach Airport, California. This super stretch version of the Douglas DC-9 powered by IAE V2500-D5 turbofan engines never really caught on with only 116 being manufactured. (Al Hansen photo, AAHS-S128638)





TOP - This beautifully restored 1927 Ford 4-AT-A, NC1077, c/n 4-AT-10, was photographed at the AAA Fly-in in 2008 by Charles E. "Chuck" Stewart. (AAHS photo archives, AAHS-S127978)

MIDDLE - Hawaiian Airlines acquired this Convair, N5511K, and had it converted to a CV-640 configuration in 1959. It served with the airline until it was sold in 1971. (Al Hansen collection, AAHS-S130605)

BOTTOM - This shot of United Arab Emirates Boeing 747SP-31, A6-SMM, an ex-TWA and American Airlines plane, clearly shows the shortened fuselage of the SP series that resulted in a smoother cross-sectional area rule and reduced transonic drag. This photo was taken in July 1999. (Al Hansen collection, AAHS-S128564)





TOP - McDonnell F-4D-28-MC Phantom II, 65-0704, assigned to the Michigan ANG at the time of this photo in August 1990. Retired to AMARC in April 1993 it also shows up on the civil aircraft registry as N404AV from 1990 to 1996. (Al Hansen collection, AAHS-S128511)

MIDDLE - Jim Bede's BD-10, N2BD, is taxiing out for most likely the start of the Jet Class at the Reno National Air Races in 1994 at Reno Stead Airport. Bob Hoover for years started the Unlimited and Jet Class races from the air and can be seen in the back seat of the BD-10. (Al Hansen photograph, AAHS-S128671)

BOTTOM - McDonnell Douglas F-4E-41-MC, 68-0531, painted in recognition of Capt. Steve Riche's and WSO Capt. Chuck DeBellevue's achieving five aerial victories during the Vietnam conflict. Riche and DeBellevue's victories came flying F-4D models. Photo was taken in May 1997. (Al Hansen collection, AAHS-S128528)





TOP - Boeing 247D, NC13347, c/n 1729, photographed at Oshkosh EAA AirVenture in July 1999. Originally sold to a division of United Air Lines it passed through a number of owner until being acquired and restored by the Museum of Flight in early 1990s, and maintained airworthy until retirement to the Museum of Flight at Boeing Field, Seattle, Washington. (Al Hansen photo, AAHS-S129784)

MIDDLE - Douglas DC-7, N4887C, c/n 45351, seen here as aerial tanker #33 in Palmer, Alaska, in July 2000. This aircraft is now preserved at the Delta Flight Museum, Atlanta, Georgia. (Al Hansen collection, AAHS-S-130511)

BOTTOM - N753JM, Boeing 757-351, c/n 32982, LN 1001, delivered to NWA August 16, 2002, as it taxis for maiden flight February 19, 2002, from Boeing Field. Currently flying with Delta as N581NW. (Al Hansen collection, AAHS-S130544)





1 - The Antique Aircraft Association's (AAA) annual fly-in in Blakesburg, Iowa, affords a unique opportunity to see and photograph antique and classic aircraft operating off a grass airstrip. Here Charles E. "Chuck" Stewart has captured a New Standard D-25A, N7286, c/n 167W, as it taxis in to parking at the 2008 event. (AAHS photo archives, AAHS-S127937)

2 - Waco is this 1928 GXE, NC5852, c/n 1586, photographed on June 17, 1972, at Rochester, N.H., by Paul Trask. (AAHS photo archives, AAHS-S130986)

3 - This Waco UIC Standard Cabin, NC13563, c/n 3817, was photographed by member Jay Miller at Denton, Tex., in July 1979. (AAHS photo archives, AAHS-S130961)

4 - This 1929 Kreutzer K-5 Air Coach, N612A, c/n 102,

started life as a Model K-2 powered by three 65-HP Vellie engines. It has been restored as a K-5 with three 100-HP Kinner engines as seen here at Camarillo Airport, Calif., on May 30, 1990. (Charles Stewart photograph, AAHS-S128049)

5 - Buhl Aircraft only existed for six years (1927-1933), but still managed to make a mark. ATC #1 was issued to a Buhl aircraft and several Buhl Air Sedans were used to set records including the first coast-to-coast-to coast non-stop flight. A Buhl Air Sedan was also used to test the Packard diesel radial engine. This is the beautifully restored Buhl CA-3E Air Sedan, NC8451, c/n 57, seen taxiing at Oshkosh EAA AirVenture in the early 2000s. (Al Hansen photo, AAHS-S129235)

