

NEWS & COMMENTS FROM OUR MEMBERS

Forum of Flight, Vol. 66, No. 2, Summer 2021



The above Forum of Flight photo and caption generated a number of responses from AAHS member Tom Imrich and Boeing historians Leon Roberts and Bob Bogash.

According to them, the photo shows the Boeing 757 at the southern end of Runway 13-31 at Boeing Field, Seattle, Washington. As 757s were built in Renton, this could not have been the maiden flight, since it appears to be entering the runway for takeoff, or as reported by these individuals, it was not uncommon for 757s to be flown to Boeing Field from Renton and then immediately performing a refused takeoff (RTO).

One very minor editorial note

The Caption "...as it taxi's for its maiden flight..." is likely not correct. As best as I know, all the B757s were built at Renton, and all did their first flight takeoffs out of Renton (I was fortunate to have been able to watch NA001's first flight in person).

However, some B757s did do their first landings back at Boeing Field (KBFI), (e.g., early test flight program jets), unless this is a photo of a subsequent production flight, where the first landing would typically have been at Grant County International Airport (KMWH), or Paine Field (KPAE), on the way to that flight's final landing at KBFI, usually followed by a Refused TakeOff (RTO), before a B flight completion.

Keep up the great work at AAHS!!!

All the Best,
Tom Imrich

The airplane is unpainted and is (probably) using a Boeing registration "N" number. It will get its airline registration number painted on later. The unpainted status indicates that this is probably the first flight out of the factory in Renton. After paint, an additional production test flight is required.

It is likely . . . that the airplane is taking the runway to perform a test of the RTO (Refused TakeOff) braking function in the automatic brake system (Autobrakes).

If true, it has just completed its initial flight from the factory, the Boeing first flight which is called a B-1.

It is in fact one of the last 757 airplanes to be made.

Leon Roberts

All 757s flew out of Renton first. All Renton first flights I've ever seen (going back to 707 - I have many pix) involved an RTO; usually RTO to the south, 180 on the runway, and T/O to the North (there have been some first flights to the south however.) The RTOs are sort of a last chance test of the brakes and reversers.

For same reason, all Renton take-offs involve gear retraction followed by immediate gear extension, followed by another retraction. Idea is that if there is a problem with gear extension, best find out right away, with enough fuel and time to try to work the problem, rather than at the end of the flight. Typical first landings were at KMWH, sometimes touch and go, sometimes land and taxi-back, usually after airwork that is usually routed Tatoosh, Astoria, Pendleton, then KMWH. Often several MWH landings or low approaches were made, usually involving an Auto-Approach and/or Auto-Land. Renton airplanes wind up at KBFI; KPAE airplanes return to KPAE.

Bob Bogash

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The photos of the "Mayer" flying boat depict the Cox-Klemin CK-1. Constructed in 1921, Prof. Alexander Klein was associated with Mr. Casper Peter Mayer of Bridgeville, Pa., (*Aviation*, March 21, 1921, p 376., "New Aviation Pioneer."). Details of the CK-1 can be found on *Aerofiles*, and a three-view drawing was published in the 1922 *Aircraft Yearbook*. It was powered by two Isotta-Fraschini Asso engines of 275 hp. The span was 58' 10"; length 48' 8". Vmax. was 117 mph, with a Vmin. of 50 mph. It is presumed to have never flown.

Mayer filed suit against Cox-Klemin for non-delivery of the aircraft in March 1926 in the amount of \$10,000, which was settled for \$5,000, at the time Cox-Klemin was in bankruptcy.

Casper Peter Mayer (August 1, 1859 - January 4, 1934) was a noted industrialist, and businessman, who founded the first airfield in Western Pennsylvania in 1919 (*Aviation*, states Oct. 1920). There was Field No.1 and No.2. Mayer Field lasted until 1954, when it was acquired to become a shopping center (*Abandoned and Forgotten Airfields*).

Sincerely,
Wesley R. Smith