

FORUM OF FLIGHT

This issue of the Forum focuses on the National Air Races at Reno, Nev., with the images from the AAHS archives donated from various members of the Society. These span from 1974 to 2013 (limited by available space) and represent a small sample of the collection.

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, with older images 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 483, Riverside, CA 92502-0483. 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.

Highly modified Yakovlev Yak-11 Mr. Awesome, N134JK (registration of N190JF also reported) made a single appearance at the National Races in 1989. It failed to qualify, but may have inspired similar adaptations. (Photo by Al Hansen)



Lyle Shelton's modified Grumman F8F-2 Rare Bear, N777L, was a perennial favorite for years in the unlimited class. Seen here at the 1990 Races where it was the Gold race winner. (Photo by Al Hansen)

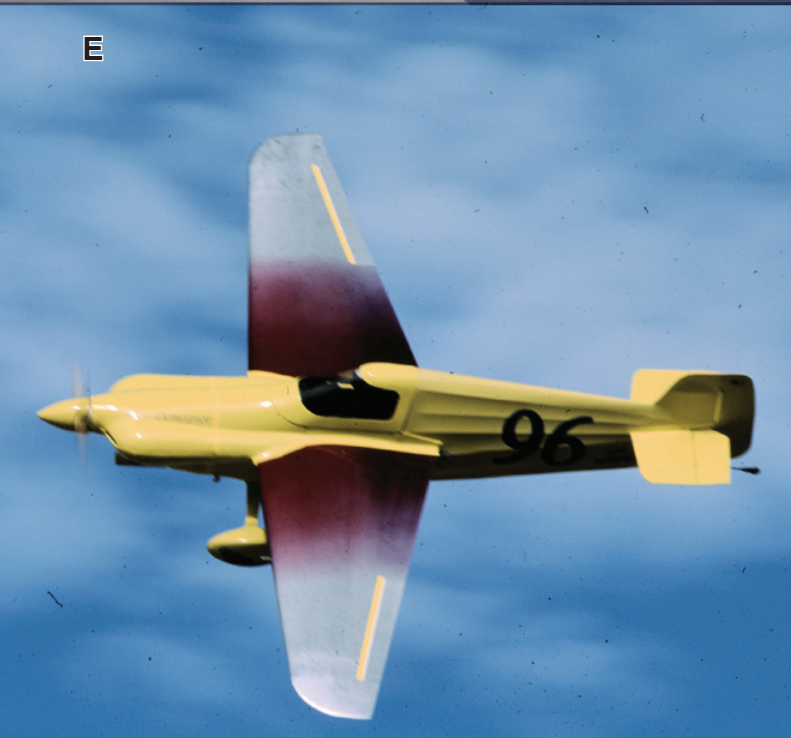




- A. Pitts biplanes, "stock" or modified, dominate the biplane class, here we see Norman Way's Pltts S-1s, N27NC, Magic, that took a respectable 2nd place 18 mph behind Aberle's Phantom in the Gold 2009 race. (Photo by Charles Stewart)
- B. Another racing Pitts; Jim Smith's Pitts S-LHN, N2968G, Humm Baby, placed 7th in the Gold 2007 race. (Photo by Bruce Cunningham)
- C. Burt Rutan developed the Model 65 biplane racer that competed for a number years. See here at the 1983 races, it crashed, the pilot had minor injuries; the plane pieces were subsequently glued back together, and it now resides in the EAA museum. (Photo by Al Hansen)
- D. Mahoney Sorceress, N89TT, raced in the biplane class from 1970 to 1983, taking eight 1st place trophies. Seen here at Merced in 1974. (Photo by Jay Miller from Al Hansen collection)
- E. Its design possibly flunced by the Sorceress, John Aberle's Modified Mong Sport Phantom took first place in the biplane class from 2003 to 2017 with the exception of 2001, 2020 (no races held) with one DNR, DNS and one no entry years. He was generally 30 mph faster than the next racer. (Photo by Charles Stewart)



- A** - John Sharp's DR-90, N18JS, Nemesis dominated Formula One racing from 1991 to 1999 winning 47 of its 50 contests during its career. Photographed at Oshkosh in August 1986. (Photo by Al Hansen)
- B** - Karl Bremer's Cassutt Sport, N48KJ, at the 1983 races. (Photo by Al Hansen)
- C** - Williams W-17 Stringer, N21X, was built in 1970 and raced at Reno from 1971 to 1991. From 1984 to 1998 was flown by Deke Slayton. Seen here at the 1984 races. (Photo by Al Hansen)
- D** - Miller JM-2/JM-101 Special Texas Gem was an unconventional Formula One racer that competed in the late 1970s and early 1980s. Another example raced until the late 1990s. (Photo by Al Hansen)
- E** - Matt Conklin's Cassutt IIIM, on course during the 2013 Formula One races. (Photo by Gerry Liang)
- F** - Another Cassutt IIIM Scarlet Screamer, N135R, raced by Gary Davis in the 2007 races. (Photo by Bruce Cunningham)
- G** - David Hoover flying an Arnold AR-6 Endeavor, N616DH, took the Gold in the 2007 Formula One races. (Photo by Bruce Cunningham)





- A** - The North American T-6/SNJ has been a part of the National Air Races since they were reinstated in 1947. (2010 photo by Charles Stewart)
- B** - Keith McMann flew this Harvard Mk.IV to a 6th place finish in the Silver 2010 races. (Photo by Charles Stewart)
- C** - Jim Good flying North American SNJ-5 Wyoming Wildcatter, N41BT, #77, finished 5th in the Gold race at the 1995 races. (Photo by Al Hansen)
- D** - Lee Oman piloted this T-6G Undecided to a 1st place Silver trophy win in the 2010 races. (Photo by Charles Stewart)
- E** - A gaggle of T-6/SNJs race to the first pylon in one of the 2009 class races. (Photo by Charles Stewart)
- F** - Racing in the T-6 class is always close because the planes are so evenly matched as seen here in a 2009 race. (Photo by Charles Stewart)



The Jet Class is dominated by Aero L-29s and L-39s, but a few other types do compete.

A - Pete Zaccagnino's Aero L-29 Delfin Just Lucky, won the Jet Gold race in 2013. (Photo by Gerry Liang)

B - Cliff Magee campaigned this Aero L-39 Albatros from 2004 to 2013 before turning the controls over to others. Seen here at the 2010 races. (Photo by Charles Stewart)

C - Thom Richard flying a PZL TS-11 Iskra was one of several of this type to compete in the Jet Class. (2010 photo by Charles Stewart)

D - John Kokshoor first raced this Aero L-29C Delfin at the 2010 races. (Photo by Charles Stewart)

E - Pierre Wildman raced this deHavilland DH115 Vampire seen here at the 2009 races. (Photo by Charles Stewart)

F - Heather Penney took 1st in the Silver 2010 race in this Aero L-29 Delfin. (Photo by Charles Stewart)

G - Mark Pracy placed 7th in the Gold 2013 jet class in this Aero L-39C Albatros. (Photo by Gerry Liang)





A - Modified Hawker Sea Furies such as Critical Mass, #10, photographed at the 1996 race have been popular and highly competitive over the years. (Photo by Al Hansen)

B - Aviation Engineering & Development's Tsunami was an attempt to develop a purpose built unlimited racer, seen here at the 1986 races. (Photo by Al Hansen)

C - Another attempt to develop an unlimited racer from scratch; the Scaled Composites 158-8 Pond Racer taxis out for a run at the 1991 races. (Photo by Al Hansen)

D - Lyle Shelton's Grumman F8F-2, N777L, #77, was a perennial competitor appearing in a number of different paint schemes. (Photo by Al Hansen at the 1990 races)

E - Dwight Riemer's Douglas B-26B Cotton Ginny, qualifying time was too slow to make the 1979 unlimited field, but managed to race as others fell out with mechanical troubles. (Photo by Bruce Cunningham)

F - Jimmy Leeward's North American P-51 Galloping Ghost, at the 2010 Reno Races. (Photo by Charles Stewart)

G - Over a 32 year period (1985 to 2017) North American P-51, Strega was win 11 Gold unlimited races, seen here at the 2009 races. (Photo by Charles Stewart)

