

FORUM of FLIGHT

This issue of the Forum focuses on uncataloged images from the AAHS archives donated from various members of the Society. These images, and thousands more, are targeted for processing in AAHSPlaneSpotter where volunteers assist in cataloging them. Interested in helping? Go to www.AAHSPlaneSpotter.com and check the system out.

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).

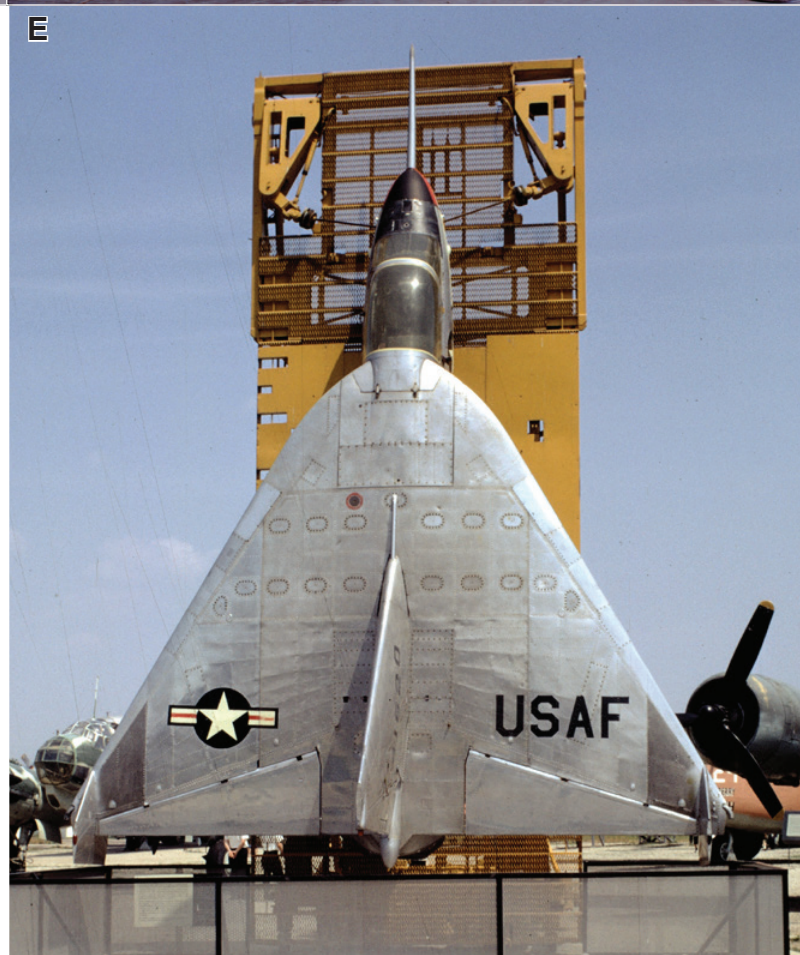
Send submissions to the Editorial Committee marked "Forum of Flight," P.O. Box 483, Riverside, CA 92502-0483. Mark any material to be returned: "Return to (your name and complete address)." Or you may wish to have your material added to the AAHS photo archives.

The prototype Lockheed Model L-329 Jetstar, N329J, c/n 1001, seen at an Edwards AFB open house. It was Kelly Johnson's personal transport for a period of time (AAHS-S140071)



American Airlines BAC 1-11-400, N5024, was one of 30 operated by the airline. This particular plane served American Airlines from 1966 to 1970. (AAHS-S140559)





- A. One of two Ryan XV-5A (VZ-11-RY) Vertifans, 62-4506, survived even though it crashed in 1966. Now on display at the U.S. Army Aviation Museum, Fort Rucker, Alabama. (AAHS-S150290)
- B. Martin Marietta X-24B, 66-13551, on display at an Edwards AFB open house. (AAHS-S153425)
- C. Bell XV-15, N703NA, in NASA colors at an Edwards AFB open house. (AAHS-S142042)
- D. Northrop HL-10, NASA 804, has ties to both the Space Shuttle research in lifting bodies and the TV series The Six-Million Dollar Man. (AAHS-S153431)
- E. Ryan X-13 Vertijet, 54-1620, on its transportable landing platform trailer at an Edwards AFB open house. This "diminutive" aircraft had only a 21 ft wingspan. This plane and its landing/tranporter system is now on display at the NMUSAF. (AAHS-S150494)



A



B

A - United Airlines Boeing 377-10-34 Stratocruiser, N31225. (AAHS-S151120)

B - Washington Airlines Dornier Do.28D-1, N6009C in a photograph taken between 1968 and 1971. (AAHS-S150732)

C - Braniff Airways Convair 340-32, N3418, being serviced. (AAHS-S153533)

D - Western Airlines Lockheed L-188 Electra, N7135C. (AAHS-S153519)

E - Trans World Airways Lockheed L-1011 Tristar, N11003, s/n 193B-1015. (AAHS-S153789)



C



D



E



A

A North American XA2J-1 Super Savage, BuNo 124439, in flight over Edwards AFB. (AAHS-S150580)

B The second of two Republic XF-84H "Thunderscreech", 51-17060, experimental prototypes to test high speed propeller-driven flight. Never quite lived up to the task. (AAHS-S150596)

C Rockwell B-1A, 74-0158, s/n 001, at an Edwards AFB open house in the 1970s. (AAHS-S140335)

D North American XB-70A-2-NA Valkyrie, 62-0207, performs a flyby during an Edwards AFB open house in 1965. This ship was destroyed in a June 8, 1966, mid-air collision. (AAHS-S142962)



B



C



D



A

A - Arrow Aircraft Corp. Sport F, N18018, c/n 31, at possibly an Edwards AFB open house. (AAHS-S150826)

B - Columbia XJL-1 prototype, BuNo 31399, N42RW, undergoing servicing at McClelland Palomar airport. Currently owned by the Yanks Air Museum, Chino, Calif. (AAHS-S151118)

C - This one-off Spectrum Aircraft Corp. SA-550, N15SA, was a mid-1980s conversion of a Cessna 337 to a single-engine turboprop configuration. (AAHS-S140436)

D - A rare bird is this Paramount Aircraft Corp. Cabinaire 165, NC17M, s/n 7. (AAHS-S165663)

E - Learjet 24A, N1965L, c/n 24-012, in the mid-1970s. Once owned by Clay Lacy and now in the care of the Seattle Museum of Flight. (AAHS-S160041)



B



C



D



E