



*RARE KODACHROMES OF SURPLUS MILITARY AIRCRAFT BEFORE THE ADVENT OF MULTI-MILLION DOLLAR RESTORATIONS*



Probably one of the least attractive paint schemes applied to a civilian Mustang, N35N last saw military service with the Royal Canadian Air Force as RCAF 9255. After serving with No. 424 (Auxiliary) Squadron, it was sold surplus as N6318T but quickly became N35N. The aircraft was at the first-ever Reno race in 1964 (wearing an equally hideous mint green scheme). Acquired by engine builder Jack Hovey, the plane was raced in stock configuration at numerous Reno events. The N# was eventually changed to N3580 and the plane was finished in RAF markings. The Mustang has been in storage for many years at Lone, California, and the registration was cancelled in 2022.



One of the stranger sights to greet visitors to The Air Museum at Ontario, California, during the 1960s was this Curtiss Warhawk decked out in a racing scheme. As with some surviving P-40s, this aircraft has a curious history. It was built as P-40N 44-7619 and after the war it was given by the government to the Chowchilla Union High School in the central California town of the same name. We have not been able to find a photo of the fighter while at the school where it would have been used as either a memorial or teaching aid. As with many such former warplanes, no maintenance was done on the Warhawk and by 1950 it was displayed in a Chowchilla used car lot. It was then acquired by Avia-Union in 1952 and this company did some work on Allison engines. One proviso of these government-supplied aircraft was that they could not be sold so the plane acquired the identity of N1251N, a crashed P-40E, in order to escape the attention of the Feds. The aircraft sat in the open at Fullerton Airport in southern California where some work was done on the airframe. Apparently, a second seat was added while a surplus jet canopy was added to the airframe. Many people speculated that the aircraft was going to be a racer but it wasn't. It seems that the owner just wanted a P-40 with a very streamlined canopy. It never flew but Ed Maloney was always checking out the airports in southern California with the idea of acquiring more aircraft for his fledgling The Air Museum. In 1959, he obtained the P-40N and put it on display at TAM's new location at Ontario Airport. As can be seen, the Warhawk acquired a "race" scheme and sat parked next to an Atlas rocket. Already having several P-40s, Ed sold the plane to Baron Volkmer of Dallas, Texas. Volkmer was a brief rising star in the new Warbird Movement but the plane was soon transferred to Frank Sanders. Frank obtained a hangar at Long Beach and restored the aircraft for new owner Sue Parish. Making its first flight as N222SU, the P-40N was painted a bright pink color with military markings. Sue, a former WASP, flew the aircraft at numerous airshows. She passed in 2006 and the Warhawk is now hanging from the ceiling of the Kalamazoo Aviation History Museum.

Enjoying a bit of weekend flying during the early 1950s in surplus Boeing Stearman N2S-3 BuNo 07643 N5404N. While in Navy service, the Kaydet was substantially damaged at Lambert Field in St. Louis during 1943 but repaired. Eventually sold surplus as N5404N, the aircraft is interesting because it has the long fuselage rails that meant at one time a full canopy had been installed, much like those on RCAF aircraft. On 12 August 1972, it was again heavily damaged in a ground-loop at Chicagoland Airport, Wheeling, Illinois. Once again rebuilt (minus the fuselage rails), the plane is currently active.

