

FRIDAY NIGHT OLDIES



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SURPLUS MILITARY AIRCRAFT WERE SUBJECTED TO NUMEROUS MODIFICATIONS AND COLOR SCHEMES PRIOR TO BECOMING VALUED — AND EXPENSIVE — COLLECTOR ITEMS. IN THIS SEGMENT, WE PRESENT A VARIETY OF UNSUAL AND INTERESTING AIRCRAFT

One of the most colorful Reno Unlimiteds was Vought Corsair F4U-4 BuNo 97259/ N6667. It was originally purchased surplus from NAF Litchfield Park in the late 1950s by Bob Bean who hoped to sell numerous Corsairs to Latin American air forces. Registered N3782A, the plane sat in the open until 1965 when it was obtained by fire-bomber pilot Gene Akers and rebuilt into flying condition as N6667. It originally raced as Race 100 and then Race 22, wearing this attractive metallic green and gold paint scheme and the name *Lancer Two*. By the early 1970s, it had been returned to a Navy-style scheme and was purchased by collector Connie Edwards. In turn, Connie donated it to the EAA Museum where it was re-restored in 1993 and placed on display where it remains today.



Vought F4U-4 BuNo 96918 is an intriguing relic from the Korean War. Operating from the USS *Boxer* with VF-33 against communist ground targets, the Corsair was hit by anti-aircraft fire and crashed. The pilot bailed out and the Navy launched an extensive SAR mission but could not find him. The remains of the plane are on display at the Victorious Fatherland Liberation War Museum in Pyongyang.

Bell P-39Q N9284 parked in front of the Pylon-Air hangar at Long Beach Airport before its one and only post-restoration flight. Built as USAAF 42-20869, the aircraft became the famed *Cobra II* NX9284/ Race 84 at the Cleveland Air Races. With the end of those races, there was little interest during the 1950s in something like the Alracobra. In 1960, it was discovered damaged in a hangar at Weir Cook Airport in Indiana and saved by Ed Maloney for his new The Air Museum in Claremont, California. In 1967, it was purchased from Ed by young race enthusiast Michael Carroll and rebuilt as *Cobra III*. It crashed on its first flight on 10 August 1968. Carroll jumped from the plane but his parachute did not open. Some pieces of the wreck still exist.

