

RECORD-BREAKING ATTENDANCE of 289,880 spectators indicated that the 1955 National Aircraft Show over Labor Day weekend was an unqualified success. Held for the first time at Philadelphia, the show was sparked by the performance of the F-101 Voodoo, F-2H-2 Banshees and F2H-4 Banshees. The show emphasized the progress of America's air strength and was in the nature of a "report to the taxpayer" in that all Air Force static aircraft exhibits carried price tags. All flying exhibitions came through with a perfect safety record. The annual event was previously held in Cleveland, being moved in more recent years to Dayton.



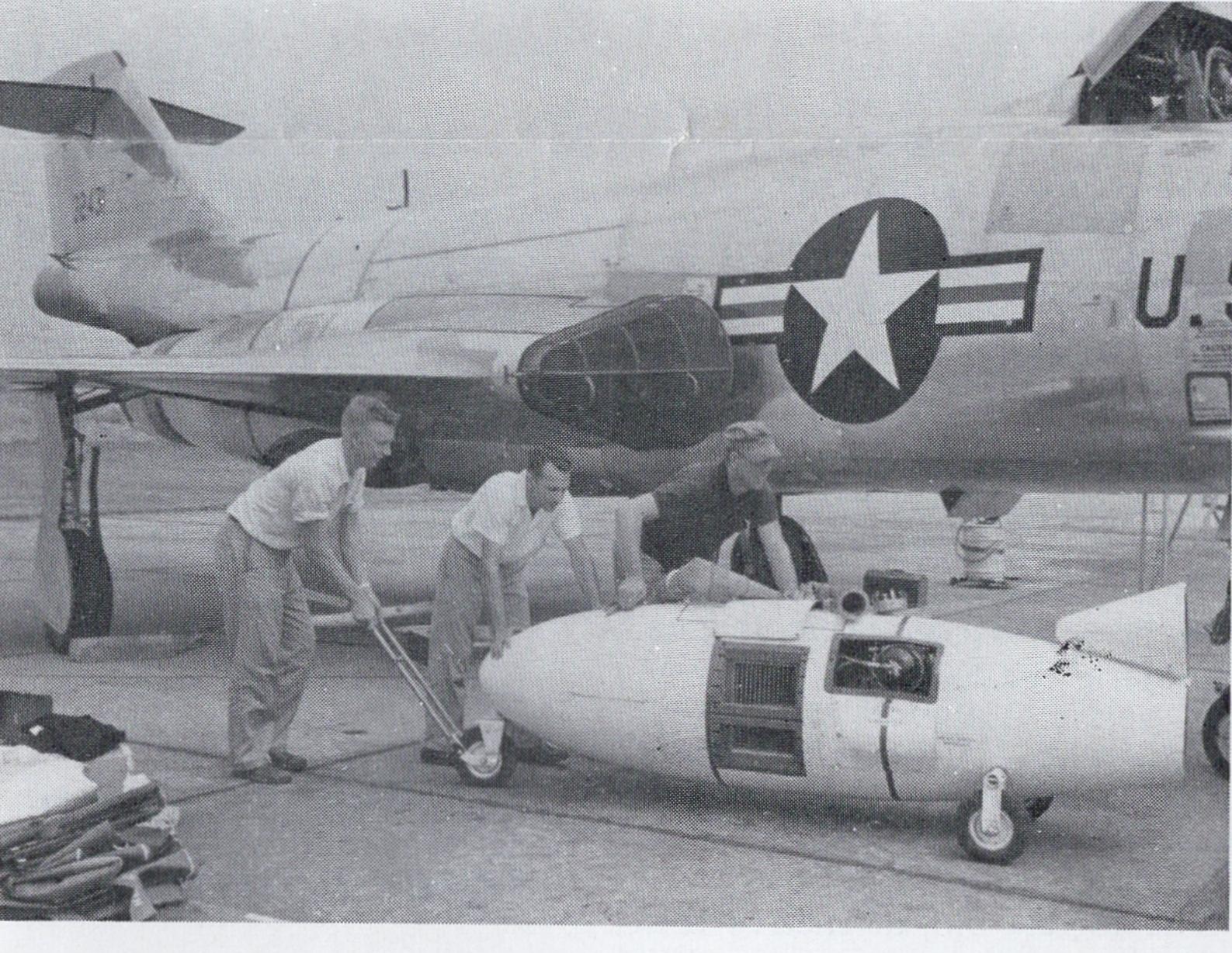
MORE BANSHEES, piloted by Marines of VMF-533, kept action going on the flight deck of the Ticonderoga. The squadron, commanded by Lt. Colonel D. T. Rohrbacher, launched eight of the sixteen Banshees which participated. Visible from the stands during launching, the M.A.C.-built fighters provided an additional thrill by making arrested landings right in front of the crowd, using the field's arresting gear.



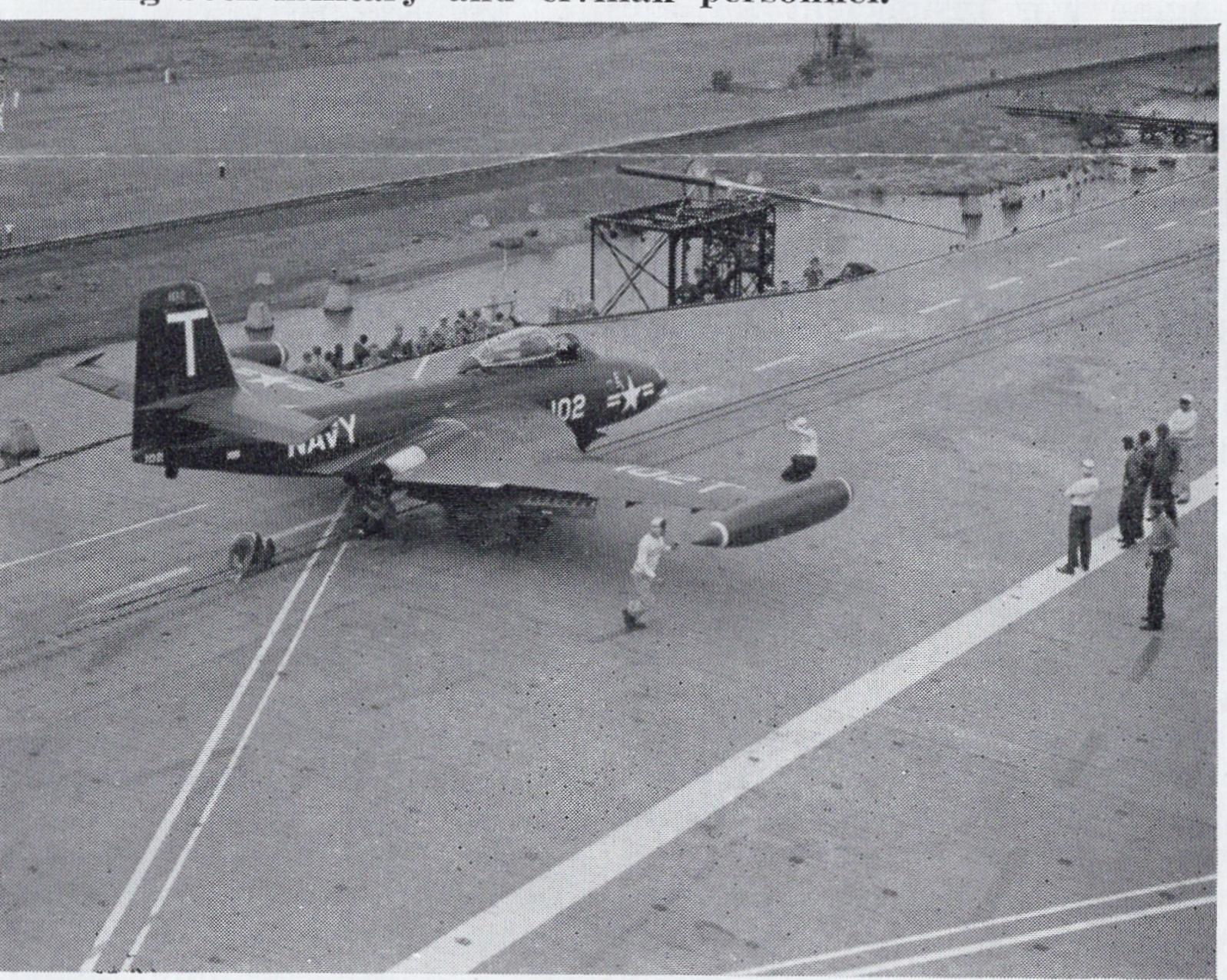
IN THERE PITCHING was the M.A.C. crew which put in long hours of effort "above and beyond the call of duty" to see that the Voodoo was ready. From left are: Bill Meier, mechanic; Bob DeMarco, AiResearch representative; George Keevin, inspector; James Hartman, field service representative; Major A. A. Julian, pilot of the F-101; Bill Manshardt, mechanic; George Bell, mechanic; Deloit Swindell, mechanic; and Bill Houck, mechanic. First public appearance of the F-101 aroused widespread interest among both military and civilian personnel.



PILOT of the Voodoo, Major A. A. Julian, was all smiles as he waited to take the most powerful fighter in the world "upstairs." Project Officer at Edwards Air Force Base, Major Julian was well pleased with the F-101 performance.



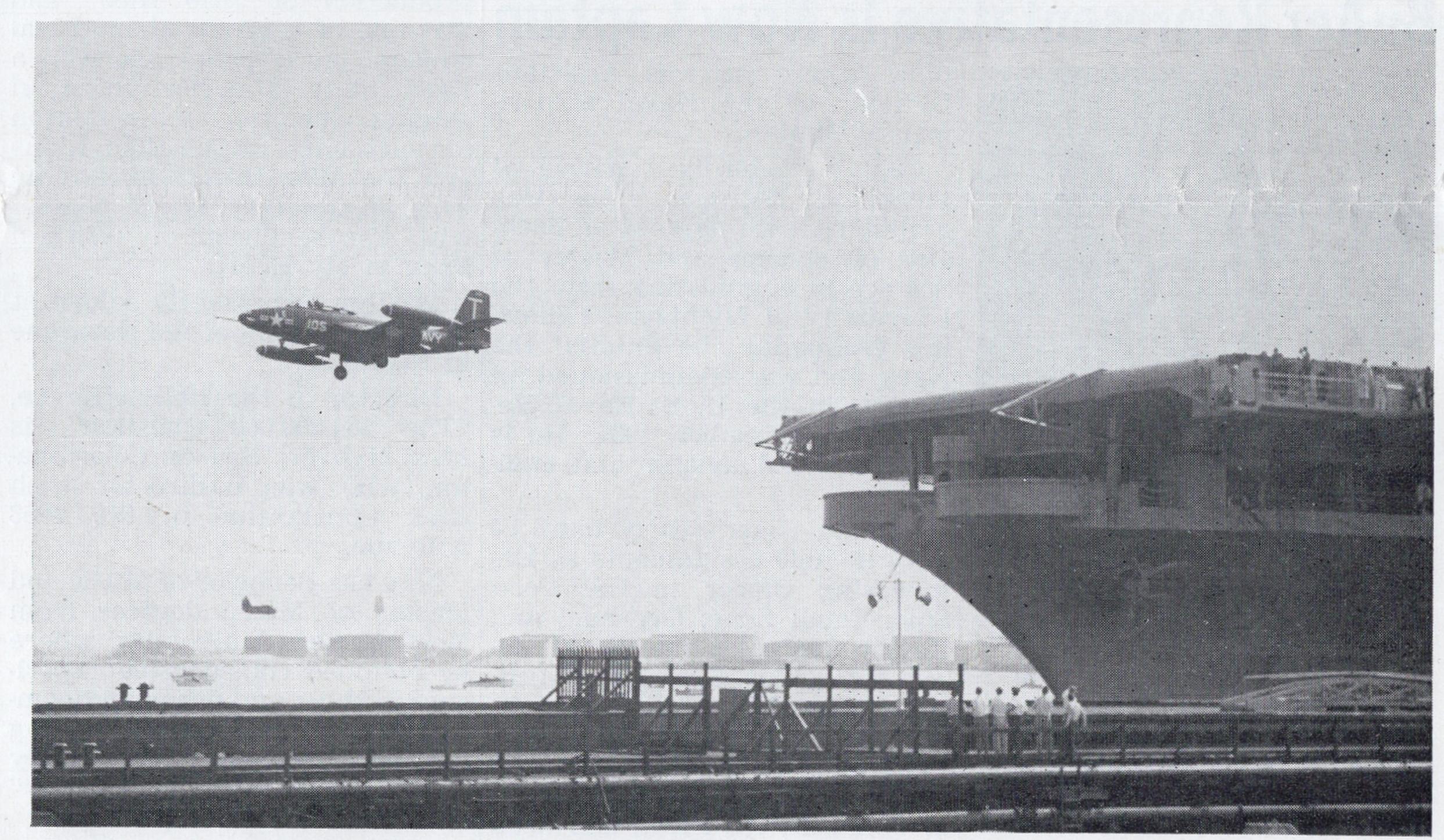
STARTER POD, borrowed from the Demon, performed flawlessly on F-101 starts under the handling of (from left): Bill Meier, Deloit Swindell and Bill Houck, M.A.C. mechanics. Although weather canceled Air Force flights the first day, the Voodoo made two flights on each of the successive days. M.A.C.'s supersonic fighter came over just 100 feet off the deck, making afterburner climbs to 10,000 feet.



NAVY BANSHEES of VF-101 from Cecil Field, skippered by Lt. Comdr. Harry Weldon, were launched from the carrier Ticonderoga which was anchored in the Delaware River adjacent to the field. A total of 28,000 people swarmed aboard to inspect the carrier; additional thousands observed the launchings from more distant vantage points. This year marked the first participation by the Navy in a National Aircraft Show.



CROWDED FLIGHT DECK of the Ticonderoga, with Marine Banshees in foreground, gave visiting crowds opportunity to 'browse." Elevator which hoists aircraft from below is seen at left. Only mishap occurred when an afterburner blast from a Cutlass burned photographers covering the launchings. M.A.C.'s photographer, Bill Schmidt, suffering only singed ears, was heard to remark: "I don't know about performance in the air but that Cutlass is certainly the hottest thing on the deck!



"KICK IN THE PANTS WITH A LEAD BOOT" is the traditional pilots' description of a carrier launch. This Navy Banshee was caught in mid-air immediately after being shot from the deck by the new steam catapult. The "cat" develops enough power to hurl an automobile one mile straight up! As carriers normally use a forward speed of about 25 knots to aid the fighters in becoming airborne, the anchored launches required considerably more initial thrust—a tribute to the rugged construction of the Banshee. Seen low in the background is a "chopper", or helicopter, standing by for any emergency that might develop.