



# Program

**Twelfth Annual Convention  
Windsor Locks, Connecticut  
October 13 - 16, 2015**

# Welcome to the Twelfth Annual AEHS Convention!

The AEHS/SARH 2015 Convention, a joint event between the Aircraft Engine Historical Society and the Society of Air Racing Historians, will celebrate the history of air racing and the restoration of Anson Johnson's Thompson Trophy winning P-51D N13Y by the New England Air Museum.

In addition to presentations by both organizations, the convention will feature tours of the Pratt & Whitney Engine Museum and the New England Air Museum. The NEAM collection features several racing aircraft, including Johnson's N13Y, Granville Brothers (GB) R-1 "Sportster" replica, Laird LC-DW 300 "Solution", Lazor-Rautenstrauch LR-1A "Nick's Special", and Marcoux-Bromberg R-3 "Special".

## SCHEDULE OF EVENTS

### **Tuesday October 13 (DoubleTree Mountain Laurel A)**

1300 to 1700 Registration with badge and program distribution  
1800 to 2200 Reception with light hors d'oeuvres plus a cash bar

### **Wednesday October 14 (DoubleTree Charter Oak)**

0800 to 0830 Introduction: Kim McCutcheon  
0830 to 1000 Presentation: Larry Rinek - Menasco Aircraft Engines and Their Air Racing Heritage  
1000 to 1130 Presentation: Fred van der Horst - Hispano-Suiza A - Z  
1130 to 1300 Lunch provided by the AEHS  
1300 to 1500 Presentation: Tim Weinschenker and Joe Stamm - Unlimited Class Air Racing in the 1940s: A History of People and Technology  
1500 to 1700 Presentation: Kim McCutcheon and Randy Huff - The Genesis of American Air-Cooled Fixed Radials

Dinner on your own

### **Thursday October 15**

0830 to 0930 Travel to Pratt & Whitney via private automobile, pose for group picture  
0930 to 1100 Visit Pratt & Whitney Pratt & Whitney Museum  
1100 to 1300 Lunch on your own  
1300 to 1700 Visit Customer Training Center; Return to DoubleTree Bradley

Dinner on Your Own

### **1900 to 2200 (DoubleTree Mountain Laurel A)**

Presentation: Kevin Cameron - Aspects of the R-3350/B-29 Experience  
Video: Those Incredible Gee Bees

### **Friday October 16**

0930 to 1000 Travel to New England Air Museum via Private Automobile  
1000 to 1700 Tour the New England Air Museum; Lunch on Your Own  
1700 to 1730 Return to DoubleTree Bradley  
1800 to 2200 **(DoubleTree Mountain Laurel A)**  
Banquet Buffet  
After dinner speaker: Tony Vasko - Engines from a Maintenance Mechanic's Perspective

## Presenters' Biographical Sketches

**Larry Rinek** is a Senior Technology Consultant, TechVision Division at Frost & Sullivan in Mountain View, California. He is a recognized aviation historian and frequent speaker with a number of aero publications to his credit. Larry was a USAF officer, a former student pilot (Piper J-3C Cub), a trained engineer, and veteran of the U.S. aerospace industry. He is an active member the AIAA and SAE technical societies, as well as the American Aviation Historical Society (AAHS), Wings of History (WOH), Society for Aviation History (SAH), and is a charter member of the Aircraft Engine Historical Society (AEHS). Larry also contributes to a number of aviation museums. He earned a BS in Industrial Engineering plus an MBA in Marketing, both from UCLA, and has over 35 years of business and technology consulting experience. In addition, Larry has been a guest lecturer in aero engineering (with a historical technical lessons-learned perspective), for seven universities since 2000.

**Fred van der Horst** was trained as a physician and ran a hospital in Tanzania for two years before becoming a radiologist in 1979. He specialized in breast cancer screening and retired in 2005. From age seven Fred had an interest in aviation, and later in the military history of WWII. He flew gliders in the 1990s and was trained to be a glider (maintenance) mechanic. It has become increasingly clear to him that availability of high performance engines was and still is a determining factor in the outcome of military conflicts. This has led to in-depth study of aircraft engine history, some of which resulted in presentations at previous AEHS Conventions. Fred resides with his wife in Hoevelaken, the Netherlands.

**Tim Weinschenker** has been the President of the Society of Air Racing Historians since taking over from Society Founder Don Berliner in May of 2012. A graduate Mechanical Engineer from the University of Pittsburgh, he has spent his entire professional career working through a wide range of positions at the Great Lakes Works facility of the United States Steel. Starting in operations, he is currently a Specialist in Reliability Engineering of Plant Utilities systems including steam-driven blast furnace turbo blowers. His father sparked his interest in aviation and air racing at a very young age. His interest in air racing was secured when he watched the 1967 Reno Air Races on ABC's *Wide World of Sports* and was totally captivated by Darryl Greenamyer and his highly modified Grumman Bearcat. Since that time he has vigorously pursued the documentation of air racing history through both the written word and as a photographer. He writes for *Air Classics* magazine and has had some of his photos published in air racing books and other publications. He currently resides in Trenton, Michigan with his wife Karen and is blessed with four grown children and two grandchildren.

**Joe A. Stamm** lives in Chagrin Falls, Ohio. He is a retired international oil company executive. Joe has been a private pilot since 1982 and has logged over 1500 hours in his 1943 Stearman N2S-4 as well as extensive aerobatic time in a Super Decathlon. Joe co-produced four CDs covering various eras of the 1929-1949 Air Races. He is currently a Board member of the SARH and editor of their e-newsletter. Some of Joe's other interests include aviation history, beekeeping and genealogy.

**Kim McCutcheon** has been involved with aviation for nearly 50 years. He started flying with the Civil Air Patrol at the age of 13 and paid for part of his college education with jobs in aviation. His computer career was spent developing data acquisition, machine control, communication and database applications for academia, medicine, industry and government. Kim retired from his real job in 1993 but soon lapsed back into old aviation habits. In 1995, he founded an aircraft maintenance organization. Shortly thereafter he began researching and writing about aircraft engines. Kim holds Commercial Pilot, Flight Instructor and Mechanic Certificates. He is President of the AEHS, and has authored numerous articles and two books on aircraft engines.

**Randy Huff** has spent 30 years in manufacturing, mostly in the Aerospace and Defense industries. He has been involved in part processing, 3D CAD modeling, as well as CNC lathe and machining center programming, set-up and operation. Randy began 3D CAD modeling around 1990. In the past five years, Randy has developed a passion for all types of aircraft engines. He started creating scale CAD model engines for R/C plane enthusiasts and having them 3D printed to produce dummy engines for the R/C models. He has recently become involved in 3D models of several historic aircraft engines.

**Kevin Cameron** was educated at Harvard University and is probably best known as a motorcycle journalist. He has been the technical editor of *Cycle World* for many years where he enjoys an enthusiastic following. Kevin is renowned for his clear, simple explanations of complex technical issues. He has also been fascinated with aviation technology for more than fifty years, and has been a regular contributor to AEHS publications. His study of the Wright R-3350 engine as used in Boeing B-29s has led to astonishing insights into that weapon system's operational history. Kevin has authored three books, and has been a prolific contributor to motorcycle and sports car publications.

**Tony Vasko** is from New York City where he graduated from the Academy of Aeronautics as an FAA licensed Airframe and Powerplant Mechanic. From 1954 he worked for Lockheed Air Service at New York's Idlewild Airport (JFK). In 1964 he joined Eastern Air Lines as a mechanic, then Maintenance Instructor, General Technical Supervisor, Maintenance Manger at Newark and Boston Logan. In 1983 was Director of the Aircraft Service Center and the Contract Maintenance Service. In 1986 he went to Orion Air as Vice President of Maintenance, then to TIMCO at GSO and later to PACE Airlines and finally to Tradewinds Airlines. In 2006 he received the FAA's Charles Taylor Award. He retired the following year after 53 years. He served on the NYC Board of Education for Aviation Schools, was a volunteer fireman and Chief, wrote columns for *Airways* and *GSE* magazines, and contributed technical support to articles in *Smithsonian Air & Space* magazine.



Anson Johnson's N13Y (Dr. Aaron King, Jr.)



Anson Johnson's N13Y (Gregory Krohn)