



# Welcome to the Fifteenth Annual AEHS Convention!

The 2018 AEHS Convention will feature visits to the **Aerospace Museum of California** and the **California Automobile Museum**, plus a day of informative presentations.

## SCHEDULE

### **Tuesday 2 October (Lions Gate McClellan 307)**

1400 to 1700 Registration with badge and program distribution

### **Tuesday 2 October (Lions Gate Patio)**

1800 to 2200 Reception with light hors d'oeuvres with cash bar

### **Wednesday 3 October (Aerospace Museum of California)**

0930 to 1000 Travel from Crowne Plaza Sacramento Northeast to the Museum by private automobile.  
Stand for Group Photo

1000 to 1700 Enter the Museum as a group and tour the Museum on your own. Lunch on you own.  
Dinner and evening on your own.

### **Thursday 4 October (California Automobile Museum)**

0900 to 1000 Travel from Crowne Plaza Sacramento Northeast to the Museum by private automobile

1000 to 1700 Enter the Museum as a group and tour the Museum on your own. Lunch on you own.  
When you complete your tour of the California Automobile Museum, consider also seeing  
the California State Railroad Museum. It is just over a mile away  
Dinner and evening on your own.

### **Friday 5 October (Lions Gate Club Ballroom A)**

0800 to 1000 Presentation: Larry Rinek - Evolution of US Aircraft Jet Engine Technology:  
An Historical Perspective

1000 to 1200 Presentation: Terry Welshans - The Wright Aeronautical Model H3 Construction Details

1200 to 1300 Lunch Buffet (provided by the AEHS)

1300 to 1500 Presentation: Tom Fey - Propfans: The GE36, 578-DX, D-236, D-27, and Modern  
Open Rotor Engines

1500 to 1700 Presentation: Mike Nixon - Junkers Jumo 211 and 213 Overhaul

1800 to 2200 Banquet buffet with cash bar

After Dinner Presentation: Berge Jermakian - Restoring the Boeing C-97G

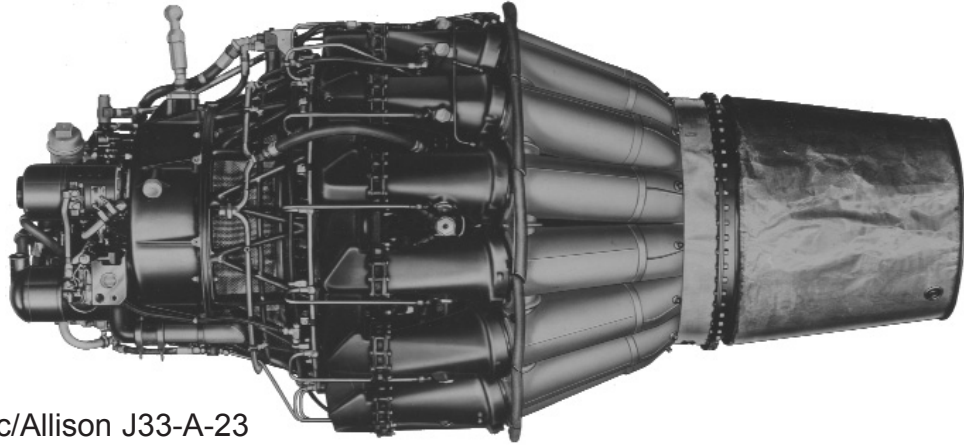
## Presenters' Biographical Sketches

**Larry Rinek** is a retired Technology Consultant, 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 40 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 nine universities since 2000.

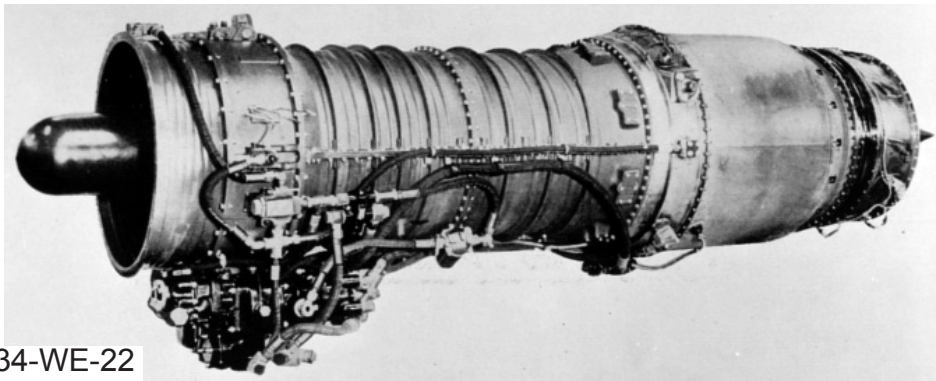
**Terry Welshans** grew up in Burbank, California, in the shadow of Lockheed Aircraft's plant B-1, Lockheed's original factory and home of the P-38. Terry began working as a "swamper" on a Bell 47G3B helicopter after graduating high school. The helicopter was leased to a US Forestry firefighting crew that operated all over southern California. From there, he worked in the tool room at Weber Aircraft, a manufacturer of ejection seats for Boeing B-52s, Cessna T-37s, and General Dynamics F-106s. Weber also built seats for Gemini and Apollo spacecraft, along with tons of commercial airline seats, overhead storage, galleys, and lavatories. Terry was the 1967 Honor Graduate of the US Army's Fuel and Electrical Systems School. He received his private pilot certificate in 1968 and his commercial pilot certificate in 1974. Terry worked at Aircraft Carburetor in Burbank, where he overhauled almost every model of Bendix Stromberg and Marvel aircraft carburetors. Terry worked on a number of ADI regulators and carburetors for National Air Race competitors flying Vought F4U Corsairs, North American T-28s and P-51s, and Grumman F8Fs and F7Fs. The largest carburetor he worked on was a Bendix Stromberg PR100B4 for a Pratt & Whitney R-4360 engine used on a Boeing 377 being modified as the "Pregnant Guppy." Terry attended classes at night, fitting them in between work and a growing family. He graduated in 1985, with a degree in workplace psychology. After retiring in 2006, Terry and his wife Carolyn moved to Bardstown, Kentucky. Terry and Carolyn recently purchased a Cessna 172, and plan on taking many trips across the United States. His current project is assisting in the restoration of an original Bristol F.2b and its Wright H3 engine.

**Tom Fey** is a retired research pharmacologist (drug hunter) from the suburbs of Chicago who has a life-long interest in engines and the automobiles, motorcycles, boats, trains, and aircraft they power. The great piston era of the 1940s and '50s and Unlimited class air racing are of particular interest. The first glimpse of the contra-rotating propellers on the RB-51 world speed record holder began an unnatural fascination with propeller technology. Tom has written articles for air racing newsletters, prototyped electric radio-controlled aircraft, and gave talks on propeller technology at AEHS conventions and Oshkosh. With two kids well on their own and a patient wife, he has time for restoring WWII-era target drone engines, bicycle touring, researching obscure topics to figure out how things work, and unleashing those findings upon the AEHS membership.

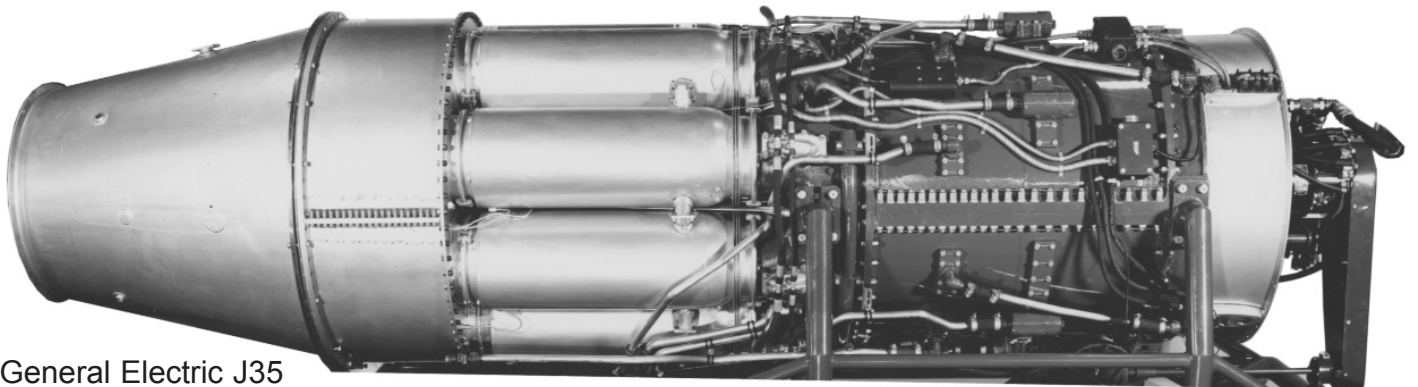
**Mike Nixon** started part-time work for Volpar Aviation in 1969 and was full time by 1973, finishing a Lysander restoration. In 1974 Mike crewed his first Reno Air racer and moved to Dave Zuschel's Merlin shop, where he helped with the Red Baron Griffon-powered racer and built a number of Merlins for stock and racing aircraft. He started Mike Nixon Aviation at Chino in 1978; this later became Vintage V-12's. Mike was project manager for the building of Dago Red in 1982 and followed with Strega in 1983. Mike moved his shop to Tehachapi, California in 1987. In the 1990s Mike added the Bristol Centuarus and Daimler Benz DB601 engines to the list of projects. Vintage Carburetors, an FAA repair station, was started in 2003. In 2005, Mike began the BMW 801 engine project for the first FW-190A to fly in 60 years; he has since restored a DB-605, ASH engines for FW-190 projects, and is currently working on a Sakae 21 engine for a Japanese Zero project. Mike returned to the Strega race team in 2006, purchased Aircraft Cylinder engine shop (renamed Vintage Radials) in 2007 and moved it to Tehachapi. Vintage V-12's engines in Strega have won Reno in 2008, 2009 and 2010. Vintage Radials is an FAA repair station for all Curtiss-Wright and Pratt & Whitney engines. Mike holds an FAA Mechanic Certificate with Airframe and Powerplant ratings, and chief inspector and accountable manager ratings with both FAA repair stations.



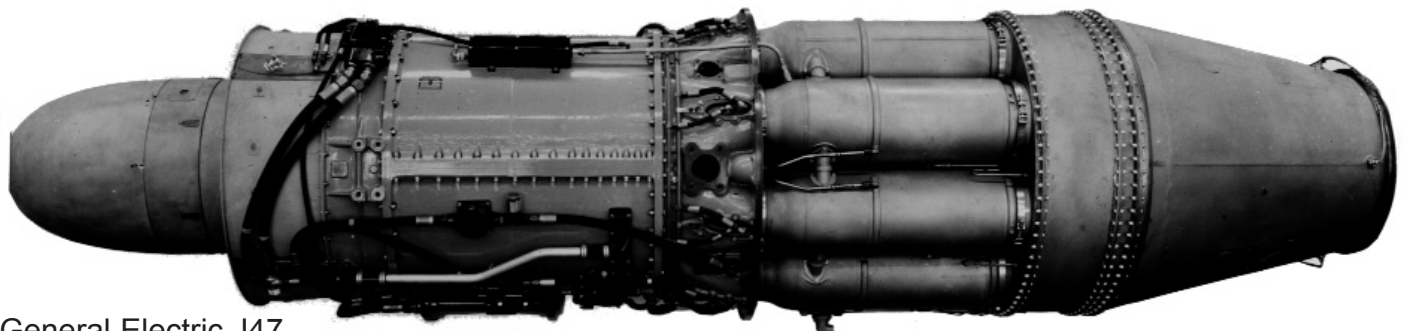
General Electric/Allison J33-A-23



Westinghouse J34-WE-22



General Electric J35



General Electric J47