



Aircraft Engine
Historical Society



Program

Seventh Annual AEHS Convention

Washington, DC

May 19 - 22, 2010

Welcome to the Seventh Annual AEHS Convention!

This convention focuses on restoration and preservation activities of the National Air and Space Museum. This will include a tour of the NASM Steven F. Udvar-Hazy Center, which in addition to its world-class collection of aviation and space artifacts, houses perhaps the world's finest engine display. In addition, the NASM has granted AEHS 2010 Conventioneers unprecedented access to its engine storage area at the Paul E. Garber Preservation, Restoration, and Storage Facility in Silver Hill, Maryland. The NASM has 539 engines, 533 propellers and over 1,210 related artifacts in its collection, many of which are one-of-a-kind.

Presentations will complement the tours:

- Jeremy Kinney, NASM Curator for Aircraft Propulsion, will relate the intriguing history of U.S. variable-pitch propellers.
- Sam Ferguson will discuss propulsion details of the Bell XV-15 experimental tiltrotor, which is on display at Udvar-Hazy.
- Paul Lagasse will speak about why Westinghouse failed in the gas turbine business while General Electric and Pratt & Whitney succeeded.
- Topping it all off will be presentations at lunch and after-dinner by photographer Brian Silcox and author Dave Birch.

For those who are interested, the week of May 24-28, 2010 will be devoted to research at the National Archives at College Park, Maryland.

SCHEDULE OF EVENTS

Wednesday May 19

- 12 noon to 5:00pm Registration in the Holiday Inn lobby
A great opportunity to visit with other attendees.
- 6:00pm to 9:00pm Reception – Holiday Inn Hutchison Ballroom
Light hors d'oeuvres served plus a cash bar.

Thursday May 20

- 8:00am to 8:30am Hutchison Ballroom – Welcome and Introductions
- 8:30am to 10:00am Presentation by Jeremy Kinney – Shifting Gears in the Air:
America and the Variable-Pitch Propeller, 1918-1938
- 10:00am to 10:30am Break
- 10:30am to 11:30am Presentation by Sam Ferguson – The Bell XV-15 Tiltrotor Propulsion System
- 11:30am to 12:30pm Lunch program (lunch provided by the AEHS)
Brian Silcox – Documenting the Golden Age of Airpower - a photographic essay
- 12:30pm to 1:00pm Travel to the National Air and Space Museum Steven F. Udvar-Hazy Center
- 1:00 pm to 5:30pm Group photo, followed by a tour the NASM Udvar-Hazy Center
- 7:00pm until Dutch dinner – Highly recommended, participation optional

Friday May 21

- 7:00am to 8:30am Transportation (provided by AEHS) to NASM Paul E. Garber Facility
- 8:30am to 3:00pm Tour of The Paul E. Garber Preservation, Restoration, and Storage Facility
- 3:00pm to 4:30pm Transportation (provided by AEHS) from Garber Facility to Holiday Inn
- 6:00pm to 9:00pm Banquet – Hutchison Ballroom. After dinner speech by author Dave Birch -
Rolls-Royce Heritage Trust: the first 29 years

Saturday May 22

- 9:00am to 10:30am Presentation by Paul Lagasse – The Westinghouse Aircraft Gas Turbine Division
- 10:30am to 11:00am Break
- 11:00am to 12:30pm Silent auction winners announced, 2011 Convention discussion, goodbyes.

Breaks will include coffee and soft drinks.

Presenters' Biographical Sketches

Dave Birch has had a life-long interest in aviation. A few months after leaving school in 1954 began a trade apprenticeship with Rolls-Royce at its flight-test establishment at Hucknall. From 1963 he began writing on the history and achievements of Hucknall. He remained in his trade until 1979 and then transferred to Derby to work in the RB211 service department, taking early retirement to concentrate on researching and writing Company history. Dave was one of the founders of the Rolls-Royce Heritage Trust and since 1983 has edited its magazine *Archive*. For the Trust he has written two books — *Rolls-Royce and the Mustang* and *Rolls-Royce Armaments*, and co-authored two others, *The Rolls-Royce Crecy* and *The Rolls-Royce Meteor*. Dave has two more books ready for publication — *Rolls-Royce and the Halifax* and *Hucknall, the Rolls-Royce Flight Test Establishment*, and is currently working on a book about the Rolls-Royce Merlin.

Sam Ferguson is a Flight Controls engineer with Bell Helicopter Textron. He is presently assigned to the BA609 tiltrotor joint flight test program with Agusta-Westland near Milan, Italy. Sam received a BS in Aerospace Engineering from Texas A&M in 1976 and a MBA from Texas Christian University in 1982. In the summer of 1973, after his freshman year at Texas A&M, Sam planned to be a coop student at Vought. However, at the last moment, the Dean of Engineering sent him to Bell. The week before Sam arrived Bell won the XV-15 contract from NASA. Since 1973, Sam has worked for Bell or as a private contractor to the government on tiltrotors and helicopters. His main historical interests are with the engineering and testing of aircraft, engines, and other machines of the WW2 era. Sam enjoys traveling the world, partly because it makes him appreciate home just a little bit more, the Republic of Texas.

Jeremy R. Kinney is a curator in the Aeronautics Division of the Smithsonian National Air and Space Museum. His research and curatorial responsibilities focus on American technology and aeronautics in the first half of the twentieth century with a specific emphasis on 1920s and 1930s military aviation, air racing, and aircraft propulsion. Kinney is the author of *Airplanes: The Life Story of a Technology* (Johns Hopkins University Press, 2008) and a contributor to the prize-winning series *The Wind and Beyond: A Documentary Journey into the History of Aerodynamics in America* published by NASA. He holds a Ph.D. in the history of technology from Auburn University, Alabama.

Paul Lagasse is a freelance writer/editor based in Annapolis, Maryland. Originally trained as an historian and archivist, he wrote his undergraduate and graduate theses on Westinghouse Electric's twenty-year jet engine saga. Though he is no longer actively researching and writing about the history of aircraft gas turbines, he tries to keep current on the scholarship related to the subject, particularly that related to the years 1940-1960.

Brian Silcox

Residence: Gig Harbor, WA

Age: 55 years

Occupation: Captain United Airlines (Seattle) 767 (757) since 1985

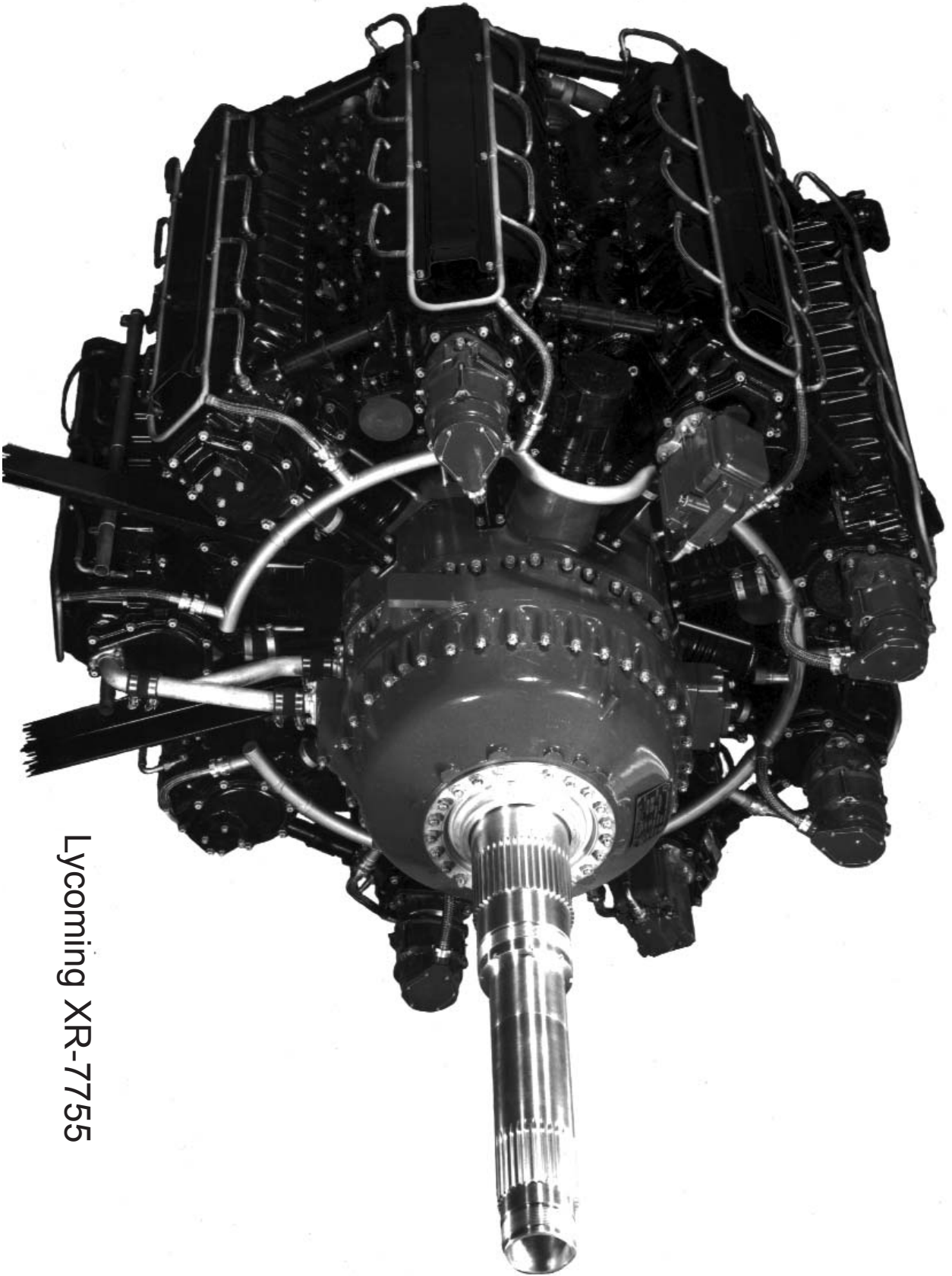
Education: BS degree Molecular Biology, University of California, Berkeley 1977

Major interest since childhood: WWII era aeronautics, mostly concerning technology (vice combat history). Photography started at about age 15, mostly as a result of interest in WWII airplanes.

Published first book, *The Best of the Past*, Mach 1, Inc. 1993, general interest and photography on WWII military airplanes. Currently editing and shooting for a publication on the rapid expansion

in aero technology in the period 1935-46, to encompass the end of the "Golden Age," to the beginning of the "Jet Age." Brian's presentation is a preview of that material.

Avocation: 1946 Globe Swift, 180hp fuel injected Lycoming IO-360. Never did finish A&P...



Lycoming XR-7755