

Oct. 3, 1967

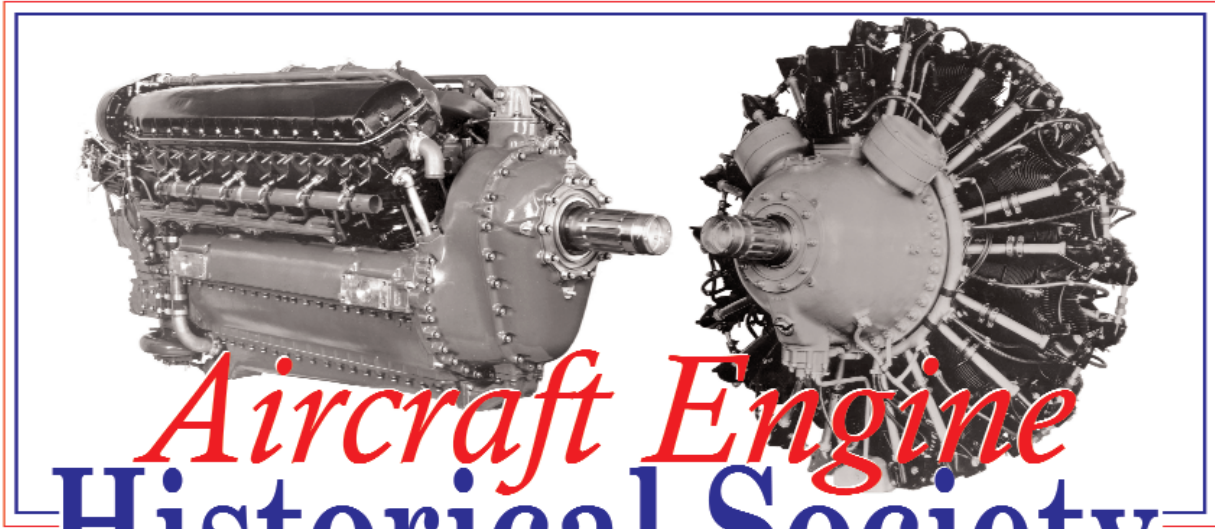
R. B. ABERNETHY

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3 Sheets-Sheet 1



Aircraft Engine Historical Society

Program
Eleventh Annual AEHS Convention
San Diego, California
April 29 - May 2, 2014

INVENTOR
ROBERT B. ABERNETHY
BY *Vernon F. Harschick*
ATTORNEY

Welcome to the Eleventh Annual AEHS Convention!

The 2014 AEHS Convention will feature visits to three great museums. The San Diego Air & Space Museum has a huge collection of aircraft, spacecraft, engines and artifacts. It also has an impressive archives, which includes many films that the SDASM is digitizing and making available for free through YouTube. The Chino, California airport is home to two museums - Planes of Fame Air Museum and Yanks Air Museum. The AEHS group will visit Chino one day prior to the Planes of Fame Air Show 2014, which will allow viewing some of the practice sessions.

Several exciting presentations are scheduled. **Jack Gordon**, retired Lockheed propulsion engineer and Lockheed Martin Skunk Works® President, will provide a Skunk Works® overview. **Thomas Anderson**, who helped design and develop the Lockheed A-12 and SR-71 inlets, will explain the magic that makes them work. **Philip Scranton**, a retired University Board of Governors Professor, History of Industry and Technology, from Rutgers University, will give an account of the early U.S. jet engines. His presentation will focus on their builders, their problems, and their relations with the USAF and the Navy. **Mike Nixon**, renowned engine restorer, will relate his experiences with restoring German engines, notably the BMW 801, DB 601 and DB 605. **William Pearce**, author of *Duesenberg Aircraft Engines: A Technical Description* and the *Old Machine Press* web site, has been researching the Studebaker XH-9350 engine, and will share some of his findings. **Paul Christiansen**, who is researching a book about Westinghouse aircraft gas turbines, will describe his quest to find the truth about Westinghouse J40 development.

SCHEDULE OF EVENTS

Tuesday April 29 (Crowne Plaza San Diego Peacock Room)

1400 to 1700 Registration with badge and program distribution
1800 to 2200 Reception with light hors d'oeuvres plus a cash bar.

Wednesday April 30 (San Diego Air & Space Museum)

0900 to 1000 Travel to SDASM by private automobile, group photograph at the SDASM.
1000 to 1200 Tour of the SDASM Restoration and Storage Facility.
1200 to 1700 Lunch and tour of SDASM exhibits on your own.
1700 to 1900 Return to Crowne Plaza San Diego, dinner on your own.
1900 to 2030 Presentation: Jack Gordon - Skunk Works® Overview (Crown Plaza San Diego Peacock Room)
2030 to 2200 Movies

Thursday May 1 (Crowne Plaza San Diego Peacock Room)

0800 to 0945 Presentation: Thomas Anderson - SR-71 Inlet Design Issues and Solutions
0945 to 1000 Break
1000 to 1145 Presentation: Philip Scranton - Making U.S. Jet Engines Work: The First Decade
1200 to 1300 Buffet Lunch (provided by the AEHS)
1300 to 1445 Presentation: Mike Nixon - Restoring German Aircraft Engines
1445 to 1500 Break
1500 to 1700 Presentation: William Pearce - Project MX-232 and the Studebaker XH-9350
1800 to 2200 Banquet Buffet with Paul Christiansen speaking about his search for the Westinghouse J40 story

Friday May 2 (Chino)

0800 to 1000 Coach ride from Crowne Plaza San Diego to Chino Airport
1000 to 1700 Tour Chino Airport, Planes of Fame Air Museum and Yanks Air Museum on your own.
Watch practice for the May 3-4 air show. Lunch on your own.
1730 to 2000 Coach returns to Crowne Plaza San Diego

Presenters' Biographical Sketches

Jack Gordon is a retired President of the Lockheed Martin Skunk Works®, which was then responsible for sustaining the U-2, F-117, and several "Big Safari" special purpose C-130 aircraft. During his tenure, the Skunk Works® was responsible for the development, manufacture and test of the Joint Strike Fighter (JSF) prototypes that were crucial to Lockheed Martin Team's successful bid for the JSF (now F-35). In addition to many classified programs, Jack oversaw Darkstar, a DARPA UAV with low observables, the NASA X-33 Single Stage to Orbit Vehicle, and the Air Force Joint Air to Surface Strike Missile (JASSM). As a program manager, Jack was responsible for all aspects of the Lockheed share of the Advanced Tactical Fighter (later F-22) program including concept definition, demonstration/validation programs, ground based avionics development, production of two prototype aircraft and proposal preparation for full scale development. He was the F-117 program technical manager. As a research specialist, he was responsible for installed propulsion performance for the various aircraft in development or production at the Skunk Works (U-2, SR-71, D-21, Have Blue, and other classified programs); this included engine, inlet, and exhaust nozzle selection and integration with aircraft design.

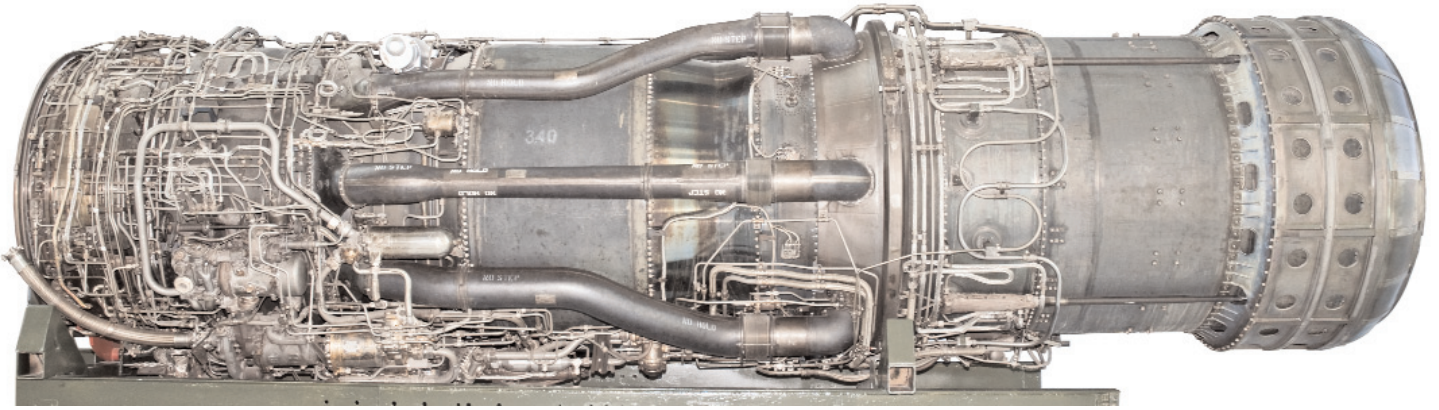
Tom Anderson has Mechanical Engineering degrees from the University of North Dakota and the University of Southern California. He has 43 years of experience as a propulsion engineer at the Lockheed Skunk Works. His experience covers a wide range of aspects associated with aircraft inlets and nozzles including preliminary design, configuration development, propulsion integration, performance prediction, wind tunnel test development, and flight test validation. This experience includes work on the SR-71, a Mach 3+ cruiser, the F-117, the first operational stealthy flight vehicle, and numerous classified projects. He has been awarded Technical Fellow status at Lockheed.

Philip Scranton is a retired University Board of Governors Professor, History of Industry and Technology, from Rutgers University. He has published nine books, forty-five scholarly articles, over fifty research papers, contributed to museum catalogs, and reviewed numerous books, conferences, and exhibits. His books include *Proprietary Capitalism*, (1983), *Figured Tapestry* (1989), *Endless Novelty: Specialty Production and American Industrialization, 1865-1925* (1997), and *Reimagining Business History* (2013). He is Editor-in-Chief of *Enterprise and Society* (Oxford University Press). Phil held the Lindbergh Chair in Aerospace and Aeronautical History at the National Air and Space Museum in 2003-04 and has been an invited guest professor at the École des Hautes Études en Science Sociales (Paris), the University of Toulouse Business School, and the University of San Andreas, Buenos Aires. His current research examines the course of specialty manufacturing in the United States from WWII through the 1980s with a special focus on Cold War technological innovation (jet propulsion, instrumentation, materials, and aerospace vehicles). In the jet engine case, he is exploring the cross-national contrasts and resonances among engineering development projects in the US, Britain and France, 1940-1970.

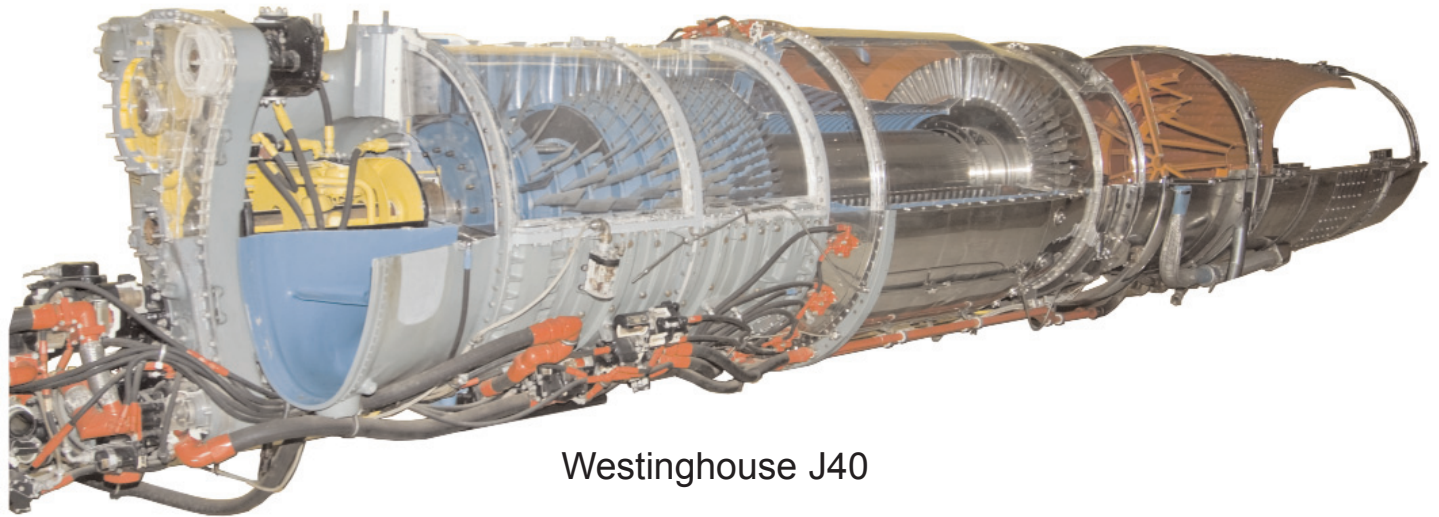
Mike Nixon started part-time work for Volpar Aviation in 1969 and was full time by 1973, finishing a Lysander restoration. In 1974 Mike crewed his first Reno Air racer and moved to Dave Zuschel's Merlin shop, where he helped with the *Red Baron* Griffon-powered racer and built a number of Merlins for 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.

William Pearce's interest in aviation began at a very young age when he lived at a fly-in community with his parents. William is a mechanically minded individual whose primary interests are aircraft piston engines, World War II aircraft, and air racing. He enjoys attending the Reno Air Races and is a long-time crew member for a record-setting air racer. Over the years, William has amassed a large literature collection on aviation. He has become particularly fascinated with aircraft, engines, and machinery that are less well known. His interest in obscure and nearly forgotten machines led to his first book: *Duesenberg Aircraft Engines*. William also created a website (www.oldmachinepress.com) where he regularly posts articles on some of history's long forgotten machines. His second book should be finished this year and is tentatively titled *Studebaker's XH-9350 and Involvement with Other Aircraft Engines*. A graduate of Cal Poly San Luis Obispo, William works for a computer software company as a trainer and troubleshooter. William lives on California's central coast with his wife and children.

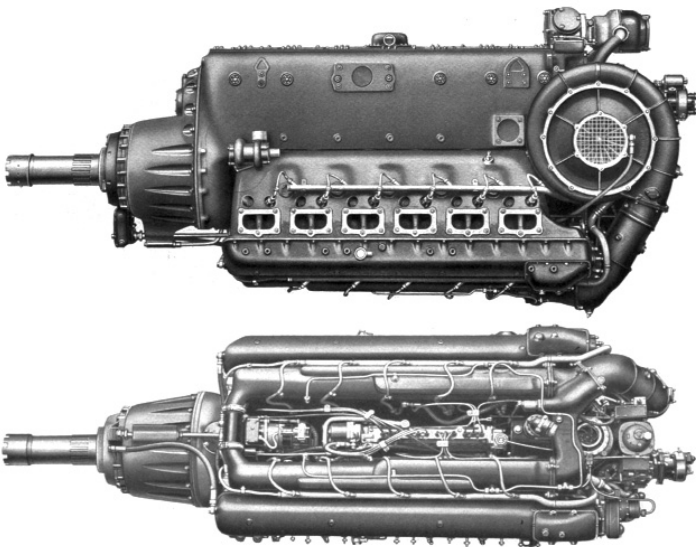
Paul Christiansen is a life-long aviation enthusiast, as well as a former U.S. Army Helicopter pilot who served in Vietnam and later as an instructor pilot. He had a 34 year career with IBM in various management and non-management roles, the last of which was as a quality assurance representative with world-wide responsibilities in government services. He joined AEHS in 2005 and later contributed an article to *Torque Meter* on the Caminez Engine and its development. He has assisted in editing several articles for issues of *Torque Meter* and in building data indexes to National Archive records. Paul has volunteered for the last 11 years as a docent at the College Park Aviation Museum in College Park, MD. For the last two years he has been researching the Westinghouse J40 turbojet development program and writing a book on the technical aspects of this program.



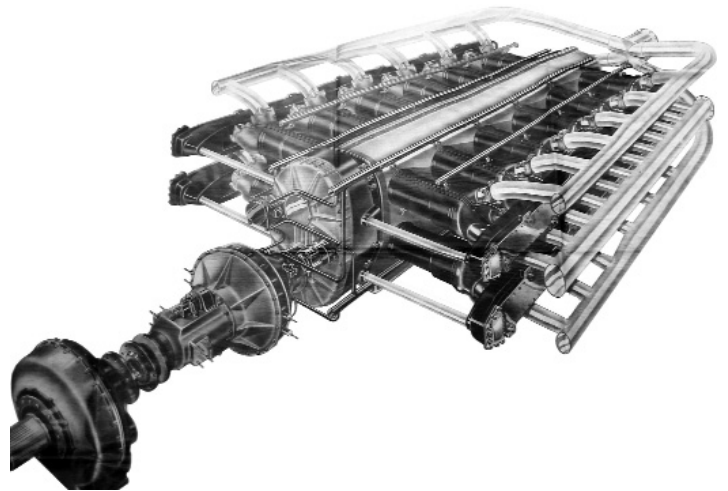
Pratt & Whitney J58



Westinghouse J40



Daimler Benz DB 603A



Studebaker XH-9350