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went to work as a government engineer at the Edwards AFB flight test center. A few years later, he bought a 150 hp symmetrical wing Pitts S-1S . . . the one he ultimately sold to get into the 202 project . . . and you know the rest of his story.

HOWARD JUDD

Howard Judd grew up in Nevada and, like David, became enamored with aviation

at an early age. He learned to fly and got his Private ticket while still in high school - and spent his college years at the Air Force Academy. After graduation, he went into Air Force pilot training. He was tops in his class flying the T-28, then was assigned to fly the KC-135, much of the time out of Beale AFB in support of the SR-71s. In the early 1990s, he flew refueling missions during Desert Storm, then came to the test pilot school at Edwards AFB. After com-

pletion of the course, he became a "heavy" test pilot flying KC-135s and KC-10s and, currently, is a squadron commander. He and David Vanhoy met in test pilot school and, again, you know the rest.

Howard didn't make the trip to Copperstate last fall, but given the high level of workmanship on 94AX, I'm certain we'll meet him at some future fly-in, probably when he is accepting another trophy for the Giles.

RADIAL ROCKET

Last summer, Jeff Ackland and Mark Burrow introduced their spectacular new two-place, tandem M14P powered sport-plane, the Radial Rocket, at Oshkosh. It had been pretty thoroughly flight tested, but was still in primer and the cockpits had not been upholstered. After returning home to the Kansas City area, they began making changes they thought would make the airplane more suitable as a kit, including increasing the wing span from 22 to 25.2 ft., lengthening the horizontal tail from eight to 10.5 ft. and installing redesigned ailerons that provide a better centering feel. Once the airframe work was completed, a nice leather interior was installed and a new paint job was applied.

Jeff says he and Mark really agonized over a trim scheme, rejecting sketch after sketch, until Jeff happened to come across my article in the January 1993 issue of Sport Aviation on Elmer Ward's reproduction of the Al Williams Grumman Bearcat, the Gulfhawk 4. The Radial Rocket has an unmistakable resemblance to a Bearcat when viewed from the side, so the Gulfhawk 4 trim scheme fits it to a T.

The Radial Rocket's 360 h.p. M14P swings a 98 in. 3-blade MT constant speed prop. The airplane has a high cruise of 230 mph and an economy cruise of 210 mph at 9,500 ft. burning 13 - 13.5 gph. The rate of climb is nearly 4,000 fpm solo



and over 2,000 fpm at gross. Stall with the flaps down occurs at 68 mph. Vne is 280 mph. G limits are +6, -4 (limit) and +9, -6 (ultimate). The empty weight is 1,650 lbs. and gross is 2,450.

Big guys will love the Radial Rocket. The front cockpit is 34 in. wide and the rear 'pit is 30 in. wide. There are two baggage compartments - one ahead of the windshield that holds 50 lbs. and one aft of the

cockpits holding 80 lbs. Fuel capacity is 84 gallons - all in the wing.

The prototype Radial Rocket has a closely faired fixed main gear and a steerable tailwheel, but retractable gear may be offered if demand is sufficient.

For more information, contact New Century Aerosport, Inc., 30 Leawood Dr., New Century, KS 66031. Phone: 913/390-8900. Web: www.radialrocket.com.