



## AIR VENTURES 2017

September 2017

Volume 59 Issue 9

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Did you go to AirVenture? Wish you had? This issue will feature a few photos and stories from the group that was able to go and some opportunities for you to see the "Big Show" virtually.

Above is the EAA Chapters photo and a picture of Chapter 35 members who were able to stay until Wednesday. We wish more folks could have been there for our chapter's 60th, but storms were approaching. Danny Beavers, Bernie and Bonnie, and Chuck Cluck were missing as they had to

leave early. I understand a few other members were there but did not make the photo. In the group photo we are behind another chapter's banner. Note to self – bring a banner next year!

As a vibrant, active chapter we have a very busy September with a big Young Eagles rally, a fly-out opportunity, and a massive aviation event right in our back yard.

So, this issue is packed! Read on as our members recount their AirVentures.

## Next Event

September 9

Lunch 11:30

Program to Follow  
Chapter 35 Clubhouse

Runway 35 is published monthly by EAA chapter 35.

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**Featured Speaker**

**David Hook**

**Unmanned Aerial Systems and Airspace Security and Demonstration**

## PRESIDENTS COCKPIT

**Steve Jones**

I am a BasicMed success story. I recently completed the exam and education requirements to exercise my Private Pilot privileges under the new FAA BasicMed program. My doctor, a former USAF Flight Surgeon was familiar with aeromedical requirements and FAA-permitted medications so he brought years of experience with pilots to the exam room. He was appreciative of my preparation; along with the FAA BasicMed instructions and checklist, I brought a printed copy of the AOPA *Fit-to-Fly Physician's Guide*, available at: <https://www.aopa.org/advocacy/pilots/medical/fit-to-fly-physician-guide>

**Takeaways from the BasicMed experience.** This is not a pass on Class III medical requirements. It's not like Sport Pilot, wherein if you can drive a car, you can fly a plane. Most importantly, any medical condition that you may subsequently develop that would disqualify you from exercising your Private Pilot privileges under your Class III medical will likely disqualify you under BasicMed. If such a condition develops, you'll need to visit an AME for a one-time Class III Medical with Special Issuance for that condition. Thereafter, you can again qualify to fly under BasicMed. Stay healthy.

Hug your AME. Fellow member and Senior AME, R.B. 'Doc' Hecker prodded me to see my physician. When I finally did, we checked my records to find I hadn't darkened their doorway in 15 years. We set about addressing some easily treated issues. The result? Doc Hecker likely added years of quality flying time to my life. Thank you, Doc!

**ADS-B revisited.** There's a new player, uAvionix, and they're shaking up the field with low cost, feature-packed, lightweight ADS-B in/out solutions. At the August meeting, Charlie Brame briefed us on his new *EchoUAT* and *FlySky* WAAS GPS package, a complete solution for experimental aircraft for only \$1399. Look for a two-wire solution from uAvionix by the end of the year – an integrated dual channel receiver, UAT transmitter, built in blade antenna and a navigation light. Featuring Wi-Fi connection to a wide list of EFIS applications, this unit replaces the nav light on the pilot's side. Cost to be determined, but expect it to run about as much as Charlie's *EchoUAT*.

The brisket was awesome! Thanks again to the chefs, Freda Jones and Chuck Fisher. I didn't think it was possible, but they built on last year's success and raised the bar. They are well on their way to becoming bona fide Pit Masters. This will become a staple at Chapter 35. Our facility manager called me in Boston to inform me the chapter now owns a four-level brisket smoker. \o/

**Special EAA 35 Chapter Bylaws Meeting.** The Board of Directors is proposing changes to the EAA Chapter 35 Bylaws to correct typographical or grammatical errors, to account for the manner in which we wish to operate in the future, and to account for current and future innovations in electronic telepresence and store-and-forward technologies, so that we can implement them without requiring additional changes to the bylaws. This update will be presented via e-mail blast and will be distributed for review at the meeting and posted on the clubhouse bulletin board afterward. Following this presentation, members will have two months to consider the changes before voting to accept or reject the new bylaws at the annual membership meeting in November.

Anthony Jaramillo, our youngest Air Academy student in recent history, having returned from Oshkosh will be presenting highlights from his experience before turning the mic over to Dave Hook for a briefing

on UAS operations in the National Airspace System at our next meeting.

Lancair regrets a schedule conflict and poor communications led to their no show at last month's meeting. Joshua Johnson, of Lancair, is working with Vice President Darren Medlin to schedule a fly-out event to the Lancair facility in Uvalde, Texas in the near future, possibly Saturday September 16th.

**Phil Vaneau wants you!** EAA Chapter 35 is holding a **Young Eagles Rally** in support of our partners The Women in Aviation Alamo City Chapter as part of Girls in Aviation Day Camp at Stinson Airport, **September 23rd (0930-1500)**. 60-75 girls ages 8-17 will be attending the 3rd annual Girls in Aviation Day Camp. This event is centered on introducing local girls in the community to the possibilities available in a career in aviation. We need your help for this very special event. Please sign up early by sending Phil an email at [pvaneau@gmail.com](mailto:pvaneau@gmail.com). If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event.

**Texas STOL Round-up Call for Volunteers.** Jimmy Gist, the coordinator for the event, is looking for volunteers to assist parking airplanes. The location: Hondo Airport, the dates: September 29th through October 1st. Contact Jimmy at [jlgist777@gmail.com](mailto:jlgist777@gmail.com) or call 512-755-2360.

**Upcoming:** Dust off your flying machine and bring it to the flight line for all to marvel. (Flying machines are cool!) at the **October Pancake Breakfast Fly-In**. We are planning an additional **Young Eagles Rally** at San Geronimo on Saturday, 4 November. The focus of this Rally will be on the communities near San Geronimo and on NW San Antonio. Phil Vaneau will distribute a Flyer for this event in a few weeks.

**EAA35.org:** The new Chapter 35 web site is about to go live. Kyle Jester in coordination with Dave Baker, is working to bring us a new online experience at <http://eaa35.org>. It's a work in progress, and it's coming along nicely. We'll soon have a members-only section with discussion forums on a variety of aviation related topics, and a member's online gallery and build log. Did I mention it's a work in progress? Go to <http://eaa35.org> (not [www.eaa35.org](http://www.eaa35.org))

There's a new EAA Chapter nearby: Welcome Chapter 1608 in Castroville. Their president is Ken Andrews, 210-598-0339. Their meetings are listed as 'Saturday 7:00PM'. I am not sure that they hold meetings EVERY Saturday, so you may want to call ahead to verify. Location: Castroville Airport Terminal Conference Room, 10500 Airport Rd, Castroville, TX 78009

EAA Chapter 35 is vital, vibrant and growing and YOUR talents are needed! With over 100 members, we have a vast trove of knowledge, experience and skill to share with one another and with our local community. We also have long-standing volunteers who would like to pass the mantle of responsibility to the next generation. Come find us at the next meeting, or wandering the hangars, drop and e-mail or pick up the phone. Let us know where you would like to contribute to this outstanding chapter.

Chuck Fisher, our awesome Newsletter Editor and Pit Master, would like enlist an associate editor to help produce one of the finest newsletters in all of EAA. I've done it before. It's fun! Let Chuck know you want to help. You can contact him at [eaa35news@gmail.com](mailto:eaa35news@gmail.com).

Until we meet again, fly safe and have fun doing it.



# CHAPTER BULLETIN BOARD

Our scheduled speaker for August, Lancair's Joshua Johnson, extends his apologies to the chapter for not making the meeting. There was a communications breakdown on their end and we'll get someone from the Lancair back for a future meeting.

Keep your eyes open for an email blast about a potential 16 September fly-out to their factory at GARNER (UVA), which is the airport on the west side of Uvalde.



Chapter 35's Dr. Marie-Claire Gauduin and Dr. Chinawamy Jaganath-part of team receiving five-year, \$4.4 million NIH grant for novel TB vaccine testing

## September Menu:

**Beef and Chicken fajitas sautéed with onions and bell peppers and served on flour tortillas**



Sides: Borracho beans, Green beans, And anything you'd like to bring!

Drinks: Nothing alcoholic. (we have to keep our pilots in top form), Water, Unsweetened Iced Tea, Sweet Lemonade...sweet nectar of the...I'm using my outside voice, aren't I?, Coffee (your choice - black, cream, sugar, non-nutritive questionable chemical sweeteners), Soft drinks (evil, sugary, carbonated beverages of doom - not valid where prohibited or otherwise taxed - I'm lookin' at you, New York!)

Desserts: More of anything you'd like to bring. (THIS is the fun part!), If you have a favorite dessert, or salad, we would very much appreciate your contribution. Please contact Freda Jones at eaa35facility@gmail.com, or call (210) 570-9435.

Thanks to the following people for your contributions last month:

- Peggy Fisher - Home brewed-made Borracho Beans!
- B.J. O'Dea - Creamy, yummy Potato Salad
- Bryan Nelson - Super Awesome Jalapeno Potato Salad and Banana pudding. (I'm in my happy place - BRB)
- Georgia McCarley - Lovingly Homemade Chocolate Swirl Cake (still happy...)
- Ruth Ann Geron - Homemade Cookies of Awesomeness (seems to be a repeating theme)

Special thanks to Chuck Fisher, Darren Medlin and son for mowing and making the chapter building look outstanding.

## Hangar Space Available

### Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space will soon be available for a nominal fee. You are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072 [lewnan@sbcglobal.net](mailto:lewnan@sbcglobal.net) gets it—hurry!

Remember

ADS-B \$500 rebate ends Sept 18. ! Reclaim some of your taxes—Git 'er done!  
<https://www.faa.gov/nextgen/equipadsb/rebate/>

## YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: [eaa35news@gmail.com](mailto:eaa35news@gmail.com)

## AIRVENTURES

**Phil Vaneau**

Oshkosh 2017...so much to see, so little time. My favorite event of the year and every year and it seems to get bigger every year! More

planes, families, activities, and international visitors. Everyone is happy and talkative...like Disney World, only much better! Our favorite things to do: Night Airshow, Acrobatic Airshow...how can they make an airplane do that?, checking out airplanes (homebuilts, warbirds, seaplanes), watching ultralights and balloons fly, visit the museum, veterans parade, EAA Proficiency Center simulators, forums, workshops, and meeting people from everywhere. You also never know who you will run into....like a fellow Chapter 35 member.



Young Eagles Workshop—Can you find me?

**Dave Baker**

My trip to Air Venture was somewhere around the 12th or so time I have had the privilege of attending this amazing world class event. Every time I go I really look forward to the "new" stuff in airplanes, avionics and engines. When I was there in 2014 the electrical propulsion movement was really starting to make some headway except, of course, within the FAA. Other countries are supporting this movement and Air Bus has a whole division now dedicated to the development of electrical propulsion. Let's hope that the FAA will see the value of this and stop stonewalling approvals toward certifying this newly developing propulsion systems.

Now, this year I had the privilege taking my neighbor, Mike Chapman, along with me. Mike served in the Air Force as a pilot flying the T-37, T-38 and B-52's. Mike put 10 years in but by that time he had 4 young daughters and a wife who he did not get to spend much time with due to the B-52's schedules of long flights and deployments so he made the decision to leave the service. Mike knew the airlines would be as bad as the Air Force for long periods away from his family so he turned down that career. He stayed with aviation though by going to work for Lockheed Martin in Ft.

Worth. After we built our new home at Parker County Airport (KWEA) in 2015, Mike and his wife, Mary Ann built theirs right next door soon after in 2016. Over time we talked about aviation a lot and Mike stated his interest in building his own airplane. I asked Mike if he had ever been to "Oshkosh"? and he replied no. I said, "well if you want to build your own airplane you need to go to Oshkosh" so I told him I was planning on going in 2017 and he said, "well I'm going too!". We made reservations in the dorm, booked our tickets and a rent car and were all set. We arrived in Milwaukee via SW Airlines around noon on Sunday, July 23rd and arrived at Wittman Field around 3:00



pm as I wanted to be there to observe the awarding of the National Volunteer awards in the Volunteer Park. I was pleased to see that the gentleman who was chairman of the selection committee (Alan White) who chose me for the award in 2014 was chosen this year for his more than 30 years of service to Air Venture and his chapter as well. This Volunteer Park was developed in 2013 to honor the various volunteers from everywhere who have helped make EAA and Air Venture what it is today. This park is near the main gate and easily accessible.

The entire week we did not let the grass grow under our feet, walking, visiting the various different AC areas, Warbirds, Classic / Antiques, Sea Plane Base, Ultralights / Helicopters and of course the homebuilts. Mike kept navigating back to the Zenith display and finally decided that he would like to build the newly introduced Zenith 750 Super Duty. Mike was really pleased with

everything he saw and was really impressed with the way they have mastered getting so many people around in that vast amount of space. In the Federal Pavilion they had a Wright Flyer simulator and so we "kids" had to try our skills on it. I crashed it three times as soon as I got off the ground and started a turn! Mike, however, was able to fly it for a pretty good time before it got him. I am enclosing a picture of Mike in the Wright Flyer Sim and on the flight line next to a Ron Judy's really gorgeous Navion. This is owned by my neighbor's father, and it turns out he is a friend of (the editor) Chuck's. It is a small aviation world!

Mike is already planning on going again next year and taking his brother along. It was a great week and Mike is still smiling.

## AIRVENTURES CONTINUED)

### Darren Medline—Oshkosh 2017: Awesome Air Conditioning and the Spitfire Glider

We tried out a new lodging option at Oshkosh this year. For the last two years Susan and I stayed in the un-air-conditioned \$75 a night dorm rooms of the University of Wisconsin at Oshkosh.

For 2017 we tried to get into the air conditioned dorm rooms at the university (\$125 a night) but they were full with a long waiting list. We did some research and Susan found a great alternative. This was the second year Father Carr's Place 2B Catholic Life Enrichment Center rented rooms to Oshkosh attendees. The Center is just over 5 miles from the ticket booth at AirVenture, straight north on highway 41. For \$120 a night we got a private air conditioned room, with a bathroom, WIFI and a continental breakfast. I missed riding the AirVenture shuttle bus from the college, where for \$3 you can ride round trip to the field, but we bought a parking



pass and drove in early to beat the crowds. The air conditioning, private bathroom and breakfast were great. We are on the waiting

list for an air conditioned dorm room for next year; but if that doesn't work we'll be back at Father Carr's for sure.

In addition to seeing evening movies at the Ford Fly-In Theater we caught some movies downtown. "Dunkirk" was a great movie with an aviation hook. One of the stars of that movie is the British Spitfire. One spitfire in the movie displays the glide ratio of a 15-Meter Class Competition Sailplane. I'm sure every aviator in the theater was grin-

ning or grimacing as the out-of-gas plane glided back and forth gracefully low over the beach until coming down seemingly hours later. After seeing the movie Susan wanted to see a Spitfire. Since we were at Oshkosh that was not a problem, and the next day our first stop was to the warbirds where we found our Spitfire.

I can't wait for next year!



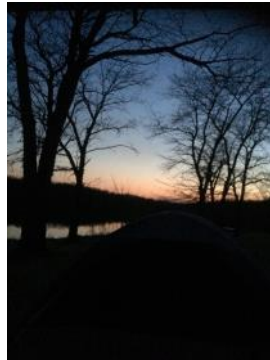
### Allan Inks

Once again I drove my motorcycle up to Oshkosh and back. I'm so very close to finishing my aircraft, but I wouldn't have been able to fly off the 40 hours before getting to Oshkosh, so I didn't push it. Besides, who doesn't like a 3000 mile bike ride?

Because of predicted bad weather on the trip, I took off on Thursday morning, to allow plenty of time to get there. Too much as it seems, as I arrived Saturday, without having seen ANY bad weather.

Well, I slept under the stars (millions of them) at a free state campground in northern Missouri (Lake Paho, Campground D....near Princeton, MO), because I had such a nice stay last year at this campground. This year didn't disappoint. Again, I was the only camper there (on the way back, I stayed a third time....there was one other camper (RV). I really like this lovely little campground as a place for dry camping, just one day's ride away from Oshkosh. Anyway, that night on the way up, laying on my bedroll out in the middle of no-where, and looking at all the stars... the Milky Way... shooting stars...I could see some lightening from a big thunderstorm waaaaay off on the Northeastern horizon, but it was never a factor for me.

Again this year, I helped out in the Pipistrel aircraft booth... setting up on Sunday, and a little bit at the beginning and ending of each day, but I made it clear I was going to do more of seeing the airshow



<https://freecampsites.net/wp-content/uploads/2017/03/>

this year than last. They have had a great location the last couple of years, second display on the right as people come in the main gate....right across from the Textron (Cessna, Beechcraft, Hunter) display... where the aircraft cost at a minimum 3 times as much, and two displays closer to the main gate than Pilatus, whose aircraft cost about 20 times as much as a Pipistrel motorglider. I also stayed with the Pipistrel guys at a house they rented rooms in.

I quickly went through the big (A, B, C, D) hangars. It was extremely useful for me to talk to the Dynon avionics guys face to face about some problems I was noticing about some of my equipment, because they really

stepped up and said they'd take a look at the equipment, even though it had run out of warranty sitting on my shelves waiting for the kit to finish being built. It was also very useful to talk with the service technician I will be calling next week about initial set up of my Avidyne GPS/NAV/COM, interfacing it with my PS Engineering audio panel, and Dynon displays.. Also made a quick trip to Jeppesen to set up a database subscription for the Avidyne. Not that I need a navigation database to tell me that my plane is still sitting in my hangar, but that should be changing quickly.

I tried on a couple of headsets that I was thinking about buying: The Clarity Aloft headset and the Halo headset. Both are

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## AIRVENTURES (CONTINUED)

(Continued from page 5)

"behind the head" systems , that uses little foam plugs in your ears to convey sound from your headset. Neither has a band going over your head so give a lot more headroom than conventional head sets. Clarity aloft is, I think, the more well-known of the two, but it didn't, to me, sound any better. In the end, I chose the Halo headset because it seemed to me to be a more robust design. In the Clarity Aloft design, the electrical signal coming from your headset

hacks go through little wires to tiny speakers that screw into the foam plugs. You have to be reasonably careful to not over-tighten the foam onto the little plastic screw on the speakers, or you could twist it off., repairing damage to the wires or speakers costs \$75. In contrast, the Halo headset has all the electronics /speakers in the sturdy behind-you-head band , and sound is conducted through to and through the ear plugs via a pair of small plastic tubes. Tubes making too big a loop, and catching on things? No problems, trim off the end of the tube with scissors. Screwed up and damaged on of the tubes? No problem,... they



are \$10 for a pair of replacement tubes.

Plus, I talked with my flight instructor at Boerne Stage Airfield. I found out that he's had a set of Halo headsets for years, and said that if he had to, he'd buy them again, because he loves them so much more than any other headset he's had in decades of flying.

I met several of the people from Mooney (and other manufacturers) coming through the Pipistrel display to see the new Alpha Electros (the first

ASTM compliant Light Sport Aircraft with ELECTRIC PROPULSION) that Pipistrel had on display. <http://www.pipistrel.si/plane/alpha-electro/overview>; [https://www.aopa.org/news-and-media/all-news/2015/october/pilot/f\\_pipistrel](https://www.aopa.org/news-and-media/all-news/2015/october/pilot/f_pipistrel)

Unfortunately, I never took a snapshot of the Alpha Electro myself. What I did take some pictures of was a prototype military observer plane - the Boeing YL-15 Scout, 100% of all the airworthy B-29s flying in formation, a B-2 bomber flying by our booth, and "Doc" and a BONE....



### Steve Jones

Freda and I had all intentions of attending the convention, however life got in the way. We were there in spirit. We were there on LiveStream as well!

If you couldn't attend AirVenture, 'EAA Live' brought it to you in near-real time. We saw panoramic views of the convention from several venues, including airshow center, vintage, warbird, and experimental parking, as well as the ultralight field. We 'walked' through the vendor exhibit halls, sat in for the Apollo Astronaut panel with David Hartman and the Apollo Astronauts, and took in several airshows. We watched in awe as Gen. Dick Cole recounted the Doolittle Raid, proving once again that our greatest generation willingly sacrificed all to give us a precious gift - our way of life.

Nothing beats being there, but this was a fantastic opportunity to participate from afar. If you're interested, several sessions were recorded and are currently available here: <https://livestream.com/accounts/4758466/airventureairshow>

Additionally, 'EAA Live' has posted several videos to their YouTube channel, available here: [https://www.youtube.com/channel/UC9D-HpzJrNVPin\\_NS6hhRTw](https://www.youtube.com/channel/UC9D-HpzJrNVPin_NS6hhRTw)



### Jody Doppelt

I am attaching a picture of my kids, my nephew and I that we had taken with one of the Tuskegee Airmen - Harry Stewart at AirVenture



## AIRVENTURES (CONTINUED)

### Chuck Fisher

This July once again heralded the great national pilgrimage to Whitman field in Oshkosh WI for AirVenture 2017.

This year EAA says they had the highest attendance (600,000) and most airplane movements (15,500) in history. It was, indeed, packed. On Sunday evening many aircraft parking and camping areas were full and



even the north side of 09-27 was parked full (usually this area is pretty empty).

For Peggy and I this was the first long trip in N10133, a 1948 L-17B. The airplanes are well known for vast load carrying capacity, and we did test that theory by packing the baggage compartment full, then taking on extra oil, parts, tools and baggage for our less cargo endowed Yak 52 wingman. I was, of course mindful of our gross weight (due mostly to the pilot's gross weight) but fully loaded, fully fueled even the hot Midwest days the old girl jumped right off.

Having flight planned and briefed a few days prior, we made an airborne rendezvous over Boerne stage with Terry and Kim Slawinski forming up on our wing. We had tailwinds and smooth weather northward, and even got clearance to blast through the class B at Dallas (can you believe that). We broke the trip into short legs to accommodate a reduced fuel load for my wingman and to give the girls a chance to stretch. This really worked out well.

On our second stop in Bolivar, Missouri we noted the "parking for 100 year old pilots" sign – and yes, they do have someone to use it. We pulled out the small cooler and had a gourmet peanut butter sandwich lunch surrounded by aviation enthusiasts also headed north.



Then, Mother Nature interfered with our bliss. Our next stop was Davenport Iowa, a big field with a good FBO. However, as we trekked northward we watched in awe as a magnificent, enormous cumulonimbus formed off our 11:00 in the distance. We knew this was going to be close. And, about 30 minutes out my vacuum pump failed leaving me without gyro instruments. Being VFR in clear conditions that wasn't a critical problem, but one to be fixed when we landed.

However, the system we'd watched for 200 miles was edging closer to our destination and the radar was showing light rain there already. I called up Unicom and they confirmed light rain and mentioned warnings west of them for tornados and hail. "Hmmm, no instruments, rain, clouds, possible hail and tornados....might not be a good

idea". So, we looped around to Burlington, Iowa and bedded the planes down for the night. As with everywhere we stopped, we met superb folks that knocked themselves out

to help. Our FBO friend not only found hangar spots for the planes, but called all around Iowa and Illinois that Saturday night, found a vacuum pump and mechanic, and tossed us the keys for the courtesy car for the night. Well rested, we popped into the clear morning air and hopped up to Davenport, Iowa, our initial destination and now repair station the next morning.

Matt, a super A&P, met me with a vacuum pump in hand and 30 minutes later we were ready to roll. But...Nature had not forgotten us. Although the TAF for our airport and all the airfields along the way was clear and a million, reality was somewhat different. 700 foot ceilings and hard overcast had rolled in and persisted along the whole route the entire day (the TAF never changed). We were pinned down by clouds that weren't supposed to be there at all. But, finally, the overcast lifted just enough to make it. We formulated a plan and a backup plan to make our destination. We briefed and launched again with just enough time to execute either plan before sundown.

It was an excellent plan and would have worked...but... "Bluestar lead, two has a problem". My wingman's landing gear actuator failed and as I slowed for him to pull alongside it was clear one main was still extended. He was able to drop the other one and both locked.

'Nuff said. We circled back again and I called on Unicom to have our friend Matt the mechanic there for us. That night we disassembled the landing gear but the failure would require parts. My wingman's flight was over.



The next morning Peggy and I took off solo for OSH with our wingman in trail in the car, so they could return to get the plane when fixed. On the way we marveled at the nearly solid line of aircraft on the ADS-B making their way to OSH. We arrived over Warbird Island with just enough ceiling to do a (sloppy) overhead pattern to landing, greasing one onto the orange spot, and joined the long convoy of planes taxiing along the side of the runway. It is always an adventure taxiing along the grass with paparazzi on both sides. The welcome crew, as always, was superb. We'd arrived.

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# AIRVENTURES (CONTINUED)

(Continued from page 7)

Meanwhile our wingman, driving, happened upon the T-6's assembled at an out-field, watched their 40 or so aircraft mass launch, and actually had a delightful trip they would've missed otherwise.



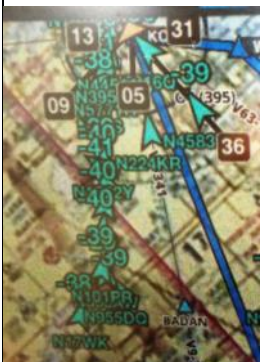
Morning at AirVenture



As always, there was way too much to do and not enough time to do everything. Between our volunteer activities and commitments, the week was gone before I even went to most of the tents. That did keep me from buying stuff, though!

At Oshkosh Peggy taught again at the KidVenture area and just had a blast. The kids who attend are just a ball to work

with, and many have special needs that KidVenture is just the right medicine for. Peggy came back each time ebullient about the day.



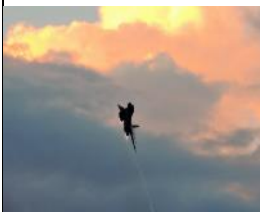
ADS-B screen capture of the Fisk Arrival stream. We arrived via Warbird Island

Meanwhile, I found myself as the narrator on the Warbirds area tour trolley. This required me to spend lots of time among the hundreds of unique aircraft represented. The role turned out to be a challenge as every tour was different as the aircraft were constantly being moved, flown, and new ones added. I was honored to guide a group of WWII veterans on the tour, and only wish I could've

just let them narrate the tour. I would've loved to hear their personal stories of flying the P51's, A-20's and B-25's they'd flown. They'd have been much more interesting!



This year was special for having nearly, if not all, the flying B-25's in the world at AirVenture. They launched en masse and flew together to a big pyrotechnic display, along with both B-29's, B-17's and even a modern day B-1 just to make some real noise!



We saw everything from the Spirit of St. Louis, probably 50 Cessna 195's, dozens of cubs, a Bleriot just parked amidst the planes all the way to the Blue Origin rocket and manned space capsule. We saw and listened to a discussion with the remaining Mercury, Gemini and Apollo astronauts as well as daily talks by heroes of aviation. Peggy collected autographs of airshow performers and other luminaries.



We were blessed to be accompanied by Casey and Nancy Fox and their incredible kids, Kim and Terry Slawinski, our trailer mates, and saw several chapter 35 folks and friends there. Chuck Cluck waved as I passed on the trolley, having just completed an air race, but departed before we had a

chance to talk or tip a beer. Several of our members were able to pose for a chapter picture, but several had already headed home by Wednesday.



Unfortunately my plans for a chapter bar and get-together never materialized, and, tragically, there was still beer in the fridge when we left (that I assume Casey consumed for us all). Next year...



The return flight was almost anticlimactic. We picked up our Wingman back in Iowa, headed home to clear blue skies and even had a tailwind the whole way. I guess Mother Nature was apologizing. Our wingman peeled off back over Boerne, doing a barrel roll around us (because he could) and we put the plane to bed back at San Geronimo in an unmistakable Texas August (105F) afternoon.



We were home. Once again we crossed our great nation north and south and got to see and experience things most Americans never will.



Flying is kind of the ultimate expression of freedom. Give it a try. We'll see you next year at AirVenture.





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**AUGUST CHAPTER BRISKET LUNCHEON AND MEETING UNDER THE (REALLY) OLD OAK TREE**



## OTHER MEMBER NEWS



## YOUNG EAGLES RALLY—23 September



Fellow Chapter 35 Volunteers,

We are teaming up with Women in Aviation (WAI) for a Young Eagles Rally at Stinson Muni on Saturday, 23 September, 0930-1500. Approximately 60-75 girls ages 8-17 will be attending the 3rd annual Girls in Aviation Day Camp. This event is centered on introducing local girls in the community to the possibilities available in a career in aviation.

We need your help for this very special event. We need Pilots, Static displays, Ground instructors, Escorts, Ramp operations/Safety. Admin help (Registration, Certificates, Photographer, Runners). Please sign up early by sending me an email at [pvaneau@gmail.com](mailto:pvaneau@gmail.com). Any help/amount of help would be appreciated. If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event.

We are also planning on having an additional Young Eagles Rally at San Geronimo on Saturday, 4 November. The focus of this Rally will be on the communities near San Geronimo and on NW San Antonio. We will distribute a Flyer for this event in a few weeks.

As a friendly reminder....All Young Eagle *PILOTS* need to complete Youth Protection Training and submit a Background Check. It only takes about 20 minutes. Just sign into your EAA account, select "My Account," then "Go to Training." This needs to be accomplished about 2 weeks prior to flying a Young Eagle. Thank you all for your continued support for these events.

Feel free to send me an email, [pvaneau@gmail.com](mailto:pvaneau@gmail.com), or call at (210) 887-3135 with questions.

## Texas STOL Roundup 29 Sept—Volunteers Needed

The Texas STOL Roundup is seeking volunteers to aid in parking aircraft at our event being held September 29-30 at Hondo. Optimally, ten people are desired. Golf carts will be provided in order to be expeditious as possible along with meals from the food court area for your shift.

Parking for aircraft that are camping will mainly be the Friday, Sep, 29 arrivals and transient aircraft on Saturday. Competitor parking will be handled by our Roundup group. Basically, camping aircraft will be parked on the ramp in front of the red hangars down to the FBO area. Transient parking will be from the fuel farm south. There is a parking plan drawn up and a copy is in Steve Jones possession. Signage will be in place to also help direct arrivals.

Volunteers will need to be available starting at 8 AM on Friday until

late and from 8 AM on Saturday until around the noon hour. Shift assignment will be at your discretion.

There were over 300 aircraft in attendance at last years event in Llano BEFORE we ran out of parking space very early in the day. Aircraft were simply arriving and having to depart without landing. This is one of the main reasons for moving the event to Hondo. We anticipate 400+ total arrivals based on surveys and feedback from advertising.

Contact Jimmy Gist, 512-755-2360, [jlgist777@gmail.com](mailto:jlgist777@gmail.com) and thanks in advance for your consideration.



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DATE: August 4, 2017

SUBJECT: Identification of Connecting Rods with Non-Conforming Small End Bushings

MODELS AFFECTED:

- (1) Engines with a serial number listed in Table 1 of this Service Bulletin
- (2) Engines that have been overhauled or repaired that could contain connecting rod assemblies or connecting rod bushings shipped from Lycoming during dates identified in Table 2 of this Service Bulletin

### MANDATORY

### SERVICE BULLETIN

Service Bulletin No. 632B  
(Supersedes Service Bulletin No. 632A)  
Engineering Aspects are  
FAA Approved

## Lycoming Mandatory Service Bulletin

**Requires inspection within the next 10 hours.**

Read the bulletin at <http://www.lycoming.com/sites/default/files/SB632B%20Connecting%20Rod%20Identification.pdf> or click on the image to see if your engine is affected.

# THE BUILDER'S CORNER

## Heel Plates and Spark Plugs

**Mark Julicher**

### Heel Plates

Heel plates really dress up your antique or classic airplane.

They add a touch of class and they keep your floorboards from getting scuffed.

Good-looking heel plates are possibly the easiest things you can make, so here is a brief explanation about how to make two different styles of heel plates for your project.



Photo 1: Beaded heel plate on a Citabria



Photo 2: Paper heel plate template.

The first thing is to decide the shape and dimensions of your heel plates. This can be easily accomplished by making a paper template. Lay a sheet of paper on your floorboards and draw a line where you want there to be a heel plate. Now cut out the design. Play with the template until it is just exactly how you want it.

Use your template and a Sharpie pen to transfer the outline onto a sheet of aluminum. What aluminum? A scrap



Photo 3: Two heel plate blanks cut out and ready for further fabrication

of .025 or .032 in any alloy will work. Softer alloys are easier to work. Cut out your heel plate using aviation snips.



Photo 4: De-burring on a fiber wheel.

sure to remove the rough edges because they look bad and they can cut skin.

Next, de-burr the edges of the sheet metal. A fiber wheel makes quick work of de-burring, but sandpaper works just fine too. Just be



Photo 5: De-burr with sandpaper.



Photo 6: Edge rolling with a wheeled disk style tool.

At this point you could just fasten the aluminum to the floor, but your heel plates don't yet look elegant, and over time, the edges of the sheet metal will tend to curl up and get downright ugly. Add the elegance by making either a rolled edge or a beaded edge.



Photo 7: Edge rolling using a tool made from locking pliers.

For a rolled edge, grab your favorite edge roller. There are several good ones on the market. If you don't own one, borrow one and learn to use it on some scrap. It is an acquired skill and very satis-

*(Continued on page 13)*

## THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

fyng when you get it right. The next two photos show two (out of many) methods of making a rolled edge.

The rolled edge is most easily done on rectangular heel plates, so if you have a more complex shape you may want to do a beaded edge. You will need to own, beg or borrow a bead roller, but there are several of these amongst chapter members, so ask around if you need to find one.



Photo 8: Guide line marked on heel plate blank.

Begin the beaded edge by marking a line on the heel plate blank. You will follow this line as you bead the metal.

Insert your blank into the bead roll-

er, tighten the tension screw, and follow your guideline as you slowly roll a bead. Going around corners is easy, just roll and angle the



Photo 9: A blank in place ready to roll.



Photo 10: Beading around a corner.

sheet metal as you go. Take it slow.

If you bead all the way around and you find the bead is not deep enough then tighten the tension screw and go around again. Once again, take your

time.

Once the heel plate is formed, it will likely have a bit of a warp in it. Use hand pressure to adjust out the warps. This is easy to do if you used soft alloy. If you have difficulty adjusting out the warp, a rawhide mallet and an anvil or shot bag can be used to tap things a bit straighter.. Do the best you can reducing any warps, but realize that as you fasten the heel plate to the floor, the formed aluminum is rather stiff and will do a pretty good job conforming to the flat surface.



Photo 11: Heel plates, two styles.

Have a go at making some heel plates. It is fun. I'm sure you can do better than the two quickies I cobbled out for this article.

### A word about periodic spark plug maintenance.

Not long ago we had a regularly flown airplane in for an annual inspection. By "regularly flown," I mean it had over 100 hours on it in one year. There were not many squawks reported by the owner, so it



Photo 12: Bottom plugs (cleverly labeled 1B, 2B, etc.) are

seemed like it would be a "no surprises" annual. But not so. When we removed the bottom spark plugs a bunch of trash fell out on the floor. Some of the bottom spark plugs were seriously fouled. Look at photo 12.



Photo 13: Looking up into a spark plug hole of

Naturally we looked closer. There was a large quantity of debris seen in all of the bottom spark plug holes. For some unfathomable reason, some engines just produce a lot of combustion products that don't get scavenged. The take away here is that your engine would be much happier if you checked the condition of the spark plugs more often than 100-hour intervals.



## AUGUST MYSTERY PLANE REVEALED

## Doug Apsey

Congratulations to **David Baker, Charlie Brame** and **John Koenreich** for correctly identifying the August mystery airplane as the **North American Aviation B-45/RB-45 Tornado**. The B-45 was the USAF's first operational jet bomber. Capable of carrying both conventional and nuclear bombs, it was an important player in US's early nuclear deterrent strategy, serving with the Strategic Air Command from 1950 to 1959. It is also considered the first aircraft to serve as a tactical nuclear weapons carrier, being deployed to Europe during the early days of the cold war.



RB-45C Wikipedia.org

The development of the B-45 started in 1944 and production began in September of that year on three prototypes. The end of WWII resulted in a delay in production but as tensions increased between the US and the Soviet Union, the development of jet bombers became a higher priority and work continued on the design. A contract to produce 190 B-45A's was signed on 2 January, 1947 and the XB-45 made its first flight on 24 February, 1947. A total of 142 Tornados were delivered by the end of 1949 when the contract was cancelled due to budget cuts and more advanced designs such as the B-47 and the B-58 coming on line.

The Tornado carried a crew of four consisting of the pilot, co-pilot, bombardier-navigator, and tail gunner. It was powered by four GE J47 turbojets producing 5200 lbs. of thrust each. Maximum speed was 566 mph and cruise speed was

365 mph. It had a range of 1,192 miles and a service ceiling of 46,000 ft. Empty weight was 45,694 lbs. while maximum take-off weight was 91,775

B-45A's globalsecurity.org



lbs. It was armed with two .50 caliber machine guns mounted in the tail turret and could carry up to 22,000 lbs. of bombs.

The first B-45A's became operational in November of 1948 as part of the 47th Bombardment Group. Of the 142 B-45's that were built, 3 were XB-45's (prototypes), 96 were B-45A's, 10 were B-45C's and 33 were RB-45C's. The B-45C had several significant modifications including a probe to allow for inflight refueling and two 1200 gallon wing-tip tanks. The B-45C became the first multi-engine jet bomber to be refueled in flight. Only 10 B-45C's were built before the Air Force decided to convert the remaining order to the RB-45C. The RB-

RB-45C being refueled  
wordpress.com

45C was a reconnaissance version of the B-45C and carried several cameras on board. It could also carry two 214 gallon wing tanks or two JATO rockets. The Royal Air Force used the RB-

45C to fly several clandestine reconnaissance flights over the Soviet Union from 1952 to 1954. During the Korean War, the B-45 served as both a bomber and reconnaissance aircraft. During this same time period, approximately 40 B-45's were modified to carry small nuclear weapons and were deployed to Europe to serve as tactical weapons carriers as part of the nuclear deterrent against the Soviet Union.

The B-45 was taken out of active service in the spring of 1958 although a few remained operational as test aircraft into the early 1970's. Only three B-45's remain today. A B-45A at the Castle Air Museum in Atwater, California, a B-45C at the USAF Museum in Dayton, Ohio, and a RB-45C at the Strategic Air and Space Museum in Ashland, Nebraska.

Sources for this article include:

[https://en.wikipedia.org/wiki/North\\_American\\_B-45\\_Tornado](https://en.wikipedia.org/wiki/North_American_B-45_Tornado)

<http://www.globalsecurity.org/wmd/systems/b-45.htm>

<http://www.airplanesofthepast.com/b45-tornado.htm>



## NAME THE PLANE

Here is your mystery aircraft for September. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery aircraft?



1. Who designed and built it?
2. What is its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. What was its primary mission?
5. How many were produced?
6. 6. Bonus Question: Is there a powered version of this aircraft and if so, what is it?





# Country Store

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**THE KOOZIES ARE WAITING FOR YOU!**

The new can Koozies are now in stock at the Country Store. Our logo is imprinted in color on both sides of the Koozie. They are only 5 Bucks a piece. They will fit into most beverage cup holders in your aircraft, golf cart and automobiles. You can even fold one up and carry it in your pocket



**60th ANNIVERSARY DECALS**

We have lots of our 60th Anniversary logo decals available in the Country Store. They are only 1 Buck (\$1) each. They are 3 inches in diameter. They can be applied anywhere something will stick to, like aircraft, boats, cars and trucks or your refrigerator door.



**SHIRT NEWS**

We have a few older Fishing Shirts in inventory on which we will give special pricing consideration. They are the ~~four~~ three in the picture. We will give a 10% Discount on these four shirts that have been hanging in the same place at several monthly meetings. All four of these shirts were ordered by members who chose a different shirt when the order was received. Come try one on. You might like it.

We have a new order of some fresh Fishing Shirts and Polo Shirts in inventory. Special orders don't bother us and we will be glad to place an order for the exact size and color you want, at no additional cost. Sizes from Small to XL, or as many X's as you might need. Sometimes it takes a while for special orders since we have



**SPECIAL PRICE REDUCTION**  
 10% discount on these four shirts.  
 Now only \$35.00 each.

They do a great job without having water available. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.

We have instructional literature and videos available as well as information on which product is good for what job, so come on down to the Country Store. You will be glad you did.

**New Merchandise News**

We have quotes on some new merchandise with the Chapter 35 logo, like coffee cups, duffle bags and, clip on flashlights. We should have some at the next meeting.



These "Scrubbers" are great for de-bugging the leading edges of your wings.

to buy a dozen logos items at a time because they have 12 embroidery machines in a row that are all sewing the same thing at the same time.

**FOR YOUR CLEAN MACHINE!**

The Country Store is sells Wash Wax All aircraft care products at a special reduced price for Chapter members.






## MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short or long sleeves	Men's & Lady's	\$39.00
Special orders are the same price		
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$10.00
60th Anniversary Decals		\$1.00
Beverage KOOZIES!		\$5.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Products	Great savings!	

All prices include 6.75% sales tax

For merchandise please call Brian or June @ 727-709-1159 or ladybgoode@msn.com

## CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

SEPTEMBER	9	<b>LUNCH MEETING</b> Speaker: David Hook CFII, ATP AGI Airport Drone Security and Demo	EAA Chapter 35 Clubhouse Lunch 11:30 am  Meeting/Program 12:30 pm
	23	<b>Young Eagles Rally</b>	<b>Stinson Field KSSF</b> 0930-1500
OCTOBER 	14	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u>  BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am  12:30 am
NOVEMBER 	4	Young Eagles Rally	San Geronimo Airpark Details TBA
	11	<b>ANNUAL CHILI COOKOFF</b> EAA Chapter 35 Fly-mart <b>Annual Membership Meeting and Election of Officers</b> Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am  11:30 am Immediately following the meeting
DECEMBER 	9	<b>CHRISTMAS PARTY</b> Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

## Upcoming Local/Texas Events and Airshows

## Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>  
 EAA <http://www.eaa.org/calendar>  
 Fly-ins <http://www.flyins.com>  
 Fun Places <http://funplacestofly.com>  
 Social Flight <http://socialflight.com>  
 Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

Sept 2 **EAA Chapter 59 First Saturday Fly-In**  
McGregor TX (KPWG) 7:30-10:00

Sept 9 **Bluebonnet Airshow**  
Burnet TX info: caf@tstar.net

Sept 13 **AOPA Fly by Night Safety Seminar**  
Doubletree by Hilton San Antonio Airport, 37  
NE Loop 410, San Antonio, TX 78216  
07:00 PM - 09:00 PM

Sept 29 **4th Annual Texas STOL Roundup -**  
Hondo TX (KHDO)  
<http://www.texasstolroundup.org>

Oct 7 **Ranger Old School Fly-In & Airshow**  
Ranger TX Info: (254) 433-1267

Oct 7 **EAA Chapter 59 Pancake First Sat Fly-In**  
7:30 AM - 10:00 AM, McGregor, Texas

Oct 14 **FALL WINGS & WHEELS**  
Zuehl Field (1TE4)

Oct 27-29 32nd. Annual Flying M Ranch Fly-In, Campout,  
and 24th Annual Cub Migration  
Reklaw TX info:  
<http://www.reklawflyin.com/>

Oct 28, 2017 **Elm Creek Fly-In**  
Seguin, Texas (oTX6)

Oct 21-22 **Wings over Houston Airshow**  
Ellington Airport (EFD)  
[www.wingsoverhouston.com](http://www.wingsoverhouston.com)

Nov 4 **EAA Chapter 59 Pancake/Fly-In**  
7:30 AM - 10:00 AM, McGregor TX



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**For Sale - - N-3 Pup.** Engine factory overhauled and then flown a few hours. Then Julius Braun placed it in the hangar at 8T8 for the last 20 years (or so...), where it still resides today. Priced at ~~\$6,000~~-\$5000 and includes a pair of floats and a trailer. Talked to one of the past pilots. It flies well. Call me if interested. Nelson Amen 210-834-1991 (Expires Oct 2017)



and can use rough cut. I am also interested in any pointers that I can get from any builders. This will be my first build. If you have any that you don't have a use for, or know of somewhere close that sells spruce, please call or text Bryan Nelson at 214-695-1478, or email at ozzietx@gmail.com (Expires Oct 2017)

**Hangar on the runway for rent.** Utilities furnished, side door parking and entrance. Call 210-710-6063. (Expires Nov 2017)

To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

**New Member needs Help with Pietenpol project.**  
I am a new member here, and will be building a Pietenpol. I am in need of aircraft quality spruce. I am trying to keep my costs as low as possible. I really don't want to pay shipping if I don't have to. I prefer already dimensioned wood, but do have a jointer/planer

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# 2016 EAA Chapter 35 Leadership



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## Flight Advisors

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*Chapter 35 meets  
Each Second Saturday of the Month*

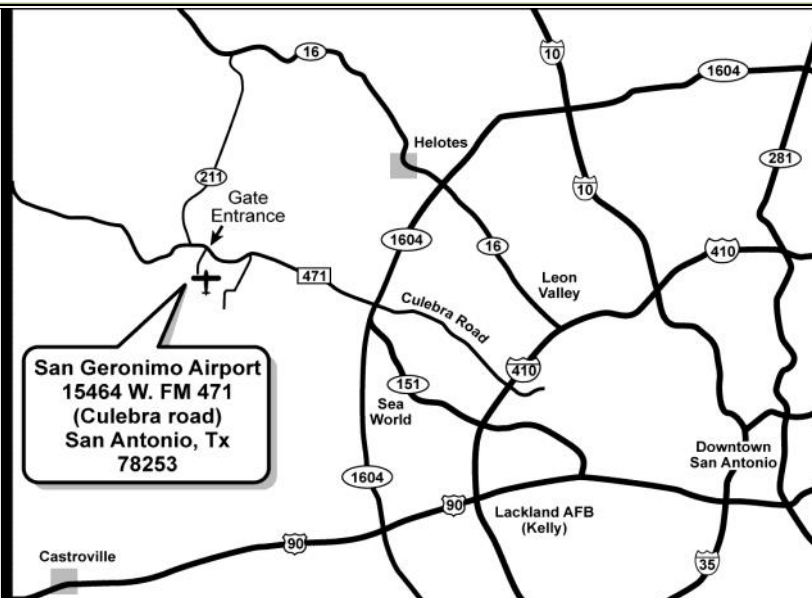
**September 9**

**Lunch 11:30**

**Program: David Hook**

**Unmanned Aerial Systems and Air-  
space Security**

**Chapter 35 Clubhouse**



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Membership Chairman  
15464 FM 471 W., #14  
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All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.  
**Spray On - Wipe Dry**



**Wash Wax ALL Degreaser**  
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.  
**Spray On - Wipe Dry**



**Belly Wash**  
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.  
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Leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.  
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**NEW**

**Waterless Wash Wax Mop - Faster, Easier, Safer.**

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The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



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Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



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All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



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Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



**NEW**

**Waterless Wash Wax Mop Starter Kit**  
All you need to get started with the new Wash Wax Mop.



**Starter Kit**  
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**Leather/Vinyl Kit**  
All you need to clean, restore and protect leather and vinyl in one kit.



**Cabin Cleaner**  
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



**SafeSolv**  
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



**Leather Soap**  
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



**Leather Care**  
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



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