



RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



CELEBRATING 60 YEARS

CHAPTER 35 RETURN TO HONDO!

April 2017

Volume 59 Issue 4

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Chuck Fisher

After a couple of years away, Chapter 35 will return in force to Hondo Army Airfield (that would be South Texas Regional Airport to most) on April 29th to celebrate its 75th anniversary.

Details of our participation are still pending at press-time, so watch for e-mail announcements. We will be providing pancakes and other stuff to start the day off for participants. Folks with planes (especially warbirds) are encouraged to fly in. And be sure to let folks know in the area. There will be events through the day and even a WWII style hangar dance that I am told is always a great event.

We all love Hondo as an enormous, absolutely perfect practice field with inexpensive fuel. Most of us could perform several touch and goes in sequence on the massive runway (intended or not).

This year, though, we celebrate its history. In 1942, The US had been attacked and had entered World War II. Across the nation massive airfields

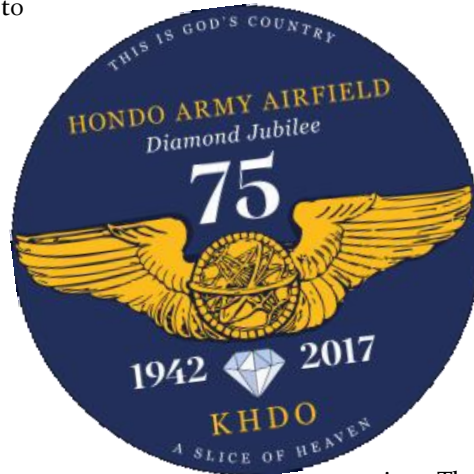
were created to train as many aviators as rapidly as possible. Texas was an ideal location with good weather and oodles of open space to crash without hurting anyone. It didn't hurt that the airfields could be put way away from cities so airmen could focus on their training and studies without...distractions.

So, Hondo army airfield was constructed from bare ground in a matter of months and within weeks began Army Air Corps navigator training.

The installation included all the features of a bustling army air base including theater, barracks, clubs, hospital and of course the massive hangars and enormous flightline.

Shortly after navigator training arrived, Women Airforce Service Pilots squadrons were also assigned to Hondo. In a short three years more than 14,000 aviators had been trained at Hondo.

The installation was closed after WWII and the



(Continued on page 4)

Next Event

April 8

Fly-In / Drive-In
Breakfast

0900-1200

Chapter Club-
house

Runway 35 is published monthly
by EAA chapter 35.
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Next Event!

FLY-IN / DRIVE-IN Breakfast Event

0900-1200

Cooks and Servers Needed

PRESIDENTS COCKPIT



Steve Jones

March Hangar Tour: Folks, that was fun. The chapter and guests boarded trams, trailers, and picnic tables to visit pilots and builders from one end of San Geronimo Air Park to the other. You responded kindly to Janet Paduh's wish that chapter members peruse Ron's aircraft tools, equipment and supplies to put them to good use, just as Ron would have wanted. Darren Medlin was able to show off his recently finished Earthstar Odyssey with designer Mark Beierly present to answer questions. I spent most of my time taking notes of Cliff Elrod's Falcon UL ultralight – all the mods I need to make to my own ship. There was so much to see! Each of us had a uniquely personal experience as we gingerly tiptoed around the saturated ground to visit the builders and admire their aircraft. That brings us to this challenge: we want to hear from you!

Dr. Chuck Fisher has taken our newsletter to a new level. This is a class-leading publication highlighting the amazing progress Chapter 35 has made with aircraft construction, aviation, community outreach and education. To make it even more relevant we need to hear your point of view. This is your publication, your opportunity to show the chapter, the community and all of EAA what we're about. Please, take up this challenge. We're eager to hear from you. Drop Chuck a note at ea35news@gmail.com

The meal: Our facility manager put out the call for a pot luck soup and salad meal and you delivered! I'm humbled by the response. The meal became a showpiece unto itself with homemade soups, sandwiches, sides and desserts lovingly prepared for this auspicious event. You helped us feed 59 members and guests. In a word, awesome. I don't have the details, but I believe our Facility Manager calls out our volunteers elsewhere in the newsletter. Thank you all so very much.

Chapter 35 lost a pioneer and early leader of this chapter. As last month's issue went to press, we received news of the passing of Don Staats. Chuck Fisher posted late breaking news of his passing. While I was not fortunate to know Don, I think Norris Warner's message rings true.

"Dave Baker, Chuck Imken, and Norris Warner spoke to the overflow crowd about Don's many fine attributes. We all agreed that Don liked guns, really liked painting landscapes, and really, really liked airplanes. But his true love was for his family, wife Norma, and son, Charley. He truly was the lifeblood of the Chapter for many years, and enriched the membership with his guidance, and with his wonderful sense of humor. Although the family had moved to New Braunfels several years ago, and Don had sold his cute Parakeet when he could no longer squeeze into it, Don did retain his membership in the Chapter, and the family address is in our directory. We are certain that Norma would appreciate cards of condolences from any who knew him."

I'm saddened by the news of the passing of Linda Ridgeway. Linda, wife of Jack Ridgeway was supportive of Jack's contributions to the nation and to Chapter 35. Like so many military spouses, she endured years of travails and worry as Jack worked behind the scenes

to secure our nation against unseen enemies. Linda and Jack helped kick off our Young Eagles program with a \$2500.00 donation, and on Jack's passing, Linda donated the proceeds from the sale of his motor glider to our chapter. We owe the Ridgeways a debt of gratitude that we can only work off by paying it forward. As we learn more about funeral and memorial arrangements, we'll pass the information along to the chapter membership.

Past President and Board Member Dave Baker is set to receive open heart bypass surgery March 23rd (likely complete before you see this), so keep Dave and Shirley in your prayers. Dave is looking forward to getting back in the air!

Pancake Breakfast Update: We're on track to deliver a great meal to some hungry pilots at Hondo. We've provided the Medina County Health Department with information they need to provide us a food service permit for the event. The airport is lining up resources. EAA Insurance has underwritten the event. We will need your support. Our Facility Manager may call on us to bring additional electric griddles, and volunteer our time and talent to cook and serve. Freda Jones should have more information in this issue and next. I'm looking forward to meeting Doolittle Raider Dick Cole Saturday, April 29th on the tarmac at Hondo Airport. I hope you are, too. If you can help, contact your facility manager Freda Jones at (210) 570-9435 or by email, ea35facility@gmail.com.

We've executed the new 15-year lease with San Geronimo Air Park Property Owner's Association. As a condition of this very beneficial agreement, we, the chapter need to step up and take care of the grounds. Your Vice President Darren Medlin has some ideas, so we'll be in touch with the board to develop a grounds-keeping program. We'll be looking to you to volunteer your time to mow the grass and help keep the Chapter 35 grounds in good order.

As always, please, fly safe and have fun doing it.



MEMBERSHIP

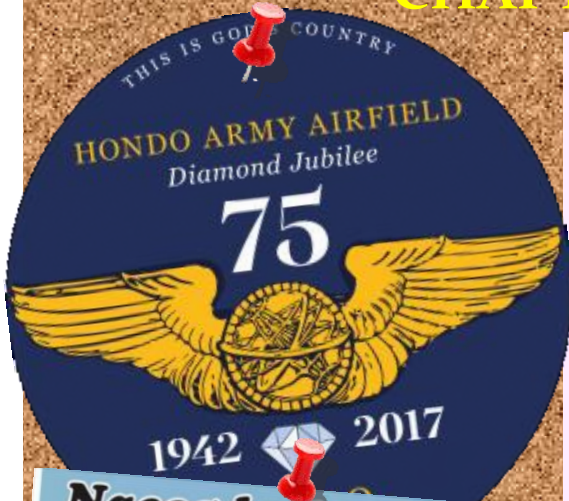
We have several new and some re-new members! The complete list was not ready for this issue—for those we missed this month, we apologize and will feature you next month.

Re-introducing Matt Johnson: At the last meeting you we re-introduced Matt Johnson who had been away for a while and is joining us again. Matt has several fascinating business including building over the top Christmas lighting and music displays and was featured on national television. He has graciously offered use of his CNC Router and 3D Printer to our members! He says they can be used to fabricate parts, jigs, molds, and other wonderful things! You may contact Matt at: matt@rv7a.com or 559-320-5087

Did you pay your dues? There are still a few of you who might have forgotten. If you don't remember or forgot, please contact Ron ODea!



CHAPTER BULLETIN BOARD



APRIL FLY/DRIVE IN!

The menu for the April Breakfast Fly-in is Pancakes!

Think you'll be hungry on Saturday morning? Make sure you save the date: Saturday, April 8th, 9:00AM – Noon.

This will also serve as a test run for the Hondo Pancake Breakfast on the 29th. I'm looking for volunteers to cook and serve pancakes. The word has gone out to the Hondo Airport staff, so we may see some guests from the west!

We'll be manning the griddle to make pancakes for everyone who likes those sweet, heavenly fluffy flapjacks. They'll be served with sausage, orange juice and coffee. Great news: unlimited coffee and pancakes! Come back for more! We'll have traditional and sugar-free syrup to meet everyone's dietary desires, and butter in squeeze bottles, because America rocks gastronomic technology.

The Potluck Meal for the March Hangar Tour was just amazing. I wish to thank everyone who volunteered their time and those who brought soup, sandwiches, desserts and side dishes. You show us time and again that we can come together as a community and accomplish great things. What could be cooler than that? It was a crazy day, but I took better notes this time. Thank you to:

- Jake White – 'Home made' pecan pie and lemon meringue pie
- Frank Pisz – Firehouse sub sandwiches and pecan pie
- Doug Apsey – Italian Wedding Soup
- Mary Anne Schlattman – Caramel Cake
- Andrea McGillivray – Hand-picked strawberries and ganache
- Charlie and Dee Brame – Chili and Frito chips
- Jeanette Hunt – Haby's Cranberry Crème Cake
- Ulf Balldin – Banana Cream Pie
- Tom Morgan – Homemade Brownies
- Marie Claire – Crunchy Cookies
- Chuck and Peggy Fisher - Homemade sandwiches and Oreo Cookies

Again, it got crazy, so if I missed you, please forgive me. We really, really appreciate your contribution.

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space be available for a nominal fee. You are not find a fully equipped wide access hangar an the San Antonio area. First to contact Lew 210-688-9072 lewnan@sbcglobal.net gets it.

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: ea35news@gmail.com

HONDO AT 75 YEARS

(Continued from page 1)

hastily built structures and land sold off to civilian operators.

The base was briefly re-activated during the Korean war for contract initial flight training and deactivated again in 1958. The Air Force again employed Hondo as a civilian flight screening program site starting in 1973 using the T-41 (that would be a big engine 172 to the rest of us) and this program trained both US and foreign initial flight candidates. The base was to get a big push with a whole new fleet of T-3 fireflies in the early 2000's, but this effort was suddenly cancelled, and the military and military contract programs left Hondo again.

The grounds have been used for activities from the Hondo Live stock auction to a number of aircraft restoration and repair enterprises, and the well maintained airfield boasts possibly the largest uncontrolled ramp and runway complex available to general aviation anywhere.

The airfield has been home to major fly-ns, warbird reunions, and



https://upload.wikimedia.org/wikipedia/commons/3/3c/Hondo_Army_Airfield_-_station_-_2.jpg

is the home of the Short Takeoff and Landing champion-ships each fall which, I have to admit seems a bit incongruous with a 6000 foot, 5000 foot and two 3000 foot runways!

A few of the hastily constructed, "temporary" buildings remain. There is a WWII installation diagram in the (really nice) FBO. If you have time, look at that map, and drive about the installation. Imagine it bustling with thousands of young men and women excited to serve their nation.

So, come 29 April, our chapter has the chance to meet

and hopefully influence some new aviators who will carry on our hobby and passion when we are gone.

And, we will each join the City of Hondo and members of the aviation community to honor those airmen, their legacy, and an airfield we are fortunate to have right in our back yard.



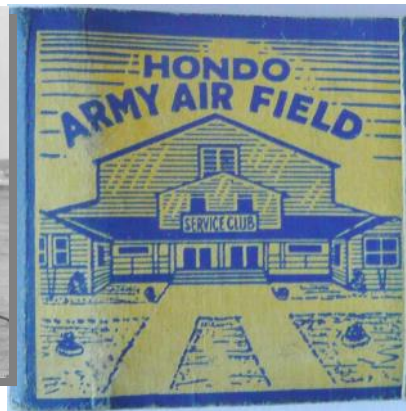
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<http://hondochamber.org/wp-content/uploads/2017/01/planes-e1484162697746.jpg>



http://www.thestoryoftexas.com/upload/images/characters/wasp/wsp_gallery_1.jpg



https://c1.staticflickr.com/9/8022/7520577898_9088e73373_b.jpg



INEXPENSIVE OIL ANALYSIS IS CHEAP INSURANCE

Darren Medlin

After three years of work on my homebuilt plane, the airworthiness inspection is done and I'm flying the phase 1 test flights to work out all the bugs and verify the performance numbers. Even though major construction is finished I still need my daily dose of builder related information. One of my favorite sources for this information is the builder's videos from "www.HomebuiltHELP.com." You may know this company as the provider of step-by-step instructional DVDs on building popular kit planes and experimental aircraft engines. What you may not know is that they put out a series of free video hints that cover engine, avionics and airframe construction topics with an eye to getting the most value for your time and money. Just search for "Homebuilt HELP" on YouTube and these videos will pop up.

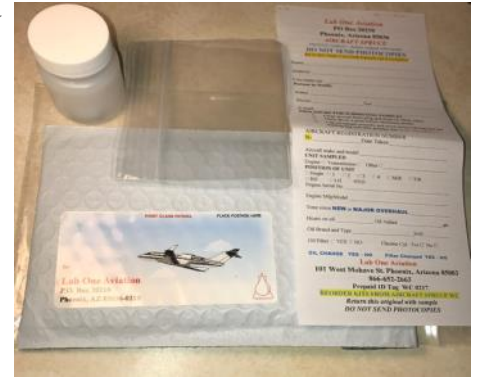


Picture of the kit as received

A recent Homebuilt HELP video talked about inexpensive airplane engine oil analysis services available from Lab One Aviation in Phoenix, Arizona. My engine was manufactured in 2009 but stored in its box by the first owner and never assembled and run. I am putting the first hours on it and now is a great chance to get a baseline analysis of the oil. After watching the video I went to the Aircraft Spruce website and ordered a kit for \$13. The postage to return

the sample will be about \$2.67 for a total investment of less than \$16.00.

The kit consists of a small sample bottle, a zip lock bag to put the bottle in when full and a padded envelope with the lab's address on it. Also included is an information slip on which you write your information. The information they ask for includes specific data on your engine and your oil including how many hours are on each. The instructions go on to ask for any additional information that might be relevant, such as, do you have chrome cylinders, has the engine been disassembled or overhauled, has the plane not flown regularly or had low oil



Picture of oil kit contents

pressure or a prop strike. The bottom line on the instructions states that "the more information you can give us, the better we can analyze your oil."

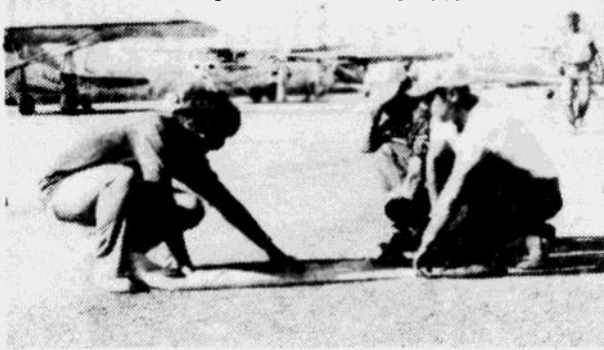
The instructions for collecting the oil are straight forward. They recommend taking the oil sample within an hour of shutting down the engine. Clean around the drain plug. Let about a quart drain out before collecting the sample. Clearly this is easiest to do in conjunction with an oil change. Once collected the bottle is put in the zip lock bag and the mailer and should be mailed promptly according to the instructions.

After my next flight, I'll do an oil change, collect a sample for analysis and mail it off. I'll do another article once I receive my results.

Always Learning,



San Antonio Express News Nov 23, 1975



FLIGHT PLAN — Members of Chapter 35, Experimental Aircraft Association of San Antonio plan the return flight. From left are Harry Pierce, Jim Scarborough and Don Dixon.

Matagorda untouched

Matagorda Peninsula offers one of the few open and uncluttered beaches left on the Texas Gulf.

Its wide, sandy beaches are virtually free from the tourists that jam Padre and Mustang Islands.

And the beaches are filled with seashells and driftwood for the taking.

Access to this untouched spot of quiet beauty is by boat from Port O'Connor or by small plane.

Runways built by the Army Air Corps during World War II have been abandoned, but are still in condition for landings.

Best of the three or four runways is located at the Southwest end of the Peninsula and runs about 3,500 feet.



OPEN BEACH — Running on the clean and uncluttered beaches of Matagorda Peninsula are Rosalee Cerna, Mary Beckett and Paul Hammond.

THE AIRPORT DOG

Chuck Fisher

She was always the first to greet new visitors. If they passed muster, and they always did, hearty handshakes followed and the visitor became an anointed member of the community.

She never flew, never turned a wrench, never pushed an airplane and never came to a meeting. But, she was known and loved by dozens of pilots and friends of the airport.

She was “only” a dog. But she was one of us, and her absence makes the airport and the hangar a little emptier, and a lot more lonely.

Dogs have been a part of air patches since the beginning. Paintings of aviators in WWI often picture dogs accompanying the heroic pilots to their planes. One squadron legendarily had a pet lion. History is replete with tales of aviators who flew with their pets, and every terminal big and small had some four footed greeter whether cat or dog. As I was growing up (somewhat later than WWI) we kids could count on being greeted by a pooch of some sort in many airport offices.

I guess times were different then. Airports now seem sterile, TSA controlled, air-conditioned edifices with businesspeople behind granite counters and comfy executive lounges for fuel-buying pilots. The ramps are tightly controlled, and for safety probably that’s best.



But there is no place left for the airport dog (though I suspect there may be a cat or two hiding behind those granite counters).

So one evening I arrived at San Geronimo. I’d never been there, but when I arrived I was greeted with a warm nose and a wag of a tail. In an instant it was clear. I was home. I was family.

Niña, was our airport dog. She brought with her Joe and Diana, proprietors of the hangar at the center of our airport’s social life. And for many wonderful afternoons and evenings, she warmed our feet or, with sullen eyes, silently “begged” for a tiny morsel. We were all a family to her. She was family to us. And, we were all family to each other.

It’s a cruel reality that dogs have short lives. Niña’s was full, and because it was full she shared that with us. And she helped bring all of her people together.

Niña is gone now. We friends still gather, though less often than before. Maybe our feet need to be warmed, or maybe we just need that little implied nudge on the elbow. But somehow the hangar is a little colder, even on a hot San Antonio evening.

Yes, her family misses her.

Niña - The airport dog.



IN CASE YOU MISSED IT

In case you missed it, this is Chapter 35’s Col (retired) Jim Humphries as the speaker at ceremonies honoring the 100th anniversary of military flight in San Antonio as he recounted the work of Lt. Benjamin Foulois at Fort Sam Houston. You can see these clips at

TV KENS 5 Link: <http://www.kens5.com/news/local/first-military-flight-attracts-new-air-force-recruits/418887557>

TV KSAT 12 Link: <http://ksat.com/news/ceremony-held-to-commeorate-anniversary-of-first-ever-aerial-military-flight>

JBSA Public Affairs clip: <https://youtu.be/vOgLdHofHpk>



FROM HEADQUARTERS AND OTHER NEWS

EAA CHAPTER NETWORK SPORT PILOT ACADEMY SCHOLARSHIP NOW OPEN!

Through the generosity of EAA donors during the Gathering of Eagles, this scholarship awards \$9,999 for full tuition to attend the Sport Pilot Academy in Oshkosh during the August 2017 session. The Sport Pilot Academy is an accelerated three-week training program that allows attendees to attain a sport pilot certificate while being immersed in aviation with an experience only Oshkosh can offer.

This all-inclusive training session takes place on the EAA grounds in Oshkosh, Wisconsin, and includes group and individual instruction, flight training, lodging, and food.

Scholarship winners must be at least 18 years old and have successfully completed the FAA written test prior to attending the academy.

Applicants must have participated in the Young Eagles program as well as be a current member or nominated by a current member of an EAA chapter. Applicants will be required to go through an interview process and sign an EAA waiver to participate in the Sport Pilot Academy.

To apply for the EAA Chapter Network Sport Pilot Academy Scholarship, <https://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/ea-aviation-scholarships/ea-flight-training-scholarships>

To learn more about the EAA Sport Pilot Academy visit www.EAA.org/sportpilotacademy.

MEMORIAL WALL TRIBUTE DEADLINE APPROACHING

Has a key chapter member gone west this year? The deadline for enshrining a person on EAA's Memorial Wall is April 14, 2017. To have your loved one recognized for the dedication ceremony at EAA AirVenture Oshkosh 2017, your submission must be received by April 14, 2017.

Please email donor@eaa.org or call 800-236-1025 with any questions you may have.

To submit an application and to learn more [click here >>](#)

B-29 "DOC" TO ATTEND AIRVENTURE

The fully restored B-29 Boeing Superfortress named *Doc* will attend its first EAA AirVenture during the convention in Oshkosh, July 24-30, 2017. The historic aircraft made its first flight in July of 2016, more than 15 years after arriving in



Wichita to be restored. "This will be a historic year for our airplane and to say we're excited about our plans to tour in 2017 is an understatement," said Jim Murphy, manager for the Doc's Friends Restoration Program. AirVenture will be the last stop on [Doc's debut tour](#), which also

includes visits at Yingling Aviation in Wichita, Kansas; Barksdale Air Force Base in Louisiana; and Whiteman Air Force Base in Missouri.

CLARIFYING REPAIRMAN CERTIFICATE ELIGIBILITY

March 23, 2017 - In a recent EAA government and advocacy article, we summarized the eligibility requirements for a repairman certificate under FAA Order 8900.1. This generated a few questions regarding whether or not a repairman applicant must have built the aircraft in question. To clarify, FAR 65.104(a) requires the following of a prospective repairman:

- Be at least 18 years of age
- Be the primary builder of the aircraft (in the case of a group build, any member of the group may apply)
- Have the requisite skill to perform condition inspections
- Be a United States citizen or permanent resident



The guidance in Order 8900.1 directs inspectors on how to implement the above rule. It states that the FAA will accept evidence that the applicant has built the aircraft as satisfying the "requisite skill" requirement, essentially making the second and third requirements very similar. The FAA may also accept proof that the applicant has the ability to perform a condition inspection, but the requirement that the applicant is the primary builder still stands.

Webinars

Registration is required, and space is limited. (click links or check EAA website)

4/5/17 8 p.m. CDT What Does "Airworthy" Mean? Qualifies for FAA Wings and AMT credit. Mike Busch

4/12/17 7 p.m. CDT Top 10 Used Airplanes for The First-Time Buyer Glen Oliphant

4/19/17 7 p.m. CDT VMC Club - Is Textbook Knowledge Enough? Qualifies for FAA Wings credit. Radek Wyrzykowski, EAA Manager of Flight Proficiency

4/24/17 7 p.m. CDT Chapter Chat: Donations and Contributions to Chapters Patti Arthur

4/26/17 7 p.m. CDT Sailplane Mountain Flying - What is Possible? Qualifies for FAA Wings credit. Bruno Vassel

SPORT AIR WORKSHOPS

None scheduled in Texas



THE BUILDER'S CORNER

O-RINGS

Mark Julicher

O-rings are used all over your plane, but they are usually out of sight and out of mind. At least until they fail. O-rings have a way of announcing their failure, at first with just a hint and then in spectacular ways. Pay attention to subtle hints such as leaking, because when you ignore the hints the next thing you experience is brake failure, strut collapse, or empty fuel tanks.

Some O-ring Locations:

- Primer
- Brake master cylinder
- Brake caliper
- Fuel quick drain
- Fuel selector
- Wheel halves (tubeless tire)
- Gascolator
- Engine and accessories

There are myriad types of O-ring made to a multitude of specifications for countless purposes. Looking for an O-ring specification? It might be US, British, Japanese, Swedish, French, German, Metric, or one of several others. How about a specific application? There are O-rings for every fluid from Abietic Acid to Zirconium Nitrate. Do you need a dynamic seal or a static seal? There is an O-ring for that. Is the application hot or

cold? There is an O-ring for that. You get the picture – there are a gazillion O-rings out there.

Our aging aircraft were made using AN specifications (i.e., Army-Navy and later called Air Force-Navy). AN specifications gave way to Mil Spec. If you want an O-ring from typical general aviation parts suppliers you will probably need the MS number.

As the Federal Government has been getting out of the business of specifying stuff, the U.S. O-ring size specification has become AS 568D from the Society of Automotive Engineers (SAE). This Aerospace Standard is 16 pages long and specifies the inside diameters, cross-sections, tolerances, and size identification codes for O-rings. You can purchase the standard from SAE. You still need to know the chemical compound required for your O-ring. Fortunately we can cut through the complication. Most of our O-rings are common MS 28775 and may be found in our favorite vendor's catalogs.

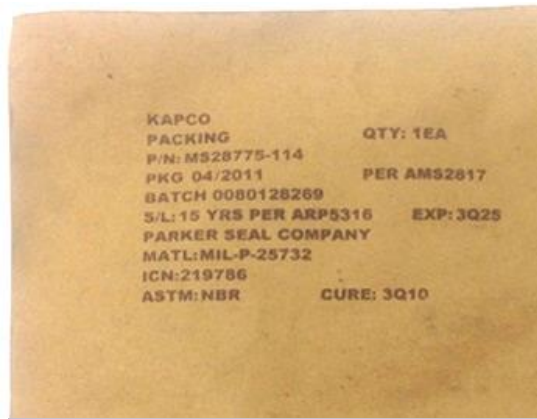
Now old maintenance manuals for the vintage airplanes do not use AS 568 and they don't have MS numbers either. You might be stuck with just the AN number and yet must purchase an O-ring using 21st century catalogs. Don't fret, cross-reference! Fire up your Internet surfing device and go to the MS/AN O-ring cross-reference at:

www.scribd.com/doc/120565958

That's correct, the Scribd website has a complete list if you join them, but the free introductory page has what you need most of

the time so take advantage of it!

Almost every O-ring you need is going to be MS 28775 with a dash number after it. That means it is a nitrile O-ring, which is a favorite for Petroleum, Oil and Lubricants (POL), and



Package containing one O-Ring. Notice that this is a MS 28775-114, has a shelf life of 15 years and a cure date of 3rd quarter 2010. Discard this in Sept 2025.

this includes 5606 hydraulic fluid. The dash number tells the dimensions. That is good news; we sifted gazillions of O-ring down to pretty much one type, just multiple sizes. So now let us decipher the sizes a bit and gain some more understanding.

Take for example a MS28775-006 O-ring. The leading zero in the dash number means it is nominally 1/16 cross section aka "width." The 06 refers to the internal diameter (ID) of the O ring which in this case is 1/8 inch.

Another example: MS 28775-110 is 100 series having 3/32 width and 3/8 ID.

In similar fashion, 200 series is 1/8 width, but a caution here, the width is nominal – i.e., not exactly a sixteenth or eighth inch because the O-ring is designed to be compressed into a gland.

Another caution, MS28775-010 has a 1/4 inch ID while MS28775-110 has a 3/8 ID. So while the dash number gives the width of the O-ring it does not logically match to an ID in any way this author has figured out. In other words – rely on the aircraft parts manual for correct dash number or use a Parker O-ring sizing cone.

A What?

(Continued on page 9)

THE BUILDER'S CORNER CONTINUED

(Continued from page 8)

Parker O-Ring Sizing Gauges

The Parker Size Gauge for O-Rings is an exclusive Parker Seal Group device consisting of a uniquely marked plastic cone with special Cross-section measuring base and separate pi tape. The device is used for checking any sample O-ring up to eight (8.00") inches in diameter to determine the nearest standard Parker Seal 2-dash size (corresponding to ARP568A standard series O-Rings).

NOTE: The device does not measure actual dimensions.

Proper identifications and markings appear on the cone and tape, making the device easy to use. Available from your local Parker O-Ring Distributor.

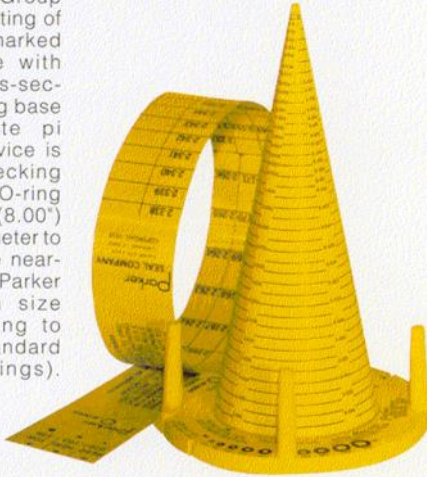


Photo credit Marco O-Rings

Look at the photo. When you place an unknown O-ring on the cone it will show the closest AS 568 O-ring size. Nifty.

The MS 28775 O-rings correspond to the old AN 6227 series. The flexible material is Acrylonitrile Butadiene Rubber, AKA Buna-N, or just

Nitrile for short. Nitrile is presently the seal industry's most widely used elastomer. It combines excellent resistance to petroleum-based oils and fuels, silicone greases, hydraulic fluids, water and alcohols, with a good balance of such desirable working properties as low compression set, high tensile strength, and high abrasion resistance. Nitrile has a working temperature range of -40 to +250 F and a shelf life of 15 years. You don't need to know that Nitrile means a chemical compound containing a triple bond Carbon-Nitrogen molecule. That would be way too much information.

So how about some practical and useful information? It is good to know that old MS number corresponds directly to the new AS number. In other words, a MIL P/N MS28775-006 ... is also AS568D-006.

O-rings can be damaged in several ways, but for we small plane owners the most common problems are age, abrasion, compression set, extrusion, and installation damage. Old O-rings harden and fall apart. Our aircraft O-rings are usually found in an abrasive environment such as brake master cylinders and landing gear struts. They can only take so many cycles before they wear out. Compression set means that it is folly to re-use an O-ring. A used O-ring has taken a set and won't exactly fit right if it is re-used. Extrusion means you inadvertently squished the O-ring into a place it should not go. This may be caused by over-tightening a

part or by catching a bit of O-ring between some fasteners. Installation damage is altogether common. It is easy to nick an O-ring as you compress it into its respective gland. There always seems to be a sharp edge ready to take a bite out of the O-ring. Keep a spare handy. Better safe than sorry.

There are two good practices to employ when installing O-rings.

Parker O-Lube

Prolongs life of synthetic rubber seals

Parker O-lube is a barium base petroleum grease formulated to facilitate installation and extend service life of synthetic rubber O-Rings and seals. A thin film of Parker O-Lube applied to the seal itself as well as the surfaces over which the seal will travel is suggested for best results.

Parker O-Lube combines excellent surface adherence characteristics and lubricity with inherent water resistance. This lubricant is especially recommended for low pressure pneumatic systems as well as reciprocating and low speed rotary or oscillating applications.

Parker O-Lube is well suited for most sealing service within a -20°F to +300°F temperature range. Parker O-Lube is NOT recommended for use in systems having micronic filters or in contact with seal materials unsuited for petroleum oil service such as silicone, butyl or ethylene propylene. For these applications use of Parker Super O-Lube should be considered.

DO NOT USE IN SYSTEMS WHERE PURE OXYGEN IS PRESENT - FIRE OR EXPLOSION MAY RESULT.



SEE NOTE (1)

Photo credit: All O-rings.

First, use a set of O-ring picks. These little gems are made of brass – not steel – and they have slightly rounded tips that are less likely to damage the soft O-ring. Second, use Parker O-lube. This specially formulated lubricant reduces the likelihood of damage to the O-ring and has the added benefit of extending the life of the O-ring. The next photo shows O-ring lube – you can find it on the Internet at less than \$8 and it is worthwhile to have some.



MARCH HANGAR TOUR



MARCH HANGAR TOUR



MARCH HANGAR TOUR



MARCH MYSTERY PLANE REVEALED

Doug Apsey

Well, as I predicted, the March Mystery Airplane proved to be a tough one to identify.



No one sent me even a guess as to what it is. I could find very little information about this airplane so I apologize for the short article. It's the Waco RPT-1, a one of a kind trainer prototype that Waco built in 1940 to compete for a USAAF aerobatic training contract. While one source stated that the RPT is the only monoplane

powered by a 160 hp Kinner 5-cylinder K-5 radial but was originally powered by a 125 hp Warner Scarab radial. Wingspan is 31 feet 4 inches and fuselage length is 25 feet. And that is about all I can find to tell you about the Waco RPT-1, other than it is currently for sale if you are looking for an extremely rare airplane to own.

Sources for this article include:

http://airplanesusa.com/inventory/?Display=Details&Inventory_Id=264

http://www.aerofiles.com/_waco.html

<http://www.airplanemart.com>

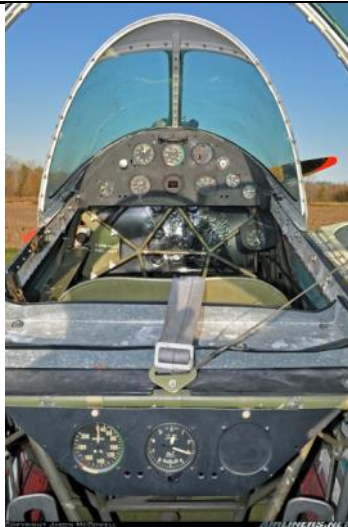
<http://www.airliners.net>



<http://www.airliners.net>



<http://www.airplanemart.com>



<http://www.airliners.net>

Waco ever built, I was able to find another Waco monoplane that just might make a great future mystery airplane so I won't mention it here. Originally designed as a tandem open cockpit airplane, the canopy was added and the engine was changed during its restoration after many years in storage. The RPT is currently

NAME THE PLANE

Like last month's mystery airplane, this one could be a challenge to figure out. Who will be the first to email me at dapsey@satx.rr.com with the following information about our April mystery airplane?



1. Who designed and built it?
2. What is its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were produced?
5. What was the primary purpose of the design?



Brian Goode

COUNTRY STORE CONTEST

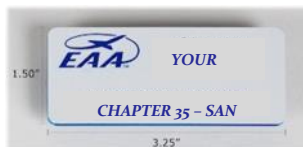
We are on the lookout for new logo'd items to offer in the Country Store. All items will be personalized with the EAA Chapter 35 logo. Consider these items; Chapter 35 logo decals, belt buckles, survival vests, cocktail napkins, jackets, blankets, coasters, glasses, coffee cups, mouse pads, seat cushions, towels, desk top calendar pads, pens, money clips, or even a clip-on mini light for your headset?

Send us your ideas. All suggestions will be considered.

The person submitting the best idea for logo'd merchandise will receive a free "WHATEVER THEY SUGGESTED" when the order is received.

OFFICIAL EAA CHAPTER NAME BADGES.

The initial order of Chapter 35 name badges has been received. If you didn't get a chance to order one for yourself, your spouse or other family members, we can include those names on our next order, so give us your details by email or in person.



SHIRT NEWS

Chapter 35 Country Store still has a few Fishing Shirts and Yellow Safety 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. We have a few special orders in hand now, so it won't be long before we can place an order, as we have to order 12 logo items at a time. Sizes



from Small to XL, or as many X's as you might need. If you don't like the four colors that Chapter 35 colors has picked, select a special one for yourself from the next photo. There are 19 to choose from.

WASH WAX ALL

The Country Store has been selling Wash Wax All aircraft care products for some time now and they have been well received. They do a great job without having to have water available. These fine products are manufactured right here in San Antonio.

EAA Chapter 35 prices are better than other retail outlets because we have a low overhead. 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.



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
Mesh Top Logo Baseball Caps		\$3.00
Official EAA engraved Name Badges	Additional units	\$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

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>

Apr 29,



Hondo Army Airfield Diamond Jubilee
 South Texas Regional Airport (KHDO)
 Fly In: Pancake Breakfast, BBQ Lunch, Hangar
 Dance in the evening

April 29

KLBX Fly-In
 Texas Gulf Coast Regional Airport (KLBX)
www.flylhx.org

April 1-2 **Wings over South Texas Airshow**
 NAS Corpus Christi

April 29

Central Texas Wing Casino Night
 San Marcos Muni (KHYI)
 6-10 pm

April 1 **EAA Chapter 59 Pancake Breakfast**
 McGregor TX (KPWG)

May 6

2017 Spring Fly-In, Huntsville, TX
 Huntsville Municipal (KUTS) Lunch 12:00pm

April 1 **AOPA Rusty Pilots Seminar**
 College Station Texas
https://www.faasafety.gov/spans/event_details.aspx?eid=74935&caller=/spans/events/EventList.aspx

May 13

2d Annual Fly-In Pig Roast
 Hallettsville Muni (34R) 10:30-4:00 pm

April 8 **3rd Angel Flight skeet shoot and exotic game lunch**
 KBMQ - Burnet Muni Kate Craddock Field
jasonctuggle@yahoo.com

May 20

Alamo Liaison Squadron Annual Bluebonnet Picnic/Fly-In
 Cannon Field (53T) 0900-1500

April 8 **AOPA Rusty Pilots Seminar**
 San Angelo Texas
https://www.faasafety.gov/spans/event_details.aspx?eid=75129&caller=/spans/events/EventList.aspx

May 19-21

MODAERO Festival and Air Show
 Conroe TX

April 21-23 **Drag Your Tail In Fly-In**
 Fort Parker Flying Field 01TS
[Http://www.fortparker.com](http://www.fortparker.com)

May 19-20

7th Annual Armed Forces Weekend Celebration & Fly-In
 Curtis Field (BBD), Brady, TX

Sep 29

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

Nov 4-5







JB San Antonio Air Show
 Randolph AFB

Looking for Historical Chapter Documents

From the Editor

I am trying to locate and assemble historical documents about the chapter and member's activities. I am in quest of newsletters and articles from the early days of the chapter. Newsletters prior to 1999, magazine and newspaper articles that feature our chapter are especially useful. I can acquire some on-line, but frankly not much. Veteran members or relatives of veteran members, look at those old boxes and folders in the attic. Please share them if you find them! Contact me at ea35news@gmail.com or slide them under my hangar door (green hangar, second from the east end, either side).

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

APRIL 	8	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
	29	HONDO AIRPORT DIAMOND JUBILEE	VOLUNTEERS NEEDED FOR PANCAKE BREAKFAST
MAY 	13	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
		YOUNG EAGLES RALLY	DETAILS TBA
JUNE	10	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	8	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	12	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	9	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	14	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	11	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER  EAT, DRINK BE MERRY	9	CHRISTMAS PARTY 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

CLASSIFIED ADVERTISEMENTS

Hangar for sale or rent, 30x40 on the runway, all utilities. Call 210-710-6063 (Expires Jul 2017)

Hangar for Rent: 40x30 "T" hangar, electricity, near runway, easy access. Call Richard at 210-846-5134 (Expires APR 2017)

For sale Lincoln Electric SP-170T Tig Welder (Estate of Ron Paduh), Includes Gas Bottle,, regulator and cart. Call Ron O'Dea 210-488-5088 (Expires May 2017)

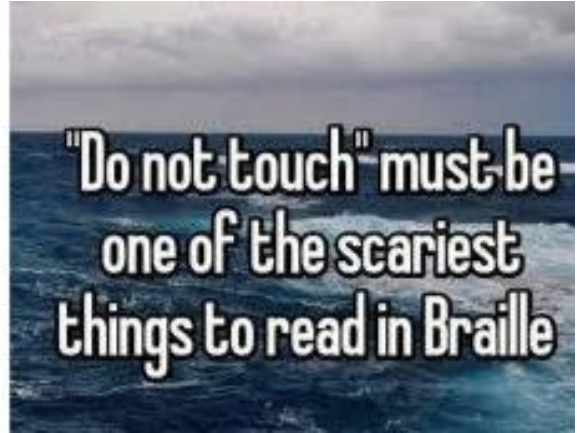


For Sale Hobart Champion 8500 (Estate of Ron Paduh) DC/CC 8000 Watt Aux Power Generator Welder, Onan Performer 16 Accessories, Tool Box, Custom Trailer\$1,200.00 Call Ron O'Dea 210-488-5088 (Expires May 2017)



For Sale: Cessna 152. The family of long time Chapter Member, Frank Anderson is offering his airplane for sale.

Please contact: Cheryl Anderson 210-416-2944 (Expires June 2017)



To post a classified—contact the editor at eaa35news@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



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25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads page	(Members Only)		Free

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A&P - IA



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Secretary: 210-289-7445	Mike Landis mlandis7210@sbcglobal.net	Treasurer: 210-493-5512	Dee Brame DeeB@satx.rr.com

Board of Directors

Past Presidents	At Large
Ulf Balldin (2014-15) 210-663-7391 uballdin@gmail.com	Chuck Fisher 210-878-5561 ea35news@gmail.com
Nelson Amen (2012-2014) 210-834-1991 nelson.p.amen@gmail.com	Brian Goode 727-709-1159 ladygoode@msn.com
Dave Baker (2010-2012) 210-410-9235 iflyaerosport@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com

Chairpersons

Facilities: (210) 570-9435	Freda Jones ea35facility@gmail.com	Newsletter Editor: 210-878-5561	Chuck Fisher ea35news@gmail.com
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Tool Crib: 210-688-9072	Lew Mason lewnan@sbcglobal.net	EAA Hangar: 210-688-9072	Lew Mason lewnan@sbcglobal.net
Public Affairs: (210) 952-6216	William Richardson southtxpilot@gmail.com	Membership: 210-488-5088	Ron O'Dea r2av8r@gmail.com
Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Country Store: 727-709-1159	Brian Goode ladygoode@msn.com
Safety Officer: 210-488-5088	Ron O'Dea r2av8r@gmail.com	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

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Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
	Lew Mason 210-688-9072 lewnan@sbcglobal.net

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Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

The Official Newsletter of EAA
Chapter 35, San Antonio, TX

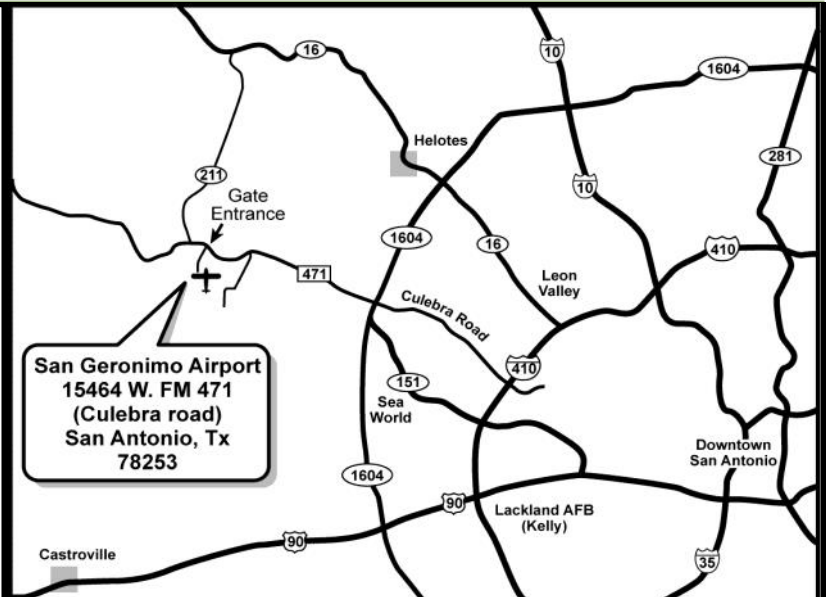
Chapter 35 meets
Each Second Saturday of the Month

April 8

Fly-In / Drive-In Breakfast

0900-1200

Chapter 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 over 50 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](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

www.35.eeachapter.org

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Spray On - Wipe Dry



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Spray On - Wipe Dry



PlexALL
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.
Spray On - Wipe Dry

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

NEW

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.



Aero Scrubber
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.



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



AeroDiaper
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
All you need to get started with Wash Wax ALL.



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.



Rubber Care
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



PolishALL
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



Wash Wax Clay
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



Sold By: EAA Chapter 35 Country Store