



August 2021

Volume 64 Issue 8

Inside this Issue

Presidents Cockpit	2
New Members	2
Bulletin Board	3
Builder's Corner	4
Scrapbook	10
Tips and Technique	7
Youth Education	13
Classifieds	14
Name the Plane	15
Calendar	16
Contacts	17
<i>Please see our sponsors!</i>	18
Country Store	19

Next Event

14 AUG
1130 Social/lunch
1300 Speaker
Chapter
Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
 Publisher: Chuck Fisher
 Editors: Andrea McGilvray
 Chuck Fisher
 eaa35news@gmail.com

Bring Home a New Friend by Andrea McGilvray

I purchased a 1978 Dark Blue with Gold checkers and stars sight unseen. I had someone do a pre-buy and was told it was a great airplane, so I would like to introduce my 1978 N999SP Bellanca Decathlon

150hp Fixed pitch. She had new fabric as of 2012 and is super low total time. I was suspicious of the low time, but now she is a super gentle airplane with zero bad manners. Really well rigged and smooth on all of the controls. My 1st flight was my 1st flight in her. I took possession June 19th, 2021 and she was more beautiful

in real life than in the photos. So Sunday am, I got in and we went for our 1st flight. 1st came some getting used to each other. The 1st three landings were picture perfect, but they went downhill from there. I learned that touching down fast will help you exercise the landing gear and send you straight back up. But with a little throttle, she settles down and becomes sweet again. The 1st-day X-country from Stevens Point Wisconsin to Nebraska was bumpy and seriously windy, 25-30 mph winds! The runway I

had intended to stop for fuel at was not into the wind, so I had a backup plan, kind of... I also had a 20 mph tailwind and I used that to my advantage and went to a runway on my heading that was more

into the wind. To my surprise, I was even in further luck and had to learn my 1st lesson.

My luck was that the runway in Denison was uphill and the gusty x-wind was being diverted to a nice steep hill on the East side of the runway, and yes we did a little bounce since I was still trying to land it vs letting her land.

ting her land.

Then came the lesson. Somehow I had pushed the lock and got locked out of the airplane and no one was at the FBO to come to my rescue. Thankfully it was warm and I had the side window open on the left. So then comes improvising. I figured I got out and the handle inside worked, so I needed something to reach in and bump the handle to open it.

(Continued on page 5)



N999SP 1978 Bellanca Decathlon

Featured Speaker

YOU!

AirVenture & Sun n Fun Adventures
 Bring your photos, stories, anecdotes, Souvenirs
 and the like to share.



PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to the first post AirVenture 2021 column. We departed Oshkosh yesterday and we're still basking in the afterglow. If you've not been to AirVenture, plan on going next year. You'll be glad you did. It was great to see or text with everyone from Chapter 35 that was enjoying the show. Your new chapter mileage sign enjoyed a place of honor outside the blue barn.

Ray Scholar: One of our Ray Scholars, [Evan Carrell](#), was presented with his new LightSpeed Aviation Headsets by Ron O'Dea during an afternoon airshow. We arranged for the Goodyear blimp to do a flyby for the occasion Lightspeed donated headsets to all the scholarship recipients. Evan wasted no time putting them to good use flying home in an Eclipse light jet courtesy of a pilot from his home airfield.

Business: You know the annual membership meetings we hold in November? That's the meeting where we vote on new officers, changes to our bylaws and take other actions that require a vote by the membership. Well, EAA national does the same thing...except their business meeting takes place in the Theater in the Woods during AirVenture with the roar of P-51's, the buzz of helicopters and the Goodyear drifting overhead. To see



the EAA directors who were reelected see page 112 of the June Sport Aviation magazine. If you'd like a copy of the email summary of that meeting that I shared with the board of directors, email president@eaa35.org

Youth Education: Young Eagles has been EAA's traditional "front door" for engaging young people. At AirVenture EAA announced a new K-12th grade program to allow Young Eagles (and their siblings) to continue their aviation education. Check out <https://www.aeroeducate.org/> for more information. I've met at least 3 families this year looking for more aviation activities for their children. With our own clubhouse, flight sim, audiovisual capabilities and awesome membership EAA 35 is a great candidate to host a youth aviation program. The Southwest ISD schools that EAA35 volunteers support will also benefit from the AeroEducate material this coming school year.

Missing You: Between spending time with aging (90yrs+) parents/inlaws and an out-of-state wedding I am missing another gathering. A big thank you to Vice President Chuck Fisher and the chapter leadership team for keeping the wings level and providing some great programming for our monthly aviation centered funfests.

Fly safe and see you soon. Darren



From the Cruise Director Chuck Fisher, Vice President

For the August gathering we will change format a bit. This will be YOUR opportunity to share your summer adventures with the group.

Please send me your favorite photos from AirVenture, SunNFun or wherever (vicepresident@eaa35.org) and I will assemble them into a photo collage. If unable, bring them on a data "stick" to the meeting. We'll go around the room and each of you can tell about the very cool things we all did or saw this summer.

Why? Because we can! Isn't it great to be an aviator?

Also, we will resume VMC club and Movie night the Friday following the gathering. See you there!



MEMBERSHIP

Ron O'Dea

◆ Bill Loftin passed away July 24th at the age of 81 due in part to complications from Covid 19. Bill was a former member of our Chapter. Someone donated a C65 Aircraft project to the chapter and Bill took it to work on. Not long after, Bill was diagnosed with Parkinson's disease. The project was transferred to another Chapter member. Bill loved coming to our monthly meetings and the comradeship it provided. Bill is survived by his wife, Claudia of 53 years, sons Scott and Brian, daughter, Kimberly, 3 grandsons and one granddaughter.



CHAPTER BULLETIN BOARD

YOUR AD HERE!

Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

AUGUST 2021

SUB SANDWICHES

We'll be piling loaves of warm French bread with your favorite cold-cuts with chips on the side.

Feel Free to bring your favorite treats to share.

Note: We are not sharing utensils for health/safety, so please prepare or serve your treats on single serve plates or bowls.



Master the Art of Aviation

Join a community of pilots willing to share experience, promote safety, and help improve your flying skills.

VMC Gatherings

Third Friday of the Month
Meeting: 6:00 p.m.

Location

San Geronimo (8T8) 15464 Culebra Rd
San Antonio TX 78253

EAA Chapter 35

ea35vmclub@gmail.com
eaa35.org



36th Annual FLYING M RANCH Fly-In & Campout
REKLAW, TEXAS - October 22 - 23 - 24, 2021

DAVE & MARCIA MASON, Phone: 936-369-4362
STINSONEER@AIRMAIL.NET - FB: FlyingMRanch Reklaw
7TA7 - N31° 50.7' W94° 57.5' - RWY 02-20
3,500' TURF - 310 ft. ELEV - UNICOM 122.9

Are you Safety Minded?
Watch your e-mail for VMC Club
Topic for August
6 PM 14 AUG at the Clubhouse
Register via your FAA WINGS account for Wings Credit

SPAGHETTI COOCKOFF

Spaghetti Cookoff, Thank you

The second annual spaghetti cook off was a success with many sauces submitted. A huge thank you goes out to all who contributed either sauce or desert: BJ O'Day, Roxanne Beavers, Peggy Fisher, James Allen, Nancy Mason, Chuck Fisher, and Robert Moehle. Your contribution helped make the meal a success. A super big thank you goes out to those who helped clean up after the meal including Rick Vinas, Jim Gipson, Frank Pies, Paul Wurster, Rick Ramirez, Danny Beavers and the other three whom I can't remember. Your help enabled those working in the kitchen to get to enjoy some social time and get out before 3:30. Again thank you to all who contributed food and helped clean-up. It helps to make your club better.

Peggy Fisher



Nancy Mason Wins!

The competition was fierce and voting incredibly close as the Chapter 35 champion chefs faced off for the 2021 Spaghetti cook-off. The winner would walk away with the coveted “sort of gold-looking Ladle.” Peggy Fisher was heavily favored with her spicy Italian sausage sauce, but faced a determined competitor in Nancy Mason. Her sauce was a well-balanced, slightly sweet, lightly spiced blend that that married well with the noodles, and salads.

In a breathtaking photo finish, appointed judge and auditor Tom Rich, assisted by Frank Pisz counted out exactly the same number of votes for Peggy and Nancy. The tie was broken by the hoops and hollars of audience accolade declaring Nancy Mason to be the winner for this year! Third place went BJ O’Dea.

(Continued from page 1)

After a few tries it worked. But the locking system was not giving up and it stayed locked until I got to Seward, Nebraska. That was how I got to know Whistler Aviation. There are not enough words to describe their amazing hospitality. This shop is a full turnkey operation and it is clean, organized and super friendly, and helpful people. When I arrived, I asked if they had a big screwdriver and some lubricant. Was not sure which was going to come first. It ended up that lubricant was the only item that was needed. Perhaps the airplane gave way when she saw that big screwdriver. They do have personalities and help us learn their secrets even at times with delays and unexpected ups.

After that, I thought I was done with these nice folks. But nope. We had a few more unexpected things on the list that we had, no fault except my own.

When I did my 1st pre-flight before I left Wisconsin, I noticed the neck to the oil filling cap was loose so I tightened that. I put on the cap snugly and left for Seward, Nebraska, but after landing and checking it again, it was loose again. So I decided I would hand tighten it as tight as I could but not turn the cap too hard. Well, they do say that the best plans are for mice and men, and it never said anything about a woman. So, therefore, on my 2nd flight with a friend who came with me to practice hammerheads, there was a slight urgency to get back to the ground. We were losing oil! We landed and I had a mess! I lost 1 quart of oil and it was all over the whole airplane. 1st came handwashing with soap, then pressure wash, then wait and let it dry out. Whistler Aviation came back to my rescue, then tightened the tube and installed a new very snug safety wire on it. No more of that! Of course, when Murphy comes to visit, a few more things have to happen. I flew a few more times that day and when I was on downwind and stated I was a yellow airplane, I knew I was too tired to do this and needed to get landed. That also included a quartering tailwind landing! I looked and the wind was a 90 degree x-wind, but by the time I landed, it was behind me. I was tired and was ready for the ground, so I had my 1st one of these kinds of landings. It was a bit of a rodeo, but I kept it on the runway and off the grass by a few feet!

Since Murphy was still wanting to torment me. After this flight I was sooo tired, I got out of the airplane and left the Master on. In



Andrea's flight from Wisconsin to Nebraska

the morning, I got buckled in and to my surprise it was quiet. Oh Dale!!! Ohh Dale!! Ohhh Dale...well he came to my rescue and we attempted to hand prop it. So much for that luck, the answer was NO! We are NOT starting. The airplane won the battle for the morning, but there was such dense fog a duck would have to walk. At least I had not lost any flying time. My 1st flight nerves were still rattled, but I promised to wag out and come back to finish the routine. The hammerhead has proven it can bite me. I had gotten myself into at least 3 inverted spins which in themselves is not a big deal, but would not be good in the competition.

From Thursday to Sunday, we all got totally spoiled with amazing food and cool drinks. The volunteers outdid themselves.

Friday was my 1st flight, and I was #7 out of 9 contestants. I thought that was pretty good! Saturday was a wash for all of us except the Advanced class. One of my 99 friends, Veronica Velasquez, came up on Friday and one of the lady volunteers, Kristi went to pick her up at the Lincoln Airport. Veronica has never been to a competition, never mind flown in an aerobatic airplane. I was hoping that would happen and as sure

a life happens, it worked out! BUT first came my second flight. The density altitude was super high and my wonderful new airplane has now gotten a name. It needs a kick in the tail, so...it is going to be called "Spurs". She just does not know it yet, but two spurs will be mounted on her tail with a "YEE-HAW" attached. It won't be a high-competition fire breathing (oh ya, I did forget about the fire..) high-performance machine, but she is willing and able to do all that she has in her and for that reasons I had bought her. My budget was a beer budget and I ended getting a high-end export beer vs champagne, but all in all, wonderful. Now I guess I need to expand on the fire. Here is a piece of advice, start engines like a manufacturer wants you to. I know that sounds a little oversimplified. BUT, you have to figure out "which manufacturer" airplane, fuel servo, the engine? Well, my technique of getting this old girl started had many flaws. With good intent and wishing to go fly, I did what I had thought was required. Well, I flooded the poor engine and some gas that spilled out of the fuel servo and then it ignited and spit it out onto the ground. From bystanders that yelled, FIRE, I kept cranking and shortly after started the exit technique. All was good and we pushed the airplane backward and got it

(Continued on page 6)

(Continued from page 5)

checked, no harm came to my new airplane.

That evening, I had been provided with the "engine manufacturer - Lycoming" engine start technique. It appears everyone has a way to do it, but this one works, most of the time! One more mystery is resolved. You would think that after 15 months of A&P School that I would know how to start a fuel-injected engine, but all I will say is, DO NOT get me started about this subject! BUT now, I do.

The waiting game got old and the whole family (my IAC competitors) were getting restless. It was hot and muggy and the ceiling was too low for us to compete.

Sunday we finally were able to wrap up the event after lunch. This is a diehard group and finally, we got our 2nd flight in. So after that flight, I moved up from 7th to 5th out of 9. In my opinion, that feels like 1st place, I was sooo proud! Right after that, everyone wished each other great flights and everyone departed. We all look forward to our next reunion!



Andrea's 1st competition in N999SP Seward Nebraska



I got to fly the Green and Blue MX

One of my competitors, Sara, helped me out by being a safety pilot to let me fly my new airplane from the back seat. I was going to let Veronica Fly it from the front seat. Veronica and I decided that we were both tired, so we would start our journey home Monday. There is always sunshine on the following day after a bad weather day and that it was. BUT, the best thing that happened was a IAC friend who owns a MX2, had asked me if I knew of anyone that wanted to get a ride in his airplane. So I promptly found a young lady, Mikaila, a collegiate pilot with the UND Aerobatic Team. I hooked her up with my friend and I told her not to tell anyone else so she would not have any competition. My friend also took a few of the volunteers, Harold and Brian up. When he was done with

them, he took Veronica up and she had a blast. 1st ever aerobatic ride and it is in a MX2, I am sure she will never forget this feeling! The difference between the MX2 and a Cessna 172 is as if you have never been in a car before and you were in a horse and carriage and you got to drive a Formula One car on a race track. Trust me, I cannot imagine that you could handle it well or even not spin out

or do some really scary things. I had let others use my headset, and as Veronica got out of the MX2 with big smiles, I told her to give me my headset, but my friend said, No.. not sooo fast! I looked at him and said, so you have time for one more? AND he said absolutely. My One hr in an Extra300 had been almost 3 years ago and that flight was not totally fresh in my hands anymore. I did remember gentle, and light touches.

Well, I must have slept since then and forgotten how sensitive this beast is!!!

We got off the runway and he gave me the airplane. My friend told me to circle over the box which I did and had it in a 60-70 degree bank and holding lots of back pressure to keep the climb and the next thing I felt was a very strong buffet and wack. It was in an accelerated stall. I did release and recover instantly and giggled

like a little girl. I thought to myself, Ohh Boy, I have a very big tiger by the tail and I don't know if I will be able to control it. So we did a few more accelerated stalls and then a few loops, hammerheads, half cubans and finally a flat spin. BUT of all maneuvers, I did a quick full quick left aileron and wack, we did a 360 and my headset flew off! I also think my head hit the canopy quickly (not hard, but it was fast!). So I slowed the roll down by about 100% and it was super fun. I laughed so hard and had so much fun that this kind of fun really should not be legal. We both thanked him profusely and he finally flew home to his family. Veronica and I talked about our flight until the wee hours of the morning, where I finally said goodnight. Yes,

and no to the question if I want one. Yes, but I would not want to give up my Pitts.

So since we stayed up very late, we both decided not to get up with the



Cosmosphere in Hutchison KS

(Continued on page 7)

(Continued from page 6)

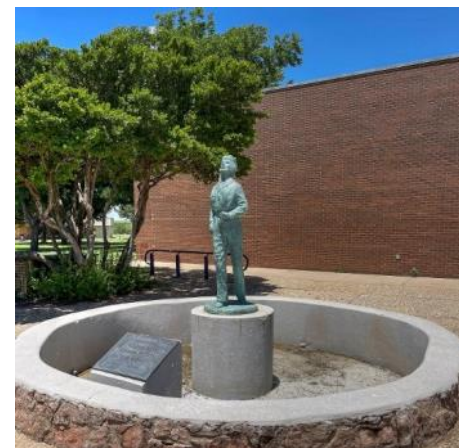
chickens. I woke up at 6am, but that has been a time I have been used to for a while now. We got off to an amazing perfect start. Pointed the nose of the airplane to the south and we were off like a herd of turtles. Yes, compared to a MX2 it is a very slow airplane. We wanted to get about halfway, but the weather was not as willing as we were. So we ended up stopping at Hutchison Kansas. Found room for the airplane in a Hangar and then had the FBO give us a ride to our home away from home. Something I had never thought about is asking for a discount for "aviation" crew costs. So I did, and I got a nice discount of \$75/night at a nice Holiday Inn. The cost in Seward was much higher!! But this was a vacation, so I was not counting my pennies.

After a day and a half at Hutchison, we started South again. Stayed out of the weather, got fuel in Woodward, OK, stayed out of the bad weather ahead of us for a few hours, and finally arrived at Sweetwater Texas. We both decided it would be awesome to go to the WASP museum.

The airport manager/ FBO allowed me to put the airplane in his hangar hotel and then we got a ride to our hotel. The next day we spent about



Overnight Stop and tour of the WASP museum



Wishing Well at the WASP museum

3 hours at the museum, met some amazing people, and finally fueled up and pointed homeward. All in all, it was a good flight. The so desired "flight following" was a wash, and my old-fashioned way of staying in touch with folks on the ground that kept track of us via waypoints was my way of "just in case".

The purpose to purchase the Decathlon is to share the fun. So far I have shared this aerobatic fun with 8 folks and they all want to come fly with me again. So that means I did not scare them half to death. I am currently working on finishing my Instrument and commercial and then my CFI. BUT that does not stop me from taking a friend for a SPIN.

I also had a IAC competition July 10th North of Dallas at 3XT - aka Akroville. In this competition, everyone has to fly a Super Decathlon. I was the 23rd person to compete that day. We all had to fly one time from the front and one time from the back seat. I had the opportunity to fly with the owners of the field Julia and Tony



3XT - aka Akroville. N/W Dallas area

Woods. They were not allowed to coach me, but trust me, I will be going up to them before nationals to get some coaching. The 1st flight was horrible. I was not even sure if I was going to make my 1st maneuver, a loop to the top. This was the 1st time I had sat in the backseat and also the 1st time doing this with two people on board. It was super heavy. My second flight I was in the front seat and I was going to find a way to make the airplane do what I wanted and I ended up with 5th out of 23 in the second flight. I was super proud to say that either I flew better or 3 of my IAC friends that I could not even come close to compete with must of flown badly. In the end I placed 12 out of 23. I am proud to say that my skills are still improving and I am grateful to the IAC, which is a chapter of



Taking a ATP Pilot friend for a flight!

the EAA. I encourage others to learn what I have been and continue to do so. It changes your ability to fly in ways you will never understand. My goal next year is to open my airplane as a basic aerobatic and spin trainer. So stay tuned!!



Craftsmen's Technique

by Mark Julicher

Wheel Shimmy

Pretty much all of us have experienced wheel shimmy somewhere sometime. Perhaps the nosewheel of a Cessna or Piper, perhaps the tail wheel of an Aeronca, or perhaps even the front wheel on a shopping cart. Let's explore the causes of wheel shimmy and some remedies.

Most Cessnas and Pipers have shimmy damper on the nose gear. The shimmy damper is a dashpot, i.e., a shock absorber much like that on your car, only much smaller. Most shimmy dampers are filled with fluid and have a piston that travels back and forth in that fluid. This piston allows some fluid to leak past it, that squishing* fluid absorbs energy and dampens the back-and-forth movement of the landing gear.

An alternative type of shimmy damper has rubber inside. Rubber soft enough to move just a little and dampen energy as it does. Think of this rubber style shimmy damper as someone jumping on a foam mattress. The mattress foam absorbs energy and prevents the jumper from rebounding up into the air. If the foam mattress was constructed more like a trampoline, the damping would be slight, and the jumper would bounce severely.

Most shimmy dampers can be serviced with hydraulic fluid, some shimmy dampers can be opened and have components replaced, and still other shimmy dampers are not serviceable at all. It is good to know what style shimmy damper is in your plane because you can advise your mechanic when you think it needs to be serviced or at least anticipate an expensive replacement.

Because the shimmy damper is resisting large forces, it puts great stress on its mounting hardware. A mounting bolt can be partly worn through, or a mounting hole may become elongated. In these cases, even the best shimmy damper will not stop a shimmy. From time to time your mechanic ought to look at those mounting bolts.

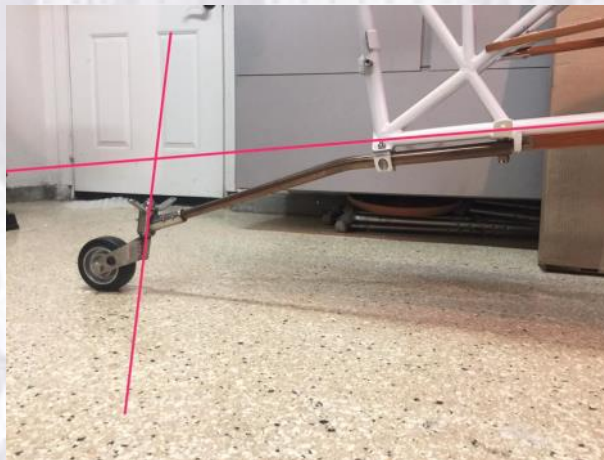
Another source of shimmy can be the torque link. You may know this device as the "scissors". Nose wheels and some main gears have a torque link. The torque link keeps the bottom half of an oleo strut aligned with the top half; however, if the three bolts (top, center, and bottom) on that torque link have become worn or loose, shimmy will usually result.

How about a cause that should be obvious? Tire pressure. If you have ever experienced a slow leak on a car tire you may have felt the tire squirm and shimmy. Same thing on a nose wheel or tail wheel. Low tire pressure promotes shimmy.

How about something less obvious? Tire balance. At the landing speeds of a Cessna 172, tire balance is generally not a big issue unless it is way out, but at landing speeds in the 90+ knot range, wheel balance can be a serious issue. Wheel balance can get worse over time as tires wear unevenly. Many shops can do a rudimentary bal-

ance on a tire and the equipment is inexpensive, but high speed tires should be done at a shop with sophisticated equipment.

On a Piper Cherokee, the nose wheel steering is connected by stout rods directly to the rudder pedals. The pilot's feet become part of the anti-shimmy system. Cessna, on the other hand, put bungee tubes between the rudder pedals and the nose wheel. Consequently, the pilot "influences" the nose wheel but is not "hard connected" as in the Piper. Both systems have their advantages. The Cessna nose wheel centers itself on landing – especially if the pilot is holding rudder for a crosswind, but the bungees get weak over time and reduce their ability to mitigate shimmy. The Piper nose wheel does not self-center in a crosswind landing, and many a pilot has allowed the nose wheel to touch down whilst still holding firm crosswind rudder. It can be an eye opener, but at least there is not a shimmy as the plane bounces in the in-



field grass.

Well, Gee! Not everyone flies a Cessna or a Piper. But most nose wheel steering systems are similar. The take-away is, know thy systems.

How about tail wheel shimmy? Some of the same parameters apply. Tire pressure, the stoutness of the tailwheel springs, and the newness or worn-out components in the tail wheel system are all factors. But there is one more big influence on tail wheel shimmy and that is the angle of the king post.

Say what? The pivot post that the tail wheel swings on! It should be vertical. If the bottom of the king post is aft of the top (king post tilted forward) then a shimmy is almost always the result. If the bottom of the king post is forward of the top (king post tilted back) then the plane becomes difficult to steer. The king post angle is a variable! You could have your tail dragger set up perfectly for day to day flying, but then you decide to give cousin Bubba a ride. Now Bubba is sort of heavy, and the tail wheel springs deflect and now the king post is at the dreaded shimmy angle. Or perhaps you muff a landing and bang that tail wheel spring kind of hard – I mean hard enough to straighten out the spring just a mite. Now you have a shimmy.

Some readers may recall that in 1964, Cessna released Service Letter 63-31 concerning nose gear maintenance. Wheel shimmy induces large stresses on a landing gear and ultimately failure of landing gear components. At that time Cessnas were experiencing cracks in certain nose gear forks, hence the service letter. There is also an AD to inspect/replace certain forks.

*Squishing. *Mechanic's lexicon page 97. "The sound your shoes make after walking in deep water". Also, fluid moving through controlled leaks in a shock absorbing device.*



Anderson Aviation

Flight Instruction & Aircraft Rental



16 Located at Bulverde Airport in Downtown Bulverde, TX 34



Private Pilot Instrument Commercial Multi-Engine Ratings

(830)438-IFLY (4359)

<http://andersonaviationtx.com>

Paid Advertising Through Sept 2021

Photos from

more photos on eaa35.org and on [page 21 \(e-newsletter\)](#)



Photos from



Ad valid until August 2021

Come Learn to Fly with US!
Call to make your appointment!



Become a Private to Airline Pilot! (ATP)

- ⇒ Flight School
- ⇒ Aircraft Rental
- ⇒ Aircraft Maintenance

Kelly Airfield
401 N. Frank Luke Dr.
San Antonio TX 78226
830-460-9028 ext 1

mario@barioaviationservices.com
<http://barioaviationservices.com/>



Aerobatic Aircraft Owners:

Skydiving Castroville provides experienced, professional parachute rigging and maintenance.

The Master Riggers have a full service rigging loft right here in Castroville!

When is the last time yours was professionally serviced?

Give us a call.

Your life could depend on it!

Castroville Municipal Airport
10527 Airport Rd.
Castroville TX, 78009
Phone/Text: (830) 444-5003
Email:
SkydiveCastroville@gmail.com
<https://skydivecastroville.com/>

Paid Thru May 2022

You Can Skydive!



Skydive Castroville

Skydive only 15 minutes from San Antonio

By Allen Inks

My wife, Kitty, took a flight on a Bell 47 helicopter at AirVenture 2021. They chose people to sit together as passengers so as to not overload the helicopter. Evidently, her pilot was largish, because they paired my diminutive wife with the young girl with her in the photo. Very excited to go flying, both of them. And the second photo is of them being escorted out to the waiting 'copter. They BOTH had BIG smiles when they got back, too!

Two comments on this: 1st, this was Saturday, next to last day of AirVenture. We arrived before opening, at 7:30 AM. Because of haze, and low ceilings and smoke from out West, flights did not start until almost 1 PM. A long time to wait in line, but a lot of fun as a reward!

Second, I won this ride in a drawing at the Rotax display booth for Rotax engine owners who stopped by and verified, by serial number, that they had registered their engines and ownership/contact info at

<https://www.flyrotax.com/engine-registration.html>.

I wrote about this registration drive back in the September 2019 issue of the Chapter 35 newsletter. I have been exceedingly lucky in this drawing over the years (though I did NOT win that iPad they had as a prize one year), I suspect this is because ... well, all I can say is that I HOPE someone else from EAA Chapter 35 wins next year. But if you don't register your Rotax engine, AND stop by the Rotax display between all the Main Exhibition Hangars to verify your info & enter whatever drawing they have, you won't be entered, and it will then exceedingly unlikely you will win a prize from them.

The other thoughts I have about this year's AirVenture: Pipistrel has a couple of new things at their booth this year: A Virus SW on Tundra Tires with a 912iS 100 hp fuel injected engine,

which is an interesting concept. Lands pretty slow, and goes pretty fast, despite the honking big tires. And then there was the long-anticipated-



ed Panthera...Pipistrel's new 4 palce aircraft which is faster than a Cirrus for half the cost. I snapped a pic as we were getting it up to the Pipistrel booth. It truly is an aircraft that looks fast sitting still..

I was helping out at the Pipistrel booth because they were short handed, and, having owned 2 of them, I know a thing or two about them. Some of the Pipistrel dealers didn't show up as planned due to sickness or injuries. Midway through the show ,



the head guy, the US and Australian importer, had to leave to get back to Austrailia, because of new, stricter Covid restrictions that were going into effect because of surging infections/deaths.

And... the Pipistrel booth manager, Brad "Launchpad" Mazari, who was President of the EAA chapter 542 in Kileen, TX, was killed in a solo occupant plane crash of his Focke-Wulf airplane early last month.

I hope you all are being safe, so you won't miss out on the next big event in store for you. Take care, and fly safe.

CLASSIFIED ADVERTISEMENTS

For SALE: Gorgeous! 2006 Storm Rally ELSA; factory-built carbon fiber & Kevlar; 336 TTA/E; 912 Rotax ULS. New Garmin GTX345 ADS-B In/Out; Warp Drive prop, disk brakes; 3-axis electric trim, strobe and lights, ELT, Listed \$20K below Vref@ \$67,700 Contact President@eaa35.org or (210) 875-9971 **or click on this ad to be taken to webpage for complete info**



For Sale: Experimental Avionics: GARMIN GXM 42 SIRIUS XM RECEIVER, GDL® 39 3D ads-b, GARMIN AERA 660 TOUCHSCREEN PORTABLE GPS, uAvionix skyBeacon ADS-B Out Transmitter, Bendix / King KY 97A Radio, Bendix / King KT 76A Transponder & Encoder, PM3000 High-fidelity Stereo Intercom System, VSI, Airspeed knots, Airspeed mph, Altimeter, Artificial Horizon. Prices and details: Contact Steve Moliterno (210) 287-4074 steve.moliterno@gmail.com **Ad Expires May 2021**

FOR SALE. Mini-IMP Mod project. Must sell for health reasons. 80%+ finished, all components to complete, clear canopy, HAPI VW engine 60 HP, all components for Molt Taylor's design drive train, Maple prop, fixed gear, all digital instruments. \$12K. Also 20' custom trailer, and IFly 740 GPS, w/ up-to-date USA charts. Serious inquiries only. Bob Hieronymus, 830-456-8841. **Ad Expires Nov 2021**

FOR SALE:

uAvionix skyBeacon ADS-B Out Transmitter Non



GARMIN GXM 42 SIRIUS XM RECEIVER - XM Weather \$200.00 (Requires Subscription)



Bendix / King KT 76A Transponder & ACK Model A-30 Encoder \$150.00

Contact Steve Moliterno (210) 287-4074 steve.moliterno@gmail.com



For Sale: Experimental taildragger. Water-cooled Ford V-6 engine, more power than the Maul M5 200hp engine. Firewall configured for 180hp Lycoming if you don't like water. 4-place, seaplane doors; fishing rod tube; nice interior; skylight; and Scott 3200 tailwheel. Take-off distance 450ft on sod. Always hangered. Price: Firm at \$10,000, Serious inquires only please. Norris Warner (830) 510-4334 **Ad Expires May 2021**



LOOKING FOR A FLYING CLUB? EAA Chapter 35 members are looking for individuals interested in joining a LSA Partnership Flying Club. Please call or text Mark Holden at (210) 488-4219 or email USAFGear@gmail.com. **Ad Expires May 2021**

FOR SALE - BENDIX/KING KLX135A; GPS/COM, installed - OCT. 1999, removed - OCT. 2020. COMM works well. GPS works well but internal batt is inop. Takes about 15 minutes to acquire satellites. Installation Manual. \$400.00 BOB CABE 210-289-5375 **Ad Expires Jul 2021**



For Sale: Zenith Zodiac CH 650 B Plane Project designed by Chris Heintz available. Complete set, partially assembled. Full list of specs included. For sale \$25,000 OBO. Please call Jeanette for details at 210-688-9264. Be the first to fly this beauty! **Ad Expires Aug 2021**

Falcon, Kit Plane. recently completed 100%. Ready to fly, plane has many extra's with a Bombardier Rotax engine Type 277. with very little engine time. .Need hangar room to bring home my Citabria. \$8500.00 obo. call David Ducharme 210-380-6942 for more information, pics or to schedule a time to see it at San Geronimo Airpark.



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

AUGUST MYSTERY PLANE REVEALED!**DOUG APSEY**

Congratulations to Charlie Brame and Robert Moehle for correctly identifying the July mystery airplane as the Boeing YC-14.

In January of 1972, the Pentagon released a Request for Proposal as part of the Advanced Medium STOL Transport (AMST) competition to look for a potential replacement for the USAF's primary STOL tactical transport, the C-130 Hercules. The

main requirement of the proposal was that the new airplane needed to be capable of getting into and out of a 2,000-foot primitive airfield while carrying a 27,000 pound payload. The C-130 of that era required about 4,000 feet of runway to meet this load requirement. Five companies submitted designs and on 10 November 1972, both Boeing and McDonnell Douglas were awarded development contracts for two prototypes each which led to the development of the Boeing YC-14 and the McDonnell Douglas YC-15.

The first prototype YC-14 made its maiden flight in August of 1976 with the second prototype following soon after. The YC-14 was powered by two General Electric CF6-50D engines mounted slightly above the wing. Maximum speed was 504 mph, cruise speed was 449 mph and it had a range of 3,190 miles. Landing speed was demonstrated to be as low as 68 mph during initial flight testing. Empty weight was 117,500 lbs and maximum take-off weight was 251,000 lbs. It carried a crew of three and could be configured to carry up to 150 troops or 69,000 lbs of cargo. Cargo weight was limited to 27,000 lbs for true STOL operations. Flight testing at Edwards AFB showed that the airplane met or exceeded most of the requirements specified by the AMST program.

Boeing experimented with several high-lift wing design ideas and other novel approaches during their development of the YC-14. One of these that was incorporated into the design was "upper-surface blowing". By mounting the engines high on the wing so that the exhaust blew over the upper wing surface and trailing edge flaps, the exhaust would couple with the flaps when deployed resulting in the exhaust being deflected downward and therefore increasing lift. This is known as the "Coandă effect" and is effectively utilized on the Russian Antonov AN-72 STOL transport.

In the late summer 1976, the Air Force completed its testing



of the YC-14 and returned the two prototypes to Boeing. By this time the Air Force was rethinking its strategy and in 1979 formed the C-X

Task Force to look into the development of a single airframe that would have both strategic and tactical airlift capability. In the end, neither the YC-14 nor the YC-15 were put into production even though both were very capable STOL aircraft. Today, the McDonnell Douglas/Boeing C-17 Globemaster III which is based on the YC-15 fills part of the role that was intended for the YC-14 and 15 while the Lockheed C-130 continues to serve as the US military's primary tactical STOL aircraft.

The YC-14 prototypes were not scrapped by Boeing. The first aircraft

is on display at the Pima Air & Space Museum in Tucson, Arizona while the second is in storage at Davis Monthan Air Force Base, Arizona.

Sources for this article include:

https://en.wikipedia.org/wiki/Boeing_YC-14

<https://www.avgeekery.com/boeing-yc-14-design-advanced-good>



**NAME THE PLANE****DOUG APSEY**

This month's mystery airplane was suggested to me by Dean Howard. Who will be the first to email me at dapsey@satx.rr.com with the following information about our August mystery airplane?

1. What is its designation/name?
2. What aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?



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

2021		EAA Chapter 35 Activities Calendar	
AUGUST	14 20	11:30 Social / 12:00 Program: AIRVENTURE 2021 Wrap-up. Bring your best photos and stories! 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night	
SEPTEMBER	11 17	1130 Social/1200 Program: TBA 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night	
OCTOBER	9 15	0900 FLY-IN BREAKFAST 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night	
NOVEMBER	13 19	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff 6:00 pm VMC Club (see FAA Wings page and e-mail)	
DECEMBER	11 17	<u>CHRISTMAS PARTY -</u> 11:00 Social Hour; 12:00 Lunch (Catered—see newsletter for details) Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details) 6:00 pm VMC Club (see FAA Wings page and e-mail)	

Upcoming Events:

Sep 3-5 Sport Air Race League Summit Mount Pleasant 150 Air Race -
Mount Pleasant Regional Airport (KOSA)

Sep 4-5 Warbird Weekend West Houston Airport

Sep 19-24th US National Aerobatic Championship Salina KS KSLN

Oct 1-3 Ranger Antique Airfield Campout and Airshow

Oct 15-16 Hill Country Hammerfest (IAC) Llano KAQO

Oct 22-24 REKLAW—Flying M Ranch

EAA Chapter 35 Leadership



Officers

President	Darren Medlin	210-875-9971	president@eaa35.org
Vice President	Chuck Fisher	210-878-5561	vicepresident@eaa35.org
Secretary	Paul Wurster	(530) 933-8264	secretary@eaa35.org
Treasurer	Dee Brame	210-493-5512	DeeB@satx.rr.com

Board of Directors

Past Presidents	Nelson Amen (2012-2014)	210-834-1991	nelson.p.amen@gmail.com
Past Presidents			
Past Presidents			
Member At Large	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Member At Large	Brian Goode	727-709-1159	ladybgoode@msn.com
Member At Large	Andrea McGilvray	210-413-7392	cowgirlcapital@att.net
Member At Large (en lieu of PP)	Kris Kelly	210-621-5405	krisikekelly@att.net
Member At Large (en lieu of PP)	Jane Kellogg	580-421-5998	jkellogg@kelloggllc.com

Chairpersons

Facilities	Larry Geiger	(210) 875-9971	facility@EAA35.org
Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
Newsletter Editor	Andrea McGilvray	210-413-7392	eaa35news@gmail.com
Air Academy	Maarten Versteeg	(210)859-1803	maarten.versteeg@sbcglobal.net
VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
Scholarship Coordinator	Frank Covington	254-707-1429	eaa35scholarship@gmail.com
Young Eagles	Brian Smith	210-693-9816	youngeagles@eaa35.org
Groundskeeping	VACANT—Need a volunteer!		
Tool Crib/Hangar	Lew Mason	210-688-9072	lewnan@sbcglobal.net
History and Archives	Jeanette Hunt	210-688-9264	janet3679@aol.com
Public Affairs	Jose Garcia	915-203-1361	eaa35pr@gmail.com
Membership	Ron O'Dea	210-488-5088	members@eaa35.org
Webmaster	Ian Heritch	210-421-1295	webmaster@gmail.com
Website Host	Kyle Jester	210-929-7491	
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Country Store	Richard Vinas	210-912-1699	vinas@sbcglobal.net
Builder's Coordinator	Kris "IKE" Kelly	210-621-5405	krisikekelly@att.net

Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Flight Advisors	Ron O'Dea	210-488-5088	r2av8r@gmail.com

Technical Counselors

Technical Counselors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net
Technical Counsellor	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net

The FINE PRINT: Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

Paid Thru Dec 2021



Andrea McGilvray
Broker
210-413-7392
cowgirlcapital@att.net

Selling Real Estate
for 11+ years
Expect Results,
I do!

www.cowboycapitalrealty.com

GUN SHACK

www.gunshack.com
(210) 858-6882

Lance Skok, Owner
210-893-2391
lance.skok@gunshack.com

15241 Bandera Rd.
Helotes, TX 78023

Fax: (877) 678-7779

Paid Thru July 2021

Paid Thru Apr 2022

DAVID BAKER

Artist



275 Thorain Blvd.
San Antonio, Texas 78212
(210) 410-2323
bakertif@texas.net

www.davidbakerart.com

Paid Thru Sept 2021

The Pilot Shoppe

JANET SHIRES

Owner

Mon-Sat 10AM-6PM
FAA Testing Center
Flight Simulator Rental
(210) 524-9525

600 Sandau Rd., Suite 100
San Antonio, TX 78216
email: pilotshop@aol.com
www.thepilotshoppe.com

Paid Thru August 2021



Richard B. Hecker, D.O.
Senior Aviation Medical Examiner
FAA HIMS / IMS AME

Assend Dragon
AVIATION

CP: (210) 391-1072 **SCHEDULING: SA-AME.COM**
Fax: (830) 980-8866 29890 Bulverde Lane
Email: faexamdoc@yahoo.com Bulverde, TX 78163

Paid Thru August 2021



Richard B. Hecker, D.O.
Senior Aviation Medical Examiner
FAA HIMS / IMS AME

SCHEDULING PORTAL: SA-AME.COM

5108 Broadway
Suite 203
San Antonio, TX 78209

Office: (210)226-2485
Fax: (210) 957-0882
Email: faexamdoc@yahoo.com

Paid Thru Sept 2021



2376 Bulverde Road, Suite 112
Bulverde, TX 78163-4593
(830) 386-4236
(210) 745-1750
Fax (830) 515-5941

GERALD SABOE DO MPH COL USAF RET
CHARLES R. FISHER JR. MD MPH COL USAF RET
Specialists in Aerospace Medicine
FAA Senior AME
Make appointment at www.saboeavmed.com

Paid Thru August 2021



Robert Moehle
CFI, CFII, Multi, Heli

Instruction, BFRs, and
Instrument training
in your plane.
Ferry pilot services

robert.c.moehle@gmail.com
(316) 990-3242



Country Store

By RICHARD VINAS

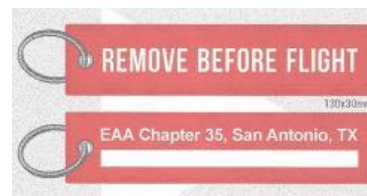
By the time the August meeting rolls around, a few more people will be wearing bona fide Chapter 35 shirts! The year is flying by (no pun intended) and there are still plenty of products for wearing around, protecting your clothes while you are cooking, protecting and cleaning your airplane, and impressing your non-flying friends. The July meeting was great fun and by now, many of you are at or have just returned from Airventure 2021. There are only a few days left before the August meeting, so come prepared for fun and fellowship. And as always, let me know if you have any ideas for products you think we might put in the Country Store that would be in demand by the members of the Chapter. See you all

soon!

Rick Vinas



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



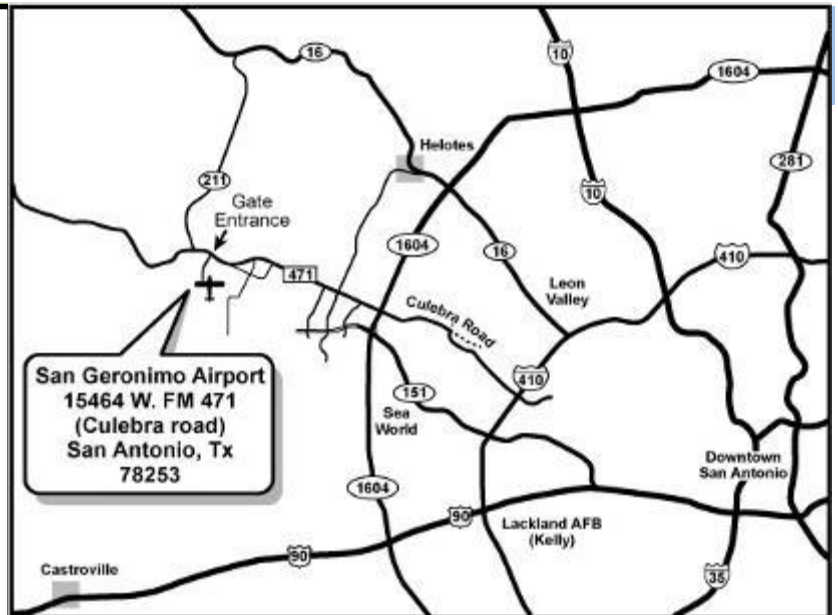
TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
COFFEE MUGS	EIGHT	\$7.00
REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

NEXT EVENT

14 AUGUST

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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
San Antonio, TX 78253

Paste Address Label Here

EAA Chapter 35 Data Information Sheet

Date: _____ Check #: _____ (make check payable to EAA Chapter 35) Cash: \$ _____ Chap 35 Life Member?
(National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)
*****PLEASE PRINT CLEARLY*****

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$24.00 and must be paid NLT the February meeting of the current year. (Hand to/or mail to: Ron O'Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253 - Phone: 210.488.5088, e-mail: r2av8r@gmail.com)

NAME _____ SPOUSE NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP+4 _____

HOME PHONE _____ BUSINESS PHONE _____ CELL _____

FAX _____ E-MAIL _____ NATIONAL EAA # _____

Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) _____

Type of employment (optional) i.e. Retired, Student, etc. _____

Previous employment aviation related: _____

Military experience: _____

We are a volunteer organization! Please review the following and check areas you would be willing to help with:

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: _____

Most interesting/unusual aircraft you've been associated with (use back if necessary): _____

OFFICE USE ONLY

Badge Database E-Newsletter Letter Life Member MbrDirectory Nat'l NewMbr QK Renewal

ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



Wash Wax ALL
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.
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.

AERO COSMETICS



©2010 San Antonio, Texas

Sold By: THE EAA CHAPTER 35 COUNTRY STORE