



November 2017

Volume 59 Issue 11

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Please see our sponsors!

Next Event

Nov 11

FLY-MART

1000-1100

**Chili Cook-Off
& Annual Meeting**
11:30-1300ish
Chapter 35 Clubhouse

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THE BOTTLE OF DEATH

Chuck Fisher

The day of our meeting in November coincides with the 99th anniversary of the end of the “war to end all wars” – the first one, and thus this story seems appropriate as we reflect back on those who have made our freedom to fly possible.

The other night several of our chapter’s member pilots and spouses gathered at “Joe’s Bar” for a long overdue few hours of camaraderie. As this was also a celebration of the retirement and return of a friend, a bottle of fine adult beverage was demolished and someone passed it around to be signed by those present. Unknown to most, this was an unplanned reprise of one of the earliest traditions in American military aviation. I recounted the story of the tradition, and was asked to write it down. So, what follows is the tale of one of the first fighter pilot traditions and the obscure artifact that may be among the most important in military aviation lore.

A little over a century ago, German forces swept

through Belgium and into France with swiftness that could and probably should have quickly resulted in victory over France and all of Western

Europe. But, the German commanders hesitated momentarily, and were driven into a defensive position that would result in a static, bloody exchange and consume an entire generation of young men. Above those bloody trenches, for the first time in history, aircraft were used for in surveillance, then for aerial combat to counter the surveillance. Every maneuver, tactic and tradition in aerial warfare would be invented anew in the skies over France and remain the foundation of aerial ma-



Artist unknown. <http://www.hendersonville.com/news/images/rockwellflyer2.gif>

neuvering today.

The United States was neutral and refused to enter the fray. Even if they’d wanted to, the flying arm of the military consisted of 52 pilots and less than half dozen obsolete flyable aircraft. But, American youth had grown up on the laps of their fathers and grandfathers, civil war veterans, and

(Continued on page 4)

Next Event
Fly-Mart, Chili Cook Off
and
Annual Membership Meeting

CHILI COOKOFF

PRESIDENTS COCKPIT



Steve Jones

Is it feeling a little CHILI outside? It should! It's time for our annual honkin', screamin' membership chili cookoff! Winner gets bragging rights for the next twelve months. As in previous years, bribery in the form of (name your favorite beer) are not condoned and are not guaranteed to sway the vote. But just in

case, in addition to win, place and show, we give you the People's Choice award. That's where you, the incorruptible, tell the judges what you REALLY think. It's a shouting contest so raise your hands and your voices and tell the world who the best chili cook is, bar none. Speaking of judges, Freda Jones will be looking to empanel several intrepid chili ingesters to sample the amazing concoctions. Only those with the strongest constitution need apply. It came to our attention some of our judges left the meeting last year, never to return. Rules? We don't bow down to International Chili Society (ICS) or Chili Appreciation Society International (CASI) rules. Common Sense applies. Would YOU eat it?

We had a great turn out for the Pancake Breakfast Fly-In. Even with only three aircraft braving the low ceilings, we served 59 hungry patrons in record time. Chapter 35 debuted a new secret weapon, the Memorial Mike Logan Grinnin' Griddle, a monstrous four-foot diameter rotating propane/electric flapjack-fryin' escapee from some government research lab. Sporting dual burners and a massive ½ inch thick spinning aluminum grill surface, this griddle cranks out 30 perfect pancakes at a time. We were blessed to have griddle master Suzanne Logan and daughter Irma here all the way from Austin to show us how to run this beast. Mike built this griddle in 2011 for fly-ins at EAA Chapter 1099, Fredericksburg, Virginia, then moved to Heritage Airpark in 2015. Susanne donated the griddle from Mike's estate so that we could continue this awesome tradition.

Fly Mart! Oh, yeah, get that aircraft stuff out of your hangar and into your neighbor's hangar where it belongs! Suzanne Logan will return in November to help get some outstanding aircraft building tools and supplies out of the Logan hangar and into yours. The chapter receives no proceeds and accepts no equipment or material donations during this event. (Come on, even you don't want it around anymore!) However, if you have a great sale and feel like making a monetary contribution, it will always be humbly accepted and much appreciated. Bring tables and a great attitude. This is always a lot of fun.

Anthony Jaramillo, our youngest Air Academy student in recent memory, got off the plane from China and headed over to EAA Chapter 35 to brief us on his experiences at Oshkosh, and he knocked it out of the park. His enthusiasm, depth of knowledge and poise in front of a very discerning audience won many, many accolades. We're always happy to introduce young men and women to the possibility of a career in aviation. We're not often blessed to reach out and help someone as committed as Anthony. We also helped John Latour send his grandson Jacob, from Arkansas. Jacob wrote a very nice letter thanking Chapter 35. I'll sum it up here with his closing sentence: "Thank you again for giving me this opportunity." As a member of Chapter 35, you played a crucial role in making this possible for both Anthony and Jacob. Thank you!



Special EAA 35 Chapter Bylaws Meeting to coincide with November Meeting. The Board of Directors is proposing changes to the EAA Chapter 35 Bylaws to correct typographical or grammatical errors, to account for the manner in which we wish to operate in the future, and to account for current and future innovations in electronic telepresence as well as store-and-forward technologies, so that we can implement them without requiring additional changes to the bylaws. This update was presented at the September meeting, sent via e-mail blast and the newsletter, and posted on the clubhouse bulletin board after the meeting. We'll be asking the membership to approve or reject these changes at the November meeting.

This is also our biennial election! Your nominating committee met, canvassed key members and recommended a slate of committed (or at least committable) candidates for your consideration. You have the option of electing the slate, unless another member is nominated. (and agrees to be nominated – key point, there)

Phil Vaneau wants you! We're holding a Young Eagles Rally Saturday, October 28th, starting at 9:00 AM. Phil needs pilots, ground personnel, and instructors. This event is centered on introducing local girls and boys in North West Bexar County, Eastern Medina County, and South East Bandera County to the possibilities available in a career in aviation. Location: San Geronimo Airpark, 15464 Culebra Road, Time: Saturday, October 28th, 9:00 AM to 1:00 PM. Young aviation enthusiasts ages 8-17 are invited to experience their first flight! Please note a parent or legal guardian must attend

EAA35.org: The new Chapter 35 web site is up! Kyle Jester, Dave Baker and Jose Garcia are working to perfect our online experience at <http://eaa35.org>. We now have a members-only section with discussion forums on a variety of aviation related topics, as well as a member's online gallery and build log. We're still working out the details, so don't point your browser to <http://www.eaa35.org>. Leave off the www...that doesn't work yet.

We've gotten some on-the-ground reports noting some success and some failure getting aircraft grade metals locally from:

Reliance Metalcenter
5027 Space Center
San Antonio TX, 78218
Phone: (210) 661-2301
http://www.rsac.com/index.php/page/view/MSRelianceMetalcenter_SanAntonio/

This is not a paid endorsement. In fact, the last visit was disappointing. But call them anyway, if we show enough interest, this could turn into a solid local source for metal.

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

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



CHAPTER BULLETIN BOARD

Chili Cook-Off!

It's here! The Chapter 35 Annual Chili Cook-off is back with a vengeance. Are you ready? It's run-what-you-brung for a chance to win braggin' rights for the year! The judges will select 1st, 2nd and 3rd place winners, then you, the members, will hoot and holler for the REAL winner, the People's Choice award.

Main Course: Mystery Chili! This will be served with cheese, onions and sour cream.

Side Dishes: requesting your favorite side dishes, especially the secret family recipe corn bread.

Desserts: requesting pies, cakes, cookies, brownies or anything you like.

I'm looking for a few good chili judges. We don't follow ICS or CASI rules, so beans are allowed and so is just about anything else that passes health department approval. <shudder> If you think you've got a keen palette and are a fine judge of chili aroma, color, flavor, texture and after burn, come see me first thing when you arrive at the November meeting.

I would like to say thank you to everyone who participated last month for the October pancake breakfast fly-in. We had a great turn out and a great time! Thanks especially to:

Suzanne and Irma Logan – griddle masters and setup

Roxanne Beavers – grill master and server

Stephen Sheppard – blueberries

Danny Beavers – flapjack flippin'

Georgia McCarley – baked fruit

B.J. O'Dea – fruit salad

I apologize, I didn't catch the name of the gentleman who brought the orange juice, but I thank you!



Hangar Space Available

Building a Project? Assembling a kit?

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

BOTTLE CONTINUED

(Continued from page 1)

had learned of chivalry and bravery. The invasion of France was affront to the educated American who viewed France as a center of civilization and friend to Americans when we needed them. Its defense offered an opportunity for heroism and gallantry. So, despite American neutrality, young American men flocked to Europe on their own to offer themselves to the French for their defense.

Among the first were brothers Kiffin and Paul Rockwell. Both educated men from the south. They arrived in France, joined the French Foreign Legion, and saw combat almost immediately. However, both were wounded early on. For brother Paul the war was over. Kiffin, though, learned of an effort to form an all-American flying unit. Founded by William Thaw, an accomplished aviator and expatriate already serving in the French Military, and Dr. Edmund Gros, an American physician who also founded the ambulance services, the new group would initially be called the Escadrille Américaine. But after concerns that the name implied a violation American neutrality, they would become the Escadrille Lafayette, in honor of the French noble who helped Americans prevail in the Revolutionary war. Kiffin Rockwell and eventually 37 others volunteered. He learned to be a pilot with a few hours instruction in France and learned in a single seat aircraft to fight in the air. At that time, the life expectancy of a pilot was measured in days and many aviators perished having never seen another aircraft.

But on this day, May 18, 1916, while returning early to his base near the borders of France, Switzerland and Germany due to a sputtering engine, Rockwell spotted and shot down a two seat German observation plane. His was the first aerial victory for the fledgling unit, and one of the first air to air victories by an American aviator.

The young American men and their French leaders gathered in a chateau to celebrate. Kiffin's brother Paul provided a bottle of genuine Bourbon Whiskey to celebrate (remember they were from the Southern US). Initially the bottle was to be passed around the room, but after Rockwell drank his shot, his squadron-mate took the bottle and jammed the cork back in, vowing to reserve the contents exclusively for each man who was victorious in the air. Over the next two years, the contents were slowly drained, and many of those who drank from it signed the bottle.



From: *The Lafayette Escadrille: A Photo History of the First American Fighter Squadron* by Steven A. Ruffin: which the editor highly recommends

Such a celebration or commemoration of victory may seem today to be natural. But a century ago there were almost no fighter tactics, and living and operating as a team in a single player sport was not typical. For this group of Americans, there was no American precedent, but around this bottle the bond grew. They weren't all friends, and all were exhausted. But in the air the camaraderie, the squadron integrity and mutual support of a tightly knit team of fierce competitors made this first group of pilots successful on the Allied side of the war. The term for their squadron behavior and the fighting spirit of every successful unit since, bore the borrowed French term - esprit de corps.

Rockwell would only survive a few more months, shot through the chest and perishing in his aircraft on the fields of France, as would so many others. Though indelibly etched in history, the names of most have been forgotten generations later - Kiffin Rockwell, Raoul Lufbery, William Thaw, Norman Prince, James Norman Hall and dozens of others. Few would survive the war, but those who did carried on the tradition and went on to train and lead the next generation of aviators to the next war, and their student's students the next.

Through them, the esprit de corps of the Lafayette Escadrille, the celebration of victory, the drive and pride of aerial aviators survives to this day.

And it started over a bottle of bourbon.

The historic Blérancourt estate, around seventy miles outside Paris is near the site of horrific carnage and was a base of operations in WWI. It lives on as a recently re-opened museum dedicated to French and American teamwork through the centuries. Much of the museum commemorates the birth of the first field Ambulance service, invented of necessity, historically effective and operated by Anglo-French volunteers. But, tucked away on one side a single room quietly holds the few remaining reminders of the first all-American combat aviation squadron. In this room, among the books, uniforms, photos and insignia, perhaps appearing a bit out of place, sits a lone bottle.

It was opened first on a remarkable day in rural France, and was touched by the hands of some of our first American aviation heroes. Silent and unremarkable, it is the remaining witness to the very birth of the American combat aviation and all the generations to come.

They called it the "Bottle of Death".



SAFETY NOTES & NOTAMS

HYPOXIA—PART 2



Bob Cuyler



Some years ago, I was invited to participate in a hypoxia identification and training class. Hypoxia is the physical effect of an air breathing person or other mammal physically reacting in a thin air or high-altitude environment without adequate oxygen in the person's system. I don't remember why I was invited to participate, but it was a tremendous learning experience.

I had to fill out and return numerous forms asking my pilot qualifications and ratings, Federal Aviation Administration required physical examination history and vision examination dates, general physical health questions, and a multitude of other information. I must have qualified because soon thereafter, I received a formal invitation to attend a training session, indicating that the training was conveniently to take place at Brooks Air Force Base in San Antonio.

I arrived at Brooks at the appointed training time. The class participants were then all seated in a classroom with an instructor who told us what to expect from the training that morning.

He asked us to try to remember how we feel during the exercise, so if we ever need to know if we are being affected by altitude, we hopefully should be able to recognize some of the symptoms. There were many rules for participating, and I don't remember all of the rules, but some of the rules were even though you used a toilet earlier in the morning, everyone had to use a toilet again before participating. No one could participate who had sinus, diarrhea, congestion, clogged up Eustachian tubes in the ears, or several other symptoms. Also, you could have no loose-fitting clothing, glasses, or anything in any pockets for reasons which would soon become obvious. I was about the youngest of the 15 or so people there to participate.

The test was to take place in a hyperbaric type of chamber, a small, very well insulated and padded room about 8 feet wide by about 12 feet long with a row of benches bolted to the floor along both long sides of the chamber. Each of us received one piece of notebook paper and a pencil with a rubber band attached to it. We were asked to write our names and our FAA pilot license number on the paper. Nothing else loose or not firmly attached was permitted anywhere in

the chamber.

Before the test began, we all took our seats in the hyperbaric chamber on the side benches, and even though we were not going to be moving anywhere, we fastened our seat belts (which would be very important), and then attached the pencils to our wrists with the rubber bands, and held the piece of paper in our hand. The door to the room was closed and sealed, and soon thereafter, air began being removed from the room. As this was taking place, an instructor was giving instructions on what the participants were to do. A display gauge mounted on the wall at the end of the room indicated the



http://ktvk.images.worldnow.com/images/15002330_G.jpg

simulated increasing altitude as air was being sucked out of the room to simulate flying higher and higher. Since this was some years ago, I don't remember the specific altitudes designated, but as I recall, when enough air was sucked out of the chamber to simulate an altitude of 5,000 feet, the instructor asked us to write our names on our piece of paper. As air was continually being removed from the chamber, at a simulated indicated altitude of 10,000 feet, we were asked to write our names below our name

that we had just written. Then the same for a simulated altitude of 15,000 feet, and again we wrote our names at a simulated altitude of 20,000 feet, and then we were asked to write the multiplication product of 2 times 9, and write our names again below the other signatures that we had written.

When the simulated altitude was 25,000 feet (slightly below the height of Mt. Everest), we were asked to again write our names below the other signatures that we had written and then write the answer to the multiplication product of 3 times 4. There was some uncontrollable laughing and giggling by the participants in the hyperbaric chamber. We were asked to draw a straight line and there was more laughing and giggling from these professional people who were very serious just a few minutes earlier.

Our simulated altitude constantly increased, then without warning, the simulated elevation atmosphere in the chamber was instantly released and the chamber interior air pressure was brought back to

(Continued on page 6)

SAFETY NOTES & NOTAMS CONTINUED

normal for ground level in a second or two. Our ears felt as though they were being crushed. As the normal outside air rushed into the chamber, there were wind speeds of hundreds of miles an hour within the small chamber, visibility was zero, and because of the fog created by the moisture in the incoming air, and you couldn't even see your hands. Anything in the chamber that was loose would have been dangerously blown around as a projectile who knows where at high speeds. After experiencing the effects of atmosphere again being applied, we were asked to remain seated for a few minutes, sitting just to reacclimatize ourselves again to standard atmosphere on earth.

Soon, we were asked to release our seat belts and find our papers that we had written wherever they had been blown in the chamber, and then we were to report to the classroom. Without the seat belts, we also would have been thrown who knows where in or across the chamber.

As the instructor again entered the classroom, he asked us to look at the papers that we had written while in the chamber. What a shock! The seemingly simple instructions had become almost impossible tasks to perform in a low oxygen environment. Our signatures became illegible scribbles as the higher simulated altitudes increased, and the simple mathematical problems were unsolvable with almost

universally wrong or no answers among the participants.



Midwest Flyers Contributing writer, Pete Aarsvold (left), recovers from the effects of hypoxia using an oxygen mask after lasting 5 minutes without one at a simulated altitude of 25,000 feet. Recovery after donning the oxygen mask is almost instantaneous. <http://www.midwestflyer.com/wp-content/uploads/2011/12/Oxygen-at-CAMI-W.jpg>

The class certainly had the desired effect. It showed us clearly the effect of high altitude judgment and reasoning capabilities without adequate or supplemental oxygen, and even though you may think you are doing fine in a low oxygen environment, and you might even feel happy or giddy and assured, you definitely are not doing fine, and the really frightening part is you may not even realize it.

This session was a great learning opportunity, and for my many trips flying into Mexico in later years, we always carried supplemental oxygen, mandatory for use above 10,000 feet, because for whatever reason, you never know how high you may have to fly.

Editors Note: The FAA offers FREE courses including hypoxia training, survival, etc. If you are interested in taking a one-day aviation physiological training course with altitude chamber and vertigo demonstrations or a one-day survival course, learn about how to sign up for these courses that are offered at 14 locations across the U.S. by visiting this FAA Web site: www.faa.gov/pilots/training/airman_education/aerospace_physiology/index.cfm



YOUNG EAGLES RALLY—28 October



Fellow Chapter 35 Volunteers,

It's been a while since we had a Young Eagles Rally at our own clubhouse—So it is high time we do so!

We will have a Young Eagles Rally at San Geronimo on Saturday, 28 October. The focus of this Rally will be on the communities near San Geronimo and on NW San Antonio. We will distribute a Flyer for this event in a few weeks, but get out now and invite all those kids you know who'd love to fly!

As a friendly reminder....if not already done, Young Eagle PILOTS need to complete Youth Protection Training and submit a Background Check (<https://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/youth-protection-policy-and-program>). It only takes about 20 minutes. Just sign into your EAA account, select "My Account," then "Go to Training." This needs to be accomplished about 2 weeks prior to flying a Young Eagle. Thank you all for your continued support for these events. Feel free to send me an email, pvaneau@gmail.com, or call at (210) 887-3135 with questions.



NEWS FROM MEMBERS

LITTLE POWER HOUSES: LITHIUM AA BATTERIES

Darren Medlin

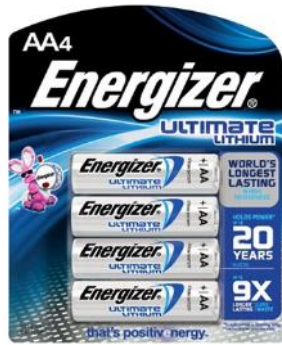
I finished up my kit plane in December 2016 and noticed that the cockpit was especially loud. I should not have been surprised since the engine is mounted just behind my head. My first generation Active Noise Reduction (ANR) headsets were showing their age and I thought it might be time for an upgrade. Fortunately, the headset manufacturer offered a trade-in program that would save me \$200.00 on my purchase.

I read all the reviews and bought their top of the line adaptive ANR headset. Many of the reviews mentioned that with all the advanced electronics this headset was a real battery hog. Being a frequent visitor to the local discount tool store I began redeeming their "Free with Any Purchase" coupons for their AA batteries. I went through those batteries fast. Four AA batteries are required to operate this headset and they did not last very many hours, three or so typically, before needing replacement. My desire to save money by using the cheapest (you can't beat free!) batteries was overcome by my desire to stop creating piles of spent batteries.

While picking up supplies at the hardware store I searched the battery display for some name brand AA batteries to replace those "free" ones. I was surprised to see Lithium AA batteries from Energizer. They were more than twice the cost of name brand alkaline batteries but advertised a 20 year shelf life and 9x more life than other batteries. My first set of Energizer Lithium AAs lasted 32 hours flight time, more than 10x longer than my "free" batteries. I searched for reviews online and found this to be typical. Basically the batteries cost slightly more than twice the price of name brand non-lithium batteries and delivered more than ten times the useful life of my previous batteries. I'm a believer. Also, according to online reviews these batteries do not leak if left in devices for extended periods (years) and their power output is very consistent over the long life of the battery.

If you have headsets, radios, flashlights or other gear in your flight bag that use AA or AAA size batteries you may want to spend the extra money for the Energizer Ultimate Lithium brand. A pack of 4 Energizer Ultimate Lithium batteries can be found for less than seven dollars from retail stores or online.

Always learning!



NEW MEMBERS

Please welcome:

Darold Carpenter Darold resides in San Antonio is a private pilot, managed the USAF Aero Clubs and is now retired. You may contact Darold at Daroldcarpentero279@yahoo.com

Jaime and Janet Rivera Jaime is retired USAF E-7 1st SGT. A/C Maintenance Technician. He is also an ATP SE/ME rated pilot with CFI, CFII ratings. And he is and A&P Mechanic with IA. Jaime is currently restoring a Rotorway Exec 162F and owns a C-150G You may contact Jaime at ArrioAire.Tech@yahoo.com

Kris and Lindi Kelly live in San Antonio where Kris is active duty Air Force. He has built an Auto Gyro 2017 Calidius. Additionally he is Commercial, Instrument, and Multi-Engine Pilot and a Light Sport Pilot. You may contact Kris at Kristofor.Kelly@us.af.mil

Emad Guirguis Emad is a student at UTSA. He is designing and building an Ultralight. Has joined the chapter to meet and learn from our membership. You may contact Emad at Emad.Guirguis93@gmail.com

Abdualwahab Alabteer Abdualwahab is also a student from UTSA and is also designing and building an Ultralight Aircraft. You may contact Abdualwahab at bu7amid.1995@gmail.com

Emmanuel Marcia Emmanuel is also an aircraft design student from UTSA who is designing and building an ultralight aircraft. You may contact Emmanuel at razurde@gmail.com

Victor and Victoria Canseco Victor is from San Antonio and is a student of Mechanics and Engineering at UTSA. He is also designing and building an Ultralight Aircraft. You may contact Victor at victoreconseco@gmail.com

Keith and Carol Merrill Keith has been employed by Boeing Airplane Co. and is currently employed by Mooney. He is a commercial pilot with Instrument rating and is also a CFI and CFI. You may contact Keith at KiethMerrill61@gmail.com

Michael and Sandra Reilly Michael and Sandra reside in San Antonio where is in Real Estate. He also manages two aircraft which he owns as a flying club, a Piper PA 32-260 and a C-150. He also flies Cessna and Piper Aircraft as well as a Citabria and J3 Cub. You may contact Michael at MPRFLYER@aol.com



CHAPTER BUSINESS

Chapter Bylaws Revisions:

The Board of Directors submits the following bylaws changes and amendments for member approval. These correct typographical errors and add provisions for official votes and notifications using electronic media in addition to or in lieu of print media. Only the corrected sections are printed below:

Proposed amendments to: Bylaws of EAA Chapter 35, Inc.

11~~9~~ November

2017~~2~~

Bylaws of EAA Chapter 35, Inc.

Section E. Meeting of Members.

An annual meeting of the membership shall be held in the month of November in each year, at a place within the State of Texas at a time designated by the President. Special meetings of the membership may be called by the President, by the Board of Directors or by any 10 members; notice of any such meeting shall be posted electronically on the chapter web presence. Additionally, notice shall be sent via announcement in the chapter newsletter, via email for members receiving such, or sent by first class mail to ~~all the~~ members not otherwise receiving notice, which written Such notice shall set forth the place, date, time and purpose of the meeting. At any membership meeting, a quorum shall consist of the presence (in person or by proxy) of 25 percent or more of the voting members in good standing and (except as provided in Article 8 below), the affirmative vote of a majority of the members present or represented by proxy shall be necessary for any action, resolution or election. Annual or special

Section A. Principal Officers.

(i) The Principal Officers of the Chapter shall be a President, Vice-President, Secretary and Treasurer. The offices of Secretary and Treasurer may be held by one person. In addition, there may be such subordinate officers as may be determined from time to time by the ~~Board~~ Board of Directors. Only persons who are voting members of the Chapter in good standing shall be eligible to be Principal Officers or subordinate officers of the Chapter. Failure to

B. Meetings

A regular Annual Meeting of the Board of Directors shall be held during the month of June or July of each year, at a time and place within the State of Texas selected by the President. Special meetings of the Board of directors may be called by the President or by direction of no less than three (3) Directors. Notice of a special meeting shall be in writing and shall state the time, the place and the purpose of the meeting; such notice shall be emailed or personally delivered to each Director at least 48 hours prior to the time and date of the meeting. A quorum shall require that presence of a majority of the Directors then serving in office and the affirmative vote of a majority of the Directors present shall be sufficient for any action, resolution or election. Each Director shall have one vote at every annual or special meeting; voting shall be in person or via real-time electronic participation (by any means and technology as the Board of Directors may determine [e.g. telephone, video teleconferencing]) and no proxies or mail ballots shall be permitted, but any action required to be taken by the Board of Directors may instead be taken by unanimous written consent of all the Directors then serving in office.

C. Electronic Meetings

~~Notice of a~~ Special Meeting of the Board of Directors may be called and conducted electronically (by any means and technology as the board of Directors

~~may determine) by email or by telephone~~) by the President or by direction of no less than three (3) Directors. Notice of a Special Meeting shall be delivered in writing (electronically by email), and state the purpose of the meeting; such notice shall be delivered to the Board of Directors ~~and each Chairperson~~. A quorum shall require the presence of a majority of the Directors then serving in office. Their electronic meeting presence requires, and is to be documented by, a response ~~email~~ to the Requestor(s) and to the Secretary. A response that is visible to all members of the Board of Directors, and the Secretary may be deemed a response to the Secretary. Except for the requirement to participate in real-time, voting requirements for an Electronic Meeting are identical ~~for to~~ those of a Meeting as outlined above (B. Meetings.) with two additional requirements. For a vote to be valid as affirmative or negative, it must ~~be:~~

1. ~~Be d~~ Documented by a ~~n~~ email response from a Director and to the Secretary.
2. Contain a sufficient number of votes to be a majority count of the ~~then serving~~ Directors representing a quorum.

ARTICLE 7. Elections

A nominating committee consisting of five (5) Chapter members shall be selected by the Board of Directors no less than 90 days prior to the annual membership meeting. The Committee shall select at least one candidate for each Principle Office to be filled at such meeting and shall present the slate of candidates to the members not less than thirty days prior to the meeting. This slate shall be presented to the members by one or more of the following methods:

- ~~Presented at a monthly meeting or special-called meeting-~~
- ~~Sent via either by email or mail, or~~
- ~~by including a such slate~~ in a publication emailed or mailed to the members. (e.g. monthly newsletter)
- Posted to the chapter web presence

ARTICLE 8. Amendments

These ~~Bylaws~~ Bylaws may be amended or restated by a majority vote of the members present in person or by proxy at the annual member meeting or at any special meeting called for that purpose, provided that the required vote shall be 85 percent with respect to any amendment deletion or other change to Articles 1, 2(h), 4A(i), 4C(i) and 8 hereof.

Approved by the chapter membership this 11th day of November 2017~~2~~.

EAA Chapter 35 will elect officers for 2018 -2020 at the NOVEMBER meeting.

The Nominating Committee offers the Following Slate of Officers for the 2018-2020 Term of Office. All have agreed to serve as nominated.

- President: Steve Jones (Re-election)
- Vice President: Darren Medlin (Re-Election)
- Secretary: Mike Landis (Re-Election)
- Treasurer: Dee Brame (Re-Election)

If you wish to nominate someone else for office you may do so from the floor at the NOVEMBER meeting. You must ask that person and they must agree to run. If there are nominations from the floor then we must vote on the candidates for each office separately.

Ron O'Dea
Chairman



Country Store

BRIAN GOODE

NEW ITEM AVAILABLE NOW !!!!**GREAT CHRISTMAS STOCKING STUFFERS**

The long sought after 11 Ounce White Ceramic Coffee Mug with the Chapter 35 color logo is in the store right now. Final pricing is in and they came in under our projected priced of \$8.00, at \$7.00 each. The first dozen went fast at the October meeting, so if you would like to reserve some for Christmas stocking stuffers or gifts, please contact Brian or June and we will put some on lay away for you. June says that Gift wrapping is not available.

**THE KOOZIES ARE STILL WAITING TO BE PURCHASED**

The special order that everybody talked about, the EAA Chapter 35 Koozies are in stock at the Country Store. The Chapter 35 logo is imprinted in color on both sides of the Koozie. They are only a mere \$5.00 each. They will fit around most standard beverage size cans and bottles as well as fit into the beverage cup holders in your aircraft, golf cart, automobiles and trucks and boats. You can even fold one up and carry it in your pocket or keep one in your travel bag, shaving kit or sewing kit

**60th ANNIVERSARY DECALS**

We have plenty of our special 60th Anniversary logo decals available in the Country Store. They are only Two Dollars. They are 3 inches in diameter. They can be applied anywhere, like aircraft, boats, cars and trucks or your refrigerator door.

**SHIRT NEWS**

We have three two older Fishing Shirts in inventory which will be given special pricing consideration. We will give more than a 10% Sales Allowance on these shirts that have been hanging in the same place at many meetings. All of these shirts were ordered by members who did not like the fit when the shirt came in and purchased a different shirt that fit. Come try one on. You might like it.

SPECIAL PRICING ON THESE TWO FISHING SHIRTS:

Men's: Light Blue - Long Sleeve - Medium and Lady's: Tan - Short Sleeve - Large Size.

If you ordered a shirt and have not picked it up, please do so.

We are making up another order for shirts and ***we need 6 more orders***, either for Fishing shirts or Polo shirts before we can turn the order in to our supplier as they embroider 12 at a time on their embroidering machines.



The Country Store sells ***Wash Wax All aircraft care products*** at specially reduced prices for Chapter members. We purchase directly from the manu-

facturer so we can pass on the savings to our members. All of their products do a great job without having water available. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.

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



MERCHANDISE FOR SALE AT THE COUNTRY STORE

COFFEE MUGS	CH. 35 logo	\$7.00
"Fishing Shirts" Short sleeves	Men's & Lady's	\$39.00
Long Sleeves		\$43.00
Polo shirts with Ch. 35 Logo	SM - XL	\$30.00
Baseball Caps		\$10.00
60 th Anniversary decals		\$2.00
Beverage Koozies		\$5.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
"Wash Wax All" Products	See page 21 for selection	Under retail

All prices include 6.75% sales tax

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

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

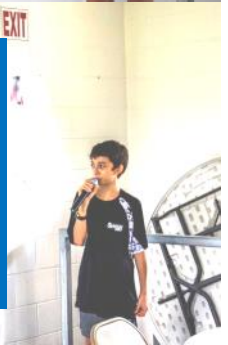
www.35.eaachapter.org

OCTOBER MEETING- SEE MORE AT <https://www.facebook.com/ea35/> PHOTOS BY BRYAN NELSON AND WILLIE AND MARY JO LANGHOLZ

As luck would have it, in a city with 300 VFR days a year, our fly-in day started off again with low ceilings and gloom. So, there were more drivers than flyers, and with a number of head to head conflicts our turn out was less than we'd hoped. That said, nearly 60 folks did show up and we got to use a new whiz bank pancake machine!

And, super special was a fantastic slideshow and discussion by our Air Academy scholar, Anthony Jaramillo. Anthony was our youngest candidate to date, and because of that attended a session before AirVenture. We were dying to know how it went.

I think he'd say it was something like..."Awesome". He showed us photos of him flying in an aircraft AND a helicopter, making ballistic rockets and planes, and spending lots of time with other folks who just love aviation and planes. Anthony is well spoken and reminded all of us why we love aviation and how wonderful it is that we can give "pay it forward" with our support of the next generation of aviators.



OCTOBER MEETING- SEE MORE AT <https://www.facebook.com/ea35/> PHOTOS BY BRYAN NELSON AND WILLIE AND MARY JO LANGHOLZ



THE BUILDER'S CORNER

Winter Operations Again

Mark Julicher

Yes, it is not too early to be thinking about winter and how cold weather affects aircraft operation. So here are a few items to ponder as you navigate the colder skies.

If the temperature outside is below 32 degrees F, then any water in or on your aircraft is probably already frozen. If the temperature is at or somewhat above 32 degrees, then any water in or on the aircraft will freeze at altitude. When it is cold, sump your fuel tanks with caution. Water frozen in the sump will make the sump drain freeze shut. Forcing the drain open will probably tear the nitrile O-ring seal and cause a leak. If the drain does open normally – then be sure to drain a goodly slug of fuel such that any water drops are likely to flow out.

Murphy says you will never get ALL the water out, so ponder this next question. Have you ever had the fuel selector freeze in position? There are two possible answers to the question: “Yes”; and “Not Yet”. Don't go strato-cruising in the thin cold air and wait until a tank is almost empty before switching tanks. That would be a bad time to discover a frozen fuel selector.

Speaking of fuel selectors – Photo 1 is the underside of a Comanche fuel selector. Actually it is the wafer switch that works in conjunction with the fuel selector and it causes the single fuel gauge to indicate how much fuel is remaining in the tank



Photo 1: Comanche fuel selector wafer switch.

selected. It is very clever wiring. No doubt a modern aircraft would do this selection with software. Unfortunately, this wafer switch has worn out. The round hole in the center is supposed to be D shaped. As it is, the

fuel selector can be turned to any desired tank and the wafer switch goes to a random tank. Needless to say, this is bad. It can, however, be repaired.

Now back to cold weather operations. We all know that engine starts in cold weather are more difficult. Why? Well here

is a list of reasons why:

- Fuel does not atomize as easily
- Air is denser and it takes more fuel to make a combustible mixture
- Oil is thicker and causes drag on the starter
- Battery is cold and produces less amperage.

That is a good list to work with. How shall we defeat each of these adverse conditions?

- Use more strokes of prime
- Use multi-viscosity oil in wintertime
- Keep the battery on a battery minder between sorties
- Pre-heat the engine.

There you go! Nothing to it? Well almost. The objective is to get an engine start on the first try. If you don't get that immediate engine start there is a good chance you will frost the spark plugs and that will cause you some waiting/fixing time. If your engine has only one primed cylinder you are working with a handicap. Go find out now how many of your cylinders are primed – add more primers if you have only one.

How many strokes of prime are necessary? It depends. Each engine and each airplane is a little bit different. On your daily flier – try double the number of prime strokes that you use in summer. If you can use a little less than that – good – but stingy priming leads to long cranking. You have to experiment a little



Photo 2: Electric Fuel Pump

until you know the particular plane.

How about various components in

the fuel system? For example, the electric fuel pump. Photo 2 is a partially disassembled electric fuel pump common to many Pipers and Cessnas. The strainer basket will not allow water to pass through – or at least not very easily. So a slug of water

(Continued on page 13)

THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

could disable this pump. It is something to think about.

OK how about one more? If you should happen to taxi through water or slush then water may freeze on your landing gear. Frozen brakes? Frozen oleo struts? Frozen mechanical joints on retractable gear? It can happen. You might consider tapping the brakes a few times to help clear any water/ice. Some aircraft manuals call for cycling the gear up and down twice to clear off slush after take off.

Lets switch topics now have a word about tail wheel springs. Photo 3 shows Maule tail wheel springs on the left and Scott springs on the right. If you have a Scott tail wheel, use the correct springs. If you have a Maule tail wheel, use the correct springs. If you have something else or an experimental and are not sure, ask for advice. We at Hangar 64 have been seeing too many broken tail wheels due to incorrect springs.



Photo 3: Tail Wheel Springs



Photo 4: A little eye candy as we put the trim colors on a Citabria

come together in dope and fabric and a very satisfying accomplishment.

Mark Julicher is a mechanic and prolific aviation writer for which this editor is very grateful. His shop is at Bulverde airport. Stop in and see him! He is an experienced technical adviser and his contact info is in the back.



FROM THE WEB-GUY

Dave Baker

As most of you know, we have a **NEW Website** (<http://eaa35.org>) that is being developed by **Kyle Jester** along with input from Jose Garcia and Steve Jones. The website will be the primary website for our Chapter effective January 1, 2018. The old website (www.35.eaachapter.org) will still be available for past references of newsletters, photos, videos and other info but will not be updated after December 2017. It has been a pleasure building and maintaining that site for the past several years but the web developer does not maintain support for it any longer so when the "old/New" website became available again, Steve snapped it up for us. If you have questions and / or input for the new website, please contact **Jose Garcia** (our new Public Affairs officer at eaa35pr@gmail.com).



"Blue Sky's and strong Tailwinds",



CHUCK CLUCK WINS IN SPORT AIR RACES

Can you race a Bonanza? An RV? A Cessna 172? The answer is yes to all. Chuck Cluck has been very active, and quite successful with his unmodified Bonanza in a relatively new sport arena. Air Racing was previously reserved for the rarified elite at Reno.

However, the **Sport Air Racing League** now presents a safe opportunity for mere mortals to compete over timed courses against similar aircraft. All classes of factory and experimental aircraft can participate, and races are held at locations nationwide (but a lot in Texas).

See <http://sportairrace.org/sarl/> for more information.

Congratulations Chuck!



OCTOBER MYSTERY PLANE REVEALED

Doug Apsey

I really thought this airplane would stump everyone but as usual, I had three responses within a few minutes of the newsletter being emailed out to the chapter members. Congratulations to Charlie Brame, Ira Wagner and Dr Gary Saboe for correctly identifying the October mystery airplane as the Martin XB-51.

In 1945, the USAAF issued a request for a light bomber aircraft. The Glenn L. Martin Company out of Baltimore, MD, started work on their entry into the design competition, designated the XA-45. Martin won the competition and began work on the XA-45 in 1946. This was intended to be an attack bomber (thus the "A" designation)



Wikipedia.org

powered by two turboprop and two turbojet engines. However before any XA-45's were ever produced, the USAAF changed its requirements and requested a high performance, all weather, close support bomber. The specifications were again changed in early 1947, this time calling for a low-altitude attack aircraft. This

resulted in the final iteration of the design, now designated the XB-51, which was a drastic departure from the original XA-45 design.

The first XB-51 prototype rolled out of the Martin factory in Middle River, MD, on September 4, 1949 and first flew on October 28, 1949. The second, and final prototype flew on April 17, 1950. The XB-51 was the USAF's first high-speed, jet powered ground support bomber and, as you can see from the photographs, it was a very unique

looking aircraft with its unusual engine configuration, swept wings and "T" tail. It was powered by three GE J-47 turbojet engines with one mounted in the tail of the aircraft and two mounted on pylons attached to the forward fuselage. The wings were swept back at 35 degrees and had variable angle of incidence which improved takeoff and landing performance. The wings also had spoilers instead of ailerons, leading edge slats, and full-span flaps. The landing gear was also unique with tandem dual mainwheels retracting into the fuselage and outrigger wheels attached to the wingtips. The two-person crew consisted of the pilot sitting under the bubble canopy and the navigator/radio operator sitting behind and below the pilot. The cabin was pressurized, air conditioned and equipped with ejection seats.

The three J-47 turbojets produced 5,200 lbs. of thrust each and gave the XB-51 a top speed of 645 mph at sea level and a cruise speed of 532 mph. This was nearly as fast as the jet fighters of that era. It had a normal operational range of 1075 miles with an extended "ferrying" range of up to 1600 miles. The rate of climb was 6980 ft. per minute and the service ceiling was 40,500 ft. Empty weight was 29,584 lbs. and gross weight was 55,923 lbs. It could carry four 1600 lb. bombs or eight 500 lb. bombs mounted on the unique rotary bomb bay in



Up-ship.com

its fuselage or two 2000 lb. bombs mounted on external hard points. The XB-51 was also armed with eight 20-mm cannon in its nose.

Early flight tests demonstrated that the XB-51 was fast, flew extremely well and met all the requirements it was designed for at the time.

One source reported that it was possibly the

best bomber that never entered production and that not putting it into production was a major mistake by the USAF. Unfortunately for the XB-51, requirements often change and during the early days of the Korean conflict the USAF needed a replacement night intruder bomber for the aging A-26. The XB-51 was considered for the role but lost out to the B-57A Canberra. Although nearly 100 mph faster than the Canberra, the XB-51 lacked the range and "loiter" time over the target that the USAF wanted so the B-57 was chosen to replace the A-26 fleet. The XB-51 program was cancelled in November of 1951. The two prototypes went on to be used for various flight tests for several years. Unfortunately, the second prototype crashed during an airshow at Edwards AFB on May 9, 1952 and the first prototype crashed on March 25, 1956 while departing El Paso International Airport so there are no remaining XB-51's for us to admire.

One of the prototype XB-51's was used in the film "Toward the Unknown" starring William Holden and Lloyd Nolan where it was portrayed as a fictitious fighter, the Gilbert XF-120. Anyone see that movie?

Sources for this article include:

www.joebaughner.com/usaf_bombers/b51.html

www.defensemedianetwork.com/stories/the-martin-xb-51-bomber

A couple of short YouTube videos of the XB-51 in flight can be found at the following links:

<https://www.youtube.com/watch?v=5payoinyjdM>

<https://www.youtube.com/watch?v=QISo7sIPZzw>



Pastplanes.tumblr.com




NAME THE PLANE

Here is your mystery airplane for November. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

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



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

<p>OCTOBER</p> 	<p>28</p>	<p>Young Eagles Rally</p>	<p>San Geronimo Airpark Pilots, Ground Personnel, Photographer, etc. needed. <i>Tentative</i> Start time 0900, volunteers plan to be in place by 0800</p>
<p>NOVEMBER</p> 	<p>11</p>	<p>ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging</p>	<p>EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting</p>
<p>DECEMBER</p> 	<p>9</p>	<p>CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!</p>	<p>EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm</p>

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>



2017 Joint Base San Antonio Air Show and Open House

November 4-5 at JBSA-Lackland Kelly Field Annex (KSKF)

USAF Thunderbirds, F-35, Tora Tora Tora, FIFI, and more.

8T8 Flyers be sure to check for local TFR's during this time period.

<p>Oct 28</p>	<p>Chapter 35 Young Eagles San Geronimo Airpark (8T8)</p> <p>Elm Creek Fly-In Seguin, Texas (oTX6)</p> <p>Stranger Things Halloween Fly-In Shank N Bank, Port Lavaca TX</p>
<p>Nov 4-5</p>	<p>JB San Antonio Air Show JB Lackland/Kelly (KSKF) NOTE: CHECK for TFR's</p>
<p>Nov 3-5</p>	<p>Critters Lodge Fly-In/Campout TEoI-Dillard Ranch (Private) Centerville, TX www.critterslodge.org/</p>
<p>Nov 4</p>	<p>EAA Chapter 59 Pancake/Fly-In 7:30 AM - 10:00 AM, McGregor TX</p>



This is our own Jake White, A&P, IA with the first of his hand-crafted bubbles on a PBY Catalina. This is a fully functional, exact reproduction on a plane being restored for a museum display. This takes a lot of skill — and a lot of patience!

CLASSIFIED ADVERTISEMENTS

For Sale - - N-3 Pup. Engine factory overhauled and then flown a few hours. Then Julius Braun placed it in the hangar at 8T8 for the last 20 years (or so...), where it still resides today. Priced at \$6,000-\$5000 and includes a pair of floats and a trailer. Talked to one of the past pilots. It flies well. Call me if interested. Nelson Amen 210-834-1991 (Expires Jan 2018)



Aeronautical Engineer's library from the slide rule days. Quite complete, and nearly a pickup load. Price is free, but the "buyer" must take all---I am thinning the herd! Norris Warner 830-510-4334 to make an appointment to view. (Expires Jan 2018)

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

For Sale—2 Continental O-65's. Fresh overhaul, one with a whole bunch of brand new parts. One \$4000, the other \$6000. Call Dan Martinez at 210-688-3037 (Expires Jan 2018)

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

Join BARIO at our new location for the JBSA airshow! We will be having an open hanger for friends and family during the show Saturday. Please extend the invitation to all EAA members to come visit us at our KSKF facility. There is a TFR from 0900-1700L but if anyone wishes to fly in early and leave late, we have plenty of ramp space to accommodate ya'll for the day. Just please let us know and send us your tail number ahead of time. We will have a grill at hand and some tables and chairs so please feel free to bring your own food and beverages



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*Chapter 35 meets
Each Second Saturday of the Month*

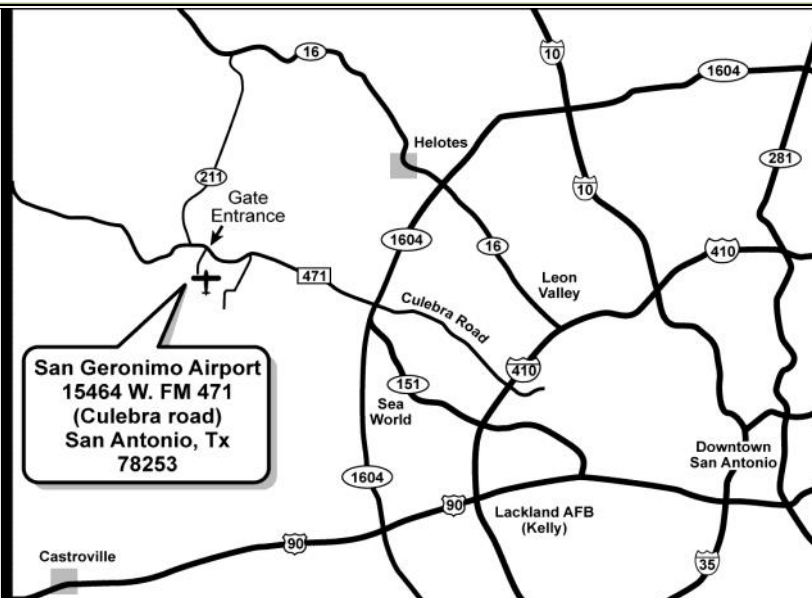
Nov 11

Fly-Mart 1000-1100

**Chili Cook-Off
& Annual Meeting**

11:30-1300ish

Chapter 35 Clubhouse



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

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

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

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Spray On - Wipe Dry

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



AeroTowel

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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.



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