



August 2016

Volume 58 Issue 8

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Next Event

August 13

Meeting and Lunch

1130

Program 1230

Chapter 35 Clubhouse

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Chuck Fisher: Editor
ea35news@gmail.com

NEW CLASS 3 MEDICAL RULES

Chuck Fisher

I am writing this surrounded by the sounds of 10,000 aircraft at AirVenture. The other buzz, though, is about the new third class medical law. By now you have undoubtedly heard that the President signed legislation directing a new way of certifying third class pilots. This is a success story for AOPA and EAA who have pressured congress for years to do so. But although there is currently lots of hoopla and exuberance, I'd advise a bit of caution before planning to jump back into the cockpit. This might not be as good a deal as we'd hoped. For certain, though, this will be a huge change for most of us and holds a lot of hope for some, so here is a summary of my read on what this law really says – and what it does not say.



Before starting with specifics let me point out that the law only requires the FAA to make rules within the next 180 days. Those rules don't yet exist – so *nothing* is “in

effect” yet and there are lots of areas that are subject to conjecture.

This is NOT a drivers license third class and it is NOT an expansion of the Light Sport category. This will not make your aging 172 more marketable, nor will it allow you to fly without a “medical”.

This law changes or provides an alternate method by which third class pilots will be medically certified, and by design it should make it easier for those folks on a Special Issuance to continue to fly without having to send tests and results to the FAA every year or two.

Using this pathway, new pilots still get an initial Class 3 from their AME. However, instead of an every 2 or 5 year AME exam, pilots will be required to have a complete exam by their personal physician every 4 years and will require online training every 2 years. All this will be documented in the pilot's logbook and ultimately the pilot and his personal physician determine if he or

(Continued on page 4)

Next Event:
Matt Van De Walle
Flying the C5



PRESIDENTS COCKPIT



Steve Jones

We've seen 100-degree days as we close in on the dog days of summer. If you haven't reviewed your aircraft performance data lately, now would be a great time. 2,500 feet down the runway and still in ground effect may not be the right time to think about density altitude, but it may be the ONLY thing on your mind. Make it a safe flight. Check your performance.

Because of our early publication deadline, we'll be covering the highlights of AirVenture 2016 in next month's issue. I expect most of the buzz will be about Aeromedical Reform. With the President's signature on July 15th, Third Class Medical Reform became the law of the land. FAA has up to one year to develop regulations. If they fail to meet the one-year deadline, Congress has seen to it that you can fly in accordance with the law, regulations or not, beginning July 15th, 2017.

EAA Announcement: <http://www.eaa.org/en/ea/ea-news-and-aviation-news/news/07-15-2016-aaa-reaches-its-goal-third-class-medical-reform-now-law>

AOPA Announcement: <https://www.aopa.org/news-and-media/all-news/2016/july/15/medical-reform-becomes-law>

Our July Fly-in/Drive-in Breakfast proved the Spirit of Aviation is alive and well in Chapter 35, even at 9:00 in the morning! Chuck and Peggy Fisher sponsored the breakfast and did the cooking to bring you, in the spirit of Experimental Aviation, an awesome spread of you-build-it, you-eat-it breakfast tacos. The Fishers were a model of efficiency, too! From bare tables, to a serving line, including four warmers filled with tortillas, eggs, refried beans, bacon, sausage, fried potatoes and all the add-ons; this was all set in under 20 minutes. If ever there was a time I thought Chuck missed his calling, this would be it. For our patrons who preferred pancakes, Freda Jones stepped up and made stacks of fluffy flapjacks. Demonstrating once again our sharing spirit, someone brought a pie! And you know, by the end of the morning, it was gone. This proves my long-held theory that pie is suitable for ANY meal. Special thanks to Chuck and Peggy, who donated their expenses for the meal to help send John Karaco to the EAA Air Academy.

Your Chapter 35 Board of Directors is active and passionate about aviation. So active and far-flung, we resorted to an electronic board meeting for July. Your board decided on several key issues, with board members checking in from as far away as the middle of the Atlantic Ocean! As a result, Chapter 35 will be sending Darren Medlin and William Richardson to the EAA Leadership Academy in November; we'll be following up on an

offer to acquire a tabloid-format printer/copier to bring our cost of production down for our OUTSTANDING newsletter; Chapter 35 will graciously accept the donation of Al Almond's Dream Classic Ultralight, to be auctioned at a later date; and we'll be hosting a Young Eagles Rally at Stinson Airport, September 24th, coincident with the Women In Aviation Alamo City Chapter 'Girls In Aviation Day' event.

Last month we noted the passing of Joanne Warner. We seldom take note of the work our officers and chairpersons do behind the scenes to keep this chapter strong, vibrant and relevant. Joanne was active with Chapter 35 for many years, through 2007. As Secretary, she brought organization out of chaos. As Treasurer, she brought accountability and transparency where there was none before. As Membership Chairperson, she organized our member information in ways that are still paying dividends today. Our successful transition to a 501(c)3 non-profit organization would have been nearly impossible without her tireless efforts. I think Joanne embodied the volunteer spirit that makes this chapter unique. She leaves quite a legacy. She will be missed.

We were visited at the end of our fly-in breakfast by an enduring member, one of many who have fallen away. He regaled us with tales of Chapter 35 at West Side Airport, and lamented that so many years had passed since he last paid a visit. If you're aware of a long-missed member of our community that you think would enjoy the company of aviators, builders, enthusiasts and outright airplane nuts, give them a call. Remind them we're still here and we're having fun! Let them know we'd sure like them to join us again.

And, we did not know it at the time, but we bid Adieu to our dear friend and senior chapter member Julius Braun at our fly-in. We were happy to see him, and it was really important to him to visit with his aviation family. He was an American hero, and we will miss him.

On a lighter note, our facility manager, Freda Jones is cooking up something special for August. I won't spoil her fun; but again I saw the menu, then I saw the budget, and my jaw dropped. I cannot believe our kitchen volunteers are going to pull this off! Don't miss this one!

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



CHAPTER BULLETIN BOARD



Hangar Space Available

Building a Project? Assembling a kit?

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

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

August Menu

What could be more South-Central Texas than a Brisket? We're having brisket for lunch Saturday, August 13th. You will not want to miss this!



Lovingly dry-rubbed with a special super-secret blend of spices and smoked to perfection, this will be served traditionally, with piles of white bread, barbecue sauce, tart dill pickles, marinated onions, and even jalapeno peppers.

Someone shared their secret for Texas-style green beans. He, or maybe she, wouldn't reveal ALL the tricks, and wishes to remain anonymous. We're gonna try it! (It has so many fun things in it, it's almost a green bean salad)

If you have a favorite Cole-slaw, potato salad, or borracho bean recipe, we would very much appreciate your contribution. Please contact Freda Jones at ea35facility@gmail.com, or call (210) 570-9435.

To post a classified—contact the editor at ea35news@gmail.com

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

THIRD CLASS MEDICAL (CONTINUED)

(Continued from page 1)

she is safe to fly. There won't be any AME visits needed for healthy pilots.

Those pilots who have medically disqualifying condition will still have to go through the initial Special Issuance or Condition and AME can Certify (CACI) process, but it should be easier to continue flying once it is granted as long as their personal physician feels they are stable.

The law directs the FAA to make rules within the next 6 months, to be in effect within a year that will permit third class pilots to be certified using a combination of their personal physicians, online training and personal recognition. Basically it eliminates the every few year visit to the Aeromedical examiner and replaces it with a required comprehensive examination by the pilot's personal *physician*. I highlighted that because the law is very clear on that term – which means a nurse practitioner, chiropractor, physician assistant, etc. will not be sufficient. However, the rules don't yet exist so HOW this will be done is subject to conjecture.

The basic mechanical change is that pilots who have been certified within the past ten years, even if expired as long as their certificate was not denied or revoked, will be allowed to self-certify as medically qualified as long as their personal physician is willing to agree and sign his/her name to that.

Pilots will most likely have to obtain and complete a required physical examination history form (back to paper) and a physical examination form to take to their doctor. The law actually specifies that the form include almost all the information on the current FAA form generated by MedExpress so I'd expect it to be pretty similar. The pilot will fill out a history part but instead of going to an AME, he or she will take it to their personal physician. That physician will have to complete a comprehensive, head to toe examination. The exact content will be determined over the next few months, but most likely it will be similar to that the AME does including the urine and vision screening. This means that a subspecialist may not be willing or able to take these exams. The physician will document any significant medical conditions or treatments and will have to sign a statement saying *"I certify that I discussed all items on this checklist with the individual during my examination, discussed any medications the individual is taking that could interfere with their ability to safely operate an aircraft or motor vehicle, and performed an examination that included all of the items on this checklist. I certify that I am not aware of any medical condition that, as presently treated, could interfere with the individual's ability to safely operate an aircraft."*

The pilot then will have to certify that he or she *"...is aware of the regulations pertaining to the prohibition on operations during medical deficiency and has no medically disqualifying conditions in accordance with applicable law"*.

Additionally, every two years the pilot will have to do online training addressing medical conditions, medications and medical issues that might be a concern for pilots. The pilot will keep a record of the visits and training in their logbook and there will be an on-line record of training – presumably akin to the FAA Wings program.

The law also spells out or re-iterates some of the medical standards already in 14 CFR part 67 and expands the language for psychiatric and cardiovascular disorders.

Thus it will be solely up to the pilot to determine if a medical condition or medication might pose a risk and to ground him or herself if so. So, study up on those medical standards! Although there will be less "annoyance" with having to send tests and documents to the FAA for those currently on a waiver, there is certainly risk if you choose to fly with a medical condition. In that case you will assume all the liability and we can only speculate on how an insurer would respond in case of a mishap.

For those who do have significant medical conditions you will still require a visit to the AME and possibly a special issuance. Exactly how this will happen is not yet defined. The law directs that many more of disqualifying conditions be streamlined or delegated to the AME. Thus, presumably, the AME will still be involved with initial waivers, but subsequent renewals will be done with the personal physician. Again those procedures have not yet been created.

This new guidance is actually much more expansive than either the AOPA or EAA had asked for, including up to 6 passenger aircraft up to 6000 lbs. (so light twins too), up to 18000 pounds, up to 18000 feet and under VFR or IFR rules. That includes most folks flying on a class 3 medical.

There are some potential catches, though.

This new pathway is not consistent with international (ICAO) guidance. Thus a US Class 3 medical under this guidance is not compliant with rules outside the US. So, if you are contemplating flying to the Bahamas, Mexico, Canada or elsewhere, there you may require an AME physical medical certificate so that you will have a recognized certification with that nation.

Although most speakers refer to this as an alternate pathway, it is not clear from this guidance if there will still be a Class 3 option for folks flying aircraft larger than that specified or for international operations. We speculate that there will be, but then how are we going to tell if you had a Class 3 or the "lite" version. If

(Continued on page 5)

THIRD CLASS MEDICAL (CONTINUED)

(Continued from page 4)

you fly a big plane under class 3 rules or internationally, you will want to pay attention to the final rules in this area.

What will insurance rates for Class 3 do? As the whole reason for this legislation is to make it easier for class 3 pilots to fly with known medical conditions without AME or FAA approval, I wonder if the insurance industry will consider this increasing the risk. If risk goes up, so will rates. Or some speculate that carriers may require you to provide additional documentation to substantiate your wellness. Time will tell.

Some physician blogs are already abuzz with admonitions not to do these exams due to the risk. Aeromedical Examiners are afforded some risk mitigation in certifying individuals to fly, as they do so using a very strict set of inflexible rules and are not actually providing clinical treatment. Personal physicians will not have that sort of protection, though, so they will be assuming personal and professional risk in signing that you are safe to fly. I would expect that some may be unwilling to do so and others to be more accepting.

Thus, this legislation will add an educational component that might enhance safety, and will certainly reduce the administrative burden for many pilots. But, it shifts the burden of responsibility for ensuring a pilot is medically safe to fly from the Aeromedical Examiner and pilot to the pilot and his/her personal physician. It still directs an initial class 3 exam and still requires initial special issuances for any condition that might pose a risk to flying.

Over the next few months there will be a new set of rules that every Class 3 pilot will have to be very familiar with. Pay attention to them as they may be somewhat confusing at first. Until then, my advice for class 3 pilots is:

- Continue to renew your certificates and, if needed, your waivers, until official guidance is released.
- Ensure you have a personal physician who you can access regularly, who truly knows you and your entire medical status, and who will be willing to spend a lot of time with you for a comprehensive examination and discussion of any medical conditions in the context of aviation.
- You may wish to discuss with him or her whether he or she will be willing to do an exam like this.
- Pay close attention to the new rules. The WILL affect you!

Finally, celebrate the fact that the administrative burden for waiver renewals should be a lot less. But, be careful. If you have a medical condition that the FAA considers a risk to flight...it will still be a risk whether the AME tells you so or not.



YOUNG EAGLES YOUTH PROTECTION TRAINING

ATTENTION: ALL Young Eagles pilots and volunteers.

You MUST do the online training and security check to participate directly with kids. It is for your protection too!

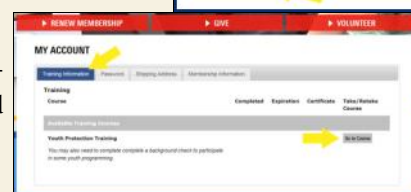
As scary as that sounds—it is quick, easy and non-threatening. Peggy and I did it in under 15 minutes. So, let's do it right now.

- 1) Go to (or click) <https://www.eaa.org/en/eaaccount/accountlogin#/login>
- 2) Login to your EAA account
- 3) If you do not have an account or are not a member—that is OK. Go ahead and set up a guest account.
- 4) Once you have an account and are logged in click on “my account”



- 5) Go to the very bottom of that tile to where it says “**my training**” and click
- 6) Click on the youth protection training button. Do the course first, then it will transfer you to the background check screen.

- 7) The background check requires minimal information and is done by a third party vendor.



- 8) You are done. In theory you should receive an e-mail a few weeks later confirming everything was done. However, in our case there was no e-mail, so a couple of days later we just logged back in to the same page and printed the card from there.

This is easy and critical. Do it now before you (like I did) forget!



FROM HEADQUARTERS AND OTHER NEWS

LET US KNOW ABOUT YOUR ACHIEVEMENTS!

Have you reached a milestone recently? Passed a checkride, given your first or hundredth Young Eagle flight, flown your homebuilt for the first time? Tell us about it at editorial@eaa.org!

WEBINARS

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

8/3/16 8 p.m. CDT New Part 23 Rewrite
Qualifies for FAA Wings and AMT credit Mike Busch

Eight years in the making, a massive rewrite of small airplane certification rules has been unveiled by the FAA. It's a paradigm shift in how both new



GA airplanes and alterations to legacy airplanes will be certified. Mike Busch discusses these changes and the impact they will have on GA.

8/10/16 7 p.m. CDT Powering Your Plane:
How to Install a Lycoming-type Engine on Your E-AB

Qualifies for FAA AMT credit Dave Prizio

8/24/16 7 p.m. CDT Staying IFR Current for Real
Qualifies for FAA Wings credit Andy Miller

8/31/16 7 p.m. CDT Flying and Maintaining the B-24 Diamond Lil
Brad Pilgrim

SPORT AIR WORKSHOPS

December 10-11, 2016: Houston, TX



Bario Aviation Inc., now a Part 141 Certified Flight School, will be offering a Private Pilot ground school under our 141 curriculum. The start date will be Tuesday August 9th, and will be held every Tuesday after that from 6:00 to 10:00 PM for 10 weeks. We are still finishing up our pricing information. We ask that any interested party please contact us at (830) 460-9028 and/or at info@barioaviation.com for more details and/or to reserve a spot. The school will be held at our facilities at the Castroville airport (CVB). Books and other need items will be provided by us and will be included in the cost.

We also plan to hold an Instrument rating ground school as soon as we have enough interest. If anyone is interested in an Instrument ground school, we ask that you let us know so that we can put you on the list and get one going as soon as possible.



GONE WEST—GENERAL JULIUS BRAUN



Brigadier General Retired Julius Braun, a member of our chapter for over 40 years passed away peacefully surrounded by family and friends. Only a few weeks ago, he made it a special point to visit with his EAA family and we were blessed to spend some time with him.

Julius Braun was an American hero who experienced much of the development of the American space program first hand. He earned two silver stars in WWII while an artillery commander. Using his skills and formal aerospace education he went on to be integral to the development of military guided missile systems following the war. He helped guide the development of military space programs from the early tests all the way to helping launch the global positioning system (GPS).

Julius often told us that he was the very first to import a Volkswagen following the war, and he was a devoted history buff. His aircraft is a reproduction of a prototype used in the Louisiana exercises to prove the utility of light aircraft for military spotter and liaison duties. An aviator, pioneer and friend—we will miss him dearly and wish him smooth air and tailwinds on his eternal flight.

Services for Julius Braun will begin on Friday, August 5th at 9:30am at Fort Sam Houston Cemetery, followed by a memorial service at 12:00pm at Wayside Chapel, 1705 NW Loop 410, San Antonio, Texas, 78213. After the memorial service everyone is invited to a reception in the church fellowship hall.



SAFETY NOTES & NOTAMS

SELFIES



Ron O'Dea

The following article by Paul Cianciolo is right on time because of all the folks enjoying Air Venture that will be taking many photo's and selfies. In his article he not only stresses the dangers of the distractions of selfies while flying he also talks about some of the regulatory issues as well.

So the point is enjoy all the things you can do with modern technology. but, "Keep Your Brain In The Game"!

Be safe out there.

By: Paul Cianciolo, Assistant Editor, FAA Safety Briefing

If you're a pilot, you like to let people know you're a pilot. That's what you do. And if you're a Millennial Generation pilot, you take photos of yourself flying. That's what you do. These selfie photos and videos serve to entertain, inform, instruct, and record an astonishing diversity of pilots, planes, and places. Personal gadgets and gizmos can up the fun-factor of personal flying, but don't let them distract you from the flying part.

Using a cell phone, tablet, or camera in flight can distract a pilot from his or her primary duty — to fly the aircraft first. The NTSB agrees and has added "**Disconnect from Deadly Distractions**" to its 2016 Most Wanted List for operators of all modes of transportation.

The agency cites a 2011 helicopter crash caused by fuel exhaustion as part of its rationale for emphasizing the dangers of distraction. The pilot, flight nurse, flight paramedic, and patient were killed. One of the four contributing factors was "**the pilot's distracted attention due to personal texting during safety-critical ground and flight operations.**"

Preflight your Gadgets Planning ahead so you don't get distracted by your mobile device during critical phases of flight should be part of your preflight checklist. It is especially important if you want to record from the outside of your aircraft. Regulations prohibit the attachment of non-approved devices to a type certificated aircraft, which means you will need to get FAA approval on a case-by-case basis to attach your camera to the outside of your aircraft.

The method of mounting the camera, whether by permanent installation or attachment, matters in terms of what kind of FAA approval is required. Most cameras used by GA pilots are self-contained, portable, and sufficiently lightweight to have no appreciable effect on handling the aircraft or affecting air-

worthiness. For mounts that strap-on or secure with a common screw, a minor alteration is typically approved, and an entry in the aircraft logbook is made by a qualified maintainer. On the other hand, if the mount is permanently attached to the aircraft by hard-point mechanical methods or it interfaces with aircraft navigation or electrical systems, it becomes a major alteration because it may appreciably affect airworthiness. This kind of installation requires the use of other FAA approved data or a field approval evaluation.

Fiddling with camera settings while trying to juggle the many responsibilities you have as pilot in command puts you at risk of departing controlled flight, missing ATC radio calls, blundering into the wrong airspace, or colliding with traffic you failed to spot.

Keep your priorities in order and secure that selfie gear before getting in the air. Uploading your Selfie Getting a great photo or video posted on your social media channel of choice is the aspiration of every "good" Millennial. However, your role as a pilot always comes first. Trying to connect to the cellular network below you is not worth the distraction — it's not legal either. The Federal Communications Commission (FCC) restricts connecting to all "cellular radiotelephone systems" while in the air according to 47 CFR section 22.925: Cellular telephones installed in or carried aboard airplanes, balloons or any other type of aircraft must not be operated while such aircraft are airborne (not touching the ground). When any aircraft leaves the ground, all cellular telephones on board that aircraft must be turned off. This rule is why cell phones and tablets have an "airplane" mode, which disables the cellular connection to comply with FCC rules. It does not, however, disable selfie-taking capability. Since connecting to a cellular data network while in the air is not an option, do be wary of succumbing to get-home-itis in that rush to post the perfect picture. Adding filters and hashtags is much easier on the ground anyway. #FlySafe Sharing photos of your flights with family and friends is a great way to bolster a positive relationship between the public and general aviation community.

Keep flying fun, but keep it safe. Preflight your selfie gear and plan for photo ops.

Paul Cianciolo is an assistant editor and the social media lead for FAA Safety Briefing. He is a U.S. Air Force veteran, and a rated air-crew member and search and rescue team leader with the Civil Air Patrol.



ORIGIN OF THE FAA



President Calvin Coolidge (right) and Secretary of Commerce Herbert Hoover

Ninety Years ago, on May 20, 1926, President Calvin Coolidge signed the Air Commerce Act of 1926 into law at the urging of aviation industry leaders who believed the airplane could not reach its full commercial potential without federal action.

The new legislation, for the first time, created an organization responsible for regulating the fledgling civil aviation industry. The act instructed the Secretary of Commerce to foster air commerce; designate and establish airways; establish, operate, and maintain aids to air navigation (but not airports); arrange for research and development to improve such aids; license pilots; issue airworthiness certificates for aircraft and major aircraft components; and investigate accidents.

The first Airways Division came under the auspices of the Department of Commerce's Bureau of Lighthouses.

Secretary of Commerce Herbert Hoover believed that the duties imposed by the Air Commerce Act should be carried out by existing Department of Commerce components. Although five principal units made up the Aeronautics Branch, which ranked as a bureau, only two were structurally part of the new branch — the Air Regulations Division and the Air Information Division. The other three units followed directions from the branch concerning work to be undertaken, but received detailed guidance and administrative support from other bureau-level components of the department. Thus, the Airways Division was organized within the Bureau of Lighthouses, the Aeronautical Research Division within the Bureau of Standards, and the Air Mapping Section within the Coast and

Geodetic Survey.

Hoover selected William P. MacCracken, Jr., a pilot and attorney who had played a key role in convincing Congress of the need for this new governmental role, as the first head of the Aeronautics Branch, with the title of Assistant Secretary of Commerce for Aeronautics. He began his new job on August 11, 1926.

MacCracken immediately faced the challenge of how to enlarge and improve the nation's air navigation system. On December 31, 1926, he issued the first Air Commerce regulations. The regulations required all aircraft engaged in interstate or foreign commerce to be licensed and marked with an assigned

identification number.

Pilots of licensed aircraft were required to hold private or commercial licenses. Commercial pilots were classed as either transport or industrial. Mechanics repairing aircraft engaged in air commerce had to secure either engine or airplane mechanic licenses, or both. Owners, pilots, and mechanics had until March 1 (later extended to May 1), 1927, to place their applications on file. Pending action on



these applications by the Aeronautics Branch, those applying by the specified date could continue operating as previously until July 1, 1927. Failure to apply as required was punishable by a \$500 fine. The regulations also prescribed operational and air traffic safety rules.

Aeronautics Branch Firsts:

- * November 16, 1926, Dr. Luis Hopewell Bauer became the first medical director of the Aeronautics Branch.
- * December 7, 1926, Aeronautics Branch Inspector Ralph

(Continued on page 9)

ORIGIN OF THE FAA

(Continued from page 8)

Lockwood made the first official airworthiness inspection when he tested a Stinson Detroit before its delivery to Canadian Air Express.

- * February 28, 1927, it announced the first 57 aviation medical examiners (first designees) — one of whom, incidentally, was William MacCracken, Sr., the father of the assistant secretary.
- * March 29, 1927, it issued Aircraft Type Certificate No. 1 to the Buhl Airster.

The first pilot license issued by the Aeronautics Branch was to William P. MacCracken, who became the first Assistant Secretary of Commerce for Aeronautics.

April 6, 1927, MacCracken received Pilot License No. 1. He had offered first license to Orville Wright, who declined, saying he did not need a piece of paper to prove he was the first to fly.

June 30, 1927, the Aeronautics Branch announced its first airways strip map — Moline, Ill., to Kansas City, Mo. — was available for purchase.

July 1, 1927, Frank Gates Gardner received the first federal aircraft mechanic license.

The Aeronautics Branch took over the Post Office's task of building airway light beacons, and in 1928 introduced a new navigation aid known as the low frequency radio range. The branch also built additional airway communications stations as part of its effort to encourage broader use of aeronautical radio and to combat problems of adverse weather.

MacCracken's efforts to enhance aviation safety did not go

unnoticed. On January 14, 1929, the Aeronautics Branch received the Aero Club of America Trophy for 1928 for its outstanding development of airways and air navigation facilities.



The Buhl Airster received the first federally-issued aircraft type certificate

Robert J. Collier had established the award, first presented in 1912, to honor the previous year's most outstanding contribution to U.S. aeronautics or astronautics. [In 1922, the Aero Club of America was incorporated as the National Aeronautic Association, which assumed administration of the award and renamed it the Robert J. Collier Trophy in 1944.]

The branch's efforts did not slow down after the award. In January 1929, MacCracken's fledgling organization turned on Beacon #25 at Miriam, Nev., on the San Francisco-Salt Lake City Airway, completing the lighting of the transcontinental airway. The following month, MacCracken issued a rule requiring flying schools to be federally licensed.

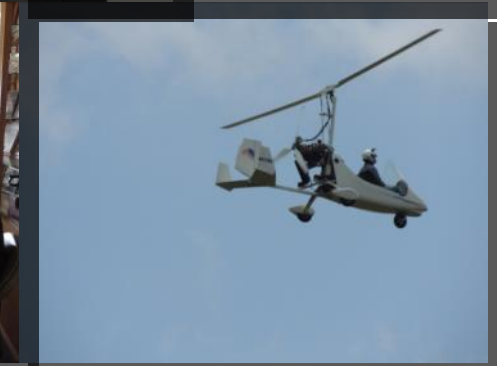
By the time William MacCracken left the Aeronautics Branch on October 1, 1929, the branch had licensed 8,901 pilots and 5,111 mechanics, operated 10,193 miles of lighted airways, maintained 263 intermediate landing fields, licensed 4,232 aircraft, rated 24 flying schools, undertook 503 enforcement actions, operated 59 weather reporting stations and 37 airway communications stations, and issued 16 airway maps.



EAA 35 CHAPTER FLY-IN — PHOTOS BY PEGGY—THANKS!



EAA 35 CHAPTER FLY-IN — PHOTOS BY PEGGY—THANKS!



YOU WANT A STUDENT PILOT LICENSE? HOW TO GET ON-LINE TO START YOUR STUDENT PILOT CERTIFICATE PAPERWORK WITHOUT LOSING YOUR MIND!

RB "Doc" Hecker, DO, FAOCA

Historically, an Aviation Medical Examiner (AME) was able to issue a combined Medical Certificate and Student Pilot Certificate at the beginning of the budding pilot's experience. As of April 1, 2016, this is no longer the case. Due to security concerns expressed by the Transportation Security Administration (TSA), the Federal Aviation Administration (FAA) changed the way Student Pilot Certificates were issued. This change is in response to a new **Final Rule** published 01/12/16 [81 FR 1292] and effective on April 1, 2016. It is in response to **Section 4012 of the Intelligence Reform and Terrorism Prevention Act** and facilitates security vetting by the TSA of student pilot applicants prior to certificate issuance. **FAA Advisory Circular AC 61-65F outlines some of the changes currently in place.**

A Student Pilot Applicant must now apply for a separate Student Pilot Certificate in order to receive this rating without an expiration date. These applications can be processed through the local Flight Standards District Office (FSDO), a Designated Pilot Examiner (DPE), an FAR Part 141 School **Approved Representative**, or a Certified Flight Instructor (CFI). The easiest way to apply is through an electronic application on FAA Form 8710-1. **No temporary certificates are issued** and there is an estimated three week processing period before the permanent pilot certificate card is mailed to the applicant. **Previously issued paper certificates are valid until their expiration date or by conversion to a permanent card.**

[Integrated Airman Certification and Rating Application \(IACRA\) – FAA Form 8710-1](#)

IACRA is a secure integrated, web-based application platform that processes and captures historical pilot data. This database communicates with other FAA databases in order to confirm valid pilot status. Completed applications are stored for applicants to review.

How to Apply for a Student Pilot License via IACRA

- Access IACRA on the computer by logging onto <http://iacra.faa.gov/iacra/> and open an account by selecting "Register for an IACRA account".
- Check the box for "Applicant" and enter all of the data requested and register. Once you enter, **ignore the request for a pilot license number (you do not have one yet)**, and fill out the information requested.
- You will be asked for a **username** and **password**. You will be issued a Federal Tracking Number (FTN) which is very im-

portant. You will be requesting a Student Pilot Certificate. Once you have completed the application and signed it, the website should acknowledge you have a pending application.

- **When you see a Certifying Officer (FSDO, DPE, CFI, Part 41 Representative) in order to process your application, that individual will need your FTN, username, password and a government issued ID (typically a Driver License).** Once the application has been certified, the Student Pilot License plastic card is mailed about 3 weeks after application.



The entire process can be completed in about 20 minutes in most cases. If you encounter any problems with the system you can telephone the IACRA Help Desk at (877) 287-6731.

Although the FSDO will process this application for no charge, most DPEs, Flight School Representatives and CFIs will charge a reasonable fee to process and sign your application.

Send me an email at faaex-amdoc@yahoo.com if you need help.

DISCLOSURE

RB "Doc" Hecker (FAA AME 20969) is a FAA HIMS/IMS Senior AME who provides issuance for all classes of Medical Certificates. In addition, he is an approved HIMS/IMS program AME. He has offices located at the **Bulverde, TX Airpark (1T8) 29890 Bulverde Lane, Bulverde, TX 78163** and at **5108 Broadway – Suite 203, San Antonio, TX 78209**. E-Mail is: faaexamdoc@yahoo.com and text messages can be left at: **210-391-1072**. Fees vary, but basic exam fees for simple 1st, 2nd & 3rd Class Medical Certificates start at \$125.00. ECG exams are \$25.00 and Special Issuance fees are based upon the complexity of the medical situation. **Exams are by appointment only, and my office hours are extremely flexible with evening and weekend exams available. Discrete (unofficial, non-reportable) Aeromedical Consultations are available for a negotiated fee. Payment is by check or cash only. No insurance is accepted. All official records are the property of the FAA. As an aircraft owner/operator and active Commercial Pilot with CFII, MEI, and tail-wheel ratings, Doc Hecker is your Pilot Advocate. Student Pilot Certificate processing fees are \$25.00.**



THE BUILDER'S CORNER

LIFT DETECTOR

Mark Julicher

Last month I wrote about required equipment. However, the subject was by no means exhausted. So here goes with a more focused discussion. We shall limit this article to Part 91 operations.

The aircraft was a recently purchased V-35 Bonanza. At a recent annual inspection, the stall warning system was not operating. The owner knew the stall warning was inoperative, but he stated that he never flew close to a stall so not to worry about it. Really? Isn't that stall warning system required? Don't be too hasty with an answer!

Well, let's dissect this a little bit. Because you read my article last month and were astounded with the brilliance and clarity of my writing, you already

know that CFR 91.205 does not mention a stall warning system. What about CFR 91.203(a) where it states that the aircraft must have an airworthiness certificate. OK, what does it take to certify an aircraft? For that we must go to 14 CFR Part 23, which are the airworthiness standards for light aircraft.

Part 23.207(b) states that, "The stall warning may be furnished either through the inherent aerodynamic qualities of the airplane or by a device that will give clearly distinguishable indications under expected conditions of flight." Of course there are lots of other paragraphs adding nuances to this basic rule, but essentially, if the plane doesn't give a shake or buffet to warn you five knots above a stall, it must have a stall warning device.

Well, there you go. If the Bonanza buffets before stalling then the stall warning is not required – Nope, not so fast.

The V-35 was certified under CAR 3 or 4, not Part 23. So you must refer to these earlier regulations. But let me save you some time and skip the regulation search. What about the document that describes the Bonanza, the document that the aircraft must conform to in order to be certified? That would be either the Aircraft Specification or the Type Certificate Da-

ta Sheet. In the case of the V-35, it has an Aircraft Specification.

Do a careful look at the Aircraft Specification, and under the V-35 you will find a list of required items. Actually it is a list of numbers that correspond to a numbered items list at the end of the Aircraft Specification. There in the required items

list is item 601(a). Now checking the end of the Aircraft Specification you see that item 601(a) is a Stall Warning Indicator made by Safe Flight.

Finally! There it is! The V-35 Bonanza must have a stall warning indicator and it is spelled out by make and model in the Aircraft Specification.

And here it is:

Lift Detector made by Safe Flight Instrument



Lift Detector made by Safe Flight Instrument Corporation

Corporation.

Well this photo is of the piece that mounts on the wing. The horn and a circuit breaker pretty much round out the installation.

In the case of the V-35, it turned out that this wing-mounted switch had failed. We looked in various catalogs and priced a new one. About \$2,000. You read that right. So we checked with Safe Flight. Their web site says they do repairs so we inquired about the details. Thirty-day turn around and \$170. You read that right.

Lastly, we found a serviceable unit of the correct part number at an aircraft salvage yard. \$432. In Bonanza dollars that sounded downright inexpensive, so we bought it and installed it.



JULY MYSTERY PLANE REVEALED

Doug Apsey

I guess I need to find more difficult mystery planes for the chapter. The first response came in within an hour of the newsletter being emailed to our membership followed soon after by two more correct responses. In all, four people re-



sponded. Congratulations to Gary Saboe, Ira Wagner, Charlie Brame and Cindy Burke for correct-

ly identifying the July mystery airplane as the FR-1 "Fireball" manufactured by Ryan Aeronautical.



http://tanks45.tripod.com/Jets45/Histories/Ryan-FR-1_XF2R-1/FR-1_XF2R-1.htm

The FR-1 was a hybrid or mixed-powered aircraft having both a jet engine and a radial piston engine and was the Navy's first jet powered aircraft. The concept was inspired by Admiral John S. McCain, Sr. who saw the need for a mixed-powered carrier based fighter with a piston engine to compensate for the sluggish acceleration of the early jet engines. This made purely jet powered aircraft unsuitable for carrier duty at the time. The prototype XFR-1 made its maiden flight on 25 June, 1944, but only the radial engine was installed at that time. The second prototype (I'm assuming with the jet engine installed) flew on 22 September, 1944.

The Fireball was a single seat monoplane with tricycle gear. It was the first carrier based aircraft to use a laminar-flow airfoil and was also the first Navy aircraft to have an entirely flush-riveted exterior and metal-skinned control surfaces. The front mounted radial engine was a 1350 hp Wright R-1820 Cyclone and the jet engine mounted in the rear of the fuselage was a GE I-16 turbojet. Both engines operated on the same grade of avgas from the two fuselage mounted fuel tanks. The aircraft was designed to operate primarily using the radial engine with the turbojet added when power was needed for improved climb or when combat conditions necessitated the additional power. Maximum speed with both engines operating was 404 mph or 276 mph with just the piston engine alone. Maximum range was 1,620 miles with the drop tanks installed. Armament included four 0.50 inch (12.7 mm) M2 Browning machine guns and four 5-inch (127 mm) rockets mounted under each outer

wing panel. Two hard-points were located under the center section for either two 1,000 lb. bombs or two drop tanks.



oldafsarge.blogspot.com

The first Fireball squadron became operational in March 1945 but they never saw combat. The end of WWII plus prob-

lems with the nose gear failing during carrier landings and continued structural failure of the wing resulted in the Fireball being taken out of operational service by 1 August, 1947. A total of 66 FR-1's were built but only one example is known to exist today. FR-1 BuNo 39657 can be seen at the Planes of Fame Air Museum in Chino, CA.

Sources for this article include:

https://en.wikipedia.org/wiki/Ryan_FR_Fireball

http://tanks45.tripod.com/Jets45/Histories/Ryan-FR-1_XF2R-1/FR-1_XF2R-1.htm



NAME THE PLANE

Here's your August mystery airplane. Who will be the first to email me at dapsey@satx.rr.com with the following information?



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





Country Store

Brian Goode
SHIRT NEWS

The EAA Chapter 35 has plenty of Fishing shirts and yellow safety shirts in inventory. Stop by and pick up a couple.



WASH WAX ALL

The Country Store is a dealer for the Wash Wax All aircraft care products. These fine products are manufactured locally by Aero Cosmetics. Our prices for EAA Chapter 35 members will be better than other outlets because our overhead is nothing compared to a retail outlet. We won't advertise the prices, but they will be posted at the monthly meetings at the Country Store table. Stop by and pick up some product. It works well on automobiles, snow mobiles, boats, jet skis and motor homes as well as aircraft.

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

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

Flight Advisors



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

Technical Counselors

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

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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM

AUGUST	13	LUNCH MEETING Matt Van De Walle, C5/C5M Pilot	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	10	LUNCH MEETING Richard Elder, Fire Resistant Materials	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
	24	YOUNG EAGLES RALLY Stinson Field—In conjunction with Women In Aviation	Make sure you do your online training at https://www.eaa.org/en/eea/aviation-education-and-resources/eea-youth-education/youth-protection-policy-and-program
OCTOBER	8	LUNCH MEETING TBA BOD Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER 	12	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	10	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows**Aviation Calendar of Events websites**

Aero Vents	http://AeroVents.com	Sep 30 - Oct 2	Ranger Old School Fly-In Airshow No.10 - Ranger, TX. - (204 miles) http://www.rangerairfield.org
EAA	http://www.eaa.org/calendar		
Fly-ins	http://www.flyins.com		
Fun Places	http://funplacestofly.com		
Council of Air Shows	https://www.airshows.aero/Page/ASCalendar	Oct 21 - 23	Wings Over Houston Air show Houston, TX
Aug 20	BBQ Fly-In (Fly-In) Jasper County Airport - Jasper, TX		
Sep 3	WARBIRDS ON PARADE Lancaster Regional Airport (KLNC) http://www.contrails.us/caf_dfw_wing/		
Sept 10	CAF Bluebonnet Airshow Burnet Municipal Airport www.bluebonnetairshow.com		
Sept 17-18	Heart of Texas Airshow TSTC Waco Airport (KCNW) http://www.heartoftexasairshow.com		

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- PLEASE Notify me when your item sells!!
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CHAPTER 35 AT AIRVENTURE 2016

AirVenture 2016 is a wrap, and although wet part of the time, everything was just incredible. Chapter 35 had a good turnout this year as we ran into Chuck and Peggy Fisher, Steve and Freda Jones, Casey and Nancy Fox, Bernie and Bonnie Groceman, Phil and Sue Vaneau and Jim Feighny. We participated in the EAA all-chapters group photo as well. As one of the older chapters we were up front. Can you find us? Next year we should make it a goal to have even more!



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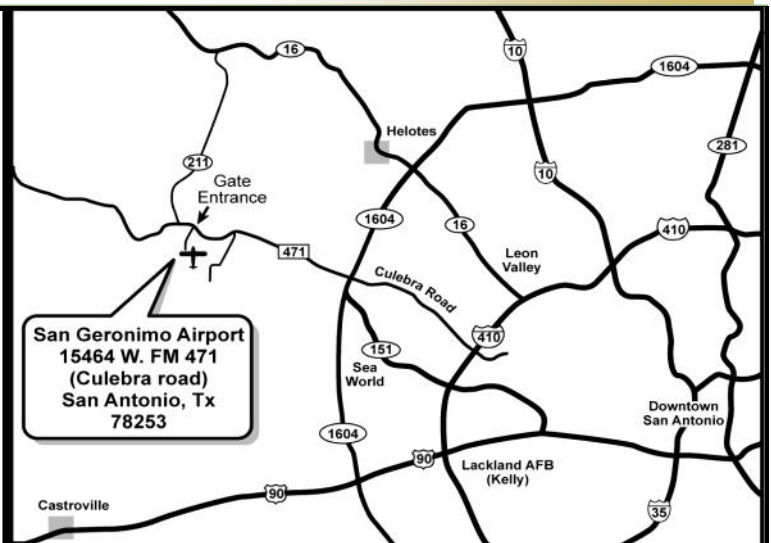
*Chapter 35 meets
Each Second Saturday of the Month*

Aug 13

**Chapter Gathering and
Luncheon**

1130

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 over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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

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