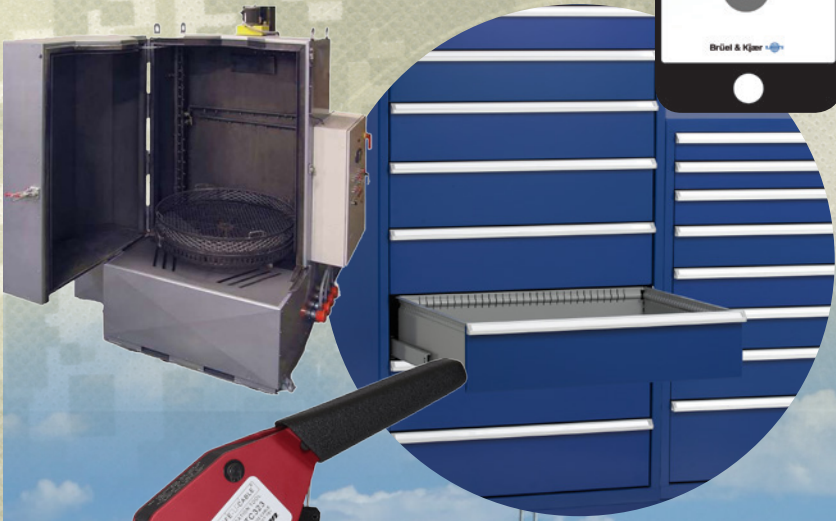
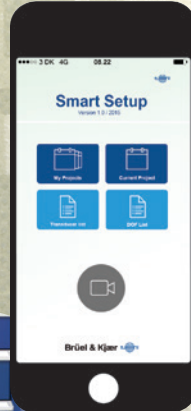


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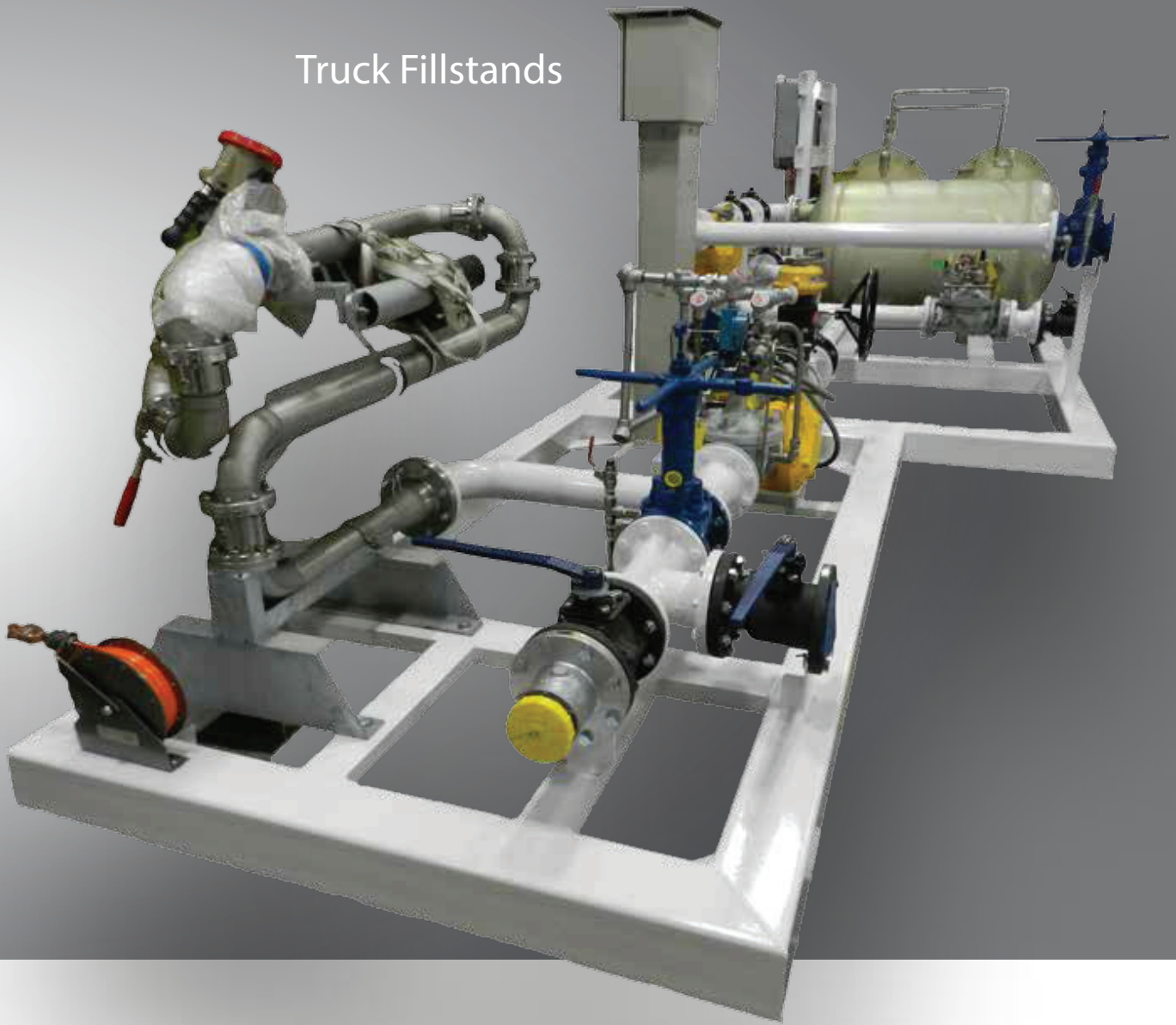
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**Brett Ryden** – Aviation Publisher  
847.454.2715 • brett@aviationpros.com

**Missy Zingsheim** – Associate Publisher  
920.563.1665 • missy@aviationpros.com

**EDITORIAL**

**Barb Zuehlke** – Editor  
920.563.1641 • barb@AviationPros.com

**Alex Wendland** – Editor  
920.563.1644 • alex@AviationPros.com

**Ronnie Garrett** – Editor  
920.568.8370 • ronnie@AviationPros.com

**SALES**

**Missy Zingsheim** – National Accounts Manager  
920.563.1665 • missy@AviationPros.com

**Michelle Kohn** – National Accounts Manager  
800.547.7377 x3344 • michelle@aviationpros.com

**Michelle Scherer** – National Accounts and  
Classified Advertising Manager  
920.568.8314 • mscherer@AviationPros.com

**Stephanie Painter** – International Sales  
UK, France, Netherlands, Spain, Ireland, Italy  
+44 1634 829386 • Fax +44 1634 281504  
stephanie@painter-lowe.com

**PRODUCTION & CIRCULATION**

**Julie Whitty** – Art Director

**Carmen Seeber** – Media Production Rep  
920.568.8373 • cseeber@southcomm.com

**Debbie Dumke** – Circulation Manager

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**SouthComm**  
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**Chris Farrell** – CEO, SouthComm

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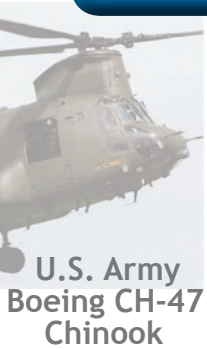
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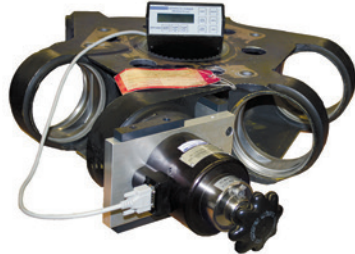
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# A Trip to the Doc's Office

Doc arrived in pieces on trucks and trains in 2000; the restoration work waxed and waned because of a variety of issues including the 2008 recession. Doc's Friends was formed in 2013 to continue the restoration process.

BY CHARLES CHANDLER


**I**n early September I received an email asking if I was one of Doc's Friends. My initial reaction was "HUH" followed by a quick reply of tell me more. I followed a link to some media releases about this B-29 Superfortress restoration project going on at Wichita, KS. Doc, a beautiful B-29, is named after one of Snow White's seven dwarfs. This article is about the dreamers and romantics and hardworking designers, engineers, builders, pilots, maintainers, owners, and operators that are the heart and soul of our industry. We often get caught up in the challenges of worldwide competition: the mergers, consolidations, and restructuring, labor contracts, new procedures, new technology, customer demands, regulatory changes, and day-to-day life. We sometimes forget why we work in this crazy industry. Doc is a story that reminds us of the human side of our industry.

For us aviation history buffs the B-29 was one of those aircraft that represented true innovation in aircraft design. The structures, systems, armament, and avionics were exponentially different from the B-17s and a test bed for that technology that would become standard for post war aircraft. The technological innovations included a huge new airframe with greenhouse windows up front and blister windows on the side, electrical-operated components, and new Wright R-3350-57 Cyclone engines delivering 2,200 horsepower per engine, new 13-foot propellers, a new pressurization system for crew compartments, centralized gun controls, and a new high-lift wing design. This wing design was critical because it had to provide the lift for 20,000 pounds of high explosives and the fuel load necessary to make it across the vast Pacific to targets in Japan. These classic bombers were built by many that left the farms and fields of Kansas to build 1,644 B-29s at the Boeing Plant in Wichita. One of those Rosy the Riveters was an 18-year-old young lady named Connie Palacioz. In 1945 she helped build Doc and now at 90 is part of Doc's restoration crew.

After a lengthy service life Doc was decommissioned and like so many others flown to the bone yard at the China



Lake Naval Warfare Center Weapons Center in California. While there the Navy pilots used Doc for target practice and the starlings, wrens, and rats had their way as well. Then in 1987 a group of dedicated aviation fans led by Tony Mazzolini turned an obsession into a plan to restore Doc to that unimaginable airworthy status.



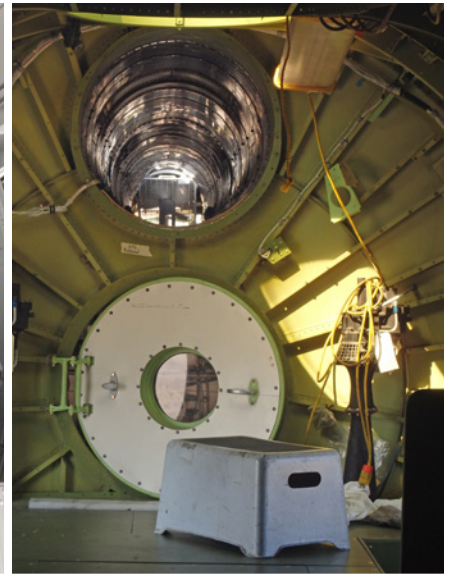
The engine crew is prepping Doc's No. 3 engine for the engine run in September, the first since 1956. The new engines are a hybrid of the 3350-57 engines that were originally on Doc.

CHARLES CHANDLER

### About Doc's Friends

Doc's Friends is a 501c3 non-profit board managing the restoration of the Boeing B-29 Superfortress known as Doc. The group was formed in 2013 and is led by retired Spirit AeroSystems CEO Jeff Turner along with other Wichita business leaders. Doc's Friends is committed to returning this World War II warbird to the air to honor previous generations, educate current and future generations and connect the world to the rich heritage of aviation. To donate, volunteer, learn more about the project, or check out additional photos visit [www.b-29doc.com](http://www.b-29doc.com).





**Clockwise from upper left: An avionics technician is checking the radios before the engine run at Dwight D. Eisenhower Airport. The interior of the B-29. Project manager T.J. Morrow. Doc's flight engineer control panel.**

CHARLES CHANDLER

The B-29 Superfortress was designed with a specific purpose: To fly high and far and carry large loads of munitions in order to reduce the enemies' will to wage war against the United States of America. It was a sliverplate B-29 produced a short walk from where Doc sits that was personally selected by General Paul Tibbets that helped bring a dramatic end to the war in the Pacific. Not a frumpy cute little Disney character for sure. Doc's original engines were 3350-57, and the new

engines are a mix of the 3350-95 and a 26WD off the old Douglas A-1 Skyraider single-seat attack airplane engines. Doc's new engines were manufactured by Idaho-based Anderson Aeromotive.

### The Restoration Process

Doc's resuscitation began in the desert but according to Tom Bertels, a Doc's Friends board member and marketing steering committee chair, the challenges of desert weather and the lack of skilled maintenance technicians was

a bridge too far for Tony. Doc needed a champion, a change of scenery, and some TLC from some new and old fans. The new home was Wichita, KS, an aviation manufacturing center with a huge pool of retirees that could be recruited.

Doc arrived in pieces on trucks and trains in 2000; however, the restoration work waxed and waned because of a variety of issues including funding challenges brought on by the 2007-08 recession.

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In 2013 Doc's champion arrived, former Spirit AeroSystems CEO Jeff Turner quickly recruited a team of successful Wichita businessmen and established a 501c3 nonprofit organization called "Doc's Friends." The board of directors included Charlie Chandler, Jack Pelton, Steve Clark, Lynn Nichols, Brad Gorsuch, Vic McMullen, Ron Ryan, Tim Buchanan, Jeff Peier, Esq., and Tom Bertels. The board began marshaling necessary resources and recruiting manpower to complete Doc's make over. Spirit AeroSystems asked one of its senior employees, Jim Murphy, to be its representative on the project. Murphy is a second generation Boeing employee and had retired after 30 years with Boeing and another 10 with Spirit. Another Boeing retiree, T.J. Norman, was recruited as project manager and these two made the perfect match for Doc's restoration. The restoration group now includes a board of directors, a great management team, and a squadron of aircraft polishers, tin benders, spark chasers, and wrenches including some of the original builders like riveter Connie Palacios.

When I called Murphy to ask for an interview and a visit with Doc he was rigging engine cowlings. This was a busy week for the restoration team because the first engine run was scheduled for 8:00 a.m. on Sept. 18. He agreed to fit me in on Wednesday for the interview and walk around.

I arrived at the Wichita, KS, Dwight D. Eisenhower National Airport around 10:00 a.m. and on the way out Murphy pointed to a vacant section of the airport and mentioned that the long-term plan for that space was to develop that area as an aviation museum displaying some of the famous, general, business, military, and commercial aircraft that had been produced at Wichita. Also, if all goes according to Doc's Friends' plans there would be a home for the B-29 when Doc is not out on missions.

As we drove Murphy gave me the back story and chronology of Doc's restoration, including challenges and the successes. He makes it very clear that the successes were due totally to the contribution of the many volunteers, like

electrician Max Parkhurst, that spend their retirement days restoring Doc.

We drove past the Air Capital hangar and I saw Doc for the first time. My reaction and comments brought a chuckle from Murphy. He says many of his passengers are stunned and get a bit misty eyed the first time they meet Doc. Doc sits high on tall tricycle gears, polished beyond new, shining bright in the Kansas sun. The B-29 is a big airplane, empty weight 71,361 pounds, a long slim fuselage (99.02 feet), thin long wings, (142.26 feet), a high fin (29.56 feet), and engines and props that appear to be too big for the wings. With the green house front and the stinger in the tail, Doc looks almost like one of those dragons in video games or science fiction movies.

According to Murphy the work scheduled for the day was to pre oil the engines getting them ready for the engine run on Friday. A crew of engine mechanics was up to their elbows removing sparkplugs in order to "burp" the engines. Friday's engine run would be a very big milestone indeed; there would be lots of press, sponsors, fans and volunteers, and a live feed for all on Doc's website: [www.b-29doc.com](http://www.b-29doc.com). Turner would be in the left seat and Tony Mazzolini who had been waiting for this day for about 15 years would be in the right. Watching the video of the engine run up, I saw TJ lean out the window and pat Doc on the nose for good luck and maybe to wake Doc up because he had been asleep for about 28 years. No. 3, 4, and 1 started on turnover. No. 2 was a little temperamental, but started after some pampering from the flight engineer; after all it is a radial.

As we continued our walk around, it was interesting to see innovations in the B-29, like the advanced electrical systems, avionics, blister windows, centralized fire control for guns, pressured cabins, and so on, yet the flight controls were dope and fabric. The engines were massive and the original four-bladed props were in perfect condition, not one nick or ding. There were a few oil drips in the pans.



**Jim Murphy and volunteer electrician Max Parkhurst.**



**A view from the forward green house windows.**

Volunteers are prepping the engines for the first engine run on Sept. 18, 2015 at Dwight D. Eisenhower Airport in Wichita, KS.

CHARLES CHANDLER



T. J. Norman stopped work and joined us for the interviews, walk around, and tour inside Doc. As we walked Jim and TJ would point out projects that sponsors and key volunteers had completed. Early on they had discovered that the wing spar cords had corrosion and needed to be replaced. This is heavy structure work so Spirit AeroSystems stepped up and built new spar cords and the massive attaching hardware.

### Innovative for its time

Inside the B-29 is an elegant, clean airplane as slim and trim as a Kansas greyhound, no wasted space, or excess weight in here. The B-29 was an electrical airplane and all the wiring and around 200 electrical motors had to be replaced or rebuilt and recertified. One surprise was that the B-29 is an “arm strong airplane,” no hydraulics or electrical assist for the huge flight controls. This certainly speaks to the aerodynamics and balance of this airplane. The entire pulley assemblies and cables were new. The only hydraulics components were the brakes. Interestingly, the B-29 did not have nose wheel steering, it was controlled on the ground by brakes and engine throttles.

With the exception of the tail gunners, the crew compartments were roomy and should have been comfortable for members of the 73 Bomb group making the long hauls from bases on Tinian and Saipan in the Northern Mariana’s to main land Japan and back. I had an opportunity to sit in the flight engineer’s seat and scan all the systems and engine gauges. The hatches were open and that predictable Kansas wind was blowing and you could feel Doc tugging at the tie down and you could hear that creaking and ol’ soft moan that airplanes make.

### The Next Step

“After successful engine runs we will get our Airworthiness Certificate from the FAA,” Murphy says. “We don’t anticipate any problems because the FAA has been right with us through all of our major milestones. Once the certificate is issued, Doc’s Friends will petition the U.S. Air Force requesting approval to operate Doc from McConnell Air Force Base during the flight-testing phase. Doc’s Friends’ board of directors approved the launch of a Kickstarter crowdfunding campaign to help fund the costs of conducting the flight-testing phase of the program.” Murphy expects that Doc could be flying by the end of 2015 and could be doing flyovers at the EAA event in Oshkosh, WI, in 2016.

After visiting Doc at Wichita and talking with Jim Murphy, T.J. Norman, and other volunteers like electrician Max Parkhurst, it reminded me just how great our American aviation industry is. It made me remember how special our experimenters, designers, and dreamers are from the Wright Brothers and Charlie Taylor to Tony Mazzolini. My hope is that each technician that enters our industry recognizes that we have a long tradition of building and maintaining beautiful machines and that each has the opportunity to work on crews with the likes of Rosy the Riveter Connie Palacioz or men like Murphy and Norman that dedicate their time to a classic like Doc.

The next time you are sitting in old airplane and the wind is blowing, listen for that song, the one that started at Kitty Hawk, that goes across the ramp in Wichita, and across the desert bone yards and can probably be heard on the international space station and one day beyond. It is that melody that connects all aviators and reminds us that we are most content when we are with our flying machines. ■

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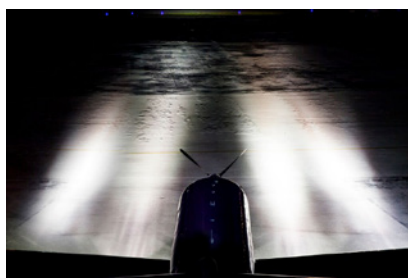
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TNA - Aviation Technologies' TugMAXXE electrical aircraft tow tug, the ROTV (Remote Operated Tug Vehicle) can create up to 40 percent additional hangar space, generating extra revenues for aircraft handling operators, hangar owners, general aviation charter companies and airlines. The electrical aircraft tow technology was designed for customers looking for advanced, smart, environmentally clean, easy to handle, and affordable tug solutions that are matching today's modern general aviation and commuter airliners aircraft in the range of 20,000 to 130,000 pounds MTOW (Maximum Takeoff Weight). For more information visit [www.tna-aviation.com](http://www.tna-aviation.com) or call (904) 217-0496.

[www.aviationpros.com/12139195](http://www.aviationpros.com/12139195)



### Utility Vehicle NMC-WOLLARD INC.

Model MT3 tow tractor (SATS) and utility vehicle from NMC-Wollard (above right) has 8,000- to 12,000-pound DBP rating, 2,500-pound load carry rating, four wheel drive and planetary reduction drive axles. Engine is a 3.6-liter diesel coupled to a two-speed electronic shift transmission. Features low maintenance wet disk brakes. Model MT3 is a rugged tractor in a compact package. For more information call (800) 656-6867 or visit [www.nmc-wollard.com](http://www.nmc-wollard.com).

[www.aviationpros.com/12138124](http://www.aviationpros.com/12138124)

# THERM DYNAMICS

INDIRECT FIRED PORTABLE HEAT

## PERFORMANCE

- FUEL: **Oil/Diesel**
- MAX BTU INPUT: **500,000**
- Efficiency: **81%+**
- CFM: **3,500+**
- STATIC PRESSURE: **2.3" lbs**
- TEMPERATURE: **290°F**
- MAX FUEL CONSUMPTION: **4.5GPH**
- RUN TIME: **8 Hrs**

## POWER PLANT

- **Generator**
  - Gillette EDTD 60E 6,000W
  - Kohler KD 420 9.5HP Diesel
  - 6.0KW Max, 5.0KW Continuous
  - 120/240 Volt
- **IDF Heater**
  - 1.5HP Electric Fan Motor
  - 115V / 25 AMP

## DIMENSIONS

- Weight: **1,300 lbs Dry**
- Cabinet Height: **54"**
- Cabinet Width: **69"**
- Overall Length: **98"**

## FUEL CAPACITY

- **35 GALS**

## Indirect "Diesel" Fired Portable Heater

### Self Contained Generator / Trailer

# TD 500

# IDF-HS

Ideal for applications where portable heat and a generator are needed to maintain aircraft on the ramp or in the hangar. **500,000 BTU/HR** of clean, dry heat.

This heater is portable and simple to operate. All parts have easy access for quick service and routine maintenance. TD heaters meet OSHA standards and have CSA or ETL approval, with a design to withstand the toughest climate and weather conditions. 18 years operating in Extreme Conditions in the Canadian North.

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Safe  
Heat!*



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**THERM DYNAMICS**  
INDIRECT FIRED PORTABLE HEAT

*Central Alaska Metalworks Inc. introduces a*

# FAST & EASY

Solution for ice & snow removal from airfield lighting canisters

In the field of aviation, whether civil or military, cold weather climates present significant challenges for the personnel charged with maintaining airfield lighting systems. Fully functioning airfield lights can mean the difference between life and death. Nowhere is this truer than in Alaska's rural towns and remote villages, the majority of which are accessible only by air. When there's a medical crisis, emergency aircraft depend on an airport with working lights. Shutting down an airport because of runway light failure caused by ice-filled in-pavement runway lights is not an option.



Patents Pending

## HISTORY

In Alaska and other Northern climates, airport maintenance personnel face extreme cold and short days. Repairing ice-filled light canisters in such harsh conditions can be miserable work. When the Alaska Department of Transportation, Northern Region, decided to procure equipment or a "system" that enabled more efficient winter lighting maintenance and repairs at Alaska's rural airports, they went to Cameron Gackstetter of Fairbanks Alaska. Cameron had expertise in building custom equipment and a reputation for "thinking outside of the box." They needed a portable, self-contained unit small enough to be reasonably transportable to Alaska's rural airports in the winter.

The ThawHead™: Grand Prize Winner of the 2015 University of Alaska Arctic Innovation Competition

**CENTRAL ALASKA METALWORKS, INC.**

PO Box 80300 | Fairbanks, Alaska 99708 |

(907) 474-4037 | [central.alaska.metalworks@gmail.com](mailto:central.alaska.metalworks@gmail.com)



Find us on YouTube- search "ThawHead"



The Thaw Rig™

## PROBLEM

When airfield runway lighting systems fail during the winter, access to wiring and transformers inside the lighting base “cans” is frequently impossible because they’re filled with ice and frozen debris. The ice can be chipped out, but it may damage canister components. This lengthy, tedious operation also exposes maintenance personnel to frigid temperatures for substantial periods of time.

## SOLUTION

At 40 inches tall, 11 inches in diameter and less than 40 pounds, The ThawHead™ is a portable apparatus that, when connected to a standard pressure washer, is placed on top of the exposed, ice-filled canister. Phase one, the thawing stage, directs targeted jets of high-pressure hot water through nozzles in the

base of The ThawHead™ to break up the frozen material. Rotation of the apparatus, combined with adjustable water pressure, allows the operator to control the thawing rate as desired. Phase two, the evacuation stage, involves moving the base of The ThawHead™ off to the side, detaching the evacuation wand and inserting it into the melted slurry. Through a unique vortex action, the slurry is swiftly suctioned out through the discharge hose to the designated area or receptacle. Total time to empty an ice-filled canister averages 15 minutes: a significant improvement over current methods.

Designed for use in cold climates, The Thaw Rig™ is the optional self-contained support system for The ThawHead™. Within this trailer’s well-insulated walls are the pressure washer, generator, water pump, electric heater, battery charger, polyethylene water tank, antifreeze storage tank and The ThawHead™ apparatus itself. Designed to be towed behind an ATV or a snowmobile, The Thaw Rig™ generates its own heat and electricity. The complete unit fits in a CASA cargo airplane rear door.



### 12-Ton Tripod Jack

#### MALABAR INTERNATIONAL

Malabar's Model 12314S tripod jack services H1, H2, H46, H53, UH60 and SH60 helicopters and various fixed wing aircraft. The 12314S is built to withstand harsh environmental conditions and rugged use, and provide many years of continuous service. Malabar customers are guaranteed a quality product with each purchase and are assured of continued product support whenever and wherever the need arises. For more information call (805) 581-1200 or visit [www.malabar.com](http://www.malabar.com).

[www.aviationpros.com/12141604](http://www.aviationpros.com/12141604)



### Destratification Fans

#### AIRIUS LLC

Airius, in Longmont, CO, now offers the option of an energy-efficient electronically commutated (EC) motor in its full line of air destratification fan systems. Airius fans, which service ceiling heights of 8 to 125 feet, are installed in both commercial and government aircraft hangars to balance interior temperatures, reduce energy bills and improve employee and customer comfort. The fans help reduce the HVAC workload when hangar doors are opened and closed regularly. For more information visit [www.airiusfans.com](http://www.airiusfans.com).

[www.aviationpros.com/12137012](http://www.aviationpros.com/12137012)



### Safety Cable Tool

#### SNAP-ON INDUSTRIAL

The Snap-on .032-inch Safety Cable Tool WTSTC323 is more reliable and repeatable than twisted safety wire. The safety cable can be used in place of traditional lock wire or stainless-steel safety wire in nearly every application. It automatically tensions the cable, crimps ferrules and cuts safety cable in a single, easy squeeze of the handle. Cable tensioner automatically cams over and clicks when proper tension is reached. The clipped cable is retained in the tensioner to prevent the clipping from becoming foreign object debris (FOD). It is made in the USA of aircraft grade, hard-coat anodized aluminum and high strength tool steel. For more information visit [www.snapon.com](http://www.snapon.com).

[www.aviationpros.com/12137004](http://www.aviationpros.com/12137004)



### Hazardous Waste Disposal

#### NEWSTRIPE INC.

The AeroVent 1 by Newstripe will quickly pay for itself by reducing the cost of hazardous waste disposal. It is easily installed on standard 30- or 55-gallon waste containers and includes an activated carbon filter to trap escaping vapors. Aerosol cans are quickly loaded in the machine and the unit punctures and drains the cans in one step, making it the fastest manually operated aerosol can disposal system available. For more information call (800) 624-6706 or visit [www.newstripe.com](http://www.newstripe.com).

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### Low VOC Surface Prep Solvent

#### INLAND TECHNOLOGY INC.

EP-921 is a unique cleaning compound designed as a substitute for MEK, MEK/Toluene blends, and lacquer washes. It functions well as a low volatility surface preparation solvent and is excellent for resin and paint application equipment clean up. It has a toxicity clearance from the U.S. Army Center for Health Promotion and Preventative Medicine (CHPPM), 1 December, 1998. It comes in 5-gallon cans and 55-gallon drums. For more information visit [www.inlandtech.com](http://www.inlandtech.com).

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### Battery Testing

#### JFM ENGINEERING INC.

JFM Engineering Inc. has over 37 years in providing battery testing solutions to the aviation industry. The company provides battery charger-analyzers, battery management software and various support instruments. For more information visit [www.jfmgeng.com](http://www.jfmgeng.com) or call (305) 592-2272.

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- **Quality Construction**
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- **Starting at only \$8,995**





### Crowd Barrier VISIONTRON CORPORATION

The Visiontron Retracta-Cade enables military personnel to create a 10-foot long crowd barrier in seconds and retract it to less than half its size for storage and transportation. This American-made crowd control barricade provides military police with a spontaneous deployment barrier to create security boundaries quickly and efficiently. Retracta-Cades are used on military bases for crowd control, and to create a security perimeter for base camps. For more information call (800) 585-7750 or visit [www.retracta-cade.com](http://www.retracta-cade.com).  
[www.aviationpros.com/12138156](http://www.aviationpros.com/12138156)

**Maintenance Dirty Dozen**

1. Lack of Communication
2. Complacency
3. Lack of Knowledge
4. Distraction
5. Lack of Teamwork
6. Fatigue
7. Lack of Resources
8. Pressure
9. Lack of Assertiveness
10. Stress
11. Lack of Awareness
12. Norms

A lack of material or support to Safety carry out the task at hand

Five cents worth of unavailable 1/8 inch shrink-wrap (Spaghetti) would have prevented the short circuit that lead to the accident

"We have all stock of hell sticks on this will have to do!"

**Lack of Resources Safety Nets**

Know all available parts sources and arrange for pooling or leasing

Think of what the consequences would be if anything goes wrong

Practice Risk Management (Worst Case vs. Your Benefit)

Order and stock parts before they are required

Maintain a standard and if in doubt ground the aircraft

If you even think it could compromise Safety, find the resource

By the members of Aviation Safety, the following have generously provided funding to make these posters possible

### Dirty Dozen Maintenance Posters

**SYSTEM SAFETY SERVICES**  
These posters were originally created in 1993 as a follow up to a "Human Factors" workshop. They were designed to help raise the awareness of each of the preconditions depicted on the posters. For more information visit [www.system-safety.com](http://www.system-safety.com) or email [dupontr@system-safety.com](mailto:dupontr@system-safety.com).  
[www.aviationpros.com/12140599](http://www.aviationpros.com/12140599)



### Borescope Repair Service USA BORESCOPIES

When your borescope is in need of repair, USA Borescopes has the solution. Its skilled technicians will provide you with a no-cost or obligation repair evaluation. All repair work is guaranteed to meet OEM standards and performance. The company will quickly and efficiently evaluate your equipment, perform the proper repairs, and return your equipment, all at a price you can afford. USA Borescopes invites you to test its quality, prompt turnaround time and professional service. For more information visit [www.USABorescopes.com](http://www.USABorescopes.com).  
[www.aviationpros.com/12138184](http://www.aviationpros.com/12138184)



### Spring Retractable Fuel Delivery Hose Reels REELCRAFT INDUSTRIES INC.

Reelcraft's spring retractable, fuel delivery reels, equipped with Viton seals, incorporates metal forms to ensure the greatest possible strength and are ideal for mobile and permanent-mount applications. These rugged, corrosion-resistant reels are suitable for a wide variety of fuel applications including E85. Series F/FD/FE/FSD reels are all supplied with its ball-bearing style swivel. For additional information call (800) 444-3134 or visit [www.reelcraft.com](http://www.reelcraft.com).  
[www.aviationpros.com/12140589](http://www.aviationpros.com/12140589)



### Cable Tension Meter TENSITRON INC.

Tensitron's latest aircraft cable tension meter line's standard features: Data Logging for storing numerous entries, set-point bar graph changes color with increasing or decreasing tensions, 10-point custom calibration feature allows for extremely precise calibrations, and newly designed rechargeable battery pack gives approximately 12 hours of continuous use. Indicates values in pounds, daN or KG for inch, CWT, and metric cables. For more information go to [www.tensitron.com](http://www.tensitron.com).  
[www.aviationpros.com/12138149](http://www.aviationpros.com/12138149)



### Tow Tractor NMC-WOLLARD INC.

NMC-Wollard's Model MB2 cab-forward, low profile pushback tractor (on the left) features four-wheel drive and four-wheel steering. DBP ratings from 25,000 to 48,000 pounds, the company's highest capacity pushback tractor. Engine is a 190-hp, 6.7-liter Cummins diesel coupled to a Funk Powershift with six speeds forward and three in reverse. Differentials are no-slip types — with torque multiplying planetary reduction at the hubs. For more information call (800) 656-6867 or visit [www.nmc-wollard.com](http://www.nmc-wollard.com).  
[www.aviationpros.com/12138122](http://www.aviationpros.com/12138122)



## Aircraft Weighing Systems VPG ONBOARD WEIGHING

Road Runner Weighing Systems are ideal for weighing aircraft or helicopters to verify CG or after retrofitting new equipment. The EW9150 Indicator is offered with both the Jack Point System and the Platform Wheel Weigher System. For more information visit [www.vpgsensors.com](http://www.vpgsensors.com).

[www.aviationpros.com/12137035](http://www.aviationpros.com/12137035)



## Parts Cleaning System BEST TECHNOLOGY, INC.

Best Technology's turntable spray cabinet washers are an ideal solution for "line-of sight" automated aqueous based spray cleaning of engine remanufacturing components, aircraft wheels, landing gear components, or any parts which require primarily exterior surface features. Sizes start from 21-inch diameter x 16 inches high to over 120 inches diameter x 96 inches high. For more information visit [www.BestTechnologyInc.com/Industrial-Parts-Washers-Cleaning-Systems](http://www.BestTechnologyInc.com/Industrial-Parts-Washers-Cleaning-Systems) or call (612) 392-2414.

[www.aviationpros.com/12141600](http://www.aviationpros.com/12141600)



## Gasoline Series GPU BATESFIELD GPU

The Gasoline 2000 Series BatesField GPU features standard 28.5v DC output voltage with 12v DC available as an option and 3,045 cranking amps; 200 amps for pre-start operations. Unit is very easily maneuvered by hand or tug. It comes standard with a minimum of 12-inch pneumatic tires (two rigid/two swivel) and a simple kick stand brake that lifts the front with the tow handle when tow handle is raised in the upright position. Pneumatic 16-inch tires available with heavy-duty undercarriage with tapered bearings available with and without brake as an upgrade option. For more information call (405) 258-2600 or visit [www.gasgpu.com](http://www.gasgpu.com).

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## Epoxy Flooring Solutions PRIME POLYMERS INC.

Prime Polymers Inc. provides commercial, institutional and industrial epoxy flooring solutions. Prime Polymers Inc. flooring specialists stay up to date on industry best practices, as well as safety and environmental regulations. Using industry leading materials and installation practices, you can rest assured your investment is protected for the long haul. Epoxy flooring solutions are a great fit for manufacturing facilities, mechanical and service areas, hangars, and more. For additional information call (800) 381-8883 or visit [www.primepolymers.com](http://www.primepolymers.com).

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## Aviation Maintenance Training NORTHROP RICE AVIATION TRAINING SOLUTIONS

Northrop Rice Aviation Training Solutions has over 35 years of experience in aviation maintenance training including project management, Part 147 operations, Part 145 operation manuals and training, safety programs, structured OJT processes and classroom instruction. It currently offers courses in Houston including human factors, repair station audit, inspector responsibilities, A&P and IA test prep. For more information visit [www.northroprice.com](http://www.northroprice.com).

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### Spill Control Products ANDAX INDUSTRIES LLC

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[www.aviationpros.com/12138083](http://www.aviationpros.com/12138083)



### Strobing Infrared LED Light Emitter LARSON ELECTRONICS

The Larson Electronics LEDLB-40X2E-IR-10HZ-DIMM Dimmable Strobing Infrared LED Light offers high 10hz infrared strobing light output and extreme durability for demanding operating conditions. This IP68 rated infrared LED light bar is waterproof to 3 meters and produces an infrared light beam that can only be seen through the use of night vision goggles. It can run on any voltage from 9 to 42 volts and provides an extremely rugged infrared lighting solution that is ideal for use in military environments. For more information visit [www.larsonelectronics.com](http://www.larsonelectronics.com).  
[www.aviationpros.com/12140593](http://www.aviationpros.com/12140593)

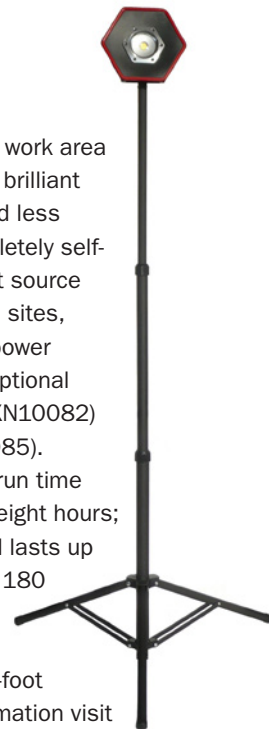


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PassFCCExams.com is the premier website for preparing and passing the written Federal Communications Commission (FCC) commercial radio license examinations. When you become a member you will have access to the actual FCC questions and answers directly from the FCC published questions pool. If you have military experience in avionics, telecommunications or electronics, why not validate your experience with an FCC license. PassFCCExams.com will give you the confidence to pass your FCC written exams.  
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### Work Area Flood Light MAXXEON INC.

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[www.aviationpros.com/12138080](http://www.aviationpros.com/12138080)



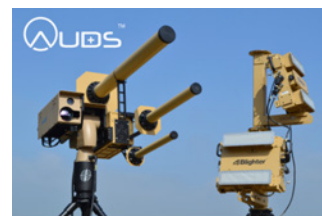
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### UAS Defense System LITEYE SYSTEMS INC.

AUDS (Anti-UAS Defense System) is a smart-sensor capable of remotely detecting small unmanned aerial systems (UAS) and then tracking and classifying them before providing the option to disrupt their activity. The AUDS system combines electronic-scanning radar target detection, electro-optical (EO) tracking/classification and directional RF inhibition capability. The system may be used in remote or urban areas to prevent UAS being used for terrorist attacks, espionage or other malicious activities against sites with critical infrastructure. AUDS not only detects and protects your airspace, it also maintains its full ground surveillance capabilities as well. For more information visit [www.liteye.com/auds.html](http://www.liteye.com/auds.html).  
[www.aviationpros.com/12138168](http://www.aviationpros.com/12138168)





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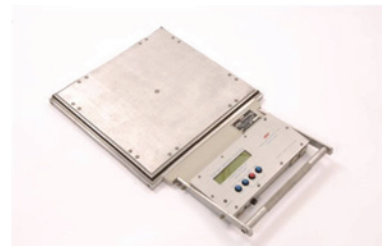
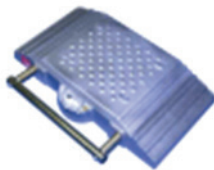
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