EAGLE'S PROPWASH

March 2011 Issue

CHAPTER 113

"The Backyard Eagles"

Photo courtesy of Shunsuke Shibata

Our Web Site: www.eaa113.org EAA113@yahoogroups.com

Meetings: 7:30 p.m. the 3rd Thursday of each month at the

EAA113 AVIATION EDUCATION CENTER!

Next Meeting: Thursday, March 17th, 2011
7:30 PM at the EAA 113 Aviation Center

EAA Chapter 113
Mark Freeland
PO Box 193
Keego Harbor, MI 48320

Member Services

President: Tom Smith (734) 748-7940
Vice President: Jim Trick (248) 766-2092
Secretary: Bob Wagner (313) 274-8292
Treasurer: Grant Cook (734) 223-2688
Board of Directors:
Al Bosonetto David Forsman
Pete Waters Bill Brown
Mike Scovel Rick Titsworth
Bob Skingley Tom Smith
Joe Griffin Pat Charles
John Maxfield Lou Lambert
Barb Cook Sean Crooks
Scott Hebron Patrick Hebron
Dave Buck
Membership Committee:
-Roster: Mark Freeland (248) 624-9654
-Dues: Grant Cook (734) 223-2688
Technical Counselors:
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Dan Valle (313)-539-9818
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Scholarships: Howard Rundell (734) 658-7701
Library: Barb Cook (734) 277-3469
Young Eagles:
Dave James (734) 721-4213
Debbie Forsman (734) 397-3452
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Refreshments: Joe Griffin (734) 455-3107
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Dave Buck (734) 453-5375
Bill Brown (734) 420-2733
Bob Skingley (734) 522-1456

Mission Statements

Chapter

"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 113 provides the opportunity for exchange of information as well as the interaction that leads to friendships that last a lifetime."

Board

"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis.

Calendar of Events

March 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	1	2	3 7:30p Homebuilder's Project Corner	4 7:30p Friday Night Movies	5 8:30a Breakfast at Coney
6	7	8	9	10 7:30p Safety meeting	11	12 8:30a Breakfast at Coney
13	14	15	16	17 7:30p EAA 113 Chapter meeting	18	19 8:30a Breakfast at Coney
20	21	22	23	24	25	26 8:30a Breakfast at Coney
27	28	29	30	31 7:30p EAA Chapter 113 Board Meeting	1	2 8:30a Breakfast at Coney

WANTED!

EAA Chapter 113's Golden Anniversary is approaching fast and we're working on a project for the celebration.
We're looking for someone that has kept all or most of their EAA Chapter 113 Newsletters.
The more you have, the older they are, the better! Don't be shy, and don't forget to ask someone that's no longer a member or might not be on this newsgroup.
Please contact John Maxfield or Debbie Forsman if you can help us with this project.

Thank you

Dan Valle's current panel re-wiring project! This does not look like much fun!

President's *Podium*

Tom Smith (734) 748-7940
tgsmith398@comcast.net

Believe it or not (after the last two weeks of snow around here) spring is coming. It will soon be time for all of us to get rid of the rust and start flying again. Do you have a suggestion for a day's fly out destination or a restaurant that we could go to as a group? Let me know, and I will them posted on the website so that several of us can get together for a fly-out.

Chapter 113's fiftieth anniversary is this year. Save Friday, April 29th on your calendar, and make sure to contact Debbie Forsman (734-397-9452) for you tickets to our banquet. Be sure to join us for good friends and good food.

Have you renewed you chapter membership yet? Reminder letters are being sent out to those who haven't. Please return the letter with your $35 dues to keep receiving your newsletters. We are putting together a new membership roster and we want to make sure that your name is on it.

If anyone has a project or a new plane, please send in pictures and a brief description to our Webmaster at webmaster@eaa113.org, or to Pat Charles, our newsletter editor, at patrick.charles@michigancat.com.

Check the website for this month's speaker. www.eaa113.org

From SAA's To Fly Magazine "Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG or two, more clicks, a lot of smoke and finally a serious low pitched roar. We like that. It's a guy thing."

Tom

Paulson Aviation *Library*

Barb Cook (734) 277-3469
barb@armipay.com

We now have 2400 items (books and media) in our library! Our shelves are getting packed full !
Last month we were happy to receive donations from members Mike Robins, Henry Moore, and Frank & Kathy Bitonti.

Frank's materials:

AAF Against Japan 940.54 4973 HAUG
Air War South Atlantic 997.11 ETH
Birth of the Luftwaffe 358.4 GERM
Japanese Aircraft of the Pacific War
358.4 JAPAN
U.S. Navy Aircraft 1921-1941
358.4 183 USA
World Military Aircraft Since 1945
358.4 183

We salute our first black female aviator in Nikki Grimes' book, "Talkin' about Bessie; The Story of Aviator Elizabeth Coleman." A picture book, illustrated by E. B Lewis, Scholastic, 2002. Told in an oral history style, with letters from fictionalized characters in her life, Bessie not only earned the money for, but also learned a foreign language in order to get into a flight school in France. At 34 she died as a passenger in an aviation accident. May 2nd is Bessie Coleman Day in Chicago, Illinois. JUV 629.13 GRI

Barb

Part IV in a 5 part series:

Oil in the gas might help provide some badly needed top cylinder lubrication.

And besides, that can looks so pretty on the shelf...

Dave Noland

Marvel User Comments

TSIO-360

No Mystery. Marvelous Marvel Mystery Oil saved my turbocharged TSIO-360 engine from early overhaul. Running *sans* MMO, it stuck rings and burned a quart every hour after 940 hours since new. So I poured on the Marvel. Ah, the sweet smell of success, as oil consumption stabilized at one quart every five hours. Compression improved on all cylinders, and one of them went from 61/80 to 72/80. It now has 1,123 hours and is running fine.

Well-Oiled
Mississippi

Piper Cherokee 180

In January I purchased a Cherokee 180. During the pre-purchase inspection, the mechanic noted that the cylinders had low compression. One was only 58, another 60. The aircraft had been flown only 230 hours since overhaul 10 years ago.

His diagnosis was that the rings were sticking in the piston grooves. He suggested I put in some Marvel Mystery Oil and run it hard. I put a quart in the crankcase and 10 oz. per fuel fillup. I then flew at 75 percent power for about 25 hours.

We then did another compression check. To my surprise, the 58 cylinder had improved to 71 and the 60 to 73. I can't prove that this was the result of the Mystery Oil, but who cares? I feel that the $12 I spent on the Marvel Oil saved my $500-$1,000.

D. M.
New Hartford, Conn.

Starduster Too

I have a Starduster Too with a Lycoming IO-360-B15 removed from a Piper Arrow after 1,887 hours. I stored the engine for two years after I acquired it.

After the engine was installed, I put in fresh Aeroshell 100 and a quart of Marvel Mystery Oil, ran it five hours, drained it, and changed the filter. Since then I have regularly added four ounces of Mystery Oil per 10 gallons of gas. After 125 more hours of flying, my lowest cylinder compression is 76/80 and the oil consumption is a quart every eight hours.

This isn't proof that Mystery Oil works, but I'm happy.

O. B.
No address given

Continental IO-470

I have been using Marvel Mystery Oil for 40 years! My current IO-470 has used it for 10 years. I believe it does everything claimed for it. I can actually feel engines run smoother when using it, believe it or not. I just would not fly without it.

ATP
The South

Cessna 150

The oil change in my Cessna 150 consists of five quarts of Aeroshell 100 and one quart of Mystery Oil. I use 4 oz. of Mystery Oil per 10 gallons of fuel.

The deliberately old-fashioned can is an intrinsic part of the product's image.

Why do I use Mystery Oil? Well, after stuck valves in three cylinders in a six-month period, right after I changed to Phillips X/C II oil, I had to do something. Talking with various pilots in this area, the recommended solution was Marvel Mystery Oil. Then the true nature of X/C II came out.

So I switched to Aeroshell, and kept using the Mystery Oil. The engine has been running fine for almost a year now, and on my trip to Sun 'n' Fun this spring, I added less than a quart in 27 hours of flying. I'll stick with a good thing until proven otherwise.

Since MMO ain't legal for aviation, I'm just:

A Pilot
Maryland

Cessna 172E

My MMO experience has been all positive. Before I started using it in my 1964 Cessna 172E in 1984, most annuals since a major overhaul in 1977 had revealed at least one cylinder losing compression through the exhaust valves, necessitating a regrind or, in one case, valve replacement. Fuel used during that time was 80/87 and, for the last two years, 100 LL. In 1984, I started using auto gas and MMO, and have had no valve problems since. Compression has always been better than 70/80 on all cylinders. The engine also feels smoother and more powerful, but I can't document that.

I also used MMO in the oil for about 18 months, but noticed no difference and stopped that. The engine uses a quart of Aeroshell 15W-50 every 12 hours, and has never experienced a sticking valve, with or without MMO.

W. W.
Warner Robbons, Ga.

Cessna 175

I own a 1958 Cessna 175 with a Continental GO-300 engine. (Mid-

EAA Chapter 113 Hangar Rules

- Aircraft are not to be moved without first notifying the aircraft owner or the Hangar Management Committee.
- Daily use of the hangar is $5.00 per day and requires prior permission from the tenants, and the Hangar Management Committee. A signed hangar Lease Agreement is also required before use.
- Use of hangar heat is $1.00 per hour anytime the thermostat is set above 42 degrees.
- Daily hangar use and heat usage is to be recorded on the clipboard provided and payment made monthly to the Treasurer. *
- No commercial use of the hangar is allowed.
- Due to the sharing of Hangar space there will be no doping, painting, welding, use of torches, or sanding without the express permission of the Hangar Management Committee.
- No aircraft engine may be run in the hangar.
- No aircraft refueling, fuel containers or flammable liquids are allowed within the hangar.
- Smoking is not permitted within or adjacent to the hangar.
- Other than aircraft, no vehicles of any kind will be allowed in the Hangar.
- Additional equipment is not permitted in the hangar without the express permission of the Hangar Management Committee.
- When using tables please protect the tops.

*Send payments to Grant Cook, 651 E. Joy Rd, Ann Arbor, 48105

EAA Chapter 113's 50th Anniversary Banquet

Last Call . . . if you are planning on attending our 50th Anniversary Banquet; please **purchase** your tickets now!!! Tickets are selling quickly and we do have limited space available. They are on a first-come~first-served basis and we would hate to have you miss out on the festivities. This month's general meeting (March 17th) will be the last chance to purchase tickets before we advertise this to outside interested parties.

This event will be held at our own **113 Aviation Center** on **Friday, April, 29th, 2011.** Tickets are **$30.00** each. Gathering will be at 6:30 p.m. with dinner to be served around **7:00 p.m**. This will include a lovely catered meal, fabulous desserts, coffee, tea and soda. If you would prefer an alternate beverage, you may bring your own. Dress is semi-formal. Following a brief look back at 50 years of the "Backyard Eagles", we will have the opportunity to hear from the President of EAA, **Mr. Rod Hightower**. In addition, we are anticipating another special guest: **Mr. Paul Poberezny** has mentioned he is hoping to make the trip over to celebrate with us!!

What a great evening this should be! We hope you can join us as we commemorate this wonderful milestone in our Chapter.

Contact Debbie at (734) 397-3452 or dforsman@wowway.com.

Celebrate with us

EAA 113's

50th Anniversary

April 29th, 2011

Banquet will be held at
EAA 113 Aviation Center
Mettetal Airport
Cocktails 6:30 p.m.
Dinner 7:00 p.m.

Speaker:
President of EAA
Mr. Rod Hightower

Tickets $30.00 per person

(Includes: Dinner, dessert, coffee, tea, soda and entertainment.
If you prefer an alternate beverage, please bring your own.)

Contact:
Debbie Forsman (734) 397-3452

Semi-Formal Dress, Please