

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

**Next Meeting: Thursday, April 21st, 2011  
7:30 PM at the EAA 113 Aviation Center**

# ***EAGLE'S PROPWASH***

April 2011 Issue



**CHAPTER 113**

***"The Backyard Eagles"***



*Great Lakes  
Photo courtesy of Grant Cook*

Our Web Site: [www.eaa113.org](http://www.eaa113.org) [EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)  
**Meetings: 7:30 p.m. the 3<sup>rd</sup> Thursday of each month at the  
EAA113 AVIATION EDUCATION CENTER!**

## 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:

Joe Hillebrand (480) 895-6314  
 Randy Hebron (734) 326-7659  
 Pete Waters (248) 437-4244  
 Dan Valle (313)-539-9818

### Flight Advisors:

John Maxfield (248) 348-1417  
 Dan Valle (313)-539-9818

**Scholarships:** Howard Rundell (734) 658-7701

**Library:** Barb Cook (734) 277-3469

### Young Eagles:

Dave James (734) 721-4213  
 Debbie Forsman (734) 397-3452

**Bald Eagles:** Mark Freeland (248) 624-9654

**Refreshments:** Joe Griffin (734) 455-3107

**Newsletter:** Pat Charles (248) 978-3772

[bittybipe@wideopenwest.com](mailto:bittybipe@wideopenwest.com)

**Webmaster:** Donna Monson

[webmaster@eaal113.org](mailto:webmaster@eaal113.org)

### Aviation Center Management Committee:

Al Bosonetto (734) 261-5518  
 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

April 2011

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



## President's *Podium*



Tom Smith (734) 748-7940  
[tgsmith398@comcast.net](mailto:tgsmith398@comcast.net)

We had another successful Chili (non) fly in at the end of February, even without our water supply. Thanks to all those who brought a pot of chili and helped with the setup and cleanup. I also want to thank the Chapter 55 members who drove over for the 5th straight time when the weather refused to cooperate.

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.

Jon Harris from the Brighton chapter is looking for volunteers to help clean up Ed Leshner's Nomad at U of M. If you are interested in helping out with this project please contact him at [Jonharris@comcast.net](mailto:Jonharris@comcast.net) or 313-909-3225.

We will be having Chapter 113's first Young Eagle day of the year on May 14th. We will need pilots and ground support for this event. Also, we will be hosting a Charity Poker tournament on May 13, 14 and 15 at Trip Kings Poker Room across Lilley Road from the airport. Have you renewed your chapter membership yet? Reminder letters have been 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@eaal13.org](mailto:webmaster@eaal13.org), or to Pat Charles, our newsletter editor, at [patrick.charles@michiganacat.com](mailto:patrick.charles@michiganacat.com).

Check the website for this month's speaker. [www.eaa113.org](http://www.eaa113.org)

Tom

# Paulson Aviation Library



Barb Cook (734) 277-3469  
[barb@armipay.com](mailto:barb@armipay.com)

## Editor's Note:

Barb was excused from submitting an article this month in exchange for a few pictures Grant took while attending Sun N Fun (or Rain N Pain or Mud N Thud as some are calling it) this year. Besides the cover photo, he managed these shots as well.



## Part IV in a 5 part series:

time in the 1,200-hr TBO.) I had problems with sticking exhaust valves, requiring reaming of the guides on three cylinders. A year ago, my mechanic suggested I use Mystery Oil in the fuel and the crankcase. I followed the instructions on the can, and have had no more problems with sticking valves

B. R.  
Superior, Mont.

### **Cessna R-182**

I bought my Cessna R-182 with Lycoming O-540 in 1983. It was a 1979 model with 1,100 hours on it. The plane had carburetor problems and was hard starting. After this was resolved, I noticed a little roughness on startup.

I tried STP gas treatment, which did nothing. Then I tried Marvel Mystery Oil in the crankcase, one-half quart per oil change, and that seemed to help. Shortly thereafter, I changed to Phillips X/C II oil and cut the dosage of MMO in half. At 1,400 hours, a valve stuck. I went back to the original concentration of MMO and changed to back to the original X/C, and have had no problems since.

I think there are too many variables in this situation for a clear analysis.

E. J. M.  
Sacramento, Calif.

### **Cessna 140**

I offer the following comments on Marvel Mystery Oil, based on 40 years of experience using it, dating back to a Travelaire OX-5 in the 1930s, Piper J-4 in the 1940s, and a Cessna 140 from 1947 to 1976.

Results were excellent. The current owner of the C-140 is shocked to verify that the Continental C-85 has never had a jug removed in 40 years and 1,800 hours.

One word of caution: be careful using Mystery Oil in dirty old engines. I have been restoring a Cessna 170A with a C-145-H2 engine with 700 SMOH on nothing but straight non-detergent mineral oil, and which



*Marvel Mystery Oil is not approved for use in aircraft, but barring a detergent effect in old, dirty engines, it probably won't cause any harm.*

had not been flown for the last three years. Compression was good, but it had one sticky valve.

I put in fresh mineral oil plus one quart of MMO, flew it three hours, and found much carbon and sludge in the oil and screens. New oil, another quart of MMO, and four hours later there was again much carbon and sludge. At this point, the problem valve still would not seat properly, so I pulled the jug and found that Continental had apparently not aligned the guide with the seat, nor caught the problem during overhaul.

The bottom line: I think you must consider MMO as detergent oil when you add it to straight mineral oil. It must be drained and the screens checked frequently during the initial cleaning-out period.

W. W.  
Chagrin Falls, Ohio

### **Wright Radials**

I have used Mystery Oil in the fuel of aircraft powered by Wright J-5, R-760 and R-975 engines for 30 years. I use a mixture of one pint to 25 gallons. Now that 80 octane fuel is difficult to find, I have to use 100 LL,

and I believe that Mystery Oil is a must to keep the valve train clear and free from sticking. I find the valves and pistons of the engines I fly regularly (three R-760s and one R-975) are always clean and free of carbon. I attribute this to the Mystery Oil, but have no specific proof.

I did experience valve sticking on my V35B Bonanza on startup. This would always go away after the engine was thoroughly hot. I added one pint of Mystery Oil to each tank, and on the next startup several days later, I had no problem with sticky valves. The problem did occur again several weeks later, but two more applications of Mystery Oil cleared up the problem, and the engine seems fine now without additives.

S. P.  
Jenkinstown, Pa.

### **Piper Arrow**

I have used Marvel Mystery Oil in all my planes—Tomahawks, a Cherokee 180 and an Arrow. I add a few ounces with every fill-up.

I saw veteran pilots and mechanics using it, and I guess I was influenced by their experience and the good word of mouth. I've never had a problem with it, and I feel that it helps the engine parts.

W. R. L.  
Daytona Beach, Fla.

# EAA Chapter 113's 50<sup>th</sup> Anniversary Banquet

*Last. ..Last. . . Call . . .* if you are planning on attending our 50<sup>th</sup> 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 17<sup>th</sup>) 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, 29<sup>th</sup>, 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](mailto:dforsman@wowway.com).



## Builder's Barn

These are the two wheel pants I have made for the Bebe Jodel. They weigh 1.75 pound, and I also have the prop shown. I have carved one blade completely and the back of the other half. This is laminated from Basswood and African mahogany and is a 53 x 33 size.

Nope I ain't going into the prop business,,, as yet.

Pete



## Congratulations!

### To Sanjay Dhall for the completion of his Q-200!

My Q-200 has passed inspection. Today I have my signed logbooks and other paperwork back along with Special Airworthiness Cert, Operating limitations, and Repairman Cert.

The inspection was done by a local FSDO Airworthiness Inspector. Really a very nice guy. He spent a lot of time, and looked at every system, all moving parts, use of AN hardware, wear and heat based failure parts, made several helpful suggestions and recommendations, also looked at the construction logs, plans, and quizzed me about various systems and how they would react to various conditions. I sensed in him a healthy blend of caution, and admiration for this very unique design of aircraft. His parting words were "You have done a very nice job" and "be careful, dont bend it".

Thanks to so many of you in the EAA113 Chapter for your continued help and advice to get me to this point. Now its off to the next step!

Sanjay

