Goodbye Amanda

When CamGuard decided to sponsor the Franklin’s Flying Circus it was much more than just a business relationship. CamGuard cut its teeth in the world of airshow flying, and Kyle Franklin and his wife, Amanda, became part of the CamGuard family.

Kyle’s first job as an airshow performer was as a wing walker for his dad, Jimmy Franklin. Amanda grew up in the Younkin aviation family, and Kyle and Amanda had known each other as children. Amanda was already an accomplished pilot when she married Kyle in 2005 and it was no surprise when she told Kyle she wanted to give wing walking a try. It turned out that Amanda liked transitioning from open cockpit to no cockpit, and her first performance “outside the cockpit” was performed in 2009.

The airshow in Brownsville, Texas on March 12, 2011 was another chance for people to see Kyle and Amanda amaze and amuse all those in attendance. However, tragedy struck and their show ended in a fiery crash. Kyle was seriously injured and Amanda suffered such devastating injuries and complications that, despite her brave struggle and the most intensive and finest medical care available, she succumbed to her injuries on May 27, 2011.

During these past torturous months, the folks at CamGuard have stood by Kyle and Amanda and continue to do everything possible to help Kyle cope with his situation. With continued medical treatment and therapy, Kyle will recover from his injuries but the financial burden incurred from medical costs is heavy enough to keep a mighty C-5A Galaxy grounded.

Kyle is a strong guy, but he needs our help. If there was ever a time in our aviation community to come together in support of a worthy cause, this is that time. A “Kyle and Amanda Fund” has been set up on both the International Council of Air Shows (ICAS) Foundation’s website at: www.icasfoundation.org, and on The Moonlight Fund’s website at: www.moonlightfund.org. Donations to these funds go directly toward the medical bills associated with Kyle and Amanda.

Amanda is now flying on her own wings. Please join with CamGuard to assist a fellow aviator that needs us to provide the lift under his wings.

By Earl Downs

“If you live your life in fear that something could happen, then you’re not living your life.”
Amanda Franklin
A good pilot is always learning, and sometimes we learn the hard way. Will Rogers once said, “There are three kinds of men. The one that learns by reading, the few who learn by observation, and the rest of them have to pee on the electric fence for themselves.”

CamGuard user Gary Getch once read an article in AOPA Pilot magazine about a guy that managed to keep a Cessna 182 aloft for about 30 minutes with no oil pressure. By using up his engine he managed to safely land the plane. No one wants to wreck their engine, but when things go wrong you need to “do what ya gotta do.” Little did Gary know that he would have to apply this lesson one day. He is sharing his story so our readers may become, “The ones that learns by reading.”

Here is Gary’s story:

“A couple of months ago my wife, son, and grandson wanted to go for a sightseeing flight in my 1964 Cessna 182 here in Arizona. With the hubbub of people around I became distracted and overlooked the cowl blocks I had inserted in the nose cowling about 2 weeks before. They were homemade, without a strap to go around the prop, no flag, and they were black in color. They are hard to see, but that’s not an excuse for not removing them during my preflight walk-around.

All engine instruments were in the normal range when we departed but the gauges started indicating high temperatures very soon. In about 10 minutes it was obvious that something was wrong and I told my son that we’re going back. I pointed out the gauges...oil temp was nearing red line and oil pressure dropping.

I opened the cowl flaps, went full rich, and attempted to reduce rpm with prop control. The prop did not respond correctly and only gave a 100 RPM drop when the prop control was all the way out. I reduced the throttle to keep RPMs at 2600 and we were limping along at about 90 mph, looking for landing site; a highway, a railroad right-of-way, or a level spot in the desert. I figured that as long as the engine was running I would keep going towards the airport thinking it’s better to severely damage the engine than risk an off airport controlled crash with the family aboard.

The oil temp was well into the red (1964 style gauge), and the oil pressure was showing under 5 psi; this is why prop control didn’t work. The cylinder head temperature gauge was not working anymore, but the engine was still running smoothly and not making any strange noises.

I made it back to the airport okay and surveyed the damage. The cowl plugs had melted to the oil cooler and cylinder fins, and there was lots of nasty smoke and heat on the cowling. The throttle cable inside sleeve melted and seized the cable after it cooled. The other engine controls needed lube and freeing up. Lots of little things showed heat damage also...tie wraps, CHT probe, etc.

Ken Vaughn of Wickenburg Aero Maintenance performed a compression test, borescope, and a filter and oil change. He said the borescope showed normal, the oil filter was normal, the compressions were all good and asked about oil and time since last change. I told him I was running Phillips 20/50 with CamGuard and had about 10 hours on fresh oil and filter. He was surprised that no abnormalities showed up and suggested the CamGuard was a big factor. Oil analysis came back clear except for cadmium slightly high.

I filled the oil sump with Phillips 20/50 and CamGuard. The test run was fine and a short test flight showed everything was back to normal. I ran it for 20 hours and performed another compression test, borescoped it again and took another oil sample. The results were still normal and the oil analysis report improved. My mechanic thinks the CamGuard had to have helped prevent excessive wear. The engine had about 100 hours since overhaul, so it is now broken in “REAL” good.

The time from things going bad to touchdown was about 15 minutes. It could be luck, but I think the anti wear compounds in CamGuard really worked. CamGuard will be added at every oil change from now on!”

Gary continued, “I hope by telling my story someone will benefit.” Gary is also a believer in using Automotive CamGuard in his cars, He Said, “I live part of the year in Arizona and the part in Washington State. My cars sit around a lot and I want the corrosion protection; especially in Washington.”

We at CamGuard certainly do not recommend this kind of a wear-and-tear testing program for our product, but we do hope Gary’s story set our readers to thinking about, “keeping their cool.”

By Earl Downs
Q & A with ASL Technical Director, Ed Kollin

Is there any difference between Camguard Aviation, Automotive, Marine and Small Engine? And will using the wrong one lead to any problems?

A

Yes, there is a BIG difference between Camguard Aviation and Automotive, Marine and Small Engine. And there are also significant differences between the Automotive, Marine and Small Engine. You should select the Camguard product according to the type of oil going into the engine. Each version of Camguard enhances a particular type of oil formulation and is expecting certain additives to be present in the starting oil.

Camguard Aviation, Automotive and Marine are all designed for use at 5% (1.6 ounces per quart of oil). Camguard Small Engine should be added at 3% (1 ounce per quart of oil).

Camguard Aviation is designed to supplement ashless dispersant (AD) aircraft oils. It provides vastly superior corrosion protection compared to anything else on the market. Camguard Aviation is also the only aviation product that contains deposit control chemistry to keep engines clean. Camguard’s blend of anti-wear additives provide dry surface antiscuff protection as well as providing excellent anti-wear performance over the entire operating temperature range of aircraft engines. Except for the ashless dispersant, Camguard Aviation should be thought of as the additive package that should be in your aircraft’s oil.

Camguard Automotive enhances automotive, heavy duty diesel and motorcycle oils with supplemental antiwear, deposit control, friction modifiers and of course, rust and corrosion protection. Camguard Automotive enhances current, reduced ZDDP “zinc”, oils providing exceptional improvements in wear over the oil alone. It is especially beneficial for older and high performance engines. Specific antioxidants in Camguard Automotive target and reduce deposits from both fuel dilution and oil oxidation. Camguard Automotive contains three different friction modifiers, to cover wide temperature and load ranges, increasing power and maximize fuel savings.

We have never had an example of motorcycle wet clutch slippage with Camguard Automotive however, if there are signs of slippage, simply change the oil to remove the Camguard.

The Camguard Marine formulation similar to that of Camguard Automotive, but is optimized for cooler running gasoline and diesel marine applications. It provides the same enhancements in wear protection, deposit control as well as rust and corrosion control. It also provides technology to prevent soft sludge formation that causes rust throughout the engine. Also, the friction modifiers in Camguard Marine are specifically selected for these overcooled engines.

Camguard Small Engine is balanced for the smaller sumps and higher temperatures of air cooled power equipment. It also works extremely well in small water-cooled engines.

WARNING: Camguard Automotive, Marine or Small Engine should never be added to air-cooled aircraft engines designed to use ashless dispersant (AD) oils because they have a metallic content that can form metal oxide combustion chamber deposits, which can lead to preignition and catastrophic engine failure.
We would like you to share experiences and photos of your aircraft that actually use CamGuard. As for the photos we’d like you to submit, they should be medium to hi resolution JPEG’s. If you submit an Air-to-Air photo of your aircraft, this would put you in the running to have your plane in an actual ASL Camguard advertisement. If you are chosen in this category you would receive a complementary 4 pack of CamGuard for your help. If you have a picture of you with your aircraft on the ground, you can submit it as well because we are looking for people to interview for this E-News Letter. If you are selected in this category you will also receive a free 4 Pack of ASL CamGuard. With all submissions please include your name, address and a daytime phone or cell phone where we can reach you to arrange to get your CamGuard to you or arrange for a short interview. Submissions should be sent to us via our website ASLCamguard.com. There is a photo link that links to Shutterfly and we can look at all the photos every week.

We have received many great photos so be patient and maybe yours will make the newsletter soon. Also our attempts to use customer photos in our ads has hit a slight snag but hang in there we are still working on it!

For more information visit us at our website or call toll free!