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least once a year for as long as I can remember, I have been contacted by an aircraft owner whose piston aircraft engine was destroyed or severely damaged by a destructive detonation or pre-ignition event.

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(cylinders) and bottom end (inside the case), and functioning of key systems (lubrication, ignition, carburetion, fuel injection, ...

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I highly recommend this book to all pilots flying piston-driven aircraft.

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May 1, 2017 By Mike Busch The differential compression check has been a mainstay of piston aircraft engine maintenance for 80 years. Like anything

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else in aviation that's been around for a long time, various old wives' tales have evolved about the procedure, passed on from journeyman mechanic to apprentice, and later taught in A&P schools and documented in various textbooks and advisory circulars.

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Mike Busch Mike Busch is arguably the best-known A&P/IA in general aviation,

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injection system, the engine will actually run cooler in climb if the throttle remains ...

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Understanding the underlying causes of engine roughness PHOTOGRAPHY COURTESY OF MIKE BUSCH Figure 1â If your engine is running rough, itâ s almost certainly not the fuel pumpâ s fault.

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Because the additive scours wear metals entrained in the lead sludge every

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aircraft engine accumulates, the first run of CamGuard typically yields an increase in wear metals, followed by a downward trend. To test this theory, we spoke with our AVweb colleague Mike Busch about his more extensive tests in the two engines of a Cessna 310 he owns.

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Presenter: Mike Busch There's a lot more to piston engine oil than you

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might think. The lubrication requirements of slow-turning direct-drive Continentals and Lycomings are quite modest, but aircraft engine oil needs to do lots more than lubricate. We also depend on it to clean, cool, seal, and protect against corrosion.

[Mike Busch \(Author of Manifesto\) - Goodreads](#)

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