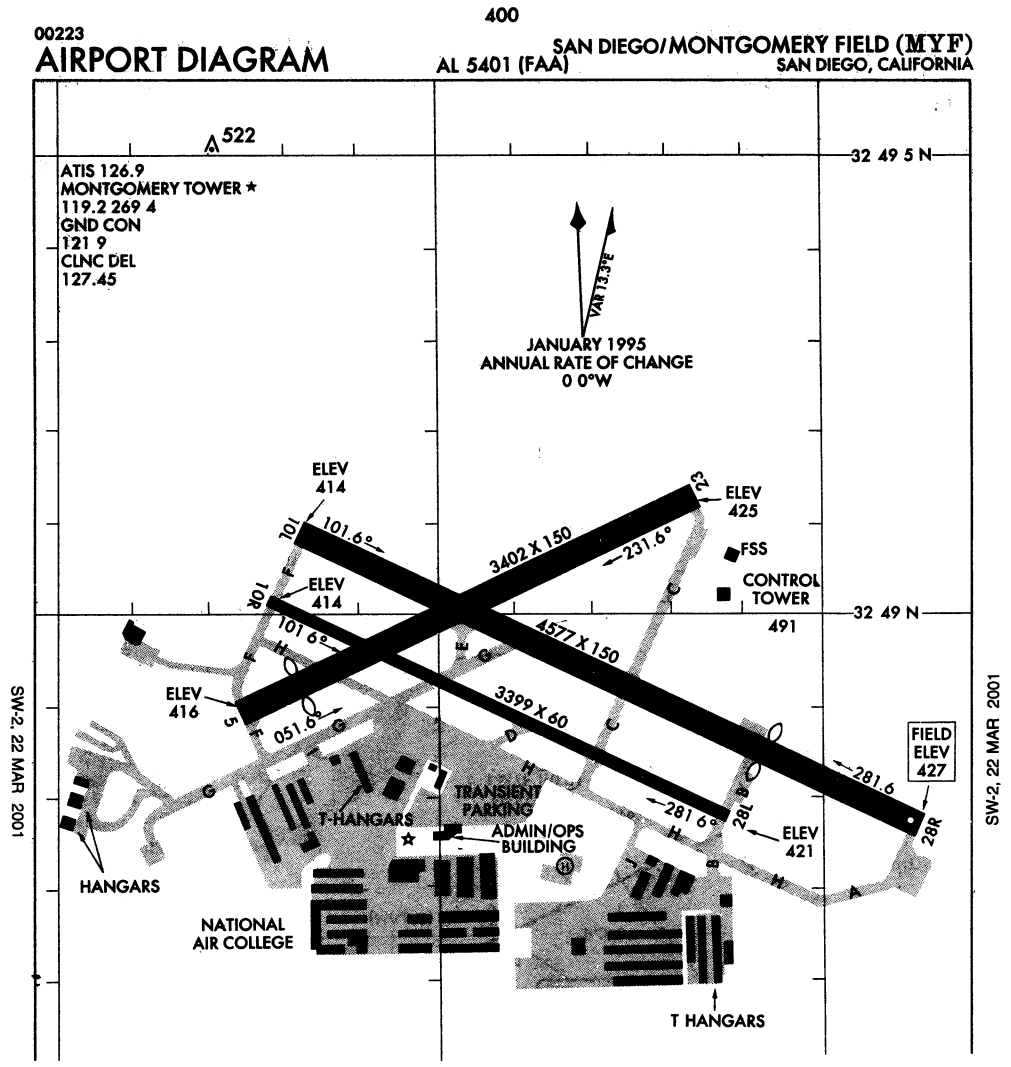
FLYERS ASSOCIATION NEWS

NUMBER 01 2 **JULY 2001**



We are rapidly approaching our 2001 fly in at San Diego CA September 13 14 15 Headquarters hotel is beautiful Westgate Hotel If you do not receive registration forms within two weeks contact Shaker Razook at 858 272 0014 PDT

President	Vice President	Secretary Treasurer
Mike Greenblatt	Ralph Cohen	Marge Gorman
P 590	P 412	P 596

Spare parts on hand for your Duke

1 - Generator
1 - Starter
1 - Pilot Hydraulic Seat Control
1 - 5 x 6.0 Nose Wheel Tire
4 - Prop Brush 3E1206-2
6 - T10541 Cylinder Assemblies
1 - Gear Motor
2 - Voltage Regulators (see below*)
2 - Oil Coolers
1 - Magneto
1 - Lycoming Exhaust Pipe Part No. 77429
1 - 19 x 6.75-8 Main Gear Tire
1 - 19 x 6.75-8 Main Gear Tube
1 - Flap Motor
Recognition Light Bulbs, DN25-3

The arrangement we have with Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109, is they will ship an O/H generator, starter, magneto, or motor to you by UPS or Federal Express. You return to them (same day) your part. They will overhaul, charging for work done and the item becomes Association emergency part. Phone number 815/399-0225.

For oil cooler contact Bill Passey, 602/969-2291 (office).

For other items contact Jim Gorman 419/755-1223 (office).

Remember: Overhaul of generator at 900 hours will cost you three times more than O/H at 500 hours.

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Two of the voltage regulators donated by Firewall Forward are left (Bendix). No Charge - except for $25.00 handling fee. Contact Jim Gorman

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Decals to show limits of nose wheel turning are available through your Beech/Raytheon dealer. These go on the airplane nose. Don't confuse with the one on nose gear which is Part No. 60-820077-1.

105-000021-1	L
105-000021-3	R

We cannot complain about Raytheon high prices as they are $3.98 each. Sounds like a good investment.

A lot has been written and spoken about camshafts and lifters.

Let's try to sort out where we are and what may be sources of the problem.

Marge and I have owned our current Duke since 1983 and have never had lifter/cam problems. We have always used Phillips X-C which is not a synthetic oil. Long before we installed pre-oilers, we never let the rpm get over 500 till full oil pressure.

After pre-oilers were installed, were amazed to find, if we had not flown the airplane for a week and a half it would take a good 1-1/2 minutes for pre-oiler to build up to 50 lbs. If we fly today, tomorrow pressure will come up in 30 seconds. This means to me a lot of oil drains off lifters, camshaft and other parts during idle periods. (According to Larry Roush at Lycoming 50 lbs. of pre-oiler pressure will pump up the lifters and splash some oil on the camshaft.)

Here is what Bill Unternaehrer has to say on the subject.

Aeroshell 15W50 is a synthetic. In the colder climates synthetics have some advantages. And if you run the engines once a week, synthetics should not be a problem. If you look at the messages on the lifter problems, 100% (less the one in Germany) have had Aeroshell 15W50 oil. Excon Elite is some percentage of synthetic - it seems to be impossible to determine the percent. I don't think it has been in use long enough to establish a track record. Phillips X-C multi-grade is not a synthetic. A straight weight oil like Aeroshell 100 is not a synthetic. I can show you a graph of the metal content in the oil from oil analysis on our Duke when we purchased it 3 years ago. The first three oil changes (with Aeroshell 15W50) had the aluminum, iron and copper climbing. After talking with Lycoming I switched to straight weight oil (I wanted to use straight weight oil in the first place but did not think it was approved by Lycoming). The metal percentages in the oil analysis immediately started back down and have remained at nominal levels. At the recent annual inspection we pulled the lifters for two cylinders on each engine and found everything very good. We operate about 120 hours per year but the engines are not necessarily run once a week. I know straight weight oil can be a pain the winter but so can an engine rebuild. If I really wanted multi-grade oil I would choose a non-synthetic if I was not running the engines once a week.

If you add these 4 items together you may have problems:

1) Synthetic oil
2) Long periods of non-operation (i.e. 1 - 2 weeks)
3) High rpm at 1000 - 1500
4) No pre-oiling

Jim Gorman

WELCOME NEW MEMBERS

John Gray
25 E. High St.
Mt. Sterling, KY
N77DS P-524

Kevin Dingman
7902 W. Bethany Home Rd.
Glendale, AZ
N7510D P-1-1

Edward Harsche
RR 5, Box 5134
Lake Ariel, PA
N7420D P-134

Steven Strauss
408 Runnymede Dr.
St. Louis, MO
N666X P-234

Fred Hunt
P.O. Box 500
Fairfield, IA
N23588 P-454

Roger Ellin, Jr.
132 S. Wheaton Ave.
Seekonk, MA
N1887L P-388

Larimore Cummins
18 Panorama Lane
Santa Cruz, CA
N6641Z P-509

Manfred Frentel
3570 Woodstock Rd.
Santa Ynez, CA 93460
N7209C BE58

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On airplanes with air operated gyro's for both pilot and co-pilot, a manifold is equipped with check valves which in the event of failure of one of the pumps, will block off failed pump and allow continued operation on the good one. However, the newest Duke is now 17 years old and failure of these check valves could lead you with no gyro's. Ron Gros's letter covers the subject with a good suggestion.

See Page 5 for Ron's letter.

Raytheon

Raytheon Aircraft Company
9709 E. Central
P.O. Box 85
Wichita, Kansas
67201-0085 USA

May 15, 2001
215-01-18

Mr. James C. Gorman
Chairman of the Board
The Gorman-Rupp Company
P. O. Box 1217
305 Bowman Street
Mansfield, OH 44901

Dear Jim:

This is in response to your letter of April 17, 2001, and our phone conversation on May 3, 2001, concerning the Instrument Pressure System on the Beechcraft Duke.

We recommend you provide your Duke owners with the following procedure to insure their Instrument Pressure System is operating properly.

1. Start your left engine. Insure you have correct pressure on both pneumatic and gyro pressure gages.

2. After flight, during shutdown, shut down the left engine first. Insure you have correct pressure on both pneumatic and gyro pressure gages.

This procedure will insure the pressure pumps on each engine is providing adequate pressure to operate your gyros and insures the check valves in the instrument manifold valve located under the pilot's floorboard is operating properly. Of course, this procedure can be accomplished using either engine first. The objective is to operate one engine at a time to check out that pressure source.

This procedure can be accomplished before flight if the flight is in I.F.R. and the pilot wants to be sure the Instrument Pressure System is operating normally.

Thank you for the letter. We will see you in San Diego.

Sincerely,

Ron Gros
Model Manager –Piston Products
Technical Support

RG/br

Beech/Raytheon have issued a **Mandatory Service Bulletin SB11-3404** covering door opening placard for pressurized piston aircraft. Proposed decal was shown in the last Newsletter 01-1.

Raytheon Aircraft

MANDATORY

SERVICE BULLETIN

Beech

TITLE: PLACARDS AND MARKINGS - DOOR OPENING PLACARD MODIFICATIONS FOR PRESSURIZED PISTON AIRCRAFT

1. Planning Information

A. Effectivity

(1) Airplanes

BEECH Model 58P Baron, Serials TJ-3 through TJ-497;

Model 60, Duke, Serials P-4 through P-122 and P-124 through P-126;

Model A60, Duke, Serials P-123 and P-127 through P-246;

Model B60, Duke, Serials P-247 through P-596;

Model 65-88, Queen Air, Serials LP-1 through LP-26, LP-28 and LP-30 through LP-47.

If you are no longer in possession of the airplane, please forward this information to the present owner.

(2) Spares
None.

B. Reason

The National Transportation Safety Board (NTSB) issued a recommendation to the FAA for improved placarding on the exterior of the Model 1900 airstair door. Consequently, RAC has voluntarily reviewed the door placards on the pressurized piston models and developed placarding conforming to the NTSB Safety Recommendation objectives.

C. Description

This Service Bulletin is being issued to provide appropriate exterior operating instruction placards for the exit doors.