



FLYERS ASSOCIATION NEWS

Number 01-3

December 2001



Larry Roush

With heartfelt thanks for many years of service to Duke owners in operation of the 541 engine.

Larry will retire from Lycoming at the end of December. We had planned to present plaque at San Diego.

Needless to say our fly-in did not occur. Shaker Razook had a great program in store for us - See Page 3.

President
Mike Greenblatt
P-590

Vice President
Ralph Cohen
P-412

Secretary-Treasurer
Marge Gorman
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
- 4 - 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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Aircraft Systems bills the Association, which we pay and in return invoice the member. We have had incidents where it took six months for us to be reimbursed. It is not fair to other members who pay promptly. We expect payment within 30 days.

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Member Ken Bowdish is removing his inter-coolers and is very willing to make a good deal to anyone needing American inter-cooler parts.

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Shaker had made great plans for us last September - not the least was the San Diego Aerospace Museum. It was to be closed to the public for us to enjoy touring and hold our Saturday night banquet. Friday night was to be a fun evening of cocktails, dinner and friendship at High Performance Aircraft. Of course, our Saturday morning meeting and panel discussions are always a highlight. Bob Stan arrived early and reports the hotel was outstanding. Thanks again, Shaker, for all your efforts.

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Staggerwing Museum in Tullahoma, TN invited any Dukes who could make it to join them in October during "Beech Party 2001". Five of us did.

Dean Roberts	N4308D	P-430
Bob Thomas	N6338X	P-592
Gordy Germany	N8121S	P-293
Stan McNabb	N1SM	P-595
Gorman's	N410G	P-596

We joined 31 Staggerwings and 29 Twin Beeches

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Mark Seader, Firewall Forward, called to relay good news. They are celebrating their 25th Anniversary with a substantial investment by a British individual. They are proceeding with construction of a factory in England to serve the European market. Mark is free to admit it was touch and go in the past financially. Now this is in the past.

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During Oshkosh fly-in I had a chance to sit down with President of Lycoming, Mike Wolf; Director of Service, Pete Bates and our good friend, Larry Roush. They assured me metal analysis of failed camshafts returned to Lycoming showed no change since introduction of 541 engine.

Then why the failures?

I believe the answer is a number of factors. One of which is shown in our 2000 Duke survey. Average flight time per year is 136 hours. They means engines are not operating 8600 hours per year. This allows a lot of oil to drain off engine parts including lifters and camshaft. Add use of synthetic oil, no preoiling, high RPM at start (i.e.. 1000-1500 RPM) and you are asking for trouble.

WELCOME NEW MEMBERS

Dale Jacobs P-338
Lakeland, FL

Bob Thomas P-592
Indianapolis, IN

William Shortt
South Lyon, MI

James Spowart P-236
Huntington Beach, CA

Gordy Germany P-293
Atlanta, GA

Thomas Seaman P-185
Canton, OH

Jeff Vanderwolk
Gulfstream, FL

David Darby P-144
Alvin, IL

Erich Schaefer P-213
San Luis Obispo, CA

Gunther Rincon
Boca Raton, FL

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N410G - On flights of 1:30 or more, we record a lot of information looking primarily for engine trends. Enclosed are two sheets we use. First one is history of the flight, which we transfer to a tabulation sheet. Notice CHT on left engine started a downward trend and is now running 25° below right engine. Probably not a problem. Most likely a loose connection or corrosion, but worth checking at next inspection. All figures are 65% power, 2500 RPM non-intercooled.

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Item of interest - on flight climbing at 20,000' - first hour - fuel burn 58 gallons - each hour thereafter 42 GPH.

Jim Gorman

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We had some registration problems with the website recently, but we are up and running now.

Website: www.dukeflyers.org

Message Board: User Name: Duke
Password: plane

*(The D in Duke must be upper case)

Duke Flight Record (N410G)

2001

DATE	ALT (29.92)	OAT	IAS	TAS	GS	MP	FF	IIT	CHT	OIL TEMP	OIL PRES
3 Feb	20,000	-18	152	210	190	31.5	121 126	849 850	194 195	69 70	80 81
7 Feb	20,000	-16	153	210	195	31.4	121 127	847 847	195 199	80 81	80 81
24 Feb	20,000	-12	150	209	192	31.4	121 126	849 848	199 202	80 78	79 80
3 Mar	23,000	-16	144	212	233	31.6	121 127	843 845	202 204	90 85	76 79
14 Mar	20,000	-20	154	205	277	31.5	121 126	841 845	180 195	75 75	81 81
28 Mar	18,000	-18	157	207	187	30.4	118 120	848 848	175 185	75 79	81 82
28 Mar	19,000	-22	156	208	218	31.0	121 126	844 844	175 185	70 73	81 82
10 Apr	23,000	-16	141	207	215	31.5	121 125	842 846	180 200	90 80	79 80
14 Apr	18,000	-10	152	206	183	31.7	121 125	844 849	180 200	89 82	80 80
20 Jun	16,000	0	154	204	210	31.4	120 123	844 850	175 200	90 87	72 78
20 Jun	17,000	-1	153	203	204	31.5	121 126	842 849	175 200	90 87	72 78

DUKE DAILY FLIGHT RECORD

DATE:										
FROM	TO	METER START	METER STOP	DURAT. of FLT	PILOT	CO PILOT	DAY	NITE	INT	USER - PASSENGERS - REMARKS
TOTAL										

ALT (29.92)	OAT	IAS	TAS	GS	MP	FR	ITT	CHT	OIL TEMP	OIL PRES.	WEATHER - REMARKS

FUEL USED	
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OIL USED	
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MAINTENANCE ITEMS	
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