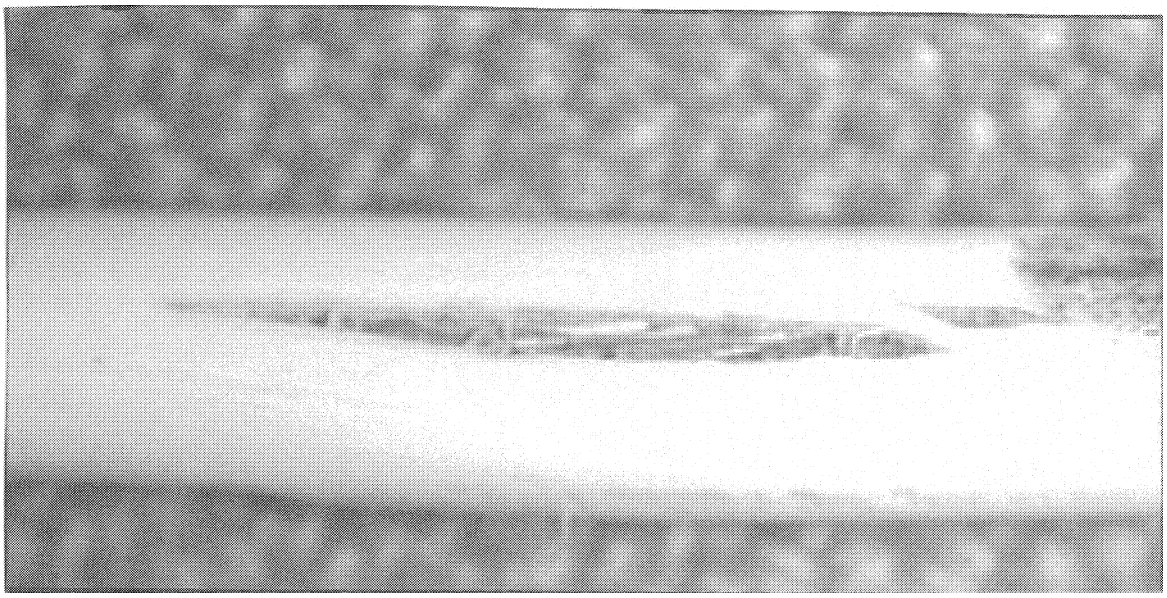
FLYERS ASSOCIATION NEWS

NUMBER 02-1 **APRIL 2002**



FAA has received reports of starter and generator cables splitting on Dukes. See Page 3

A correction on dates of 2002 Fly-in. Correct dates are September 26, 27, 28, 2002. Our host is Ron Comeaut at Sault Ste Marie, Ontario, Canada where your US dollar goes a long way. Details later.

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
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
1 - Tach Generator

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 Gary Bongard, 952/944-2628 (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

✈ ✈

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.

APPENDIX II

FAA Airworthiness Concern Sheet

Date: 10/02/01

Name: Todd Dixon
1801 Airport Road, Room 100
Wichita, KS 67209
(316) 946-4152
Todd.Dixon@FAA.GOV

Make, Model, Series, Serial No.: Raytheon Model 60, A60 and B60

Reason for Airworthiness Concern: Insulation on Starter and Generator Wires can split.

FAA Description of Airworthiness Concern (Who, What, Where, When, How? Attachments: RA and appropriate data) ***and*** **Request for Information** (Proposed Alternate Inspection/Repair Procedures, **Cost Impact**, Etc. Note: Any comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments/concerns.)**:**

It has come to the FAA's attention that the starter and generator circuit wires on the Raytheon Model 60, A60 and B60 have the potential for splitting (in the sample submitted to the ACO, the insulation has split lengthways on the wire). This concern has been identified with FAA Safety Recommendation number 01.172. The wire "type" that has a history of splitting is M22759/7 for these larger guage wires.

A search of the NTSB/FAA accident and incident database by Flight Standards personnel has not revealed any occurrences related to the "splitting" of these wires in Raytheon aircraft. However, potentially exposed wires in a powerplant environment do pose a concern for the FAA.

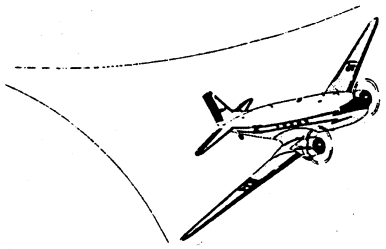
The splitting of the wiring's insulation appears as small fine dark scratches on the wiring's outer covering running lengthways with the wire. The existing maintenance manual has general wiring inspection criteria, but does not specify inspection criteria that specifically addresses this "splitting".

The FAA Risk Evaluation process has not identified this as an item that would require an AD. To the FAA's knowlege, no Service Bulletins have been issued by Raytheon for this item. It is the FAA's intention, at this point, to issue either a Special Airworthiness Information Bulletin (SAIB), or a General Aviation Alert as a notification means.

The FAA requests information on the FAA proposed notification means, inspection/repair procedures that you may propose and other comments you wish the FAA to consider.

A good item to check. Remember the newest Duke is 20 years old. Report any findings to Todd Dixon at address above. This is a common part to **most** general aircraft and not peculiar to the Duke.

SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department of Transportation

Federal Aviation Administration

Aircraft Certification Service
Washington, DC

No. CE-02-19
March 11, 2002

We post SAIBs on the internet at "av-info.faa.gov"

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) provides you, owners and operators of various Raytheon (Beech) propeller airplanes, safety information regarding usage of flight control gust locks. This SAIB applies to all series of the following models: 19, 23, 24, 33, 35, 35-33, 36, 50, 55, 95-55, 56, 58, 60, 65, 70, 76, 77, 65-80, 65-88, 65-90, 90, 95, 99, 100, 200, 300, 1900, and 2000.

Background

The FAA is aware of numerous incidents and fatal accidents that have resulted from the failure of a pilot to remove the flight control gust lock prior to attempted takeoff. A review of the records from these accidents, dating back to 1975, has revealed that many of the accidents involved use of a make-shift gust lock that was not the one provided by Raytheon (Beech). In some cases, a common bolt or nail has been inserted through the holes provided in the control column for this purpose. Such a device does not meet the requirements for flight control locks as defined in 14 CFR 23.679, which states in part: "If there is a device to lock the control system on the ground or water, (a) There must be means to- (1) Give unmistakable warning to the pilot when the lock is engaged..."

In an effort to reduce the consequences of takeoffs with the gust locks engaged, Raytheon Aircraft Company has, in the past, issued service bulletins to modify the flight control columns such that the gust lock could only be engaged in the nose down and/or roll input position. Beech airplanes manufactured prior to 1971 had control locks that would lock the controls in the neutral position, thus allowing take-off with the locks engaged. Starting in 1971, most models were equipped with gust locks that locked the controls in the nose down and/or roll input position.

Regardless of the configuration of the gust lock, proper adherence to the required preflight inspection and preflight checks specified in the AFM would have prevented all of these accidents.

Recommendation

The FAA strongly recommends that all pilots review preflight inspection procedures and "Before Takeoff" procedures specified in the pertinent airplane flight manual, pilot operating handbook, checklists, markings and placards. It should be noted that compliance with the operating limitations specified in the approved Airplane Flight Manual, markings and placards **is required** by 14 CFR 91.9.

Furthermore, the FAA strongly recommends that only the proper gust lock be used. The locks provided by the manufacturer are compliant with federal requirements to provide an unmistakable warning to the pilot when the lock is engaged. A listing of these locks and the applicable Model and serial numbers is as follows:

Model (Series)	Control lock part number	Applicable serials
60	60-590012	P-4 THRU P-246
60	60-590012-23	P-247 THRU P-596, SPARES FOR 60-590012

This is only common sense. However, it has been reported the most recent fatal Duke accident in Texas had a bolt in the control column.

Roger Storch reported RH gear door was hanging up. Investigation revealed door idler arm was broken from rubbing on adjacent member arm assembly - $704.12 Labor 10.25 hours - $676.50.

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Gordy Germany is looking for a Century 4 auto pilot and a storm scope if anyone has removed these from their Duke. 770/956-9797 Office 404/233-8115 Home

✈ ✈

John Jacobs Invitational Fly-in to Treasure Cay in the Bahamas was well attended in February by:

11141, Awalts	78GK, Koois
100 RA, Ackers	20CG, Hamons
47US, Buzzettas	4219S, Stans
333RG, Storchs	410G, Gormans
440W, Farrells	Moskoffs, Olsons in Larry's Jet

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Raytheon has come to our rescue in securing a supply of the instrument air check valve discussed in Newsletter 01-2, Pages 4 and 5. Ron Gros at Raytheon advises they no longer use airborne unit ($1316). New part, HE7007-5, is manufactured by Raytheon and can be disassembled to replace rubber check valves. Price $648. This will go a long way to solving the problem

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WELCOME NEW MEMBERS

Dale Jacobs P-338
Lakeland, FL

Bob Thomas P-592
Indianapolis, IN

David Darby P-144
Alvin, IL

William Shortt
South Lyon, MI

James Spowart P-236
Huntington Beach, CA

Erich Schaefer P-213
San Luis Obispo, CA

Gordy Germany P-293
Atlanta, GA

Thomas Seaman P-185
Canton, OH

Gunther Rincon
Boca Raton, FL

Jeff Van Der Wolk
Gulfstream, FL

WELCOME NEW MEMBERS

Daryl Rosinbaum
Boerne, TX

Howard Goody P-265
Oceanside, NY

Donald Truszkowski P-198
Wyandotte, MI

Ty Jenkins P-268
Idaho Falls, ID

Lawrence Davidson III
Charlotte, NC

Lloyd Copenbarger P-79
Newport, CA

William Hale
Loveland, CO

Ronald Cane P-483
San Jose, CA

Ben Fry P-433
Selma, CA

Randall Acker P-405
Broadview, IL

Bud Allen P-39
Columbus, GA

Michael Doran P-64
Amherst, NY

Dan Serrato P-39
Columbus, GA