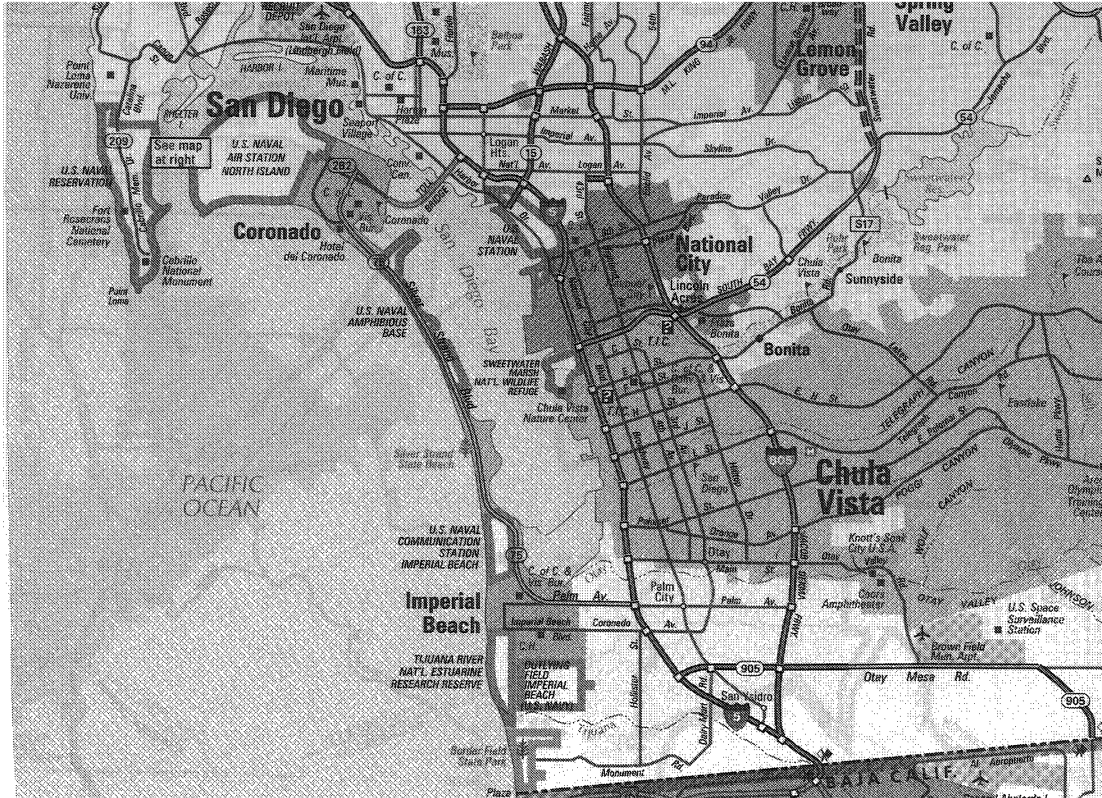




FLYERS ASSOCIATION NEWS

NUMBER 03-2

AUGUST 2003



Duke Fly-in – San Diego, CA – September 25 – 28, 2003

Shaker Razook, Bill Passey and Bill Black have a great time planned for us including exclusive use of Aerospace Museum for dinner Friday night. If you have not made your reservation, call Shaker at 858/488-3599 or Srazook@san.rr.com.

President
Mike Greenblatt
P-590

Vice President
Max Cohen
P-412

Secretary-Treasurer
Marge Gorman
P-596

SPARE PARTS FOR YOUR DUKE

- 1 – Generator
- 2 – Starters
- 2 – Flap Motors

- 1 – Tach Generator
- 2 – Magnetos
- 2 – Landing Gear Motors

Above are located at Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109. They will ship item to you by UPS or Federal Express. You return your part (same day) to them. They will overhaul charging you for work done and then item becomes Association emergency part. Phone 815/399-0225.

- 12 – T10541 Cylinder Assemblies (New)
- 1 – Pilot Hydraulic Seat Control
- 1 – Lycoming Exhaust Pipe #77429
- 4 – Prop Brush 3E1206-2
- 1 – Nose Wheel Tire
- 1 – Main Gear Tire
- 1 – Main Gear Tube
- 4 – Recognition Light Bulbs DN25-5

Above contact Jim Gorman 419/755-1223 (O) a.m.

2 – Oil Coolers Contact Gary Bongard 952/944-2628

1 – Cowl Flap Actuator (just acquired and O/H) Contact Jim Gorman

If your cabin door step assembly is broken, Raytheon will produce them again (long lead time) Part #60-430138-7 - \$633.00



Paul McBride, our Lycoming contact, retired 15 July. He supported us for many years including last years fly-in at Sault Ste. Marie. We wish him well in the years to come.



Ron Gros, Duke Service Manager at Beech, has also retired. His replacement is David Rowl 316/676-7605. Met Dave at Oshkosh and we had an interesting talk. Have also supplied him with all past newsletters to bring him up to speed. (Jim Gorman)



We continue to have problems with the new HE-7007-5 check valve which is a required replacement. About 1/3 of the valves bought by the Association were defective. Before you install, follow this procedure:

- (1) Cover both large center tubes tightly with duct tape to block air flow from the tubes.

- (2) Place your finger over the small tube and blow gently into that end. No air flow should result.
- (3) Repeat #2 at the other end. See Newsletter 02-2, Page 3.

Contact with valve manufacturer has been made and they are redesigning to eliminate problem, but be sure to check before installation.



If you think the prices of used airplanes have hit significant lows, you are correct. VREF report the following – Jan 2001 to March 2003 –

Beech Duke B60	- 12%
Cessna 340A	- 17%
Cessna 414A	-17%
Cessna 421C	-13%



Another “Glad I Own A Duke”

414A owners must inspect the wing spar caps for fatigue cracks, apply any necessary repair or replacement and INCORPORATE A SPAR STRAP MODIFICATION ON EACH WING.



WELCOME NEW MEMBERS

- | | | |
|------------------|-----------------|------------------|
| Robert Richey | David Hemmerich | Steve Jacobs |
| Ben Buehler | Patrick West | Larry Boyd |
| Matt Furber | James Jaqua | Michael Phillips |
| Kirk Samuelson | Lynn Beagles | David Rowl |
| Aldo Madrigano | Tom Hovland | Dana Campbell |
| James Watson III | Jay Hamilton | Bert Kreisberg |
| Earl Bell | Jeff Benzing | Matt Nevil |
| Jack Wolff | | Chris Wight |

All are listed on membership list

CURRENT SOURCES OF USED PARTS

Royal Aircraft (Member Glen Adams) P69, P103, P137, P202	1-318-868-0030
Dodson International P32, P125, P120, P273	1-800-255-0034
White Industries P53, P54, P107, P264, P325, P337	1-800-821-7733
Atlanta Air Salvage P104, P106, P113, P151	1-800-237-8831
Air Salvage of Dallas P68, P217, P275, P377	1-800-336-6399
SVA P59, P71, P72, P80, P135, P155, P539	1-530-279-2111
U S Air Salvage 5 – A60's	1-800-849-8692
Global Aircraft P33, P154	1-800-561-6448

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I have wondered for a long time why some people have lifter problems and many do not. It appears we have one more piece of the puzzle. *Light Plane Maintenance* magazine in their March 1988 issue, Page 19 recommended you “start and operate the T10541 engine at **1500** rpm for the first 10 minutes of operation”. Can’t think of a better way to damage lifters and the whole engine.

Here is what Lycoming’s Paul McBride recommends (from issue 02-3, Page 3):

- a. Preoilers are very desirable
- b. Minimum rpm at start 550-600
- c. 800 rpm til movement of cylinder head and oil temperature
- d. Slow and steady movement of throttles
- e. If you use Shell oil, stick with 50 or 100 straight weight