

# FLYERS ASSOCIATION NEWS

NUMBER 03-3 DECEMBER 2003



Our hosts at San Diego fly-in last September Bill Black and Shaker Razook (minus Bill Passey) See Page 3 for complete details

2004 fly-in will be in Lexington, KY-October 7-8-9-10 – hosted by Roger Storch and Kevin Scully – save the dates.

We now have an overhauled turbo available – See Page 2.

President Mike Greenblat P-590 Vice President Max Cohen P-412 Newsletter Jim Gorman P-596

## **SPARE PARTS FOR YOUR DUKE**

1 – Generator 1 – Tach Generator 2 – Starters 2 – Magnetos

2 – Flap Motors 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.

2 – T10541 Cylinder Assemblies (New) 1 – Nose Wheel Tire 1 – Pilot Hydraulic Seat Control 1 – Main Gear Tire 1 – Lycoming Exhaust Pipe #77429 1 – Main Gear Tube

4 – Prop Brush 3E1206-2 4 – Recognition Light Bulbs DN25-5

1 – Cowl Flap Actuator, O/H

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

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

At the San Diego meeting it was determined a rebuilt turbo should be acquired as a spare. Through the efforts of Earle Olson we now have one on hand. Contact Earle at P.O. Box 1043, Medina, OH 44258, 330/723-3210 (O) or fax 330/723-9977.

During 2003 meeting all officers were reelected. We have issued 785 memberships.

Marge Gorman reported your Association is in good financial condition with bank balance of \$19,354.00 and no outstanding debts.

Cowl flap and air conditioning door actuators were manufactured by several different companies. They will not overhaul their competitors units. For 96-380021-15 cowl flap, contact Aerospace Controls, 1050 N. Mosley, Wichita, KS 67214. If you have 102-389013 cowl flap or 60-389027 air conditioning, contact Electromech, 260 S. Custer, Wichita, KS 67217.

Our 2003 fly-in committee, Shaker Razook, Chairman, Bill Black and Bill Passey members did an outstanding job as hosts.

Thursday evening Bill Black arranged a Mexican fiesta for us on the beach at LaJolla Beach and Tennis Club – a great way to start the fly-in.

Friday had more arrivals and somehow Shaker Razook persuaded the San Diego Aerospace Museum to close their doors to everyone except our group for tours and dinner – a fabulous, interesting museum.

Saturday: A day long operations seminar.

- Panel 1 Nick Cain discussed and demonstrated synthetic vision EFIS.
- Panel 2 Jerry Henry of Avidyne outlined multifunction displays and airborne datalink developments.
- Panel 3 John Dewane, Honeywell Bendix/King more on Panel 2's subject.
- Panel 4 Darwin Conrad, Rocket Engineering, provided information on PT-6 conversion of Duke. Projected: 400 lbs. increase in useful load; 300 knots TAS at 30,000'; 4000 FPM rate of climb. Cost \$750,000 \$900,000. Since fly-in have heard one is in modification.
- Panel 5 George McCrillis of Oilamatic was unable to attend but several members reported it is reassuring to see 50 lbs. of oil pressure before you start the engine.
- Panel 6 Mark Seader of Firewall Forward has modified 37 engines with their drilled camshaft and of course have STC. Exhaust lifters on right side of engine are the ones to check. Mark says there is no difference between old and new lifters.
- Panel 7 Jerry Burnham of C&B Aviation and Gary Bongard, General Aviation Services were at last moment unable to attend. They dispute statement lifters have not changed and had samples at last year's fly-in as proof. They expect STC on their lifter mid-2004.
- Panel 8 Bob Desroche was unable to attend. Jerry Bailey of J. B. Aircraft in his place informed the group new nose ice guards are now available at \$1600 installed. The Nacelle project is pretty much dead. Not much interest.
- Panel 9 Bob Hoffman and Jack Webster along with Tom Clements discussed flight operations and training. Many good comments on the quality of recurrent training by Hoffman Aviation Services.

Panel 10 Ron Knudsen, Willowbrook Air Associates and Mike Borden, High Performance Aircraft, brought the group up to date on aircraft value. Last six months have seen improvement. Quality of callers are much better. 55 Dukes on the market vs. 80 a year ago. Still a buyers market but prices seem to have bottomed out. Values have risen over last 10 years when late models sold for \$200,000. VG's winglets have added value. Higher serial numbers now approaching \$400,000. Recent spar strap AD on 414 should help.

Bill Passey, Passey Bond Insurance commented top in premium pricing should be here but will know for sure after January 2004. Only a few are writing Duke coverage such as USAIG, US Specialty, W. Brown London Aviation and Avemco. Difficult to obtain higher limits.

### **Open Forum**

Ken Bowdish reviewed engine survey. Lots of good information. Thanks to owners thorough review of maintenance records. Ken discussed need for an expanded inspection of oil filter and screen. See procedure recommended by Earle Olson in this newsletter. **Most important.** 

Jim Gorman reported Lycoming no longer overhauling 541 engine but Lycoming management has assured us parts will be available. Also reported he spoke with three reputable engine overhaul firms at Oshkosh and to a man they suggested Shell 15-50 should **not** be used in 541 engine. See comments of Paul McBride, Issue 02-3, Page 3.

As you can see from above, the Saturday seminar was well worth attending.

Saturday night: Cocktails on south terrace of Westgate Hotel, then an excellent dinner in Riviera Room with wine courtesy of Mike Borden, followed by an interesting speaker Jim DiMatteo, Commander USN, Top Gun Adversary Pilot.

All in all, one of the best, **if not the best**, fly-in thanks to Shaker Razook, Bill Black and Bill Passey.



Interesting items:

"Little Duke" for sale for \$200K OBO.

'68 V35A Bonanza with 380 HP Duke engine. Only one in the world.

Perfect Christmas gift for spouse or college student.

N4FH@aol.com for specs and photos.

Also for sale for those with unlimited funds and time, a Duke with single Walter turbo prop engine. You finish and convince FAA to approve it. Second Nov 2003 Issue Trade-A-Plane, Page 64.



Ralph Cohen has a good idea for us:

For the last few years I've been doing a little experiment of every time I land and shut down I immediately open up the oil fill door and pull up the dipsticks (they sit on a ledge with about 8" sticking out) to let the heat out of the engine and the moisture escape out of the oil sump for about 5 or 10 minutes. I find there is a significant venturi effect in removing heat.

I've had an ongoing discussion with various airport patrons whether this adds any value to the life of the engine, some think I'm wasting "oil vapor". We recently conducted an experiment of putting some white paper towels into the vapor stream and believe it or not there was almost no oil residue on the paper towel, but a tremendous amount of water vapor which ended up evaporating from the towel.

Therefore, I believe using a process like this, especially after short/low altitude flights, may rid your crankcase of moisture which would tend to collect and condense on the cam. A side benefit is that it allows the heat to dissipate quicker from a hot engine rather than soaking into the rest of the engine (without cooling airflow).

Anyhow – some of you all may be doing the same procedure, I offer my lesson learned to the group.

#### So does Earle Olson

We are instituting the following procedure: Change oil every 25 hours and wash the oil filter with a solvent in a plastic shoebox. Drag a small pencil size magnet all through the solvent. Next pour the solvent through a paint strainer and using the same magnet in the filter see if you pick up any iron particles. If you see enough to cover an area  $1/16 \times 1/16$ -inch, pull the lifters and look for any face or sidewall damage to the lifter. If there is no lifter scoring or damage to the face, replace the lifters and continue monitoring at 25 hour intervals. If there is lifter damage you must drop the pan to see if the camshaft has been affected. If not, replace the damaged lifters with new ones and again change oil with filter inspection at 25 hours.

I feel that we are experiencing lifter failure which in turn takes out the camshaft. The problem is that the only way an owner is going to find out about the failure is when it gets so bad that you get low compression readings. The damage is done long before it shows in the performance of the engine. With oil filter washing every 25 hours, you probably will spot a problem early enough to correct it.

Most F.B.O.'s do not know how to wash a filter and check it with a magnet. Make sure yours does.

### **WELCOME NEW MEMBERS**

Raymond Lewick P-566 Robert Cannon P-430

1100 N. Lakeshore Dr. 15010 N. 78<sup>th</sup> Way Chicago, IL 60611 Scottsdale, AZ 85260

Allan Sauln P-585 Dennis Rulewicz P-403

643 Tennyson Ave.

Palo Alto, CA 94301

3775 Stonewall Rd.

Jackson, MI 49203

Allan Galashan P-21 Stephen Craig

7 Scott Ave. 1611 St. Andrews Dr. Polmont, Scotland Lawrence, KS 66047 UK FK2 0PN

We now have two aviation insurance agencies in the Phoenix area:

Long time member: Bill Passey, Passey Bond

480-969-2291

billp@passey/bond.com

and

Brand new member: Bob Cannon, Cannon Aviation

480-951-1566

bcannon@cannonaviation.com























