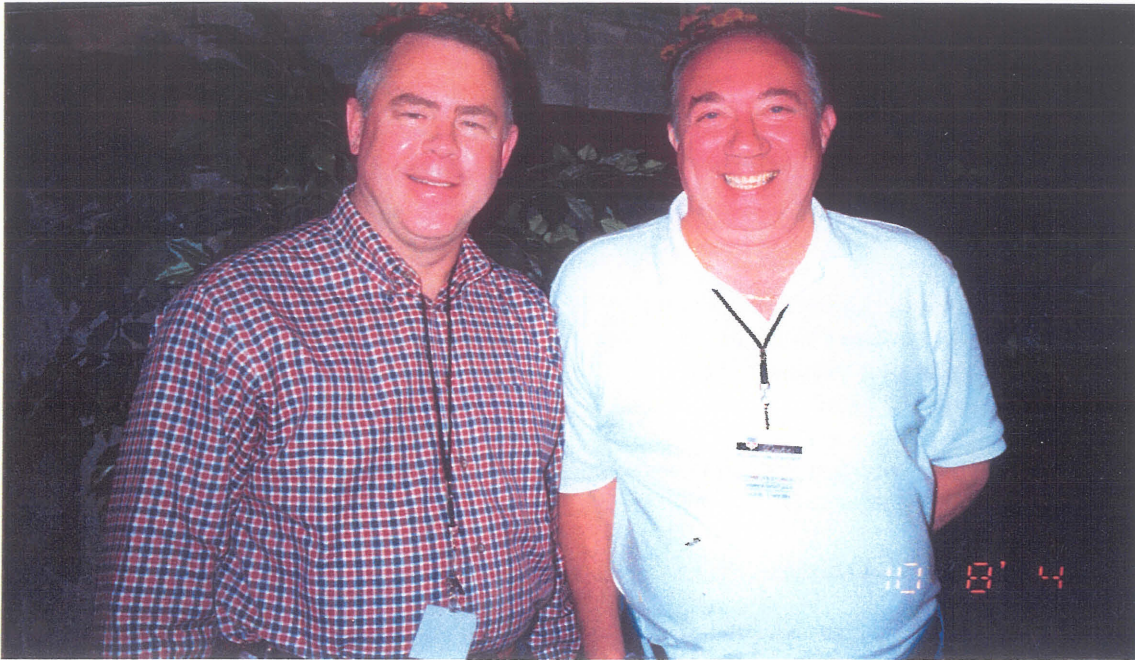




## FLYERS ASSOCIATION NEWS

Number 04-3

November 2004



### HOSTS AT 2004 LEXINGTON, KY "FLY-IN"

Kevin Scully and Roger Storch gave us an outstanding program. See Page Three.

We are planning future fly-ins for the next three years:

2005	Wichita, KS
2006	Tullahoma, TN
2007	Colorado Springs, CO

These are tentative with 2005 late September.

**President**  
**Mike Greenblat**  
**P-590**

**Vice President**  
**Max Cohen**  
**P-412**

**Newsletter**  
**Jim Gorman**  
**P-596**



**SPARE PARTS FOR YOUR DUKE**



- (2) Generators**                      **(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**



Above - contact Jim Gorman @ 419-755-1223 (OH) a.m.



**Oil Coolers and Windshields**                                      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, phone 330-723-3210 (O) or fax 330-723-9977.



During the 2004 Meeting all officers were re-elected. We have issued 814 memberships and have \$21,000 on hand with no debts.



For those who missed our announcement previously:

Cowl flap and air conditioning door actuators were manufactured by several different companies. They will not overhaul their competitor's 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.

Roger and Joyce, Storch, Kevin and Elise Scully presented a great 2004 Fly-In.

Thursday night a tour and dinner at Buffalo Trace Distillery, our country's oldest continuous operating distillery. Interesting and good food.

On Friday we visited Keenland Race Track for lunch and races. That evening's dinner at Kentucky Aviation Museum featured Story Musgrave, a thirty year NASA astronaut, veteran of six space shuttle flights. His slides of space were unbelievable.

Saturday morning during the business meeting dues were raised to \$125.00 for four years and for the first time corporate memberships are available for \$300.00 per year to include three persons.

Mark Seader of Firewall Forward informed the group they have 87 installations of their camshaft; failure rate has been very minimal. He suggests the use of a long oil filter for greater capacity filtration.

Dave Brown of Garmin Avionics presented current and new developments of their equipment. It would take a whole newsletter to outline, but new items are occurring almost weekly.

Tom Glista from the FAA reviewed the FITS Program (FAA Industry Training Standards) and stated fatal accidents are increasing mostly due to pilot error. He stressed the need for more concentrated training.

Bob Hoffman, Duke Training Specialist, informed the meeting attendees the need for proper weight and balance calculations before flight. During the summer, be aware that hot fuel has less power. Figure at least 30 minutes less range.

Dane Scag reviewed his "Helpful Hints" book of past web page postings. A great buy at \$15.00. Order one today. Also be sure to check the belly drain holes (9) for water and pressurization leaks.

Ron Knudsen reported sales of all piston twins are slow. Correction of tail corrosion and lifter problems will help the Duke.

Jerry Burnham and Gary Bongard now have 24 Dukes flying with their lifters with no failures in 1300 hours. Expert PMA in early 2005. Cost is \$3600 per engine.

The highlight of Saturday afternoon was the arrival of N157JT with PT-6 turbine engines installed. Flight outbound at 26000' on Sunday; ground speed was 272 knots.



Dane Scag hurries to inspect turbine Duke. A very professional installation. Reportedly three have been sold. Interested? Contact Darwin Conrad at 509-535-4401.

Several great days terminated with our traditional banquet at the Campbell house and an interesting talk by Rod Machado. Well done Roger and Kevin.



The following page illustrates Dukes on their way home from Lex, October 17, 2004. Time: 1707Z

From left, counter clockwise:

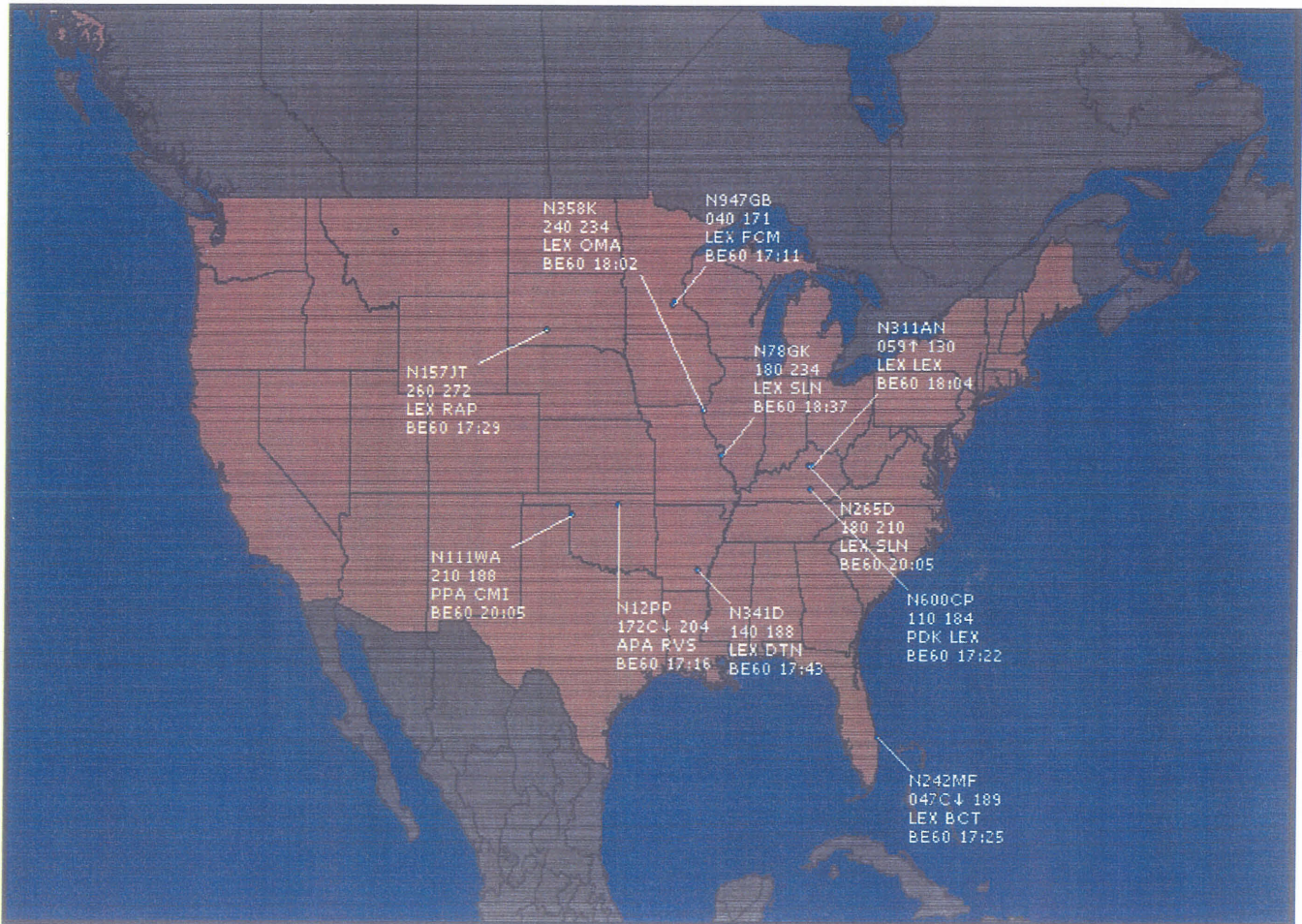
- |       |                                  |
|-------|----------------------------------|
| 157JT | Darwin Conrad (272 KTS, 26,000') |
| 358K  | Kirk Samuelson                   |
| 947GB | Gary Bongard                     |
| 78GK  | Glen Kooi                        |
| 311AN | Osman Qasin (Local Flight)       |
| 265D  | Al Uhalt                         |
| 600CP | Mike Greenblatt                  |
| 242MF | Mark Franklin                    |
| 341D  | Glen Adams                       |

Other Dukes in the air:

- |       |               |
|-------|---------------|
| 12PP  | Harold Patton |
| 111WA | Paul Loyd     |

Other Dukes at Lexington:

9JL	Olson's	11141	Awalt's
51AL	Barrett's	382B	Kendler's
410G	Gorman's	7U	Mauer's
201G	Wolfe's	6033C	Rice
7CR	Storch/Scully	710DS	Scag
4219S	Stan	100RE	Estill
362DB	Treadwell's	6008S	Jacob's Dale
234RD	Lewick's	53AJ	Hurla's
107JJ	Jacobs, John Aero Commander	81BE	Beagles
19SL	Gorman, Jeff, Bonanza	18400	Cohen's



# REDLINE WEDGE-LOC LINKS

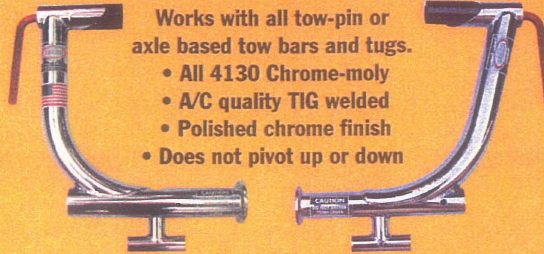
## ELIMINATES



Typical damage caused by other systems

Works with all tow-pin or axle based tow bars and tugs.

- All 4130 Chrome-moly
- A/C quality TIG welded
- Polished chrome finish
- Does not pivot up or down



Model DL-1 - \$275 plus S&H  
made specifically for the Duke

Model BL-2 - \$225 plus S&H  
fits Bonanza, Baron and Travel Air

## For Beechcraft Duke, Bonanza, Travel Air and Baron models



Bonanza

This tube accepts the standard Beech tow pin (not included)

The innovative WEDGE-LOC LINK attaches solidly by expanding inside the nose gear axle tube. Nothing touches any exterior surface of the plane - hence no damage.



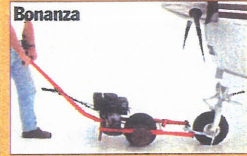
Duke



Duke

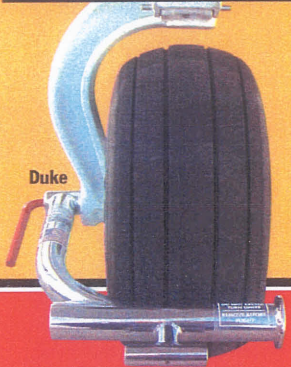


Bonanza



Bonanza

The LINK is shown above with one popular type of power tug.



Duke

REDLINE Aviation LLC, PO Box 3821, Rancho Santa Fe, CA 92067

Tel: 619.449.1970 Fax: 858.756.7530

www.redlineaviation.com



## WELCOME NEW MEMBERS



Lynn Newcomer P-580  
Salina, KS

Steve Mothersell P-279  
Modesto, CA

Henry Reichert P-529  
Bismark, ND

Dwight Irby P-348  
Longview, WA

Michael Wilkings P-90  
Aurora, Ontario

Dick James TC Baron  
Sacramento, CA

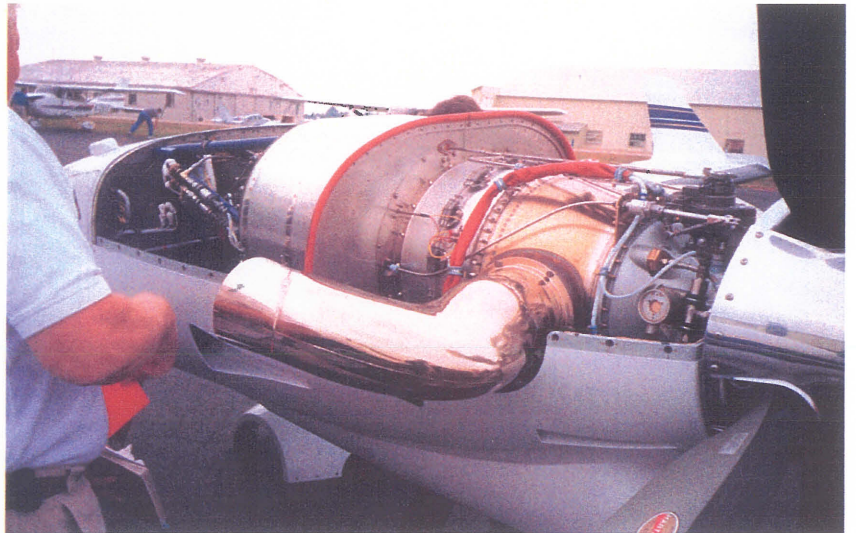
Richard Morgan  
Marion, IL

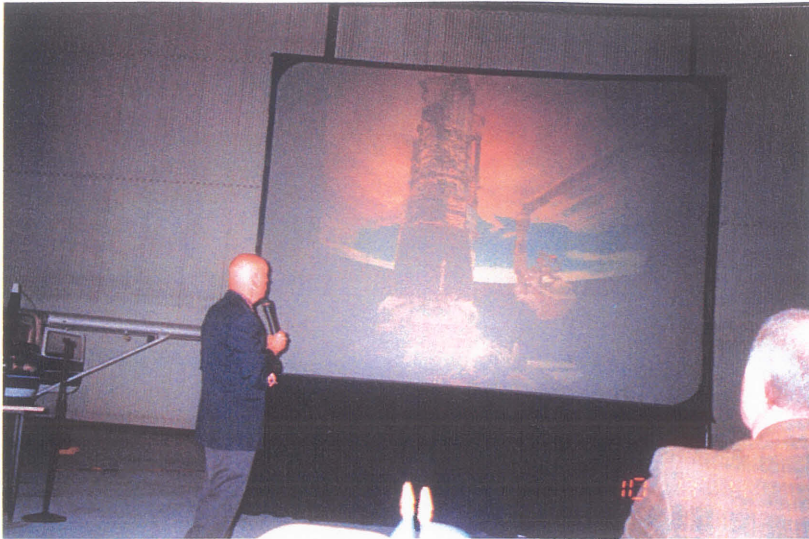
Steve Davis P-494  
Tulsa, OK



✈ ✈ ✈  
WEDDING  
ANNIVERSARY

TURBINE  
✈ ✈ ✈  
DUKE





**STORY  
MUSGRAVE**



**BOB  
HOFFMAN**

