



FLYERS ASSOCIATION NEWS

Number 06-1

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Martin and Ute Hagensieker

N522V P-431 is now in Germany being fitted with Thielert 350HP diesel engines

***REMEMBER:* THE NEXT FLYIN IS SEPTEMBER 14-17, 2006
AT DENVER CENTENNIAL AIRPORT (APA)**

***HOSTED BY:* GLEN & PAT KOOI AND RON KNUDSEN**

**PRESIDENT
Earle Olson
P-352**

**VICE PRESIDENT
Ralph Cohen
P-412**

**NEWSLETTER
Jim Gorman
P-596**

SPARE PARTS FOR YOUR DUKE

- (2) Generators**
- (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.

- (1) Oil Cooler**
- (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 (OH) a.m.

Oil Coolers and Windshields

Contact Gary Bongard @ 952-944-2628

Rebuilt Turbo

**Contact Earle Olson @ P.O. Box 1043, Medina, OH 44258
Phone 330-723-3210 (O) or Fax 330-723-9977**

Member Bryan Templeton, Division Manager of PosiTech (170 N. 17th Street, Wheeling, WV 26003), has certification to recore Duke Oil Coolers and have a special price for DFA members of \$376.00 exchange. You can contact him at 1-800-367-1374 or fax at 304-277-4085.

Hallo Jim,

Now I come back to you and would like to present you the Trip from Wichita KS to Osnabrück in Germany. I am so sorry that my language is not as good as possible, but I hope you understand what I am talking about.



Martin and Ute Hagensieker

The Trip Home!!

After we had a great time with you, I would like to say thank you very much for the fine Organization and Hospitality at Beechcraft. Kara Gardner from Beech was always available for questions and other discrepancies, if somebody needed assistance. It was nice to see how the production lines of the jets are improving; and, on the other hand, it was a bit unlucky to see the small Aircraft Bonanza and Baron are in Production in the old small facility of Beechcraft. It seems to be that in America the big Companies are most interested in the high end Market. We hope they will change their minds to our midsize Business Airliner like our safe Duke.

We were glad to be on the Airfield in the Sunday Morning of 18 September, when all Dukes were taking off for their trip home. At 3:30 pm, we took off with our Beech Duke Serial No. P-431 N522V with a course to Allegheny KAGC. It was a trip of 3h 50min in nice weather. The cold-Front was still north of our trip eastbound. We had an old Avionic Equipment in the 522V with an old Northstar GPS (old database), and we were unknown about the situation out of north USA. Does the GPS accept the Canadian Aerospace and at least does it accept the European Aerospace? And the next bad affect was, we had no ADF in this Aircraft and the GPS needs 25 minutes to get in touch with the Satellites because the bad Battery needs to be change.

With all these discrepancies, we decided on Sunday to fly to the Avionic shop in Allegheny PA. There we bought a brand new GNS 430 with a nice comfortable discount and installed it as a stand alone GPS. Now we had a safe second redundant Navigation system in our nice N522 V. The installation was finished at noon on Monday the 19th of September.

Second refuelling in America, it was incredible to see how much the price went up in the past 5 years. Last trip was in 2000, we paid 1.89 USD up to 2.50 USD per gallon for fuel. We filed the flight plan to Sept-Isles CYZV and gave ETA to the Canadians.

Passport Facility CANPASS, with phone No. +1-888-226-7277 or Fax. +1-905-679-6877. At 1 pm we wanted to start the engines. We didn't have any ground contact on both Collins Coms. We need the Avionic shop a second time. "Is something damaged by installing the GNS-430?"

The Problem was fixed immediately; we had wrong switching in the Radios. The take off was a little late. Everything worked fine, the weather and temperature went a little down, so our Duke climbed well to altitude 25.000 ft. Levelled off, we took our first coffee from our thermos to get more relaxed for this coming 4 hour trip. The most important thing is to have nice De-ice Equipment for the north route trip to Europe; and our N522V had new De-icing Boots, so everything seems to be okay. We are using always the fuel vent to get heated air into the fuel cell to prevent ice separation in the fuel, which can block filter of injector and nozzles. We covered the Intercooler of Pressure air for the cabin with cushions, to get more warm air from the Turbocharger.

Our Flight took 3:50 h to Sept.-Isles (CYZV). We refuelled 5.30 USD/gal for the short trip to Goose Bay 1:25 h. Woodward Aviation at Goose Bay serviced us with fuel 4.50 USD/gal, Tea or Coffee and a free taxi to the Hotel. The time went on into sunset. We arrived our Hotel Labrador Inn in twilight condition. First refreshing with a short shower and then a big Steak from an old Steakhouse 500 ft across the road in case of our hungry Stomach.

We slept well and the next morning after a small Breakfast we were picked up again by Woodward Aviation. The 5 minute drive entered the military Airbase of Goose Bay with a security control Officer, but the Woodward Aviation Cabdriver was well known and we passed the gate with a big smile.

We drained the Duke and topped it off with +80 Gal for 5.82 USD/gal to have in any case a full range possibility. The Trip to Greenland is often changing in fact of the weather condition. We planned to go to Narsarsuaq BGBW with the alternate off Sondestrom Fjord with ILS and Godthab Nuuk with LOC. DME. We took off (Tuesday 20, Sept. 05) with a light tailwind of 6 kts, direct on course to have no long Departure Wait. We arrived little late BGBW (Headwind 8 kts) in 3:48 minutes for refuelling 611 ltr. =158 Gal. for 9.52 USD/gal.

The Radar coverage reaches mostly 350 nm from Canada. Out of this Range, we have uncontrolled Airspace below 18.000 ft and controlled Airspace above 18.000 ft. It means, you get out of the Radar Coverage only Traffic Information. You have to send position Reports at least every hour with coordinate of this reporting point, Time, Flight Level, Speed, Weather condition and estimate for the next Position report, coordinates of the next Position report and estimate for the over next Reporting Point. You have contact with Gander Radar, with Gander Radio and with Iceland Radio. The "Radio" gives you the info that radar coverage is not anymore provided.

After Landing in Narsarsuaq, we have reached 50% of the Transatlantic Trip; and in fact, the most difficult Airport with only NDB DME Approach or GPS Approach.

Narsarsuaq provide a 24 hour Service for emergencies, but operating hours are from 9 am to 7 pm local Time. Otherwise, they charge a lot of extra money. On Sunday, they are closed; and if we need that Airport out of the operating time, you can see on your bill a sum of 1000 USD handling Fee. Okay, we did it in time and we paid for Fuel 6,7 USD/gal and for handling and landing 220 USD. We took off eastbound to Reykjavik with a Trip of 665 NM within 3:15 minutes everything worked fine and we landed at 7 pm in twilight condition. The service is great with a lot of radar coverage.

Next morning we refuelled for going home, 508 ltr. = 131 Gal for 8.167 USD/Gal, for a Trip of 1280 NM BIRK to EDWO Osnabrück Germany. This could be done only with long range power setting and a little continuous tailwind of 20 kts. The Airport-Service has all our Duke dates to prepare a calculation overnight including weather and wind charge and flight plan. They gave us the possibility to plan the whole trip home.

If we see at least that the Fuel comes a little short, we have a lot of alternates in Europe after a Flight time of 2:30 minutes. So we see no difficulties and planned home. We did it in 5:35 minutes. We flew home and were very glad to fulfill our 15th trip from USA safe home.

“The Duke is a really safe Airplane, which gives everybody a lot of vision, even to go to and from USA 4.280 Nm from Wichita home.”

It was a great time and great flight. Thank you for having the Duke Fly-in.

Martin Hagensieker
www.dukeb60.de

Martin’s Comparison:

	<u>Diesel V8</u>	<u>541</u>
Power	350hp	380hp
RPM	2300	2900
Cruise Power	70%	67%
Cruise RPM	2000	2500
Cruise Fuel Flow (per engine)	12gph	20gph
Fuel	Jet	100LL
Speed (22,000')	220kts	210kts
Rate of Climb (ft./min.)	1200	1000
TBO (hours)	2400	1600
Range (nm)	1900	1000
Price for Kit (EUR)	350,000	--
Price for Overhaul (EUR)	100,000 (2)	120,000 (2)

Important Features:

- 78 dba at Cruise
- 40% Less Fuel at Cruise
- Long Range (232 gal.)
- Longer TBO
- Availability of Jet Fuel
- 100 Hour Oil Change
- 50 lbs. Lighter





Spring is almost here in Ohio and better weather should come with it!

I've been watching the web traffic. It is great to see all of the generous helpful suggestions and tips offered. The only heat we seem to get is when someone has an investment in an outcome or deeply rooted feelings about a subject. The most recent is regarding inter coolers. The exchanges show that there are different opinions and I would hope in the future we would accept that it is all right to have different opinions and not to be called stupid for it.

It is nice to know that most questions get answered fast and with the offer of more help if it is requested.

News about the Turbine Duke and the Diesel Duke are of interest to all of us even though we may not be in the market for either.

We are excited about the Denver Fly-in and plan on having an excellent program for all. More details to come.

WELCOME NEW MEMBERS

Steven Pvbrum P-476
Santa Barbara, CA

James Barr
Montoursville, PA


David Malin
Ashboro, NC

Rick Perfect P-583
Shoemakerville, PA

Scott Carson
Pagosa Springs, CO

Stephen Wade P-458
Joplin, MO

Steven Michael P-525
Mason, OH



Many Duke owners have experienced problems with the Ni-cad battery installation. For a number of years Beech offered a conversion kit to convert to lead acid, but it was discontinued. As a result of numerous requests, it will again be available September 3, 2006.

Part Number: 60-3007-1P \$1613.00

If you have converted to lead acid without using this kit, it is illegal!



As We Know

There have been problems with lifter spalling which in time affects the cam. One of the causes is due to lack of frequent operation. When the airplane is idle, oil drains from the oil filter AND THE LIFTERS under compression resulting in high impact on lifter surface when starting. The average Duke flies 130 hours a year leaving 8600 hours for oil to drain off the engine. Pre-oiling will fill filter and lifters prior to start.

Paul McBride's Care and Feeding of the 541 Engine:

1. Install pre-oilers
2. Minimum RPM at start (550-600)
3. 800 RPM till upward movement of cylinder head and oil temp
4. Slow and steady movement of throttles
5. If using Shell products, stick to straight weight 100 or 50
6. Inspect lifters every 100 hours
7. Idle at 1000 RPM four minutes before shut down

Paul was Service Manager of Piston Engines at Lycoming for many years.

