



Duke

FLYERS ASSOCIATION NEWS

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*Dane Scag's Duke N710DS, SN 594
In Flight*

REMEMBER: THE NEXT FLY-IN IS SEPTEMBER 14-17, 2006
AT DENVER CENTENNIAL AIRPORT (APA)
(tentative schedule on page 4)

HOSTED BY: GLEN & PAT KOOI AND RON KNUDSEN

PRESIDENT
Earle Olson
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DANE HUGGING HIS DUKE WITH PURE JOY

The first production, STC approved, Duke converted with Pratt & Whitney PT6-35 engines, Dane Scag's Duke N710DS, SN 594, in Flight.

The photo on the front cover was taken over Lake Coeur d'Alene, Idaho from a Cessna 182. It may appear to be a simple formation flight photo. Not so! Darwin Conrad, President of Rocket Engineering, was piloting while I acted as look out crew. Notice the flaps partially extended so that we would not over-take the 182. We throttled way back, about 50 feet below and to the right side rear of the Cessna. At the count of three, we would turn left toward the photo plane, go under the tail of the photo plane while they made a sharp right climbing turn. For a moment I was quite breathless hoping that we would clear the climbing photo plane. Of course Darwin has done this many times and so was not as anxious as I was.

The very tiny frontal area of the turbine engine permits the ultra light weight carbon fiber engine cowl to be tapered down right to the prop spinner. With the improved drag coefficient and the more efficient prop turning at 2000 rpm, the true airspeed, while burning fuel at the same normal rate at cruise, as with the Lycoming, we cruised at 240 knots.

Dane has owned two Dukes for 25 years and went thru the scenario of owning a KingAir C90B and a CJ Cessna Citation before returning to the Duke. Dane's first plane was the then unconventional tricycle gear Ercoupe, which he flew from coast to coast and throughout Canada to promote his business back in 1946. Then a 1947 Bonanza S/N 1002 which, when new, cost \$7400. It had everything for modern navigation including a cranking Narco with all of 7 crystal frequencies, a wing leveler autopilot and three flares for emergency night landings (which he was grateful never had to be used). Cross country navigation was by listening to Morse code signals for the letter "A" in a quadrant and the letter "N" in the next, which when you were "on the beam" merged into a constant tone whistle. Or following coded rotating beacons about every 15 miles, at night.

Then as business improved, graduated to a 1959 Piper twin Apache, a 55 Baron, then the 58P Baron before getting his first Duke, S/N 524, in 1982. Dane has accumulated 9000 hours but is now sadly looking toward possible retirement from flying because of vision problems, at the young (in heart) soon to be age of 88.



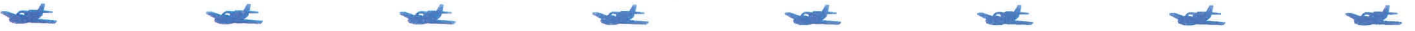
Congratulations to Dane for putting his money on the line and going for his dream. He now has his long awaited Turbo Duke. I thank Dane for his optimism and the spirited dialogue he brings to our Duke Flyers Association and I wish him many happy hours with his BE 60 TD.

The Denver fly-in is shaping up to be one gala event. You surely do not want to miss this one. We will have our maintenance seminars right next to one of our Dukes in Kooi's hangar. We will have a "hand's on" demonstration of corrosion treatment, graphic demonstration of what happens to our engines as they sit and some other topics that we are working on.

We will have a Turbo Duke and a Diesel Duke there for you all to see. Adams aircraft will have a plane on display. There will be at least one L39 and possibly one of the new light Jets on display. We will have our Friday night banquet in the Wings Over Rockies Aircraft Museum.

The Aspen trees should be turning to their bright yellow color and we will have some short trips planned for you to take it all in.

Hope to see you there.



**2006 FLY-IN
TENTATIVE SCHEDULE**

September 14

Arrival at Centennial Airport (APA)
Check in at Holiday Inn
Cocktails
Dinner on your own

September 15

Day to view other Dukes
Board bus late afternoon to **Wings Over Rockies Museum** for tour and dinner

September 16

Seminars and presentations on care and feeding of Duke Aircraft
(probably our most important part of the fly-in)
Dinner at Kooi's hangar hosted by Knudsens and Koois

REGISTRATION AND HOTEL RESERVATION FORMS WILL BE FORTHCOMING

