



Duke

FLYERS ASSOCIATION NEWS

Number 08-1

March 2008



PRESENTED TO MARGE AND JIM GORMAN IN MEDINA, OHIO

2008 FLY-IN: DAYTON, OHIO

September 4th, 5th, 6th and 7th
More Information on Page 4

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 your credit card for work done, and then item becomes Association emergency part. Phone 815-399-0225.

- Cowl Flap Actuator**
- Electric Boost Pump**
- Exhaust Transition Pipe**
- Lycoming Exhaust Pipe #77429**
- Prop Brush 3E1206-2**
- Recognition Bulbs DN25-5**

- A/C Door Actuator**
- Overhauled Turbo**
- Oil Cooler (new)**
- Engine Cylinder Assembly**
- Prop Spinner (Less Back Plate)**

Above - contact Earle Olson @ P. O. Box 1043, Medina, OH 44258
Phone 330-723-3210 (O) 330-723-9977 (FAX)

Windshields - Contact Gary Bongard @ 612-281-5158 (cell)

Air Conditioner and Generator Belts

AC belt is Gates XL9380

Generator belt is Gates XL 7440 (Always replace in pairs. Do not mix old and new.)

WELCOME NEW MEMBERS

David K. Barth P-81
N691RS
Bismark, ND

Eric Haymes P-293
N8121S
Encino, CA

Stan Heckrupt P-350
N6010S
Victoria, TX

Joseph F. Whelan, Jr. P-406
N49AM
Arlington, VA

Jeff Clark P-499
N822KC
Spring Branch, TX

Steven Siwik P-494
N195SD
Tucson, AZ

Hugh A. Nicholetts P-485
ZS KHA
Melville, South Africa

Greg Weirick P-396
N4448F
Malibu, CA

Peter Glaister
Milton, New Zealand

Dr. Sark Derderian
Columbia, SC



Comments from our President:

Brrrrr.....it's winter in Ohio. Just returned from sunny Florida where it was in the mid 80's. It certainly is fun to see a 2000 fpm climb (in cold Ohio air) but along with it comes pre-heating, de-icing, heater problems and do I really need winter baffles? My trip home was done at 13,000 ft. to get as favorable wind treatment as possible. With a crab angle of 35° and a ground speed of 230 knots, my calculator said I was experiencing 100 mph cross winds. My onboard satellite weather from WSI & XM showed me the most favored way around this line of thunderstorms. At Medina I shot a WAAS enhanced SPS 9 approach and broke out at minimums. Technology is wonderful!

Thanks to all of you who sent letters, money and paid your own way to recognize and honor Marge and Jim Gorman for their founding and sustaining the Duke Flyers Association. We had a wonderful dinner celebration in Medina on November 17th. Those in attendance included Marge, Jim, Jeff, Shellie and Gayle Gorman; Rich Green; Earle & Rosie Olson; Al & Debbie Uhalt; Mike & Carrie Greenblatt; Ralph & Bonita Cohen; Glen & Pat Kooi; Dan Scag; and Bill Barrett.

The "Top Secret" memo worked and you all kept the secret. Marge & Jim have done so much for us all that this was a very small way of thanking them. They were surprised as Jim wrote me to say, "Saturday night was a complete surprise is the under statement of 2007"; he went on to say, "Marge and I were overwhelmed that many friends were going to take time away from their busy schedules just to honor us. We look back on the past 20 years as a time we acquired many good friends."

Marge, Jim, Rosie and I have been to Dayton and are excited about how well things are shaping up for our 20th annual Fly-In. We've got a fantastic rate (starting at \$71.00 per night) in a brand new hotel. Steven's Aviation is excited about having us use their newly redecorated facility at Dayton (DAY) International Airport. Their pilots' lounge will knock your socks off! They have an excellent conference room with audio visual equipment in place. They are Avidyne dealers and will pursue having tech reps on hand to demo and give instruction on new electronics. We are investigating a ½ day seminar on the new glass panel instruments. Steven's has plenty of ramp space for us.

Hartzell Propeller has invited us to tour their plant and will give us a presentation on their engineering analysis of three bladed vs. four bladed props for our Dukes.

Al Uhalt says the Air Force Museum in Dayton is the finest around. Admission is free and you can spend as much time there as you like. We are trying to arrange a banquet night in the museum.

Dayton is replete with aviation history and you may want to come early to take more of it in.

There is a flying replica of the Wright "B" Flyer. They will sell rides and if you've read a recent copy of GN news you will see that sometimes they let you fly it.

Bob Hoffman will be putting on the pinch hitter course for wives and significant others so they can feel safer flying with you.

We will have more news as we get closer to the Fly-In, until then...*Safe Flying* and remember to *match your take offs to your landings*.

Earle





DAYTON, OHIO 2008 FLY-IN

September 4th, 5th, 6th and 7th

We have an excellent program for this year's Fly-In. Tentative schedule is as follows:

- | | |
|---------------------------|---|
| September 3 rd | Early arrivals
Embark on some of Earle's suggestions in Dayton area. Dinner on your own. |
| September 4 th | More arrivals
Afternoon tour and barbecue as guests of Hartzell Propeller . |
| September 5 th | Tour and dinner at Air Force Museum |
| September 6 th | Tech sessions
Dinner at hotel |
| September 7 th | Departure on your own with a safe trip home! |



Bob Hoffman's Comments on Flaps:

"It is an unwise procedure to select down and then up as part of pre-takeoff check as it is loaded with obvious failure points including forgetting they are in down position and proceeding to take off. The aircraft is controllable with split flap position: but one does not need this to happen on take off—**leave flaps up.**"

We had a fatal accident involving split flap condition.

Gary Bongard also Comments:

"A split flap condition can occur as result of improper flap rigging. In many cases the flap motor continues to run momentarily after flaps hit the stop; this in turn will severely over torque the cable end and internally weaken the drive shaft. Cable will last another 30 years if system is rigged correctly. It is all spelled out in maintenance manual."

Additional Comments:

We have always recommended overhauling generators at 500 hours. Now word comes from a Beech symposium to replace or overhaul alternators at 500 hours.

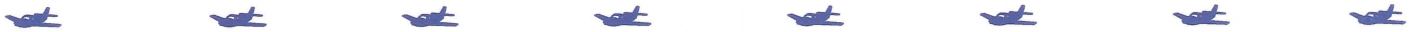
Once a year pull and reset circuit breakers. If they feel spongy—replace them as they are close to failure.

Operation lean of peak (LOP): Reread Lycoming booklet SSP-700 included with Newsletter 07-3 might just save an expensive overhaul. One other consideration is not to lean beyond 850°C (1562°F) to prevent corrosion of stainless steel exhaust system. (see pages 3 and 5 of Newsletter 97-3)



We regret the passing of these members:

Richard Probert	#673	
Dan Hart	#825	Accident
Robert Power	#12	One of our Charter Members
Ron Gros	#538	Our contact at Beech for many years. He always had time to find an answer to our questions.



Are you English Proficient?

Starting March 5th pilots flying internationally will need a new pilot certificate with “English Proficient” lettering on it. US pilots have been given an extension and all they need to do is to request a replacement license and pay a \$2 fee to the FAA by March 2009.

