



FLYERS ASSOCIATION NEWS

Number 08-3

October 2008



2009 FLY-IN

TRUCKEE, CA (TRK) Lake Tahoe

September 17th - 20th

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



James Martin P-212
Heppner, OR

Jack Rettig P-541
Broussard, LA

Jeff McKay P-215
Modesto, CA

Paul Page P525
Broomfield, CO


Joe Hazellief P-357
Okeechobee, FL

Mark Hurt P-254
Milledgeville, GA

John La Selva
Campbellsville, KY

Jay Norton P-423
Lubbock, TX

Jean-Pierre Grenier
Terrebonne, QUE





COMMENTS FROM EARLE OLSON, *PRESIDENT*

Duke Flyers, mark your calendars. Next year’s Duke Flyers Association’s Annual Meeting/Fly-In will be held in Truckee, in California’s High Sierras from Thursday September 17th to Sunday the 20th 2009. The 2009 meeting will include a Sunday at the “Reno National Championship Air Races” (www.airrace.org).

Greg Jellinek (club member number 63) is already hard at work for our next Fly-In. He has located great lodging and has found that Manfred Freutel (club member number 716) and his Turbine Duke are located at the Truckee Airport.

Truckee is the portal for the North Lake Tahoe recreational area. The Truckee airport (TRK) (www.truckeetahoeairport.com) boasts intersecting 7000 and 4650 foot runways, 2 GPS approaches and a knowledgeable FBO (Soar Truckee <http://www.soartruckee.com>) is located on the field and offers sightseeing flights, sail plane instruction and rentals for those who might want to see this beautiful region from a quieter, more docile perspective.

Truckee in the autumn promises almost guaranteed VFR flying into one of the nation’s more spectacular areas. The airport is nestled in a wide alpine valley at 5,900 feet msl. Besides aviation, the fall season in the High Sierra offers hiking, bicycling and lots of golf. Casino gambling and night life abounds in Nevada, just down the road. The Harrah’s Automobile Museum in Reno is almost a must see for anybody mechanically inclined. If you have never seen Lake Tahoe, one glance and you will understand why it is termed the *Jewel of the Sierras*.

2009 will be the 46th year for the Reno National Championship Air Races. Sunday is the final day and the competitors who may have held something back during the qualifying heats (mainly to keep their engines intact) tend to let it all hang out on Sunday. The air show acts also tend to hit their zenith on Sunday. While this event runs from Wednesday through Sunday, DFA will be running a bus service to Stead Field from Truckee on Sunday, with reserved seating for our group in a block. This is your chance to see the world acclaimed “RENO AIR RACES”. Those wanting to go to the Air Races will depart by bus Sunday morning and return Sunday evening. To help us plan this we need you to give us an idea whether or not you are tentatively planning to attend. This is an up scale event and may cost around \$400 to \$500 per person. This is in line with what San Diego cost and it was well worth it.

Earle



Please e-mail Debbie Uhalt at cobd@earthlink.net so we can get an idea of how many to plan on that will be riding the bus. This is not a firm commitment but it is to give us an idea of what to plan for. Thanks for your consideration.





SUMMARY OF THE DAYTON FLY-IN

Thursday

Many thanks to Dave Brown from Garmin for his excellent session on 496, 530 and the new G600.

A trip to Hartzell was well worth attending the Fly-In alone. Les Doup gave an excellent engineering analysis of the Duke propeller. They ran a 3 blade vs. 4 blade study and came to the conclusion you would add a bit to short field performance with a trade off in top speed – not worth the effort. Jim Brown, president of Hartzell, and his wife Connie hosted a great barbecue at their ‘O’ farm to wind up a memorable visit to Hartzell Propeller.

Friday

The day to visit the National Museum of the United States Air Force. Impossible to view all in one day; so, suggestions were made to plan another fly-in at Dayton at a later date. Dinner at the base officers club topped off an interesting day.

Saturday

Business Meeting

- DFA has issued 925 memberships in 20 years
- Have 320 current members
- Bank account totals \$25,000
- All officers were reelected
- As noted, DFA has ample funds which should be used to acquire spare parts in addition to those listed on page 2. Suggestions welcome.

If there was ever a reason to attend a Fly-In, Saturday was it!

According to Debbie Uhalt’s records, seventy-one attended and she found it to be a spectacular sight to see 25 Dukes lined up in their regal glory on Stevens Aviation ramp.

When ordering all club emergency parts, we will use a credit card to charge against before shipping. Aircraft Systems in Rockford will do the same thing. Entrance steps can be repaired by Trim Air for \$2,300 with a turn around time of less than a week (telephone 254-562-2857, Buddy Miller). We will have a vertical Stabilizer primed ready to go by December of this year.

Darwin Conrad said they have completed 14 turbine conversions and expects to do at least 150. He said they are getting a lot of interest in C-90 owners that are looking at the fuel savings of a turbine Duke. We had three Turbines in Dayton.

Rick Perfect (one of the turbine owners attending) related his horrific experience when he flew into a thunderstorm over Florida. He claims if he had been in anything other than the Duke he probably would not have made it out a live. He went from 29,000 ft. to 11,000 ft. in about one minute, which beats Bob Desrosche’s time when doing flutter tests in a Duke. His plane has been totally repaired for over \$500,000.

A split flap on take off can be disastrous and may have been the cause of one of our members losing his life. It is suggested that you do not do a flap extension test prior to take off since it is possible to have a broken cable that would

only allow your left flap to function correctly. Bob Desroche says on landing it is no big deal but on take off you could have your hands full.

George McCrillis, owner of Oil O Matic, said that pre oiling your engine becomes even more important the longer your engines sit between flights. Pre oiling gets oil to the oil galleys and lifters prior to starting. Run the pre oilers until the oil pressure peaks. This can be more than two minutes if your engine has not been run for some time.

If you can't get book numbers out of your Duke, it probably is not rigged correctly is what Bob Desroche says. He and his crew checked every Duke at the Fly-In and gave recommendations on corrective actions. He talked about other drag reductions that are possible on the Duke and said they are interested in another look at some of them. Bob's daughter Andrea delighted us all as she sold springs for our baggage doors.

Gary Bongard told us how to avoid the expense of replacing the tail on our Dukes. He and his crew checked every Duke at the fly-in and gave a report to each owner. One Duke may need a total tail rebuild that can cost more than \$150,000. Most of the planes with corrosion can be saved for a few thousand dollars if they get taken care of immediately. If the owners follow up with the recommendations at a reputable shop they will probably save themselves thousands of dollars. We estimate that collectively this should save the group more than \$200,000. It doesn't cost money to come to a Due Fly-In; it saves money.

Thanks to Kingsley Hill for the fantastic job he did on our new website. You must try it out. Details on logging on to the website can be found on the insert of this Newsletter (<http://www.Dukeflyers.org/forum>).

Bill Passey reports the market is relatively stable with many companies offering terms for the 500 hour make and model pilot and relatively few offering terms for the multi engine transition pilot (US Specialty), and the single engine pilot (London Aviation). Once you pass the age of 65 we strongly recommend that you stay with one carrier. It is rare that a company will offer terms on new business when the pilot is over 70. There is no penalty applied to the older pilots that have a clean record with the company. We are still encouraging all policies to be written with a smooth \$1,000,000 liability limit and cautioning all insured's to review the policy territory with their broker. Menger is still offering higher limits as excess over the underlying insurance for those that have the need for higher limits. All carriers are embracing the turbine duke for pilots with qualifying time and training.

USAIG:

Minimum requirements – 1500 Total Time/1000 Multi-Engine Time/100 Make & Model/Annual approved school. No transitions from SE to ME. They would consider a ME to Duke Transition depending on the pilot. Not competitive.

W. BROWN:

They look at each risk on an individual basis. Minimum requirements – 1000 Total Time/500 Multi-Engine/Annual approved school. They will only do ME to Duke Transitions if they were in a Malibu or some other high performance aircraft. Competitive.

AIG:

They are not really a market for Dukes. In order for them to quote they want a high time pilot with a lot of multi-engine and make a model time. Annual school is a requirement. Not really competitive. If acceptable, they offer a 5% AOPA discount and 10% training every 6 months or 3 times in 24 months.

USSIC:

Minimum requirement – 2000 Total Time/1000 Multi-Engine Time/100 Make & Model/Annual approved school. No transitions from SE to ME. They would consider a ME to Duke Transition depending on the pilot. Very competitive.

CVSTARR:

In order for them to quote, they want a high time pilot with a lot of multi-engine and make and model time under the age of 65. Annual school is a requirement. Competitive.





