



Duke

FLYERS ASSOCIATION NEWS

Number 09-2

July 2009



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



Gregory Hunter
Solana Beach, CA

Joe Toskes
Bel Air, MD

William Bull
Lakeland, FL

Steven Dykstra
St. Albert, Alberta

Our newest member, Steven Dykstra of Global Aircraft Industries at 800-561-6448, is parting out P-33, P149, P154, P231, P306 and P-529 – a good source.



COMMENTS FROM EARLE OLSON, *PRESIDENT*



HURRY, HURRY, HURRY – Get your rooms now for the Tahoe Fly-In

The Reno Air Races put a lot of pressure on the rooms at our Fly-In destination. So if you want good rooms, you should pull out the reservation form, which is enclosed, and call the Northstar Inn now. This is a great opportunity to see the most popular air race in this country and it is just one of the benefits of attending this year's Fly-In. You will see some of the most beautiful scenery and the landing at Truckee Airport will take your breath away. We promise you won't be disappointed unless you don't attend.

You will get to hear both sides of the story on hardened lifters and drilled cam shafts. You will hear about what has happened and where we can expect to go from here. Gary Bongard and Mark Seader will tell the whole truth and nothing but the truth, all weapons will be checked at the door and then you decide what is best for your engines.

Mark and Gary will tell you the status of their individual programs for bonded surfaces.

Gary promises to have his corrosion team there to inspect any plane that wants to be inspected. At the last fly-in, we think we saved several owners thousands of dollars by catching their corrosion before it would cost big bucks.

Bob Desrosche (the guy who brought forth all of those wonderful add ons for our Dukes) is bringing his whole family along and will once again do rigging inspections for anyone that wants it. I'll bet that you may even be able to purchase a cargo door spring from his gorgeous daughter.

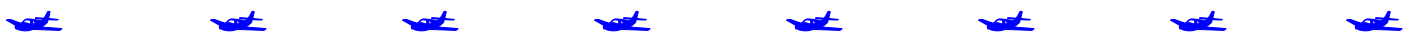
Drew McEwen from Beechcraft will be there to answer any questions you may have for him on parts support. If you have a part that you have had difficulty getting, let us know so we can work with Drew to find a solution.

We have invited Lycoming to come and are waiting for an answer. Garmin is planning to come and demonstrate the G600 again. We had an excellent response in Dayton and one or more of the planes coming will have them installed for you to see. If you have not had a chance to see the Garmin 696 up close, I will bring mine. We have extended invitations to Aspen and to several other vendors.

Think about where you would like to go next year for our fly-in and e mail me so we can find a host. We have an invitation to go see the latest additions at Tullahoma and there are a lot since we were there last.

Get your reservations in now so Debbie and Greg can make sure we have enough food and surprises for everyone.

Earle Olson





DUKE FLYERS

Welcome to Truckee, California, the majestic Sierra Nevada Mountains, the shimmering waters of Lake Tahoe and a bit of Reno, Nevada – all for your enjoyment September 17, 18, 19 & 20, 2009.

The Truckee-Tahoe Airport (www.truckeetahoeairport.com) boasts a 7,000-foot main runway and a 4,650-foot crosswind runway. The weather in early fall is generally CAVU; but just in case, there are two GPS approaches. The airport elevation is 5,900 feet MSL; however, it is ringed all around by eight to ten thousand foot peaks. ATC likes to hold you high until you are close in, which makes for a pretty steep, low-power, gear and flaps-down arrival and approach. Pull out your San Francisco Sectional and, once you have the locale in sight, I recommend you cancel IFR and descend a bit more gently. For those of you unaccustomed to high altitude airports, be sure to pull your mixtures way back once you leave the active runway and leave your boost pumps on to avoid vapor lock. The airport has a noise abatement curfew from 11 pm until 6 am. Our tie-down fee will be \$5/night and we will get 10¢ a gallon off the posted fuel price for more than 100 gallons.

For the adventuresome among you, Soar Truckee is located on the field. The sheer serenity and elegance of floating noiselessly over the mountains and lake in a glider will “blow your mind.” Both sailplane rentals and sightseeing tours are available through Soar Truckee. Make your reservations directly with them at 530-587-6702, 530-587-9542 or www.soartruckee.com.

The Northstar at Tahoe, a full-service resort only 3 miles from the airport, will be our home away from home. The Northstar provides many activities like golf, tennis, roller skating, swimming, hiking and whatever might strike your fancy. There is a gondola ski lift you can take to the top of an extinct volcano at 8,600 feet MSL where the view is nothing short of awesome.

There are several optional activities listed on your registration form. Please choose the ones in which you would like to participate. A block of choice-location tickets for the final day (Sunday) of the Reno Championship Air Races have been reserved for the DFA but must be picked up by August 1st. The Navy’s “Blue Angels” will perform the final day of the Gold Medal Unlimited Warbird Air Racing. The final day is the day to be there. It is throttles full forward and no holds barred. Also, the musical “42nd Street” will be playing at the El Dorado Hotel & Casino in Reno (tickets \$39 to \$44). Some may want to go there Thursday, Friday or Sunday evening.

Weather in the Sierra in September is generally warm and dry during the day; but, in the evening, temperatures can drop into the 50s, so do bring a jacket. If you go to the air races, that’s a different story: bring sunscreen, a hat and comfortable walking shoes and wear something that will keep you cool and not let you get sunburned.

Please fill out your registration form and mail with your check ASAP to Debbie Uhalt, 2533 Shalimar Drive, Colorado Springs, CO 80915-1030.

Looking forward to seeing all of you here.

Your host this year,
Greg Jellinek, P-425
Cell Phone 408-981-6828 e-mail dr.jellinek@mac.com

