



# FLYERS ASSOCIATION NEWS

Number 09-3

October 2009



Our hosts at Lake Tahoe: Linnis and Greg Jellineck

**2010 FLY-IN**  
**WAUKESHA, WI**  
*(DATE ANNOUNCED SOON)*

**PRESIDENT**  
Earle Olson  
P-352

**VICE PRESIDENT**  
Al Uhalt  
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**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**



Earl Bell P-89  
Emmitsburg, MD

Reg Vitek P-531  
San Diego, CA

Guy Jansen P-293  
Blaine, WA

Kevin Boardman  
Greenville, DE

Jeffrey M. Vitek P-531  
Carsbad, CA

Drew McEwen  
Augusta, KS

Jerry L. McDaniel  
Ft. Myers, FL

Glenn A. Wood P-442  
Morrisville, PA (reinstated)

Giovanni Speziali, MD  
Mt. Washington, PA





## COMMENTS FROM EARLE OLSON, *PRESIDENT*

Thanks to Greg and Linnis Jellinek as well as Debbie and Al Uhalt for putting on a fabulous Fly-In.

Early arrivals were able to see Mike Young put on an excellent presentation on the Garmin G600 display and the G530 and G696 displays. There were several interested buyers. Jim Thornberry already has it installed in N500TT, and we enjoyed our trip from Kentucky to Tahoe trying to figure it out and get it set up.

Thursday evening, arrival day, our group was treated to a fantastic barbeque at the Truckee airport with Frank Giancola serving as chef under the watchful eyes of Greg's wife Linnis. We had blue and white check tablecloths and airplane decorations on each table. The cuisine featured local specialties and everyone truly enjoyed the evening and fine food.

Friday saw us on a marvelous trip around Lake Tahoe with blue skies, deep blue water and beautiful mountains. This lake is the second deepest lake in the US at more than 1600 feet. We had a great lunch and libations aboard the "Tahoe Gal" as we motored south to gorgeous Emerald Bay replete with "mermaids" a-swimming there. See photos elsewhere in this issue. When we returned to home port, Debbie opened the Hospitality Suite where we rendezvoused with good friends and "war stories" well into the evening.

Our Annual business meeting was first thing Saturday morning, at which time we accepted the resignation of Ralph Cohen as Vice President and voted in Al Uhalt.

Saturday's seminar session was led off by Bob Hoffman warning of the increasing risk of getting the wrong fuel in our Dukes. With the turbine conversions, it is even a greater potential problem. Many FBO's may mistake which engine you have and put in the wrong fuel. This happened to Hank Reichert; and Bob showed pictures of what happened when, with exceptional piloting skills, he was able to land safely in a wheat field instead of hitting some buildings in his path. He attributes vortex generators and winglets for giving him a better gliding distance.

Gary Bongard told about the small failures with Jerry Burnham's hardened lifters, none of which were separation of the lifter face. The problems were all related to the sidewall clearance and metal contamination. The solution is to have a greater side wall clearance and ensuring that the engine core is thoroughly cleaned. None of the failures resulted in any accidents or the loss of aircraft control. Gary now warrants the hardened lifters for 1600 hours in any engine he puts them in.

Mark Seader, now General Manager of The New Firewall Forward, told of the early failures of the drilled cams, and like Gary, it got back to metal and foreign matter contamination in the crankcase. The solution is better cleaning of the engine cores and better filtration of the oil. This seems to have solved the problem. Mark said he feels that the drilled cams, better oil filtering, hardened lifters and better cleaning of the engine cores may have put our cam and lifter problem behind us.

Drew McEwen from Hawker Beechcraft told us who the present owners are and how they are coping with the down turn of business. They do not see a sudden turn around. He said the KingAir product line is the only one that is working at full production right now. Drew expressed an interest in helping us with difficult parts to keep our Dukes flying. He has been very cooperative with the DFA in sourcing parts and trying to contain the cost.

Gary Bongard did a Power Point presentation on how they make new magnesium bonded surfaces for out tail feathers. It is a tedious and closely documented process. He and Bill Halpin inspected all our planes for corrosion. All they

found was minor and could be treated with simple corrective action like we have recommended before. Remember that owner routine inspections are the best way to avoid expensive repairs. If you don't know what it looks like, ask.

George McCrillis (owner of Oilamatic) explained how pre oiling can save your engine. He said that as the plane sits unused, oil will drain from the upper crankcase and out of the hydraulic lifters. When enough has drained, there will be a gap between the lifter faces and the cam lobes. When you start your engine, you will get a large smacking force until the oil pressure builds up and fills the lifter. This can set up a situation where you can damage the lifter and/or faces. Jim Gorman has been preaching this for a long time and he has engines going to TBO.

Bob Hoffman prepared us for the next time we get an FAA ramp check. He told us to “ be polite, but stay in command of the situation.” Do not let the inspector take charge. The inspector **must show his identification. You then should ask him what office he is from and to whom he reports. Get his card if he has one.** He'll ask for your pilot's license, medical certificate and photo identification. If he asks to see your plane, politely explain that you are on a tight schedule and that you'd be glad to make an appointment to show it to him at another time. (I'm not sure how you do this at a distant airport.) If you succumb to his request, Bob says you more than likely will end up with some kind of violation.

Darwin Conrad and Jeanie Sadler from Rocket Engineering gave us a Power Point presentation on their Duke Turbine engine conversions and showed a B-58 Barron they are just completing. They have found a couple more places for fuel and said that, by removing a few of the VG's on the inboard section the wing, they can now get 300 knots out of the Royal Turbine Duke. They have been able to increase the cabin pressure to 5.2 psi. This mod reduces the pressure vessel life from 15,000 to 13,000 hours. They handed out flight bags to all.

Victor Sloan gave a Power Point presentation on how they (Victor Engines) rebuild the TIO-541 engine. They do a total balancing and corrosion treatment and claim they have had no cam lifter problems. This was not a scheduled talk but he felt he needed to tell his story; so, we made room on the schedule.

Under the guidance of Linnis Jellinek, the ladies had a wonderful walking tour of historic Truckee. They experienced some great shopping in this artistic community and had a lovely lunch at the Dragonfly Restaurant – Rosie's words.

That night, we had a wonderful banquet at the North Star Resort. The food and service were excellent. There were sixty-four present. I recounted the history of the DFA and showed pictures of the Founders Award celebration for the Gormans. There was a round of applause for the Gormans and an expression of how we missed Marge. I told of Rosie and my seventeen day trip to Alaska then asked Jeff Yusem to show pictures and talk about his around the world trip in his Turbine Duke. It was really a wonderful evening.

Sunday was devoted to the Reno Air Races. We chartered a bus and more than 30 of us had a memorable and fun-filled day. Several guests enjoyed walking in the maintenance pits and talking with the racers. There were many military and civilian static displays, flyovers and acrobatic demonstrations including the Navy Blue Angels. This was the last day of the races; so, we saw the final unlimited class race and witnessed the youngest pilot ever to win the event. He is only 22 years old. Kind of gets you “right here,” doesn't it?

Monday, leaving the clear blue skies and warm temperatures of sunny Lake Tahoe, we headed for home.

Next year will be in Waukesha, WI (Dane's Home Airport and where I learned to fly 55 years ago). We will see some of Milwaukee's excellent museums, tour a brewery and have dinner in one of the world famous German restaurants. If there is enough interest, we may take in the Harley Davidson Museum also located there.

Plan now on joining us at Waukesha to experience first hand what fun these Fly-Ins are.

Earle Olson  
President





Beech Heritage Museum, Tullahoma, TN, is looking for a Duke addition to its collection, which includes a Starship, Staggerwings, Twin Beeches, Bonanzas, Barons and Twin Bonanzas—25 airplanes in all! This would be a great addition and a tax deduction for you. Contact Wade McNabb at 931-580-0691 or John Parish at 931-580-0691.

Seat back adjusting gear part number 60-530041-1 is over \$400 from Beech but not available. Ours broke so we duplicated it. Now we have three extra. Price to Duke owners is \$125 prepaid. Please contact Jim Gorman at 419-512-3964 (cell).

If you are burning oil in excess, it may be an oil pressure actuator valve. Contact Buddy Miller at Tirm-Aire 254-562-2587 for information.

***KEEPING BATTERY FULLY CHARGED...Dane Scag***

“Some Duke owners may not know of a simple way to keep the two 12 volt batteries (connected in series for 24 volts) fully charged. Plugging in an external booster voltage system does not connect to the internal batteries. The only original option was to remove the left engine rear nacelle cover to connect directly to the batteries.

A really neat way, and it should only take a few minutes for the mod, is to locate the hot wire leading to the front baggage compartment light. Be Careful, this wire is always hot! Splice on a short length of wire to the lite fixture hot terminal. If you want to get fancy, crimp on a 2 wire female connector. Change the fuse in the left engine rear nacelle from 5 amps to 10 amps. It’s hidden high up the front bulkhead under the right hand relay. If you know nothing about electrical circuits, ask your tech to do this. You can easily cause a spark and a blown fuse! Use an automatic 24-volt charger.”

***John Tye adds***

“IMHO, Dane under emphasizes the value of having a battery minder hooked to your battery both in terms of extending battery life and convenience. And as he notes, the front baggage light is by far the most convenient way to do it. Wiring in a simple connector from Radio Shack (p/n 270-026) makes it easy and neat to connect every time the plane sits in your hangar.

And...according to Concorde and several others with experience, use a Battery MINDER, NOT a Battery TENDER. (those are specific brand names) The aviation version can be purchased from Aircraft Spruce or Pacific Battery.

(And thanks to Maurice Miller for the Radio Shack part number...)”

And now that we are not flying as much as we did there is more need than ever to install preoilers. Contact George McCrillis at 303-770-0175.











