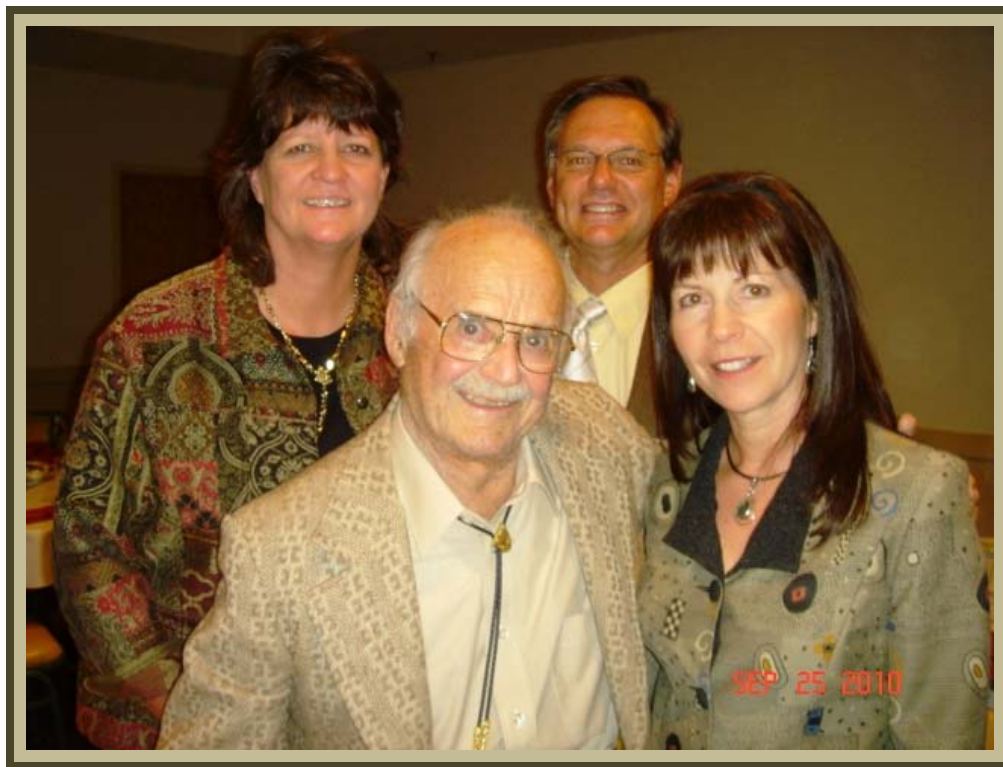




FLYERS ASSOCIATION NEWS

Number 10-3

November 2010



Our hosts at Waukesha:

Dane Skag & Raylena Cather
Gary Johnson & Kathryn Hansen

2010 FLY-IN WAUKESHA, WI

September 23-26, 2010

PRESIDENT
Earle Olson
P-352

VICE PRESIDENT
Al Uhalt
P-548

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



Robert Swenson P-541
Anchorage, AK

Graeme Murphy P-244
South Windsor NSW,
Australia

Pat Porter P-524
Albuquerque, NM


Bob Nestor P-351
Chubbuck, ID

James Love
Garfield, WA

Brian Bishop P-364
Aspen, CO

John Urquhart P-485
Rivonia, South Africa

Andrea Tremolada P-272
Milano, Italy





COMMENTS FROM EARLE OLSON, *PRESIDENT*

Waukesha Fly-In Report:

September 23rd to September 26th we had an excellent Fly-In at Waukesha, WI. There were 57 attendees in 23 aircrafts: 21 Dukes, one TBM 750 and one Bonanza.

Weather was great and the welcome Barbeque at Harry and Jackie's (Dennis) hangar set the tone for a wonderful event. The food was marvelous and no one went away hungry. The DJ had music to suit everyone's taste and there was dancing on the immaculately clean hangar floor. Friday's tours to the Harley Davidson museum and the Miller Brewing Company delighted the crowd. Some wondered why HD didn't offer free samples as Miller did. Friday night's meal at the Gasthaus German restaurant was outstanding.

The Saturday ladies' tours and luncheon were enjoyable and informative. "The Domes" were a real hit and they have been one of Milwaukee's leading horticulture attractions for several decades. Mader's has been known as one of Milwaukee's finest German restaurants for longer than the Domes have been around. I was told the ladies enjoyed it very much.

The "What can bite me" tech session went well. The highlight was Joe Konicki relating his horrific accident with tapes to show how fast things went bad. We thank Joe for reliving this event for our benefit. The thing that bit him was not having a check ride pilot that knew the flight envelope for the Duke and relinquishing control of the throttles to him. Our VP, Al Uhalt, brought us up to speed on the Coalition 100 group that is representing our interests to keep 100LL for our high performance engines. We need to be reminded that even though we may only be 20% of the total fleet, we use more than 80% of the 100LL fuel.

Bill Halpin and Gary Bongard showed us what can bite you when your landing gear mechanism fails because of a bent control arm. Maintaining your landing gear is very important and at annual having it swung by a shop that knows what they are doing can save you big dollars and may be a gear up landing. George McCrillis once again reminded us that as we fly our planes less frequently it is even more important to pre-oil before each flight. With pre-oilers we save the engine from having a drained lifter smacking the cam with excessive force which may have been a factor contributing to cam failure lifter.

Jim Karpowitz from Skycom Aviation, this is the shop that has done a lot of Dane Skag's avionics work, gave us the latest scoop on the ELT change. You do not have to change now but the satellites will not be monitoring 121.5 anymore. The change over to the new frequency requires a switch on the panel and thus a hole in the pressure vessel if you don't have one they can use. It will probably be a \$2000 to \$3500 install. They really are pushing the Garmin 600 for Dukes. They also install Aspen now that they are listed for heavier twins. The savings are not as much as you first see in the prices. It takes two Aspen units to do what the G600 does. He cautions Glass Panel owners to avoid very cold conditions when storing the airplane since it can deteriorate the display.

Gary Bongard said they have a limited supply of the original gauge magnesium for tail feather rebuilds. The new metal is thicker and will add a little weight, which on our nose heavy Dukes is no big problem. He and Bill brought a Duke that is in need of corrosion treatment so everyone could see that this is as far as corrosion can go before needing to reskin the surface.

Bob Hoffman said he was delighted to have Al Uhalt join the Hoffman Aviation group. They now have three outstanding check ride pilots that will make scheduling recurrent training more flexible. Bob reviewed some of the recent Duke accidents and pointed out how flying the aircraft as far into the accident will probably save your life, as it did with Joe Konicki. The big mistake is to do give up. That is what will bite you. He gave Joe the airman's metal for

a successful walk away because he took the correct action and flew the plane as far into the accident as possible. Bob says that in many instances pilots will pull back on the control in desperation to gain altitude where what they need to do is drop the nose and keep control of the aircraft.

Your president made a mistake by trying to limit the tech session to a morning only event. There is too much to cover and I will not make that mistake again.

Earle

FINALLY HERE IT IS...next year's Fly-In will be in Santa Fe, NM. Tentative dates to be Sept 8th to the 11th. Mark your calendars. This is a great location; and if you have not been to Santa Fe, this is your chance for a real treat. One of the unusual sites is a free standing circular staircase in an old church that was built by an itinerant craftsman that just showed up one day and left when he had completed the job and he didn't use a single nail in the construction. There is a lot of Indian culture and historic ruins to see. You will not want to miss this Fly-In.

Additional Comments:

- 33 new members in 2010.
- Joe Konicki reminds everyone to practice removing the escape hatch once a year. His doing so saved his life.
- Darwin Conrad reports they have completed turbine conversion #15 for member Howard Pardue.





