

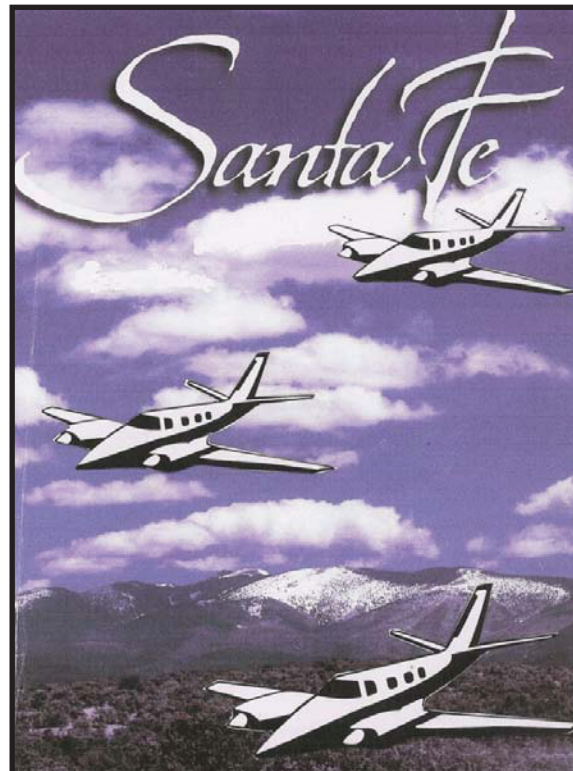
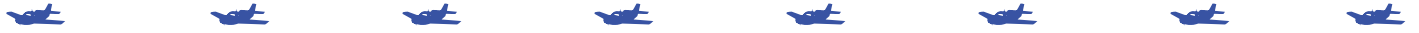


*Duke*

FLYERS ASSOCIATION NEWS

Number 11-1

April 2011



**2011 FLY-IN**



**Santa Fe, NM**

**September 8-11, 2011**

**PRESIDENT**  
Earle Olson  
P-352

**VICE PRESIDENT**  
Al Uhalt  
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**NEWSLETTER**  
Jim Gorman  
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## 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)**



## **WELCOME NEW MEMBERS**



Rodney M. Tiede  
Salt Lake City, UT

Richard Smart  
Renmark, South Australia

Timothy L. Hodges  
Tucson, AZ

Randall Davis  
Cartersville, GA

Todd Creamer P-350  
Parker, AZ

Scott Larrabee  
Butte City, CA

James Benham  
Baton Rouge, LA

Fred Cooper P-516  
Las Vegas, NV

Clark Brooks  
Waco, TX

Michael Keenum  
Marcellus, MI

David W. Williamson  
Millstone Township, NJ





## COMMENTS FROM EARLE OLSON, *PRESIDENT*



### *Greetings from sunny Florida...*

Sorry for all you, like Dr Greg Jellinek, that has chosen to live in the snow country. If you think you have had a bad winter, Greg tells me they have had 220 inches of snow and just got another 20 on top of it. He has had to brace his downstairs windows, since the snow pushing on them is bowing them in.

Jim Gorman has come across an excellent article on refueling aircraft and we will include it in this article..

We've had more postings on the web about ridiculous prices on some hard to get parts. We are working on a list of such parts and would like your input. Our goal is to work with Beech to lower costs and/or get permission to buy direct from the supplier. We have members that have had experience with the PMA process and are willing to manufacture some of these parts if we get approval from Beech. So, if you have parts that should be on the list, please email or write with the part numbers.

The Uhalts have been working hard on finding great accommodations for our Santa Fe Fly-In. Debbie is sharing what you have to look forward to in this fabulous destination.

Al has talked Larry Salganek, the well known jet instructor, into giving a special discounted rate for demo flights in an L39. He also had a couple other classic jets available for flights. This could be your chance to get some stick time with a real pro.

We are including a photo of the Mysterious Stair Case that you will get to see in Santa Fe.

Don't miss this opportunity to join your fellow members for a fabulous time September 8<sup>th</sup> to the 11<sup>th</sup>.

Earle



Michael Leone's writing in the August 2010 issue of ABS Magazine relates buying fuel at his FBO where they pumped 18 gallons into a 17 gallon tank or this is what the meter showed.

The item which got my attention was the lead caption, "A member's account of an FBO's malfunction fuel pump."

As a pump manufacturer, when something goes wrong the pump is always blamed first; and we have chased "malfunctioning pumps" all over the globe only to find the problem elsewhere.

A positive displacement type of pump does not know the difference between fuel and air. It will pump both.

In Michaels's case, it was either the floating pickup or faulty air eliminator or both. Regardless, read his article and double check the fuel slip; it just might save your life. Thanks Michael for bringing this to our attention.

Jim Gorman





## ***TRUST, BUT VERIFY!***

I arrived at an FBO I have been using for years on a sunny day with light winds—a perfect day to fly, or so I thought, but I was only going to fly for a couple of hours. I taxied over to the pump and out came an attendant I have known for quite a while. We exchanged some greetings, and I said, “Top it off.”

My Bonanza holds 17 ½ gallons per side and previously I had flown 1 ½ hours off of full tanks. My V-tail burns a frugal 10 gph indicating about 165 knots. I calculated I had burned about 10 gallons on one side and five on the other. When the first tank was full, I asked how much it took, because I like to keep track of how accurate my fuel-burn calculations are and also to make sure nothing has happened to the airplane that would change the fuel burn.

This day, the attendant put almost 18 gallons in the first tank. The tank, with fuel pouring out, should only hold 17. Something didn’t make sense. The attendant filled the other tank and it took over five gallons, which meant I had burned well over my anticipated amount of fuel, and there could have been something wrong.

I had noticed during the filling what looked like a burst of fuel and then what appeared to be air as he was pumping. I suggested to the attendant that he might be pumping some air along with the gas. He assured me that if the pump was pumping any air it wouldn’t register on the meter. Normally, with the newer pumps, this would be a true statement, but this is an older series pump.

We discussed a possibility that the equipment could be out of calibration; the attendant assured me that on that very morning he had checked it and found no errors. By checking it, he was referring to the “White Bucket Test” used to not only check color and clearness, but to sample fuel for contaminants. This test is done at the beginning of each day to ensure the fuel we buy meets all standards and guidelines.

I suggested we pump a couple of gallons into the white bucket to see what the volume is. (The bucket has a graduated rod affixed to the side, indicating the exact amount of fuel.) We pumped two gallons in the bucket per the rod. The meter indicated eight and a half gallons! He couldn’t believe what he saw and frankly, neither did I.

What this test showed was in fact that the pump would continue registering fuel flow, even when there was no fuel. The fact that this was breaking the law is not the intent here; instead, it’s to help us be aware of the possibility that things like this can happen.

The attendant used a long wooden rod to “stick” the tank. He discovered that the fuel in the tank was at its minimum level (about 500 gallons out of 10,000) but the pickup could have been bobbing in the wrong direction and wasn’t picking up fuel. Generally, an FBO orders fuel earlier than this to ensure low fuel in the tank doesn’t occur.

### ***But what if...***

One “What if” that crossed my mind was: Suppose a new pilot was doing his first cross-country and made this airport one of his stops. He had been trained by his instructor to sump the fuel and check its color. He knows he has just an hour and a half left on his cross-country and it is a hot day. He doesn’t have enough fuel to get back without putting at least enough fuel to get back to his destination and have enough reserve. So he says to the attendant, “Give me 10 a side.” I expect most of us have said this very same thing over the years and don’t think very much about it. But this pilot really only gets two gallons a side, then the airplane runs out of fuel on the way home. The pilot tries to explain why he ran out of fuel and had to land in a field of corn (or maybe worse) to the NTSB, FAA, his flight instructor, and the owner of the aircraft.

If the NTSB investigators are really on their toes, they will look at the fuel receipts and back up the day to the point of knowing when the tanks were filled to the top, then start checking fuel burn throughout the flight. They ask a lot of questions to the pilot, FBO, flight instructor and anyone else who could have been related to this flight, even the controllers, as they try to get a clear picture of what happened and what chain of events played out.

All of the governing agents set rules and regulation for safety. Most of the rules are there because either someone abused their flying privileges, or they died. It is our responsibility to check everything. Don’t even trust someone else to do your preflight for you.

I know that sounds idiotic, but it is done every day. If you’re a student, how many times does your instructor watch over you as you preflight? My guess: Not many. FAR 91.3 states “the pilot is responsible for all aspects of the flight.” And yes, that includes the accuracy of the amount of fuel in the tanks.

***By Michael Leone, Sugar Grove, Illinois***





**WHAT:** Duke Flyers Association Fly-In

**WHERE AND WHEN:** Santa Fe, NM, September 8 – 11, 2011

**WHAT’S HAPPENING & WHERE:**

La Fonda, Santa Fe’s most historic hotel—charm, history, and irresistible lore. La Fonda on the Plaza has it all, delighting travelers since the early 1920s when the original La Fonda was built on the oldest corner in America. Records suggest that there has been an inn or “fonda”, on this site for over 400 years, since the founding of Santa Fe in 1610. You are stepping into a world rich with culture, art and vibrant hospitality.

La Fonda will be your home away from home.

We will have a tour of this historic city to include many of the sites that has made Santa Fe famous. The Miraculous Staircase at Loretto Chapel is a must.

A visit to Bandelier National Monument located on the Pajarito Plateau of the Jemez Mountains. Bandelier was the home of the Anasazi from the eleventh to the fourteenth centuries.

The Bradbury Science Museum is a highlight .The museum’s main focus is an overview of the work taking place at Los Alamos National Laboratory. The exhibits include looks of the history of the Manhattan Project, as well as the latest in laser, computer, geothermal, solar, nuclear and other technologies, from health to environmental studies.

Journey to San Ildefonso Pueblo to visit Dora Tse Pé, who is considered to be one of the most important Pueblo potters working today.

Museum Hill provides an overview of the best of Santa Fe’s Museums. The views are spectacular.

Well, that’s it, looking forward to seeing you there!

Debbie Uhalt



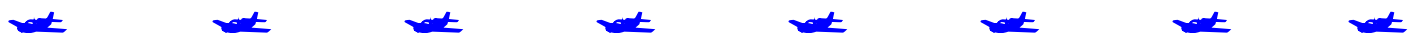
La Fonda, Santa Fe



Loretto Chapel Staircase



Rio Grande at Bandelier National Monument





### *Jet Warbird Training Center...*

Along with everything else we will have beckoning to us in Santa Fe this September; we will have an opportunity only few enjoy to fly a military jet fighter trainer. We have made special arrangements with the Jet Warbird Training Center located there at the Santa Fe airport right where we will be parking to provide us both orientation flights and, if desired, longer training flights in their Aero Vodochody L39 jet fighter trainer. Right up front, it isn't cheap, but it sure is a lot of fun! No one has to tell us that fuel prices keep going up-up-up and jets drink a lot of fuel. Larry Salganek, owner of the Training Center, has agreed to provide us this flying experience at discounted prices while we are there at our Fly-In. (Details and prices below.)

The Jet Warbird Training Center is internationally known as one of the best sources of fighter jet training available today. They do individual checkouts with detailed multi-media presentations leading to FAA type ratings as well as training and standardization for foreign governments. Larry Salganek is recognized as an expert instructor in teaching both transition from conventional to jet-powered aircraft and "upset recovery" training. We will hear from him on those subjects Saturday during our technical sessions.

Pictured above is the Training Center's L39 "Albatros" two-place jet fighter trainer, built by Aero Vodochody in the Czech Republic. Aero Vodochody is a well-known world aircraft builder continuously since 1919—believe it or not! The L39 is an outstanding trainer in every respect and is in use today by numerous Air Forces the world over. Over 2,900 L39s were produced, followed by the more powerful L59 and L159 "Super Albatros", still in production. (You can't tell them apart just by looking at them.) More than 250 are privately owned in the United States today; one of them by one of our own Duke Flyers.

Should you wish to fly this bird, the cost will be \$1500 (discounted to us from \$1800) for an approximate 30-minute rear-seat orientation flight or \$2100 (discounted to us from \$2400) for a one-hour front-seat training flight. Both will be briefed before the flight; however, the latter will be much more comprehensive to include systems, procedures, configurations, airspeeds, etc. Full checkouts and type-ratings are available. Larry has agreed to make himself available to us beginning Tuesday, September 6<sup>th</sup> through Wednesday, September 14<sup>th</sup> for our convention; other times by arrangement with him. There will be a "box" to sign up to fly the L39 with your preference of date and morning or afternoon on the Fly-In Convention Registration Form in our next newsletter.

Al Uhalt

