



FLYERS ASSOCIATION NEWS

Number 11-2

July 2011



**ZS-KHA John Urquhart P-485
South Africa**



**2011 FLY-IN
Santa Fe, NM
September 8-11, 2011**

**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)



WELCOME NEW MEMBERS



Robert Bitzer
Manasquan, NJ

Bo Darrah
Wichita, KS

Timothy Johnson, Jr.
Miami, FL

Wiley Brown P-386
Houston, TX

Jay C. Johnson
Cheyenne, WY

Mike Cain P-432
Shoreham, NY

Enrique Rivera P-394
Long Boat Key, FL

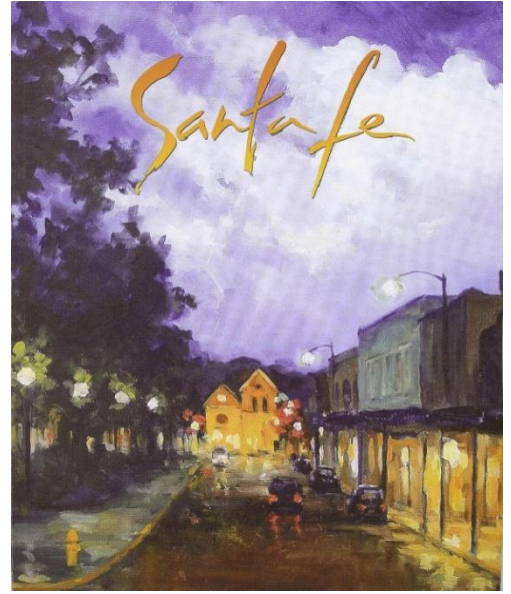
Randy Reardon, Sr. P-168
Littleton, CO

WE NOW HAVE ISSUED OVER 1000 MEMBERSHIPS





COMMENTS FROM EARLE OLSON, *PRESIDENT*



Greetings from the home of aviation (Ohio, for those who think it was NC)

We are looking forward to seeing many of you in Santa Fe for our 2011 annual Fly-In. For new members, you will never have a better opportunity to learn more about the operation of your Duke than you ever dreamed. There are members who will be attending that have flown and maintained Dukes for more than 25 years and love to share their knowledge with you. Our goal is to make your Duke flying experience as wonderful as it has been for us. Your safe operation is top on our list. We hope this event is one you will not want to miss.

Members that will be attending, remember this is a high altitude airport, 7000 ft. You will be landing at a higher relative landing speed and it will take more runway. The most embarrassing part after you probably greased the landing is to find out the engine quits on the runway and you have to try and restart a hot engine or two. **DO NOT** advance the mixture controls all the way rich or you will have this experience to add to your list of, "I know better than this". You probably do not want them any richer than ½ the way to the top; and when you land, if the engines start to fade be ready to move the mixture controls to keep the engines running.

For those who have never been to Santa Fe, believe me you are in for a fabulous experience as this is one of the top tourist destinations in the US. Debbie Uhalt has tried to whet your appetite with a brief description of what you will see in our last newsletter. This is your chance to see firsthand some of the best detailed Dukes flying. For those who have never flown a military jet, there will be an opportunity to fly the L39 for a bargain price.

We now have on hand, in the Duke inventory, a good supply of up lock pins for the nose gear. Please let us know of any parts you may have had trouble getting for your Duke.

Think of what other destinations you would like to have for a Fly-In and let's have some volunteers who would like to help with future Fly-Ins.

Safe flying and see you in Santa Fe
Earle





LIGHT PLANE MAINTENANCE

The monthly maintenance report to pilots and aircraft owners
VOLUME X, NO.3 MARCH 1988



Finally located a copy of light plane maintenance article regarding start of Duke engine. A direct quote from March 1988 issue:

“Avoid idling under 1500 RPM during the first 10 minutes of operation.”

This is one of the best ways to ruin an engine, especially in winter.

Quite a bit of conversation of web regarding leaning. An excellent article on TIT as it relates to stainless exhaust systems is in Newsletter 97-2, page 5.

Also, our experience with Beech TIT gauges issue 99-3, page 3.

Jim Gorman

