



Duke

FLYERS ASSOCIATION NEWS

Number 12-3

November 2012



Hosts: Ab and Wendy Fuoss

2012 FLY-IN

BRUNSWICK, MAINE

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)**
- Pin-Nose Gear Up Lock**

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)

Pin-Nose Gear Up Lock









Beech part:

60-8200-91

Quite a few comments on web page that this is a critical part which causes major damage if it fails (2 engines, 2 props for starts).

Beech price \$5,000.00 (that's right 5 K)

As a result, DFA through a lot of time and work reproduced it as an owner supplied part to the exact specifications as original. The price to members is \$ 495.00. One Sale to-date.



WELCOME NEW MEMBERS

Joel Bleicher P-573
Council Bluffs, IA

Chris Kooi P-401
Littleton, CO

Le Roy Bell P-139
Abieene, TX

Michael Antoniadis P-582
Strolovolos, Cyrus


Vern Raburn
Tijeras, NM

Douglas Bradshaw P-486
Gardnerville, NV

Mike Lochirco P-64
Owensville, MO

Geoffrey Towner
Claremont Western
Australia 6010

Paul Hinson P-517
Richmond, TX



Time for a Change

It has been a wonderful flight these past 24 years, but it is time for new blood to produce the Duke Newsletter.

We owned a Duke for 37 years and accumulated over 5000 hours in the airplane; so this gives us the right to put down some thoughts on its operation, which may vary from the so called experts writing in aviation magazines—most of whom have never flown or owned one.

To begin with, it's a Beech product, well built and a delight to fly. Have we had problems? Yes, but nothing like the Cessna twins who have an exhaust failure problem which can and has killed 20+ people according to FAA.

Our problems started in the mid 90's when Eaton (lifter manufacturer) moved production from USA to Europe and in the process lost the art of manufacturing them with bad results; first off, camshaft is not the problem. Lycoming has made no changes in it since first designed; however, as lifters failed continued, operation spalling of lifter was transferred to cam.

When Eaton would not or could not correct the problem, two Duke Flyer Association members, Jerry Burnham and Gary Bongard took it upon themselves to solve the problem, which they did with the hard lifter. We owe them a debt of gratitude.

Without a doubt Vortec generators by Bob Desroche of BLR not only added to the safer operation but made field length much less of a factor, another debt of gratitude.

Another person very responsible for helping return the 541 to "bullet proof" is George McCrillis of Oilamatic. Average Duke flies 130 hours a year leaving 8500 hours for oil to drain out of lifters under compression, without pre oiling high impact of lifter without oil cushion will in short time cause spalling of Eaton lifters.

We find if our duke is idle for a week it takes almost two minutes for pre oiler to reach 50 lbs of pressure. Means a lot of oil drains off your engine when idle.

Paul McBride was piston engine service manager at Lycoming for many years. He has the following recommendations, which we have followed for 10,000 hours of engine time with excellent results, like 200 hours over TBO.

1. Install pre oilers
2. Maximum RPM at start: 550-600 RPM
3. 800 RPM till upward movement of cylinder and oil temps
4. Slow and steady movement of throttle and prop controls
5. If using shell products stick to straight weight 100 or 80
6. For multi grade Phillips X-C 20-50 plus Lycoming additive
7. Idle at 1000 RPM 4 minutes before shut down
8. Preheat at temps below 50° F but not on a continuous basis

For more information on oil see Ray Frankenburg's comments in Newsletter issue 06-3, page 4.

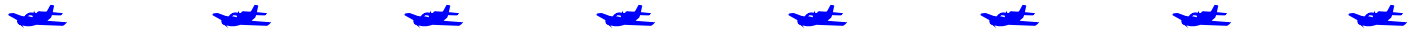
We have five people who took an excellent plane and made it a great airplane. We can't thank them enough.

The friendships we have gained are priceless and names such as Bennett, Cary, Dennis, Franklin, Greenblatt, Hoffman, Jellinek, Kooi, Knudsen, McBride, Olson, Opach, Passey, Razook, Rhude, Scag, Walling and Webster. All have been part of Duke Flyers from the beginning and will remain with us forever.

Blue skies and tailwinds
Marge and Jim Gorman

P.S. One thing we will not miss is the stuffing and stamping of 21,000 envelopes.





President's Report on the 2012 Brunswick, Maine Duke Fly-In Convention



For all of us, I want to heartily thank Ab and Wendy Fuoss for hosting a marvelous Fly-In. Brunswick, Maine was a fascinating location and afforded us a rare opportunity for colonial sightseeing with lots of delicious lobster dinners and lobster rolls along the way. Wendy orchestrated the outstanding meals we had and Ab saw to it that we had both excellent accommodations all around and many sites to see. Debbie and Al Uhalt handled the administration and finances while Pam and Dick Walen came early and stayed late to help Ab and Wendy take care of any loose ends. Thanks to all of you that braved the distance, weather and commercial flights to make our 22nd annual fly-in a big success.

Thursday was arrival day. We feasted that evening on a sumptuous lobster boil in one of the huge hangars at the former Brunswick Naval Air Station. Fifteen Dukes flew in, two of which were Royal Turbines. Several members flew in commercially. We had a total of 51 attendees.

Tours of the very interesting (at least to us landlubbers) Maritime Museum and Bath Iron Works Shipyard filled most of Friday. Box lunches at the museum quenched our noon hunger. The afternoon was spent sightseeing all over that part of Maine and tire-kicking back out at the airport. We capped off the day with a wonderful buffet dinner at the historic Winter Street Church where Duke Flyer caps and visors were presented to all our first-time attendees along with coffee cups emblazoned with our beautiful Duke airplane to everyone.

Saturday morning transportation was provided for the ladies to go shopping just down the road in Freeport, Maine where, with credit cards and cash in hand, they reportedly “had a ball” at L. L. Bean, Talbot’s, the Glass Works and most all the other shops in town. (We’ll know just how much fun they had when we open our mail the end of the month.) Lunch together renewed their strength for more shopping in the p.m. They were still going strong and had to be rounded up when Ab, Dick and Al arrived to pick them up at day’s end. The Saturday morning business meeting for the rest of us was brief as usual. It was announced that, with the New Year, Al Uhalt would replace Jim Gorman as Editor of our newsletter and Jeff Gorman would take over for Marge as Treasurer. Jeff and Kingsley Hill are working together to computerize our membership records.

The Tech Sessions began by addressing the growing problem of diminishing parts availability from Beech/Rapid. As we go forward, we will have to look more often at owner-provided parts. It was explained that, for this to be allowed by the FAA, the owner must have been involved with the design, manufacturing or quality control of the part supplied and find an A&P/IA that will agree to install the part. We spoke about wing bolt crush washers, brake master cylinders, oil coolers and landing gear pressurization boots.

Earle showed how to repair the rubber landing gear boots with a product called “Flex Seal.” It’s a rubber agent that comes in a spray can and probably could be applied with the boot in place if the area around it was masked off. Hughie Demore’s incident with a failed cabin heater fuel pump was discussed at length with the general consensus that, as old as they are and as inexpensive as they are and as often as they are used, it would be wise to replace the pumps at the earliest convenient time.

Marcus Pradel gave us a comprehensive presentation on the aviation apps available for the Apple I-Pad and compared their relative utility to the pilot. He also told us what to expect from some ABS products that are on the market now and what we can expect to be doing in the cockpit by year 2020. He waxed eloquent on the new electronics appearing faster than most of us can keep track of and noted the Garmin GDL39 not only provides free weather information, but also shows the traffic around you from other cooperating aircraft. These features, he said, will be pretty much universal with the advent of ADS-B.

Kingsley Hill talked about his proposal to form a group to buy a “stash” of used parts and/or a whole airplane to part out as needed to provide parts unique to the Duke. His proposal is posted on our web site and he is seeking co-investors and feedback to him. We are already finding that some parts are no longer available and that this list will undoubtedly continue to grow longer as time goes on. We all need to think about how we keep our planes flying and communicate with one another on this important subject. Kingsley has had several people express interest in his project. You can reach him on the web.

Jim Horwitz, owner of Oxford Aviation, talked to us about the importance of properly treating magnesium surfaces before painting them. He showed us how flammable magnesium is by demonstrating something we’ve all seen in lots of old movies. After checking to make sure the City Fire Marshall was not present, he ignited some magnesium shavings. **POOF!!** Well, as we all know, a goodly chunk of our airplane is made from the same stuff. He left literature showing some of the beautiful work they have done, including the AOPA Sweepstakes airplane for several years now. Jim recommended that we visit any paint shop we are considering to paint our airplane to look at their work and ask questions before turning our plane over to them.

An FAA Air Traffic Controller talked to us about procedures and communications when in congested airspace. He acknowledged that the approach into Brunswick was made a bit more

demanding for us with the primary runway closed for maintenance and the ILS out of service. The NOTAM covering this directs that instrument approaches to KBXM runway 35R be made to a circling minimum of 700 feet MSL. In reality, a simple sidestep to runway 35L was what a number of us did. He said that they did not have a problem with that being done as the runways are so close together, the maneuver is easily accomplished.

Bill Halpin found only one Duke with corrosion and suggested that the owner get it taken care of before it gets any worse. This service to Fly-In members has already saved some of us many thousands of dollars by early intervention.

Our Annual Banquet was Saturday night. We were treated to an enjoyable and interesting presentation by Fred Teece, Fox News contributor. Fred is a former federal prosecutor and regaled us with many humorous stories from his career, several related to aviation. He told how a topic was prepared for airing on television and the steps involved, followed by a video tape showing how he and his own program were aired. Fred has been a Duke Owner and DFA member for 20 years. This was his first Fly-In.

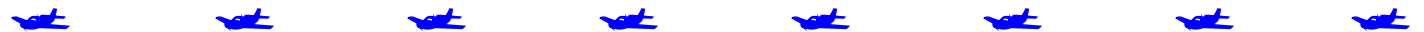
We all thanked Jim and Marge Gorman for starting the DFA so many years ago and for all their years of work keeping the organization operating. Jim and Marge are stepping down to a well-earned retirement.

Sunday dawned clear and sunny – a great day for departure – and ATC got us all off and pointed toward home without any delays. Those of us heading west faced 60+ knot headwinds. Inasmuch as no float-equipped Dukes attended the Fly-In this year, there were no eastbound departures to take advantage of a tailwind.

Now, how about we *all* plan on getting together next year at our Association’s 23rd Fly-In Convention in Duluth, Minnesota? Plans are taking shape now with Jim and Kent Rhude, Matt Opach and Brad Shriner already in gear as our hosts for the event. The four of them have big things in mind for us there on the western shore of Lake Superior. From what I hear, it may take an extra day to get it all in.

FLYSAFE! We’ll see you in the sky again soon.

Earle



At the present time your officers cannot recommend doing business with firewall forward.





