



Sandia Resort and Casino This is where we will be staying

Gary Tillery will be hosting us in Albuquerque, New Mexico for our 26th annual Fly In and to see the start of the 2015 Balloon Festival.

This is an exciting time to be in Albuquerque. With more than 100,000 people in attendance, it is important to get your reservation in early.

Gary has been working hard to line up a top notch resort for the event. He has reserved 30 rooms for us at a special rate at the Sandia Resort and Casino. These rooms will be held only until July 17th. All of the rest of the rooms have been sold out, so get your reservation in now to be with the group.

If you have never experienced the fun of attending a Fly In, this would be the perfect time to try us out. There will be many fun events to experience and you will get to ask your most vexing questions of experts that have flown our beautiful Dukes for thousands of hours and over several decades. Most of all you will be with a group of people that totally love the Duke experience.

You can get a special Deluxe/King for two at the bargain rate of \$189.00 per night for Wednesday and Thursday nights and it jumps to \$229.00 per night for Friday and Saturday nights. The weekend rate is still far below the special Fiesta room pricing even if it were available.

Since there will be several events away from the casino, it will be necessary for us to logistically plan ahead. So the sooner you can let us know you are coming it will be greatly appreciated. There will be golfing, hiking, sight-seeing, shopping, balloon flights available, Casino gambling and of course tire kicking and showing our beautiful Dukes.



Here is an important tip for landing at Albuquerque for the Fly In

ENGINE STOPPAGE ON THE RUNWAY -- PARTICULARLY AFTER LANDING

that Our engine fuel controls like liquid fuel. Any fuel vapor reaching the fuel control (and there's always some) is routed overboard through the engine case breather line. Even during a short flight, the engine nacelle interior gets very hot. If you've ever looked through the vent on the inboard rear side of the right engine nacelle at night, you've seen things actually incandescently glowing red-hot in there. Man, that's hot! Fuel lines run through that area and the fuel in them gets heated as it heads for the engine. A bit of fuel vapor is manufactured even in cruising flight and it is dumped overboard. (A bit more on this later.) When you throttle back for landing, the fuel flow slows and, in so doing, the fuel gets hotter, generating more fuel vapor. As the engine slows down even more on landing rollout, even more fuel vapor is apparent. With the fuel control doing its job, all of this vapor is going overboard -- not into the engine. Would you believe that if (or when) your engines die on rollout or taxiing after landing, the problem is fuel starvation, not flooding. This problem is exacerbated in the summer time with high ambient temperatures and black asphalt runways in the sunshine. In addition, the lower the ambient atmospheric pressure on the fuel, the lower the fuel boiling point and the more fuel vapor is produced. Albuquerque, New Mexico in the summertime (near-century-mark temperatures and over 5,300 feet elevation) is ideal for having Dukes towed into parking by a tug rather than taxiing there under their own power. And, guess where we're all going this coming September....

Is there anything we can do about this? There sure is. First, leave your mixture controls right where you had them for cruising flight, i.e., do NOT richen your mixture for landing or taxiing. Should you have to go around, then go forward with your mixtures, props and throttles in that order. Second, turn on your boost pumps for landing. This puts a "head" of pressure on your fuel which raises its boiling point, thus reducing fuel vaporization. Third, open your cowl flaps on final approach. You've been slowing down and cooling off at reduced manifold pressure for some several minutes now, so you won't "shock-cool" your engines; you'll merely get rid of a lot of hot air inside the nacelles thus keeping your fuel temperature down. Finally, as you slow to taxi speed on rollout, bring your engine speed up slightly to about 1,000 rpm. Do these things and I guarantee you'll taxi to your parking place.

I mentioned fuel vapor in cruising flight during the discussion above. While this has little to do with landing, try something for yourself on your next cross-country. After you're all trimmed and configured for cruising flight, note your fuel flow. Then turn on your boost pumps. What happens? The fuel flow goes DOWN -- about 1.5 to 2 gallons per hour per engine! That's 16 gallons of fuel on a four-hour flight -- about 75 miles or 22 minutes. Not bad if you're hurting for fuel. The reason is this same increase in fuel pressure we discussed above, reduces fuel vaporization in cruising flight thus reducing the amount of fuel your fuel control throws overboard. The AFM does not require you to turn off your boost pumps in flight. They are submerged in fuel in the tanks and remain cool. It may reduce the life of the pump motor brushes, but, to date I have heard of no one needing boost pump motor brushes. Lastly, if you have Teflon* fuel lines (most of us do if you've had your engines overhauled in the last 20 years) be sure they are wrapped in Fire Sleeve insulation. Teflon* is tough and will last the life of your airplane, but it's not a good insulator. Fire Sleeve will keep your fuel cooler and save you at least a gallon per hour per engine. Just some food for thought.

See you in Albuquerque! Al Uhalt Vice President P-548

Members Stories and Tips

An Interesting Oversight

I have owned/operated Beech Dukes for 33 years now. One thing that experience has taught me is to do a very careful, overly cautious, preflighting when coming out of an annual inspection. When I got to the shop, the airplane was towed out of the hangar, all bright and shiny.

I went over the machine in intimate detail, checked all the fluid levels (to include the hydraulic “tank” in the baggage compartment), made sure that the ELT was armed, and personally checked the pressure in the tires; on top of doing the walk around with the check list in my hand. When I dropped the airplane off at the end of January, I had pulled the Garmin data cards and had updated them earlier that day, so I was current even there.

Feeling comfortable, I fired up and after an extra careful run up I departed. No issues on the short trip home.

Before pushing the airplane back into the hangar, I was replacing things like the O₂ masks, and personal effects back into the airplane when out of the corner of my eye I picked up an anomaly. Where the hell was my emergency landing gear crank? I did a “double take,” and the crank handle was not there. I got down on my hands and knees and wedged myself in between the seats. There was the hole in the carpeting and I thought that I could see the end of the shaft into the gear transmission under the carpet. I stuck my finger through the hole in the carpet and I could feel the end of the shaft. I pulled up the carpeting up on the spar cap and “low and behold,” there was the crank handle, on the shaft, and under the carpeting!

I guess that the good news was that, with the interior out of the airplane the emergency gear system had been checked, BUT the bad news was that, when the seats and carpeting were put back together, somebody neglected to remove the red handle from the shaft and then put it back on the shaft on the right side of the carpeting!

A couple of minutes in an uncomfortable position and the problem was resolved.

All I could think of was, what if I had a gear problem on the way home and reached back there, under the stress of not having three green lights, only to find no emergency landing gear crank. The way that the carpeting drapes over the back of the spar cap and is velcroed into place, I do not think that I would have felt the stowed handle under the carpeting. Yikes! After more than 2600 hours in type, I had just learned something more about the Duke. I have added that item to my post inspection walk around checklist.

Greg Jellinek N39AG P-425

SOME SPARE PARTS FOR YOUR DUKE

(2) Generators	(1) Tach Generator
(2) Starters	(2) Magnetos
(2) Flap Motors	(2) Landing Gear Motors

Above items are located at Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109. They will ship the item to you by Federal Express or UPS. You must give them a credit card to charge the expenses too. They will overhaul your unit and charge your credit card for the repairs and transportation charges. The item then becomes the DFA's part for the next member that needs a quick replacement

The following are located in Medina, OH.

Cowl Flap Actuator	A/C Door Actuator
Electric Boost Pump	Overhauled Turbo
Oil Cooler (new)	Engine Cylinders (new Lycoming)
Pin-Nose Gear Up Lock Pin*	Prop Spinner (less back plate)

Above items- 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) or check DFA web site

*Nose gear up lock pin Beech Part # 60-8200-91. Beech price is \$5000.00. Your DFA price for the same new part is \$495.00. We reverse engineered this part and it is an owner supplied part.

Welcome new members since our last News Letter

Kent Simmons	Lewiston	ID	Looking	
Shawn Reeves	Lincoln	NE	Looking	
Trae Gray	Colgate	OK	Looking	
John Johnson	Craigmont	ID	P268	N4420W
Kicks Milner	Atlanta	GA	P482	N486RK

We are pulling all the details together for our Fly In September 30 th to October 3 rd. Since we will be at a very popular resort area at their peak season, it would be worth your while to make a reservation At the Sandia Resort and Casino now so as not to get shut out. We have a hold on 30 rooms and when they are gone you may have to try to find other accommodations to join us for this fun time. The reservation form for the Fly In is enclosed. To make a reservation for a room just call 505 798 3930 and tell them you are with the Duke Flyers Association or group code 760. Now those who are not intimidated by typing a lot of letters, here is the web link:

<https://book.b4checkin.com/sandia/groups.asp?bookid=760>

Our team is diligently searching for the best deals we can get and still provide a top notch experience.

The Fly In reservation fee will only be \$300.00 per person. For our new comers, this includes several meals, transportation to a number of events as well as the use of banquet halls and meeting rooms. Hey west coast members, were now just a short hop away.

Breaking news, member Randy Davis who many of you met at the Tullahoma Fly In, has agreed to be our Key Note speaker. He is Vice President and general counsel for Phoenix Air Group, Inc. He has had many unusual flying experiences transporting weapons and “Ebola” patients around the world. You will find out many other unusual cargos they have contracted to transport.

We will be moving the starting date for the Fly In to Wednesday and the final Banquet to Friday night so as to allow you all to be part of the Balloon Festival activities. This starts Saturday morning with the lighting of burners for some balloons for the dawn patrol. This is an amazing spectacular.

This is a great opportunity to learn more about your Duke and meet many great people that share your love of flying these magnificent flying machines.

Send me your unusual flight experiences. We may print them like Greg Jellineck’s. Email to earleol@aol.com.

Earle Olson

President



POB 2599
Mansfield, Oh 44906



DFA 2015 FLY-IN REGISTRATION

Albuquerque, NM (ABQ) -- September 30th to October 3rd

Member's Name _____ DFA No. _____

Guests' Names _____

Special Names for Tags _____

Member's Address _____

Telephone _____ Cell Phone _____

Aircraft Model _____ Serial No. _____ FAA Registration No. N _____

Arrival Date _____ ETA _____ Special Requests? Check here__ Specify on back.

LODGING IMPORTANT: This is a difficult time to get accommodations in Albuquerque. Please call the Sandia Resort ASAP (NLT July 16th) at 505-798-3930. Tell the Reservations Clerk you are with the Duke Flyers Association, Group Booking Code 760.

Car rental has been arranged at Cutter Aviation (505-245-3605). This is where we will park our Dukes.

REGISTRATION FEE: \$300.00 PER PERSON

NUMBER OF PERSONS _____ TOTAL REMITTANCE ENCLOSED \$ _____

MAKE CHECKS PAYABLE TO DEBBIE UHALT AND MAIL WITH THIS REGISTRATION FORM TO:

**DEBBIE UHALT
2533 SHALIMAR DRIVE
COLORADO SPRINGS, CO 80915-1030**

Here are a few of the things we will be doing:

- WEDNESDAY: ARRIVAL. BAR-B-QUE** (location will be announced later) Transport to hotel provided.
- THURSDAY: GUIDED TOUR OF OLD TOWN. TRAM RIDE UP SANDIA PEAK AND DINNER.**
- FRIDAY: ANNUAL BUSINESS MEETING AND TECH SESSIONS AT CUTTER AVIATION;** Kick tires, etc.
LADIES: Winery Tour and/or Shopping. ANNUAL BANQUET at Hotel.
- SATURDAY EARLY MORNING TRANSPORTATION TO BALLOON FESTIVAL DAWN PATROL and MASS ASCENSION. MISCELLANEOUS ACTIVITIES. SOME EARLY DEPARTURES.**
- SUNDAY: BREAKFAST AND REMAINING DEPARTURES. Transportation from hotel available.**

*Visit the HOSPITALITY SUITE every night from 5 pm to 10 pm.
Room number will be in your arrival packet.*