



FLYERS ASSOCIATION NEWS

Number 89.3

November 1989



(1)

22 Dukes Parked On Mansfield, Ohio Ramp For Fly-In October 6-8, 1989

Our first fly-in was a great success with airplanes coming from as far away as Scottsdale, Arizona and Aspen, Colorado. Attending were:

Ellett and Connie Lawrence
Harry Dennis
Al Lewis
Jim Rhude
Bill Passey
Greg and Betty Harrison
Kent Kelley
Earl and Rosemary Olson
Dan Goodyear
Louise Sacchi
Gayle and Dan Freeman

Edmond Garesche
Hunter Bennett
Roger and Bear Smith
Matt Opack
Linda Jensen
Ralph and Max Cohen
Bill Chapo
Doug and Ruth Reno
Jay and Jennifer Ambrosini
Marge and Jim Gorman

Keith and Barbara Flint
Marcia Greenham
Gilbert and Martha Davidson
Warren Hudelson
Art and Peggy Harrison.
Raymond Frankenberg
David McCredie
Dan Taussig
Dennis Serras
Shellie and Jeff Gorman

and our Friday night chef and bicycle builder Ed Eilenfeld.

We had an enjoyable cookout Friday night. A symposium was held Saturday morning and into the afternoon on Dukes by:

- Frank Evanoga - Administrator, Customer Support Piston Aircraft- Beechcraft
- Dave Peterson - Service Engineer, Customer Support - Duke - Beechcraft
- Garry Mahoney - Manager-Product Improvement - Beechcraft
- Bill Witmer - Manager Aftermarket Sales - Lycoming
- Dave Yount - Senior Instructor - Flight Review Inc.
- Ralph Cohen - Maintenance Chairman, Duke Flyers Association

We all agreed it was time well spent and thank everyone for their comments. One major point brought out was problem with lack of new generators as they are no longer being manufactured. Gary Mahoney was asked to look into a suitable replacement.

Saturday evening we enjoyed a very interesting talk by Louise Sacchi on her overseas delivery of Beech Aircraft including several Dukes. Louise has completed 340 ocean crossings and is the author of "Ocean Flying." Dinner wine was provided by Bill Witmer of Lycoming.

Sunday morning, with good weather, the departures began. Kent Kelley the last to leave for Aspen, Colorado. All in all it was an enjoyable and informative meeting.

During the business meeting the following were elected to office:

- | | |
|----------------------------------|------------------------------------|
| Ellett Lawrence - President | Bill Passey - Vice President |
| Marge Gorman-Secretary-Treasurer | Ralph Cohen - Maintenance Chairman |
| Jim Gorman - Newsletter Editor | |

We now have 170 members and \$3,500.00 in the bank. With Ellett Lawrence providing the letterheads and Gorman-Rupp Co. doing the printing our bank balance should last for several years without asking for annual dues.



(2)

MORE DUKES THAN HAVE EVER ASSEMBLED AT ONE TIME (2)



Dave Yount answers a question. Dave is most knowledgeable having been a Duke instructor at Beech for many years. If you have not had an initial check out, or recent recurrent training, it would be well worth your time to contact Flight Review Inc., 14605 N. Airport Dr., Scottsdale, AZ 85260, 602/483-8644. Training can be conducted at your airport in your airplane..

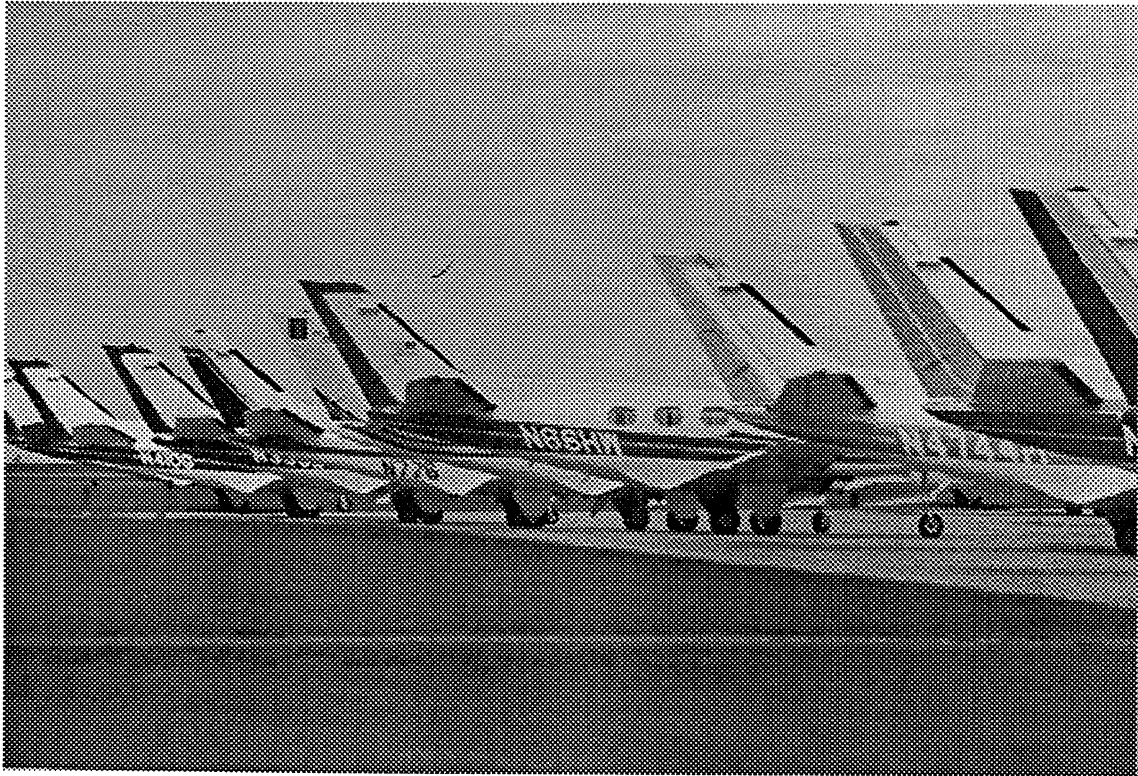


SOME PEOPLE TRIED OUT OTHER FORMS OF TRANSPORTATION

**LYCOMING T10541E
POWER SETTINGS
65 %
2500 RPM**

| TEMPERATURE ° C | | | | | | | | | | | | | | | | | | | |
|------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|----------|-----------|------------|------------|------------|------------|------------|------------|
| ALTITUDE | -55 | -50 | -45 | -40 | -35 | -30 | -25 | -20 | -15 | -10 | -5 | 0 | +5 | +10 | +15 | +20 | +25 | +30 | +35 |
| SEA LEVEL | | | | 27.5 | 27.7 | 27.9 | 28.1 | 28.3 | 28.5 | 28.7 | 28.9 | 29.1 | 29.3 | 29.6 | 29.8 | 30.0 | 30.2 | 30.4 | 30.6 |
| 2000 | | | | 27.7 | 27.9 | 28.1 | 28.3 | 28.5 | 28.7 | 28.9 | 29.1 | 29.3 | 29.5 | 29.7 | 30.0 | 30.2 | 30.4 | 30.7 | 30.9 |
| 4000 | | | 27.6 | 27.8 | 28.1 | 28.3 | 28.5 | 28.8 | 29.0 | 29.2 | 29.4 | 29.6 | 29.8 | 30.0 | 30.2 | 30.4 | 30.7 | 30.9 | |
| 6000 | | | 27.9 | 28.1 | 28.3 | 28.5 | 28.7 | 28.9 | 29.1 | 29.3 | 29.5 | 29.7 | 30.0 | 30.2 | 30.5 | 30.8 | 31.0 | 31.2 | |
| 8000 | | 27.9 | 28.1 | 28.3 | 28.5 | 28.8 | 29.0 | 29.2 | 29.4 | 29.6 | 29.8 | 30.0 | 30.3 | 30.6 | 30.9 | 31.1 | 31.3 | | |
| 10,000 | | 28.1 | 28.3 | 28.5 | 28.7 | 29.0 | 29.2 | 29.5 | 29.8 | 30.0 | 30.2 | 30.4 | 30.7 | 30.9 | 31.2 | 31.4 | | | |
| 12,000 | 28.1 | 28.3 | 28.5 | 28.7 | 29.0 | 29.2 | 29.5 | 29.8 | 30.0 | 30.3 | 30.5 | 30.8 | 31.1 | 31.4 | 31.6 | | | | |
| 14,000 | 28.3 | 28.5 | 28.7 | 29.0 | 29.2 | 29.5 | 29.8 | 30.1 | 30.4 | 30.7 | 31.0 | 31.3 | 31.5 | 31.7 | | | | | |
| 16,000 | 28.5 | 28.7 | 29.0 | 29.3 | 29.5 | 29.8 | 29.9 | 30.1 | 30.6 | 30.8 | 31.1 | 31.4 | 31.6 | 31.8 | | | | | |
| 18,000 | 28.7 | 29.0 | 29.3 | 29.5 | 29.8 | 30.2 | 30.6 | 30.9 | 31.2 | 31.4 | 31.7 | 31.9 | | | | | | | |
| 20,000 | 29.0 | 29.2 | 29.4 | 29.7 | 30.2 | 30.6 | 30.8 | 31.2 | 31.4 | 31.7 | 31.9 | | | | | | | | |
| 22,000 | 29.3 | 29.5 | 29.8 | 30.2 | 30.6 | 30.9 | 31.2 | 31.5 | 31.8 | 32.0 | | | | | | | | | |
| 24,000 | 29.7 | 30.1 | 30.5 | 30.8 | 31.1 | 31.3 | 31.6 | 31.8 | 32.0 | | | | | | | | | | |
| 26,000 | 30.0 | 30.4 | 30.8 | 31.1 | 31.3 | 31.5 | 31.8 | 32.0 | | | | | | | | | | | |
| 28,000 | | | | | | | | | | | | | | | | | | | |

FOR INTERCOOLED AIRPLANES, DEDUCT 2" MANIFOLD
PRESSURE FROM ABOVE TO OBTAIN 65%



AN IMPRESSIVE SITE



SATURDAY MORNING MEETING

TURBO CHARGING

Have you ever pulled onto the runway and had a turbocharger fail to “spool up”? Well, there are a few checks you can perform that may just get you going again. With the engine shut down, open both sides of the cowling. Look at the exhaust system, inspecting every pipe and every joint for leakage. Pay particularly close attention to the right hand intermediate pipe, known to separate on the T10-541 series engine. If the exhaust system is intact, remove the air filter and give the turbocharger a spin. It should rotate freely and smoothly. Next, check the waste gate actuator. You may need a wrench to overcome the spring which holds the valve open. A liberal application of Mouse Milk, or another high temperature penetrating oil should help free up the valve.

If you still don't have an operating turbo, it may be time to call your mechanic. By removing the hose from the outlet of the actuator, and capping the actuator with a #6 cap, you can quickly determine whether the problem exists in the controller or the actuator. If, with the outlet capped, the turbo operates, the controller is at fault. If, on the other hand, the turbo still fails to respond, the problem is likely in the actuator. Either must be returned to an approved facility for repair or overhaul.

Remember, an ounce of prevention is worth a pound of cure! Always allow adequate time after each flight for the turbo to cool and spin down (3-5 minutes at 1000 rpm). Given sensible treatment, your turbo should last the life of your engine.

Ralph Cohen

Further on intercoolers. If you have installed intercoolers-the charts in your Duke operations manual, for power settings, do not apply. As a rule of thumb deduct 2" manifold pressure from those shown. Enclosed is a 65% power chart for non-intercooled airplanes based on altitude and temperature.

Some members have found high costs in dealing with S+S Accessory Overhaul, Hayward, CA on Generators.



AFTER DINNER LOUISE SACCHI CONTINUED TO IMPRESS MANY WITH HER "OCEAN FLYING" EXPERIENCES

Beech have issued the following bulletins

MANDATORY

2045 Rev III

- Modification of Fuel Filler and Replacement of Fuel Filler Caps

2266 Rev I

-To prevent possible loss of full feathering capabilities due to lubrication hardening at extreme low temperatures.

2328

Inspection of horizontal stabilizer and elevator hinge attachment areas.

OPTIONAL

2147

Inspection/replacement of landing gear torque knees

2253 Rev I

Improved brake line clearance on airplanes equipped with Cleveland Brake Kit #199-73

Art Harrison has an A60 Duke N7464D for sale. Total aircraft time 1961. Left engine 412 right engine 1436. Props 52 King Avionics, Bendix M-4C Autopilot, Bendix Radar. Asking \$59,000 Contact him at 515/232-6530 (office) for complete specs.

Jeff Gorman has 8 X 12 color reprints of pictures in this newsletter for \$6.00 each. Order by number, P.O. Box 1667, Mansfield, Ohio 44901.

A camera case was left at the hangar. If it is yours drop Marge Gorman a note.