



## FLYERS ASSOCIATION NEWS

Number 92-3

December 1992



HOST BRUCE JAMES AND HIS DUKE

Our 1992 fly-in at Corpus Christi was very much enjoyed by all attending. Bruce James and his associate, Elaine Motl, provided a most interesting program which included a dinner cruise of Corpus Christi bay and a tour of Naval Air Station. Each person had the opportunity to fly a Navy King Air or T-34 simulator. It was a once in a lifetime chance to roll and loop a T-34. Many thanks to our sponsors - Phillips Petroleum, Murmer Aircraft Refinishers, Delange Aviation Boundary Layer Research, Hedrick Beechcraft.



#### THE SYMPOSIUM

(L.R.) Al Lewis, VP Ralph Cohen, President Bill Passey, Boundary Layer Research  
Bob Desroche, Flight Review Tom Clements.

Bill Passey, Ralph Cohen, Marge Gorman were re-elected as President, Vice  
President and Secretary-Treasurer. Marge reported over \$5,000 in the bank with  
no need to request any more dues.

Saturday morning was devoted to discussing operation and maintenance of the Duke.  
Bob Desroche gave a most interesting talk on vortex generators (100 installed).  
(Have yet to talk with anyone who has them that does not think they are a great  
addition.) Al Lewis and Ralph Cohen were busy fielding questions on maintenance.  
Tom Clements spoke on flying the airplane.



MAX AND RALPH COHEN, OWNERS OF P-412. BOTH ARE DENTISTS AND BOTH ARE A+P'S.

During the symposium, Bob Desroche related some of the unexpected results of their testing. The most important was "if you take off with cowl flaps open and lose the left engine, the airplane will not climb". Try this procedure after cleared for take-off.

- 1) Stop in position on runway
- 2) Slowly advance throttles to 30" for 5 seconds
- 3) Boost pumps on one at a time
- 4) Close cowl flaps
- 5) Brake release and up to take-off power

NOTE: Always use full power 41.5", 2900 RPM for take-off (non intercooled) as a mixture enrichment occurs to help cool the engine.

WE REGRET TO ANNOUNCE THE PASSING OF MEMBER, JAMES HUBER AND HIS FAMILY IN THEIR DUKE LAST NOVEMBER.

## COLD WEATHER OPERATION

Cold weather brings many unique problems to aviation, some obvious and some not so obvious. Most Dukes are certified for flight into known icing conditions, but certain limitations must be observed. Beech's flight manual points out that a minimum indicated airspeed of 140 knots must be maintained, and all anti-ice and deice equipment must be in working order. The following systems may be checked prior to entering icing conditions.

The windshield heat system consists of the heated windshield (left or left and right), the inverter, a thermostat, possibly an ammeter, and a switch. The simplest check is to turn on the windshield heat switch in flight and to feel the windshield to determine that it is in fact heating. Some airplanes may use the windshield heat inverter as a standby avionics inverter. If yours is so equipped, be certain to observe the limitations on use. Also remember that ground operation should be kept to a minimum.

The propeller heat system consists of electric boots on each propeller blade, a brush block assembly to conduct electrical energy to the boots, a timer, and an ammeter. Each boot contains two heated segments, one inboard and one outboard. The timer divides the propeller heat into four cycles of approximately thirty seconds each. Each cycle should result in a fifteen amp draw, 5 amps per segment. An indication of less than fifteen amps on one or more cycles would indicate one or more segments not heating.

The pitot and fuel vent tubes are heated electrically and can be tested by simply feeling them on the ground to confirm proper operation. Similarly, you may insure that the de-ice light is operating normally.

Wing and empennage deice boot condition should be checked on every pre-flight inspection, but especially when you suspect you may encounter icing. Small tears and holes may be repaired by patching. More severe cuts and general deterioration will necessitate replacement of the affected boot. When activated, either in flight or on the ground, pneumatic pressure should increase from 8 to 10 psi to approximately 18 psi. simultaneous with inflation of all boots.

Especially critical on the Duke is proper preheating and warm up of the engines. Lycoming recommends preheating anytime the temperature is at or below 20 degrees F. How and how much you preheat is left to you, but heated dipsticks are not recommended. After starting, allow sufficient time for the engine temperatures to reach the green arc prior to the application of full power.

Ralph Cohen

WELCOME NEW MEMBERS

King Kirchner N60AB P-432  
7130 S. Lewis  
Tulsa, OK 64136  
918/493-7701 (o)

Howard Pardue N66HP P-469  
P.O. Box 388  
Breckenridge, TX 76424  
817/559-2577 (o)  
817/559-3201 (h)

James S. Tate, MD N102SB P-375  
901 Rancho Lane #140  
Las Vegas, NV 89106  
702/388-4292 (o)

William L. New  
33 Honey Hollow Road  
Queensbury, NY 12804  
518/793-5684 (h)

Del D. Allison N4369W P-298  
349 Upper Mountain Ave.  
Upper Montclair, NJ 07043  
201-744-5908 (o)  
201/746-5397 (h)

E. J. Simicich N30K P-255  
P.O. Box 3883  
Cocoa, FL 32924  
407/632-4017 (o)  
407/632-8586 (h)

Bobby Baker N99VT P-554  
P.O. Box 9127  
Hickory, NC 28603  
704/327-8000 (o)  
704/324-6570 (h)

Don Vestal  
5337 S. Havana Ct.  
Englewood, CO 80111  
303/850-0141 (h)

David V. Francis N999WM P-472  
6431 Sagamore  
Mission Hills, KS 66208  
913/661-0444 (o)  
913/432-4133 (h)

Richard E. Keith N60CL P-201  
90 Deer Hollow Rd.  
San Anselmo, CA 94960  
510/236-4640 (o)  
415/459-1697 (h)

J. Simon  
8091 Alanmore Pl.  
Richmond, BC V7C 2B6  
604/275-0667

Fred C. Vollman N98JM P-349  
P.O. Box 419  
Bunkie, LA 71322  
318/346-6627 (o)  
318/346-2371 (h)

Tom Milledge VH-EZT P-244  
409 City Road  
South Melbourne  
Victoria, Australia 3205  
3/699-7200 (o)  
2/382-609 (h)

Kenneth Bowdish  
705 Old Orchard Rd.  
Harvard, IL 60033-1848

Thomas S. Padgett N6180U P586  
3611 Ella Lee Lane  
Houston, TX 77027  
713/794-0065 (o)  
713/621-0632 (h)

Wells Morse N100BL P-135  
446 Remington Point  
Highland Village, TX 75067-4007  
214/869-3330 (o)  
214/317-7557 (h)

Kenneth W. Tuttle N7667D P-170  
11612 Glenhaven Dr.  
Baton Rouge, LA 70815  
504/273-3441 (h)

Stan Divis N102TB P-506  
P.O. Box 2208  
Roswell, NM 88201  
505/625-8700 (o)  
505/623-2792 (h)

#### CHANGES

Al Lewis has moved from Stevens Aviation, Dayton, Ohio to Aviation Sales, Dayton, Cox Field, 513/898-3927. Al has maintained up to 8 Dukes this past year.

James Fadley add: 408/255-6116 (o)  
408/378-8460 (h)

Scott Stuart, N number: N3876C

Earl Fiscalini, P.O. Box 4274, Zip Code to 93912

Milford Inanamort, 7203 Dockside Place, Sarasota, FL 34242-8762

Les Perryman, 720 Lakeshore Dr., Lincoln, NE 68528-1413

Harold Kant, 300 Davis Lane, Reno, NV 89511

Robert J. Melehan, P.O. Box 4147, Tequesta, FL 33469

Robert Terpening, 1199 Avenida Gandara

Walter Eeds, 610 Newport Center Dr. #1190, Newport Beach, CA 92660

William Foley, 5555 Shorehave Circle, Livermore, CA 94550

Charles Malaquias, 1830 Lindberg Lane, Daytona Beach, FL 32124  
904/760-2450 (o)  
904/760-2455 (h)



Airplanes at  
Corpus Christi

Kirchner's P-432

Cohen's P-412

Lund's P-425

Guidry's P-475

Steven's P-319

McNabb's P-595

Sykes's P-429

Schuler's P-234

Russell's P-577

Frankenberg's  
P-473

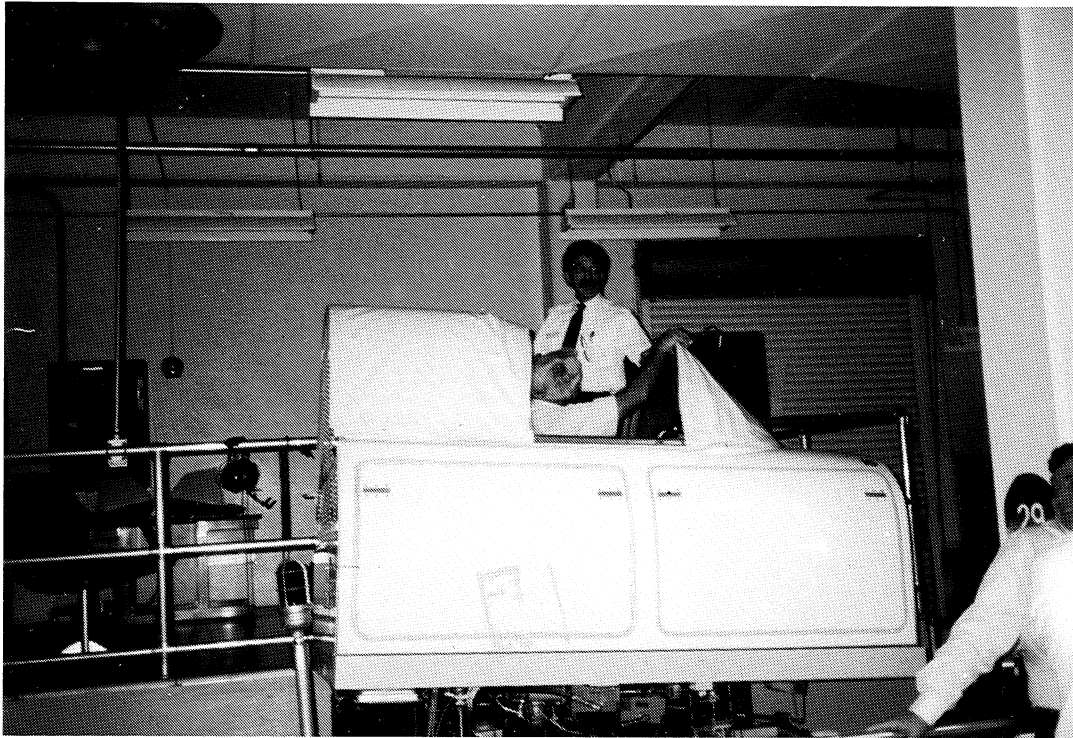
Greeham's P-559

Franklin's P-465

Hammond's P-487

MORE PICTURES ON CRUISE





Airplanes at  
Corpus Christi

Greenblatt's  
P-590

Rhude's P-443

Pharis's P-272

James's P-437

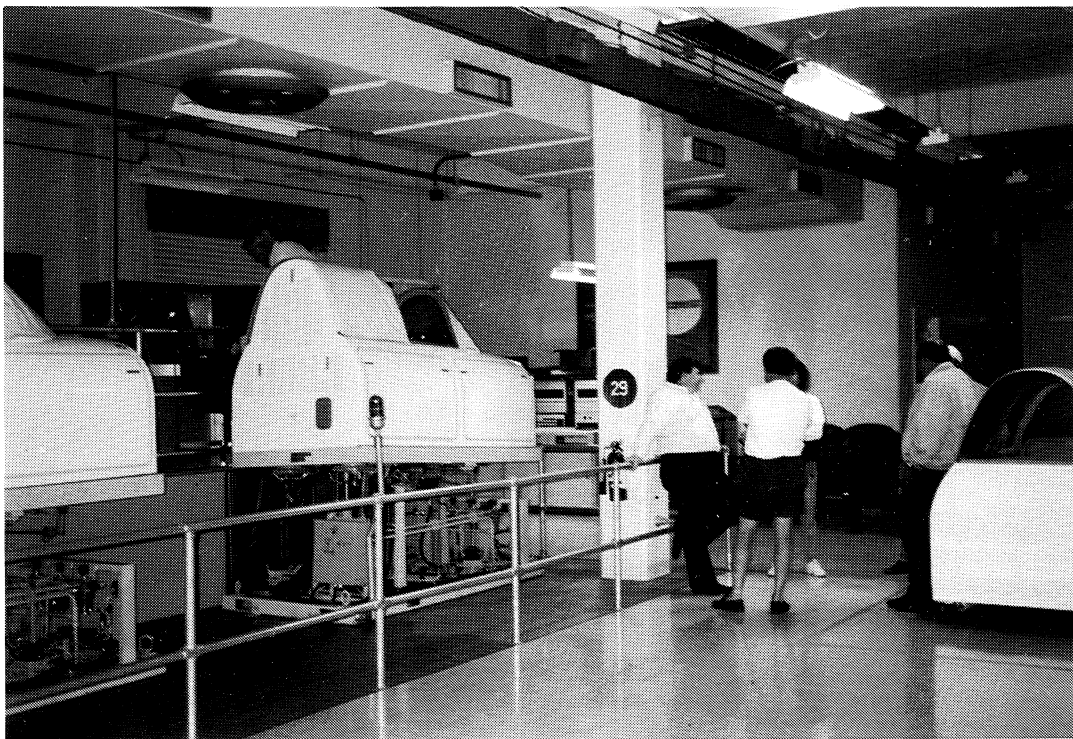
Blau's P-120

Vollman's P-349

Pozez's P-486

Shaw's P-494

SIMULATORS AT NAVAL AIR STATION



MARK YOUR  
CALENDAR FOR  
1993 FLY-IN  
ST. LOUIS, MO  
SEPT 30 - OCT 2

HOST: LARRY  
MOSKOFF