



FLYERS ASSOCIATION NEWS

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Beech Duke VH-TKE in the Brisbane Museum

This is the airplane in which Battle of Britain pilot, Denny Dalton captured seven world records for piston engined aircraft between 1973 and 1975. Most notable among these was the around the world speed record of 122 hours 19 minutes 57 seconds which Mr. Dalton and his co-pilot, Terry Gwynn-Jones flew from Brisbane between 20 and 25 July 1975. Thanks to member Tom Milledge for information.

REMEMBER - This years fly-in - September 30 - October 3 - St. Louis, MO reservation forms and more information in next newsletter.

It is with deep regret we learned from Tom Clements, Flight Review, the passing of Dave Yount. Many of us had Dave for either our first check out or re-current training. His knowledge of the Duke was amazing and he passed on to each of us as much as we could absorb. A true gentleman - he will be deeply missed.



Marge Gorman and Marcia Greeham upon their return from "Woman in Aviation" conference in St. Louis last March. Of the 500 in attendance weather prevented all but these two from flying in by private plane.

Keith Flint shares this possible problem.

Re: Duke Cabin Door Corrosion
P-433

P-433 is now undergoing its annual. I happened to notice some corrosion on the inside of the cabin door in the lower left-hand corner where the fabric panel is held in place by a quarter-inch strip of aluminum channeling. The channeling, other than holding the fabric panel in place, also provides the actual contact between the door and the cabin pressure seal.

I asked my mechanic to remove the door panel to make sure that there was no corrosion on the inside of the door that would compromise the latching mechanism.

Upon removing the bottom door panel, it was discovered that the interior bottom of the door was severely corroded to the extent that approximately 40% to 50% of the structural aluminum had been eaten away. Apparently, moisture had gathered inside the door and been held in place by insulation that is also there.

My mechanic ground down the structural aluminum to eliminate all traces of corrosion, and then riveted a new sheet of structural aluminum on top of the original piece. This required the filing of an FAA 337 Report, as well as an FAA on-site inspection and approval of the repair, because the door is a structural component of the aircraft.

While making the foregoing repair and alteration, I also had the Beech manufactured Drip Shield (P/N 60-430001-183) installed above the cabin door.

P-433 is kept hangared, so the only time it would be able to collect moisture would be in flight or while on the ramp. My feeling is that moisture enters the door around the hinges or door handle and then has no place to exit until it evaporates. The problem is not readily detectable, and I would suspect that it might exist in other Dukes. Removal of the door panel for a visual inspection is fairly simple.

If the corrosion had been allowed to continue, I suppose at some point that the structural aluminum might have been eaten through, and the aircraft would not have been able to maintain its designed pressurization.

Hopefully this information may be helpful to other members.

Shaol Pozez writes -

SAFETY NOTE: Loss of manifold pressure due to a hole in the Exhaust Stack.

I have owned and operated three B-60 Dukes. This problem has occurred two times (different aircraft) and can create two very serious problems. (ie: Loss of power on the affected engine and the "blowtorch" effect of hot exhaust inside the engine nacelle.) Both of these failures were in the front section of the exhaust system. Time in service: 900 Hrs & 1080 Hrs.

** Apparently there is condensation from the engine exhaust which creates rust producing moisture on the bottom of the front exhaust stacks. In both cases there were "quarter size" holes on the bottom of these stacks. They should be carefully inspected periodically. Note: This is not a geographical problem. Both of my aircraft were based and hangared in Tucson, a very arid environment.

And the editor too -

The entrance step to cabin is retracted by a cable attached to left main gear. There is a link in the system supposed to break upon a malfunction.

At our last annual it was discovered a broken link which was replaced. Three flights later the nose gear green light did not come on and gear motor started smoking. To make a long story short, step cable hung up on a bulkhead and would not allow complete extension of landing gear. Link did not break. Our luck held - gears were passed center so no damage was done. Moral of story is if link in step retracting cable breaks, find out why it broke before replacing link. (Jim Gorman)

BOOT MAINTENANCE TIPS BY JIM DUNN, B. F. GOODRICH SERVICE MANAGER

1. FOR USUALLY HANGARED AIRCRAFT
 - A. Start by cleaning boots with BFG Shinemaster Prep.
 - B. Detail any eroded edges with a coat of A56B conductive trim cement.
 - C. To protect the boots from ozone and ultraviolet light, apply a coat of BFG Agemaster to boot surfaces. **WARNING:** Use rubber gloves and a clean, dry rag to apply. Avoid skin contact and inhaling vapors. **CAUTION:** Use care to not get any Agemaster on painted surfaces because Agemaster will stain the paint. If necessary, use masking tape. After a 24-hour curing period, apply another coat of Agemaster and let this second coat cure 24 hours before proceeding.
 - D. For a cosmetically even, glossy-black appearance, optional if desired, apply 2 or 3 coats of BFG Shinemaster (top-coat, not prep).
 - E. After 6 months, clean again with Shinemaster prep, and re-coat with Shinemaster as/if desired.
 - F. Once per year, repeat A through D above.
2. FOR AIRCRAFT USUALLY TIED-DOWN OUTSIDE
 - A. Same as above, except twice as often.
- 3) FOR ALL AIRCRAFT
 - A. For additional ice-shedding protection, coat the boots with BFG ICEX before flight into known icing conditions. This is messy, ugly stuff and is purely optional insurance for optimum ice removal, and does not aid in boot protection.
 - B. Always read and follow all instructions on the product containers.
 - C. No other products or procedures are approved by BFG.
 - D. Cycle the boots occasionally, even during the warm months, to keep the valves and solenoids from sticking.
 - E. Bubble leak-test the boots during the annual inspection, for early detection and repair of any leaks before hold-down vacuum in-flight causes ingestion of moisture, thereby causing valve failure from ice or corrosion.
 - F. For any other information or assistance contact Mr. Jim Dunn personally at 216/784-5477. He is very cooperative, knowledgeable and helpful. Take care of those boots and they will take care of you, and look great too!
4. Fair skies and tail-winds from Rod Pharis, Duke N30MC, P272.

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