



FLYERS ASSOCIATION NEWS

Number 95-3

November 1995



Host Larry Moskoff greets the Duke owners on their arrival at Spirit of St. Louis Airport last October. Over 40 airplanes graced the ramp. As usual the Saturday morning maintenance seminar produced lively discussions and brought out many ideas on the operation of the airplane. Saturday night banquet, a sit down dinner with white table cloths, featured an excellent Italian menu and was enjoyed by over 100 members. Thanks Larry, we had a very enjoyable time.

President
Bill Passey
P-594

Vice President
Max Cohen
P-412

Secretary-Treasurer
Marge Gorman
P-596

One of the highlights of the St. Louis fly-in was the Duke Pinch-Hitters Class. Tom Clements of Flight Review conducted the course. Attendees were Bobbie Wasson, Ro Wyman, Jeanne Moskoff, Debra Manjoney, Rosemary Olson, Joan Campbell, Herborg Nordahl, Kristy Thompson. A very worthwhile effort.

We have 150-160 luggage tags remaining from the 1995 fly-in. On a first come, first serve basis we are making them available to the membership, \$5.00 for two luggage tags. Send your name, address, city, state, zip code, phone number and tail number of your Duke with check for \$5.00 to Create-A-Sign, 141 Forest Club Drive, Chesterfield, MO 63005.

Chuck Stevens reports right hand engine was consistently hard to start under varying conditions, mainly hot. Many tests and suggested remedies did not help. Finally removal and inspection of shower of sparks vibrator revealed intermittent/low voltage replacement of vibrator rectified the problem.

Suggested **good competent** maintenance people:

- | | | |
|-----------------|---|--|
| Shelly Holson | - | Northeastern Electronics
Westfield Airport, Westfield, MA
413/562-5124 |
| | | Sadler Aircraft
Danbury Municipal, Danbury, CT
203/748-9922 |
| Frank Singer | - | Jay's Aircraft Maintenance
John Wayne Airport, Costa Mesa, CA
714/433-2275 |
| | | IFR Avionics
Van Nuys Airport, Van Nuys, CA
818/782-4810 |
| Ellett Lawrence | - | Midcoast (Avionics)
Adams Field, Little Rock, AR
501/372-5722 |
| John Campbell | - | Kaiser Custom Furnishings Ltd.
(Aircraft Interiors)
Vancouver Int. Airport
Richmond, BC, Canada
604/278-1421 |

Barry David - Fire Wall Forward
Ft. Collins Loveland Airport
Ft. Collins, CO
800/444-0556

McClellan Maintenance
Capitol City Airport
Springfield, IL
217/544-9217

Armstrong Aviation
Smithville Airport
Smithville, TN
615/597-6222

Art Harrison - Winterset Aviation
Winterset-Madison County Airport
Winterset, IA
515/462-1811

Lycoming has issued Mandatory Service Bulletin #518C requiring replacement of thermostatic bypass valve. For quick service and a good price (List \$154.00 ea) call Gene Hodges at Van Bortel Aircraft, Arlington, TX, 1-800-938-7278.

WELCOME NEW MEMBERS

David M. Haig
Honolulu, HI

Raymond T. Tobiassen
Wilton, CT

Phil Bambarger P-379
St. Louis, MO

James A. Martin P-369
Stillwater, OK

Ronald H. Cox
Vero Beach, FL

David Wilson P-288
Ketchum, ID

Lyle T. Duncan
Provo, UT 84603

A. Trent Williams
Rockledge, FL

Tommy Malm P-94
Jon Koping, Sweden

John Mayes P-494
Bakersfield, CA

ITEM OF INTEREST

A Duke is now at Fire Wall Forward for engine overhaul. Time on engines, 2550+ hours SMOH. This has to be a new record. Mark Seader reports engines were in excellent shape. Proves one thing - if you treat the engines with respect, they will serve you well.

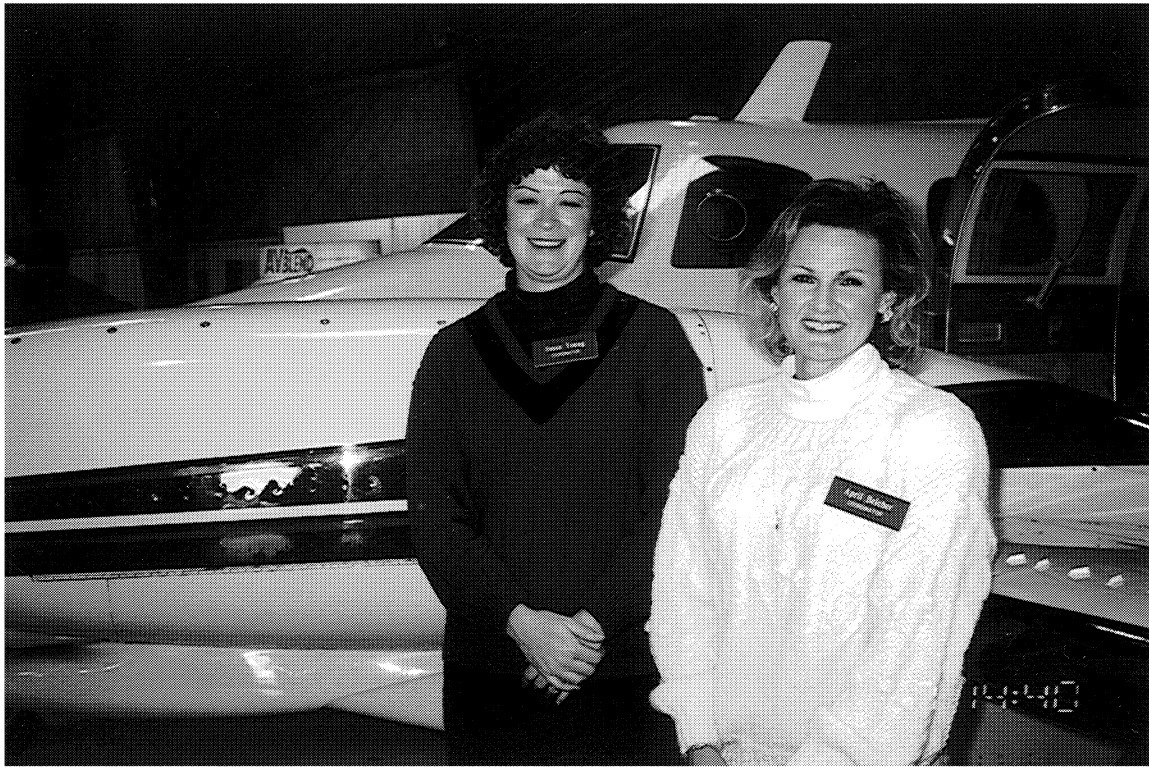
IMPORTANT NEWS

1996 FLY-IN WILL BE HELD AT CENTENNIAL AIRPORT, DENVER, CO, SEPTEMBER 12-13-14. OUR HOST WILL BE RON KNUDSEN. IT WILL BE A RETURN VISIT FOR OUR CLUB.

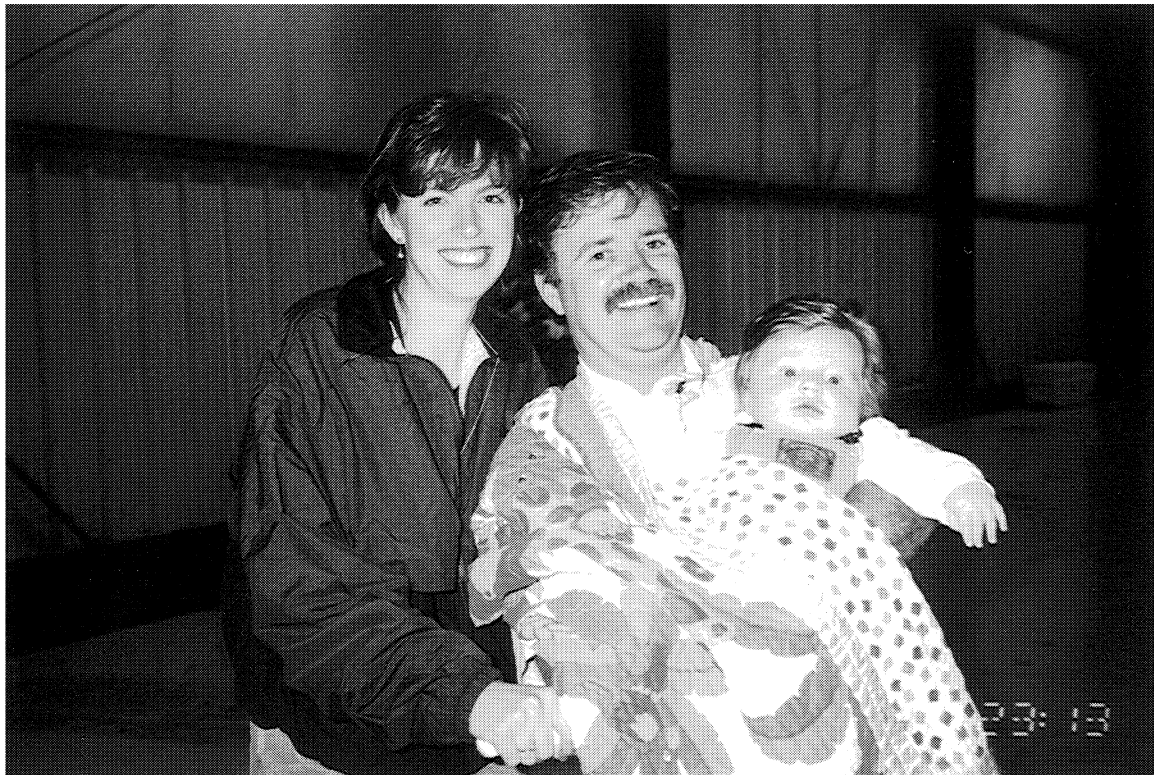
You can look out your motel and see all the Dukes parked on the ramp. Ron has made great plans which **may** include a visit to Norad-Cheyenne Mountain and for those who wish the gambling casinos in downtown Denver - mark your calendars.



We were guests of Visionaire for lunch and a chance to view their single engine cabin class Vantage jet mockup.



Susan Young and April Belcher did much to make the fly-in a success.



Monika, Bob Desroche and Alexander



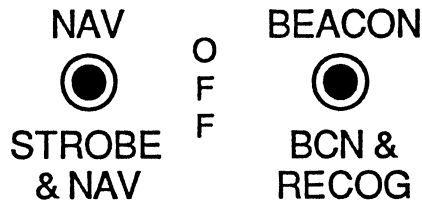
Joan Campbell, Herborg Nordahl, Hunter Bennett and Marcia Greenham

Tom Clements of Flight Review explains The "Crazy" Duke Light Switches on the following pages.

Enclosed are suggestions for Christmas gifts from member, David Lilly of Lilly daVid. The Association receives a 10% commission on all sales.

The “Crazy” Duke Light Switches

Apparently the original designers of the Duke never anticipated the future, when most Dukes would be factory-delivered with both the optional Strobe Light system and wingtip Recognition Lights. Other Beechcrafts which have these options have separate control switches for them, but not the Duke. Instead, they are incorporated into the Nav and Beacon light switches as shown below.



These are three-position switches, with Off in the center. The Recog lights can only be operated in conjunction with the Beacon...no problem there. But the Strobes can only be operated with the Nav lights on...which seems a bit odd.

Flight Review believes that external lighting is cheap collision-avoidance insurance. Watch a Boeing 767 take the runway at a major airport: It is standard practice for the crew to turn on virtually all external lighting, day or night, and leave it on until the airliner has climbed well above the busy traffic area down low. If it is good enough for them—and a 767 is lot easier to spot than a Duke!—then it is good enough for us too. At least that’s our philosophy.

For simplicity, let’s call these two switches “Left” and “Right” for now. **Prior to start, we *always* want the Right switch up.** The Airman’s Information Manual suggests that having the Beacon on is a method by which bystanders will be told that a propeller is turning, or is about to be turning. **At night, *both* switches should be up before start.**

Don’t operate Strobes or Recogs on the ground! At night, strobes are an exceedingly bright nuisance to yourself and to others. During the day, although having them on isn’t a big deal, why do it? It will merely lead to bad habit patterns when you fly at night. Operation of Recogs on the ground, for prolonged periods, has been proven to overheat and distort the clear plastic lens cover in front of the lights. So keep Strobes and Recogs off until you are ready to fly.

The switches should be repositioned when conducting the “Runway Lineup” procedure/checklist. **At that time, day or night, put them both down, along with turning the Taxi and Landing Light switches up.** Get those lights on! Right after gear retraction—for P-365 and after, the Dukes with the landing lights on the main gear legs—turn off the Landing and Taxi lights. Climbing through 10,000 feet is a good time to move the Right switch to the up position—turning off Recogs but leaving the Beacon on—and once you are in Class A airspace above 18,000 feet, probably the strobes could be shut off too...meaning the Left switch would come to the center for day flights, up for night.

Descending through 18,000 feet, it’s time for strobes again. No later than 10,000 feet, it’s time for Recogs also. **When the landing gear comes down, turn on the Taxi light and both Landing lights.** Even with Recogs still on—as they should be now—the bigger lights are easier to see, so use them once the gear is extended.

Some pilots have developed a neat habit pattern: They hold onto the gear handle until “Three Green, No Red” is confirmed, and then they immediately go on with “Three White”...the Landing and Taxi lights, which are located just to the left of the gear handle.

Similarly, on takeoff, remember to switch off the “Three White” after the gear handle is moved up.

During the After Landing procedure, the Left switch should either go to the center (day) or up position (night) and the Right switch should always go up. Turn off the Landing lights now, and use the Taxi light as needed.

Lastly, it is not a bad idea to leave the Right switch up at shutdown. By doing that, the Beacon will still be rotating as you walk away from the airplane if you’ve inadvertently left the battery switch on. Plus, you’ll be all set for the next engine start.

We would prefer that the Strobe and Recog lights were not controlled as they are in the Duke. However, the lights can be utilized correctly once you’ve given some thought to the switch labels.



THE ART OF FINE EMBROIDERY

Below prices include embroidery (Center Front Hat and Left Chest Shirt). Please specify design choice and color combo:

- 1) DUKE FLYERS ASSOCIATION
- 2) DUKE AIRPLANE Blue or Red color combo

Cotton Twill Hat: Black, White, Navy		\$10.00
Suede Bill Hat: Black with Silver Bill		12.00
Natural with Black Bill		
Natural with Hunter Bill		
100% Cotton Pique Polo Style Shirt: S,M,L,XL		24.00
XXL		25.50
Black, White, Red, Navy,		
Hunter, Jade, Turq, Royal		
100% Cotton Interlock Turtleneck: S,M,L,XL		22.00
XXL		23.50
Black, White, Red, Navy,		
Hunter, Jade, Turq, Royal		
100% Cotton Sweatshirt: S,M,L,XL		24.00
XXL		26.00
Ash, Navy, Maroon		

Below are blank garment prices. For embroidery, add:

Left Chest Design	\$5.00
Back Design	12.00

Specify Design and Color Combo

CHEST: 1) DUKE FLYERS	
2) DUKE AIRPLANE	Blue or Red color combo
BACK: 3) DUKE AIRPLANE	Blue or Red color combo

Flight Jacket USA: Sage, Black	S,M,L,XL	65.00
	XXL	69.00
	XXXL	71.00
Flight Jacket Import: Sage, Black	S,M,L,XL	43.00
	XXL	45.00
	XXXL	47.00
Flight Jacket Without Collar		
USA: Sage, Black	S,M,L,XL	58.00
	XXL	62.00
	XXXL	64.00
Flight Jacket without collar		
Import: Sage, Black	S,M,L,XL	35.00
	XXL	37.00
	XXXL	39.00



Jilly David

THE ART OF FINE EMBROIDERY

FOR DUKE FLYERS ASSOCIATION MEMBERS

10/8/95

10% of all proceeds benefit our Association's Treasury

ITEM	COLOR	2nd color choice	SIZE	QTY.	EMB. DESIGN	EMB. COLOR	\$ EACH

Total price of items _____

Shipping and Handling _____
(per total price of items)

Total charge _____

Shipping up to \$25.00 = \$2.50
 25.01 - 75.00 = 5.00
 75.01- 125.00 = 7.50

Method of Payment: _____ Personal Check
 _____ Visa
 _____ Master Card

Credit Card Account Number: _____

Expiration Date: ____/____/____

Cardholders Signature: _____

...and address if not as below _____

Street

City

State

Zip

Shipping Name and Address: _____

Name

Street

City

State

ZIP

Phone Numbers with Area Codes:

Day: _____ Evening _____