



FLYERS ASSOCIATION NEWS

Number 97-3

December 1997



38 Dukes at Tullahoma, TN - 1997 Fly in

One of our most successful fly-in's. A non-controlled field allowed formation fly-by's and gear checks at a lower than normal altitude.

President
Mike Greenblatt
P-590

Vice President
Max Cohen
P-412

Secretary-Treasurer
Marge Gorman
P-596

Getting down toward the end of our supply

Three original Duke commercials from 1960 - 1980. 30 minutes - VCR copies are \$11.95 postpaid in US or Canada. Contact Jim Gorman.

Spare parts on hand for your Duke

1 - Generator	2 - Oil Coolers
1 - Starter	1 - Magneto
1 - Pilot Hydraulic Seat Control	1 - Lycoming Exhaust Pipe Part No. 77429
1 - 5 x 6.0 Nose Wheel Tire	1 - 19 x 6.75-8 Main Gear Tire
4 - Prop Brush 3E1206-2	1 - 19 x 6.75-8 Main Gear Tube
3 - T10541 Cylinder Assemblies	

The arrangement we have with Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109, is they will ship an O/H generator, starter, or magneto to you by UPS or Federal Express. You return to them (same day) your part to them. They will overhaul, charging for work done and the item becomes association emergency part. Phone number 815/399-0225.

For oil cooler contact Bill Passey, 602/969-2291 (office).

For other items contact Jim Gorman 419/755-1223 (office).

Remember overhaul of generator at 900 hours will cost you about 85% more than O/H at 500 hours.

Our fly-in at Tullahoma, TN as noted on the front page was most successful, thanks to Stan McNabb, Jack Anthony, Mike Greenblatt and our hosts at the Staggerwing Museum, John and Charlotte Parish, who opened their beautiful airport home for the Saturday night cocktail party. This was frosting on the cake and all attending surely appreciated their efforts.

As noted in Larry Schuler's letter, our Saturday maintenance seminar was ably conducted by Vice President, Max Cohen. An interesting part was Tom Clements graphic review of a Duke accident following an engine failure. A good case of not always following instructions of the FAA controller.

As noted your organization has a new President. Bill Passey (as did our first President, Ellett Lawrence) bought a King Air and in addition was taking his bride-to-be to Europe during the fly-in. We thank Bill for all his efforts in behalf of Duke Flyers these past many years.



Duke Flyers new President, Mike Greenblatt. He asked his picture be taken with a beautiful yellow Staggerwing and Mrs. Beech in the background. Just in case you cannot read the bumper sticker, it says "My mother told me anyone could grow up to be president - now I believe her."

In an effort to assist members, the association has purchased three complete new cylinder assemblies from Lycoming. The first ones have already been used. More on order.

Pictures from Tullahoma



Your officers - Marge Gorman, Mike Greenblatt, Max Cohen



Pat and Glen Kooi, Englewood, CO



Mark and Peggy Madura - Anchorage, AK



John Jacobs, Chicago, IL - First cross country in his new Duke was to Tullahoma



Jean-Pierre Paquette - L'Orignal, Ontario



Ellen O'Conner just after completion of pinch-hitter course by Tom Clements. Duke pilot, Marcia Greenham looks on.

Welcome New Members

Bill Kurtin
Downsview, Ontario, Canada

Maurie Miller P-372
Glen Carbon, IL

James Cleveland P-31
LaVernia, TX

Fred Castle P-171
Shrewsbury, MA

John Jacobs P-359
Chicago, IL

Eberhard Burghalter P-342
Freiburg, Germany

Robert Stephens P-47
Doylestown, PA

Bill Devore P-521
Casper, WY

Ronald Brunner P-202
W. Conshohocken, PA

Robert Stanton
Virginia Beach, VA

James Ellenberger P-358
Riverside, CA

Jimmy Courson P-446
Carlsbad, NM

Members at Tullahoma

Barrett, Bennett, Anthony, Ballantyne, Brandel, Bryson, Byrd, Cheadle, Clemments, Max Cohen, Ralph Cohen, Comeault, Desroche, DiTommaso, Edwards, Faber, Feldman, Fischer, Flint, Gorman's, Greenblatt, Greenham, Gross, Hampton, Hurla, Jacobs, Kooi, Madura, McNabb, Moore, O'Connor, Ohlmann, Olson, Paquette, Rhude, Schuler, Thompson, Vollman, Vondrak, Woods, Wyman

Before having "Nu Boots" repair your aircraft boots suggest you contact Mark Sarkowsky at 818/501-4007 (home) or 818/986-4673 (office).

October 20, 1997

Dear Jim & Marge,

It was another great Duke Fly-In at Tullahoma and the hosts sure made it enjoyable for us. We had truly never heard of Tullahoma before but will never forget it now. The Staggerwing Museum is one of the better museums we have seen.

I took a total of about 3-1/2 hours of videos and had to try to condense it into a 2-2/3 hour long tape. Left out some tire kicking on Friday and Saturday but included all of the socializing and most of the maintenance seminar which I thought was one of our best and most organized seminars to date. I did have to cut short Bob Desroche in his updating on Duke add ons as well as leaving out all of the pressure oiling presentation.

Denise and I flew to Williamsburg, Va. from Tullahoma and had a severe electrical problem about half way there. We were climbing from 21,000' to 23,000' to get out of icing conditions with everything turned on when all of a sudden both loadmeters pegged out at 100% and then both went off line and we heard what sounded like an explosion and smelled a rather rancid odor. I then turned off the battery switch until I was sure we had no fire. Several circuit breakers were popped. I then pulled all four main buss circuit breakers and put the battery switch back on and then generator switches on but only the right generator would come back on line. Restored buss switches one at a time but had no avionics or anything from the left buss. No deicing would work, no radar, autopilot, electrical instruments or radios. My #2 transponder worked so we squawked 7700 and luckily had our Garmin 195 which we used to continue on to our destination. The weather was not good anywhere enroute but we got into our alternate Newport News.

On the ground I checked all wiring to all busses and found one 120 amp circuit breaker popped on the left isolation buss taking away all use of anything on the left buss including the left avionics buss. All running lights, rotating beacon bulbs were burned out. All in line fuses to radios, loran, were blown. The heater blower motor impeller had disintegrated in the blower housing which was the explosive sound we heard. The problem was a runaway left voltage regulator causing excessive voltage at a high amperage load before shutting down on overvoltage controls. All transistorized radio power supplies, HSI, radar, autopilot and electrical instruments were internally cooked. I now have the plane at Laurence Electronics at Canton-Akron Airport and I'll let you know how they are as an avionics repair shop.

Voltage regulators and the need for timely overhaul can be put on our future agenda for discussion and we may think of having a spare or two as we do generators for our members to draw from. This was certainly an unpleasant and costly experience for us and I will keep you updated on the extent of the damages.

Again it was good to see old friends and new ones at the fly-in and the Charlotte and John Parish were sure gracious hosts and fine people. I am sending them a copy of the video also.

Best Regards,

