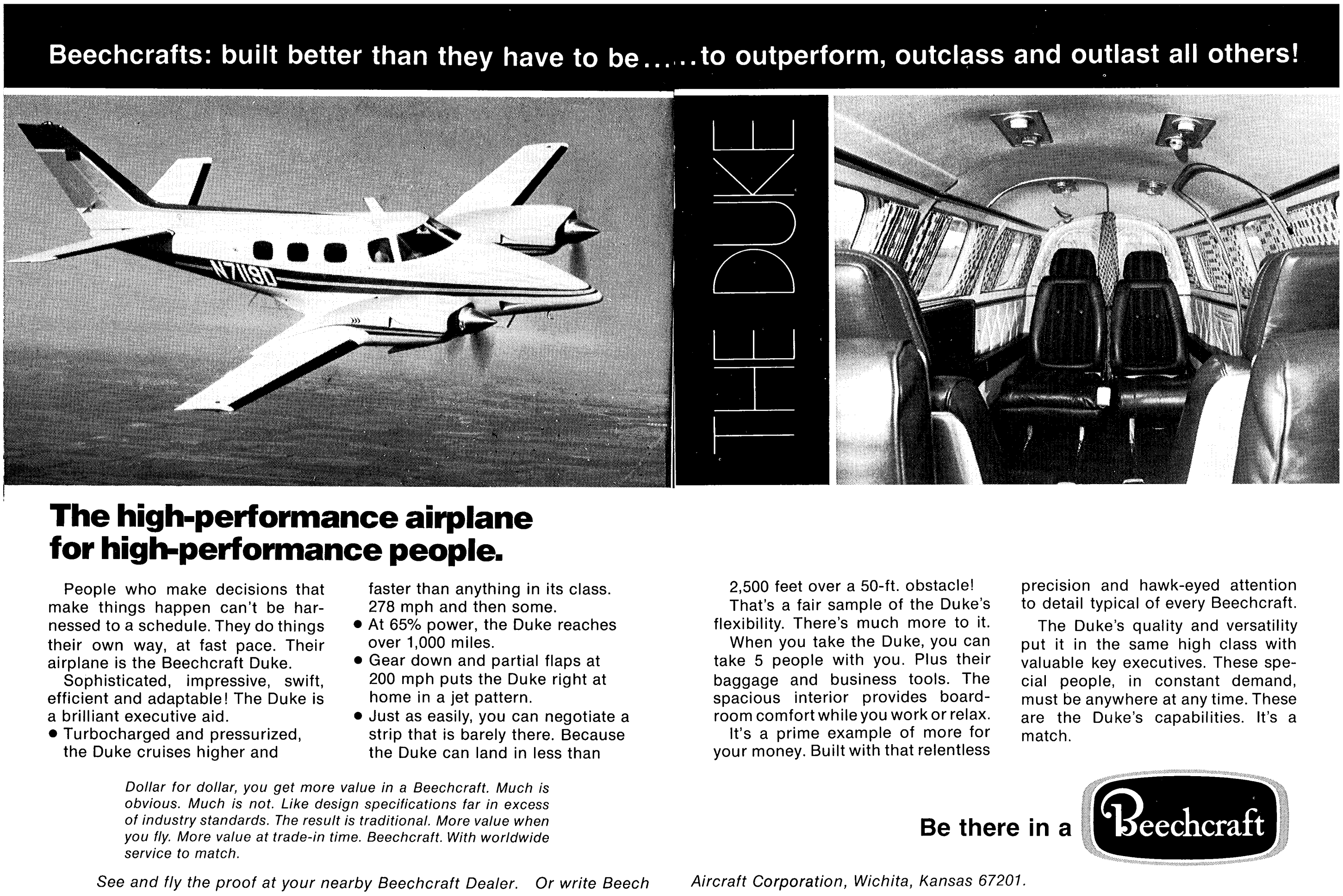
Duke

FLYERS ASSOCIATION NEWS

NUMBER 99-1 MAY 1999



Beechcrafts: built better than they have to be......to outperform, outclass and outlast all others!

The high-performance airplane for high-performance people.

People who make decisions that make things happen can't be harnessed to a schedule. They do things their own way, at fast pace. Their airplane is the Beechcraft Duke.

Sophisticated, impressive, swift, efficient and adaptable! The Duke is a brilliant executive aid.

- Turbocharged and pressurized, the Duke cruises higher and faster than anything in its class. 278 mph and then some.
- At 65% power, the Duke reaches over 1,000 miles.
- Gear down and partial flaps at 200 mph puts the Duke right at home in a jet pattern.
- Just as easily, you can negotiate a strip that is barely there. Because the Duke can land in less than 2,500 feet over a 50-ft. obstacle!

That's a fair sample of the Duke's flexibility. There's much more to it.

When you take the Duke, you can take 5 people with you. Plus their baggage and business tools. The spacious interior provides boardroom comfort while you work or relax.

It's a prime example of more for your money. Built with that relentless precision and hawk-eyed attention to detail typical of every Beechcraft.

The Duke's quality and versatility put it in the same high class with valuable key executives. These special people, in constant demand, must be anywhere at any time. These are the Duke's capabilities. It's a match.

Dollar for dollar, you get more value in a Beechcraft. Much is obvious. Much is not. Like design specifications far in excess of industry standards. The result is traditional. More value when you fly. More value at trade-in time. Beechcraft. With worldwide service to match.

Be there in a Beechcraft

See and fly the proof at your nearby Beechcraft Dealer. Or write Beech Aircraft Corporation, Wichita, Kansas 67201.

Advertisement in *Air Facts* February, 1971

1999 Fly-in will be September 15-18 in Colorado Springs, CO, hosted by Al and Debbie Uhalt. They have a very interesting program planned. Reservation forms will be in your hands this summer but plan now to attend.

PRESIDENT	VICE PRESIDENT	SECRETARY-TREASURER
Mike Greenblatt	Max Cohen	Marge Gorman
P-590	P-413	P-596

Spare parts on hand for your Duke

1 – Generator
1 – Starter
1 – Pilot Hydraulic Seat Control
1 – 5 x 6.0 Nose Wheel Tire
4 – Prop Brush 3E1206-2
6 – T10541 Cylinder Assemblies (on order)
1 – Gear Motor

2 – Oil Coolers
1 - Magneto
1 – Lycoming Exhaust Pipe Part No. 77429
1 – 19 x 6.75-8 Main Gear Tire
1 – 19 x 6.75-8 Main Gear Tube
1 – Flap Motor
Recognition Light Bulbs, DN25-3

The arrangement we have with Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109, is they will ship an O/H generator, starter, magneto, or motor to you by UPS or Federal Express. You return to them (same day) your part. 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 three times more than O/H at 500 hours.

* * *

Ritt Berry has for sale:

Nacelle and inlet plugs, etc. - $200.00
Cockpit window shades (interior) - $100.00
Aircraft Cover - $300.00 or all for - $500.00
310/277-6868

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Reports from the West Coast indicate a person named Michael Edison has expressed interest in purchasing a Duke. A demonstration flight is made to Las Vegas or other point. After the flight, nothing more is heard from him.

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The following accident report was sent to us by John Tye: **Unsuccessful Off-Field Landing**

Beech B60, Springfield, MO., July 20, 1997 – Shortly after taking off from the Springfield/Branson Regional Airport (SGF) for a flight to the Spirit of St. Louis Airport in Chesterfield, MO., the ATP-rated pilot reported that he was having engine problems and would return to SGF. The twin-engine Duke crashed two miles northeast of the airport, killing the pilot, a pilot-rated passenger and two other passengers.

Witnesses who were located about three miles east of SGF reported that they heard a twin-engine airplane with engine problems at about 1615 CDT. They described hearing the engine or engines sputtering, cutting out or backfiring while the Beech B60 was flying wings level to the northeast.

Radar data indicated that the Duke had turned to the northeast after takeoff. The first radar hit was at 1619:58 and the airplane was about 3.5 nmi to the southeast of the field at 2,800 ft. msl and climbing at 750 fpm. At 1621, the B60 was about five nautical miles east of the airport at 4,300 ft. msl-about 3,033 ft. agl.

At 1621:34, the radar data showed that the Duke had started a descent on a northeasterly heading, with an average rate of descent of 402 fpm. By 1624:59 it was 12 nmi northeast of the Springfield/Branson airport, seven nautical miles farther to the northeast from its initial descent point, and its altitude had dropped to 2,800 msl.

It then began a 180-deg left descending turn, eventually heading to the southwest. The last radar hit on the airplane indicated that it was at 2,200 ft. msl (933 ft. agl) and about ten miles northeast of the airport.

Three seconds later, the pilot contacted the Springfield local air traffic controller and at 1626:41 he advised that "... we need to return to the airport." The controller then directed the pilot to fly a 210-deg heading and told him that he would sequence the airplane in for landing behind a Beech 1900 that was 15 nmi out from the airport.

By then the pilot clearly was showing concern over his rapidly deteriorating situation, responding, "Okay, ah, we may, ah, not be able to do that. We're going to let you know here in just a minute." Five seconds later, at 1627:18, ATC asked, "Are you experiencing any difficulties?" to which the pilot answered in the affirmative.

Over the next two minutes, there were the following exchanges between the pilots in the Beech Duke (N3359P) and the local controller at SGF:

1627:21 (controller) – Can you give me any, ah, information right now?

1627:23 (N3359P) – Ah, negative. Stand by a minute.

1628:49 (N3359P) - . . . ah, we've got a partial engine failure on the left side. We're going to have to limp it on in.

1628:54 (controller) – Okay, go straight in to runway two zero, sir (N3359P acknowledges.)

1629:22 (controller) – Duke, ah five niner papa, you want the equipment?

1629:25 (N3359P) – Ah, not at this point. We're gonna see if we can't make the airport here.

At 1629:36, the controller cleared the B60 to land on Runway 20.

1629:39 (N3359P) – Okay, we don't have the airport.

1629:41 (controller) – Okay, what's your heading?

1629:42 (N3359P) – Isn't going to work. We're gonna have to put it down.

1629:44 (controller) – You're landing at your present position?

1629:46 (N3359P) – Ah yeah. We're looking for a field down here.

1629:49 (controller) – All right, sir. Thank you very much.

There were no further communications from the accident aircraft. Witnesses who were about 0.5 to 1.5 mi northeast of the crash site reported seeing a twin-engine airplane flying to the southwest at low altitude at about 1630. They told investigators that both propellers were turning and that they did not hear any backfiring or sputtering noises from the engines.

The wreckage path revealed the Duke hit the ground inverted and was at or near a nose-down, vertical flight path.

Remains of the left and right fuel selectors indicated that the left fuel selector was in the "off" position and the right fuel selector was in the "on" position. The left and right fuel boost pump switches were destroyed by fire.

The Part 91 flight had departed the Spirit of St. Louis Airport about 0930 for the 180-mi trip southwest to the Springfield/Branson airport. After landing at about 1020 the pilot did not request aircraft servicing or fuel for the return flight to Spirit of St. Louis Airport.

The pilot, who was employed by the aircraft operator, had a total of approximately 10,734 hr of flight time, of which 7,643 were in multi-engine aircraft. He began flying a Duke in 1980, had checked out four company pilots in the aircraft, and had logged 46 hr in the accident aircraft in the previous 12 months. He was described as meticulous and conscientious in his approach to flying.

The pilot-rated passenger in the right seat of the airplane was ATP with SEL and MEL ratings with more than 20,500 hr total time. He was a friend of the pilot, and the two were planning a fishing trip to Canada the following week. The purpose of the trip to Springfield was a pleasure flight to buy fishing equipment.

The aircraft logbook indicated that maintenance had been performed on the right wing fuel tank on July 10, 1997, ten days before the accident, at Spirit of St. Louis Airport. The logbook entry read, "Repair fuel seepage right wing by tightening leading edge fuel cell interconnect nipple. Fuel right wing and confirm repair."

The aircraft operator told NTSB that fuel had started seeping out of the right wing of the Duke. To locate the leak, fuel was transferred manually from the right tank to the left tank. The mechanics determined that the fuel was leaking at the interconnect nipple. After the leak was fixed, the fuel in the left tank was pumped back into the right tank using the aircraft's fuel pump and hose. The operator reported that all the fuel from the left tank was pumped into the right tank, and that only residual fuel remained in the left tank. He said that the left fuel gauge read zero, while the right had about 50 to 60 gal.

The Duke was not fueled or flown between July 11 and July 20, when the pilot put 25 gal of fuel in each wing. According to the operator, the left tank had about 25 to 35 gal of fuel and the right tank had about 75 to 80 gal when it departed from Spirit of St. Louis Airport for Springfield on the morning of July 20.

The operator said that the fuel gauges worked and were accurate, and a Hoskins fuel totalizer was installed on the B60. But the totalizer indicated only the total fuel on board, not how much was in each tank. He said that each engine's fuel consumption was normally about 30 gph for the first hour, and 25 gph after the first hour. The B60 airplane flight manual (AFM) required a minimum of 25 gal of fuel in each wing at takeoff. The 50-min flight from Spirit of St. Louis to Springfield would have consumed most of the fuel in the left tank if no fuel had been transferred from the right to left tank in flight.

The aircraft departed Springfield Regional airport at 1615, and at 1621:22, about 5.4 min after takeoff, began its descent from 4,300 msl. At 1628:49, 11.8 min after takeoff, the pilot reported to the controller that he had a "... partial engine failure on the left side."

Because NTSB is still investigating this accident, the information in this account came from the previously released factual report. The probable cause will be determined when the investigation is complete.

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Welcome New Members

Roger Storch	P-471	Jeff Cannon	P-592
Robert Hilton	TG-65	Kim Pratt	P-368
Joseph Hosteny	P-507	David Steinbock	P-231
Tom Hart		Gary Jones	P-138
Bob Barbee	P-585	Steve Arends	
George Arbuckle		Phil Sykes	P-310
Buck Graham	P-326	Charles Masters	P-430
Bill Cammack	TG-65	James McArtor	P-391
Michael Halverson	P-472	Edward Barnes	P-511
Steven Glazier	P-369	Bob Peralta	P-376
Fred Wenninger	P-534	Gary Eelman	P-579

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Please check the membership list for any corrections and notify Jim Gorman so updates can be made.

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Gary Seabert has a run-out TIO541E:1A4 for sale - $7000.00. Tel: 904/261-7890 (office)

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Fred Vollman has a P-349 that was damaged by tornado for sale in whole or parts. Contact him at 318/346-6627 (office) or 318/346-2371 (home).