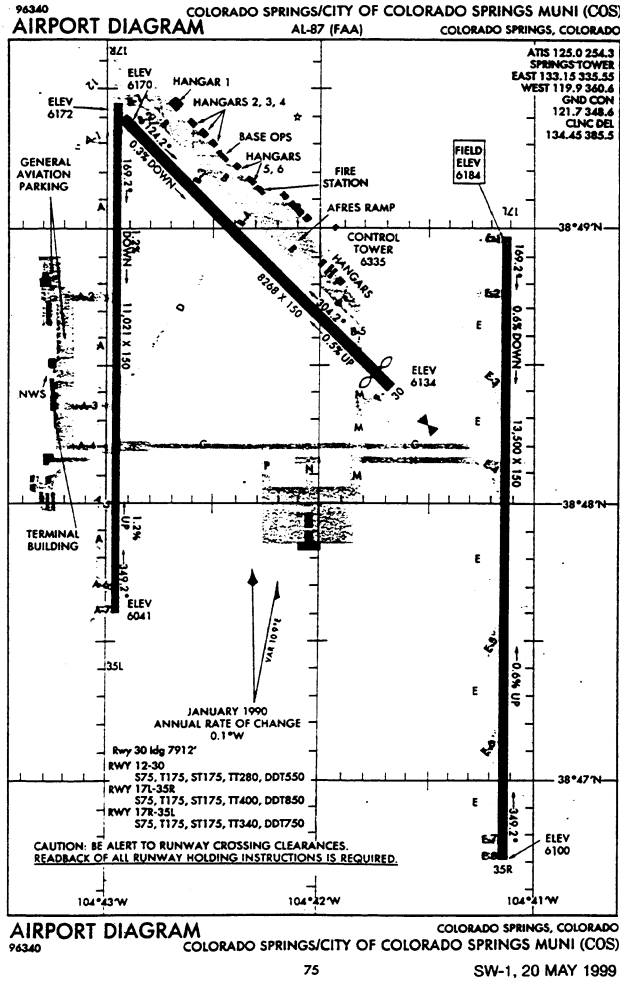


Duke

FLYERS ASSOCIATION NEWS

NUMBER 99-2

AUGUST 1999



Airport Layout of 1999 Duke Fly-in
 September 16 – 18
 @ Colorado Springs, Colorado
 Contact Al, Debbie Uhalt 719/574-1111

President
 Mike Greenblatt
 P-590

Vice President
 Ralph Cohen
 P-412

Secretary-Treasurer
 Marge Gorman
 P-596

Spare parts on hand for your Duke

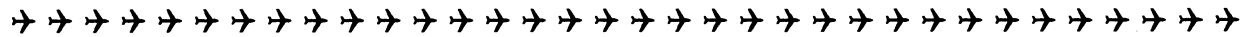
- | | |
|----------------------------------|--|
| 1 – Generator | 2 – Oil Coolers |
| 1 – Starter | 1 – Magneto |
| 1 – Pilot Hydraulic Seat Control | 1 – Lycoming Exhaust Pipe Part No. 77429 |
| 1 – 5 x 6.0 Nose Wheel Tire | 1 – 19 x 6.75-8 Main Gear Tire |
| 4 – Prop Brush 3E1206-2 | 1 – 19 x 6.75-8 Main Gear Tube |
| 6 – T10541 Cylinder Assemblies | 1 – Flap Motor |
| 1 – Gear 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.

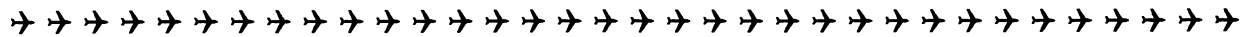


Ritt Berry has for sale:

- 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

LeRoy Milne has for sale:

- New clutch for air conditioner - \$260.00
- 801/479-6532



Ed Ulyate would like to swap his intercooler installation for a non intercooler set up on an airplane in the serial number range of his – P-569.
805/987-3047

Beech Duke Pressure Test System

As the Duke ages, the various cabin seals deteriorate. These include cabin window and door seals, floor drain seals, landing gear control rods seals, flight control cable seals, nose gear push-rod seals etc. The typical method for determining the location and magnitude of leaks, is to pressurize the complete cabin vessel with a very expensive cabin pressure pumping system and wrap the vessel to prevent dangerous explosive bursts.

Here is a do-it-yourself, extremely low cost way to accomplish the same tests and check out the fix!

Materials needed:

- A Shop-Vac rated at least 6 amps (about an 8 gallon tank type). Must have port to insert vacuum hose into the exhaust end.
- Polyethylene fuel funnel, 6-1/2 inch top diameter, 1 inch bottom diameter.
- Stethoscope

Equipment preparation:

- Remove motor and blower mechanism from Shop-Vac tank and remove any foam and paper filter and the internal safety anti-tip ball. This step will maximize static pressure to about 1 psi.
- File smooth any air vent groves on the funnel insert end.
- Duck tape the funnel to the vacuum hose.
- Remove diaphragm from stethoscope. Extend hose to about 30 inches.

Initial tests:

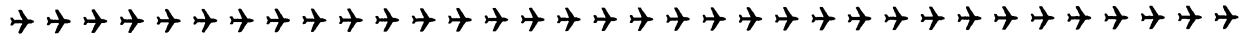
- Open pilot cabin window vent and insert hose with funnel from the inside of the cabin out to the left wing. Set the shop vac blower-motor on the nose baggage floor (this will reduce noise disturbance).
- Insert hose into exhaust port of shop-vac. Be sure to press in tightly.
- Start blower motor, enter the cabin and securely latch the cabin door.
- Push the funnel outward against the pilot window vent seal for a few seconds, until the internal pressure holds funnel in place.
- Observe the cabin altitude meter. You should develop about 1 psi static pressure unless you have extreme seal leaks.
- When satisfied, pull funnel back into cabin and exit. The cabin pressure rate of change may be harsh on the ears.

Locating leaks:

- Close and latch cabin door. Pull funnel outward to seal around window vent.
- Pressurize cabin, let run for a minute or two.
- Use magic marker or bits of masking tape to mark leaks as they are detected.
- Put on stethoscope with bare, open ended hose.
- Carefully trace around each window trim seal, cabin door seal, floor drain seals, nose wheel push-rod seal, landing gear control seals, etc. A serious leak will sound like a roar in your ears. Small leaks will make an obvious hissing noise. Repairs by pressing clear RTV around window trim will be quite good. Floor drain seal leaks will require removal of all of the rear cabin floor to access and replace the drain seals. You may be astonished by the number and magnitude of the leaks you discover.

Let all glue repairs dry for 24 hours before testing again. You may have just saved thousands of bucks!

Prepared by Dane Scag, N77DS, P524. 6/30/99 For those who arrive early at the next Duke Flyer Association Annual Meeting, I will be happy to test demonstrate the system on a few Dukes. (No Charge)



WELCOME NEW MEMBERS

Robert Jackson
208 Hillard Street
Taft, CA 93268
N167U P-99

Kevin T. Scully, M.D.
2100 Wiltshire Place
Lexington, KY 40515
N333RG P-471

Peter Hoesslang
S. 2503 Pine Terrace Lane
Liberty Lake, WA 99019
N6734F P-505

Martin C. Korn
774 Mays Blvd. #10
Incline Village, NV 89451
N341D P-397

Ed Ulyate
4081 Calle Tesoro
Camarillo, CA 93012
N95TR P-569

Richard Hodkinson
7415 Hayvenhurst Place
Van Nuys, CA 91406
N181BD P-563

Donald Williams, Jr.
P.O. Box 706
Moorestown, NJ 08057
N95DS P-360

Bob, Kellie Dale
9418 S.E. 70th Terrace
Ocala, FL 34472
N18245 P-429

Eberhard A. Burghalter, Stühlingerstr. 40, 79106 Freiburg

Mr.
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Duke Flyers Association
P.O. Box 2599
Mansfield
Ohio, 44906-0599
USA

Eberhard A. Burghalter
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79106 Freiburg

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Fax : 0 761 / 31 257
Mobil : 0 172 / 7 613 657

e-mail : Eberhard.Burghalter@privat.toplink.de

Freiburg, den 3. Februar 1999

Betreff: Your letter / Invoice Aircraft Systems

Dear Mr. Gorman,

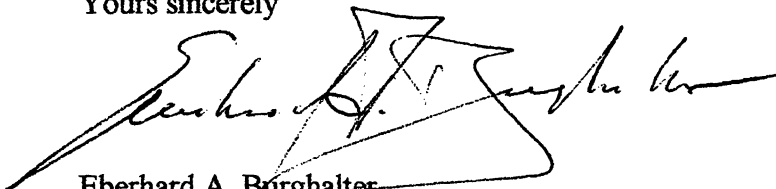
I hurry to send you the check in the amount of US \$ 2.692,29. It took me some days to get hold of a US check, since we always have to order those checks from the bank. I thank the association very much for paying that big amount in advance.

If you ask me if I was pleased with the work from *Aircraft Systems* I want to tell you that I am **extremely** pleased with their work. What they did was outstanding service close to a miracle. I phoned them on a Tuesday night and the generator was on my workbench on Thursday !! of the same week. No question about advance cash or anything. I then received a letter describing the problem with my generator and preparing me for a quite high bill. I phoned Mr. Dan Peter about some other problem and I also talked to his boss, Terry I think. Extremely friendly, extremely competent. I only wish we had some of these shops here in Germany. I will certainly stay in touch with this company for my further needs in the electric field.

I can highly recommend *Aircraft Systems* to my fellow clubmembers and thank you for choosing such a good company as an associate for the DFA.

I want to thank you again for the advance payment.

Yours sincerely



Eberhard A. Burghalter
#587 P-342 D-ICKY

Attention!

Beechcraft Owners and Enthusiasts

You are invited to a:

"Beech Party"

**WHAT: The Annual Travel Air, Staggerwing,
Twin Beech 18 Convention**
Sponsored by: The Staggerwing Museum Foundation

WHERE: Tullahoma, TN Regional Airport

WHEN: October 6 - 10, 1999

Witness the History of the Beech Aircraft Company.

[The on-site museum has the following aircraft: S/N 1 Travel Air (1924); The Thompson Trophy Travel Air Mystery Ship (1929); S/N 1 Staggerwing; plus an example of every model Staggerwing built ("B" through "G"); Twin Beech 18 (1937, 3rd oldest); D18S and C45].

Plus Much More - Around 50 early Beeches fly-in.

**** Pre-Registration Required ****

**Write or call for information package:
Cindy at 931-455-8463 (9am-noon, Mon. - Fri.)**

or

Staggerwing Museum

P.O. Box 550

Tullahoma, TN 37388

(931) 455-1974 or fax: (931) 455-2577