



# FLYERS ASSOCIATION NEWS

NUMBER 99-3

DECEMBER 1999



Al and Debbie Uhalt

Our hosts for '99 fly-in

2000 fly-in will be held in Rockford, IL on September 21, 22, 23. First notice should be in your hands by now. Larry O'Connor will be our host.

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          |
| 4 - Voltage Regulators (see below*) |  |

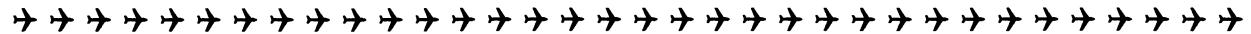
The arrangement we have with Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109, is they will ship an O/H generator, starter, magneto, or motor to you by UPS or Federal Express. You return to them (same day) your part. They will overhaul, charging for work done and the item becomes Association emergency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

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

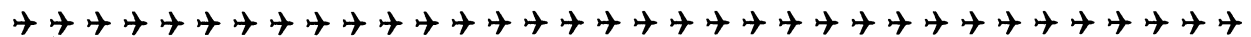
For other items contact Jim Gorman 419/755-1223 (office).

**Remember:** Overhaul of generator at 900 hours will cost you three times more than O/H at 500 hours.

\* Fire Wall Forward have donated 4 voltage regulators for generator equipped airplanes. These are used but serviceable. Two types were available . . . Bendix and General Electric. If one is needed, there is no charge except for \$25.00 Association handling fee. Specify Bendix or GE.



It is with sincere regret we must note the passing of Larry Schuler, October 22, 1999. All who attended fly-in's will remember Larry and his video camera recording our activities along with a shot of each airplane. He also related in Newsletter 97-3 his complete electrical failure departing the Tullahoma fly-in. Larry was one of our early members (#7). He will be greatly missed by all of us.



Al and Debbie Uhalt out-did themselves at the 1999 fly-in. Among other things we:

- Toured the GPS and MILSTAR master control stations
- Attended a real chuck wagon dinner at Flying-W-Ranch
- Devoted six hours to technical sessions
- Dane Scag demonstrated his cabin leak process (see Newsletter 99-2). It really works.
- Had a very interesting talk by Chuck Assay, a nationally syndicated editorial cartoonist at the Saturday banquet
- Saw three ladies take Tom Clements pinch hitter course - Beverly Awalt, Jan Stucki and Betty Wenninger

Technical sessions at Colorado Springs fly-in were outstanding.

Starting off with Tom Clements of Flight Review on "Know and Fly your Duke Better". First item was to push in co-pitot air valve and leave it in unless you are in an unpressured mode. Causes all kinds of problems if pulled out when pressured.

He again advised us -

- 140 knots minimum in icing conditions
- 1000 RPM for at least four minutes before shutdown
- On takeoff at 41.5", fuel flow should be 262 lbs.
- On short field takeoffs, raise nose as soon as possible
- A potential serious problem can exist with the metal fuel cap chains in event of lightning strike. Replace with rubber.
- Clean fuse holders in generator circuit yearly
- Check for cracks in flap step area
- When rigging gear, make sure ground power unit has at least 28 volts output during gear retraction.
- Once a year pull all circuit breakers

Bob Desroche, Boundary Layer Research -

- Winglets will add 5 knots
- Rigging of airplane can make a big difference . . . start with leading edge down, trailing edge up
- Gear doors hanging down result in big speed loss
- Stall strip should be removed when VG's are installed

Pre-oilers - George McCrillis -

- Total weight is 13 lbs. Taking off the accumulators will break even weight wise.
- Price is \$2200
- 20 hours to install

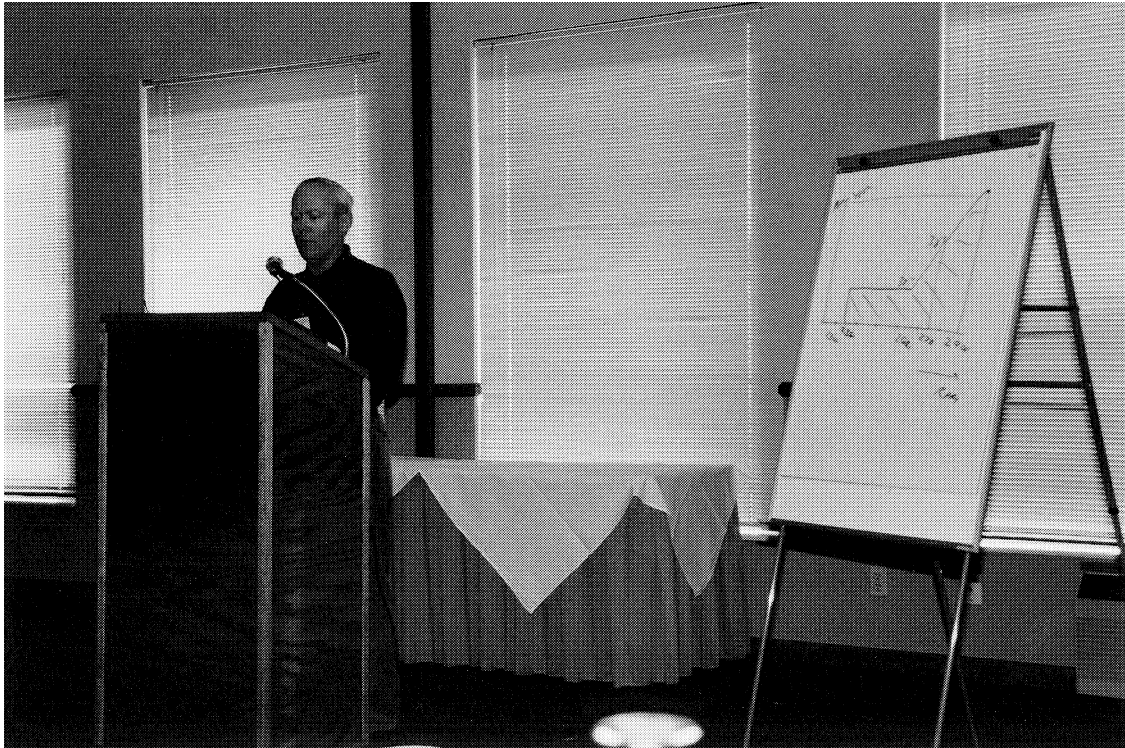
Dane Scag -

- Possible pressure leaks are belly drains, landing gear boots, around control cables, door seals, windows
- Use NAPA Evenbead (clear) to seal windows

Other comments -

- When painting airplane, watch out for:
- Stripper used on magnesium should be different than aluminum
- Floor drains and vent holes plugged with stripper
- Replacing pitot heads. There is a right and left

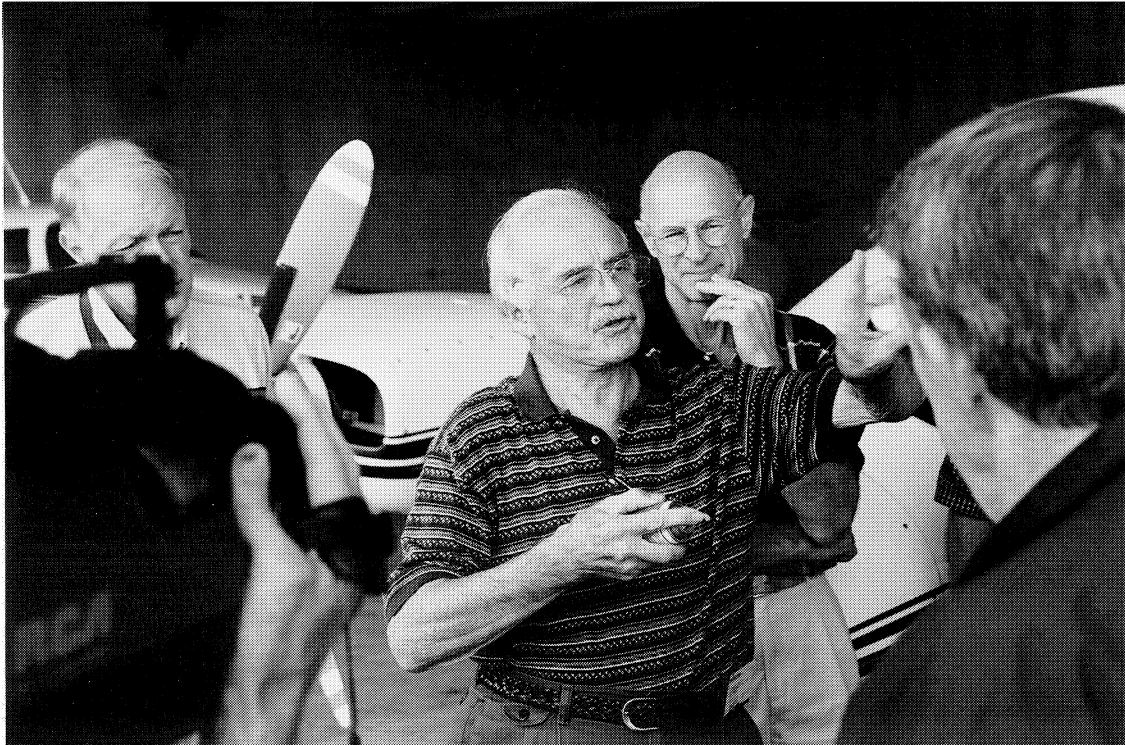




Tom Clements leads off the technical session



Technical experts at Saturday session



Dane Scag explains his leak detection system



Firewall Forward donated two beautiful lamps - many thanks to Mark Seader

**Welcome new members**

Edward Raines P-417  
6515 Leesburg St.  
Lincoln, NE 68516

Larry B. Roush  
P.O. Box 129  
Montoursville, PA 17754

Raymond Boissoneau P-470  
252 Willow St.  
Manchester, NH 03103

Anthony M. Kissling P-526  
350 5<sup>th</sup> Avenue, Suite 5519  
New York, NY 10118

Richard Zachmann P-423  
1743 Wright Drive  
Sandwich, IL 60548

Tim Tate  
1320 Hilltop Place  
York, PA 17403

Tog Rogers P-175  
P.O. Box 36150  
Houston, TX 77236

Osman Qasim P-141  
127 Chapel Ct.  
Salisbury, NC 28147

Scott Stipp P-525  
4211 E. Old Lake Road  
Sandusky, OH 44839

T. J. Biczko P-186  
P.O. Box 997  
Austin, TX 78767

Neil Snoddy  
3575 Bottle Bay Rd.  
Sagle, ID 83860

George W. Niemann P-39  
59 Roberts Ave.  
Haddonfield, NJ 08033

Richard J. Balaguer P-198  
1749 Northwood Dr.  
Troy, OH 48084