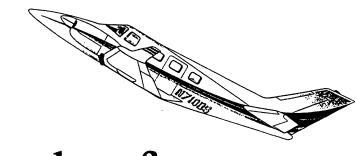


FLYERS ASSOCIATION NEWS

NUMBER 04-1 MARCH 2004





THE BEAUTIFUL Beechcraft DUKE

A COMPENDIUM OF HELPFUL HINTS

EXCLUSIVELY FOR DUKE FLYERS ASSOCIATION MEMBERS

INCLUDING SUGGESTIONS FOR SELF HELP, MAINTENANCE, RECOMMENDED SHOPS, COSTS, OPINIONS, PILOT TRAINING, OPERATION AND OBSERVATIONS

Dane Scag's abstracts from Duke web site
A monumental task compiled in book form only \$15.00 pp
See Page 3

Plan now to attend 2004 fly-in at Lexington, KY – October 7-8-9-10 Hosts Roger Storch and Kevin Scully

President Mike Greenblat P-590 Vice President Max Cohen P-412

Newsletter Jim Gorman P-596 Jerry Burnham reports master die for production of his lifter is almost complete. He should be in production by early summer. Even with his current limited tooling over 20 Dukes have Burnham lifters installed. Longest engine time is now over 1000 hours with no failures of lifter or cam. For more information, call Jerry 605/347-3356 (afternoons are best).

Marge Gorman asks you check last year's membership roster to make sure the association has your current email address. Send corrections to mng19sl@aol.com.

Quantity	Part No.	<u>Description</u>	Manual Page		
2	130334-5	Elevator Cable Ball Seal	27-30-01 P7		
2	130334-9	Rudder Cable Ball Seal	27-20-01 P5		
4	130334-9	Aileron Cable Ball Seal	27-10-01 P11		
2	130335-1	Elevator Tab Cable Seal	27-30-01 P7		
2	130335-1	Rudder Tab Cable Seal	27-20-01 P5		
2	130335-1	Aileron Tab Cable Seal	27-10-01 P11		
8 or 9	50-420082-3	Floor Drain Seals	53-10-50 P3		
2	60-384018	Main Landing Gear Boot	32-30-01 P5		
1	60-384011-1	Nose Landing Gear Boot	32-30-10 P3		
1	60-384010-1	Nose Landing Gear Boot	32-30-10 P3		
1	60-430225-1	Cabin Door Seal	52-10-01 P11		
1	130551-1000	Emergency Exit Door Seal Also, all aft pressure	52-20-01 P5		
		bulkhead seals are listed			
		in Section	53-10-60 P3		
+++++++++++++++++++++++++++++++++++++++					

1 - Generator 1 - Tach Generator 2 - Starters 2 - Magnetos

2 – Flap Motors 2 – Landing Gear Motors

Above are located at Aircraft Systems, 5187 Falcon Road, Rockford, IL 61109. They will ship item to you by UPS or Federal Express. You return your part (same day) to them. They will overhaul charging you for work done and then item becomes Association emergency part. Phone 815/399-0225.

2 – T10541 Cylinder Assemblies (New) 1 – Nose Wheel Tire 1 – Pilot Hydraulic Seat Control 1 – Main Gear Tire 1 – Lycoming Exhaust Pipe #77429 1 – Main Gear Tube

4 – Prop Brush 3E1206-2 4 – Recognition Light Bulbs DN25-5

1 – Cowl Flap Actuator, O/H

Above contact Jim Gorman 419/755-1223 (O) a.m.

2 – Oil Coolers Contact Gary Congard 952/944-2628

Duke vs Adam

	<u>B60</u>	<u>A500</u>
Max speed mph	$\overline{283}$	288
Max cruise (75%)	263	256
Economy cruise (60%)	241	230
Stall speed (B60 w/vg's)	69	63
2 engine rate of climb (sea level)	1601	1800
1 engine rate of climb (sea level)	307	400
Max certified altitude	30,000'	25,000'
Range, max cruise, hm	1045	1050
Range, economy, hm	1168	1150
Gross weight, lbs	6775	6300
Useful load, lbs (standard airplane)	2394	2100
Max fuel, US gallons	232	230
Seats	6	6
Wing span, ft	39.2	44.0
Length, ft	33.8	36.7
Height, ft	9.4	9.5
Cabin length, ft	11.8*	13.6
Cabin width, ft	4.2	4.5
Cabin height, ft	4.3	4.3
	8000 cabin	8000 cabin
Pressurization	21,600'	25,000'
Engine	T10541E1C4	TS10 550E
Price 2004	\$350 - 569,000	\$895,000
	Oct. 1, 1981	Jan 2004
Specifications source	Beech, Direct Operating Costs	General
		Aviation
		News

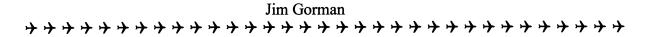
^{*} Does not include nose baggage compartment of 32 cu. Ft.

While comparing Adam 500 and B60, operating costs back in 1981 were listed. Had some fun trying to bring us up to 2004. See if you agree.

Duke Operating Costs Update From B60 Advertising Brochure 1981

Beech, gasoline Update, gasoline	39 gph @ 1.95 45 gph @ 3.25	\$76.05	\$146.25
Inspection, mainten Update, "	ance, prop o/h @ 29.00 hr " @ 65.00 hr	\$38.78	\$ 86.80
Engine overhaul Update	2 @ \$63,500 2 @ \$95,000	\$39.70	\$ 59.40
Oil, consumption, p Update	lus oil change	\$ 2.93	\$ 4.65
		\$157.46	\$297.10

Above do not include hangar rental, insurance, labor rates, fuel and engine overhaul will vary, but 2004 figures are a starting point. Adjust as you see fit.



WELCOME NEW MEMBERS

John Blanchard Crystal Lake, IL	Ronald Turner Wayzata. MN	
N370CM P-370	N47US P-543	
Frank Giancola	Pete Davidson	
Morgan Hill, CA	Boise, ID	
N222GM P-514	N100RA P-405	
Duncan Fraser	Susan Coco	
Wellington, FL	Luring, LA	
N88PA P-501	N11VC P-408	
Wayne DeCosta	William Claybaugh	
Colorado Springs, CO	West Bend, WI	
N1828L P-385	N8150R P-300	
David K. Maskell	Mike Rezendes	
Loverland, CO	Scituate, MA	
N490D P490	N80MR P-369	

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THE FAA FORM 8010-4 -- MALFUNCTION OR DEFECT REPORT

The "M or D Report" is little-used, but, if submitted in numbers, can swing a lot of weight with the FAA when things go awry in our flying They're easy to fill out and need not be complete if all machines. requested data is not at hand. The main thing is just to get them in let the FAA know when things don't work right. Make a few copies of this one below and keep them in your airplane or Nav Kit ready for use when needed. Address to your local FSDO or to the FAA Maintenance Support Branch shown in the return address. Fold in half, seal the edges with "Scotch" tape and drop in any mail box. Postage is paid.

OMB No. 2120-0003 DEPARTMENT OF TRANSPORTATION OPER. Control No. DISTRICT FEDERAL AVIATION ADMINISTRATION 8. Comments (Describe the malfunction or defect and the circumstances under which it ATA Code occurred. State probable cause and recommendations to prevent recurrence) MALFUNCTION OR DEFECT REPORT 1.A/C Reg No. MANUFACTURER MODEL/SERIES SERIAL NUMBER Enter pertinent data **AIRCRAFT POWERPLANT PROPELLER** 5. SPECIFIC PART (of component) CAUSING TROUBLE MFG. Model or Part No. Part Name Serial No. Part / Defect Location 6, APPLIANCE COMPONENT (Assembly that includes part) Comp/Appl Name Manufacturer Model or Part No. Serial Number TELEPHONE NUMBER Optional Information: SUBMITTED BY Part TT Part TSO Check a box below, if this related to an aircraft Part Condition 7. Date Sub. ☐ Accident: Date ☐ Incident; Date

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Federal Aviation Administration

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