

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Summer 2007



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Tribe Chief:

Greetings from DUJ, in north central Pennsylvania. Oshkosh is history and it was another great one. I only got to spend two days there, but they were packed with interest. The new VLJs were a beautiful sight, but I wonder how many will make it in the real world. I was in the Piper display area when a customer from Atlanta placed an order for the Piperjet, which won't even be available until 2010. The Honda folks certainly had an impressive display and they appear serious about producing their jet. In a more realistic frame of mind, I bought a shirt. It sure is fun to pipe-dream at Oshkosh!

The summer has been a busy one so far. You may find my story about our Parkwest Airtour in this newsletter or may have to wait for a future issue of the Comanche Flyer. I submitted to both and you might even see us on the cover of the Flyer. We had a great photographer along and I have a 2Gig memory stick full of pictures. You will be able to tell from the story that we had a great time and will return for another trip with Collin and Marisa, of Parkwest, as soon as possible.

My son Mat (ICS 15328) moved to York, PA in May and that puts the only grandson, Owen, a lot closer than Del Rio, TX. Mat is now flying for Southwest out of Baltimore. We have been making the DUJ-THV flight with some regularity. The Comanche was never more appreciated.

80P goes in for annual next week. Planned upgrades are new mufflers and gear conduits, as well as fiber flap rollers. I'm still running a loaner MX-20 from Garmin. It's been there since May because my Avionics shop is too busy to install a new MX-200. September is the new goal. The loaner is working great, so I have no complaints!

I have been getting organized for the maintenance fly-in on October 6th. We had originally scheduled the event in August, but it conflicted with the ICS convention in Tacoma. It now appears that I will not be able to make that meeting, so I hope that a few of you will attend and the NE will have some representation. On that national note, I

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Assistant Tribe Chief:

The ICS Year 2006-2007 is coming to a close. During the year we have had several Luncheon Fly-Ins in strategic parts of our 14 state purview. We have issued several Nor Eastern Newsletters, attended ICS Board of Directors Meeting and we hope communicated with our members.

It is that time of year and we need to elect officers for ICS Year 2007-2008. We need to elect a Tribe Chief, Assistant Tribe Chief,



Tribe Officer Contact Information

Tribe Chief:	Bill Weaver	wjweaver@Penn.com	814-849-2516
Asst Tribe Chief:	Dick Kuszyk	rkuszyk@cs.com	410-867-9156
Treasurer:	Chris Jorheim	cjorheim@atlanticbb.net	814-946-8098
Scribe:	Keith Johnson	jkjohnson@snip.net	302-492-1931

Informal Fly-In

We are having a local fly-in on Saturday, August 18 at Tangiers Island, VA (TGI). Plan to arrive by about 10:30 and meet in the parking area (landing fee of \$5 is collected there.) Then we'll walk over to the restaurant—to be announced.

The Tangiers runway is 02-20, 2950 feet by 75 feet, with right traffic to 02. The CTAF is 122.80.

Please RSVP to Dick, at rkuszyk@cs.com, or 410-867-9156, if you plan to attend, so we can let the restaurant know what to expect. If we have to cancel, there will be an e-mail notice.

Coming up are the ICS Annual Convention, August 14-19 in Tacoma WA, and our Maintenance Fly-in, October 6 a DuBois PA (DUJ). The meeting in October will also be our election meeting, so if you are willing to help run our local group for the next year, please contact Dick or Bill.

If you are interested in setting up a fly-in near your home base (or anywhere else), call Dick and get it on the schedule.

Scribe and Treasurer. If you are interested in any one of these positions you can put your name forward or nominate someone else. This is in accordance with the By-Laws of ICS. There are other ways to assist that do not require you to hold an office and that is just to volunteer. In the past year

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Comanche Fly-in, July 14, 2007

The weather was perfect for our Fly-in for lunch and a movie at Great Barrington, MA (GBR). The Fly-in coordinator Richard Stanley set up transportation from the airport to the movie theater, and then on to lunch. The movie was the excellent documentary, "One Six Right," and everyone there had a great time.. Lunch was at a local Thai restau-

rant, and everyone was back to their planes by 1:45. This event was a fun concept, and a great venue, so we plan to do it again (even though the turnout was less than expected.) Hope to see you there for the next one.

Comanche Fly-in, June 16, 2007

June 16 was a hot, hazy but VFR summer day for our luncheon fly-in at Flying W airport and resort. This airport is in Lumberton, NJ, just east of Philadelphia (but outside the Class B airspace), and is famous for it's restaurants, hotel, and airplane shaped swimming pool. We met in the FBO grill area, and watched people lining up for warbird sightseeing flights, munching on the snacks provided by the FBO.

After we moved into the restaurant for lunch, more people trickled in, and we had to move to a larger table. It was a mix of long-time Comanche flyers and some new owners, all from the southern half of our region. Conversations ranged from Comanche operations, maintenance problems, and the trip to Flying W, to other planes, and even a few non-flying topics. After lunch it was time to fly some more. Overall, a good time was had by all. Come and join us next time.

Announcements!

****Tribe Elections!****

Elections for the North East Tribe will be held at the **October 6, 2007** Fly-in. If you want to have a say, or help with operation of the tribe next year, be there to vote.

We need your help to get a good start on next year. If you are willing to help with the election committee, or if you want to nominate yourself or someone else to be on the ballot, contact Bill Harris, Past Tribe Chief and Election Committee Chair (bill@motioncontrol.org , 540-633-2567). We will take nominations from the floor, too. **A majority vote of the members present is needed to win the office.**

Elected offices are: Tribe Chief, Assistant Tribe Chief, Treasurer, and Scribe.

Fly-Ins Scheduled:

We have quite two more fly-ins scheduled - a luncheon meeting on Tangier island(Aug 17) and a Maintenance Seminar at Dubois PA (Oct 6). If you have any ideas or requests, and especially if you are willing to do some leg-work to set up a Fly-in, please contact any of your tribe officers. We'll put together a list for the new slate of officers to run with. We are always looking for people to help set up fly-ins, people to take pictures and write articles about them, and locations closer to you. The requirements are a good runway and a suitable restaurant (preferably on-field).

Tribe Chief (Continued from page 1)

sure wish the critics who are so quick to lambaste the ICS, would step up and volunteer to assume some of the work being done. I know of no one in the ICS governing body who does not have the best interest of the group at heart. One of our own tribe members, Bill Harris, has devoted much time and financial support to the Website. I have nothing but appreciation for all of the leaders and I hate to see the back-biting on the forums..."nuff said"!

Anyway, back to the maintenance seminar. We have Dick Guenther of Dial Eastern States Aircraft Painting Inc. to speak on, of all things, painting your aircraft and related subjects. We will attempt to have a Comanche on jacks for emergency gear training. The program will start at ten AM. Lunch will be served at noon with continuing discussion in the afternoon. Du-Bois airport will give away a free fill up to one of the attendees who tops off on Saturday, so come empty. Our fuel prices are usually very competitive. The cost will be \$20, which will cover the lunch and the speaker's travel expenses. Comments, suggestions and questions are welcomed at wjweaver@penn.com or 814-849-2516. Would appreciate reservations and payment as soon as possible to William J. Weaver, 840 Hughey Road, Brookville PA 15825. Last minute arrivals should be able to be accommodated, but please give me as much notice as possible.

Bill Weaver, NE Tribe Chief

Assistant Tribe Chief (Continued from page 1)

we have had members assist in organizing and conducting Fly-Ins, taking pictures for our Newsletters, and just general help. Just call one of the officers and volunteer! We can find some way that you can help that will fit in with your energy and available time.

Remember that ICS is here to provide technical as-

sistance, parts search and acquisition, good stories and anecdotes in the Flyer, communication with other members, Fly-Ins, good fellowship and the enjoyment of other Comanche owners and most of all the continuing support for a great aircraft, the "Comanche".

Good and Safe Flying

Dick Kuszyk, NE Assistant Tribe Chief

Comanche Fly-In June 23, 2007

2B3 Parlin - Newport, NH



The day felt more like football weather with crisp temperatures and brisk winds from the northwest, not what you would expect for the first weekend of summer. But then, this was New Hampshire. Twelve Comanches, ranging from 180's to a 400 and two twins, all flew in to Newport's Parlin Field. We skipped the spot landing contest as getting in was challenging enough, with many examples of the famous "Comanche Float."

Parlin's FBO hosts, Dean and Maura Stetson, have been hard at work over the past few years making improvements at the airport. There is a new FBO office, recently completed T-hangers, new paving and runway lights. Parlin is located in the Dartmouth/Sunapee region of New Hampshire with many nearby things to see and do.

The grass parking area was freshly mowed for our arrival. Some people made use of the airports courtesy bicy-



cles to explore the covered bridge over the Sugar River and the picnic and camping area at the far end of the turf runway.

At noon time the 20 of us strolled over to the Lil' Red Baron, a great Mexican restaurant located behind the FBO office. They had an all-you-can-eat taco bar set up for us, with all the fixings and soft drinks for a reasonable price.

Everyone enjoyed the food and fellowship, and the ice cream afterwards.



Pete Morse, fly-in coordinator, passed around a brief questionnaire for feedback and future ideas. Most wrote that they came to visit this unfamiliar airport and to

meet other ICS-NE members. About half had not been to many ICS events, even with long time ICS membership. Interest was expressed in future workshops on many topics, from maintenance to landing gear to painting. The list

of "Favorite \$100 Lunch" spots included Columbia County (1B1), Sanford (SFM), Nantucket (ACK), Block Island (BID) and Basin Harbor (B06), with one hour being the comfortable distance to travel.



After some more socializing and casual line inspection we began to disperse. A few pilots took advantage of the \$4.05 self-serve 100LL, and then we back-taxed in pairs like the old friends we had become. All in all, it was a great



day to fly!

(View more photos at quietcornerbands.org/Flight/ICS-NE/ICS-NE_page)

The Parkwest Adventure

By Bill Weaver

While the trip does not begin until Saturday afternoon, I become fixated the weather on the previous Sunday. We have over half of the country to cover and that always means crossing several weather systems. I spend way too much time on the computer searching all of the aviation sites, willing the flight path to open and stay clear. This begs the question: Is anal retentive hyphenated? Oh well, I keep searching them all trying to combine the optimistic points of each until departure morning, Wednesday. I believe that if I allow lots of time and plan several routes, this trip is doable.

The Parkwest Air Tour folks advised a northern and southern approach to the starting point of Grand Junction Colorado. From our location in northwestern Pennsylvania, the northern route is the primary plan. This one takes us to Scottsbluff, Nebraska and then west through half of Wyoming in order to cut south over relatively low terrain (below 12,000 feet that is). The southern route leads in from Albuquerque, New Mexico with the same purpose.

My fretting about the weather changed it from 60% chance of thunderstorms with low overcast to 20% and partly cloudy skies. It is with this victory and on an IFR flight plan that we depart DUJ for Burlington, Iowa, half way to Scottsbluff on a relatively straight line. The first leg of the trip is weather friendly if you don't count a continuous 30 knot headwind component. Any altitude under our 8k cruise was pretty bumpy. The arrival in Burlington was gusty to a 33 knot wind. As we re-enter the Comanche for an additional leg, the wind removes my flight plan from my hand and sends it sailing out of sight. While I am trying to re-create the plan I had on file in the GNS480 and entertaining my wife with my frustrations, the lineman returned my paperwork and saved the day. Thanks Tom!

Then it was off the ground for an entirely different second leg. Within minutes we were in and out of clouds and looking both left and right at lightning on the Nexrad display. We passed through several areas of rain and dark clouds, but the convection stayed at least 50 miles on either side of our route. Landing in Scottsbluff, Nebraska and checking the weather behind us showed a closure of the storm over our route, which would have stopped us cold had we departed two hours later.

Scottsbluff was the overnight stop before we entered the Rocky Mountains. The overnight there was unique, to say the least. The FBO was quick to recommend the Candlelight motel. That's because they keep several cars at the airport for pilots to use. We drove to town (5 minutes) and found a very clean Mom and Pop establishment. \$75+tax bought the car, the room, high-speed wireless internet, two drinks at the bar, and a happy hour food spread that easily counted for dinner. Oh, and then there was a full hot breakfast before we left. The *Bible* in the room was opened to the 23rd Psalm, so I'm sure they had seen my landing.

We departed Scottsbluff in the morning with the plan to be in Grand Junction before noon. Parkwest had advised that convection made flying in the mountains less fun in the afternoon. The warming morning sun made the trip at 12K ft quite rough, so I'm glad we didn't wait until later. Other than the need for a 360 to lose altitude, the arrival into GJT was uneventful.

We had some R & R on Friday morning, then signed up for a mountain flying clinic in the afternoon and on Saturday. Our morning trip took us to an approach in Aspen and a landing at Leadville, the highest airport in North America (9,927 feet above sea level). Now I've been there and bought the hat. Another Comanche driver and ICS member, Carl Miller and his wife Donna, took part in the clinic. The Millers fly a beautiful PA 30. Saturday afternoon the rest of our touring group joined us. There will be six planes and a guide ship. Included in the group is another ICS family, Alan and Anna Cheak. The Cheaks fly a bountifully equipped 250. Comanche's are well represented on this tour. Saturday afternoon, Marisa Fay, who along with her husband Collin and Brad Sullivan, own Parkwest Air Tours, gave us a travel briefing. This included the week's itinerary and the 'do not misses' of the trip. The afternoon was followed by the first of many wonderful meals and great camaraderie included in the travel package.

Sunday morning after breakfast, Collin briefed the group on the flying procedures we would use through the following week. This included special flight rules in the Grand Canyon airspace, as well as communication protocol for air to air conversation. Flight routes are well marked on appropriate sectional maps with GPS check/reporting points. We were all provided with these route waypoints well in advance so that we could have flight plans entered into our GPS units. After the thorough walk through we departed the Grand Junction airport in the Parkwest van for an afternoon tour of Colorado National Monument. These ancient rock formations were to be the first indication of what lay in store in the coming week.

Monday morning started with a 0730 pickup at the hotel and transportation to the airplanes. They were all fueled, lined up on the ramp, and ready for loading. Weight and balance had been thoroughly covered in the flight briefing so a few un-needed items were left in the Parkwest office. With amazing efficiency, and a last minute weather briefing, we were off the ground before 0900 beginning a two-hour flight through some beautiful territory to Page, Arizona, the site of the Glen Canyon Dam and Lake Powell. We over flew Arches National Park, Canyonlands National Park, Natural Bridges National Park, Monument Valley Navajo Tribal Park, and Rainbow Bridge National Monument. All of this was done at from 2,000 feet above, to well below the peaks. Awesome display on the terrain feature of the MX20! Landing at Page, the planes were fueled and tied down on a separate area of the ramp. We offloaded baggage to Parkwest vehicles and headed for a great dam tour and lunch at our resort, the Wahweap

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Lodge, on the lake. Dinner was prime rib aboard the large cruise boat docked a few steps from our lakefront room. My camera will take hours to cool down.

Tuesday's pickup was 0800 and we were in the air by 0900, streaming our way to Grand Canyon airport, the only towered field on the tour. We flew along the canyon for the one-hour trip, again heating up the camera. For a relative flatlander, these mountains and gorges are something. The arrival was speedy and efficient. We were on the way to the IMAX Theater after a quick trip through the airport gift shop. While we were viewing a movie on the canyon, our luggage was transported to our rooms at the El Tovar Lodge fifty feet from the south rim of the canyon. After the movie we traveled in a tour bus along the south rim to several viewing sites and trailheads. A picnic lunch was enjoyed and we even headed down one of the mule trails (for a few hundred yards). Dinner was in the gourmet El Tovar dining room and was befitting our surroundings.

Wednesday was a day on our own at the Grand Canyon. Several of the group took helicopter tours to an Indian village in the canyon. It is located out of the park, so flight below the rim was acceptable. Most chose to take advantage of the park service tours and shuttles to the best viewing areas. Due to the length of time necessary, no one hiked or rode the mules to the canyon floor. In the evening, at dinner, we all exchanged memory sticks with the days photos stored on them. The recently reintroduced Condors put on quite a show during the day. Photos just can't do the Grand Canyon justice. The immense size is more than can be conveyed via any media but ones eyes.

Thursday, after another buffet breakfast, brought an early departure for Twenty Nine Palms California and Joshua Tree National Park. This is a very "hands on" park and our tour included a two-hour hike with a park ranger to and through the Keys ranch, which is within the park boundary. We saw first hand the evidence of how life was for the pioneer farmer/miners of the early 1900s. Few of us would survive the first weeks! The proprietor of our hotel, the Twenty Nine Palms Inn, not only provided us with lodging, but a geology and history lecture on the oasis upon which his inn is established. We toured his gardens as he explained the faults that caused the water to rise on his neighboring properties.

Friday's flight took us to the lowest airport in the western hemisphere. Furnace Creek, California. At -210 feet on the altimeter and 117 degrees on the thermometer, it was an interesting arrival. The Furnace Creek Ranch is a beautiful resort, and it's a shame it could not be located in a more hospitable climate. We had planned to play golf on the lowest course in the US, but a few minutes of unpacking and securing the airplanes convinced us that indoor or swimming pool events were more to our liking. We really enjoyed the day we spent in Death Valley, but the next morning's departure was not unhappy.

It was only 93 degrees when we took off from Furnace Creek early on Saturday morning, headed across Nevada for southern Utah and Bryce Canyon National Park. The two-hour trip, again, provided breathtaking scenery and

hundreds of photo opportunities. Bryce Canyon airport is at 7,600 feet, so it was uphill all the way. This is a wonderful small and friendly airport that is very close to the unbelievable natural beauty of the park. Who knew that Hoodoos existed? It doesn't take multiple days to enjoy, unless you are a hiker, but it has to be high on the list of "must sees" in western United States.

Sunday got off to a much more leisurely start with a nine AM departure for the final stop on our Parkwest tour. We headed back to Grand Junction Colorado, for an afternoon of reminiscing and farewells with old friends of one weeks duration. Three Comanche's, a Mooney, a Cirrus and two Cessna's had made the fantastic circle in about seventeen hours (on the 172 Hobbs) of flying time.

It was hard to conceive expectations of this journey. We had never taken a two- week trip in the Comanche. I knew the flying was going to be fun, but had no idea how challenging it would be. Indeed, the flying part was great fun and in great part this was due to the planning on Parkwest's part. Each morning a weather briefing was held and a group decision was made about the day's flight. The sites visited and ground organization could not have been better.

Parkwest has several itineraries. We chose the Southwest Safari because it included the Grand Canyon, a site we had always wanted to visit. As a group, at the last dinner, we decided to do a reunion tour, the Grand Expedition, in 2009. This is a longer itinerary and now we are all comfortable with that.

You should all check out the Parkwest ad in the Comanche Flyer and visit their website. Take one of their tours to make new friends, see new places, and make better use of that Comanche.

On the Numbers

239,162	Total US registered aircraft
166,064	Total registered piston aircraft
144,530	GA Piston single engine aircraft
199,479	GA aircraft with electrical systems
184,409	Installed GPS systems in US aircraft*
58,175	IFR approved GPS systems in US aircraft*
87,848	Installed ADF systems in US aircraft*
65,392	Installed Loran systems in US aircraft*
1111	VOR/VORTAC facilities in US
1613	NDB facilities in US
1490	ILS facilities in US

* includes multiple installations

Recent Comanche Incidents: Gear and Fuel!

3/12/2007	PA-24	N400VL	Des Moines, IA
The aircraft was substantially damaged in a gear-up landing. The pilot reported several attempts to lower the gear using both the normal and emergency extension procedures. Post-landing examination showed the nose gear jammed in the retracted position due to exceeding steering limits during ground handling.			
3/14/2007, 2040 MDT	PA-30	N7169Y	Paris, ID
The aircraft was substantially damaged during a forced landing 0.4 miles short of the airport. The pilot reported losing power from the right engine while in cruise flight at 15,000 feet, and was unable to maintain altitude to the airport. The pilot and passenger reported minor injuries.			
4/04/2007, 0937 EDT	PA-30	N555EM	Trappe, MD
The aircraft was destroyed and the pilot and two passengers fatally injured when the aircraft impacted terrain following loss of the attitude indicator in IMC.			
5/28/2007	PA-24	N6744P	Mammoth Lakes, CA
On take-off, the pilot saw another plane taking off from the opposite runway. The accident pilot aborted the take-off, landed hard, and collapsed the right main gear. No injuries were reported...			
6/10/2007	PA-24	987MD	Madison, MS
The aircraft was extensively damaged in a post-landing fire after a gear-up landing. The private pilot, who reported 6626 hours in type, stated he forgot to extend the gear. The pilot and passenger were not injured.			
6/22/2007	PA-30	N8078Y	Highgate, VT
The aircraft stalled during final approach at ten feet above the runway. The plane landed hard, departed the runway to the left, and "cartwheeled". The pilot and three passengers were uninjured.			
07/25/2007, 1341 EDT	PA24	N7715P	Titusville, FL
The engine failed after take-off, forcing a landing on a near-by road. No damage or injuries were reported.			
07/27/2007, 2012 PDT	PA24	N8637P	Ramona CA
The aircraft was substantially damaged in an off-airport landing in a field seven miles outside Ramona CA, after reporting a loss of power. The pilot and passenger were not injured.			

This excerpt is based on publicly available NTSB reports, and all information is preliminary.

Excerpt from Comanche Tips Online

PREVENTIVE MAINTENANCE

Good fun for a Sunday afternoon is a trip with a screwdriver and a few wrenches around the trusty ole Comanche. Preventive maintenance it's called. There are several often missed locations to note particularly.

Start in the cabin and tighten the knobs on all of the radios, air vent doors and the knob on the rudder trim adjustment. Next, put a wrench on each of the nuts that holds the circuit breakers on their panel and see that these nuts are tight. I had occasion to test the circuit breakers and found that the main breaker felt like it needed to be reset. I pushed it right through the panel because it had no nut on it. What if it had really needed resetting? Also, check the nuts that hold the mike and phone jacks in their locations. Are these jacks loose?

Go over all the sheet metal screws both inside and out and don't forget those on the wing fillets. Get out your wrench and remove the battery ground cable from its connection to the frame of the aircraft. Clean all corrosion from both the braided cable and the connecting point on the plane. Replace the cable and tighten the bolts securely.

NOTE: Do not tighten (or loosen) any nuts or bolts having to do with the mechanical workings of the plane such as engine mounts, stabilator connecting bolts, wing

attachment bolts, or landing gear parts. These bolts and nuts need a fine touch and usually require a torque wrench to be adjusted properly.

Now look in the engine compartment. Look at the rubber impregnated cooling baffles. These are the floppy things that are usually stapled to the top of the aluminum housing that surrounds the engine. They are supposed to be bent inward toward the cylinders so that when the air pressure is applied from the cylinder side, they are pressed outward against the cowling. If you raise the cowl and inspect its inside, you can see where the baffles have been rubbing (good) and where they have not been rubbing (bad). The rubbing is a sign that they are effectively sealing the air inside the engine compartment and thereby forcing it to flow down through the cooling fins on the cylinders. If the baffles are bent outward or are torn or missing, your engine is not getting the cooling it deserves. Get the baffles fixed for longer engine life.

Other things to check in this area are the accordion connection between the air filter and carburetor air box. This rubber piece will rot over time, and develop cracks or pinhole leaks (check for pinholes by holding a strong light inside the accordion in a dark hanger.) Also check the cable and bushings for your carb heat/air bypass door.

Many more Comanche Tips Online are available on the ICS Website, www.comancheflyer.com.