

# The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Summer 2008



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## Message from the Tribe Chief:

Hello to all:

Summer is upon us and we all are partaking in the joy of flying in our Comanche's. The Northeast is a particular green and beautiful part of our country. I just got back from our July Fly-In at Parlin Field in New Hampshire. I traveled with a good friend and co-pilot. Our route started in Annapolis, Md and after the Fly-In at Parlin we went to Eastport, Maine, the most Eastern city in the US. The mountains, forests, vistas, and shores of the Northeast are just great. Of particular beauty were the large areas of forest and greenery, home for all our critters. If you haven't flown up in this area, you should go.

Hate to talk about fuel but it is part of our life now. All the reports I review state that we are flying fewer hours. I am sure that is true for many of us. I know that at some point in time our American ingenuity will kick in and we will solve this problem. I know it will as it always has. We will have to cope until that time.

So far this year we have had Fly-Ins at Lancaster, PA, Martinsburg, WV, Parlin, NH, and the very successful "50<sup>th</sup> Anniversary Fly-In" at Lock Haven, PA. Upcoming are Fly-Ins at Southbridge, MA (3BO), Cambridge, MD (CGE), and Martinsburg, WV (MRB). Watch your emails for notification.

I would like to announce that Dave Gitelman, a former ICS Technical Director is now the Technical Director for the NE Tribe. Dave has owned a Comanche for over 20 years and has a vast knowledge of technical and maintenance issues. If you have questions or need help in any of these topics contact Dave.

Dave Gitelman: Home: 585-381-4785, Cell: 585-317-8446, [gitelman@att.net](mailto:gitelman@att.net). No calls before 9:00 a.m. or after 9:00 p.m.

ON BEHALF OF ALL OF US WE WOULD LIKE TO WELCOME DAVE TO THIS NEW POSITION!

Penn Air is an aircraft maintenance and repair shop in Altoona, PA (AOO). It was once owned by Maurice Taylor. They know the Comanche aircraft. They have the capability to perform the AD 77-13-21, 1000 Hour Gear Inspection. They have the required Go-No-Go tools. I am in the process of working out a discounted price to perform this inspection, for ICS members, with Penn Air. I will let you know when this arrangement is finalized.

On a personal note I have met a number of you and look forward to meeting many of you that I have not met. Come to the Fly-Ins. This is how you will meet other Comanche owners that have the same love of this plane

## Tribe Officer Contact Information

Tribe Chief:	Dick Kuszyk	dickbay14@comcast.net	410-867-9156
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## Informal Fly-Ins

We are planning several local fly-ins for the rest of this year. This is a "firm" schedule, but details may change for some of them. Watch your e-mail for notices about when and where we plan to meet. Hope to see you there at some of these events.

### FLY-IN SCHEDULE:

**August 16, Fly-In and Elections, Cambridge, Md (CGE)**

**September 13, Southbridge, MA (3BO)**

**October 11, Maintenance Fly-In, Martinsburg, WV (MRB)**

All are scheduled on a Saturday with Sunday as a Rain Date. We will notify everyone by email two weeks in advance.

## *Lock Haven PA Fly-In, June 27-29, 2008 (LHV)*

The 50<sup>th</sup> Anniversary Fly-In at Lock Haven was a success. We had almost 40 people attending from all over the country. The people at Lycoming Engine, in Williamsport, Pa. gave us a great tour. We stopped at Woolrich, Pa. and spent some money on outdoor clothes at the Woolrich factory store.



We had an excellent presentation on the history of the Loch Haven Plant by the President of the Piper Museum, John Marinar. We also had presentations on the museum planes and a tour of the Piper Museum. Lycoming En-



gines was represented by a regional manager that explained reasons why "not" to peak on

their engines. He covered several other important issues.

The restaurants service and food for dinners as Hanger 9 and Dutch Haven was very good and the catered lunches at the museum were also very good. On both nights the hospitality suite was very busy and the number of empty



*TRIBE CHIEF MESSAGE (Continued from page 1)*

as you. You can share you experiences and ask all those questions that we all have.

Blue Skies and a Tail Wind on all your Flights!

*Dick Kuszyk, NE Tribe Chief*

bottles testifies to this.

All attending received several mementoes of the event. The NE Marching Band had its first performance.

All in All I believe that everyone had a good time.

Dick

PS: Watch the Flyer for a more detailed account of the event.



### *On the Numbers*

<b>Hours Flown (by type of op)</b>	<b>Piston Eng</b>	<b>All GA</b>
Personal	7,538,000	9,266,000
Business	2,460,000	3,244,000
Corporate	394,000	3,072,000
Instructional	3,152,000	3,635,000
Aerial Application	619,000	1,031,000
Aerial Observation	593,000	1,265,000
Aerial Other	56,000	148,000
External Load	1,000	134,000
Other Work	80,000	176,000
Sightseeing	106,000	191,000
Air Medical	107,000	716,000
Air Taxi	934,000	2,857,000
Air Tour	66,000	352,000
<b>Total</b>	<b>16,434,000</b>	<b>26,982,000</b>

*Source: GAMA 2006 Statistical Book*

## Parlin, NH Fly-In July 12, 2008 (2B3) -



The day was hazy, typical for a July morning in New Hampshire. Many nearby fields had been fogged in earlier, but Newport was clear under a scattered layer at 5000 ft. The wind was nearly calm but favored landing on 18. Most pilots opted for the clear approach to 36, but a few brave souls dropped in over the trees onto 18. As usual, there were many examples of the famous "Comanche Float." In the end, ten Comanches, ranging from 180s to a 400, and 16 people made it for lunch, flying on from four of the six New England states plus New Jersey, Pennsylvania and Maryland



The grass parking area was freshly mowed for our arrival. Courtesy bicycles were available to explore the picnic and



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

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

At noon-time we strolled over to the Lil' Red Baron, a great Mexican restaurant located behind the FBO of-

There is an extensive menu at reasonable prices. Fly-In host Pete Morse welcomed everyone and introduced our Tribe Chief Dick Kuszyk, who had flown up from Annapolis. Dick talked about upcoming events and Tribe activities. Everyone enjoyed the food and fellowship, and the ice cream afterwards.

After some more socializing and casual line inspection we began to disperse. A number of pilots took advantage of the \$5.25 self-serve 100LL, with team help in jockeying the planes to the pump.

The next New England fly-in is on Saturday, September 13<sup>th</sup> at the Southbridge MA airport (3B0) with lunch at Flyin' Jim's Diner. And stay tuned for information about the 3<sup>rd</sup> Annual Parlin Fly-In next June or July.



All in all, this was another great day to fly!

## *Recent Comanche Incidents:* Be careful out there!

**04/15/2008, 0820 MST PA-30 N8442Y Holbrook, AZ**

The plane sustained substantial damage during a gear-up forced landing following a loss of power from both engines. The pilot was seriously injured and the passenger received minor injuries.

**05/30/2008 PA-30 N8511Y Houston, TX**

The plane ran off the left side of the runway during the landing roll-out. While trying to re-gain control, both main gear collapsed. This was an instructional flight. No injuries were reported by the pilot or instructor.

**06/06/2008, 1745 EDT PA-30 N7660Y Pawtucket, RI**

The PA-30 was substantially damaged in a runway collision with a Beech A36 at North Central State Airport (SFZ). The Comanche was landing on runway 33 and the Bonanza was departing from runway 5, both on IFR clearances. Reported weather was overcast at 600 feet, with 10 miles visibility below that. One minor injury was reported.

**06/18/2008, PA-24 N6235P Vernal, UT**

During cruise flight, the engine lost power due to fuel exhaustion. The plane landed on a state highway, but impacted a vehicle before coming to a stop. The pilot did not visually inspect the fuel level before take-off. The pilot and passenger reported minor injuries.

**07/25/2008, 1215 CDT PA-24 N7392P Enterprise, AL**

The gear collapsed on landing at Enterprise AL. The pilot and two passengers were not injured.

**07/27/2008, 1500 CDT PA-24 N397PC Watertown, WI**

While taxiing, the nose gear collapsed. The pilot and two passengers were not injured.

## *Announcements*

### **Cambridge MD Fly-in**

Our next Fly in is coming up very soon, August 16, at Cambridge, MD (CGE). This will be an informal luncheon fly-in. Plan to arrive around 10:30 and make your way to the restaurant in the Terminal building. Parking on the grass near the terminal building is permitted.

Northeast Tribe elections will be held at this meeting. If you'd like to throw your name in the hat to help run the Tribe in the next year, call Dick Kuszyk and volunteer. We're happy to have all the help we can get.

Cambridge is on the Eastern Shore of the Chesapeake Bay, with a 4500 foot runway 16/34 at 20 feet of elevation. It is located 16 miles south of the Easton airport, and south of the St. Michaels TFR. The CTAF frequency is 122.7, and the traffic pattern is at 1000 feet in a standard left hand pattern. Weather is available at 120.675.

We hope to see you there!

### **Comanche mass arrival at Oshkosh AirVenture**

Nearly 80 Comanches made a mass arrival at AirVenture in Oshkosh WI this year. The group, organized by ICS, staged at Watertown WI before the group flight on July 29 on to Whitman Field. Participating pilots gathered Sunday morning for a 90 minute briefing on procedures for the flight. This mass arrival is planned to be an annual event, so watch for an announcement for 2009.

Few people who know of the work of Langley, Lilienthal, Pilcher, Maxim and Chanute but will be inclined to believe that long before the year 2000 A.D., and very probably before 1950, a successful aeroplane will have soared and come home safe and sound.

*H. G. Wells, 1901*

