

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

September, October, November

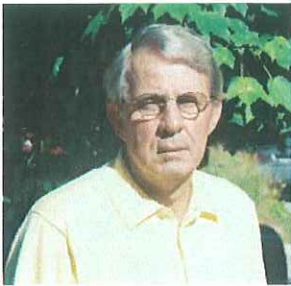
Fall 2008



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Message from the Tribe Chief



Hello to All,

In August we had elections in accordance with ICS By-Laws. I have been re-elected as Tribe Chief. Keith Johnson, the former Secretary/Scribe has been elected Asst. Tribe Chief. Chris Jorheim has been re-elected as Treasurer and Pete Morse has been elected as Secretary/Scribe. All of us have had experience in ICS Tribe operations and I feel that we have a very qualified group of energetic officers. (Excuse my boasting). Tenure begins on October 1, 2008 and runs until September 31, 2009.

During the next year we will conduct 8 Fly-Ins both Luncheon and 2-3 Day Events. We will, as we have in the past, conduct these Fly-Ins in parts of our 14 state purview that best addresses our membership population. We will include maintenance issues and topics in many of these events. We will also hold these events in locations where there is a history of high attendance and in many new locations. All the events will be well publicized in advance in the Nor'Easter and by emails. The 2-3 day events will be published 4-6 months in advance. If you are interested in conducting a Fly-In or assisting let me know.

The NE Tribe membership is holding steady and we are consistently at about 320 members. We are the third largest Tribe out of 12. Our finances are strong with \$6,000 in the treasury and growing. Overall the NE Tribe is in good condition.

As I am writing this article I am also looking out my loft window and the autumn weather is as beautiful as it was often depicted by Norman Rockwell. The temperature today will go to 65F, close to standard temperature and for the best performance of our planes. It is as clear as can be and I can see across the Bay (Chesapeake) to Thilgmans Island, about 12 miles. For some reason the Fall seems to be quieter than the other seasons and I have the impression that there are fewer planes flying. When I take off from Lee Field (Annapolis, MD) I can see the Naval Academy Stadium and the crowds there for the football game. I cross the Chesapeake and now I am on the Eastern Shore and a whole peninsula of colors. The Eastern Shore, as it is called, is totally flat and has an abundance of farms. The patchwork of colors and the Bay are a sight that give pause and make one reflect on who put this all together. We in the NE Tribe have this type of spectacle, in some fashion, throughout our 14 state boundaries. What bounty. What beauty. What a great way to see this all, we lucky PILOTS. See you soon! Dick.

ICS-NE Fly-In at Southbridge, Ma (3B0), Saturday, Sept. 13, 2008

To borrow the movie line, "If you build it, they will come." Holding a fly-in on a weekend between hurricanes begs for iffy weather. The Saturday prediction was for low overcast, but with the threat of showers on Sunday we decided not to change the plan.

The ceilings were 100 to 400 ft at 9am at my home field of Danielson Ct, so I decided to drive to Southbridge with little expectation of any Comanches arriving. But shortly after 10:30 Frank and Mary Brunot arrived from Claremont NH. They had been able to stay beneath



the overcast, dropping to about 2000 ft just before arrival. Another Comanche pilot had phoned earlier to check on conditions and, when we told him that we had "about 500 ft overcast", said he would check back later. He did call back, and we gave him our PIREP of 2000 overcast. Sure enough, not long after 11 am Bill Sandella arrived from Norwood Ma on an IFR clearance.

The four of us had a good time chatting on the porch of Flyin' Jim's Dinner about other possible fly-in destinations, and then enjoyed a great lunch from their varied menu. The diner is open for breakfast and lunch from early April through October, and is very popular with both local patrons and a wide range of those who fly-in from all over Southern New England.



After lunch Frank and Mary decided to depart VFR, while Bill called in to file back to OWD. When Bill called back for his clearance he was surprised to get a delayed release time due to an incoming aircraft to Southbridge – it was another Comanche!

Neal Pease and his party arrive just before 2 pm, flying in from Augusta Me, "better late than never." Unfortunately the Diner had just closed, so we drove to a nearby Friendly's in my car for food and more conversation. After eating we drove back to the airport where Neal put in some fuel and then departed with his clearance back to Augusta.



Jim LaTour, the airport FBO manager, was great in dealing with our needs, answering phone questions and pumping fuel. The Dinner was also all we expected, with good food and great service.

I wasn't sure what to expect that Saturday in Southbridge, but I am glad I showed up. We are sure that if we get good weather that Southbridge will be a great site for a Fly-In. We have scheduled it for 2009

Check out page 78 of the October *AOPA Pilot* magazine for Steven Ells' article about the PA24-180 in "Budget Buys: The 'baby' Comanche"

Future Fly-Ins in New England

At the recent fly-in at Southbridge Ma (3B0) discussion covered the upcoming fly-in at Martinsburg WVa (MRB) and possible sites for future activities in New England. Frank Brunot offered to help on the Newport NH (2B3) event next July. This fly-in has been well received for the past two years and will probably continue as an annual event. Bill Sandella mentioned that there were ten Comanches based at Norwood Ma (ORW), and a good restaurant just outside the parking lot. While fly-ins are an excuse to fly our Comanches, maybe bringing the mountain to Mohammad will spark some interest. Also named was Basin Harbor Resort (B06) in Vergennes Vt. This past summer's wet weather was a problem for them, and their excellent grass strip was often Notam'd as closed. Their restaurant is certainly worth the trip. Nantucket Island (ACK) is always an attractive destination, and the newly remodeled restaurant in the terminal has good food. Columbia County (1B1), on the upper Hudson River, is another nice location, and the golf course next door has an excellent restaurant. We will check out each of these locations.



See you at the next fly-in.

Pete Morse, ICS-NE Scribe

NE Tribe Fly-Ins 2008-2009 (Scheduled at this time)

December 6	Luncheon	Delaware Airpark, DL (K33N)
February 28	Luncheon	Lancaster, PA. (KLNS)
April 25	Luncheon	Flying W, NJ (KN14)
June, 12-14	2-3-Day	Rochester, NY (KROC)
July, 18	Luncheon	Westport, NH (K2B3)
August, 15	Luncheon	Tangiers Island, Va. (TGI)
September, 5	Luncheon	Southbridge, MA (3B0)
October 10	Luncheon	Martinsburg, WV (MRB)

All Fly-Ins are on Saturdays, with Sunday as a rain date. Email notices will be sent two weeks in advance. Watch your emails there might be a change to the schedule and location.

Comanche Safety Spotlight: be careful out there!

SAIB CE-08-50 DOT/FAA Special Airworthiness Information Bulletin

Issue Date: 09/17/2008

Subject: Landing Gear Manual Extension System Inspection

Make and Model: Piper Aircraft, Inc. All PA-24, PA-30

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, and operators of Piper airplane models of a potential failure of the landing gear to remain in the down and locked position during landing rollout. This failure is due to excessive wear on parts or components that exceed the published tolerances, which may cause a circuit breaker to trip. The pilot may get the landing gear down using the emergency landing gear extension procedures, which allows the airplane to land, and during the rollout the landing gear may collapse.

The purpose of this SAIB is to provide information to reduce the possibility of failure to the landing gear. Airframes that perform numerous retraction cycles are especially vulnerable. Adherence to Piper service instructions, including proper lubrication of parts, is very important. In some cases, chronic landing gear circuit breaker tripping preceded actual failure (collapse). The operator should take this as an indication that system maintenance is needed.

We suggest that you have a heightened awareness of possible worn out parts. At the first sign of circuit breaker tripping, consider incorporating Piper SL 782B, dated December 1, 1977. We recommend you inspect as indicated on page 3 to replace parts or components that exceed the published tolerances.

Maintenance Issues

To All:

Penn Air in Altoona, Pa (AOO) is the Aircraft Maintenance Center formerly owned by Maurice Taylor. As stated in the last Nor'Easter, they have the experience and expertise to conduct the 1000 Hour Gear Maintenance Inspection (AD 77-13-21), including the necessary Go-No-Go tools. They know the Comanche! I have talked to the management of Penn Air and they will give North East Tribe members a good price in performing this inspection based upon the condition of your aircraft. When your inspection is due give them a call and ask for "Mike". Tell him you are a member of ICS. Tel: 814-793-2164. info@flypennair.com.

TORQUE TUBE HORN ISSUE: Hans Neubert is still heavily involved in this issue and has asked that he be kept informed of any teardowns and subsequent inspection of any horns so that he can compile records of the findings. If you have dismantled the tail section and tested this part, please forward your findings and any other pertinent information to Dale Vandever at N2DV@hotmail.com so that he can compile the information and forward it to Hans. Your assistance is very important at this juncture. There have been no total failures of this part thus far, nor have there been any AB's or Ad's but Hans needs to begin building a database on any findings you might have. Even if the results were positive on any tear down inspection that you have performed, please get this information to Dale so that we can build our database.

As a side note, most tear-downs have revealed that the two bearing assemblies through which the stabilator arms run (the newest ones being 36 years old now) need to be repacked and or replaced during any teardown of this section. Webco stocks these bearings as well as some of the other parts that you might wish to replace during the rebuild and or inspection process. Dick Kuszyk

ICS-NE Tribe Officer Contact Information

Tribe Chief:	Dick Kuszyk	dickbay14 @comcast.net	410-867-9156
Asst. Tribe Chief:	Keith Johnson	keith.jhanson @hughes.net	302-492-1931
Treasurer:	Chris Jorheim	cjjorheim @atlanticbb.net	814-946-8098
Scribe:	Pete Morse	pete.morse @rogerscorporation.com	860-928-3323

Martinsburg, WV (KMTB) October 11, 2008 Fly-In



The Fly-In at Martinsburg, WV had perfect October weather, not a cloud, endless blue skies, not a hint of a breeze, and 72 degrees. Jeff Grove, our host assured me that this type of weather, at his field, is routine for any type of Fly-In event. Jeff is on very good terms with God and Senator Byrd.

We had a good turn out with members flying in from several states. Myrna, Jeff's wife, had good hot coffee and her usual good rolls. We had our round table discussion about the latest FAA ADIZ Training requirements, the status of our ELT/121.5 emergency channel and who is monitoring it and we talked about who in this age of GPSs are using ADF, VOR, and Loran technology. I believe that the group was in pretty much consensus on these issues. Lunch was at the airport restaurant only a short walk from Jeff's hanger. Good food and service.



There were several very good Comanches that came. John Peterson from Orange, Va. with his 180 and Mike Travagli from Carroll County with his 260 were two planes that are just about as good as they get. Mike is a new owner but he is making good choices and has added several good avionics. Both planes' exteriors, interiors, and intelligent avionics layouts were a pleasure for all of us to observe.



Martinsburg is an easy and scenic flight for many of us in the Middle and Southern part of the NE Tribe's boundary. Flying over the mountains and looking out at the vista from Jeff's hanger is a delight. For a lazy, sunny, and relaxed Saturday with a group of good fellows with the same interest, it doesn't get much better than this was.

Dick Kuszyk, Tribe Chief

TECHNICAL QUESTIONS

If you have any technical question contact Dave Gitelman, the NE Tribe Technical Director.
Contact Information: H-585-381-4785, C-585-317-8446. No call before 9:00 a.m. and after 9:00 p.m.

Flotsam/Jetsam

Frank Brudot has for sale: Two (2) each Cleveland inner main wheel halves; Piper P/N 753-157. Stainless steel brake rotor attached to each half. Removed from Comanche Pa 24-180. \$100 for the pair, plus shipping.
Contact Information: 802-674-5698 or email fbrunot@yahoo.com

Kris Armstrong would like to buy a Directional Gyro (DG) for his 63-250. Any model in good condition.
Contact Information: 717-608-0609, karmstrong@milestonesettlements.com.

Art Dube has a reconditioned Twin with 3400TT for sale. Do not have any additional information.
Contact Information: 914-523-3618, arthurdube55@msn.com.

Nick Galassi would like to find someone or company who can work on Altimatic Pilot II Autopilot installed in his 1966 PA30. This is original equipment. He is based at College Park, Md. and is willing to travel to have it repaired.
Contact Information: pa30flyer@verizon.net.

Don Richardson had the nose bowls removed from his PA30B. They are in fair shape-need a little fibre-glass repair near the piano hinges. Don sold his plane. These were spares. Don will give these away for free. You pay for shipping form Florida. Don's plane won many awards.
Contact Information: drchrdsn@hotmail.com

PS: I might have gotten carried away with the colors in this edition but I was having fun and it is Halloween.
Dick.