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Message from the Tribe Chief



Keith Johnson, Tribe Chief

Greetings, fellow members of the Northeast Tribe. I was elected Tribe Chief, this past September, and took over the role from Dick Kuszyk, our outgoing Tribe Chief. I'd like to thank Dick for the excellent job he did in his time as Tribe Chief, and congratulate him on his new job as Vice President of ICS. He set a great example, stabilized our membership numbers, and left us with a strong and active Tribe. I hope I can measure up, and hope you will help me in further improving the organization.

For those of you who don't know me, I have owned a 1959 Comanche 250 single for about five years, and fly it as much as I can afford. I've been active in ICS for the past four years, and have served as Scribe and Assistant Tribe Chief. I've been to most of the fly-ins we've held over the last few years, and hope to make it to more of them this year. We are looking for ideas for new airports to visit, especially to the southern and northern ends of our region. If there's an interesting or fun airport that you know of, please share it with me, and we may bring a fly-in there.

My number one goal for the organization is to make it easier, cheaper, and more enjoyable to fly a Piper Comanche. To make that happen, we need to have a strong and viable organization. To keep the organization strong, we need members. It takes a lot to keep an airplane flying, and "many hands make light work" is as true as it has ever been. We have a little more than half of all Comanche owners as members, but not all of them. Please talk to other Comanche flyers you see, at your airport or away from home, and ask them to join ICS if they haven't already. If they don't want to join, invite them out to a fly-in or two anyway. We're all members of a very exclusive group!

If you have particular ideas or problems we should address, please speak up and share with the Tribe, or put posts on the ICS website. We can solve the problems together, and always need a few more knowledgeable and interested people to help.

Be safe, and keep 'em flying!

- August 15th Fly-In at Tangire Island -

by Pete Morse, Asst. Chief

Eight Comanches - 7 singles and a twin – made the fly-in to Tangier Island. The day was typical mid-Atlantic coast summer weather - warm and hazy with almost no wind. The restricted areas north and west of Tangire were active, meaning a detour for those arriving from the West. Most of us landed on runway 02, remembering to make right traffic, and thus avoiding a long back taxi to parking. Just as advertised, a local agent was there to collect the \$10 landing fee. We were all somewhat surprised that none of our cell phones worked on Tangire – no towers anywhere nearby. It is quite a shock to go back in time like that, being cut off from the world. The airport trailer did have a phone line where Flight Services could be reached to close flight plans or inquire about weather, and there was a pay phone outside the post office, but there was a real sense on Tangier of getting away from it all.



It was a short walk over the bridge and through town to the Waterman's Restaurant, which serves traditional fare as well as fresh crab concoctions. We ordered while an excursion ferry unloaded at the town pier. Dick Kuszyk led a brief discussion of Tribe affairs and moderated the annual elections. The new officers were elected by a unanimous voice vote and will start their terms of office in October following the ICS convention meeting.



2009 Northeast Tribe Elections

The ICS-NE Tribe Elections were held at the Tangier Island fly-in on August 15th. The elected officers will serve terms from October 2009 through September 2010.



Keith Johnson,
Tribe Chief

Keith Johnson has moved up from Assistant to Tribe Chief. Keith is a US Army Engineer and has owned his Comanche 250 (N6048P) since 2004.



Neal Pease,
Treasurer

Treasurer Neal Pease is a Compounding Pharmacist at PENRO Specialty Compounding in Colchester VT. He has owned his Comanche 180 (N5409P) since 2005, and is new to the Tribe executives.



Pete Morse,
Assistant Chief

Assistant Chief Pete Morse, the former Scribe, is employed at Rogers Corporation R&D Center in Connecticut. He has owned his Comanche 250 (N6632P) since 2002.



Scott Ducey,
Scribe

Scribe Scott Ducey is also new to the Tribe executives. He is Vice President of Underwriting at Harbor Point Reinsurance, and has owned his PA-30 twin (N931JS) since 2008

The new officers' contact information is listed below. All have shown real interest in Tribe activities and in promoting the continued safe operation and enjoyment of our great aircraft.

2009-2010 ICS-NE Tribe Officer Contact Information

Tribe Chief:	Keith Johnson	keith.johnson @hughes.net	302-242-8201
Asst. Tribe Chief:	Pete Morse	pete.morse @rogerscorporation.com	860-928-3323
Treasurer:	Neal Pease	npease @penro.net	802-238-0006
Scribe:	Scott Ducey	scott.ducey @harborpoint.com	908-256-3158

Proposed NE Tribe Fly-Ins 2009-2010

December 12	Luncheon	Sussex Co - Georgetown, DE (KGED)
February 13	Luncheon	Lancaster, PA (KLNS)
April 10	Luncheon	Williamsburg – Jamestown, VA (KJGG)
May	Safety Expo/ Lunch	Daniel Webster College, Nashua, NH (KASH)
June 11-13	2-3 Day Event	Nantucket, MA (KACK)
July 10	Luncheon	Parlin Field – Newport, NH (2B3)
August 14	Luncheon	Tangier Island, VA (KTGI)
September 18	Luncheon	(tba)
October 9	Luncheon	Eastern WV Reg - Martinsburg, WV (KMRB)

All Fly-Ins are on Saturday, with Sunday as a rain date. Email notices will be sent two weeks in advance.
Watch your emails for any changes in scheduled dates or locations.

September Fly-In at Southbridge Ma (3B0)

Pete Morse, Asst. Chief

Fifteen people made it to Southbridge Airport for the ICS-NE September fly-in. Because of the low clouds and rain on Saturday we rescheduled to Sunday. The morning cloud cover over southeastern New England gave way to scattered to broken clouds above 2000 feet as seven Comanches made their way to 3B0. Again, like last year, because of the low ceiling at my home field in Connecticut I chose the drive to the fly-in. Comanches began arriving by 11 AM, with the final pilot dropping "just for the heck of it" at 2 PM. This made the atmosphere more of an open house with overlapping hellos, discussion and good-bys.

Flyin' Jim's Diner serves breakfast only on Sundays, but that didn't stop us from enjoying something from the varied menu. There were many local patrons and other fly-in customers also enjoying the food and a respite from the past few rainy days. The diner porch is a great place to eat while doing some serious airplane watching.



Discussion centered on the possible shape of a future tail horn AD, on the strong points of Comanches as travel machines, and on future fly-in ideas. Two participants reported no cracks found after recent tail horn inspections. One pilot commented on moving his son to college, packing everything into the Comanche and still having room and payload for the rest of the family. The fly-in schedule for next year is in the planning stages. Fly-in ideas included joining the Nashua NH "Safety Fest" in May and a possible weekend event on Nantucket Island in the late spring. We are also looking for new locations in the mid Atlantic coastal area. Anyone with suggestions should contact one of the Tribe officers (see above).

Comanche Safety Spotlight: Australian Trunions Available in US

by Scott Ducey, Scribe

Recently, Pat Barry posted on the Comanche Owners Forum that he and a few members of the Australian Tribe have worked together and obtained the United States STC for the Australian Trunions (STC #SA03708AT). This allows any aircraft owner to import the trunions direct from Australia, have their IA do the install, and complete a 337 to return the aircraft to service. For those not familiar with this issue, a Trunion is a critical component of the Comanches landing gear system. Unfortunately, Piper no longer manufactures the part. The Australian Trunion appears to be a 'heavy duty' version than which was originally installed in the Comanche. The Aussie Trunion is machined from a solid block of billet aluminum. A picture is provided below. Based on the information from the COF, Manfred Melloh is going to be the point person, and can be contacted at the following email address: melloh@bigpond.com.



Old and new trunions

We all owe Pat and the Aussie Tribe our gratitude for working on a core issue confronting our aging fleet, and their valiant effort in getting this done. I also think it is important to point out that ICS is an all volunteer organization, and each of us needs to do our part to ensure our wonderful airplanes are passed on to the next generation of pilots. It is my understanding that all those involved in this process did this of their own volition without prompting and were not paid.

Finally, Pat mentioned that Australia and the U.S. are signing another bilateral agreement in January that allows for the automatic recognition of each others PMA's. Once this occurs, the trunions can be bought and imported by dealers in the U.S. for resale.

Thanks once again to those responsible for getting this done for all Comanche owners.

Scott Ducey, NE Scribe Elect

Technical Questions

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

Flotsam/Jetsam

From time to time ICS-NE members have a Comanche item for sale or are looking for parts or information. If you are one of these, contact Keith Johnson, Tribe Chief, at the e-mail address listed under the officer contact information. Please include as much information as you can. This is not a commercial activity, but a sharing of information among fellow Comanche drivers. Each posting or request will be forwarded to the membership in a timely fashion, and added to the list for the next *Nor'Easter*.