

# The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

March, April, May

Spring 2009



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## Message from the Tribe Chief



The State of General Aviation, in this economy, is taking a big hit as we all know. All the manufacturers are at 50% capacity or less. I am a life long boater and live on the Chesapeake Bay. Boating is very similar to flying for the majority of us; it is a past time and recreational. Boating has always been a harbinger of the economy and is the first to suffer from a down turn. Several of my friends and associates are marina owners or own boat franchises and will attest to this. We have all watched this happen a number of times in my life span. We also know that boating is also one of the last to come out of a down economy. Aviation, as I stated, is very similar to boating and will come out of this down turn probably at the same pace. Watch for it. I only have to watch boat sales to get an indication when that will be. Hopefully it will be soon. I am also quite sure that most of the manufacturers have maintained their core capabilities and will recover in good order. Good news is that gas prices have dropped from ridiculous to just a bit expensive.

NE Tribe finances are solid, with approximately \$6,000 in the Treasury. We have a good group of Officers - as good as any Tribe and better than most. All have contributed to make the NE Tribe one of the best, most active, and well managed in the International Comanche Society. We must keep up the effort and do all we can to make sure it will continue for years to come. Annual Elections are coming up: Nominations are due in the month of June, with elections held in August. I will send out an email announcement.

Check out the schedule of the future Fly-Ins on page 4 of this issue. Of particular importance is the Maintenance Fly-In at Rochester in June.

The Comanche Flyer Foundation will present a Pilot Proficiency Program at Manville, NJ (47N) on Sept 18-19. It will be conducted in the hanger of Scott Ducey, one of our members. We are working to make sure that everything goes well. This is a CFF program and we are here to assist.

Dave Fitzgerald, as Communications Chairman, is requesting that each tribe put up a Web Page on the ICS Web site. Several Tribes already have theirs up - take a look. It will cost us about \$500-\$700. The ICS Communication Committee will do the work. This will bring the Tribes into the 21st century. If you have not been on the ICS Web Page I suggest that you take a look. There have been many enhancements and additions.

Dick



## - February Lancaster PA Fly-In-

Pete Morse and Dick Kuszyk

This is the third year we have had a Fly-In at Lancaster in February. It has been well attended every year and has become one of our yearly Traditions. This year, as usual, it was a typical winter's day – temperature in the 30s and a steady wind from the West. Even so about 26 people came to the fly-in and a great lunch at Florintino's. There were a number of planes that arrived, both singles and twins, and a few who drove in from close by. Sixteen people sat down for lunch just after 11, joined by another six at noon, and four more at one. The late comers may have had a slight advantage by getting food recommendations from the rest, but everything served was delicious and very economical.



Lancaster is a large towered field so you get to practice your radio calls and Class D procedures. Some VFR pilots in the outback can always use the extra practice.

The weather to the South was not pleasant, and forecast to be worse as the afternoon wore on, so some of those members may have elected to pass on this fly-in. Sometimes we get so wrapped up in the “go / no go” decisions of flying that we forget that we have a third choice – drive! Sure, the reason to have a plane is to fly, but the reason to attend fly-ins is to meet and talk with other Comanche drivers.

I, Dick Kuszyk ran into some marginal weather when about to take off and decide not to fly - one of those pre-flight decisions that can be critical. “I had been busy all week and had other things on my mind, but I must have been partially brain dead,” I should have driven. I have done this before and Lancaster is only 2 hours away. Rats, I hate to miss a Fly-In and the guys.”



Those who did attend had great conversations at the tables, ranging over many topics - from flying to the elections to current economics. We all look forward to more pleasant weather in April for the post-taxes fly-in at the FlyingW (N14)

### *NE Tribe Fly-Ins 2008-2009*

April 25	Luncheon	Flying W, NJ (N14)
June 5-7	2-3-Day	Rochester, NY (KROC)
July 18	Luncheon	Newport, NH (2B3)
August 15	Luncheon	Tangiers Island, VA (KTGI)
September 5	Luncheon	Southbridge, MA (3B0)
October 10	Luncheon	Martinsburg, WV (KM RB)

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.



## From the Scribe

### Flying the New York Hudson River Corridor

By Peter Morse ICS # 16012

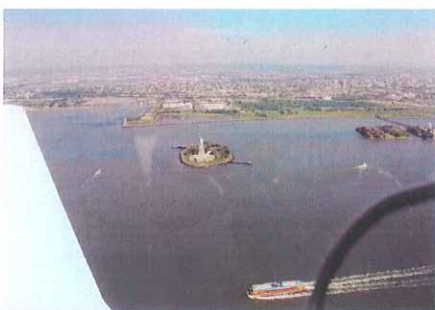
There are many moments in a pilot's flying life that are memorable. The first time we leave the home airport environment flying solo, just enjoying the view of familiar landscapes below us. The sense of accomplishment we have when flying home with our brand new pilot certificate in our pocket. The first cross country trip that goes beyond the reach of our fuel tanks. The awesome experience of descending through a nighttime cloud layer to find the runway lights under the nose, just as they should be. I am sure each of us can all add to this list.



One great experience reserved for GA pilots is flying the Hudson River VFR corridor through the heart of New York City. The commercial flights can't do it – they are restricted to ATC direction in the overhead Class Bravo airspace. We can fly at our own pace in a non-controlled tunnel bound by the shoreline on each side, the cross-river helicopter traffic at 500 feet and the Class B floor at 1100 feet. Landing lights on, stay to the right, announce your position and watch for traffic – just like flying in the pattern back home.



If you are going to fly the corridor there are some things to do before you launch. First, the weather should be good VFR. An overcast layer often means more traffic using the low route past New York and any haze or fog makes spotting traffic harder. Second, have and be familiar with a current New York Terminal Area chart. Know the identity and location of the VFR position reporting points, the boundaries of the restricted areas (Statue of Liberty, East River etc.), and the headroom available for each segment below the Class B airspace. Third, plan your trip. Know which frequencies to use for ATC and in the corridor. Use a gate approach for flight planning – NYAAK intersection to the North and the Colts Neck VOR to the South. Plan any u-turns North of the Tappan or South of the Verrazano bridges. Fourth, do not plan your first trip as a solo flight. You will need extra eyes to watch for traffic while you pay attention to flying straight and level. Fly first, and then look at the view. Finally, check all sources for TFR restrictions, particularly afternoon or evenings when the Yankees may be playing at home.



When in the corridor pay close attention to your altitude and position and keep a mental picture of other traffic. Keep your radio communications clear and concise – “Comanche 32P at Alpine, south-bound, 1000 feet.” Be aware of turbulence where the west wind rolls over the Palisades. Don't buzz the bridge towers – move toward the center of the span. Fly at a comfortable approach speed, not too slow but also not full bore. Don't tailgate traffic ahead - this is no place to try ad hoc formation flying.

And, while you are at it, take the time to enjoy the privilege of flying your beloved Comanche through the heart of one of the greatest cities in the world.



## ***NE Tribe June Maintenance Fly-In Weekend***

**Rochester, NY (ROC)      June 5-7, 2009**

The NE Tribe will conduct a three-day Fly-In at Rochester International Airport in western New York. The three day long event will include a tour of the Eastman House, an afternoon maintenance workshop presented by Dave Gitelman, NE Tribe Technical Director, aviation exhibits and displays, food, fellowship and much more. Airport activities and fly-in parking will take place at the NY ARNG facility. You can check out related web sites at [EastmanHouse.org](http://EastmanHouse.org), [DelmonicosItalianSteakHouse.Com](http://DelmonicosItalianSteakHouse.Com) and [BasilRestaurant.Com](http://BasilRestaurant.Com)

There are three packages for fly-in attendance which include food, fees and ground transportation

- Full three days (Friday through Sunday) - \$135.00 per person
- Two days (Saturday and Sunday) - \$100.00 per person
- Saturday only - \$15.00 donation.

Send and MAKE OUT YOUR CHECK to the Attention: Richard Kuszyk, 1129 Delaware Avenue, Churchton, Md. 20733. If you have any questions call 410-867-9156.

Hotel reservations are not included, and can be made at the Hampton Inn South. The ICS\_NE group rate is \$125 per night (\$109 + 14% taxes) for a non-smoking double, breakfast included. Reservation should be made by May 5<sup>th</sup>, 2009 to guarantee this rate. Check in after 3:00 PM, check out by Noon. One night's room rate and taxes will be charged for cancellations made less than 72 hours in advance.

Contact information: Hampton Inn South, 717 E. Henrietta Rd. Rochester, NY 14623. 585-272-7800

We have put together a full and exciting weekend of events that will keep you busy with informative lectures, tours and enjoyment. Come and meet with friends and other members of ICS.

See you there. We are planning to have a great time.

Dick Kuszyk  
NE Tribe Chief

## ***By Comanche to Mardi Gras***

**Pete Morse, ICS# 16012, ICS-NE Scribe**

Planning is everything, particularly when considering a long distance flight into unfamiliar territory. The plan was to visit my daughter in Mandeville LA and take in some of the Mardi Gras festivities in New Orleans. The weather in mid-February is challenging at best, with, this year, a steady parade of winter storms flowing up from the Ohio River valley. To be ready I planned two routes from Danielson CT (LZD) to Slidell LA (ASD), one going down the West side of the Blue Ridge mountains, the other going along the East coast, and both avoiding the DC airspace.

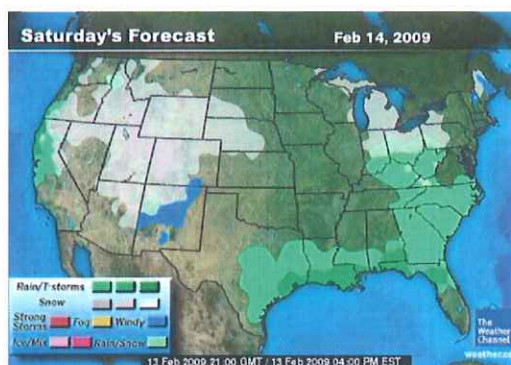
The first route generally followed the great circle course along V-39 over Connecticut, New York and Pennsylvania, skirting the P-40 airspace and AOPA headquarters, with a fuel stop at Luray Caverns (W45). We had vacationed in the Shenandoah Valley last summer and were looking forward to seeing the area from the air. The route then continued down the east side of the Blue Ridge along V-143 to Athens GA (AHN) for the next fuel stop, just outside the Atlanta Class B airspace.



The alternate route followed V-139 from the tip of Long Island to Newport News (PHF). This route is often referred to as the “shark route” and takes you over the Atlantic, well outside best glide distance to shore, but it is a route I have used often before. After fueling up we would continue along V-66 over the Virginia and Carolinas piedmont area, well east of the mountains, to Athens for the fuel stop.



Which ever way we got there, from Athens we would continue westward along V-20, landing at Slidell after a total of about nine hours of flying.



The weather for the day of departure was forecast to be lousy, with snow and freezing rain along our western route through New York and Pennsylvania, but with scattered showers for the lower east coast. We chose the coastal route and I filed three IFR flight plans. The early morning briefing revealed clear or scattered clouds all the way to Athens, and even a tailwind for the first over-water leg - much better than the western route.

I elected to depart Danielson VFR and request Flight Following. Providence Departure gave us a squawk code and then said, “We have your IFR flight plan and squawk. You can use that code for your VFR flight if you like, and switch to IFR at any time as needed.” Boy, talk about user friendly! We accepted the offer, changed the squawk, and continued to Newport News at 7500 feet without problems. When I contacted departure for the next leg I suggested the same approach – IFR squawk for VFR flight – and the tower readily agreed. We continued to Athens at 5500 feet, mostly on top of a scattered layer, dodging occasional buildups and leaning into an increasing headwind.

At Athens, after fuel and some homemade sandwiches, I contacted Flight Services on WxBrief for the final leg. Ahead of us was a broken to solid ceiling at 4000 feet and overcast at 20,000 all the way to Louisiana. Our destination reported broken at 1500 and west winds and light rain, with clearing reported further west. I picked up my IFR clearance (“as filed”) and we headed west around Atlanta. Our 5000-foot cruise altitude put us just above the lower layer and not too deep into the headwinds above. I requested and got “higher” for a thicker cloud region but gave up another 10 knots to the wind, so back to 5000 when the clouds began to disperse. By the time we reached Slidell the cloud layer below us was broken, with occasional larger holes, and the high overcast was gone. We found a nice hole, cancelled IFR with New Orleans, and descended to Slidell as the sun neared the horizon – a very satisfying day of Comanche flying.

Trip stats: 1175 NM, 9 hours on the Hobbs, 97 gallons of Avgas. Dialing the prop back to 2150 RPM and leaning just rich of peak yielded an average of 133 Kts against a headwind and 10.8 gal/hr for the trip. All with no surprises, no frantic need to come up with a different plan, no arguing with ATC over routing – just fun flying. Maybe next year we can get to see the Blue Ridge from the air. I think I will start planning next week...



## ***Comanche Safety Spotlight: get to know your aircraft inside and out!***

This June we have a great opportunity to get to know our aircraft in the company of other Comanche pilots and owners when Dave Gitelman, the NE Tribe Technical Director, presents a maintenance workshop at Rochester NY (see page 4 above). This is chance to ask questions – from the simple to the detailed – and to get answers from Dave and the group. More importantly, it is the chance to hear others ask the questions we didn't think of.

- What does torque tube corrosion really look like?
- My old gear extension tubes work - can I still trust them?
- What are some of the “gotchas” in those Comanche ADs?
- What maintenance can I do as pilot / owner?
- What is a good source of hard to find parts for our aging aircraft?
- What about those options at engine run out – new vs. reman vs. overhaul?

Any and all questions are good questions. If an answer is not readily available then you will probably hear from Dave after he does a little research. Dave has also offered to install new bungees (owner provided) on an aircraft – give him a call if you are interested.

Don't miss this opportunity to learn from Dave, and to spend time with other Comanche pilot / owners while enjoying the events of a fun filled weekend.

Pete Morse – NE Tribe Scribe

## ***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 the Tribe Chief, Dick Kuszyk, at the e-mail address below. 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*.

Tom Garden, one of our members is looking for a Gear Transmission. If you have one for sale or if you know where Tom might find one would you contact Tom at 315-317-6213 or [tom@syrasoft.com](mailto:tom@syrasoft.com).

### ***ICS-NE Tribe Officer Contact Information***

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