

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Summer 2017
June-July-Aug



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From the Tribe Chief

Dear Comancheros:

Elections are in progress, closing at the Oct 14 fly-in. I hope you will cast your vote by going to the [/ICS-NE BallotForm](#). **I'm happy to continue to serve as your Northeast Tribe Chief/Tribe Rep and I respectfully ask for your vote in the upcoming election.**

This is going to be a full newsletter. There is a lot of activity both in the Northeast and Internationally, that is either of interest OR need-to-know. Northeast Fly-ins and Elections are covered first; initiatives on Fly-share, Prop Balancing, and Shoulder Harness Installations follow.

Note that quite a number of the initiatives going International are originating out of Northeast, and I include a too-short discussion of the Northeast Tribe members and leaders who are making this possible.

Teaser: watch this space for announcement of a Right Seat program!

The ultimate fly-in, OshKosh17, is included as its own report.

Please note: mention in this newsletter does not constitute endorsement of any of the vendors, products, or shops listed.

Finally, this newsletter would not be complete without mention of an extended team of people in the Northeast tribe who have been essential in creating the kind of success we have been seeing over the past several years. The following is an incomplete list:

- Shoulder harness initiative would not be happening without Allen Murray
- Scissors linkage initiative: Pete Morse, Bernie Stumpf, Zach Grant
- Prop balancing clinic: Mitch Haubert
- Multiple maintenance seminars: Dwight Coombs and others
- Formation flying seminar: Dave Turner at PYM
- Cool stuff at Fly-ins: Bill Waldron (who can forget B-25 Pancito!) and others
- CPPP trainings: Travis Brown and Gloria Zawaski
- Right Seat initiative: Cheryl & Pete Lautensack (who have been vital at OSH)
- Fly-Share initiative: NE Tribe Leadership
- Young Eagles combination with Fly-ins: Ron Ward, Pete Morse, Bernie Stumpf +

Lastly, I am personally grateful for the invaluable leadership and tight team of the Northeast Tribe: Scribe and Webmaster Pete Morse has created the communications infrastructure and website the rest of ICS frankly envies, Treasurer Chris Jorheim has been holding down the war-chest for over 10 years. Assistant Chief Ron Ward provides leadership and he and his wife Lynn have coordinated countless fly-ins that have provided fun and camaraderie for so many. I'd particularly like to acknowledge the amount of effort, organization, and teamwork that goes into fly-in coordination and communication so that these fly-ins can be created and offered without spamming the membership. Ron and Lynn are going to be retiring from the Fly-in role so if you've ever attended and enjoyed a Fly-in, please email them at RonandLynn33@gmail.com and let them know!

ICS-NE Elections

The Northeast Tribe elections are now in progress. Go to the [/ICS-NE BallotForm](#) to cast your vote for Tribe Chief, Assistant Chief, Tribe Scribe, and Treasurer. With the exception of Tribe Chief, all former officers are up for re-election unopposed. You have a choice of Tribe Chief/ ICS Board Representative between CJ Stumpf, the current Chief, and Av Shiloh, past NE Chief and past ICS President. Elections close with the next fly-in, October 14th.

The positions of fly-in coordinator and webmaster are appointed, and not on the ballot. If you're interested in an officer position in the future but not sure you want to take it on right now, or even if you have ideas or would like to help, let us know! We will begin to include you in tribe planning, tribe decision-making, and continued innovations and improvements. You can review the tribe officer roles at [E/ICS-NE TribeOfficeRoles](#). We welcome involvement, so email us if you want to be more involved.

ICS-NE Fly-Ins

Listed below are the final fly-ins for 2017

October 14, Georgetown DE. Once again we return to Coastal Delaware ([GED](#)), a popular location near the Atlantic coast, for a luncheon and our Tribe elections. Arena's at the Airport restaurant is in the FBO. While at GED, visit the Delaware Aviation Museum and see the beautifully restored and flight worthy B-25 "Pancito" up close and personal.

November 11, Reedsville PA. Mifflin County Airport ([RVL](#)). Come to this Saturday only fly-in and get you propeller dynamically balanced in about 1/2 hour (faster with help). This is a super quick, super sophisticated process, with a special price of \$150 for NE members. Food will be available on site at the airport. Your [Fly-in registration](#) has no obligation, just gets you on the update list, and is as simple as it comes. Please check whether you are interested in the prop balancing offer. If you have seats available, or want to go and need a seat, just say so!

Past fly-Ins

The 9/16 *September Fly-in* pilgrimage to the Birthplace of the Piper Comanche, the original Piper factory at Lock Haven, PA and to the William T Piper Memorial Museum, was massively great. Despite a lingering ground fog in the morning that kept airplanes and their pilots from CT, RI, NH, VT, MA, to PA pacing, texting, and facebooking each other, 19 airplanes and one carload made it to Lock Haven. It was a proud and emotional event to see 19 of our beautiful birds on the ramp in front of the Piper museum, having flown us all "home". AirParts of Lock Haven gave a seminar in the morning, and the museum honored us by opening their restaurant just for us and serving a delicious lunch. People flew in from as far away as Michigan, Ohio, Vermont, and Georgia, including new member Stephen Shepherd and his family. Welcome Shepherds! Multiple people reported rainbows on the way home. To those who want to do it again, and those who could not make it but wanted to, we are going to try to do it again next year for the 65th anniversary of the Comanche (and the 50th anniversary of 9285P ☺). We are looking at joining Sentimental Journey in June. Please let me know if you would be interested in joining a multi-day party and campout or if you would prefer to do it as a one-day fly-in; we will try to accommodate both types of interest/schedule.



The 8/19 *August fly-in to GON* in Groton CT was another sellout crowd and some very cool stuff happened: Not only was it National Airport Day with tons of scheduled events and hundreds of people ogling our Comanches, but Survival Systems USA <http://www.survivalsystemsinc.com> gave us a private tour of their facility in which they train pilots to ditch – and survive. Pilots and families (23 of them!) came for the camaraderie, the chance to fly Young Eagles, and the opportunity to represent the Comanche to people interested in airplanes. For non-pilots, there were events in the Terminal Building, and we were next to the wonderful Mystic Seaport with lots of ships, shops, and eateries, as well as the famous Mystic Aquarium. We have been seizing every opportunity to support endangered airports and GA, and this was another opportunity to introduce kids to flying, and to support our local airfields! (hint: EAA has introduced real time pilot background checks so you can register to fly the same day!)



OshKosh17, *the OTHER July Fly-in* ©, will be in this newsletter in its own write-up with LOTS of photos, along with details of awards, dinners, trends, and national and international news from OshKosh relative to the Comanche. As a quick summary:

ICS OSH17 at EAA Airventure was by far the most successful in ICS history. We had record new members (23), record educational sessions (3 a day), and record sponsors – this is KEY to our future! Comanches [won more awards than any other type](#), including the Silver Lindy (Reserve Grand Champion) won by Lee

Hussey II, and Best Continuously Maintained won by Chris Cencula. [*Comanches compete in the “Contemporary” (1956-1970) category which includes Beech, Cessna, Mooney, Champion, and of course other Piper*]

We had so many people at Comanche dinner (over 60 all told) that the restaurant literally ran out of tables and chairs. The age range included kids, two Comanche pilots under age 18, a man who has had his plane 37 years, and someone still flying at age 92. It’s clear that for many, their Comanche is almost a family member.

Members also got to watch us move the STC process for the Trio Autopilot forward by putting the STC engineers in touch with the ICS’ best resources, all of whom were at the show. Amazing sessions on Electronic Ignition systems (believe it or not electronic ignitions and how they work are actually fascinating), Flying the Air Race Classic, What To Do If Your Airplane Becomes a Glider, Moving Through the Autopilot STC Process, Flying for (Almost) Free, and others, drew pack-the-tent audiences. Your Tribe Chief was invited to speak at the EAA General Meeting by the Chairman of Theatre In the Woods, where I highlighted the potential and utility of the Comanche type and her competition as Rural Economic Development enablers, and the related need to continue to sustain and promote GA flying in America. Enjoy the full OSH article and photos elsewhere in this newsletter!

ICS-NE Initiatives

Fly-Share! We are officially announcing our Fly-Share Program! We created Fly-share because all of us are sometimes

- down for annual
- out of medical
- awaiting a part
- prefer right seat company for that \$100 hamburger
- in a budget crunch and cost-sharing a trip makes it doable
- sold Comanche but still love the airplane and still a member

The new Fly-Share program allows you to offer a seat, or say you’d like a seat, and to cost-share under Part 91. Feel free to say you’re willing to help wash the bugs off the airplane, or act as safety pilot. Bribery will get you (hmm....literally) everywhere!

There is only one rule: PIC has zero obligation, and will go/no-go a passenger or trip at their discretion, no questions. We quietly started this program 2 years ago, and so far it’s been GREAT!

NEEDED: A member/team willing to help Northeast connect pilots with available seats. It’s a lot of fun, great way to meet people, and super rewarding to get to a fly-in and know the group is bigger and more cost-effective because of your help so please email Pete, Ron and Lynn, and myself at ICS-NE if you can help!

Prop balancing clinics: It has been a long time since a lot of our props have been balanced and can make a huge difference.... and if you've just gotten your new prop installed, you need to rebalance it once it wears in. There are always manufacturing imperfections no matter how carefully the manufacturing is done, and as it wears in, it affects the smoothness of operation, as well as possibly engine (front bearing) and prop life. Prop balancing makes such a difference that some stainless-steel exhaust system manufacturers will double your warranty. We are shifting our next fly-in, originally Lancaster PA, to neighboring Reedsville PA where there will be a terrific \$8 all you can eat breakfast, a seminar on “project” airplanes, and we have arranged for a group discount access to dynamic prop balancing for \$175 per engine (this is \$100 off the normal price). If we have 10 engines, the price will drop to \$150! This is one more way we are trying to help our members fly more efficiently, more safely, and more comfortably.

(*For anyone who cannot make the October fly-in, and for other tribes interested in organizing one, please email cjstumpf@gmail.com and we will help you!)

Shoulder Harness initiative: Shoulder harnesses, unfortunately not original equipment in most Comanches, are critical safety devices that save lives by protecting your noggin from your panel in the event of a sudden unplanned stop. This is a Technical (Zach Grant) and Safety (CJ Stumpf) committee initiative to provide a volume discount and fixed price install to Comanche owners. There are two STC'd providers of shoulder harnesses on the market: Alpha Aviation and PhilAir. Both have kits available for under \$1,000, including inertial reel options for a few hundred more. We have spoken with both vendors and are in process of identifying shops across the globe willing to provide a fixed price install to Comanche owners. We are gathering a list of interested owners, using that to arrange bulk purchase, and providing a list of shops in each geographical area willing to become experts and provide a special set price for ICS members. We are also making provision for headliners since some of our aircraft have fragile or already-damaged headliners, and shoulder harness installs can be (and sometimes must be) combined with headliner installs. This is a potentially lifesaving service ICS can provide to its members. (As a person whose life was personally saved by an airplane shoulder belt, I am strongly behind this). The more people who are interested, the better the prices and the more shops who will be willing to become listed suppliers. If you are interested please email allenmurray@mindspring.com with info/interest in participating. Please put Shoulder Harness in the subject line and include your year and make.

Maintenance/Instructor List: The most common question I get is where to get a pre-buy done, followed by whom to fly with, followed by where to find a maintenance shop for “procedure X”: we are going to compile a list for Northeast members of maintenance/avionics/pre-buy resources, and a list of Comanche-experienced instructors. These lists will **not** be an endorsement or recommendation, this list will act solely as a bulletin board, but as a number of people have said they want it, we are willing to give it a shot. Please email NEICSmaint@comanchepilots.com and NEICSinstruct@comanchepilots.com with your recommendations.

We are also investigating creation of a voluntary landing gear inspection and upgraded warning initiative, to be performed and installed biennially by certified shops. Please email cjstumpf@gmail.com if interested. As many of you know, Northeast tribe leadership two years ago found many examples in the Northeast tribe fleet of improperly assembled scissors linkages that were obvious to non-mechanics once they knew what to look for and that started a regular line inspection at fly-ins. The danger of these incorrect assemblies range from hard landings (embarrassing) to snapped torque bolts (often an accident). This resulted in an advisory sheet in the *Flyer* but shows we can do more.

2014-2015 ICS-NE Tribe Officer Contacts

Tribe Chief:	CJ Stumpf	cjstumpf@gmail.com	617-816-8766
Asst. Tribe Chief:	Ron Ward	ronandlynn33@gmail.com	585-223-2177
Scribe:	Pete Morse	piper32p@gmail.com	401-636-1046
Treasurer:	Chris Jorheim	cjorheim@atlanticbb.net	814-946-8098
Fly-In Coordinators:	Ron and Lynn Ward	ronandlynn33@gmail.com	585-223-2177
Website provider:	Pete Morse	piper32p@gmail.com	401-636-1046

ICS-NE website links for your convenience:

- ICS-NE main page: http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_page.htm
- Documents page: http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_DocLinks.htm
- Fly-in sign-up form: http://www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm

If you have any Comanche related technical questions contact the ICS Maintenance Resource Advisors

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