

Comanche

APRIL 2018

VOLUME 45, NO. 4

Flyer



The Official Membership Publication of
**The International
Comanche Society**

**Annual Inspections, major repairs,
major alterations and modifications
for all your Comanche needs.**



**Need to comply with AD2012-17-06 on the stabilator horn?
Contact Heritage Aero for all your options including installing the STC'd ADS ("Aussie") Horn.**



Cliff Wilewski, Owner,
ICS Maintenance
Resource Advisor

Take your Comanche to new heights with

Heritage Aero, Inc

Comanche Maintenance Specialists

Rockford, IL (KRFD)

www.heritageaero.com 815-395-0500

The Comanche Flyer
is the official monthly member
publication of the

International Comanche Society
P.O. Box 1810

Traverse City, MI 49685-1810
U.S.: (888) 300-0082 Other: (231) 946-3712
Fax: (231) 946-6180 E-mail: ICS@villagepress.com

www.comancheflyers.com

Editor-in-Chief
Bob Williams

Email: comanchegus@gmail.com

Managing Editor

Melissa Frisbie

E-mail: CFeditor@outlook.com

Senior Advertising Director

John Shoemaker

(800) 773-7798 Fax: (231) 946-9588
E-mail: johns@villagepress.com

Advertising Administrative Assistant
Trading Post & Classified Advertising

Betsy Beaudoin

Ph: (800) 773-7798, Fax: (231) 946-9588
Email: betsybeaudoin@villagepress.com

Graphic Design

Brandon Hoffman

E-mail: bhoffman@villagepress.com

Printer

Village Press

2779 Aero Park Drive
Traverse City, MI 49685-0629
www.villagepress.com

President:

Bob Williams, ICS #13853, NC Tribe

647 Robins Gate, Akron, OH 44319
Ph: (330) 867-6711, Cell: (330) 592-3111
Email: comanchegus@gmail.com

Vice President:

Kate Burrows, ICS #17285, EU Tribe

Ramsey Road, Rockwood, Laxey, Isle of Mann
IM4-7PY, United Kingdom
Ph: 44 1624 861957 (h)
Email: kateburrows340@gmail.com

Secretary:

LaVerne Stroh, ICS #15170, SC Tribe

10700 Joseph Way, Yukon, OK 73099
Cell: (405) 830-0658, Email: clstroh@yahoo.com

Treasurer:

Bob Berry, ICS #2227, NC Tribe

2944 Yellow Creek Rd., Fairlawn, OH 44333
Ph: (330) 864-3093, Wk: (330) 668-6257,
Cell: (330) 608-8384, Email: 300sl@lek.net

The *Comanche Flyer* (ISSN 08994223, USPS 2-324)
is available to members; the \$25 annual subscription
rate is included in the Society's Annual Membership
dues in US funds below. *Comanche Flyer* is published
monthly by Village Press

U.S., Canada, Mexico

One year \$78, Two years \$150

UK, Europe, Asia & Africa

One year \$104, Two years \$200

All Other Countries

One year \$92, Two years \$176

Spousal Members

One year \$39, Two years \$78

Cover Photo

Lance Christiansen's 1964 PA-24-250

Copyright Notice

The act of making a submission for publication is an
express warranty that such contribution does not infringe
on the rights or copyright of others. Nothing appearing
in the *Comanche Flyer* shall be reproduced or distributed
without the express permission of the publisher.

Postmaster send address changes to:

International Comanche Society

P.O. Box 1810
Traverse City, MI 49685-1810

Periodical postage paid at Traverse City, MI 49686



Published By the International Comanche Society, Inc.

CONTENTS

- 2** Letter from the President Bob Williams
- Comanche Spirit*
- 4** Only in Montana Lance Christiansen
- International Comanche Society*
- 10** Officers and Tribe Representatives
Look for a Southeast Tribe election announcement.
- Comanche Flyer Foundation*
- 11** CPPP Clinic Information
- Online Intelligence*
- 12** Help Balancing Fuel Flows
- Feature*
- 14** ICS Website – Helpful Hints & Updates LaVerne Stroh
- Do you read me?*
- 16** In Defense of Irrelevance Gloria Smith Zawaski
- Feature*
- 18** What You May Not Know About Weight and Balance Jack Sobelman
- Convention 2018 News*
- 20** Visit Edinburgh And Scotland Kate Burrows
- Feature*
- 24** Penetrating Oils Compared Dave Clark
- 25** ICS Name Badge Order Form
- 26** From the Tribe Chiefs
Check out the Calendar Summary for several additional fly-ins!
- 26** Regional Tribe Map
- 32** ICS Membership Form
- 32** Letters to the Editor
- Feature*
- 33** Latest Lycoming Engine Airworthiness Directive
- Fly-In Report*
- 35** European Tribe Slovenia Fly-In Kate Burrows
- 38** Comanche Classifieds
- 39** Advertisers' Index
- 40** ICS Items for Sale



INTERNATIONAL
COMANCHE
SOCIETY, INC.

LETTER FROM THE PRESIDENT



HELLO, my name is Bob Williams. I have been the Vice President of the ICS for the past two-and-a-half years; I have enjoyed that role. It was a fairly uncomplicated position, just working with the Board of Directors to get things done for the ICS and its members. Unfortunately, it became a little more complicated during the past several months, but the board of directors is now moving forward again.

As of this writing, four days after 10 of the 16 board members voted to remove

Mr. Donovan as President, we have gotten the board minutes approved and posted on the website, the Treasurer's reports have been posted, committee chairpersons are being selected, CFF is looking into another safety initiative that should affect every Comanche Pilot (not just the ones taking the advanced training), disputed expenses are paid, and the board is moving from strife to progress.

I have enjoyed my years in ICS from 1999 when I joined to the present. I've lived through the small *Flyer* and its graduation to the Village Press quality product we currently publish. I have seen the website morph through many stages of internet website development—from a small website to Dave Fitzgerald's long-standing *comancheflyer.com* website and now to our new, still-developing *comancheflyers.com* site. If you have any ideas for items you'd like to see on the website or certain parts changed, let me or any of the other officers or your Tribe Chief know. By the time you read this, the old forums have been replaced by new forums, and you only have to sign into the site once to get to the forums. The old forums will still be available to search so that information isn't lost.

We had Maurice Taylor and Larry Larkin in the old days and now have our

technical committee with six technically savvy experts that assist with maintenance questions as well as fully integrated flight and systems training offered around the country. We are always looking for technical expertise—contact me if you might be interested in serving on the technical committee. The computer age has matured faster than anyone could imagine, offering information transfer and situational awareness that we never dreamed of back when I purchased 74P. The ICS has been a part of that progress. We have younger pilots replacing those who sat in the left seat 20 years ago. A lot has changed, most of it for the better; membership in our Society offers more now than at any time in the past.

Our goal as members and leaders is to keep that momentum going, working together to bring knowledge, experience, safety, and comradery to each of us in an enjoyable and effective way. Each of our tribes offers that personal touch with fly-ins, seminars, picnics, and such. The international part of the organization is the glue that keeps us together. Not only are we trying to keep Comanches in the US and Canada going, but all over the world—with everyone bringing different aspects of Comanche flying to one

ComancheFlyer Submission Guidelines

All members are encouraged to submit articles for publication in the *Comanche Flyer*. If you have an article about a maintenance event, trip, piloting technique, or anything else pertinent to Comanche ownership, please share it with your fellow members.

For those with access to the Internet, please submit the article via e-mail, preferably in Microsoft Word. You may also include the article in the body of your e-mail message. Include your full name, as you would like it published, and your ICS number.

Please attach digital pictures, if applicable, in jpeg format. For best results, use the highest resolution setting your camera will allow. Photo files under 500 kb in size typically do not reproduce well.

Although submissions are reviewed for technical accuracy, the information in this magazine is meant for reference only. Any modifications, alterations, or major repairs to U.S. aircraft require FAA-approved data as a basis for beginning work, and as such should not be based solely on information contained in this magazine. The International Comanche Society does not endorse any piloting adverse to published FAA regulations.

Submissions are subject to editing and revision unless specifically requested to be published as submitted. The right is reserved to publish or not, any submission.

Deadline for all submissions is the 20th of the month, approximately 40 days prior to month of publication.

Send to: Melissa Frisbie, Managing Editor at CFeditor@outlook.com

Articles and photos may also be sent via U.S. Mail to:

Melissa Frisbie • 1716 Canvasback Dr., Johnstown, CO 80534

organization; after all, it was the Australia tribe that came up with the tail horn fix.

You may have noticed that there have been some issues floating around the society recently. A lot of misinformation has been put out there. Rather than get into a mud-wrestling match, we elected to resolve the issues and let the truth surface. Since last June, the Board has basically been non-functional because of internal strife. A Tribe Rep gave the following advice during our second meeting after Mr. Donovan became president, "The editor-in-chief doesn't have to take orders from anyone. He determines what goes on." Unfortunately, that was the direction our President chose to follow: making decisions without Board involvement. We, as a society, don't want to be under one man's rule. Feel proud that this Board had the strength to stand up to this kind of power grab. It hasn't always been like this. Thank your tribe rep the next time you see him or her.

I personally tried four times to reconcile the Board under the recent President, and I know others tried as well. Each time we thought we made progress in getting the group working together, each time it quickly eroded. The ICS is not the exclusive domain of one person or two Board members. Our bylaws call for a Board of Directors with a representative from each tribe, along with four elected officers to govern the Society. That system works well so long as we all work together. That system quit working, but it is now functioning again. It is amazing what happens when everybody knows the planned direction and that direction is maintained. Mr. Donovan had many good ideas, but those ideas were not shared with the board. Most of the board of directors discovered his goals when the email was sent to all members. It was news to most of the board.

If you read the minutes from the Fall Board meeting, you will see a motion toward the end of the meeting for an "ICS first" initiative, and a way to move forward until the CPTP/CPPP debate could be permanently resolved. I worked with Mr. Donovan in writing the motion. It was approved by all but two members

who were in attendance. The motion read as follows:

Resolving the elephant in the room; an interim solution: Specifically related to CPPP/CPTP, allow paid advertising as it has been done in the Flyer. Since it is difficult to schedule an event without notice, the tribe news in the Flyer must also be able to announce the event. In the short term, until a final resolution is accepted or at the spring board meeting, this policy will be observed by all ICS members. An integral part of this solution is the appointment a committee of active ICS members that are not involved directly with CFF, CPPP, or CPTP to review any and all aspects of Comanche Flyer and the electronic newsletter regarding any endorsement or other IRS 501(c) 7 "gotchas". The committee will make a recommendation and present it to the board along with all research documents at or before the spring board meeting. When that report is available, it can be acted on by the board. If the board doesn't accept the recommendations, the work will be sent back to committee for additional resolution, and presented again, in an effort to streamline work done in board meetings. Approval of this resolution gets us moving again as a board and promoting ICS FIRST, moving all ICS actions toward growth.

Mr. Donovan chose to defy the agreement and put announcements of a CPTP event in our newsletter and the *Flyer*, even though he voted for the motion that did not allow for anything but paid advertising or tribe news announcements. The board was not trying to be unfair to CPTP. They were simply trying to be fair to all of our other advertisers who neither ask for nor receive free announcements. They were also trying to follow the ICS standing rule that says **ICS will not endorse any company's products.**

There have been accusations circulated around the board and membership that the Comanche Flyer Foundation (CFF), a 501(c) 3 charitable training organization, was trying to take over the Society. This is foolishness. All of the CFF board members are ICS members, not the other way around. CFF is independent, as

is ICS. CFF is for all Comanche owners, not just ICS members. CFF doesn't get ICS money, but CFF contributes to the ICS tent for Oshkosh and for other training events. They have provided scholarships to help students working toward degrees in airplane mechanics and have helped ICS members by offering scholarships to help with the cost of Comanche training provided by CFF. The same people who long ago organized the ICS also organized the CFF. There has been no discussion whatsoever while I have been on the board, nor in the many years before I was on the board that I can find in the minutes, where there was ever any mention of CFF taking over ICS or ICS funds.

Regarding the petition that went to members from Mr. Donovan in February, several of our members have commented about it. One member said, "I was convinced that Pat was the only right thinker in the group, and I signed the petition." Another member said, "It came from the President, so I thought I had to sign it" ... I guess that was the 'ready, shoot, aim' knee-jerk reaction that the petition had intended to invoke. He and several other members have since reconsidered their support of that petition. If you signed the petition and decided later you shouldn't have, you can contact one of the officers to let them know you want your name removed.

Mr. Donovan had many good ideas. The Board had discussed many of those ideas among themselves or in meetings over the years. The Board welcomes and encourages new ideas. The Board can then determine the steps needed to put those ideas in place and evaluate the needed resources without violating any ICS rules, IRS rules for 501 (c) (7) organizations, etc. Each tribe must be active and viable, since that is where the rubber meets the runway for all things social, educational, and recreational.

The *Comanche Flyer* magazine is more efficient with fewer pages and the same content, and the Board will continue to work hard toward determining the best way to get the content of the *Flyer* to the members. And, of course, the best advice given to any pilot...

GO FLY!

Bob Williams 

COMANCHE

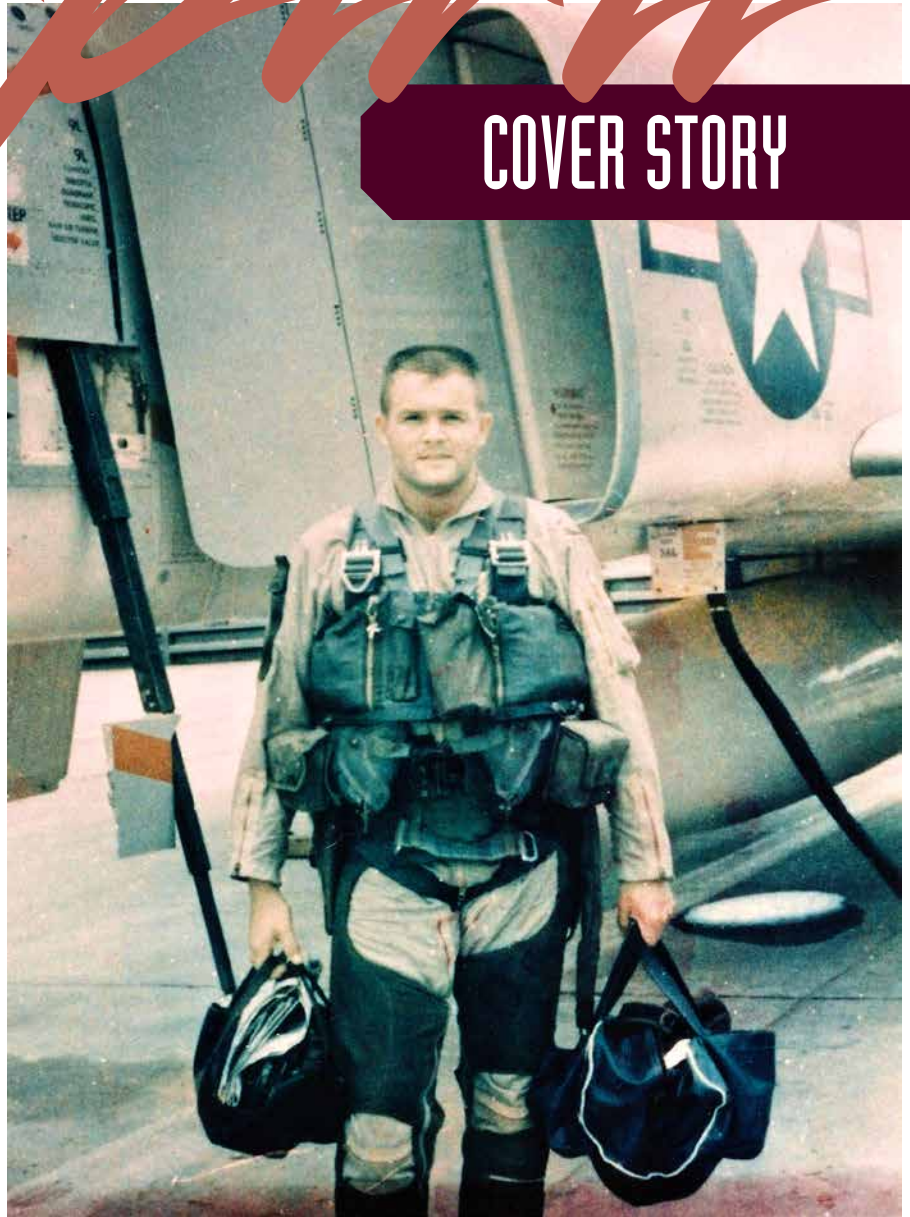
Only in Mont



Swift

COVER STORY

Comanche



by Lance Christiansen

I've owned a Globe Swift since 1975. One glance of a Swift and I knew it was my kind of aircraft. I had been a Marine RF-4 B Phantom 11 pilot, and a C-119G transport pilot, the latter in the reserve component of the Marine Corps, so the Swift turned me on the first time I saw one.

But, later, I realized I wanted a longer-range cruising aircraft. My first idea was to modify the Swift with a 210 turbo Continental, added fuel tanks, new instrument panel, leather interior and so on, but when I computed the time and cost for such major modifications I started thinking that maybe I should consider

another aircraft. I had, about five years previously, owned a Mooney 201 for a few years, but I had become short of cash and sold it. So, at first, I thought about buying a Mooney, but I liked the smoothness of six-cylinder engines.

For some reason, I had collected articles describing various aircraft that I found in multiple flying magazines during the '70s and '80s. One day I was reading the articles and three of the them were about Comanches. I reread them and was impressed by the performance of the Comanche. But, at the time, I was just dreaming more than being serious.

Then, a few months later I happened to read a well written, but long advertisement about a Comanche for sale in the *Western Flyer* aviation newspaper.

*"Lance, you've been a pilot for how long?"
I replied, "just over twenty years."
He looked at me and said,
"If you can fly a Swift, you can
fly a Comanche ... easily!"*

Usually, owners who advertise their planes try to make their ads very brief to minimize advertising costs. So I sensed the current owner of the plane was special in some way. I decided to call him, although I didn't, at the time, have a serious thought about buying another plane. I did know, however, that I was plane-crazy.

When I called the owner of the Comanche, I learned he was the original owner and lived in Havre, Montana. He told me that he had converted the rear seating and cargo area so that a stretcher for patients could be installed, as he volunteered his time and plane to transport sick or injured patients to the Billings, Montana hospital. Being a small-town doctor that feature was somewhat meaningful to me.

We chatted about his plane. It was a 1964 250. After learning some facts about it I told him that I was working on my Swift at the time, but perhaps I could fly to see his plane in a few months, maybe

during spring. He asked me where I lived, and I told him: "western Washington State." He replied that he had relatives who lived in Portland, Oregon and knew I could take an evening train from Seattle or Portland and arrive in Havre the next morning at about 10:00 AM. Also, a west-bound train left Havre about 4:30 in the afternoon. I had been working a lot so I decided I needed a break; besides I'd never visited Glacier National Park. So, we agreed that I'd arrive at 10:00 AM the following Saturday.

I didn't know anything about the Comanche except what I had read in a few articles, as I've mentioned. I did know that it had a Lycoming engine and by its pictures, I knew that it was a low-wing with retractable gear, the type of planes I liked.

The owner of the Comanche, the late Gordon Sands, met me at the Havre train station. He was a tall, slender Montana cowboy in his mid-eighties I thought. He was friendly and suggested that we stop by the best restaurant in town and have breakfast. He paid the bill. Then, we drove a short way northwest of Havre, turned right, drove down a long driveway, and there in front of us was a low-wing plane that was parked in front of a large, elevated fuel tank. The farmhouse was unpretentious and was located to the left of the plane about 300 feet. There were no barns or other agricultural buildings in view. There was a large Quonset Hut not far from where the Comanche was parked.

He stopped his pickup next to the Comanche. I wasn't impressed with it, at first glance, as it was dusty, non-polished, etc. We exited his pickup and walked to the Comanche. He opened the door, and I noted that its carpet was torn and there were kernels of wheat and blades of dry hay on the floor. It had old King

tube-type radios, and the gyro was one of the WWII variety, it appeared to me.

Mr. Sands asked if I wanted to take a flight with him. I naturally agreed. He stepped onto the wing and entered the plane, and I followed. He leaned my way and showed me how to close and lock the door. I donned the seat belt and headset. He started the plane and taxied to a "flat place" that had sparse grass growing on it. He did the run-up and gave me a thumbs-up; I nodded, and he applied take-off power and down the grassy field we went. Soon the Comanche was airborne, and it climbed rapidly to about 4000 ft. Mr. Sands made some right and left turns and then offered me the yoke. I turned right and left a few times and the Comanche seemed to handle well. Mr. Sands retook control and we flew around Havre and then returned to his ranch. He was about 85 years of age at the time, and I thought he flew well.

Mr. Sands suggested we walk to his house. After entering the front door, his wife walked into the living room using a cane. She was classy and friendly and suggested that I have a Coke. I noted that there was an aviation radio operating and planes, which were flying over that part of Montana, were giving their reports to ATC. The house was quite plain inside without fancy decor. Mrs. Sands or Martha (I think) was her first name, walked to the kitchen and returned with two Cokes; Mr. Sands then suggested that we sit at the breakfast nook. He offered numerous brochures describing the radios in his plane, the log books for the engine and propeller, and other informative documents and papers.

We talked awhile. I asked him if he was a rancher where were his barns and other buildings? He told me that he gave them away years ago to young ranchers. He indicated that he had been leasing his farmland out for many years. I asked if he still had his medical certificate; he nodded and said yes. He reached for his wallet and took out his medical certificate and showed it to me. Mr. Sands then showed me his aviation license; he was proud when he revealed that it was signed by Orville Wright. He said he had been flying since 1922.

I asked him how many planes he had owned in his lifetime. Mr. Sands laughed, got up, walked a short way, and brought

TAILORED TO YOU.

At AOPA Insurance, we go beyond the ready-made approach and tailor policies to fit your needs.



Call us today at **877.413.2922** or visit **aopainsurance.org**
and get the **RIGHT** coverage to fit how you fly.



AOPA INSURANCE SERVICES
POWERED BY OPTIONS

I told him, "I've never flown a Comanche, Mr. Sands." He replied to me once again, "Lance, if you can fly a Swift you can easily fly a Comanche."

So, I wrote a check to Mr. Gordon Sands for \$1,000, canceled my train reservation that was to leave Havre for Portland in an hour, put my suitcase in the Comanche, and Mr. Sands filled the fuel tanks using his elevated fuel tank. Standing by the Comanche, I asked Mr. Sands, "Sir, how do you know I'll pay you the twenty-thousand-dollar balance I owe you?" He smiled and said, "I've bought and sold a lot of horses, I've bought and sold a lot of cattle, and I've bought and sold a lot of planes, I know who I can trust!" I then asked him, "Do you have children?" He said no, but their dogs have been their children. "What are you going to do with your estate, eventually?" He told me that he and Martha had established a trust for dogs in Montana that have problems. I told him it was a good idea, and I was sort of sorry to take his plane as he still had a medical certificate. Mr. Sands smiled and

replied that he had an original Great Lakes biplane in the Quonset Hut.

After taking an hour to read the operating manual for the 1964 Comanche 250 (with 1800 hours on it), I performed a preflight inspection, entered the plane, started it, taxied to the "flat grassy place" next to the Sands' home, waved goodbye to them through the passenger-side window, applied take-off power, and took off for Toledo, Washington. I didn't fly high as I had decided that I wanted to stop in Missoula, Montana, and check the engine after flying for a while. I read some articles that stated the Comanche was difficult to land. My landing in Missoula was a "greaser." After inspecting the engine, everything appeared OK. So I filled the tanks with fuel again and took off from Missoula via the runway heading west. As the Comanche climbed and climbed over the Bitterroot Mountains, the thought that came to my mind was: fabulous. This plane climbs great; it climbs much better than my Swift.

After I arrived home, I spent some time washing and polishing the Comanche. I learned that it was the Palm Beach Model with leather interior, full IFR instruments, and it had had almost new cylinders installed. After the wash and polish job, it looked like "NEW." I realized I had bought a great plane. I've accomplished many upgrades to Mr. Sands' Comanche through the years. I like to think it is one of the best-looking original Comanches "out there." Unfortunately, being retired I haven't had the money to do the necessary ADs on it, but I have hope for the future.

I talked on the phone to Mr. Sands a few times, occasionally, during about three years after he sold his Comanche to me. I told him about specific improvements I had made to it. Eventually, a few years later I called Mr. Sands' phone number, and the message on the answering machine was something like: "This is the Montana Dog Trust; please leave a message." I thought, "only in Montana."

What a great aviator and great couple.



**SPECIALTY MANUALS
AVAILABLE:**

**1000-HOUR GEAR
INSPECTION**

CONDUIT INSTALLATION

**Let's Keep 'em
Flying!**

Scan for YouTube video of
landing gear transmission



www.comanchegear.com
877-593-6944 Toll-Free
239-404-7524 Cell

**Flat Rate Annuals - Structural Repairs - Modifications
Expert Glass Replacement - Engine Overhauls**



- Offering Pre-purchase Evaluations in our shop or at aircraft location •
- Contact us for AD Note 2012-17-06 Stabilator Horn Assembly Inspection •
- STC'D Australian Horn Installation • Pick Up & Delivery Service Available •

Our experienced Licensed Staff takes pride in assuring customer safety and customer satisfaction, with special attention to detail.

In service since 1983

CLIFTON AERO



Clifton Airport P.O. Box 249 Clifton, TX 76634 Tim Talley ICS #8375
30 minute flight SW of Dallas/Ft. Worth

254-675-3771

www.cliftonaero.com • e-mail: cliftonaero@digitex.net

President:

Bob Williams, ICS #13853, NC Tribe
647 Robins Gate
Akron, OH 44319
Ph: (330) 867-6711
Cell: (330) 592-3111
Email: comanchejus@gmail.com

Vice President:

Kate Burrows, ICS #17285, EU Tribe
Ramsey Road, Rockwood
Laxey, Isle of Mann IM4-7PY
United Kingdom
Ph: 44 1624 861957 (h)
Email: kateburrows340@gmail.com

Secretary:

LaVerne Stroh, ICS #15170, SC Tribe
10700 Joseph Way
Yukon, OK 73099
Ph: (405) 373-2627
Cell: (405) 830-0658
Email: clstroh@yahoo.com

Treasurer:

Bob Berry, ICS #2227, NC Tribe
2944 Yellow Creek Rd.
Fairlawn, OH 44333
Ph: (330) 864-3093 | Wk: (330) 668-6257
Cell: (330) 608-8384
Email: 300sl@lek.net

Past President:

Av Shiloh, ICS #16025, NE Tribe
3618 Glen Way
Huntingdon Valley, PA 19006
Cell: (215) 740-5558
Email: avshiloh@verizon.net

CFF President: (Non-voting ICS Board member)

Mike Foster, ICS #14077
970 Flightline Dr.
Spring Branch, Texas 78070
Cell: (210) 701-6795
Email: ditchdigger68@gmail.com

* Member ICS Board of Directors

Southeast:

Tribe Chief
Jeff Munford, ICS #17570*
6468 5th Ave. S.
St. Petersburg, FL 33707
Cell: (727) 424-2283
Wk: (727) 345-8460
jeff@atmcentral.com

The Southeast Tribe will hold an annual election of Tribe Officers at the Alfred Whitted (SPG) FBO on May 12 at 12:00 pm. All SE Tribe Members are encouraged to attend. RSVPs are encouraged—reply to Phillip Hobbs at Phobbs1@carolina.rr.com.

Northeast Tribe:

Tribe Chief/Tribe Rep CJ Stumpf*, ICS #18287
East Randolph, VT
Ph: (617) 816-8766
Email: cjstumpf@gmail.com

North Central:

Tribe Chief Dave Fitzgerald, ICS# 10297
5393 Hillsboro Ave. SE
Canton, OH 44707
Ph: (330) 484-4609
Cell: (330) 936-7979
Email: aaviator@neo.rr.com

Tribe Rep Henry (Hank) Spellman, ICS #5847*

111 Park Place
Lincoln, IL 62656
Ph: (217) 732-8425
Cell: (217) 737-8790
Email: hank5903@comcast.net

Mid States:

Tribe Chief/Tribe Rep Doug Linville, ICS #14977
161 Greenes Pt.
Gravois Mills, MO 65037
Ph: (573) 374-8465
Cell: (816) 217-6264
Email: 61comanche@earthlink.net

Southwest:

Tribe Chief Rags Rettzo, ICS #18774
214 S. Eucalyptus Place
Chandler, AZ 85225-5806
Ph: (480) 598-9700
ragsrettzo@hotmail.com

Tribe Rep Scott Myers, ICS #16819*
1041 Jasmine Ct.
Vista, CA 92081
Ph: (760) 727-7444 (w)
Cell: (760) 519-8604
Email: swtripchair@gmail.com

Northwest:

Tribe Chief Dennis Springer, ICS #10237
4796 Drew St. N.E.
Salem, OR 97305
Ph: (503) 390-9444
Email: DJ8161P@comcast.net

Tribe Rep Bill Case, ICS #16889*
P.O. Box 549
Lebanon, OR 97355
Ph: (541) 259-5557
Cell: (503) 260-2473
Email: billcase01@msn.com

South Central:

Tribe Chief Ron Franks, ICS #18281*
17 Woodbox Dr.
Henderson, TX 75652
Cell: (903) 649-0867
Email: rfranks@aol.com

Tribe Rep
Bob Cretney, ICS #2269
428 McDaniel Rd.
Ferris, TX 75125
Cell: (214) 725-6584
Email: bob.cretney@lecwireless.com

W. Canada:

Tribe Chief/Tribe Rep
William Hughes, ICS #18313
2738 East 27th Street
Vancouver, BC V5R 1N5 Canada
Ph: (306) 241-2042 (Home)
Email: william.richard.hughes@gmail.com

E. Canada:

Tribe Chief/Tribe Rep
Bryan McDougall, ICS #2290
P.O. Box 100
Thessalon ON P0R 1L0 Canada
Ph: (705) 941-1029
Email: fly4fun@soonet.ca

Europe:

Tribe Chief/Tribe Rep
Kate Burrows, ICS #17285*
Ramsey Road, Rockwood
Laxey, Isle of Mann IM4-7PY
United Kingdom
Ph: 44 1624 861957 (h)
Email: kateburrows340@gmail.com

S. Africa:

Tribe Chief/Tribe Rep
Russell Knowles, ICS #16469*
Box 1114, Halfway House
1685 South Africa
Ph/Fax: +27 11 8052902
Cell: +27827809228
Email: rusknow@iafrica.com

Australia:

Alan Breen, ICS #14156
PO Box 28096 Rototuna
Hamilton 3256 New Zealand
Ph: +64 7 854 9311
Cell: +64 27 274 7101
alan_breen@xtra.co.nz

For a PDF version of the ICS Tribe Officers, use the following link:
www.comanche flyers.com/NS/hold/h2/tribes_2016-2017.pdf

2017-2018 ICS Standing Committees & Chairpersons:

Historical – Chair:
Bruce Thumann, SC

Information Technology – Chair:
Dave Fitzgerald, NC

Technical Coordinator:
Dave Fitzgerald, NC

Technical Committee*:
Lead Advisor – Pat Barry, SW
Dave Clark, SC
William Hughes, WC
Lucky Louque, SC
Jay Shearer, NE
Cliff Wilewski, NC

Finance & Budget – Chair:
Bob Berry, NC

Bylaws, Standing & Special Rules:
Chair: Scott Myers, SW

Nominating – Chair:
Dave Fitzgerald, NC

Nominating Committee:
TBD

Flagship – Chair:
Cliff Wilewski, NC

Elections – Chair:
Sally Williams, SE

Editorial Review – Chair:
Bob Williams

Editorial Committee:
Dave Fitzgerald, NC
Bernie Mazurek, SE
Scott Myers, SW
Av Shiloh, NE
Hank Spellman, NC

Membership Committee
Chair: Bill Case, NW

Safety Committee
Chair: TBD

Website Committee
Chair: LaVerne Stroh, SC

Oshkosh AirVenture
Chair: TBD

Communications Liaison – Chair:
Dave Fitzgerald, NC

Annual Convention – Chair:
Shirley Nelson, NW

* For Technical Q&A, visit cftpilot.com/files/q&a.html

Comanche Flyer Foundation, Inc.

COMANCHE PILOT PROFICIENCY PROGRAM (CPPP)

CPPP Clinics are FAAST recognized for Wings credits

CPPP Seminars include:

Ground Portion: Flight systems including maintenance and preflight items

- Federal Aviation Regulations
- Performance calculations
- Weight & Balance procedures
- Aircraft Systems & Limitations
- Emergency procedures, including participating in a hands-on demonstration of the Emergency Landing Gear Extension system and procedure using CPPP's 'Landing Gear Simulator and a Comanche on jacks.

Flight Portion:

- The CPPP Flight Clinic Training portion will provide up to 3 hours with your personal CPPP Certified Flight Instructor receiving one-on-one instruction. At the end of this flight program you will receive your Flight Review (BFR) (providing all qualifications are met), as well as a CPPP graduation certificate satisfying the recurrent flight training requirements of most insurance companies.
- Explore best practices for flying your Comanche (single or twin).
- Refresh your knowledge of emergency procedures, aircraft systems.
- Ask questions of the most experienced and down-to-earth instructors you'll find anywhere.
- Learn from fellow pilots how they are using the latest technologies, devices (like iPad apps.) The most up to the minute information you'll find anywhere.

UPCOMING EVENTS:

Mid-States, Iowa – Nebraska Area

April 20-21, 2018 – Council Municipal Airport–Council Bluffs, IA (KCBF)

Follow this link for complete details: www.cffpilot.com/files/cppp_clinics/cppp-cbf.pdf

Chandler, Arizona

May 5-6, 2018 – Stellar Airpark (KP19)

Follow this link for complete details: www.cffpilot.com/files/cppp_clinics/p19.pdf

**Visit the CFF Home Page for a
complete list of upcoming Clinics:**

<http://www.cffpilot.com>

Officers

President: Mike Foster

970 Flightline Dr.
Spring Branch, TX 78070
Cell: 210-701-6795
Email: ditchdigger68@gmail.com

Donations should be sent to

Treasurer: Shirley Nelson

925 Ludwick Ave.
Blaine, WA 98230-5109
Phone: 360-671-7388
Email: comancheflyer@comcast.net

CFF is a 501(c)3
Charitable Organization
Website:
www.cffpilot.com

CFF/CPPP Instructors

Mike Stich - Ohio

Single/Twin, (330) 283-1857
twincodrvr@aol.com

Bill Archer - AZ (Phoenix/Mesa)

Single/Twin, (480) 203-3043
flyawaboy@cox.net

Malcolm Dickinson - CT/NY

Single/Twin, (203) 698-2600
malcolm@malcolm.cc

Rusty Hall - TX (Burnet)

Single/Twin, (512) 567-0103
snj101xgumps@yahoo.com

Craig Mussman - IL

Single/Twin, (815) 450-3692
craigmussman@yahoo.com

Myron Oakley - IL

Twin Only, (815) 985-7894
moakley@z-tech.com

Av Shiloh - NY/PA/NJ/DE

Single, (215) 740-5558
avshiloh@verizon.net

Cliff Wilewski - IL

Ground Instructor, (815) 395-0500
cliff@heritageaero.com



*Please support
our advertisers!*

From the Comanche Website Maintenance Forum

HELP BALANCING FUEL FLOWS

We've recently finished an engine/prop overhaul on the Twin and installed an Insight G4 twin-engine monitor. I've since been "analyzing" the data it logs and trying to better tune my engines to make it smoother, more efficient, etc. I'm having trouble figuring out an issue with one engine's number 2 cylinder. I'll attach the graph (go to *SavvyAnalysis.com*) of one flight where I was playing with the mixture and leaned it out several times, so the issue is very apparent. #2 cylinder ends up being about 50°F leaner than the other 3, so I end up needing about an extra .6 GPH total fuel flow for that engine in order to accommodate that lean

cylinder. I have tried moving the richest injectors to that lean cylinder in different combinations, and it has little to no effect on the performance. It runs fine, and the EGTs seem to be right in line with each other in all phases of flight so long as the mixture is 100°F+ rich of peak. It only shows up when I'm trying to lean it out to cruise settings (usually shooting for 75° ROP). The injectors are the newer style, 2-piece Bendix. I don't believe the flow divider could cause an issue like this, but am I assuming something I shouldn't?

EDIT: I should add that the issues I'm seeing are more pronounced on the older engine, not the one that was just

overhauled. I'm only now seeing them because of the new addition of the engine monitor. The fresh overhaul is looking much more uniform, although not as perfect as I would like to end up with.

Might look at cooling and especially after engines have been off the plane. How are the flexible baffles?

See page 4 of this blog for what I did in this regard. <http://www.comancheflyer.com/forum2/view...les#p47838>

Kristin Winter's baffles are the best I've seen.

How many degrees from peak should I reasonably expect to be able to achieve? I ask this in terms of the spread between degrees ROP or LOP from the first to the last cylinders to peak.


Check for an intake leak of any kind on the "lean" cyl (intake tube cracks, intake gasket, cracked cyl on the intake side gallery adjacent to the spark plug, degraded or cracking intake tube rubber coupling). I'm assuming it goes to peak first not just shows the hottest egt? Remember egt is very dependent on where the probe is in the stack. Referencing just the number of degrees of temp is worthless. Referencing a number vs. a zero point of peak is what needs to be done.

Would an intake leak be an issue at WOT? I don't think we would have one because we replaced all the rubber hoses on them last year, but it's a possibility. I'm referencing the temperature vs. peak on each cylinder. This cylinder is not

actually the hottest in terms of absolute °F, but it peaks first and quickly falls off before the rest do.

Is there anyone that the injectors could be sent to in order to have them flow checked and balanced if necessary, to sort of achieve the same goal as GAMIs would?

At WOT the effects of an intake leak would be less noticeable than when there is higher vacuum so that it could be the injector. But as you said you changed the lean for rich cyl and no change; I don't think that is your issue (if the metered orifice isn't the issue, you could have a line obstruction, or the flow divider could have an issue). You could rule the injector out by doing the baby food bottle test as outlined in the Lycoming and Bendix RSA manuals and see if the injectors are flowing at the same rate. Other than that, you may have a valve train issue, and I would look hard for a burned exhaust valve or insufficient

balance travel due to a bad lifter or worn cam on the intake side. 

These postings are provided for informational purposes only. The views expressed in these postings represent the opinions of individual Comanche owners and have not been vetted by the ICS technical committee.

As a responsible pilot and aircraft owner, you should always seek advice from an experienced, trusted source, such as your A&P or CFF-trained CFI, before applying any of the techniques or recommendations presented in these postings.

The postings are printed as they appeared. Due to space considerations, sometimes only selected posts have been published.

PROPELLERS

- ♦ DOWTY
- ♦ HARTZELL
- ♦ McCAULEY
- ♦ MT PROPELLER
- ♦ SENSENICH
- ♦ RAPCO DISTRIBUTOR
- ♦ WOODWARD PT6A

<http://www.rockyprop.com>
e-mail: rockyprop@rockyprop.com

800-462-7605

- ♦ LARGE INVENTORY
- ♦ SAME DAY SHIPPING
- ♦ UNCOMPROMISED QUALITY
- ♦ COMPETITIVE PRICES
- ♦ WORLD CLASS WARRANTY
- ♦ FACTORY TRAINED TECHNICIANS



**ROCKY MOUNTAIN
PROPELLERS, INC.**

2865 AIRPORT DRIVE • ERIE, CO 80516
FAX: 303-665-7164 FAA/EASA CRS FR6R545N

GOVERNORS

ICS Website –

Helpful Hints & Updates

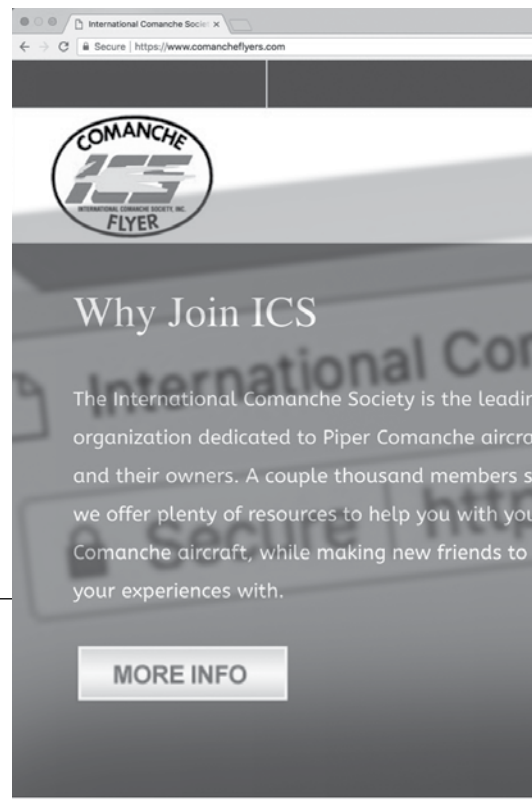
by *LaVerne Stroh*

Last month we covered getting on the ICS website, forums, the announcement tab under ICS Info, and ICS Merchandise coming soon.

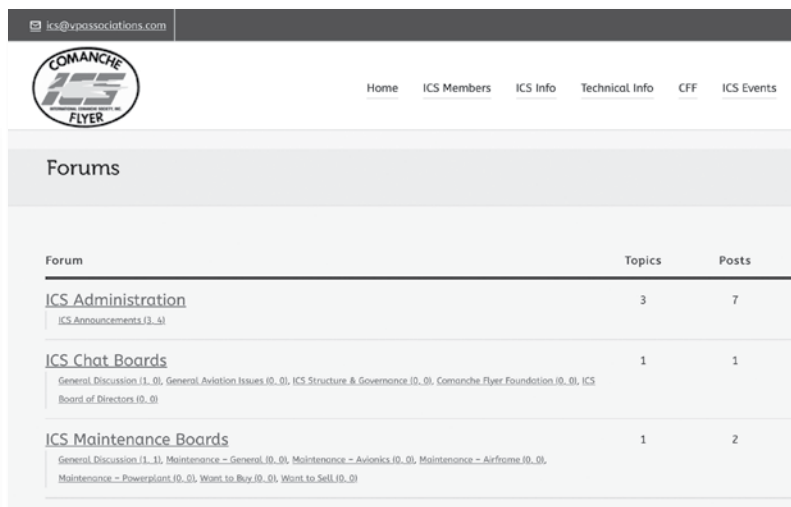
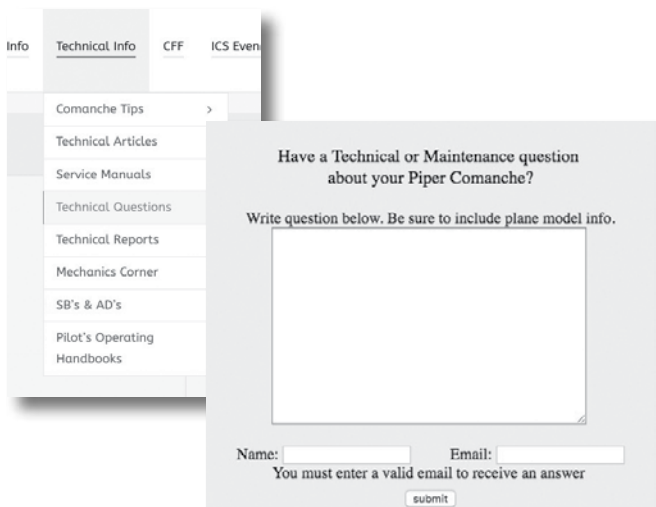
Technical Questions

We heard you. Some of you tried using the help ticket system to get your technical questions answered. Your feedback

revealed that it was cumbersome, and some may not have gotten a response because it went into your Spam/Junk folder. We brought the email-based question/answer system back to make it easier for you. We will do some upgrades on that, but it should stay simple and easy to use. You will still go to the same place on the website to get your questions



answered. Click on Technical Info, then choose Technical Questions. A form will appear for you to input your question, your name, and your email address. Click



Submit and your question will be on its way to the technical team for an answer. We currently have four technical experts and are hoping to add more in the future.

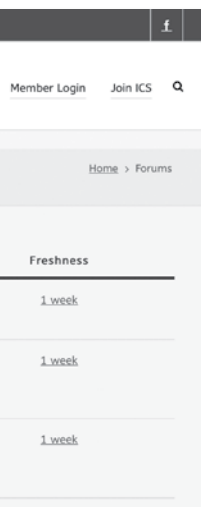
Forums

This month we'll talk about forums again, but it is to let you know that new forums should be online and working by the time you read this. You will no longer have to sign into the forums with



a separate username and password. The maintenance and chat forums will no longer be separate. When you log into the forums, you will see everything in one

place. **The information on the old forums is not lost.** About a week after the new forums go online, the old forum information will be archived. The archived information will be brought over to the new forums, so you can search them for information you may know that was there. You won't be able to respond in the old forums, but as mentioned earlier none of that information will be lost.



Security


ICS heard you. Many of you had issues with the ICS website not being a secure site. It was causing some members the inability to get to the site since their internet browser wouldn't let them go to a non-secure site. You will see that the *comancheflyers.com* address has the "https" when you go to the site and the site should show up as green instead of

yellow or red as it was for some members. The security certificate will also provide us options for the future.

ICS Merchandise

The ICS merchandise page is being worked on currently. Next month we will be able to provide you information on how to order merchandise, such as shirts, visors, caps, etc.

The technical manuals and DVD are available by contacting Bob Berry at (330) 608-8384 or 300sl@lek.net:

- Landing Gear DVD
- Care and Maintenance of the Piper Comanche Single (Creech Manual)
- Tips Manual 

ICS Past Presidents

2015-2016	Av Shiloh
2013-2014	Bob Cretney
2011-2012	Zach Grant
2009-2010	Bernie Mazurek
2007-2008	Dave Fitzgerald
2006	Lawrence Paratz
2005	Karl Hipp
2004	Skip Dykema
2003	John Van Bladeren
2002	Larry Rackley
2001	Robert Noble
2000	David Buttle
1999	Roy Roberts
1998	Harley McGatha
1997	Charles Wiseman
1996	Bryce Campbell
1995	Jess Bootman
1994	Chuck Medicus
1993	Dale Vandever
1992	Bill Jackson
1991	Martin Busch
1990	George Burson
1989	William Creech
1988	Jim Fox
1987	Pat Rowe
1986	Ted Peifer
1985	Bill Shank
1984	Jerry Irvin
1983	Bill Stanyer
1982	Norn Berneche
1981	Ben Kitchens
1980	Jack Holaway
1979	Larry Larkin
1978	Clifford Younger
1977	Art Shriver
1976	Mike Keedy
1975	George Smith
1974	Paul Rechnitzer
1973	Andy Speer



In Defense of Irrelevance

by *Gloria Smith Zawaski*

Geek alert! The following article contains no valuable technical information what-so-ever. If you're only concerned with the proper functioning of the innards of your Comanche you'll find nothing of interest here.

You're not a real pilot," barked the mechanic—a longtime friend of my husband, Alex—as we boarded a Gulf Stream in the immaculate hangar he supervised. The Gulf Stream was one of the many toys in a fleet he managed for a wealthy (aren't they all?) hedge fund manager.

"A real pilot would have first looked at the panel in the cockpit," the mechanic chided.

I felt exposed. My gaze had gone immediately to the Baccarat crystal glasses dangling from a rack above a dining area in the cabin. "What a way to travel," I thought. Soon I was lost imagining where this plane had gone, who traveled inside, and what a flight filled with champagne served in Baccarat crystal would be like—undoubtedly a far cry from those I'd experienced in a Comanche.

Although I forced a laugh, inside I winced. I yearn to be considered a "real" pilot but always feel more like a Pinocchio pilot. Still, my nose would have grown a foot had I feigned overwhelming interest in the control panel. The truth is, I've always been far more interested in what's

outside the window of an airplane than in what's happening within it.

Though I've wanted to avoid the debate over things like the relevance of articles in the *Comanche Flyer* that has been consuming the Comanche community of late, the distinction between the technical and the experiential has been on my mind. Having been copied on a number of emails and received a few phone calls about what many consider "fluff stuff," I ended up venting my frustration to my drama-averse husband.

"It's not enough that the country is being torn apart!" I cried, bursting into the bedroom where the TV was broadcasting the tragic events of the day. Switching off the news, I climbed into bed and pulled the covers over us. Alex was dozing. How could he do that when I was in need of clarity and comfort?

I shook him. "Is nowhere safe?" I demanded. "Even the ICS is embroiled in an un-civil war. They're shooting down the *Comanche Flyer*. Even my column is in the crosshairs!"

"What are you talking about?" asked Alex drowsily.

I tried to explain the issues tearing the Comanche Society asunder, but since I don't fully understand them, I couldn't. I was focused on what affected me personally. "A lot of people think the *Comanche Flyer* is irrelevant because it's focused on social stuff and travel information rather than down-to-earth information."

"The *Flyer* has always been about social stuff ... at least in part." Alex knows whereof he speaks. His ICS number has only three digits. For almost as long as the ICS has been in existence, Alex has performed two meticulous Comanche annuals under the auspices of a certified mechanic—one on his 260 B another on our 180. He also studied the craft inside and out in advance of his 1991 flight around the world via Comanche.

"Where do you find your information on the airplane? From the *Flyer*?" I asked.

"Up here," Alex replied pointing to his head.

"Uh-oh! Then we're in trouble," I laughed. "But really," I asked again. "What resource do you use?"

"There's a service manual. It gets updated pretty regularly," he said.

If we were to stack all of our back issues of the *Comanche Flyer*, it would be as tall as the Empire State Building. Since I couldn't get Alex as stirred up as I was, I decided to look back at a few early issues. What amazed me about the

earliest *Flyer* issues is how friendly they are. Every issue was packed with letters from members with suggestions and questions. There was a lot of great information about who was flying, where they were flying, how they were maintaining the bird and what to do in an emergency.

Here's an excerpt from "The Birth of Comanche Spirit" by Andy Speer, ICS 2, in the January 1979 issue. (Originally, the group was called Comanche Spirit ... at least I think it was.)

Comanche Spirit got its ICS wings six years ago this winter. It is the thing that made the International Comanche Society what it is today, and after six years it means many things to many people. We all feel it every time we see or fly a Comanche; you hear it when ICS members gather anyplace or talk on the phone; you read it in every ICS brochure and Comanche Flyer; you write it every time you sign a check to support your bird or a fly-in expense, or write a friend in ICS ... It is very contagious and a wonderful thing to have.

"Wow!" I thought. "That's beautiful!" And then I remembered all the really nice letters I've received from so many of you in the few short years since I've been writing this column. And so, I had an epiphany: Maybe what seems "irrelevant" to some may be interesting to others. Isn't one person's trash another's treasure?"

Years ago, I bought a spirited Arabian horse and named him True Colors, which I later shortened to TC. He had very little training and, new to horse ownership, I was considered a "green" rider. I barely understood the lingo. I was puzzled when someone asked what I was going to do with him. Why, I was going to climb aboard and ride out and away from the everyday world and hopefully have an experience filled with adventure! In other words (Robert Frost's, actually) I wanted "to get away from earth awhile and then come back to it and begin over."

It wasn't until I moved my horse from my home to a stable that I realized what that question meant. There were strict disciplines involved in this horse business. I could be a hunter-jumper. I could prepare for shows. I could study dressage. With sufficient training, I could do a lot of things, but trail riding? That was considered completely, well, irrelevant.

I learned that many of the accomplished riders I envied for their mastery of riding never, ever rode anywhere but in the ring. I was astounded. Were the ring and their stall all that some horses ever saw of the world? Some owners wouldn't even allow their horses—known herd animals—to be turned out to graze with others lest they get kicked in the chest or get teeth marks in their gleaming coats.

When I started flying a Comanche, I felt similarly apart from others. I have always been far more interested in the pleasure of flying than I am in the performance of the craft. I guess that's why I don't feel like a "real" pilot. Then again, I know a number of "real" pilots who seldom fly. They prefer to spend days in the hangar immersed in widgets, getting ready for long trips they rarely, if ever,

find the time to take. I wouldn't trade places for the world.

I'm certainly not adverse to change. (I hate receiving emails about how great things were in the good old days—the '50s, for example.) Nor do I believe that my reason for loving my Comanche is better than anyone else's. It's just different. I often envy people like my instructor—a young woman who is a CFII, a mechanic, and a pilot of planes and jets. I think her experience of flight must be greater than mine because she has a holistic view of the experience—seeing what's outside while understanding what's happening inside. That's my ideal but I'll never achieve it. I'm okay with that.

Right now, it feels like we're embroiled in what we've always been told to avoid—a built-up storm with a lot of updrafts and downdrafts. Can't there be something in the International Comanche Society for everyone? I hope we can keep wings level and with mutual respect, appreciation, and a big dose of Comanche spirit get through this together. My eyes are on the horizon! 🐾

If you read me, I'd like to hear what you have to say. Just drop me an email at wordsmith@citlink.net.

ELECTRONIC IGNITION SYSTEMS

**The Timing
Couldn't
Be Better!™**

**YES!
It's Certified!**

- More Horsepower
- Smoother Engine Operation
- 10-15% Gain In Fuel Efficiency
- Improved High-Altitude Performance



electroair
ELECTRONIC IGNITION SYSTEMS



COMANCHE
IES
FLYER

866.494.3002
electroair.net



What You May Not Know About Weight and Balance

by Jack Sobelman

Center of Gravity

Center of gravity in light aircraft is usually expressed in “Inches aft of Datum”. In order to have a controllable airplane that is dynamically stable, the center of gravity must be forward of the center of lift. This is due to the fact that most aircraft have an aft mounted Stabilator or an Elevator that exerts a force down on the tail of the aircraft. This compensates for the CG being forward of the center of lift, and makes the airplane dynamically stable and controllable if the airplane is operated within its CG limits.

In general, forward CG limits are established with regard to low speed handling. With a CG that is too far forward, the aircraft may be stable, but it can be difficult to maintain sufficient control about the pitch axis. A very forward CG can make it difficult or impossible to raise the nose for landing. The aft CG limits are established to insure positive dynamic stability as well as to preserve the aircrafts ability to avoid, or to recover from a stall or stall/spin provided the pilot takes the proper action.

With an airplane that does not have a swept or tapered wing, usually if the CG is between 14% and 30% of the way between the leading edge and the trailing edge of the wing, the flying characteristics of the airplane are acceptable. This can vary somewhat between airfoils, but is generally in the neighborhood. As the gross weight increased, the forward CG limit moves aft making the CG envelope narrower at higher weights. Aft CG limits are less affected by changes in gross weight than the forward limits.

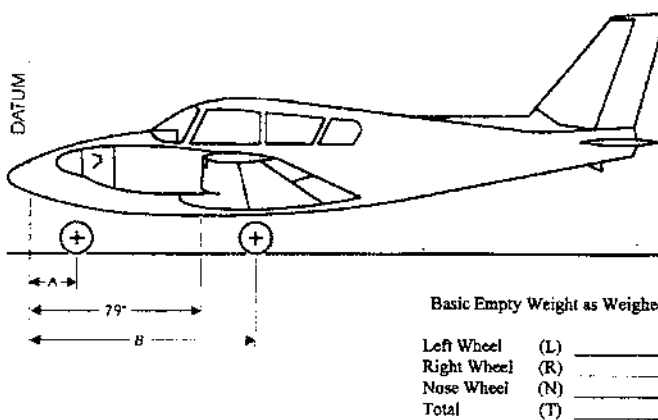
What the heck is % of MAC ???

When the wing is tapered and or swept, such as most of the larger and faster aircraft are, it is a bit more of a challenge to visualize where the center of lift lies with respect to the leading and trailing edges of the wing. Enter the term % MAC. To make this work, we compute the “Mean” or more or less average of where the aerodynamic leading edge of our wing would be if the wing were a rectangle. This is called “LEMAC”, or Leading Edge Mean Aerodynamic Chord. The same is done for the mathematical trailing edge of the wing, and it is called “TEMAC”, or Trailing Edge Mean Aerodynamic Chord.

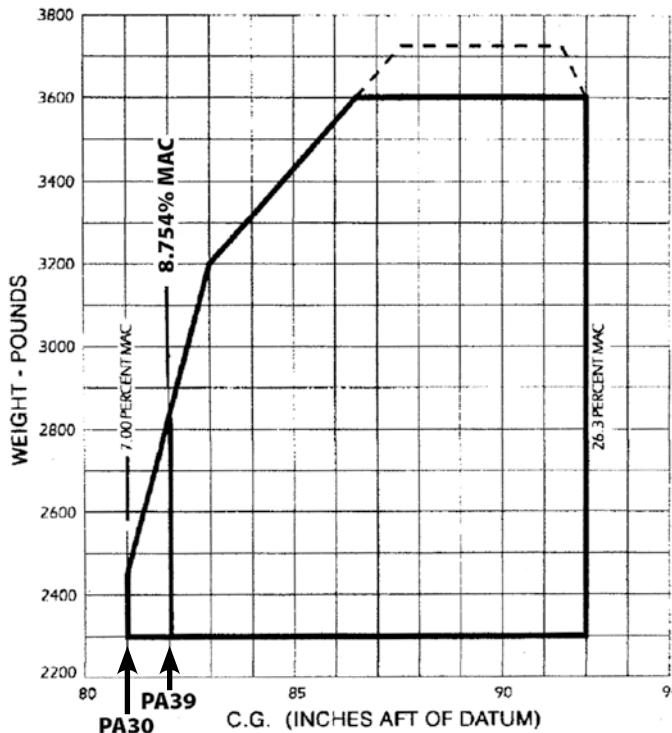
WEIGHT AND BALANCE

PA-30 * 3600/3725 POUNDS GROSS WEIGHT

SERIAL NO: 30 - _____ REGISTRATION NO: N - _____ DATE: _____



APPROVED C.G. RANGE AND WEIGHT



If you take “TEMAC” and subtract “LEMAC” you get MAC. MAC is the average, or “Mean” aerodynamic chord. Percent MAC is a way to express where the CG lies expressed in a percentage of the effective chord of the wing starting from the leading edge and moving aft toward the trailing edge of our mathematical wing. For example, if TEMAC is 90 inches aft of datum and LEMAC is 80 inches aft of datum, then MAC = 10 inches. If the CG is at 82 inches, CG expressed in % MAC would be 2 inches aft of the aerodynamic leading edge, or 20% MAC. Formula: CG in % MAC = (CG - LEMAC) divided by MAC. I hope that makes sense. You need not know this to fly your Twin Comanche, but it does make the airplane’s handling characteristics a bit easier to understand.


I was a bit concerned when I reviewed the CG envelope for the Twin Comanche. The forward limit was at 81 inches, or 7% MAC. The PA-39 came with a revised forward CG limit. It was changed from 81 to 82 inches aft of the datum, or 8.754% MAC. Most aircraft have CG limits between 14% MAC forward limit and 30% MAC aft limit. The PA-30’s that were converted to C/R’s are subject to the same 82 inch forward limit as the PA-39. Why was the forward CG limit revised with the introduction of the PA-39, which is essentially a Twin Comanche “C” with counter rotating propellers? In my opinion it was because the forward limit on the earlier models was a bit too far forward in the first place.

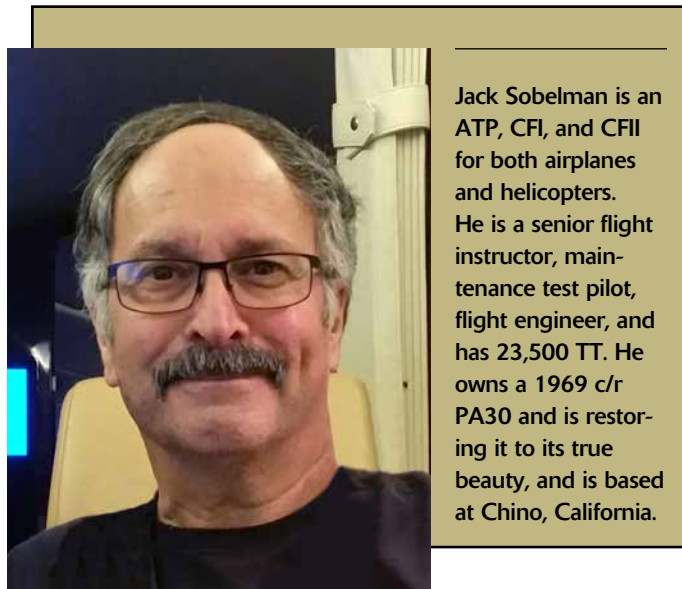
This provided a chance to revise the forward CG limit on a later model with no admission that the limit on the previous Twin Comanche’s was wrong in the first place. Most Twin Comanche’s with 2 good sized people in the front and full fuel tend to be close to, or even forward of the forward CG limit. This is especially common in a “C” model, and the PA-39’s. A pilot examiner friend of mine found that 100 pounds of weight in the baggage compartment was required to be within the CG limits for a checkride he was to give in a Twin Comanche.

The Twin Comanche “C” and the PA-39’s have the battery installed in the nose. This was done so 2 small folks may reside in the 5th and 6th seat without exceeding the aft CG limit. In addition, the “C” models & PA-39’s were equipped with a thicker Stabilator. It is stronger, as well as more effective at landing speeds. When you are at or close to the forward CG limit, the Stabilator tends to lose effectiveness just about the same time as the wing does. This makes the airplane a bit trickier to land than it should be. Many pilots just land with 15 deg of flaps. This changes the downwash angle over the Stabilator and helps somewhat but kind of throws your landing distance charts out the window. The real solution is to put the CG where it really belongs, thus reducing the load on the stabilator. This may be done by moving the CG a bit more aft toward the center of the CG envelope.

On my Twin Comanche, we are going to move my battery from the nose to just aft of the rear cabin bulkhead where it was installed in the earlier airplanes. This should move the CG about 1.2 inches aft. That is a start. Some ballast in the rear of the aircraft will be added as well. My goal is to place the CG about half an inch forward of the aft limit with 4 people and 50 to 100 pounds of baggage. This should place the CG more toward the middle of the envelope for operation with two people aboard. In the real world, many Twin Comanche’s are

flown while the CG is forward of the envelope. This adds to the perception that the Twin Comanche is “difficult to land”.

Center of gravity limits are to be treated with a high degree of respect. A few extra pounds of weight may get you in trouble with the FAA or void your insurance if there is an incident, but being outside of the center of gravity envelope can easily kill you! We don’t want to lose you or your Comanche so be aware! 



Jack Sobelman is an ATP, CFI, and CFII for both airplanes and helicopters. He is a senior flight instructor, maintenance test pilot, flight engineer, and has 23,500 TT. He owns a 1969 c/r PA30 and is restoring it to its true beauty, and is based at Chino, California.

AIRCRAFT SPRUCE

EVERYTHING FOR AIRPLANES!

 GPS SYSTEMS	 INSTRUMENTS	 HEADSETS	 PILOT SUPPLIES
 TIRES	 FILTERS	 ENGINE PARTS	 BATTERIES

1-877-4-SPRUCE

7 7 7 8 2 3


AOPA
STRATEGIC PARTNER


EAA
THE SPIRIT OF AVIATION
PLATINUM SPONSOR


Aircraft Spruce & Specialty Co.
SINCE 1965

email us
info@aircraftspruce.com

www.aircraftspruce.com

EDINBURGH, SCOTLAND – August 14-18, 2018

Visit Edinburgh And Scotland

by *Kate Burrows*



Jupiter Artland

PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI



*Scottish National Gallery of
Modern Art, Edinburgh*

PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI



A passageway in Gilmerton Cove

PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI

Go for a City Sightseeing Tour with a City Guide

PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI

Scotland’s capital lives and breathes history—and we know you are itching to uncover its many secrets from the past! You might start by exploring historic castles and palaces and roaming ancient streets and wynds (a narrow, normally straight lane between houses.) Take a themed tour of the Old Town and uncover its unique character, formed by centuries of human inhabitation.

You’re never far from a cultural attraction in Edinburgh. Perhaps you’ll scale a monument dedicated to a wordsmith, admire traditional and contemporary artworks in galleries, see treasured wonders in museums or explore the city’s many royal connections? You might even want to hop on a sightseeing bus to see them all!

There’s always time for a bit of retail therapy on Princes Street or George Street. And the evenings? Well, they could be filled with night-time tours, musical or theatre performances, or finding your favourite dram in a charming whisky pub.

Sightseeing Tour Options

Absolute Escapes, LTD
Coach • Edinburgh • Midlothian

An escorted tour of Scotland will get you in touch with the people, places, history and legends of our country, and

the memories will last you a lifetime. Your local guide will be your host—each hand-picked for their pride and passion in delivering outstanding travel experiences. Discover the real Scotland with Absolute Escapes.

Please feel free to complete their “Enquiry Form” (www.absoluteescapes.com/enquiry.html) or call them on +44 (0) 131 240 1210 to discuss your requirements.

Small Group Tours

Experience Scotland’s magnificent scenery and ancient history with a small group tour. Their extensive tour programme departs from both Edinburgh and Glasgow and covers the many highlights of the Scottish Highlands and Islands.

Their small group tour packages include all accommodation, transport by luxury mini-coach and the services of a professionally qualified driver/guide.

All of the tours are restricted to a maximum of 16 passengers to give you a more personal experience. Discover the real Scotland, get off-the-beaten-track and onto the back roads where other tours cannot go. Touring with a maximum of 16 passengers you get more for your money, more personal attention, more time with the locals, and more of an authentic, friendly experience.

Favourite small group tours

Highland Explorer – a five-day tour of Scotland at its breathtaking best. This tour of the Scottish Highlands begins in Edinburgh, Scotland’s majestic capital city, and explores the magnificent Highlands and Islands. Highlights include Eilean Donan Castle, Isle of Skye, Loch Ness, Glencoe and Scotland’s highest road—giving you a tour unrivaled for the best views of Scotland.



The Water of Leith flowing through Dean Village.

PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI

Preferred Airparts

Chosen for value and service

New Surplus Parts
for all Pipers
PA-18 through Cheyenne

SAVE 25-85%
off list price!



- Airframe Parts
- Accessories, bellcranks
- Bushings, cowling
- Cables, gears, spars
- OHC Rotables
- Propellers
- and a whole lot more!

Free online inventory Search!

www.preferredairparts.com

Preferred Airparts, LLC

Div. of JILCO Industries

800-433-0814

Toll Free, U.S. & Canada

Tel. 330-698-0280, FAX 330-698-3164

sales2@preferredairparts.com

SALES HOURS

7:15am to 5:30pm EST.



We buy inventories of new surplus parts for nearly anything that flies. Also tired or damaged Cessna twins, Caravans, Citations, engines and propellers.

Gene Hembree is our buyer. Please contact him at 330-698-0280 ext.224 gene@preferredairparts.com



4 Island Magic – enjoy the wonderful, ancient history and the undisturbed tranquility of the islands of Mull, Iona and Staffa, and the romantic beauty of the Isle of Skye. This tour begins in Edinburgh, and highlights include Loch Lomond National Park, Eilean Donan Castle, Glencoe and Loch Ness. It is a great sample of the best of Scotland.

Orkney & the Far North – escape to Scotland's northern extremes on this five-day tour of Orkney and the far north of Scotland. Highlights on this tour include a visit to Skara Brae, Orkney's Neolithic village, the picturesque fishing village of Ullapool, and Clava Cairns—a cemetery dating back to the Bronze ages.

Private Tours

A Private Tour provides you with the ultimate flexibility for your tour of Scotland with the added bonus of the personal attention of your very own Scottish Guide. The wonderful scenery and colourful history will be brought to life whilst you relax in a luxury vehicle, thus ensuring that you don't miss any of the highlights along the way.

From the moment you are collected you will be provided with a wealth of information about the areas you will be visiting, and the tour can be adapted to your requests as you journey around the country each day.

Historic Site – Gilmerton Cove

Delve deep into the past into one of Edinburgh's most intriguing and

enigmatic sites and discover Edinburgh's best kept secret.

Gilmerton Cove is a series of chambers and passageways hewn from the bedrock sandstone that lie hidden beneath the streets of Gilmerton on the southside of the city.

An archaeological mystery that has baffled investigators for over 300 years, this unique hand carved subterranean attraction has seven different rooms with rock hewn furniture tables and chairs. After extensive historical and archaeological research, investigators still don't know the exact origins of this site. The Cove has features such as a well, a fireplace, a blacksmiths forge and two back filled tunnels just waiting to be explored. Theories abound as to its origins and uses: Secret Drinking Den? Covenanters Refuge? Witches Coven? Secret Meeting Place? Hellfire Club? Knights Templar? 300 or 2000 years old? You decide on a guided tour and help unravel this stone carved puzzle box. <http://www.gilmertoncove.org.uk/>

Hidden Gems in Edinburgh You Must Explore

When it comes to unique attractions and picture-perfect beauty spots, Edinburgh has more than a few to share. Enjoy a wander around the city and you'll be rewarded with much more than you bargained for. So what hidden gems should you be looking for?



PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI

360° Panorama of the interior of St Giles, Edinburgh

Here are some suggestions from our iKnow Community (<https://community.visitscotland.com/>), along with a few of our own for good measure:

Jupiter Artland

Jupiter Artland is a sculpture park and art gallery near Wilkieston, in West Lothian, Scotland. It sits in the grounds of Bonnington House, a 19th-century country house. Two new wings were completed in 2015 to provide indoor gallery space. The sculpture collection “focuses on nurturing the work of contemporary artists and commissioning site-specific work for its 100-acres of woodland and meadow.” In April 2016, Jupiter Artland was shortlisted for the 2016 Museum of the Year award.

Edinburgh Gin Distillery

Located on Rutland Place at the west end of Princes Street, the Edinburgh Gin Distillery produces a delectable range of gins and gin liqueurs. Book a tour of the distillery to learn all about the history of gin and how it’s made. You’ll see the two gleaming copper stills that make every drop of Edinburgh Gin before tasting a sample for yourself. If you have a real passion for gin, consider booking the gin making experience—it comes with a bottle of your own unique gin to take home.

Dean Village

Bordering the Water of Leith and just a few minutes from the local favourite Stockbridge, Dean Village boasts some of the capital’s most spectacular

architecture. Follow the peaceful path along the water’s edge and towards the west of the city, admiring the distinctive sandstone mills and stylish Tudor revivals en route. You’re not far from the Scottish National Gallery of Modern Art either.


Dr. Neil’s Garden

Sometimes referred to as Scotland’s secret garden, Dr. Neil’s Garden is a little haven beside Duddingston Kirk. On the lower slopes of Arthur’s Seat, it is a fabulous place for a little escape from the real world, with brightly-coloured plants to admire everywhere you look. In one corner, there’s Thomson’s Tower, built in 1825 as a place for storing Duddingston Curling Society’s stones. Whilst you’re in

the village, a stop to the Sheep’s Heid is a must for a hearty roast dinner.

Thistle Chapel in St. Giles’ Cathedral

Also, on the Royal Mile, why not pop into St Giles’ Cathedral and marvel at some of Edinburgh’s most impressive architecture? Along with Victorian stained-glass windows and Gothic style stonework, the stunning Thistle Chapel’s magnificent ceiling is a sight to behold. Further down the Royal Mile, look out for Dunbar’s Close Garden. Tucked away down an alley just off the main street, it is laid out like a 17th century garden.

Find out about these and more at www.visitscotland.com. 

The Brebner Family
TSUNIAH LAKE
Lodge “The Flying Fisherman’s Paradise”

In Beautiful British Columbia!
 Excellent Rainbow Trout Fishing!

4000 Foot Airstrip • Airport CAF4

www.tsuniahlakelodge.com Lodge: (403) 987-9258
info@tsuniahlakelodge.com Message: (250) 392-5612
 P.O. Box 4685, Williams Lake, B.C. Canada V2G 2V7

Penetrating Oils Compared

by Dave Clark, A&P, IA

Several years ago, a friend gave me the synopsis of a short article from the April 2007 *Mechanics Workshop* reporting on their results in testing various penetrating oils. They measured how much torque it took to break loose a series of “scientifically rusted” nuts after applying most of the popular penetrating oils—including the very pricey “gold standard” *ATF-Acetone mixture*. As it turns out, the best penetrating oil was a 50-50 mixture of ATF (automatic transmission fluid) and acetone, which worked more than twice as well as *Kano Kroil Oil*. Here is the list they gave in order of increasing effectiveness:

Penetrating Oil – Average Torque Required to Break Nut Loose

None	516 ft-lb
WD-40.....	238 ft-lb
PB Blaster	214 ft-lb
Liquid Wrench.....	127 ft-lb
Kano Kroil.....	106 ft-lb
ATF-Acetone mix	53 ft-lb

After being given this list, I concocted a 50-50 mixture of ATF-Acetone. Over the last several years, I have used it successfully on a number of rusted nuts, bolts, oil channel plugs, etc.

I would add that it is a good idea to apply any penetrating oil a day or two ahead of time, if you are afforded that luxury. Also, the application of heat is often helpful while taking pains not to harm the surrounding structures. Tapping the nut or bolt with a hammer seems to benefit the process as well.

In talking with other mechanics about their experience, I found there were several other substances that they swore by. Kate Burrows, the European Tribe Chief, was a helicopter mechanic in her early days in the British Royal Navy. She said that they routinely used *hydraulic oil* with good result on stubborn fasteners. My cousin Don Coatney, who is a guru in the vintage car restoration forums, says that candle wax and a propane torch can work wonders on nuts with 50-year-old rust. And, in an affirmation of the ATF-Acetone mixture, he says mechanics in his circle have poured it onto the pistons of a locked engine, let it sit overnight, and then spun the engine by hand the next day. 🔧



Dave Clark flew a Twin Comanche for 24 years and has written over 20 articles for the *Flyer*. He was an editor of the Comanche TIPS manual, produced the video *The Rope Trick* and was presented the ICS Annual Achievement Award in 2012.



Premium **WINDSHIELDS** FAA-PMA Est 1973
WINDOWS & LENSES

Keep Your **COOL** with Solar Control

Solar Control is Available on most windshields and windows*



ALL GLAP Parts include: Tight tolerances for better optics and safer flying.

*Best Fit Available: less trimming for less time installing.

ICS MEMBERS:
Mention this Ad and GET A 10% DISCOUNT OFF GLASS

888-826-2759

www.glapinc.com

T: 810-235-1402

F: 810-235-5260

e: sales@glapinc.com

915 Kearsley Park Blvd. - Flint, MI 48503



*Note: Parts are trimmed as close as aircraft variation allows to keep customer trimming to a minimum. - Solar Control is an optional material, Call or contact us for Availability & Pricing. - Discounts only apply to Windshields, Windows and Lenses mfg by GLAP - Phone Orders only.

CUSTOM ENGINE OVERHAULS

NEAR CHICAGO



"A TOP RATED SHOP" - Aviation Consumer, July 2013
Flat Rate Prop Strike Inspections and Repairs
Dynamic Propeller Balancing While You Wait



POPLAR GROVE AIRMOTIVE INC
FAA Repair Station YYBR664L / EASA.145.6472

800-397-8181 815-544-2300

www.poplargoairmotive.com e-mail: dallen@poplargoairmotive.com

11619 Rt. 76, Poplar Grove, IL 61065

Help Us Get to Know You!

Order an ICS Name Badge Today

Wear an ICS name badge at fly-ins, air shows and all aviation events. Actual size is 2 X 3 inches. Blue on white plastic with 3-color ICS logo. \$10 includes shipping in the U.S., Canada and Mexico. Overseas, add \$1 per order.

For additional badges, use this format on plain paper.

Enclosed is \$_____ for _____ badges

Type or print CLEARLY (*What we see is what you'll get.*)

1. Nickname _____

2. Name _____

3. City & State _____

4. Plane # _____ Tribe _____ ICS # _____

Nonmembers should leave ICS # blank or show crew title.

Choice for above badge (circle one)

SAFETY PIN

ALLIGATOR CLIP

Please make checks payable to Doris Click and send to: 228 Doolittle St., Orlando, FL 32839-1474

FROM THE TRIBE CHIEFS

NORTH CENTRAL TRIBE

May 11, 2018**
 LaPorte County
 Museum Fly-In
 LaPorte Municipal Airport
 LaPorte, Indiana (KPPO)

Located in NW Indiana, near Lake Michigan Beaches, casinos, orchards, and antique shopping. Come enjoy the day or stay the weekend.

<https://laportearport.com>
 (219) 324-3393

Plenty of parking on the apron (west side of airport). Airport staff will marshall you in and make sure you are taken care of! The day will start off with light refreshments courtesy of KPPO. TransPorte, the local public transportation will drive you to the LaPorte County Historical Museum for \$3.25/person (exact change, please).

LaPorte County Historical Society Museum – \$5.00 admission – Exhibits include:

- Kesling Auto Collection – 30 vintage automobiles ranging from a 1903 Winton to a 1982 DeLorean.
- W.A. Jones Collection of Ancient Weapons – nearly 850 weapons collected from around the world.
- Belle Gunness – LaPorte’s infamous serial killer dating back to 1908.
- Period Rooms and more!

Lunch – Christo’s Family Dining

Locally owned, Christo’s is KPPO’s “go-to restaurant” for crews and visitors. No one ever comes back hungry! TransPorte will get everyone from the Museum to the restaurant and back to the airport. A \$3.25/person charge applies each time. To view Christo’s menu go to: christosfamilydining.com.

KPPO will be offering full-serve fuel at self-serve prices (\$0.15/gal discount). In addition to 100LL, KPPO also sells Swift 94 UL (self-serve only).

** Rain Date: Saturday, May 12, 2018

NORTHEAST TRIBE

April 20-22, 2018
 Outer Banks Weekend
 Coastal Carolina Regional
 Airport
 Newbern, NC (EWN)

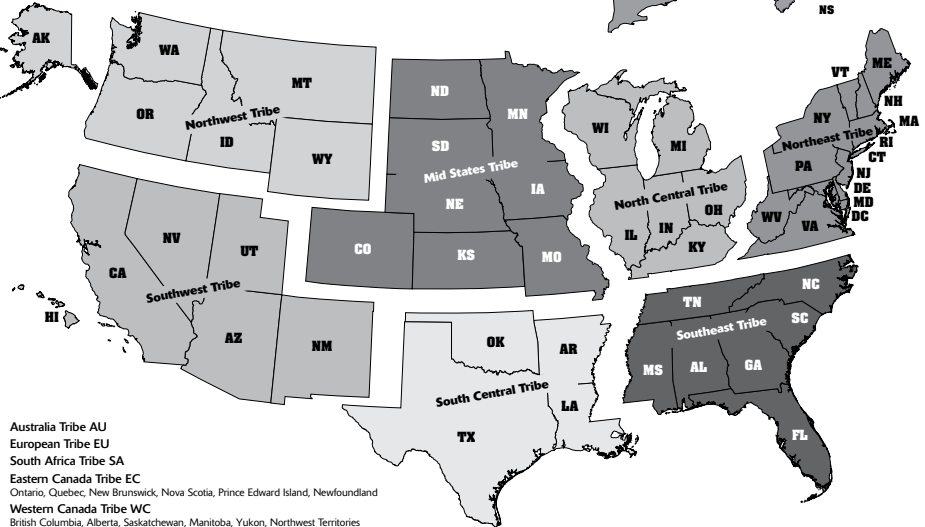
Coastal Carolina (EWN) is located in New Bern NC, just west of the famed Outer Banks. This weekend fly-in will meet there on Friday evening. On Saturday morning we will be flying to

First Flight Airport (FFA) and then on to lunch on the outer banks at Ocracoke Island (W95). After another night in New Bern, we will fly to Carthage, NC (BQ1) for the best BBQ in the area—Pik N Pig.

May 26, 2018 (27)*
 Italian Luncheon
 Resnick Airport
 Ellenville, NY (N89)

Resnic Airport (N89) is in a nice valley just to the west of the Hudson River. The airport is again hosting a “Wings & Wheels” event to benefit Disabled Veterans. Enter your plane to compete for prizes (\$15 fee). Food will be available at the airport, and at Il Paradiso, an excellent Italian restaurant just outside

REGIONAL TRIBE ORGANIZATION



Australia Tribe AU
 European Tribe EU
 South Africa Tribe SA
 Eastern Canada Tribe EC
 Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland
 Western Canada Tribe WC
 British Columbia, Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories

the gate. Those arriving from the southern coastal states should enjoy using the Hudson River Corridor—see New York City from 1200 feet but check for TFRs.

June 23, 2018
Village Tavern
Luncheon/Museum
William T. Piper
Memorial Airport
Lock Haven, PA (LHV)

William Piper Memorial field (LHV) is the home of the Comanche. Join the Piper Sentimental Journey, visit the Museum to see where our aircraft were built, and to enjoy a fine luncheon.

July 21, 2018 (22)*
Luncheon
Parlin Field
Newport, NH (2B3)

Parlin Field (2B3) is an airport gem located in the Lakes region of New Hampshire and has been a popular ICS-NE fly-in site for years. The airport has on-field camping, “loaner” bicycles to explore nearby hiking trails, and a swimming hole in the Sugar River. The FBO will provide transportation to lunch at a restaurant in town.

August 25, 2018 (26)*
Luncheon/Annual Meeting
Sky Café/Sky Manor
Pittstown, NJ (N40)

Sky Manor is located in central New Jersey within easy reach of most NE members. We have arranged an open discussion of avionics and ADS-B upgrades with the technicians from Sky Manor Air Repair. The Sky Café serves great food, and the view of the runway encourages great landing critiques. As in the past, this fly-in serves as our NE Tribe Annual Meeting and will bring our elections to a close.

September 14-16, 2018
Weekend Fly-In
Nantucket Memorial Airport
Nantucket, MA (ACK)

Plans are underway for a weekend stay on Nantucket Island, with a number of excursions included. This has been very popular in past years. Stay tuned for details as they are worked out.

Quality Machining Services

Reconditioned Steel Parts Reduce Engine Overhaul Costs

WE OVERHAUL

- CRANKSHAFTS
- CAMSHAFTS
- CONNECTING RODS
- ROCKER ARMS
- TAPPET BODIES
- COUNTERWEIGHTS
- STARTER ADAPTERS

SERVICES

- ULTRASONIC INSPECTION
- CUSTOM MACHINING
- MAG. PARTICLE INSPECTION
- NITRIDING
- BALANCING
- ENGINEERING

**Tightest Tolerances • Fast Turn Times
Unsurpassed Quality • State Of The Art Equipment
Track Progress of Shop Work Online**

1-800-826-9252
www.aircraft-specialties.com

AIRCRAFT SPECIALTIES SERVICES

FAA DD2R764K & EASA.145.6513 Certified Repair Station

We Recommend CamGuard

Editor's Note: Tribe Chiefs and Fly-In Coordinators, remember to send in your calendar of fly-ins and more detailed information, as it becomes available, so it can be published in the Flyer.

* Indicates rain day will be the following day.

September 21-25, 2018
 Main Windjammer
 Get-away Weekend
 Rockland, Maine

Schooner American Eagle

Cost: \$725 per person

www.schooneramericaneagle.com/

NOTE: Space fills up fast. As of early February, there were six rooms still available.

Comanche arrival at Rockland Airport (KPKD)

- Fly-in by Friday afternoon – Sept. 21
- On board Friday evening – Sept. 21
- Depart Rockland harbor Saturday morning
- Return Tuesday noon – Sept. 25

American Eagle Accommodations

- Accommodates 26 guests; 92 feet on deck.
- All cabins accommodate two persons—we charge a single supplement for those wishing to have one to themselves.

- Hot and cold running water in each cabin.
- All cabins have reading lights, fresh linens, and places to hang clothing.
- Heads and a real, separate, fresh, hot water shower are below deck.
- Walk-through from galley to most cabins.
- Heated compartments below for comfort early and late in the season.
- No smoking below deck; electronics with headphones only.



SHOULDER HARNESS STC KITS

PA-24-180 / 250 / 260 / 400, PA-30



COMPLETE FAA / STC PMA APPROVED KITS

- Structurally Integrated Installation
- Fixed Strap or Inertial Reel Equipped Kits using AmSafe® Restraints
- All Parts, Hardware, Belts, Manual, STC and 8130-3 for Pilot & Co-Pilot
- Wide Variety of Colors Available - No Extra Charge for Special Orders

Inertial Reel Equipped STC Kit	\$1,199.00 complete
Fixed Strap Style STC Kit	\$ 999.00 complete
Rear Seat Lap Belt Replacement	\$ 99.00 per seat

AIRCRAFT JACKS

	Slide Under Fit	Rugged Construction
	3 Ton (6,000 #) Ram	Range 24" - 40"
	Locking Safety Collar	Three Leg Design
	Model #324 Jack	\$289.00 each
	Tailweight/Post*	\$249.00 each
	* does not include quickrete - ships empty at 32#	

www.ALPHA AVIATION.com

Alpha 1-800-653-5112 cs@alphaaviation.com
 aviation, inc. 1500 E. Main St Owatonna MN 55060



1134 N. Oliver Road, Hgr G • Newton, Ks 67114 USA
 Ph. 316-283-7929 Fax 316-283-4702 Email: sales@webcoaircraft.com

**Thanks for your continued support!
 We wish all in the International
 Comanche Society a prosperous
 2018.**

**We look forward to continuing to
 provide our parts, service and
 technical support.**



**Always just a phone call or
 email away
 (316) 283-7929
sales@webcoaircraft.com**

- Down East cooking—*island lobster bake* every trip; consistently excellent and innovative cuisine.
- An on-board library not only complements our coastal setting, but we also read stories or poetry often in the evening.

What to expect:

Arrival

- Board the night before sailing and tour the ship with her experienced, five-member crew.
- Enjoy free, secure parking right on the wharf at our shipyard.
- North End Shipyard in Rockland is a working shipyard with all the skills and equipment to preserve, restore, or build traditional wooden vessels.

Dining

- Food is prepared on a wood-burning stove, and the menu is varied and wonderful.
- Smells of freshly baked bread tease the senses in anticipation of meals such as haddock with lemon caper sauce, green beans, and Caesar salad.

To let us know that you are interested, use the following link: [/ICS-NE_FlyIn_RegForm](#)

To reserve a spot on the American Eagle, go to [SchoonerAmericanEagle.com/](#)

To check local points of interest, go to [CamdenRockland.com/](#)

For questions, contact:

Pat Donovan: cell (636) 295-2929
pa24pilot@centurylink.net
 Pete Morse: cell 401-636-1046
Piper32p@gmail.com

American Eagle Contact:

Shary Fellows, Reservationist
 800-648-4544
 Office hours: 9:30-5:00 Mon-Fri
 \$350/person deposit by check or card (phone)

**October 20, 2018 (21)*
 Luncheon –
 Fiorentino’s Restaurant
 Lancaster Airport
 Lancaster, PA (LNS)**

Back to this airport in the heart of Pennsylvania Dutch country after some time away. Lunch will be at Florentino’s Bar and Grill.

DATE	TRIBE	EVENT/LOCATION	INFO SOURCE/HOST
First Saturday of Each Month	SC	EAA Chapter 14 Monthly Pancake Breakfast Fly-In or Drive-In 7:30 am until 10:00 am Chapter Clubhouse Pineville Municipal Airport Pineville, LA (2L0)	Nick Nicewarner nicewarner@bellsouth.net
April 10-15		Sun 'N Fun Lakeland, FL (LAL)	
April 20-21		CPPP Clinic Council Bluffs Municipal Airport Council Bluffs, IA (KCBF)	Local Coordinator: Doug Linville 61comanche@earthlink.net (816) 217-6264
April 20-22		CPTP Clinic Midcoast Regional Airport Hinesville, GA (KLHW)	Dennis Carew capt.carew@gmail.com (920) 749-9558
April 20-22	NE	Outer Banks Weekend Coastal Carolina Regional Airport Newbern, NC (EWN)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
April 22	NE	Pik N Pig BBQ Luncheon Gilliam-McConnell Carthage, NC (BQ1)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
May 5-6		CPPP Clinic Stellar Airpark, Chandler, AZ (KP19)	For complete details: www.cffpilot.com/files/cppp_clinics/p19.pdf
May 11 (12)*	NC	LaPorte County Museum Fly-In (Arrive 10:00 am CST), LaPorte Municipal Airport, LaPorte, Indiana (KPPO)	Dale Fischer (219) 363-1267 (c)
May 18-20		CPTP Clinic, Watertown Municipal Airport Watertown, WI (KRYV)	Dennis Carew, capt.carew@gmail.com (920) 749-9558
May 20	MS	Sunday Brunch Fly-In York Municipal Airport, York, NE (KJYR)	RSVP to Matt Bogard matt@bogardmail.com , (402) 690-6604.
May 26 (27) *	NE	Italian Luncheon Resnick Airport Ellenville, NY (N89)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
June 9	MS	Gaston's Airport – 11:00am Lakeview, AR (3M0)	RSVP: flyingmacs@aol.com Nice restaurant on the field. Cabins to rent – (870) 431-5202
June 23	NE	Village Tavern Luncheon/Museum William T. Piper Memorial Airport Lock Haven, PA (LHV)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
July 21 (22) *	NE	Luncheon Parlin Field Newport, NH (2B3)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
July 26-29	WC	Victoria Fly-In Victoria, BC (CYYJ)	Don Loudon loudendon@gmail.com
July 28-29		Oshkosh AirVenture 2018 Oshkosh, WI	
Aug 14-18		ICS Convention Edinburgh, UK	For details: ics2018convention.com
Aug 25 (26) *	NE	Luncheon/Annual Meeting Sky Café/Sky Manor Pittstown, NJ (N40)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
Sep 14-16	NE	Weekend Fly-In Nantucket Memorial Airport Nantucket, MA (ACK)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
Sep 21-25	NE	Main Windjammer Get-away Weekend Knox County Regional Airport Rockland, Maine (KRKD)	Pat Donovan: (636) 295-2929 Cell: pa24pilot@centurylink.net Pete Morse: (401) 636-1046 Piper32p@gmail.com
Oct 20 (21) *	NE	Luncheon – Fiorentino’s Restaurant Lancaster Airport Lancaster, PA (LNS)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm
Nov 17 (18) *	NE	Luncheon – Arena’s at the Airport Delaware Coastal Airport Georgetown, DE (GED)	Peter Morse Cell: (401) 636-1046 • piper32p@gmail.com www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm

* Indicates rain day will be the following day.

Comanche Pilot Training Program

CPTP

Comanche Specific Training Clinics

Hinesville, GA (KLHW)
April 20, 21, & 22nd, 2018

Watertown, WI (KRYV)
May 18, 19, & 20th, 2018

Contact CPTP to schedule a 2018 Comanche clinic in your area.

Check course details at **Comanchetraining.com**

Contact: Dennis Carew
capt.carew@gmail.com

(920) 749-9558
(for additional info)

aerox[®]

High Duration Oxygen Systems

Don't leave Earth without it.



Masks and Cannulas
Portable Systems
Built-In Systems
Retrofit Kits
Emergency Systems
Parts & Accessories

Celebrating
30 YEARS
as the
WORLD LEADER

In High-Duration Oxygen Systems

Phone (800) 237-6902 • www.aerox.com

November 17, 2018 (18)* Luncheon – Arena's at the Airport Delaware Coastal Airport Georgetown, DE (GED)

Coastal Delaware, or Georgetown, is a popular location near the Atlantic coast for a luncheon. 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.

SOUTH CENTRAL TRIBE

First Saturday of Each Month
EAA Chapter 14
Monthly Pancake Breakfast
Fly-In or Drive-In
7:30 am until 10:00 am
Chapter Clubhouse
Pineville Municipal Airport
Pineville, LA (2L0)

The food and fellowship are great and the airplanes abundant. They even have a lake at the field, and you may get to see some amphibious activity on any given day—be it airplane or race boat activity. If you have any questions, Nick Nicewarner is always there. His contact is: *nicewarner@bellsouth.net*.

Scheduled Dates for 2018:

- April 7
- May 5
- June 2
- July 7
- August 4
- September 1
- October 6
- November 3
- December 1

Weekend or Saturday Lunch Fly-Ins

One of the most enjoyable aspects of owning and flying your Comanche is the ability to travel to Comanche functions and experience the camaraderie and knowledge of other owners. Some events are purely social, others include seminars (mostly technical and/or knowledge-based), and the remaining are a

combination of both with attractions for the entire family. If it is difficult for you to attend a full weekend fly-in, you may find a Saturday lunch gathering with that same Comanche camaraderie of sharing flying stories, hangar talk, and lunch more to your liking. Make plans to attend as many of these events as you can. Whether your own Tribe or any of the other Tribes is hosting it, you are welcome to attend. The friendships you will make at these events will be lasting memories. And if you have a favorite destination in your region, think about hosting one of these events yourself. If not in your region, just contact the fly-in coordinator in that particular region and discuss it with him/her. Should you need a little help getting started and/or tips on organizing either type of fly-in, please contact Bruce Thumann at *bruce@contractbuilders-supply.com* or (713) 875-3056.

Tribe Email Updates

If you are not receiving the South Central Tribe's Fly-In and/or Tribe-specific email notices and would like to, please email Bruce Thumann at *bruce@contractbuilderssupply.com*. He will make sure to amend the SC Tribe email list to include your address. Most updates will be for upcoming events that will also be located in the ICS National Newsletter. Some, however, may be important last-minute details not appropriate for the National Newsletter.

SOUTHEAST TRIBE

South Carolina Breakfast Club

This is still a great low-commitment fly-in. We will continue to join the South Carolina Breakfast Club (for breakfast) on occasion. The meal is about \$7.00—this is a well-organized event. If you have not been to one give it a try, they are a lot of fun. Here is the link: <http://www.flyscbc.com/>. Hope to see you there.

Phillip Hobbs

ICS SE Tribe Chief
Matthews, NC
(704) 651-9417
Phobbs1@carolina.rr.com

WEST CANADA TRIBE

July 26-29, 2018
Victoria Fly-In
Victoria, BC (CYYJ)
Preliminary Schedule

Thursday, July 26 – Arrive at Victoria International Airport. People will be on site to direct you to parking on the north side of the airport. You will be transported to your hotel for check in and a Welcome dinner at a local restaurant. If you are interested, the Sidney Street Market runs from 1730 to 2030.

Friday, July 27 – Possible Viking Air Tour. We still have not had it confirmed, or denied, yet. Then down to Victoria Harbour for some tourist things.

Saturday, July 28 – Open House at the British Columbia Air Museum, lunch at Mary's Bleue Moon Cafe, and then to Butchart Gardens.

Sunday, July 29 – Fly out

For those interested in flying to the Qualicum Beach Airport on Sunday and attending the International Sand Castle event in Parksville, let us know and we will arrange transportation and hotels.

Fuel is expensive in Victoria—\$2.10 a litre at this time. We would suggest stopping at Nanaimo, and I think I can get you the Members price which today is \$1.64 per litre.

Hotel

Sidney Waterfront Inn & Suites
For reservations call:
1-888-656-1131
For additional hotel details:
sidneywaterfrontinn.com

They have given us a discounted Preferred Rate for the group—rates range from \$130 to \$278. You are required to make your own bookings including room of choice. Be sure to mention the “International Comanche Society” to get this rate. Because Sidney is such a popular tourist attraction and July is a busy time, **these bookings must be made by May 1 to ensure both the rate and the rooms.**

Transportation is yet to be arranged and will depend on the number of people arriving.

Updates will be sent as time progresses.
Don Loudon
loundendon@gmail.com

TRAINING EVENTS

April 20-21, 2018
CPPP Clinic
Council Bluffs Municipal
Airport
Council Bluffs, IA (KCBF)

For the most current information go to: cffpilot.com/files/cppp_clinics/cppp-cbf.pdf.

Local Contact:

Doug Linville, Tribe Chief
61comanche@earthlink.net
(816) 217-6264

April 20-22, 2018
CPTP Clinic
Midcoast Regional Airport
Hinesville, GA (KLHW)

FBO: Mid Coast Aviation, Inc.;
(912) 877 4359

Hotel: Holiday Inn Express, Hinesville;
(912) 877-5611 for reservations

Contact: Dennis Carew at capt.carew@gmail.com or (920) 749-9558


May 5-6, 2018
CPPP Clinic
Stellar Airpark
Chandler, AZ (KP19)

Follow this link for complete details:
www.cffpilot.com/files/cppp_clinics/p19.pdf

May 18-20, 2018
CPTP Clinic
Watertown Municipal Airport
Watertown, WI (KRYV)

FBO: Wisconsin Aviation, Inc., (800)
657-0761

Hotel: Holiday Inn Express,
Watertown; (920) 262-1910 for
reservations

Contact: Dennis Carew at capt.carew@gmail.com or (920) 749-9558 

For over 37 years, the Industry Choice!

THE **adlog**™ MAINTENANCE
RECORD-KEEPING SYSTEM

FOR VIRTUALLY ALL GENERAL AVIATION FIXED & ROTARY
WING AIRCRAFT *plus* EXPERIMENTAL and HOMEBUILTS

14/15 color coded sections, simplify, organize and centralize all data. Provides lightning-fast retrieval of all maintenance ADs, service bulletins and inspection requirements for your aircraft. Includes AD search, text of applicable ADs, and 1 year AD revision service. Keeps you on top of all required repetitive activity- annuals, 100 hour inspections, transponder/altimeter checks, VOR checks, etc. ORGANIZED FOR LOGICAL, STRAIGHTFORWARD UPKEEP. Because adlog saves your maintenance facility valuable time, you save valuable money. E-Mail: info@adlog.com

1-800-235-6444 FAX: 1-631-765-9359

AEROTECH PUBLICATIONS, INC. P.O. Box 1359, Southold, NY
www.adlog.com

KEEP YOUR MEMBERSHIP GOING!

You know how valuable the International Comanche Society has been to you for helping you learn about and enjoy your Comanche airplane, both singles and twins, providing a high-quality magazine, and for the camaraderie you've experienced among your fellow members. Don't let your membership lapse or miss a single issue of Comanche Flyer! And for convenience, we are now offering multiple-year memberships! Fill out the renewal form below, and e-mail, fax, or mail it back to us, and keep enjoying the International Comanche Society!

PLEASE PRINT

Name: _____ ICS Number: _____
 Address: _____
 City: _____ State: _____ Zip: _____ Country: _____
 Telephone: _____ Fax: _____
 E-Mail: _____
 Aircraft Model: _____ Based Airport Identifier: _____
 Registration/Tail #: _____ Serial #: _____

Renewal Selection

- | | | |
|--|--|--|
| U.S., Canada, Mexico* | UK, Europe, Asia, and Africa** | All Other Countries |
| <input type="checkbox"/> One year – \$78 | <input type="checkbox"/> One year – \$104 | <input type="checkbox"/> One year – \$92 |
| <input type="checkbox"/> Two years – \$150 | <input type="checkbox"/> Two years – \$200 | <input type="checkbox"/> Two years – \$176 |

*Includes second-class mailing of the *Flyer* **Includes \$9 returned to the EU tribe for communications
 I would like to donate an additional \$25 toward the ICS General Fund.

Spousal Renewal

- Spouse's ICS# _____
 One year – \$39
 Two years – \$78

YOUR SPOUSE CAN JOIN, TOO!

One of the beauties of owning and flying your own airplane is the quality time you get to spend with your spouse, traveling to new destinations or social events, and filling the memory book for years to come. Your spouse can also join the International Comanche Society for only \$39.00! With a spousal membership, your spouse will receive a Membership Kit containing a folder, membership card, membership certificate, a cloth ICS patch, ICS decal, access to the popular ICS website and discussion forums, and voting rights! Simply fill out the form below and return it with payment to start your spouse's membership today!

PLEASE PRINT

Your Name: _____ Your ICS Number: _____
 Spouse's Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____ Country: _____
 Telephone: _____ Fax: _____
 E-Mail: _____

Spousal Membership

- One year – \$39 Two years – \$78

Payment Information (Please total all selections)

- MC Visa Check or Money Order

Credit Card Number: _____ Exp. Date: _____
 Amount Paid (U.S. Funds): _____
 Authorized Signature: _____

Please mail to: International Comanche Society, P.O. Box 1810, Traverse City, MI 49685-1810.

LETTERS TO THE EDITOR

Gloria,

A treat to read "Do You Read Me"—I look forward to your offering(s) each issue of *Comanche Flyer*. Your suggested names for fixes are practical ("MYJOB Is More Than Just a Five-Letter Word" January *Flyer*)—easier to pronounce and remember. Hope you get the job.

Bob Wall

PS: *The LOM at Vidalia (VDI) GA is ONYUN. Someone beat you to that one.*

Hello Gloria,

Just a word to say your articles are great, entertaining, and refreshing in the *Comanche Flyer*. Keep up the good work.

Cheers,

Jim Lynch, 13586

Gloria,

I just finished your article in the *Flyer* ("The Curse of The Silent "M" Word" – February 2018) and it had me chuckling

all the way through. I occasionally use my instrument rating and I too had a terrible time with this stuff. I have taken to just using my written checklist after completing a task and seeing if I have forgotten anything.

I do write down clearances using the CRAFT structure. I once read back a clearance to delivery and then had the temerity to point out that he had forgotten to provide the first frequency. It was there I found out that it is occasionally provided

Latest Lycoming Engine Airworthiness Directive

ICS EU TRIBE NEWSLETTER – NOV/DEC 2017

The Latest Lycoming Airworthiness Directive on August 4, 2017, Lycoming issued a “Mandatory Service Bulletin” requiring inspection, and potentially replacement, of connecting rod bushings in certain Lycoming engines that had been overhauled or repaired using replacement parts. The MSB identified the potentially affected engines and replacement parts, and it also included instructions for completing the inspection as well as the installation of replacement connecting rod small end bushings. It also indicated that the inspection and/or replacement be performed within the next 10 hours of engine operation.

Unfortunately, the FAA has received five reports of uncontained engine failures and in-flight shutdowns due to failed connecting rods on certain Lycoming engine models identified in the MSB. Based upon its evaluation of the information available to it, the FAA determined that an unsafe condition existed or could develop in products of the same type design. As a result, on August 10, 2017, the FAA issued the AD with respect to the Lycoming engines requiring compliance with the MSB in order

on standard departure plates so that busy controllers can avoid delays, and that a prepared and competent pilot (of which I was neither variety) would know that!

I didn't see you mention the possibility of a meta-mnemonic—a mnemonics used to help you to remember to use the proper mnemonics...

Thank you—I find your articles very amusing and certainly can relate to them.

Regards,

William Hughes

to prevent uncontained engine failure, total engine power loss, in-flight shutdowns, and possible loss of the aircraft.

And, as we also know, an airworthiness directive is mandatory, regardless of the particular regulations under which you are operating. So, if your aircraft's Lycoming engine is one of those specified in the MSB/AD you have no choice but to comply with the AD if you want your aircraft to be airworthy.

Fortunately, this AD isn't as extensive, or expensive, as the 2006 Lycoming crankshaft airworthiness directive.

This “Mandatory Service Bulletin” has all the serial numbers of the engines that are affected so you can check if your engine is one of them. As we know, an AD is mandatory and we must comply.

AD2017-16-11 only applies to bushings that were shipped by Lycoming during a certain time period from November 2015 to November 2016. And connecting rod assemblies that were shipped by Lycoming from November 2015 to February 2017. It does not apply to bushings made by Superior or ECI. Please review AD2017-16-11 and Lycoming Mandatory Service Bulletin 632B dated August 4, 2017, for the details and the exact ship dates. The service bulletin also contains a list of affected engines that came from the factory during that time period. Then call your maintenance provider and/or check your engine logs and records to ascertain if you may have those bushings installed.

— Cliff Wilowski,

ICS Maintenance Resource Advisor



PHOTO COURTESY OF COMMONS.WIKIMEDIA.ORG/WIKI/



Cluster Gauges
S.W., AC, Rochester
Overhauled



STC SHIMMY DAMPER KIT
ALH-001 & ALH-002
APPROVED FOR PIPER
MODELS PA24, 30, & 39 SER.

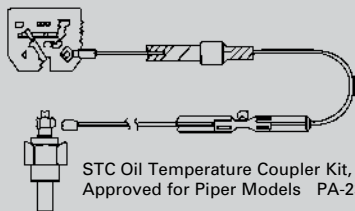


WE OVERHAUL P/N 21286-000
GEAR MOTOR AND OTHER
GEAR AND FLAP MOTORS FOR
OTHER AIRCRAFT



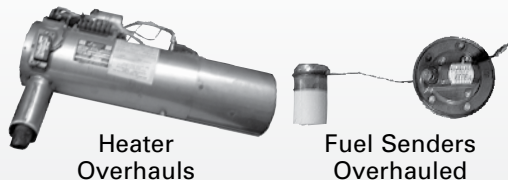
OVERHAUL
YOUR HOT PLATE

OIL TEMP CONVERSION KITS
"The ONLY STC approved kit on the market"



Use the New
Rochester Probe
with your
AC Gauge

STC Oil Temperature Coupler Kit, ALH-I-005
Approved for Piper Models PA-23 PA-24 PA-30-39



Heater
Overhauls

Fuel Senders
Overhauled

WE OVERHAUL ALL INSTRUMENTS



Altimeters



Airspeed Indicator



Tachometers



VSI

WE STILL DO AEROMARINE INSTRUMENTS LIKE AIRSPEED FUEL FLOW

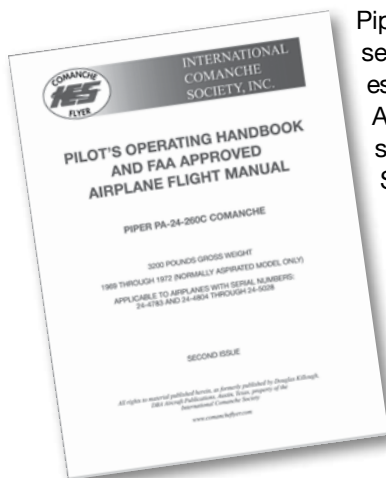
AIR-PARTS OF LOCK HAVEN

**1084 East Water Street, Hangar #3 Piper Airport,
Lock Haven, PA 17745**

Phone 1-800-443-3117 or 1-570-748-0823 Fax 1-570-748-1786
Web Site: www.airpartsoflockhaven.com
E-Mail: gmckinney@airpartsoflockhaven.com

PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL

"Formerly Published And Produced by the late Douglas L. Killough"



Piper Aircraft ceased production of the Comanche and Twin Comanche in 1972, several years before the General Aviation Manufacturers Association (GAMA) established specifications for the contemporary Pilot's Operating Handbook (POH). As a result, the Owner's Handbook published by Piper is incomplete by modern standards. Now available EXCLUSIVELY from the INTERNATIONAL COMANCHE SOCIETY, INC., through its licensed agents, is the upgraded Pilot's Operating Handbook and FAA approved GAMA format Airplane Flight Manual.

Discounted to current ICS members at \$75.00 each, plus shipping (must ask for ICS member discount and provide ICS membership number when placing order).

There are SIXTEEN different GAMA format manuals available for the Piper Single and Twin Comanche. **Available only through Webco Aircraft at 316-283-7929 or www.webcoaircraft.com. Available Bound or Unbound/Un-punched.**

**TO ORDER CALL WEBCO AIRCRAFT AT 316-283-7929 OR
WWW.WEBCOAIRCRAFT.COM. Specify "Bound" or "Unbound/Un-punched."**

European Tribe Slovenia Fly-In 5th-9th October 2017

by *Kate Burrows*

We all descended on Ljubljana, Slovenia. Some of us by Big Bird and some by little bird. The little birds flew into Bled airport which is a VFR airfield and coming in the cloud base was a bit low in places, so some had to fly the ILS at Ljubljana and break off under the cloud to fly to Bled. Those of us that had flown in by Big Bird, for various reasons, had a jump start of exploring the city of Ljubljana as we arrived on Wednesday and had the whole day of Thursday wandering around.

We all met at the main watering hole in the Hotel that evening, and we were taxied round to a local restaurant about 10 minutes away—a lovely Slovenian place where we were introduced to some of the local delicacies and delicious food. At the end of the evening, fully satiated, we got back to the hotel ready to start at 9 am the next day.

On Friday we all boarded the coach for the first tour to the Postojna caves and tunnels. We were taken about 2-3 miles into the caves on a little train before getting off and walking around the paths through the caverns. The Stalactites and Stalagmites were beautiful, and the whole experience was stunning. Before we got back onto the little train to take us back to the entrance, we were

introduced to a creature that lives in the caves, in the dark. They are blind and colourless and must get awfully hungry as we were told they could go for up to 10 years without food!

Next, we went to Predjama Castle which is an amazing structure built into the face of the mountain and a cave. It was never going to be a comfortable home/castle and indeed was used for defensive purposes when the King wanted to capture one of the noblemen who had had the temerity to disagree with him and had also killed one of the King's guards. The King's forces were kept at bay, outside the castle for about a year, not realizing that the cave behind the castle had a way through it into the next valley so the nobleman and his soldiers could get food with no problem. The King's troops were finally able to kill the nobleman when he went to the toilet and one of the servants, who had been bribed, waved a candle at the enemy who shot a cannon at the toilet—and it all came tumbling down.

On the way back to the hotel we stopped at the Mechanical Museum where General Tito's vehicles are kept along with lots of other mechanical memorabilia (Josip Broz Tito was a Yugoslav communist revolutionary and political leader). Then back to the hotel and ready

for the evening meal which took place at a local bar/restaurant. The food was delicious although the waiter did get a bit grumpy having to look after us all!

On Saturday we all got back onboard the coach and were taken to Bled to see the Bled Castle which is on the top of the mountain/cliff above Bled and Lake Bled. When we first arrived the area below us, including the lake, was all shrouded in mist. After about 20-30 minutes it all opened up to reveal its beauty. The landscape around the area was stunning, and you could look down to the lake and see the boats on the water and all the churches and houses around. We then boarded the coach, and it took us down to the lake and because the air was so still the lake was like a mirror; it was reflecting the mountain scenery in perfect symmetry. The coach then took us to the local skiing mountain, which obviously was devoid of snow, but the cable cars were still running, and we went up to the top of the mountain and had a fabulous rustic lunch surrounded by even more spectacular scenery. After lunch, we were taken back to the hotel to get ready for the Gala Dinner.

The gala dinner was a short walk up the road at a lovely Slovenian Restaurant with a charming atmosphere and friendly



Postojna caves and tunnels

PHOTO COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS



Predjama Castle

PHOTO COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS



Ljubljana Castle funicular railway

PHOTO COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS



Ljubljana Castle

PHOTO COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS

waiting staff. The typical (high-end) Slovenian food was absolutely delicious. As was the norm, we finished off a delightful evening with Peter Greenyer, our Cultural Attaché, doing the star turn with a few jokes.


Sunday was a nice, lazy start; the suggestion was to go along the side of the river in Ljubljana to visit the antique market, but everyone had to be back by 11.30 as we were to have our AGM. We were expecting it to last about 30 minutes, but in the end, we were there for about 1 hour and 15 minutes. We obviously had lots to talk about. After that, we were free until about 1.15 when we were to visit the castle that was in the centre of

Ljubljana and overlooked the whole city. We all gathered and went up to the castle on the funicular railway. The outlook from the Castle was stunning and the history of the castle was presented in an interesting way. There were actors that played the parts of some of the jailed individuals since it seemed to be a jail, in various forms, for most of its Castle Career! It was very interesting to listen to and have a look around.

Since that Sunday was also the day Scotland was playing Slovenia in a football match, a number of the men decided to go and support Scotland, and they disappeared off to the football match. They rejoined the group at the evening meal at

another local restaurant. Scotland drew the match, but that meant they did not progress in the competition and so much alcohol was drunk in commiseration to Scotland!

On Monday the little bird flyers were taken to the airport to make their way home. Big Bird people had to wait until the early evening to go and catch their flight back to the UK. However, all agreed that it had been yet another successful fly-in. We had also gotten a few more newcomers wanting to join in the fun, so we will persuade them to join the gang.

Thanks to Jeff Hutchinson for organizing in a beautiful location. Now we look forward to next year! 



COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS

Gostilna Na gradu Restaurant – located in the castle of Ljubljana.



PHOTO COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS



COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS

Bled Castle



PHOTO COURTESY OF WIKIMEDIA.ORG/WIKIPEDIA/COMMONS



Lake Bled

CLASSIFIEDS

**Selling your airplane or parts?
Do you have extra parts or avionics?
Looking for an airplane to buy?**

Browse the ICS classifieds on the official ICS website
www.comanche-flyers.com

All Classifieds posted will print in 2 issues of the Comanche Flyer monthly publication and run 90 days on the ICS website per the following terms:

PRINT and ONLINE:

- (Two print issue minimum)
- 25 Words or less: \$25.00/per issue (ICS members receive 2nd issue free of charge)
- Additional Words: \$0.50/word
- No charge for photos
- Placed 90 days free of charge on the ICS official website

All advertising must be received in writing (e-mail, mail, or fax) five weeks prior to the desired month of publication. Payment and/or payment arrangements must be received four weeks prior to the desired month of publication.

You will receive an email or phone call with details of confirmation and payment information.

The publisher makes no warranties as to the veracity or accuracy of the information provided by the advertiser. The publisher is under no obligation to accept any or all advertisements.

For questions or inquires please contact

Betsy Beaudoin

**International Comanche Society
Trading Post & Classified Advertising**

2779 Aero Park Drive, Traverse City, MI 49686
Phone: (800) 773-7798 • Fax: (231) 946-9588
E-mail: betsybeaudoin@villagepress.com

AIRCRAFT WANTED

COMANCHES WANTED: ALL MODELS, runouts OK, needing P&I/Radio upgrades OK, fast discriminate transaction on your ramp. 20 years' experience/references. Call Jim (760) 803-3093. avloc@yahoo.com. 2/2

Looking for a PA30 or 39. All aircraft considered. Contact Randy. Phone:309-208-4581 or Email: rafricano@aamconsulting.org 2/2

Looking for a PA39: Please contact Bill Send at 515-975-8197 or wjasand@aol.com. 1/2

COMANCHES FOR SALE

PA24-250

PA24-250: Low time-engines and airframe. Many upgrades. \$45,000. For more information please contact Charles at 865-299-1807 or 865-446-2627. 1/2

PA24-260C

1971 PA-24-260C: Nice condition, owned for 12 years, 3rd owner, all original when I purchased it. Redone the first 8-9 years. Stripped and painted in 06, new leather interior, new panel. Time to change- still flying it. TT 3550. Much invested. E-Mail fjberardo@verizon.net for pics or call 626-487-9562. \$96,000.00 2/2



PA30/39

One of the best Twin Comanches on the market right now. One-piece windshield, Shadin Fuel Computer, Garmin 430W, Tip Tanks, Alternators, S-Tec 55X Autopilot, Aspen PFD & MFD, Garmin GTX 330 ES with ADS-B Out and MORE. \$139,000. Website: <http://www.airtimeplanetrad.com/aircraft-for-sale/piston/n41ft/> email: john@airtimeplanetrad.com, phone: +44(0) 7825 50 55 50. 1/2



Full Miller PA30 ,5446 TT, Turbo 200HP engines 450 SOH, Props 45 hrs SOH. Nose Locker, wing lockers, K2U speed kits, 164 gals fuel, 185kts cruise on 20GPH. Leather interior, 6 seats, Oxy, full deice, Garmin 500W, fully coupled Century III B A/P, ADSB, WX100+ equipped and lots more. Based Australia, can deliver for cost. Phone Jeff, +61 (0)411 808 277 or E-mail: Hutchinson48@gmail.com. \$125K. 1/2



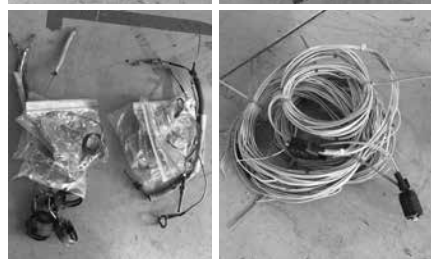
TRADING POST

Fax: (231) 946-9588, or E-mail: betsybeaudoin@villagepress.com

Trading Post is a non-commercial, member to member service provided free of charge, one time per member, per year. The sale of aircraft is not permitted in the Trading Post.

- Ads must be submitted in writing only (fax or E-mail OK).
- Free ads may not be placed by phone.
- First 25 words are free.
- Extra words are \$0.40 per word.

JPI Classic Engine Scanner for PA30. \$500 – FOR SALE – Includes wiring harness and probes. Contact DAVID ANDERSON, Owner – located Gardnerville, NV USA. Telephone: 775-450-1186 1/1



PLACING AN AD?

Use this list as a guideline for the information you may want to provide and the order in which to do so.

- **YEAR**, Model Year of Aircraft
- **MODEL**, PA 24-180, 250, 260, 400
- **SERIAL NUMBER**, Serial Number of Aircraft
- **N-NUMBER**, Registration Number of Aircraft
- **TOTAL AIRFRAME TIME**, Total Hours On Airframe
- **AIRFRAME DAMAGE HISTORY**, Any Damage History e.g. Gear Up Landing
- **TOTAL ENGINE TIME**, Total Hours On Engine Since Factory New or Remanufactured
- **ENGINE TIME SINCE TOP OR MAJOR OVERHAUL**
- **PROPELLER TIME**, Total Time On Prop Since New or Overhaul
- **ANNUAL INSPECTION DATE**
- **FLIGHT INSTRUMENTS**, Standard Gyro Panel, Electronic Flight Instrument System
- **RADIO / NAVIGATION EQUIPMENT LISTING**, Communications & Navigation Equipment Listing e.g. GPS, ILS, VORs
- **WEATHER AVOIDANCE EQUIPMENT**, Stormscope, Radar,
- **SPECIAL EQUIPMENT LISTING**, Engine Monitor (EGT, CHT, Fuel Flow, etc.)
- **AUTOPILOT**, Type & Make of Autopilot
- **INTERCOM**
- **INTERIOR CONDITION & NUMBER OF SEATS**
- **EXTERIOR MODIFICATIONS**, Gap Seals, Wing Tips, Speed Mods, Windshield
- **PAINT CONDITION**
- **HANGERED OR TIED DOWN**
- **AD NOTE COMPLIANCE**
- **GENERAL COMMENTS**
- **ASKING PRICE**
- **CONTACT PHONE NUMBER**
- **CONTACT E-MAIL**

ADVERTISING INDEX

Aerotech Publications	31
Aerox (Shaw Aerox LLC)	30
Air Parts of Lock Haven	34
Aircraft Specialties Services	27
Aircraft Spruce	19
Alpha Aviation	28
AOPA Insurance	8
Clifton Aero	9
Comanche Gear	9
Comanche Pilot Training Program	30
Electroair	17
General Aviation Modifications	40
Great Lakes Aero Products	25
Heritage AeroInside Front Cover
Insight InstrumentInside Back Cover
Johnston Aircraft ServicesBack Cover
Knots 2U, Ltd.	40
Poplar Grove Airmotive	25
Preferred Airparts	22
Rocky Mountain Propellers, Inc. ...	13
Ron & John's Comanche Service ...	7
Shaw Aerox LLC	30
Tsuniah Lake Lodge	23
Warren Gregoire & Associates	7
Webeo	28

Abbreviation Key:

A/C	Air Conditioning	FWF	Firewall Forward	RB	Rotating Beacon
AD's	Airworthiness Directives	GPS	Global Positioning System	R/C	Rate of Climb
ADF	Automatic Direction Finder	G/S	Glide Slope	RE	Right Engine
AH	Artificial Horizon	GSP	Ground Service Plug	RG	Retractable Landing Gear
A&P	Airframe & Powerplant Mechanic	H/P	Heated Pitot	RNAV	Area Navigation
AI	Aircraft Inspector	HP	Horsepower	SB's	Service Bulletins
A/P	Audio Panel	HSI	Horizontal Situation Indicator	SCMOH	Since Chrome Major Overhaul
AP	Autopilot	IFR	Instrument Flight Rules	SFN	Since Factory New
CDI	Course Deviation Indicator	IMC	Instrument Meteorological Conditions	SFRM	Since Factory Remanufacture
CHT	Cylinder Head Temperature	ILS	Instrument Landing System	SMOH	Since Major Overhaul
COM	Communication	LE	Left Engine	SOH	Since Overhaul
C/R	Counter Rotating	LOC	Localizer (Runway Centerline Guidance)	S/N	Serial Number
C/T	Carburetor Temperature	LORAN	Long Range Navigation System	SPOH	Since Propeller Overhaul
DF	Direction Finder	M/B	Marker Beacon	STO	Since Top Overhaul
DG	Directional Gyro	MDH	Major Damage History	TBO	Time Between Overhauls
DME	Distance Measuring Equipment	NDH	No Damage History	TT	Total Time
EFIS	Electronic Flight Instrument System	NM	Nautical Miles	TTAE	Total Time Airframe and Engine
EGT	Exhaust Gas Temperature	NAV	Navigation Radio Receiver	TTSN	Total Time Since New
ELT	Emergency Locator Transmitter	OAT	Outside Air Temperature	XPDR	Transponder
E/P	External Power Plug	OH	Overhaul		
F/D	Flight Director	PET	Piper Electric Trim		
FGP	Full Gyro Panel				

HAVE YOU SEEN US LATELY?

KNOTS 2U LTD

1,000'S OF NEW PARTS

KNOTS 2U, LTD
709 Airport Rd.
Burlington, WI 53105
Ph. 262.763.5100
Fax 262.763.5125

www.knots2u.com

IT'S LIKE BUYING FUEL AT A DISCOUNT NO MATTER WHERE YOU GO !!!

NEW!
NOZZLES NOW AVAILABLE FOR MOST: **CONTINENTAL** AND **LYCOMING ENGINES!**

GAMIjectors™
— And —
turboGAMIjectors™
Performance Fuel Injection

★ ★ ★ ★ ★
— **BALANCED** —
FUEL/AIR RATIOS
YOUR ENGINE
WILL SIMPLY RUN
— **BETTER** —

FOR INFO CALL TOLL-FREE
888-FLY-GAMI
(888-359-4264)

PHONE: 580-436-4833
FAX: 580-436-6622

OR VISIT US ON THE WEB:
WWW.GAMI.COM

Tips Manual \$65.00

Landing Gear DVD \$25.00

Care and Maintenance of the Comanche Single \$25.00

Code	Item	Price	Qty	Total
ICS11	Tips Manual Easy to use, fold flat spiral bound, 365 pages. Updated version due soon.	\$65.00		
ICS23	Care and Maintenance of the Piper Comanche Single (Creech Manual) Donated by Maintenance Director and life-long member, the late Bill Creech. Tips on care and maintenance of your Single Comanche. 2013 edition revised by Cliff Wilewski	\$25.00		
ICS35	Landing Gear DVD Watch complete gear removal from the airplane and 1000 hour gear AD performed and hosted by Hans Neubert and George Mahurin. 2 hours.	\$25.00		

SUB TOTAL		
Michigan residents please add 6% sales tax		
Handling		\$6.00
Shipping		
TOTAL		

	USA	Canada	Foreign
Shipping	\$6.00	\$16.00	\$31.00

Order by mail, phone, or email:
ICS Treasurer Bob Berry
2944 Yellow Creek Road, Fairlawn, OH 44333
Phone: (330) 608-8384 • email: 300sl@lek.net

Ship Order To:

Name: _____

ICS #: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Payment: MC Visa Card # _____ Exp. Date: _____

STRIKE FINDER Is A Self Contained Weather Avoidance System
That Detects Lightning Absolutely Anywhere
On The Planet Within Its 200 Mile Range

“IMPORTANT” - Flying International?



Learn More Or Place Your Order By:

905-871-0733

www.insightavionics.com

Insight
Instrument Corporation

Can you see the Airplane
that is going to **HIT** you in 5 seconds?

With ADS-B “In” you could!

Comanche Owners Workshop – Fly-In

ADSB-Out 2020 mandate & the Stratus solution,
Aussie Horn installation, performance mods and
open forum with other owners for your Comanche.

Sponsored by the Comanche Flyer Foundation & JAS
@ KTLR – (Tulare, CA Mefford Field), April 21st, 2018

Johnston Aircraft Service

North American agent for Australian Horn
APPAREO STRATUS ADSB - Out/In Dealer
Lycoming Engine O/H Professionals

P.O. Box 1457 • Tulare, CA 93275 • Phone: (559) 686-1794 or 686-2161 • Fax: (559) 686-9360
e-mail: info@johnstonaircraft.com • Web Site: www.johnstonaircraft.com