

# The Nor'Easter

Quarterly Newsletter of the Northeast Comanche Tribe, Inc  
Election issue January 2020



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## Message from the Tribe Chief

Greetings, and **Welcome to the 2020 Election issue of the Nor'easter,**

**The official 2020 term election is underway, please complete both side of the ballot, and return by Jan 16 to the same PO Box as last year (preprinted on the envelope that came with your ballot).**

We promised you an election, and hoped we could offer you more choice. Unfortunately, with legal matters still unresolved, we can only offer you the opportunity to express your support for the tribe. Pete, Ron, Malcolm and CJ, plus all the others behind the scenes, who are willing to serve through August 2020 when we return to a regular schedule. We ask that you give consideration to running for office in August.

Pete is willing to continue as webmaster, and fly-in coordinator. Lynn Ward has stepped up on an unofficial basis to take up some of his load as scribe.

The Northeast Comanche Tribe is, far and away, the most popular and active Tribe. One hundred of our 300 pilots/owners, participated in last year's voting, which was extraordinary, unprecedented, and a boost to the tribe. We are hoping many more members will show their support this year. These levels of participation are important. For example, they help us when we negotiate with vendors for group buys.

*William Cunniff, Elections Committee Chair.*

Elections aside; please consider coming to the monthly fly-in's (even if only a few times in the year) as a great excuse to keep your airplane exercised. We are not snooty and we are somewhat famous for having flagship Comanches parked beside Comanches with completely bare leading edges and original panels. They all fly like Comanches! In addition, you may want to participate in our training clinics and group-buys. The more who get involved the better it is for everyone

The Northeast website is accessible via [northeastcomanche.org](http://northeastcomanche.org)

**Inside** Below you will find: an updated fly-in schedule, with a short description of each venue for new members. Schedules may change, so check the website. Suggestions always welcome. Plus, a bonus Perspective on the general light aircraft industry in America, Comanche in particular

**Pete Morse, Webmaster, Scribe, and Chief Fly-in Coordinator**

## Updated 2020 Fly-Inn Descriptions

A lot of work goes into setting up these monthly fly-ins. It can be discouraging when only the few regulars show up each time. Please, check the fly-in schedule below, or on the Northeast Tribe's website, and try to attend those in your neighborhood.

2020 NE Tribe Fly-in Schedule					
Date	Apt Id	Name	Location	Restaurant	Program
Jan	--	- no fly-in planned -	--	--	--
<i>Feb ?</i>	<i>B18</i>	<i>Alton Bay ice runway</i>	<i>Alton Bay, NH</i>	<i>in town</i>	<i>land on Lake Winnepesaukee</i>
Mar 28 (29)	<a href="#">JGG</a>	W'burg/Jamestown	Williamsburg VA	Charlie's Bakery	luncheon with SE tribe
<i>Mar 31-Apr 5</i>	<i>LAL</i>	<i>Sun N Fun 2019</i>	<i>Lakeland, FL</i>		<i>Sun N Fun 2020</i>
*April 26 (25)	<a href="#">GED</a>	Delaware Coastal	Georgetown, DE	Arena's	luncheon/ Tribe Voting Wings and Wheels for Warriors
May 16 (17)	<a href="#">N89</a>	Resnick Airport	Ellenville, NY	at event	
June 20 (21)	<a href="#">POU</a>	Dutchess Co.	Poughkeepsie NY	Paula's Café	luncheon/Mini Clinic
July 18 (19)	<a href="#">1B2</a>	Katama Airpark	Edgartown MA	Right Fork Diner	luncheon/beach party
<i>July 20-26</i>	<i>OSH</i>	<i>Oshkosh AirVenture</i>	<i>Oshkosh, WI</i>		<i>Oshkosh AirVenture 2020</i>
<i>Aug 3-8</i>	<i>RKD</i>	<i>American Eagle</i>	<i>Rockland ME</i>	<i>on board</i>	<i>Maine Windjammer cruise</i>
Aug 22 (23)	<a href="#">N40</a>	Sky Manor	Pittstown, NJ	<b>Sky Manor Café</b>	<b>luncheon/annual meeting</b>
<i>Sept 11-12</i>	<i>ROC</i>	<i>Rochester Airport</i>	<i>Rochester, NY</i>	<i>various</i>	<i>AOPA Regional Fly-In</i>
Sept 19 (20)	<a href="#">LNS</a>	Lancaster Airport	Lancaster PA	Florintino's	luncheon with NC tribe
*Oct 17 (16)	<a href="#">LBE</a>	Arnold Palmer Reg.	Latrobe PA	DeNunzio's Italian	Lunch, with NC tribe
Nov 14 (15)	<a href="#">MTV</a>	Blue Ridge	Martinsville, VA	Simply Suzzane's	luncheon with SE tribe
Dec	--	- no fly-in planned -	--	( * Sunday fly-in )	( <i>special events</i> )

**Below is a general description** of each 2020 fly-in location, along with other flying events of interest listed *in italics*. ~~Click on~~ Use the airport identifier ~~for a link to an~~ on the [AOPA Destinations](#) page for further information. As usual, rain dates are listed in parentheses. Note that some fly-ins are scheduled for Sunday, with Saturday as the alternate.

### **March 28 (29), Williamsburg VA**

- (JGG) For our first 2020 fly-in we head south to Williamsburg/Jamestown Airport and lunch at Charlie's in the FBO. Special guest speaker is a WW2 veteran (a D-day paratrooper) and 50-year CFI. We will also hold a Tribe planning meeting, so bring your thoughts and ideas. This will be a nice start on your journey to Sun 'N Fun the following week. And we are inviting the SE Tribe too.

### **March 31 - April 5, Lakeland FL**

- (LAL). *Fly down to enjoy Sun 'N Fun and join fellow Comanche drivers at Comanche Town in the Vintage parking area. Be sure to check the arrival Notams and registration procedures.*

### **April \* 26 (25), 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 terminal. This fly-in is scheduled for Sunday to attend their Breakfast Buffet. The rain date is Saturday, with a weather decision by Thursday evening.

### **May 16 (17), Ellenville NY.**

- (N89) Resnick Airport 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 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 20 (21), Poughkeepsie NY.**

- (POU) This is a new destination for us. POU is located just east of the Hudson River, across from the famous West Point Academy. Paula's Café serves excellent food and is newly opened.

**July 18 (19), Edgartown MA**

- Katama Airfield is a unique grass-strip airport on the eastern tip of Martha's Vineyard. Drop in for lunch at the Right Fork, or taxi down to the beach to park. From there the next stop is Gibraltar!

**July 20-26, Oshkosh WI**

- (OSH) *Annual EAA gathering at Oshkosh WI. Join in the fun at Comanche Town. Be sure to check the arrival Notams and registration procedures.*

**August 3-8, Rockland ME**

- (RKD). *Join us on the schooner American Eagle for 6 days and 5 nights of sailing the coast of Maine. Enjoy the Swans Island Music Festival and an evening sail under the full moon. Comanche drivers can fly into Knox County Airport (RKD). Go to [SchoonerAmericanEagle.com](http://SchoonerAmericanEagle.com) to make arrangements. While in Rockland you can also enjoy the Owls Head Transportation Museum located at the airport.*

**August 22 (23), Pittstown NJ.**

- (N40) Sky Manor Airport is located in central New Jersey within easy reach of most Northeast Tribe members. The Sky Cafe serves great food, and the view of the runway encourages great landing critiques. **This will be our Tribe annual meeting.**

**September 11-12, Rochester NY**

- (ROC) *AOPA regional fly-in. Two days of seminars, vendors and fellow pilots. We hope to have two Comanches on prominent display!*

**September 19 (20), Lancaster PA**

- (LAN) Lancaster is in the heart of Pennsylvania's Amish country. Lunch is at Florentino's at the airport. We hope to see many from the NC Tribe too.

**October \* 17 (16), Latrobe PA.**

- (LBE) Arnold Palmer Field is a favorite destination in western PA. Lunch is at DeNunzio's upstairs in the terminal building. We are planning for Sunday, Oct 17, to take advantage of the excellent Sunday lunch buffet. The rain date will be Saturday, with a weather decision made by Thursday evening.

**November 14 (15), Martinsville VA.**

- (MTV), Blue Ridge Airpark is a new destination for ICS-NE, located in the mountains of south western Virginia. The airport is a popular fly-in getaway as featured in the AOPA Destinations. Lunch is at Simply Suzanne's Cafe, located on the north side of the runway.

There you have it, a thumbnail sketch of the 2020 planned fly-ins – some new, some renewed – along with some of the nearby attractions. Watch your email for details as each date arrives, then plan to attend and bring your family and friends! But please, if you are even thinking of attending any fly-in, register on the Northeast Tribe website ([NE FlyIn RegForm](#)). We would like to know your interest and to be able to update you on any factors involved.

See at the next (and the next, and the next...) fly-in,

Pete Morse

## **A perspective on the light Aircraft Industry (part 1)**

Virtually all light aircraft are a product of American engineering, designed and built in America. For 50 years, America was the source of virtually all light aircraft.

Mooney, Piper, Beech, Cessna, Cirrus were all once American owned and controlled.

A massive shift occurred starting in 2001.

Now, only 2 countries appear to control the manufacture of virtually all piston singles flown in America today. Hint. Neither is American. The 2 countries are Brunei and China, increasingly it looks like China may be the manufacturer for Brunei.

Remarkably, only the Comanche is still independent as a viable aircraft of any real quantity, and only because Piper closed the factory in 1972 and we learned to take care of our own.

What are the implications for those of us who drive Mooneys, Bonanzas, Cessnas, Cirrus'? And, of course, Comanches?

That answer may be emerging as we look at the market for parts availability for older piston aircraft:

For Cessna, OSH2017 marked the announcement of quadrupled prices for older Cessna parts. Beech parts already had a rep for being much more expensive. Mooney was just shut down in 2019 and its KY factory closed, and although production staff reportedly just returned, presumably that is not going to make support any easier. Now, insurance companies are totaling older Cessnas, simply because the parts are perceived to be so expensive.

Only the Comanche has been relatively unaffected, because the Comanche type went self-sufficient decades ago when Piper closed the Lockhaven factory.

Why is this important to Comanches? These tough and remarkably well engineered and constructed Comanches are essentially mainly vulnerable to perception problems because our reality is so darned good compared to other types.

The REALITY is the Comanche aircraft, like its namesake the Comanche tribe, who were a bunch of tough old warriors, is a tough old airplane. It is uniquely well built, uniquely strong and uniquely corrosion resistant: it was over-engineered to 9.5g so it doesn't break, zinc chromate dipped at the factory before assembly so it doesn't corrode, and only the most senior techs were allowed on its assembly line so there were few mistakes. The choice of electro-mechanical gear vs hydraulic gear meant simple action and few failure modes, and even fewer scenarios (thank Heaven) where it won't go in the crucial direction: DOWN.

The only documented vulnerabilities the Piper Comanche seems to have are out of the aircraft's control: inexperienced instructors, inexperienced mechanics, and forgetful pilots when it comes to switching tanks, and extending gear.

However, like all things, it is vulnerable to PERCEPTION - people making false claims that SOUND reasonable. People claiming "Comanches are corroding" SOUNDS LOGICAL, but due to the zinc chromating, it's not true (scratches aside). People saying, they are growing old SOUNDS logical, until we look at the NTSB record and see the airframe numbers low and holding steady, and see examples of 20,000-hour airframes still going strong. People saying "Comanches are going away" because they are not making them anymore, SOUNDS LOGICAL - until you look at the number of young, professional pilots buying, and restoring them just in the last few years, since the word got out.

*[All of these quotes are from ICS board members in the last 3 years, an example of why the wise forefathers in 1992 were prescient in making the US tribes independent, to provide*

*checks and balances that could be a restraint. When Carter passed the GARA act in 1994 after a decade of heavy pressure, removing liability from all manufacturers after 18 years, the ICS rather than Piper became the sole recognized authority on the Comanche and thus takeover of the ICS by people without the aircraft's best interest at heart would present a clear and present danger.]*

However, very few certificated aircraft have been built in the last decade. \* Mooney sold just 8 last year.

*\*[General aviation](#) aircraft production in the U.S. -- following its 30-year peak in the late 1970s—dropped sharply over the next few years to a fraction of its original volume<sup>[12]</sup>—from approximately 18,000 units in 1978<sup>[8][13][14][15]</sup> to 4,000 units in 1986.<sup>[8]</sup> to 928 units in 1994.<sup>[2][3]</sup> (In a 1993 speech, Sen. John McCain said "nearly 500 last year [1992]"<sup>[13][16]</sup> . There were 7,000 Piper Comanches built 1958-72, representing more than the production of all certificated piston aircraft in the last two decades.*

Part 2 next month, a **history of takeovers**

<b>ICS-NE Tribe Officer Contact Information</b>			
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The Northeast Comanche tribe website links for your convenience:

- Tribe main page: [http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE\\_page.htm](http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_page.htm)
- Documents page: [http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE\\_DocLinks.htm](http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_DocLinks.htm)
- Fly-in sign-up form: [http://www.quietcornerbands.org/Forms/ICS-NE\\_FlyIn\\_RegForm.htm](http://www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm)

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

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