

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Fall 2007



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Message from the Tribe Chief:

Hello everyone, the elections are in and the following are the officers for 2007-2008. In addition to myself, Bill Weaver, Asst. Tribe Chief, Chris Jorheim, Treasurer, Keith Johnson, Secretary/Scribe.

We are looking to having a great year in 2007-2008 with 8 Fly-Ins, 4 Nor'Easter's and attending the Board of Directors meetings. The NE Tribe is in good financial condition and we believe we will even improve that this year.

Membership is always a key issue with ICS. In the last year we have increased membership by 8%. Total membership for ICS is approximately 2400. The NE Tribe has approximately 320 members and we are growing. I use approximately because it fluctuates slightly on a monthly basis. We ask that each of you that knows a Comanche owner that is not a member of ICS to get him to join. We all know the benefits.

Village Press that is publishing the Flyer and helping with marketing issues is doing a very good job. By the way I am also the "Marketing Committee Chairman". Remember; if you have an article that you want published in the Flyer contact them. The contact information is in the Flyer. If you have any questions or need help give me a call.

We are initiating a service called "Flotsam & Jetsam" for the NE Tribe. If you have something that you want to sell or buy send the information to me. I will broadcast it to all the members as soon as I receive the information. Depending on the volume, I might also send out the information on a monthly basis. We'll see.

The year 2008 is the 50th Anniversary of the Comanche. We hope to conduct a 50th Anniversary two day Fly-In at a to be established location. We are going to try to make this a special event. As always we can use volunteers. Keep this in mind. We will be making a call in the near future.



Tribe Officer Contact Information

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Scribe:	Keith Johnson	jkjohnson@snip.net	302-492-1931

Remember, if you have suggestions or ideas on how we can improve the NE Tribe contact any one of the officers. We are here to make the NE Tribe one of the best.

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Informal Fly-Ins

We are planning several local fly-ins for this year. Details have not been finalized for any of them yet, but watch your e-mail for notices about when and where we plan to meet. Hope to see you there at some of these events.

TENTATIVE FLY-IN SCHEDULE:

December 8, Georgetown, Delaware or at Delaware Airpark.

February 16, Lancaster, Pa.

April 19, Martinsburg, WV.

June 21-22, Loch Haven, Pa, "50 Year Comanche Fly-In", Saturday and Sunday.

July 12, Parlin Field in New Hampshire.

August 16, Tangiers Island, VA.

September 13, Southbridge, Ma.

October 11, Maintenance Fly-In, Dubois, Pa.

All are scheduled on a Saturday with Sunday as a Rain Date. We will notify everyone by email two weeks in advance.

Comanche Fly-in to Tangier Island, August 18, 2007

On August 18, we held a luncheon fly-in to Tangier Island, VA. People trickled in during the day, and we ended up with a respectable nine planes, carrying almost twenty Comanche enthusiasts. People wandered around the island, seeing the sights, and ended up at the restaurant at around opening time.



Tourism and catching Chesapeake crabs are just about the only sources of income on this isolated island, just a few miles from the Maryland Eastern Shore and reachable only by boat or by air. Of course, we chose air. The experience begins with the aging pavement of runway 02-20, just short of 3000 feet and still bearing the scars of several hurricanes. (As always, keep the nose up and hit your speeds on approach and there's no problem.) Then taxi back to the parking ramp, which looks huge considering there are no planes based at TGI –but on a nice weekend day in the summer it can fill up. Then, pay the five dollar parking fee and walk off to see the island.

If you've ever been to Tangier, you know something of the history of this small community. There are only four streets on the island, the primary modes of transport are bicycles and golf carts, and most of the natives are from



one of two or three families of original settlers. The restaurants specialize in seafood, of course, and the souvenir shops close when the afternoon ferry leaves.

Our group gathered for lunch and socializing at about 11:30, after touring the rest of the island. A few of the attendees are shown in these photos. A few of the planes are shown, too. We talked about our trip to TGI, our home airports, maintenance and operation of our Comanche's,

and a little about ICS. After that, we headed back to the airfield and headed for home. Once again, a pleasant day with fellow pilots and Comanche owners.



Tribe Chief (Continued from page 1)

The Fly-Ins are times to meet other members, talk about our Comanche issues, Tribe Issues, Maintenance issues, and to have a "GOOD TIME". I look forward to meeting and talking to each you during the coming year.

Good and Safe Flying

Dick Kuszyk, NE Tribe Chief

Comanche Fly-in to DuBois, PA, October 6, 2007

On October 6, we held a luncheon fly-in with a maintenance focus, at DuBois, PA (KDUJ). The DuBois-Jefferson County Airport is a nice facility, that we are planning to come back to next year. Located in central Pennsylvania, the 5500 foot asphalt runway, nestled in at 1817 feet MSL, is well clear of the Class B and ADIZ airspace that dominates much of our flying in this area. It's not too long of a trip for members in the northern half of our region, either.

At this meeting, the main attraction was Rich Guenther, Comanche pilot and owner of Dial Eastern States Aircraft Painting, Inc, located in Cadiz, OH. Rich came prepared to talk about aircraft painting, how to do it right, and some of the shortcuts that can go bad. It's no secret that the most critical part of getting a good, long lasting paint job is the preparation. Most good shops will strip off old paint, and then clean and prime the surface in a multi-step process that sounds incredibly complex and tedious to the uninitiated, but is necessary to give the new paint the best chance of staying in place for a long time. A thorough job requires removal of all inspection panels, and also all moving control surfaces, plus their re-balance after painting. Rich also told us about some of the things he's seen, from improperly repaired damage (see photo for a small example) to balance weights adjusted with RTV. He also mentioned some of the damage that can be done by improper methods in the preparation phase.

After that, it was out to the parking ramp to look at another great collection of Comanche's, and talk to other owners until time to head home.



Rich Guenther draws the name of a member to receive a free fill-up of Avgas.



Excess bondo in a wingtip fairing—
instead of making a proper repair

After Rich's fascinating talk (we all have paint on our planes, and it costs serious money to fix or replace it) we eventually had to cut off questions and start lunch, from the on-airport restaurant. While we were finishing up eating, the FBO held a drawing for a free fuel fill-up.

The final item on the agenda was election of Northeast Tribe officers for the next year. Our new Tribe Chief will be Dick Kuscyk, Assistant Tribe Chief will be Bill Weaver, and the Treasurer and Scribe will once again be Chris Jorheim and Keith Johnson.

On the Numbers

28,100,000	GA hours flown, 2004
19,500,000	Air Carrier hours flown, 2004
43,700,000	GA departures (81%)
11,200,000	Air Carrier departures (21%)
109,000,000	GA passengers carried (17%)
536,900,000	Air Carrier passengers (83%)
315,000,000	Gallons of Avgas consumed
20,317 million	Gallons of Jet Fuel consumed
1669	Total GA accidents, 2005
39	Total Air Carrier accidents, 2005
651	Total aviation fatalities, 2004
42,636	Total highway fatalities, 2004

Recent Comanche Incidents: Fuel and bad landings!

07/27/2007, 1312 PDT N8637P Piper PA-24-260 Ramona CA

On July 27, 2007, about 1312 Pacific daylight time, a Piper PA-24, N8637P, collided with terrain during a forced landing near Ramona, California. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The flight departed from Ramona to test new avionics. While returning to base, the engine lost all power and the pilot was unable to restart the engine. He declared an emergency and landed gear-up in a dirt field. Due to a previous prop strike, the engine had undergone a full teardown approximately 2 hours prior to the accident. An FAA inspector checked the fuel tanks at the accident site, and found them both to be approximately 1/2 full.

07/27/2007, 1800 CDT N5094P PA-24-180 Berryville, AR

The airplane was substantially damaged when it impacted terrain during landing. The pilot stated that he landed "right on [the] numbers" and on the centerline of the runway. He reported that after landing the airplane's nose started to "wander" and that he "overcorrected" with the rudder. The airplane departed the left side of the runway and impacted a dirt embankment. The pilot reported that there were no mechanical malfunctions with the airplane.

09/17/2007, 1130 CDT N8751Y PA-30 Milton FL

On September 17, 2007, about 1130 central daylight time, a Piper PA-30, N8751Y, collided with a fence during a precautionary landing at Harold Out Lying Field, Milton, Florida. The airplane was substantially damaged and the private-rated pilot, the sole occupant, was not injured. While performing a precautionary landing for low fuel, the plane touched down at approximately 90-100 miles-per-hour, bounced, then touched down again, exited the runway and struck fence posts.

8/25/2007 N13PF PA-39 Vannes, France

On August 25, 2007, at 1645 coordinated universal time, a Piper PA-39, US registered N13PF, was destroyed when it impacted terrain under unknown circumstances during take-off near Vannes-Meucon Airport, Vannes, France. Visual meteorological conditions prevailed at the time of the accident. The pilot and pilot rated passenger were fatally injured.

08/31/2007, 1500 CDT N22HW PA-30 Lawrence KS

On August 31, 2007, approximately 1500 central daylight time, a Piper PA-30, N22HW, piloted by a private pilot, was substantially damaged when the right main landing gear collapsed during landing rollout at the Lawrence, Kansas, Municipal Airport (LWC). The pilot required several attempts to extend the landing gear, and get a GEAR SAFE annunciation. The pilot landed and during the landing rollout, the right main landing gear collapsed.

09/25/2007, 0925 EDT N7961P PA-24-250 Wimauma FL

On September 25, 2007, about 0925 eastern daylight time, a Piper PA-24-250, N7961P, landed hard during a precautionary landing at Wimauma Air Park (FD77). Visual meteorological conditions prevailed for this maintenance check-out flight. There were no reported pre-flight discrepancies, and oil pressure was normal during the take-off roll. During climb-out the oil pressure read zero. The pilot turned back to the field for landing, where the airplane slid on wet grass causing collapse of all landing gears. There was no evidence of pre-impact failure or malfunction of the engine.

This excerpt is based on publicly available NTSB reports, and all information is preliminary.

Excerpt from Comanche Tips Online

POPPED GEAR CIRCUIT BREAKERS

Several different causes have been described for landing gear retraction problems. Most of the problems manifest themselves by the gear motor breaker popping just as the gear reaches the fully retracted position. The more obvious ones are worn gears in the retraction mechanism, lack of or too heavy lubricant for cold weather operation, weak circuit breaker. These problems can usually be overcome by helping the gear motor by pushing down on the emergency gear extension handle as the gear comes up.

Another not so obvious trouble can cause the gear to fail to retract all the way thereby causing the motor to overload and blow the breaker. The hydraulic brake line is fitted through a loop on the landing gear fork. It usually has freedom of movement through this loop or is positioned so that as the gear retracts the brake line folds inside the wheel well. In cold weather, if the brake line gets stiff, it can sometimes become trapped between the gear door and the

wing and not fold entirely into the wheel well. Since the gear door can not close entirely, the breaker pops. And one more cause came to light just a few days ago. The wheel well lining screws came loose and let the wheel well lining fall partially out of the well. When the gear came up, the wheel smashed the lining back into the wheel well in a not too graceful manner. The irresistible force met the immovable object and pop went the breaker.

Manual extension of the gear relies on the over-center position of the gear linkage to keep the gear in the down position, and, on most Comanches, has no positive lock. Upon landing, if the linkage is worn excessively, the manually extended gear can collapse. (When the gear is normally extended, the gear motor and worm gear hold the gear down.) A good thing to do if you have a co-pilot is to have him put his left foot on the emergency gear handle and hold it firmly against the wheel well.

Many more Comanche Tips Online are available on the ICS Website, www.comancheflyer.com.