



### Contents:

- 1- From the Tribe Chief
- 2- 2010-11 Officers and Contacts
- 3- Fly-In Schedule
- 3- Missing e-mail list
- 3- July Newport NH fly-in
- 4- Aug Sky Manor fly-in
- 5- Sept. Hagerstown fly-in
- 5-Tech. Questions Flotsam/Jetsam
- 6- Where are all the Comanches
- 7- Comanche Secrets
- 7- Aviation Humor

## Message From The Tribe Chief



Pete Morse, Tribe Chief

Welcome to my first edition of the Nor'Easter as Tribe Chief. The new officers are already hard at work planning activities for the next year and doing the behind the scenes work necessary to keep the organization running smoothly for our 275 ICS-NE members. And we could use some help!

First, do you know of a nice fly-in destination in your area with a good restaurant, and would you be willing (with some help) to host a fly-in there? If so, let your officers know at the contact numbers below. Our Tribe membership is distributed over the northeast as shown by the chart below. The majority are found in the area around New York City, with a group south and east of DC, and another group around Boston. We try to plan fly-ins at interesting locations within reach of most of the members, with a few "off the beaten path" or magnet destinations thrown in for good measure.

Second, our Tribe uses e-mail to communicate but we can't reach all of our members. A number of members have opted to list their information on the ICS web Pathfinders as "private" resulting in missing e-mail contact points for this newsletter and other Tribe communications. If you know any of the people on the "missing email" list below please have then contact us to help us update our mailing list.

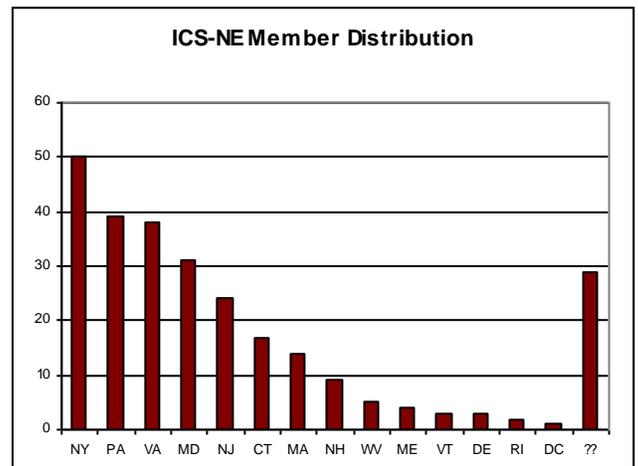
Third, and of particular importance to the Northeast Tribe, is the issue of hosting the ICS convention in 2012. As you may know, Mid States was in serious decline until about a year ago and ICS was even considering dissolving it.

While huge progress has been made in rebuilding and re-energizing their tribe, the Board of Directors agreed that they could not possibly be ready to host a convention in 2012. Dick Kuszyk and other Directors advocated that ICS-MS be given a reprieve until 2014. (technically the matter was tabled until the fall Board meeting) The NE and NW Tribes were "volunteered" for 2012 and 2013, pending approval from their membership.

That's where you all come in. If the Northeast Tribe is to host the Convention in 2012 then we are already behind the eight ball! Your Tribe officers need your help in choosing a site, developing the logistics and planning Convention related activities. Anyone with ideas and/or experience please contact one of the Tribe officers.

That's where you all come in. If the Northeast Tribe is to host the Convention in 2012 then we are already behind the eight ball! Your Tribe officers need your help in choosing a site, developing the logistics and planning Convention related activities. Anyone with ideas and/or experience please contact one of the Tribe officers.

Pete Morse, NE Tribe Chief



## 2010-11 ICS-NE Election of Officers

Pete Morse – Asst. Tribe Chief

The 2010-11 election of officers took place at our August Fly-In at Sky Manor (N40) in Pittstown, NJ. The task of the officers is to provide planning for activities throughout the year, to open communication through such means as direct email and the quarterly *Nor'Easter* newsletter, and to continue to foster the growth and participation of our members in the Comanche society.

The following slate was elected by unanimous vote:



**Tribe Chief:**  
Pete Morse



**Assistant Chief:**  
Keith Johnson



**Treasurer:**  
Neal Pease

We still need a nominee (or volunteer) for Tribe Scribe to collect and format the *Nor'Easter* for email publication. Pete Morse is currently doing this.

### 2010-2011 ICS-NE Tribe Officer Contact Information

Tribe Chief:	Pete Morse	pete.morse @rogerscorporation.com	860-928-3323
Asst. Tribe Chief:	Keith Johnson	keith.johnson @hughes.net	302-242-8201
Treasurer:	Neal Pease	npease @penro.net	802-238-0006

### ICS-NE Fly-In's 2009-2010

December 12	Luncheon	Sussex Co - Georgetown, DE (KGED)
February 13	Luncheon	Lancaster, PA (KLNS)
April 10	Luncheon	Williamsburg – Jamestown, VA (KJGG)
May ??	Safety Expo/ Lunch	Daniel Webster College, Nashua, NH (KASH)
June 11-13	3-Day Event	Nantucket, MA (KACK)
July 10	Luncheon	Parlin Field – Newport, NH (2B3)
August 14	Lunch / Elections	Sky Manor Airport – Pittstown, NJ (N40)
Sept 17-19	CPPP training	Hagerstown, MD (KHGR)
September 18	Luncheon	Hagerstown, MD (KHGR)
October 9	Luncheon	Eastern WV Reg - Martinsburg, WV (KMRB)

All Fly-Ins are on Saturday, with Sunday as a rain date. Email notices will be sent two weeks in advance.  
Watch your emails for any changes in scheduled dates or locations.

## *Missing NE Member E-Mail Addresses*

We have no e-mail contact address for the ICS members listed below. If you know any of them please have them contact me at [pete.morse@rogerscorporation.com](mailto:pete.morse@rogerscorporation.com) so that they can receive information about fly-ins and other activities, and their own copy of this Nor'Easter. Thank you.

ICS#	Name	City/State	ICS#	Name	City/State
12371	Gary Anzalone	Hackettstown NJ	4947	Don Judy	Beverly WV
16988	Judy Anzalone	Hackettstown NJ	4600	Fred S Kantor	
13545	Ray Bengen		14951	Kenny Kirby	
14712	William B Bishop	Suffolk VA	17135	Sanjay Kumar	
15906	Dennis Boykin		15123	David Lochner	
16500	Frank Brunot		16719	George Marlette	
17293	David Burgi	Cheswick PA	12658	Geoffry Marsh	
16197	John Cara		1295	Bill H Moranville	Vestal NY
15224	Bert (Henri) Chase		10567	Terry L Nitz	
13266	Jack D Clemens	Beckley WV	1925	Joe Noah	
10702	Dwight W Coombe		16542	John Peterson	
10210	Tom J Crim		10946	Donald W Pool	
15084	Dick K Crowell	Lakeville MA	11809	Peter D Schultz	Williamsport PA
202	John Danish		379	Mitchell Schultz	
12085	Russell DeDoming		16025	Av Shiloh	
15572	Nita Easter	Williamsville NY	15373	Alan Small	
12314	Russell Easter		16824	Bernard Stapelfeld	Duncansville PA
11886	Charles Flickinger	Hermitage PA	6428	David VarniSpouse	Glastonbury CT
14043	Nicholas M Galassi		17393	Augustin Vichera	Bayshore NY
6962	Dr. James Gaston	Lenox Hill Station OR	4216	Donald Vreuls	
8933	John J Geisler	Freehold NJ	16604	Keith Weston	
8555	Lorraine Hoffberger		16895	Gloria Zawaski	New Hampton NY
11309	Charles House	Tunkhanock PA	16098	Frederick Zimmerman	
16618	W Steven Huff				

## *4<sup>th</sup> Annual Parlin - Newport, NH Fly-In - July 11, 2010*

Pete Morse

On Sunday, July 11, 2010 - the rain date! – the ICS Northeast Tribe held it's Fourth Annual Fly-In at Newport, New Hampshire's Parlin Field (2B3). Parlin is a charming airport in the heart of the Dartmouth-Sunapee Region of New Hampshire providing a peaceful step back in time for pilots and their passengers. Nearby activities include shops and museums, Lake Sunapee and the Mt. Sunapee Ski Area. The airport has access to hiking/bike trails, picnicking and camping sites, and the Red Baron restaurant, serving great Mexican cuisine.

Six pilots used the on-line registration link, but only four aircraft made the trip – a single from far northern Vermont, a twin from western New York, and two more singles from Connecticut. We parked on the newly-cut grass near the office. After exchanging greetings and mild tire kicking we walked over to the Red Baron restaurant, located just behind the office, for a great table in the shade and some terrific Mexican food. Our small group was treated like royalty. Talk around the table touched on each member's background and activities, on recent ICS happenings, and on the past and upcoming fly-ins. Of specific mention was the August one to Sky Manor, NJ where the NE Tribe elections will take place.

After lunch most of us made use of the self-serve 110LL (at \$4.09 / gal) and then spent more time looking over each other's aircraft. The decision to return for a Fifth Annual next year was unanimous!



## *Fly-In at Sky Manor, NJ (N40) August 14, 2010*

Keith Johnson

The ICS-NE tribe met at Sky Manor Airport (N40) on August 14 for lunch, tire kicking and story swapping. Tribe Elections for 2010-2011 were held at this fly-in. Sky Manor is a small airpark in western New Jersey, a convenient location for ICS-NE members both north and south of the New York City airspace. In November of 2008 a group of pilots and hangar tenants completed the acquisition of Sky Manor Airport from its former owner. It is their desire to see the airport grow and prosper while maintaining the “country club” atmosphere for which Sky Manor is famous.

Since opening back in the 40's, Sky Manor has served both local and transient pilots. From its humble grass-strip beginnings to the current 2900-foot paved runway, Sky Manor has been a favorite stopping point, with the least expensive (\$4.30 / gal) fuel in the area.



## *Fly-In at Hagerstown, MD (HGR) Sept 18, 2010*

Pete Morse

Ten pilots showed up for the Luncheon Fly In at Hagerstown hosted by Hagerstown Aviation Services and the inimitable Tracey Potter. After some socializing and tire kicking on the ramp we moved into Tracy's hangar for a more formal meeting and maintenance presentation.

Discussion ranged over various topics. The recent Convention in San Diego went well but had only 80 in attendance. Dick Kuszyk commented that all organizations are down in terms of participation, largely due to the current economic climate. While ICS membership has remained stable, there are many owners out there who have not joined. Our next fly in is in Martinsburg WV, once again hosted by Jeff Grove. Dennis Boykin polled the audience for interest in a possible Flyer article on flying into a Presidential TFR (with TSA permission first, of course!). It seems he just flew to MVY in August and went thru the whole vetting procedure.

The major topic of discussion was the fact that the ICS Board of Directors voted to pass over the Mid-States tribe for the 2012 Convention to give them an extra two years to build up their strength. As a result our Northeast Tribe has the 2012 task (the 2011 convention is in Savannah, GA). We need to get cracking on a location and planning team. Several options were discussed.

Keith Sheffler of Hagerstown Aircraft Services then walked us through a comprehensive pre-flight check of Dennis Boykin and John Barrass' C Model, covering Comanche-specific AD's as he came to their locations on the aircraft. The usual suspects (control horn, fin spar, and landing gear) were the main topics of conversation, as were the relative merits of speed brakes (this aircraft was so equipped).

At noontime the group walked next door to a local pizza place for a great buffet lunch, returning for a gear operation exercise prior to departure. Most pilots opted to try the procedure, which is a little bit different layout on the C model, but has all the same basic parts as the more numerous classic birds. Speaking of C Models, this also was a great chance for folks that hadn't seen one to check out the differences between the classic aircraft and the last 4 years of the production run.

This was also the weekend for the scheduled CPPP clinic, with six eager participants. CPPP is a 3-day program consisting of both ground school and one-on-one training with seasoned instructors who are well versed in the Piper Comanche. The Friday ground sessions covered fuel systems, gear systems, flight controls, electrical systems, propulsion (engine/prop), environmental systems and much more. The flight portion was conducted on Saturday, working out of the FBO on the other side of the airport.

Tracey Potter's Hagerstown Aircraft Services is a certified repair station providing airframe, engine, and electronic repairs, aircraft painting, and annual inspections. They have been responsible for the final preparation of many of the AOPA project aircraft with a very high degree of quality. Mike Travagli's bird came through there on a complete restoration, and shows very, very nicely.

### *Technical Questions*

If you have any technical question contact Dave Gitelman, ICS-NE Tribe Technical Director.

Contact Information: H: 585-381-4785, C: 585-317-8446. No calls before 9:00 a.m. or after 9:00 p.m.

### *Flotsam / Jetsam*

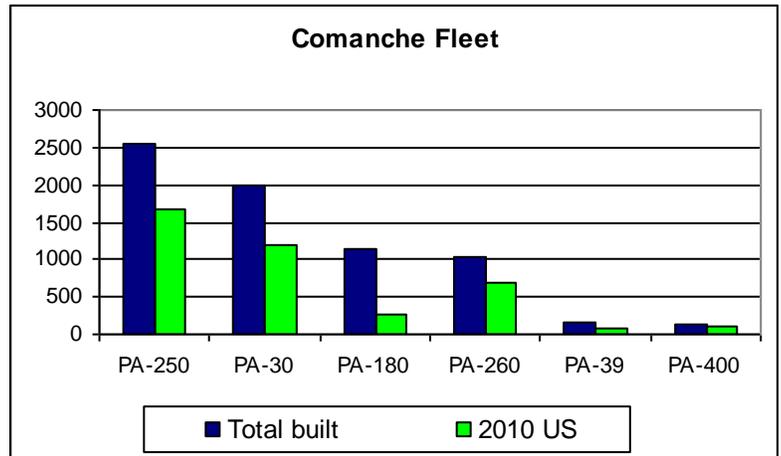
From time to time ICS-NE members have a Comanche item for sale or are looking for parts or information. If you are one of these, contact Keith Johnson, Assistant Tribe Chief, at the e-mail address listed under the officer

contact information. Please include as much information as you can. This is not a commercial activity, but a sharing of information among fellow Comanche drivers. Each posting or request will be forwarded to the membership in a timely fashion.

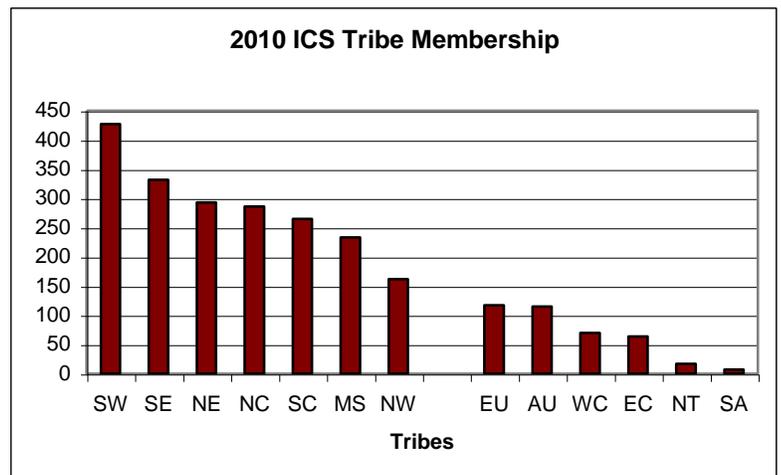
## Where have all the Comanches gone?

Pete Morse – NE Tribe Chief

The Marketing Committee Report submitted at the San Diego Convention by Dick Kuszyk brings to light some interesting information about the fate of the world wide Comanche fleet. Of the 7010 aircraft manufactured in Lock Haven PA between 1957 and 1972, 4039, or 58%, are still registered in the United States. Add in the Comanches in other parts of the world and the total still in use reaches nearly two-thirds of the original fleet. Not bad when the “youngest” is approaching half a century old! This is a real tribute to the quality of the aircraft produced by Piper in those years, and to the loving care of the various owners through the years.



Comanches are found all over the world today. A quick look at the International Comanche Society membership by tribes shows this. The majority of members are in the United States, but there is also good representation by tribes in Europe, Australia, Canada and South Africa. But while the numbers in the United States are impressive, they only represent 50% of the currently US registered Comanches. This leaves room for significant growth in our membership when all the other US owners are brought into the ICS fold.



What can each of us do? When you see another Comanche on the ramp, don't just wave casually to the pilot – go over and introduce yourself, look the aircraft over, check out the panel, and invite the pilot to the next Comanche fly-in. If the pilot says, “What fly-in?” then explain ICS to him and be sure he has the web address or contact information to find out what membership can mean to him.

You remember the old saying about safety in numbers? Or that many hands make light work? We each value our joy of traveling about in our Comanches, and in the widening of the eyes when we tell people about the qualities of our birds. The more owners that are actively involved in ICS, the stronger our type club becomes, and the more resources we have to meet the continued challenges of maintaining and flying our classic Comanches.

## *Comanche Secrets*

### **Homemade Throttle Lock**

Pete Morse ICS-NE Tribe Chief

My Comanche has locks on the passenger and luggage door that latch but do not lock – they can be turned with a screwdriver – so I have been concerned with meeting the FAA and Homeland Security requirement for securing the engine controls. Somewhere I saw mention of a simple bracket to prevent moving the throttle lever forward (adding power) and made my own version of it. The basic piece is a 3-1/2 x 5 inch aluminum sheet bent into a U shape over a 1/4 inch rod, then drilled for the hasp of a small padlock. The bracket fits over the shaft of the fully extended (off) throttle lever, and the padlock prevents its removal. You may be able to hot-wire and start the engine, but without the ability to increase the throttle you won't be leaving the ground - or even the tie down spot!



### ***Aviation Humor - Air Force Words of Wisdom*** Collected by Pete Morse

"Yea, Though I Fly Through the Valley of Death. I Shall Fear No Evil. For I am at 80,000 Feet and Climbing."  
- Sign at the entrance to the SR-71 operating base at Kadena, Japan

"You've never been lost until you've been lost at Mach 3." - Paul F. Crickmore (test pilot)

The only time you have too much fuel is when you're on fire.

Blue water Navy truism: There are more planes in the ocean than submarines in the sky. - From an old carrier sailor

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition, the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; if ATC screws up, the pilot dies.

There is no reason to fly through a thunderstorm in peacetime. (Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970).

Never trade luck for skill.

Just remember, if you crash because of weather, your funeral will be held on a rainy day.

Advice given to RAF pilots during WWII: "When a plane crash seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible."

A test pilot climbs out of the experimental aircraft, having torn off the wings and tail in a crash landing. The crash truck arrives, the rescuer sees a bloodied pilot and asks "What happened?" The pilot replies "I don't know, I just got here myself!" - Attributed to Ray Crandell (Lockheed test pilot)