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Message From The Tribe Chief



Pete Morse, Tribe Chief

Well, it's almost spring, at least so the calendar says. Can't prove it by looking at the snirt piles (snow/dirt) here in Connecticut. After two hours of snow blowing I can actually taxi to the runway without my wings running afoul of the snow banks. Of course, then it rains and freezes, making flight impossible. Ah, life in New England without a hangar.

For members convenience, I have posted ICS-NE information on my personal website - QuietCornerBands.org. You will find this year's list of fly-ins and a response link, as well as links to past issues of the Nor'Easter, and other tidbits of interest. I encourage you to use these pages to keep up to date on NE Tribe activities. Please use the fly-in response form to provide information for each event you will attend, thereby assisting in planning.

At some point I hope to move it all to the ICS website. Until then use this link (or cut and paste to your browser) to go to www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_page.htm

Please read and enjoy this issue of the Nor'Easter. You will find information about Tribe activities, past and future, and requests for help in planning the ICS Convention for 2012.

We still need a nominee (or volunteer) for Tribe Scribe to collect input and format the *Nor'Easter* for email publication. I am currently doing this. We also need a Treasurer. Keith Johnson is covering this position. Any volunteers please contact an officer.

Pete Morse, NE Tribe Chief

2010-11 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
2012 Convention Chair:	Dee Torgerson	dtorg2@gmail.com	240-461-5927

ICS-NE Fly-In's for 2011

The Fly-In schedule for 2011, as in the past, has monthly one-day luncheon fly-ins scheduled for Saturdays, with the following Sunday as a rain date. Email notices will be sent two weeks in advance. Please note the change for the March fly-in from Salisbury to Easton MD (ESN). At the April Frederick MD fly-in we plan to meet with representatives from AOPA and/or ASF. The May fly-in will be a weekend getaway – see below for more details. Watch your email for more details on each event.

This year we will encourage RSVP for each event to help in final arrangements at the destination. Go to the web link at quietcornerbands.org/Forms/2010_FlyIn_RegForm and choose the fly-in from the drop-down list. Watch your emails for specific invitations and any changes in scheduled dates or locations.

If you are attending Sun 'N Fun please stop by at the ICS tent, and sign up to volunteer there too. We also encourage everyone to attend the ICS Convention this year in Savanna GA (Aug 30 - Sept 4). Convention details and registration information are available on the ICS website.

Pete Morse, ICS-NE Tribe Chief

ICS-NE Fly-In's for 2011

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.

Date	Apt Id	Name	Location	Restaurant
Jan	--	- no fly-in planned -		
Feb 26 (27)	JGG	Williamsburg/Jamestown	Williamsburg VA	(in FBO)
Mar 19 (20)	ESN	Easton/Neuman	Easton MD	Sugar Buns Café
(Mar 29-Apr 3	LAL	Sun N Fun 2011	Lakeland FL)	
April 16 (17)	FDK	Frederick Muni.	Frederick MD	Airway's Inn
May 21-22	W05+W73	Gettysburg Reg./Mid-Atlantic Soaring	Gettysburg PA	
June 11 (12)	N89	Resnick Apt.	Ellenville, NY	Italian nearby
July 16 (17)	ORE	Orange	Orange, MA	White Cloud Rest.
(July 25-31	OSH	Oshkosh AirVenture 2011	Oshkosh WI)	
Aug 13 (14)	N40	Sky Manor	Pittstown NJ	Sky Manor Restaurant
(Aug 30-Sept 4	SAV	ICS Convention	Savanna GA)	
Sept 10 (11)	LBE	Arnold Palmer Reg.	Latrobe PA	DeNunzio's Italian
Oct 15 (16)	MRB	Eastern WV Reg./Shepherd	Martinsburg WV	pizza in Jeff's hangar
Nov 12 (13)	33N	Deleware Airpark	Dover DE	
Dec 3 (4)	GED	Sussex Co.	Georgetown DE	Lighthouse Landing

Fly-In report - Williamsburg Va. – various contributors

Sometimes the best flight plan is NOT to fly. This has been one of those winters in Connecticut, with record snows and cold temperatures. Earlier in the week the weather patterns looked optimistic for the planned Williamsburg fly-in, with a welcome break in the storms, but then it rained the day before, changing over to snow before freezing hard on all surfaces. Lots of cars were sliding around on the black ice Friday night. A check of the weather early Saturday showed a stationary area of precipitation in Pennsylvania and Maryland, which was forecast to spread northeastward into New Jersey and western New England later in the day. Not good for flying to and from Virginia, so strike one against.

Still, I wanted to go, so off I went to the airport on the icy roads. My Comanche 250 was parked on the ramp as always, but had a certain fuzzy glow in the early dawn light. It was covered with frozen snow! I could clear off the top layer, but the rough frozen mix stayed firmly attached to all upper surfaces. It would take an hour at least just to clear, and that would not be easy in the 22 F weather. Strike two!

By 10 AM the temperature had risen above freezing and the surface ice was beginning to loosen, but there was still the issue of final ice clearing and then starting the cold-soaked engine. Standing on the cold ramp it seemed like the 3 hours against the wind to Williamsburg was not worth it today. Strike three, and out.

I feel sad that I could not be there, and look forward to the next fly-in in March.

- Pete Morse



Williamsburg had a light turnout, but it was a good gathering. It was sunny with light winds in the Mid-Atlantic area, a big change after the weather that came through Friday. A strong southwest wind above 5000 feet made it a fun or agonizing trip, depending on which way you were going. We had several local members show up who barely got their engines warmed up on the way, or just drove. We also had a couple of guests from the Southeast Tribe who made the trip up from North Carolina to see what we were about.



Just like last year, the folks at Williamsburg-Jamestown Airport were as friendly and helpful as it gets. This is still a family owned airport, one of the few left around. Don't pass up a chance to drop in if you're in the area.

We discussed upcoming fly-ins, the 2012 Convention, and a myriad of Comanche issues. Engines, landing gear, and concerns about the tail all were covered. Discussion about the convention seemed to support staying near the harbor even if it cost a little more. After a great lunch, we all made our way out to the ramp to talk about Comanche's some more, and eventually to head home. Those of us departing to the North were lucky enough to get a real boost from the winds aloft (I saw 203 knots peak ground speed, at 145 knots indicated.)



- Keith Johnson

Five Comanche's showed up at Williamsburg; a 260C, 250, 180 & two PA30 twins. This represented a total of eight folks from Dover DE, Shenandoah Valley VA, Virginia Beach VA, Hampton Roads VA, and Ayden NC. The food at Charlie's was really great, and the FBO very hospitable. Good camaraderie – good weather – and a good spot to go back to!

- Tommy Stancil

Note: check out the Fly-outs review of the Williamsburg Winery on page 106 of the March 2011 *AOPA Pilot*

Gettysburg Fly-In Weekend in May

The Gettysburg airport (W05) fly-in, planned for the weekend of May 20-22, offers two unique opportunities for ICS-NE members. Register now!

First, on Saturday, you have the chance to tour the Gettysburg Battlefields in a very different way – on horseback! You will see the landscape from the same vantage point as the commanding Civil War officers. We will mount up at a local stable and then be lead on a two-hour tour through the battlefields by a guide well versed in the history of the battle. Saturday evening we will have dinner at the [Dobbin House](#), an active stop on the pre-Civil War Underground Railroad.



Then, on Sunday, we will move to the nearby Fairfield PA airport (W73) to meet with members of the Mid-Atlantic Soaring Club. There each ICS member will have the opportunity to pilot a glider - with an instructor in the back seat – for a great experience in true flying and to bone up on your “engine out” skills!

Contact Dee Torgerson (see above) for details. You must have reservations in advance for the horseback tour and for the soaring. You can register for the activities at quietcornerbands.org/Forms/Gettysburg_RegForm. Contact Gettysburg [Americas Best Value Inn](#) (717-334-1188) for your room reservations. Our “ICS” confirmation number is 35061-9 at \$109 per night. You can also choose to fly in on the day of either activity, but you must have pre-registered. Please note that Fairfield airport (W73) will have restricted access for visiting aircraft after 10 am because of glider operations, and that you must have a Gettysburg (W05) “member card” to purchase self-serve fuel on the weekend.

So there you have it – two great activities, for minimal cost, plus the camaraderie of fellow Comanche drivers. How can you beat that?

2012 Convention planning update

Baltimore MD from September 12 to 16, 2012, will be our five-day ICS convention, with arrivals on Wednesday and the usual Sunday departure. Dee Torgerson has stepped up to Chair the Convention, and could use as many helpers as possible, particularly members who live near to Baltimore or who have special convention expertise.

The convention will center on the Baltimore Riverfront. We plan an opening dinner on Wednesday evening, with Thursday evening open for Tribe dinners, a Friday evening dinner social atop Baltimore's National Aquarium, and a Saturday evening river cruise on the *Spirit of Baltimore* for the final awards banquet. Seminars will include discussions on legal matters, Comanche care and maintenance, specific topics related to Comanche inspections, as well as presentations by various vendors. Activities could include the National Science Museum and National Aquarium, touring nearby Fort McHenry and the Walters Art Museum, a bus trip to the Mall in Washington DC, and, of course, Airport Day at Martin State Airport (KMTN). The airport has

plenty of room for arriving Comanches, and we should be able to have the tie-down fees waived if fuel is purchased.

What can you do? When attending an aviation event, like Sun N' Fun or Oshkosh, check with the presenters and vendors to see if they might want to participate in our convention. Get any information you can (business card etc.) and send it to Dee or to any officer. If you know anyone with particular Comanche expertise, send that information too. We need ideas and contacts to build a terrific event!

Any member wishing to help is encouraged to contact Dee as soon as possible at dtorg2@gmail.com, or by cell phone at 240-461-5927.

Technical Issues

Dave Fitzgerald, ICS Web Coordinator, has received a SB from Hartzell pertaining to the PA 24. Dave has posted it on the ICS home page just below "Current News." Go to the ICS web site to read the Hartzell communication and to find a link to the PDF.

Dave also has set up a photo page up on our ICS website now so all of our members can post pictures of their pride and joy (Comanches). There is an area for "In Flight" and "On Ground", plus pictures are broken down by type. There is a resizer built in to automatically re-size the pictures. A script is set to take larger pictures so, after opening them, you can zoom in by clicking on the picture. This will help those who would like to closely examine a particular paint scheme. Please take the time to share a picture of your plane. Look under "Features" on the menu bar. There will also be a temporary link on the main page to help introduce this new addition.

Ben Ayalon, Tribe Chief, ICS Europe, has written a very good analysis of the Webco court decision. Go to the ICS website to read it.

If you have any technical question contact Dave Gitelman, our own ICS-NE Tribe Technical Director. Contact Information: H: 585-381-4785, C: 585-317-8446. Please, no calls before 9:00 a.m. or after 9:00 p.m.

Aviation Humor – Pete Morse

Actual exchanges between pilots and control towers..

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."

Ground: "Speedbird 206, taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, -- And I didn't land."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."