

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society



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Summer 2010
June-July-August

Message From The Tribe Chief

It has been a busy summer, and the action hasn't stopped yet. Take a look at this issue of the NorEaster to see where we've been and where we're going.

Next weekend we have a fly-in to Sky Manor airport in New Jersey, and also our annual officer elections. Sky Manor is now owned by a group of pilots based there, and is known as "the best little airport in the East." Please call me if you would like to nominate someone (including yourself) for any of the positions. We are still looking for a candidate for Scribe. You must be present to vote.

The ICS annual Convention is the second week of September (the 7th to the 12th) in San Diego, CA. Reduced rates for registration and the hotel have been extended to August 16th, so you can still save money. If you want to meet other Comanche flyers from all over the world, that is the place to be. Our tribe is scheduled to host the Convention in 2013 and planning has already begun. Go to San Diego to see how it's done. If you want to be a part of preparing for "our" Convention, contact me or any of the officers. This will be a bigger topic next year.



Keith Johnson,
Tribe Chief

Also in September, on Saturday, September 18th, we have a maintenance fly-in to Hagerstown MD, at Hagerstown Aviation Services. We'll have a seminar on maintenance issues, have a chance to do emergency gear extensions, and have a catered lunch in the hanger. The last time we were in Hagerstown was 2005, and it was a very interesting program.

That same weekend, also in Hagerstown, we are hosting a Comanche Pilot Proficiency Program class. It will start Friday, September 17th, with ground school focused on the specifics of the Comanche. Saturday and Sunday will be a time for one-on-one instruction in your plane to really polish up your Comanche knowledge and skills, with time out for lunch and some socializing. Sign up early, so the instructors can be sure to cover your airplane, and your specific concerns. This session can be structured to count as your Flight Review, or an Instrument Proficiency Check, and is recognized by many insurance companies to get you a discount on your insurance premium. This is the first time is quite a while that we've been able to bring the CPPP to the Northeast. Please support it and keep this program alive.

This is my last column as your Tribe Chief, and I want to thank all of you, and especially Pete Morse and Neal Pease, for the great support throughout the year. Stay safe, and keep'em flying!

2009-2010 ICS-NE Tribe Officer Contact Information

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

"Amateurs train until they get it right. Professionals train until they don't get it wrong."

2010-11 ICS-NE Election of Officers

Pete Morse – Asst. Tribe Chief

The 2010-11 election of officers will take 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 have been nominated for election:



Tribe Chief:
Pete Morse



Assistant Chief:
Keith Johnson



Treasurer:
Neal Pease

Any current ICS-NE member can submit names for nomination either by email to the tribe chief or by voice at the election meeting in August. 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.

Fly-In Report –Nashua Safety Expo – May 8, 2010

Pete Morse –Asst. Tribe Chief

The annual Safety Expo at Nashua NH has long been the premier collection of safety presentations and aviation resources in the Northeast, and this years Expo was no exception. We scheduled an ICS-NE fly-in to encourage members to attend, but because of the poor flying weather on May 8 only three members arrived for the luncheon - and all of us drove to Nashua!

The Expo was again hosted by Daniel Webster College. Numerous vendor exhibits were in the upper and lower levels of the Richmond Center, with refreshments on the upper level. The theme for the 2010 Aviation Expo was "BE AWARE: The Human Element," and featured Jim Lauerman, President of Avemco Insurance, as the Keynote Speaker. Jim presented insights to how insurance companies evaluate aircraft and pilots when setting rates, and spoke at length on the efforts that Avemco and other insurance companies are taking to provide programs to improve pilot safety training. Avemco was one of the corporate sponsors of this year's Safety Expo.

There were a great number of training sessions available throughout the day, ranging from aviation safety and skills techniques to aircraft maintenance, and each were eagerly attended. Again this year a Pilot Companion ground school was included, a perfect opportunity for the non-pilot spouses to become familiar with the steps and complexities of flying small planes. As usual there wasn't time to see everything we wanted to see.

The ICS-NE members met for an informal lunch in the College Center. All comments about the Expo were favorable, and we will plan to continue this activity as a fly-in in the years ahead.

Three-Day Fly-In on Nantucket Island (KACK)

Pete Morse – Asst. Tribe Chief

ICS-NE held a 3-day fly-in on the second weekend of June, with 14 attending. Friday evening, after we all checked in at the Nantucket Inn, their van delivered us to town for dinner at Arno's for a nice house salad followed by a choice of steak au poivre or lobster crusted codfish and dessert. Delicious! Saturday morning, after a nice breakfast at the Inn, we were picked up for a guided island bus tour, with a very knowledgeable local schoolteacher driver. She stopped often to explain more of Nantucket's history and mentioned many little known bits of information. The bus dropped us off at the Nantucket Whaling Museum where we saw presentations on whaling and its history on Nantucket. Afterwards there was free time to stroll and lunch in town. The Inn provides hourly shuttle vans to and from town, so transportation was no problem. Dinner Saturday night was at AK Diamonds, a well-known steakhouse near the Inn. Again a salad, a choice of 12 oz sirloin steak or shrimp scampi followed by generous desserts, and again delicious!

On Saturday afternoon we held a workshop on basic formation flight, along with other topics of interest. We had planned a formation flight on Sunday morning, but low ceilings made us scrub the actual flight. In fact, some of us elected to stay over on Nantucket and depart on Monday. A tough call, but a real PIC is up to the task - "Sorry, honey, but we'll just have to stay one more night on the island."

All in all it turned out to be a great time on the Grey Lady!



Descending from 3000'



ACK Operations



Dinner upstairs at Arno's



In S'conset near the Sankaty Lighthouse



Nantucket Whale Museum



Dinner at AK Diamond's

ICS-NE Fly-Ins 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)
September 18	Luncheon	Hagerstown, MD (KHGR)
October 9	Luncheon	Eastern WV Reg - Martinsburg, WV (KM RB)

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.

Technical Questions

If you have any technical question contact Dave Gitelman, 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.

CFF Comanche Pilot Proficiency Program (CPPP) at KHGR

We are trying to set up a CFF Pilot Proficiency Program (CPPP) for September 17 -19 in Hagerstown, MD (KHGR). ICS-NE has scheduled a luncheon fly-in there on Sept 18 to coincide with this program.

The Clinic includes eight hours of concentrated ground school instruction about the Comanche, followed by approximately four hours dual instruction in the attendees' own Comanche airplane. The course is Comanche specific and the flying is designed to meet the client's specific training desires and needs. Attendees can earn an

FAA required Flight Review, Instrument Proficiency Check, and FAA Wings Program credit. The full course is \$795.00 per person (flying and ground school), or ground school alone for \$395.00 per person.

Enrolment information is required two weeks before the clinic. Interested persons can direct questions to Dennis Carew at 920-749-9558 or by email at capt.carew@gmail.com. You can download the [CPPP enrolment form](#) from the ICS web site.

Comanche Secrets

Magneto check before shutdown - from Stan Faust - ICS-NE

One of the things I have done for years is a quick magneto check before I put my airplanes away, because if a mag is acting up I want to find out before my next flight instead of while doing a run-up when I want to fly someplace. With my PA30, at taxi rpm while going back to the hangar, I just cycle the switch for all four mags.

On one occasion after a 3.2-hour flight from EZF to ASH, the left mag on my right engine was almost totally out! Turns out it was not the mag, but the insulation on the P-Lead, which had worn down, and was grounding out near the mag. This was easily fixed, but actually hard to see until I took the P-Lead off and then fired up the engine to see if it would operate normally. I have had switches fail before and thought it might be that, but it was the wiring near the mag that failed.

My PA30 Wheel Woes – from Larry Nelson, ICS-Mid States

Almost got to eat some BBQ at the ICS-Mid States fly-in at Gimlin, Mo, but it was not to be. We were #1 for departure from Springfield-Branson (KSGF) when my right wheel exploded!



Based on this experience, my recommendation is a complete wheel inspection - tires/tubes removed - at each annual. This fracture would not have been seen without an inspection like this. If the blowout had happened on rollout or landing it would not have been good.

Flotsam / Jetsam

Member Tom Garden has a carburetor for an O540 for sale, in perfect condition. He converted to fuel injection, and is selling the carb for \$800. Contact him at Tom Garden [tom@syrasoft.com] if you are interested.

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, 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.

Aviation Humor

collected by Pete Morse

Squawks" are problem listings that pilots generally leave for maintenance crews to fix before the next flight. Here are some squawks submitted by US Air Force pilots and the reply notes from the maintenance crews.

(P)=PROBLEM (S)=SOLUTION

(P) Left inside main tire almost needs replacement

(S) Almost replaced left inside main tire

(P) Test flight OK, except auto land very rough

(S) Auto land not installed on this aircraft

(P) #2 Propeller seeping prop fluid

(S) #2 Propeller seepage normal - #1 #3 and #4 propellers lack normal seepage

(P) Something loose in cockpit

(S) Something tightened in cockpit

(P) Evidence of leak on right main landing gear

(S) Evidence removed

(P) DME volume unbelievably loud

(S) Volume set to more believable level

(P) Dead bugs on windshield

(S) Live bugs on order

(P) Autopilot in altitude hold mode produces a 200 fpm descent

(S) Cannot reproduce problem on ground

(P) IFF (Identification Friend or Foe) inoperative

(S) IFF always inoperative in OFF mode

(P) Friction locks cause throttle levers to stick

(S) That's what they're there for

(P) Number three engine missing

(S) Engine found on right wing after brief search

(P) Aircraft handles funny

(S) Aircraft warned to straighten up, "fly right" and be serious

(P) Target Radar hums

(S) Target Radar reprogrammed with the lyrics