

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Spring 2008



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Message from the Tribe Chief:

Hello to all:

Spring is upon us and we state the annual refrain, review your POH, your flight books and walk around your plane twice.

We have had two Fly-Ins so far this NE Tribe Year. The first one in Georgetown, DE was canceled due to weather and the second one at Lancaster, PA. was well attended. There are several more Fly-Ins scheduled. See the Fly-In Schedule included in this issue. Also read the information about the 50th Anniversary Celebration at Lock Haven, PA.

If you haven't heard about the new POH offered by WEBCO I suggest that you get one. They are more accurate and much more comprehensive than the one that came with your plane.

Sun N Fun is in early April and Oshkosh EAA Air Venture is later during the year (July 28-August 3). At Oshkosh there will be the Comanche Fly-In and a tent located in the fair-grounds. Hope to see you there.

As I am writing this article a GA plane just violated the ADIZ airspace in the Washington, DC area. Two fighters from Andrews AFB and two Coast Guard helicopters were sent to intercept the plane. Several Federal Government office buildings and the White House were evacuated. The episode from start to finish, as I watched it on TV, took about 15 minutes. Needless to say the pilot is going to lose his ticket for several months and as long as a year. In addition there is the possibility of a fine. If you are going to fly in the Washington/Baltimore area or enter the ADIZ you should thoroughly familiarize yourself with the procedures. I fly out of Annapolis, Md. (ANP) and take off and land in the ADIZ all the time. In addition to studying the ADIZ procedures I suggest that you also talk to a pilot who is familiar with flying in the ADIZ. This pilot has done harm with his episode that will bring negative national attention to all GA pilots. He has also harmed those of us within the ADIZ who follow the rules on a regular basis and who have been advocating a relaxation of these restrictions with the FAA and DOD.



Tribe Officer Contact Information

Tribе Chief:	Dick Kuszyk	dickbay14@comcast.net	410-867-9156
Asst Tribе Chief:	Bill Weaver	wjweaver@Penn.com	814-849-2516
Treasurer:	Chris Jorheim	cjorheim@atlanticbb.net	814-946-8098
Scribe:	Keith Johnson	keith.johnson@hughes.net	302-492-1931

Enjoy your plane, enjoy all your flights and excursions, enjoy ICS, the NE Tribe and fly safely.

Dick Kuszyk, NE Tribe Chief

Informal Fly-Ins

We are planning several local fly-ins for this year. This is a "firm" schedule, but details may change for some of them. Watch your e-mail for notices about when and where we plan to meet. Hope to see you there at some of these events.

FLY-IN SCHEDULE:

- April 19, Martinsburg, WV (MRB).**
- June 27-29, Loch Haven, PA, (LHV) "50th Anniversary Fly-In",**
- July 12, Parlin Field, NH (2B3).**
- August 16, Tangiers Island, VA (TGI).**
- September 13, Southbridge, MA (3B0).**
- October 11, Maintenance Fly-In, Dubois, PA (DUJ).**

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

Comanche 50th Anniversary Fly-in, June 27–29, 2008

A 50th Anniversary of the Comanche Fly-in will be held at the site where they were built, Lock Haven, Pennsylvania (LHV). The dates for the Fly-In are Friday June 27 to Sunday June 29, 2008. Come and join us. You can arrive either Friday or Saturday.

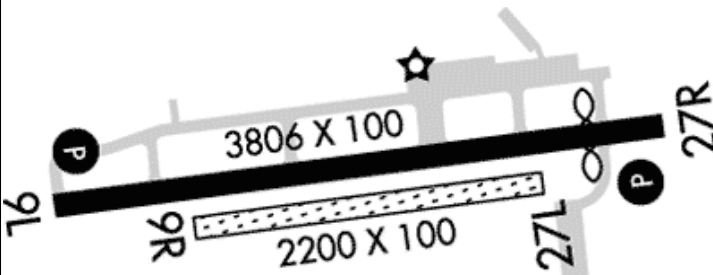
Agenda:

- 12:30 pm - Arrive Friday for a Lycoming Factory tour (transportation provided)
- Dinner Friday night will be open for all to explore Lock Haven
- 12:00 - Saturday Arrivals and Lunch at the Piper Museum
- 1:30 - 5:00 pm - Speaker and Museum tour
- 7:00 pm - Dinner at a downtown Lock Haven Restaurant, Hanger 9.
- Sunday, Breakfast at Hotel.
- Judging aircraft for Best in Class.
- 12:00 - Lunch and announcement of winners of Best in Class
- 1:30 - 2:00 - Departure



The Museum will let us park close by their facility, conduct a tour for our group, present with the Comanche and provide us lunch on both Saturday and Sunday.

Transportation will be provided from and to the airport, to the hotel and to the restaurant. We will need volunteers to help with the transportation, driving the vans, judges (knowledgeable) to judge the planes for awards, and for general help and information. If you can help, contact Dick Kuszyk.



Runway Diagram, Lock Haven PA (LVH)

Awards will be given in the following categories:

- Best Single
- Best Twin
- Best Panel
- Longest distance traveled to the event.



Registration fee is \$100 per person and includes:

- Two lunches
- Dinner on Saturday night
- Transportation
- Museum Tour

Send checks to Dick Kuszyk with the date of your arrival. We look forward to seeing you there for this special event!

Dick Kuszyk
1129 Delaware Avenue
Churchton, MD, 20733-2002
NE Tribe Chief
dickbay14@comcast.net

The hotel is the Best Western, 101 East Walnut St. Lock Haven, Pa. 17745, 570-748-3297. Make your own reservations. There is a 72-hour notice requirement for cancellations. The hotel is less than 2 miles from the field.

Mention ICS to obtain the following Rates:

Queen Single: \$73.80 + 9% taxes.
Queen Double \$81.90 + 9% taxes.

Comanche Fly-in to Lancaster, PA, February 16, 2008

On February 16, Northeast Tribe held a luncheon fly-in to Lancaster, PA (KLNS). Our December outing was weathered out, so we were all looking forward to a good day, and we weren't disappointed. The morning was cold, but clear and VFR all across our region. Comanche flyers responded by coming out for some talk and some food. If you haven't flown into Lancaster, you should



try it some time. They have long, wide runways, friendly tower controllers, a first class terminal building, not to mention a top notch restaurant. Land and hold short (LAHSO) operations were in effect during our visit, but that still left over 5000 feet of useable pavement on runway 26.



Comanche's started showing up around 10:30 and people gathered in the terminal building, before moving into Fiorentino's Restaurant and finding seats. Fiorentino's was established in 1998 in downtown Lancaster, and started the airport location not long after that. They serve a great lunch and specialize in banquets. Folks kept showing up after we ran out of chairs, and we ended up with over 20 people – a great turnout.

Conversations covered maintenance problems, ICS politics, websites, flying technique, resale prices, and the cost of insurance. We all agreed that the cost of insurance should be lower. Tribe Chief Dick Kuszyk got up and made a few announcements about upcoming events. In particular, he talked about our planned 50th anniversary of the Comanche weekend, June 27-29 at Lock Haven, PA, and the Piper Aviation Museum. It sounds like a fascinating trip, and includes tours at both Lycoming and the Piper Museum, as well as lunch at the museum Saturday and Sunday. Look for an article about the event, or contact Dick Kuszyk at dickbay14@comcast.net.

On the Numbers

Busiest Airports	annual ops	GA ops
1 Atlanta Hartsfield (ATL)	984,390	11,030
2 Chicago O'Hare (ORD)	980,372	25,312
3 Dallas Fort Worth (DFW)	739,517	8,520
4 Los Angeles (LAX)	653,534	14,297
5 Las Vegas McCarran (LAS)	605,493	67,612
6 Washington Dulles (IAD)	588,712	75,118
Busiest GA Airports		
1 Phoenix Deer Valley, AZ (DVT)	406,507	401,218
2 Van Nuys, CA (VNY)	394,915	378,026
3 Long Beach, CA (LGB)	369,412	332,536
4 Sanford-Orlando, FL (SFB)	318,860	307,794
5 Gillespie Field, CA (SEE)	278,388	278,038
21 Morristown Muni, NJ (MMU)	206,701	192,957
28 Republic Airport, NY (FRG)	190,723	176,755
43 Long Island, NY (ISP)	189,390	151,744
50 L G Hanscom, MA (BED)	172,470	145,526

Source: GAMA 2006 Statistical Book

Recent Comanche Incidents: Gear and bad landings!

12/8/2007, 1454 EST N766CC PA-30 Parkland, FL

On December 8, 2007, at 1454 eastern standard time, a Piper PA-30, N766CC, and a Cessna 152, N24478, were destroyed during a mid-air collision over the Everglades, near Parkland, Florida. Both pilots were fatally injured. The Piper was operating on an instrument flight rules flight plan from Ocala International Airport-Jim Taylor Field (OCF), Ocala, Florida, to Pompano Beach Airpark (PMP), Pompano Beach, Florida.

12/16/2007, 1248 MST N7252Y PA-30 Bridger, MT

On December 16, 2007, at 1248 mountain standard time, a Piper PA-30, sustained substantial damage following a landing gear collapse during the landing roll. The landing gear circuit breaker popped and was reset during gear, but the landing gear extended and the pilot confirmed a green light. The airplane touched down uneventfully and approximately 50 yards down the runway, the landing gear collapsed.

1/11/2008 1830 PST N7988P PA-24 Placerville, CA

On January 11, 2008, about 1815 Pacific standard time, a Piper PA24-250, N7988P, sustained substantial damage following a gear collapse on landing at Placerville, California. The private pilot, the sole occupant of the airplane, was not injured. The airplane sustained substantial damage to the right wing.

1/31/2008 N8635Y PA-30 Lonoke, AR

The pilot landed hard on runway 18 (3,800 feet by 100 feet, turf). The pilot stated he "landed hard and struck the left prop on the ground." He subsequently taxied safely to parking. The pilot reported no failures or malfunctions related to the aircraft prior to the accident.

2/19/2008, N8202Y PA-30 Atlanta, GA

The pilot of the Piper PA-30, was landing on runway 20L, a 6,001-foot-long, 100-foot-wide, concrete runway. The airplane ran off the right side of the runway, across a taxiway, and subsequently entered a ditch. The airplane sustained damage to the nose, landing gear, right wing, and both propellers. No injuries were reported.

3/6/2008 N146P PA-24 Bountiful, UT

The private pilot was on the final leg of a cross-country flight. The pilot reported that he did not check the landing gear position during the straight in approach and consequently landed with the gear in the retracted position. No mechanical malfunctions were reported.

03/28/2008 , 1145 CDT N9097P PA-24 Abbeville, LA

The aircraft was on short final to land at Abbeville Memorial, OW3, when it was hit at the aft of the fuselage by another aircraft. N6097P landed without incident, damage unknown, no injuries.

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

One Day at the Airport

This CFI and his Student are holding on the runway for departing cross traffic when suddenly a deer runs out of the nearby woods, stops in the middle of the runway, and just stands there looking at them.

Tower: Cessna 123 cleared for take-off.

Student: "What should I do? What should I do?"

Instructor: "What do you think you should do?"

(think-think-think)

Student: "Maybe if I taxi toward him it'll scare him away."

Instructor: "That's a good idea."

(Taxi toward deer, but deer is macho, and holds position.)

Tower: Cessna 123 cleared for take-off, runway 19.

Student: "What should I do? What should I do?"

Instructor: "What do you think you should do?"

(think-think-think)

Student: "Maybe I should tell the tower."

Instructor: "That's a good idea."

Student: Cessna 123, uh, there's a deer down here on the runway.

(long pause)

Tower: Roger 123, hold your position. Deer on runway 19 cleared for immediate departure.

(Two seconds, and then -- I presume by coincidence -- the deer bolts from the runway, and runs back into the woods.)

Tower: Cessna 123 cleared for departure, runway 19.

Caution wake turbulence, departing deer.

More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination.

Wilbur Wright