

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Fall 2006



CONTENTS:	
Msg from the Tribe Chief	1
Meet the New Officers	2
Tribe News	2
Technical Article	4
Incidents	5
Tips	5

Outgoing Tribe Chief:

Ladies and Gentlemen of the ICS North-east Tribe:

It has been almost a year since the Manassas Convention, and this is the first time I have written to you as your Tribe Chief, and for that I am sorry. During my time serving the Tribe, I sponsored fly-ins to Tangier Island, the Hagerstown Maintenance fly-in, Ocracoke Island, Long Island Bahamas. George White also did a nice fly-in to Niagara Falls, and Mark and Debra Pelletier put on a nice fly-in to Block Island. In 2005, we had four fly-ins to Manassas in preparation for the International Convention, so it has been a busy time for the Tribe leadership. I only wish we could have had more participation.

I have several important things to bring to you but first, I would like to thank Bill Weaver, our Asst. Tribe Chief, for the excellent technical fly-in he sponsored on July 8th. Unfortunately, while this fly-in was in the Flyer in advance, we still didn't see the level of participation we would like. If my count was correct, we had just over 25 show up for the fly-in, and of course we would have like to see more of you. With all the prizes and free stuff we gave away, including a \$400 GPS and a tank of gas, we know those that did show up had a good time!

The situation is better than it was in the past for the Tribe. Since I have been representing the Tribe, this past year and 2/3 of the meetings the prior two years when John was TC, I have not taken any reimbursement from the Tribe at all, covering my own travel expenses to the meetings. This has allowed us to increase our treasury from the low point of only about \$1500 3 years ago, to nearly \$6000 as I understand it today. This should allow for the Tribe to cover normal expenses to the BOD meetings for some time to come without too much stress. The convention profit for us was about \$2000, and we have been banking the returned dollars from HQ all

(Continued on page 2)

Incoming Tribe Chief:

At the reorganization meeting held in York, PA on Saturday 28 October 2006, elections were held with the following results. Chris Jorheim was elected Treasurer, Keith Johnson Scribe, Dick Kuszyk Assistant Tribe Chief, and Bill Weaver Tribe Chief.

As the meeting progressed, I became aware that the new officers I will serve with are going to be great for the Northeast Tribe. I am sure that once we get all the records in hand and get the finances sorted out, we can move forward to meet the desires of the Tribe membership.

Our past treasurer, Todd LaNeve, tells me that the secretary's and the treasurer's materials are "more than a Comanche will haul". Chris has indicated that he will get the paperwork into his possession and we can begin the process of opening a new bank account and bring everyone up to speed on our financial condition. It is unknown at this point.

It is the plan of the new officers to improve communication with the members. This will be done via E-Mail and regular mail for those not so inclined. A quarterly newsletter is planned with updates in between as needed.

The need to have some fly-ins was discussed. Given the winter weather in our region, we decided to have an informal

(Continued on page 2)



Outgoing Tribe Officers (2005-6) :
Tribe Chief—Bill Harris
Asst Tribe Chief—Bill Weaver
Treasurer—Todd LaNeve
Scribe—Vacant
Thanks for your service!

Informal Fly-In

We are having a local fly-in on Saturday, December 9 2006 at Georgetown/ Sussex County Airport (KGED). The airport has a 5000 foot runway, a widely-renowned on-airport restaurant, and a small aviation museum. We'll meet there at about 10:30 for lunch, and socializing with fellow Comanche pilots. We'll order off the menu, and there will be no registration fee.

Please RSVP to Dick, at rkuszyk@cs.com , or 410-867-9156, if you plan to attend, so we can let the restaurant know what to expect.

We plan to have these informal fly-ins every month or two, at various airports in the area. If you want one closer to your home base, find a good destination and set it up. We'll spread the word and help all we can.

We'll have a couple of bigger events, too, later in the year. Watch for an announcement in the Flyer.

New Officer Contact Information

Tribe Chief:	Bill Weaver	wjweaver@Penn.com	814-849-2516
Asst Tribe Chief:	Dick Kuszyk	rkuszyk@cs.com	410-867-9156
Treasurer:	Chris Jorheim	cjorheim@atlanticbb.net	814-946-8098
Scribe:	Keith Johnson	jkjohnson@snip.net	302-492-1931

Minutes: Annual Business Meeting

NE TRIBE MEETING

October 28, 2006

The meeting was called to order approximately 11:45am by Bill Harris.

Those present: Bill Harris
Nancy Harris
Harry Payne
Keith Johnson
Dick Kuszyk
Chris Jorheim
Bill Weaver

Bill Harris went over the ICS future and the changes that were being made.

Questions were asked by Bill Weaver and Dick Kuszyk regarding the changes.

Broke for lunch at 12:50pm, during lunch more questions followed and the new slate of officers was selected.

The new officers selected for nominations were:

Bill Weaver - Tribe Chief
Dick Kuszyk - Assistant Tribe Chief
Keith Johnson - Scribe
Chris Jorheim - Treasurer

Nancy Harris read the slate for a motion to select the new officers. Harry Payne seconded the motion. Motion was voted on and accepted by all.



New Officers: Left to right: Chris Jorheim, Keith Johnson, Bill Weaver, Dick Kuszyk

It was decided that Dick Kuszyk, our new Assistant Tribe Chief would attend the ICS Board Meeting in Addison, Texas on November 4th.

Good luck to the new officers. Meeting was adjourned.

The new officers got together after lunch to go over their ideas and who was going to do what in the new year, fly-ins were discussed, a quarterly newsletter, etc.

By: Nancy Harris, Acting Secretary



PAST TRIBE CHIEF (Continued from page 1)

this year as well.

I believe our work over the last 2 years has positioned the Northeast Tribe for its best chance to blossom and succeed in the future.

Best Regards,

Bill Harris,
TC, Northeast Tribe

TRIBE CHIEF (Continued from page 1)

lunch fly-in on December 9. Not a lot of planning will have to be done and if the weather is really lousy, no penalty will be levied and those who can drive can meet and complain about the conditions. Dick has some great ideas about fly-ins. One thing continues, as always....we would like to have suggestions from members as to where we might hold successful and interesting gatherings.

In that same vein, I would like to ask for general advice from anyone willing to give it, on the successful operation of the Northeast Tribe. As most of you know, we have not been too active for the past few years. Please, if you have any ideas and/or complaints, let's get them on the table now.

Bill Weaver N9280P
840 Hughey Road
Brookville PA 15825
814-849-2516 (H)

On the Numbers

3272	Ccurrently registered single engine Comanche's
1320	Currently registered certificated Twin Comanche's
1	Comanche's registered under an Amateur certificate
2445	Total ICS Members
324	ICS Members in Northeast Tribe

Top Five States for Aircraft Registrations:

California (37917)
Texas (28978)
Florida (24436)
Delaware (12337)
Washington (11514)

States with fewest Aircraft Registrations:

Hawaii (931)
Vermont (845)
Rhode Island (457)

Minutes: ICS Board of Directors Meeting

Notes from the Comanche Flyer Foundation meeting on November 3, 2006, Dallas, Texas.

The CFF is in very good financial condition. It has approximately \$250,000 in cash and securities. It receives donations and \$1 per ICS member per year. It donates monies to the different Tribes for use in conducting safety and other seminars. It is a non-profit organization and is subject to strict tax laws.

The Australian Tribe has designed and produced a landing gear simulator that has proven quite successful. Over 80% of the ICS pilots in Australia have used it. The CFF is in the process of producing a number of these simulators for use in the United States. There may be a simulator for each Tribe. Harley McGatha, President of the CFF has used the simulator and states that it is very realistic. It can be used for both single and dual engine simulation.

Notes from the ICS meeting on November 4, 2006, Dallas Texas.

The transition to Village Press for the operations of ICS is a little behind schedule and there are approximately \$5-\$10 thousand in additional cost for the transition. The Board of Directors is closely watching this.

Both the Technical Committees, Operations and Maintenance, are in the process of upgrading their procedures and documentation. The Web Site is also being updated to

reflect the recent operational changes and to enhance its' appearance and effectiveness.

It was decided by the BOD that marketing to retain our current members and to attract new members is a top priority with ICS. The Marketing Committee is to submit a plan for both of these actions.

The upcoming ICS National Fly-Ins, Hamilton in 2006, Tacoma, Washington in 2007 and The Caribbean in 2008 were discussed and each is on schedule.

Due to revenue shortfall for 2006-2007 there is to be a 5% increase in annual dues beginning on January 1, 2007.

The By-Laws will have to be amended to allow for Tribe Chiefs, Assistant Tribe Chiefs, and the Designated Representative to have the status of a Board Member and have the ability to vote at Board Meetings.

Doug Killough of Austin Texas has recently died. In his estate is documentation that greatly enhance the POHs that were originally given and currently available for all our Comanche's. Members of the Board along with Harley McGatha of CFF are in the process of contacting the Executors of his estate to make arrangements to obtain this valuable information.

The next BOD meeting is scheduled for April 14, Dallas, Texas.

Submitted: Dick Kuszyk Assistant Tribe Chief

Group Buy—GPSMAP 496

Pat Andrews, of the South Central Tribe, is putting together a group buy on the Garmin GPSMAP 496.

That is the latest portable, WAAS enabled, with all the bells and whistles, including data-link weather (with a separate subscription), terrain advisories, TIS traffic advisories, airport directory with Safe Taxi taxiway diagrams, Smart Airspace advisories, and a full Jeppesen aviation database including instrument approaches (although the unit is VFR only). It also comes with a detailed City Navigator street map database, and can receive XM radio programming as well. It has a faster update rate than the GPSMAP 396, giving a more analog-like appearance on the map or panel page screens.

Pat is talking to a number of shops, and has prices in the vicinity of \$2400 (Sporty's is quoting \$2795) but he doesn't yet have a final price. If you are interested, get in touch with Pat right away to get the latest info and to get on his list. This is a pretty serious discount for one of the hottest pieces of avionics on the market now, so don't delay.

Contact Pat at Pandrews3@satx.rr.com.

More group buys can be found on the ICS forum, and in the Delphi Comanche Forum, at forum.delphiforums.com/ComancheFlyer

Ravin Aircraft

Looking for a "like new" Comanche? Maybe you'd like a brand new one bad enough to build it yourself. **Ravin Aircraft**, founded by Jan Troskie in South Africa, is building and selling kits for a composite design based very heavily on a Comanche 260.



It has a smooth rivetless skin, and aerodynamic refinements to reduce drag, like NACA air inlets and enclosed antennae. Otherwise, it looks and performs much like a Comanche single. The most striking differences are a 200 knot cruising speed, and a 160 gallon fuel capacity. Almost invisible is the fact that it is only 94% of the size of Piper's product.

Reviewers who have flown the plane rave about the construction, the responsiveness and stability, and also the speed. Examples are flying and have been shown at various airshows around the world. If you want to know more, take a look at www.ravinaircraftusa.com.

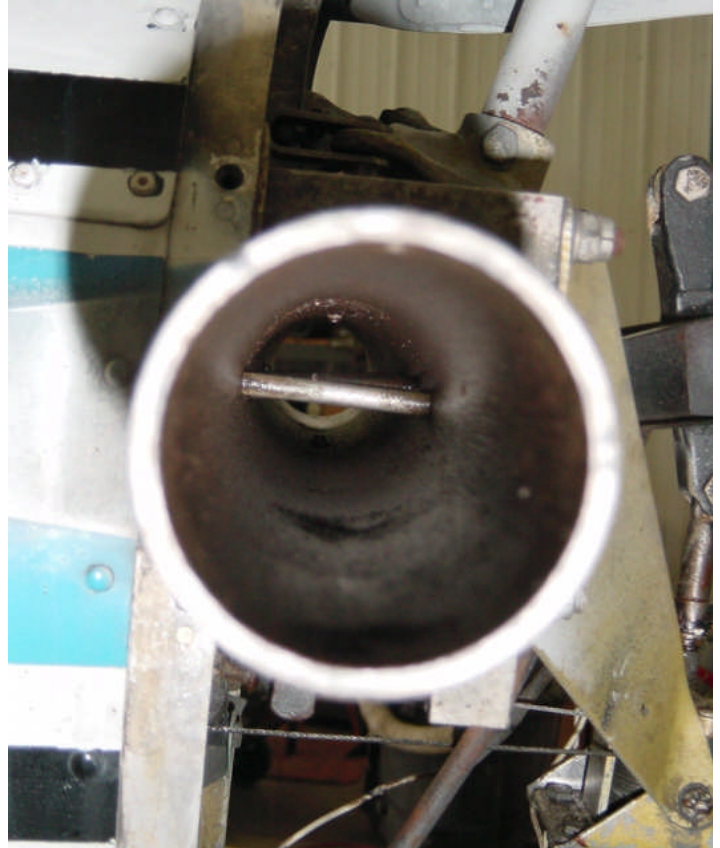
Tech Line: Stabilator Torque Tube Assembly Inspection

At my last annual inspection I had the dreaded Torque Tube inspection done, per SB 1160. All the work was to be done at Phill-Air Inc, in Dover DE (owned by a fellow ICS member.) There was no indication, either in the log books or in the hardware, that the tail had been removed or the torque tube fully inspected since my 1959 model 250 left the nest in Lock Haven, many years ago, so I didn't know just what to expect. The pivot bearings still had no play, but corrosion would be the big question.

The disassembly went as expected, with many of the parts reluctant to move, but nothing irrevocably frozen in place. First off were access panels and the two halves of the horizontal tail, held on by two bolts on each side (which had been changed to corrosion resistant, years ago) and the trim tab. This revealed very little corrosion and some overspray from the last paint job on the outside of the torque tube. There was also mild corrosion inside the tube, as well as on the corrosion resistant bolts.

Because of the years of exposure and their unknown condition, I agreed to replacement of the torque bearings, so the next step was opening the bearing blocks to remove the torque tube. That made inspection and cleanup of the other parts easier, as well. The two bolts holding each of the bearing blocks in place took quite a bit of convincing to loosen their hold, but finally did come out. Then the torque tube was removed from the tail, the bearings pressed off, and cleanup started.

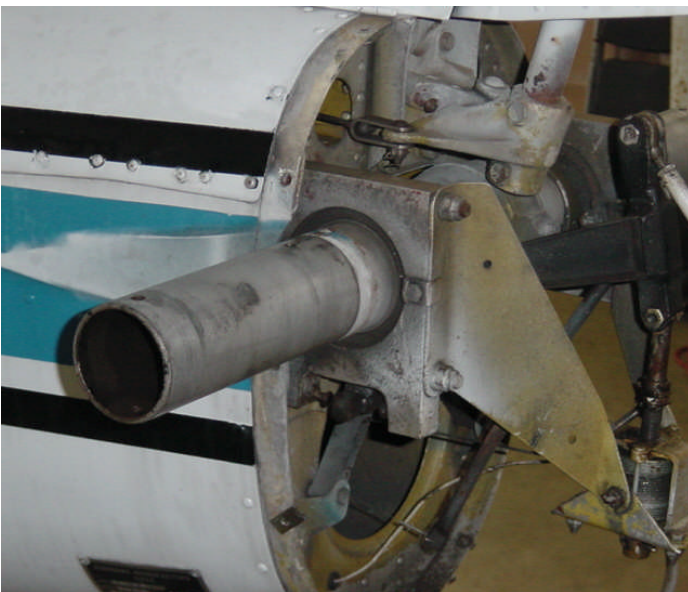
The internal bolts through the torque tube were stained and some had mild pitting, but there was nothing there that should have threatened safety of flight. Mild corrosion was removed, and copious amounts of primer and corrosion inhibitor were applied, as appropriate. New bearings and bolts were ordered, all in stock at Webco, and reassembly begun.



Internal View—Surface corrosion, easily removed

In the end, the replacement parts, all standard aviation parts, came to about \$400 (rumor has it that the Piper kit is less, but not always available), and the labor rounded out to an eye-watering 20 hours. No dangerous conditions were found, which matches the experience of 80% of the other Comanche owners who have responded to the survey on the ICS website. Our Society is pushing hard to keep this from becoming another recurring AD (something we don't need, no matter what the repetition period) so please add to our ammunition and share your experience with this subject.

I think we'd all prefer not to have this MSB turn into an unneeded AD, so please help ICS document the real size of the problem. Go to the ICS website and put in your \$.02 in the Torque Tube Survey. So far, 133 responses have been recorded with only one person reporting "substantial corrosion." There are 323 members of the North East tribe, and 2443 members of ICS, so there are plenty of members still to be heard from. Help us pin down just how significant this problem is.



External View—minimal rust

Recent Comanche Incidents: Engines and Gear!

5/11/06	PA-30	8585Y	Dongola IL
The airplane was damaged when it ran off of a 2000 foot grass runway at a private airstrip. The pilot reported that the touchdown was normal, but the braking was "almost impossible" due to the wet grass surface. No injuries were reported by the three people onboard.			
7/15/06	PA-24	6955P	Olathe KS
While performing touch and go landings, the pilot failed to lower the landing gear. The aircraft slid on the runway and caught fire and was destroyed. The pilot was not injured.			
8/10/06, 0730 MDT	PA-24	8741P	Harrisburg NE
En route to Douglas, WY, in cruise flight at 8500 ft, the pilot heard a loud bang and observed decreased oil pressure and engine oil on the windscreen. The engine lost power, and the pilot initiated a forced landing to a field. No injuries were reported by the two people onboard.			
8/18/06, 1945 PDT	PA-24	6249P	Auburn WA (S50)
The pilot reported that after departure, the landing gear would not retract. Upon landing, the nose and main gear retracted. No injuries were reported by the three people onboard.			
10/03/06, 1610 EDT	PA-24	5097P	Hammonton NJ
On final, the engine failed and the aircraft crashed into a wooded area short of the runway at Hammonton NJ. One person was on board and no injuries were reported.			
10/18/06, 1740 CDT	PA-30	7622Y	Janesville WI
The aircraft was forced to land due to engine failure 3 miles from Janesville WI. No injury to the pilot was reported.			
10/24/06, 1813 CDT	PA-24	609QF	Springfield IL
Approximately 10 miles after departure from Springfield, the pilot reported engine problems and was forced to land in a field. No injuries were reported by the two people onboard.			
10/24/06, 1918 CDT	PA-24	7480P	Urbana IL
The aircraft landed gear-up at Urbana IL. Minor damage to the aircraft and no injury to the pilot were reported.			
10/24/06, 0112 PDT	PA-24	7103P	Chino CA
On landing, the main gear collapsed and the aircraft slid to a stop on the runway. Minor damage to the aircraft and no injury to the pilot were reported.			

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

Excerpt from Comanche Tips Online

CARB ICING, LESSONS TO BE LEARNED

Submitted by B. Jeffrey DeKanty, ICS #13311

I'd like to share my carburetor icing story. I learned from the experience, and perhaps others can too. Three of us were en route on our Oshkosh pilgrimage. I was at the controls; we were level at 8,000 feet. The outside air temperature was in the low 40's.

My first indication of a problem (not the first the airplane gave me, but the first I noticed!) was the sudden onset of wild rpm variations, followed within seconds by the worst sound you can hear in an airplane... silence. At this point, I'm ashamed to say, I broke the rule of "don't drop the airplane to fly the microphone." I called "Mayday." I identified myself, indicated we'd lost our engine and asked for vectors to the nearest airport. I didn't wait for the response from center to start my engine-out checklist.

Fuel boost on, throttle, prop, mixture full forward, carb heat on, switch to a tank known to have fuel.

I took a second to calm down and think through the airplane's response to my inputs. The engine was running again, but very roughly. I was turning to the heading that had somehow gotten from the controller's transmission into my racing brain and I had initiated a climb to exchange airspeed for altitude trying to target the right en-

gine-out speed. I concluded that, at 8,000 feet, full rich was definitely not the right setting, so I leaned the engine and the situation returned to near normal.

Next, we began to isolate the cause. I cautiously switched back to the tank I'd been using and discovered that wasn't the source of the problem. Then the idea of carb ice hit, and the light-bulb went on!

The airplane had tried to tell me there was a problem. For several minutes before things got quiet, I noticed a need for nose-up trim inputs. In retrospect, there's no reason, other than the gradual loss of power, for a plane to require nose-up trim after over two hours of steady cruise flight. That is the lesson I learned that I'd like to share.

Other lessons learned? First, I'll never be as cocky when reading other's tales of incidents. Also, I've learned to monitor the manifold pressure more closely.

Finally, I've decided to modify my engine-out reaction. When I pushed forward the mixture control in my orderly progression, I made the situation worse and hid the true nature of the problem by going to full rich at such a high altitude. From now on, I intend to gather my thoughts and take potentially corrective actions in an order that fits the situation at hand. The seconds lost won't mean as much as the beneficial impact of taking the right actions in the right order.

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