

The Nor'Easter

Quarterly Newsletter of the Northeast Comanche Tribe, Inc

Fall 2019



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Message from the Tribe Chief

Greetings and Welcome to the Fall 2019 Nor'easter,

We are growing fast, from 257 members last July, to 340 as of today, with more joining daily. With so many new members, we include a very quick re-introduction of officer and volunteer positions. We also introduce a new position: Regional Chief. The idea for Regional Chiefs came from a mapping exercise which revealed Comanches are not spread around evenly. As birds of a feather flock together ...well, you get the idea. (I know, *groan*).

Pete Morse, Scribe aka Secretary, is also our webmaster, a fly-in coordinator of many years, and with partner Don has a new-to-them 250.

Malcolm Dickinson, Treasurer, has a 260B, two awesome kids, just started flying CRJs, and is one of the most Comanche-experienced CFIs in the country.

Ron (and Lynn) Ward, Assistant Chief aka VP, their gorgeous twin is well known. Ron flies corporate as well, and their son, Dave, just got his multi and instrument in the family Twinkie.

CJ Stumpf, Tribe Chief aka Pres, shares a 260B with father Bernie Stumpf, and is plane-sitting a 180 for one of our US Marines while he is deployed overseas

Bill Cunniff, Election Committee Chair, Capt. USMC (ret.) has had his 260C since 1975.

Mitch Haubert, Membership Committee Chair, an A&P/IA, is restoring a Twinkie, and flies a BirdDog.

Pete Lautensack, asst Fly-in Coordinator, Nuclear engineer, flies his 260B to OSH and SNF annually

The contact information for all officers is always in the Nor'easter and on the website, speaking of which The Northeast website has a new shortcut: northeastcomanche.org (northeastcomanche.com works too) and from there, you can check out the draft 2020 fly-in schedule and make suggestions!

We will be adding the following CLINICS shortly as soon as dates are final!

1. Another prop balancing clinic in Reedsville PA,
2. Additional Mini-Clinics for Comanche-specific pilot skills
3. Inaugural gear inspection clinic at Phill-Air in Dover, DE!
4. Inaugural Part 43 clinic in Windsham, CT to learn how to do owner-allowed maintenance

We are thrilled and grateful to the volunteers and A&Ps who make these clinics possible. Even if you don't want to do stuff like that yourself, it's a great way to get familiar with parts of the airplane you hope you never have to worry about (but will be glad if, heaven forbid, you do ;-)

We also have new group buys: Shoulder Harnesses, Comanche jacks, Sim software! The results of the first four Group Buy Specials, which saved approx. \$107,000 but most importantly made us safer and more efficient, are touched on inside as well. LEDs and hopefully one more coming shortly.

This issues inspiring stories: something for everyone. Bill Jackson's *Lobsters in the Cockpit*, Eric Sach's *Close Encounters of the Bird Kind*, highlights of Stephen Merrill Shephard's *Remarkable Renovation*, and Pete Morse's *Not so Smooth Landing*. Every story a good lesson learned

Much news in this holiday season, both to entertain and to outrage. More on that here and next time,

CJ Stumpf, Tribe Chief

2020 Northeast Tribe Fly-In schedule

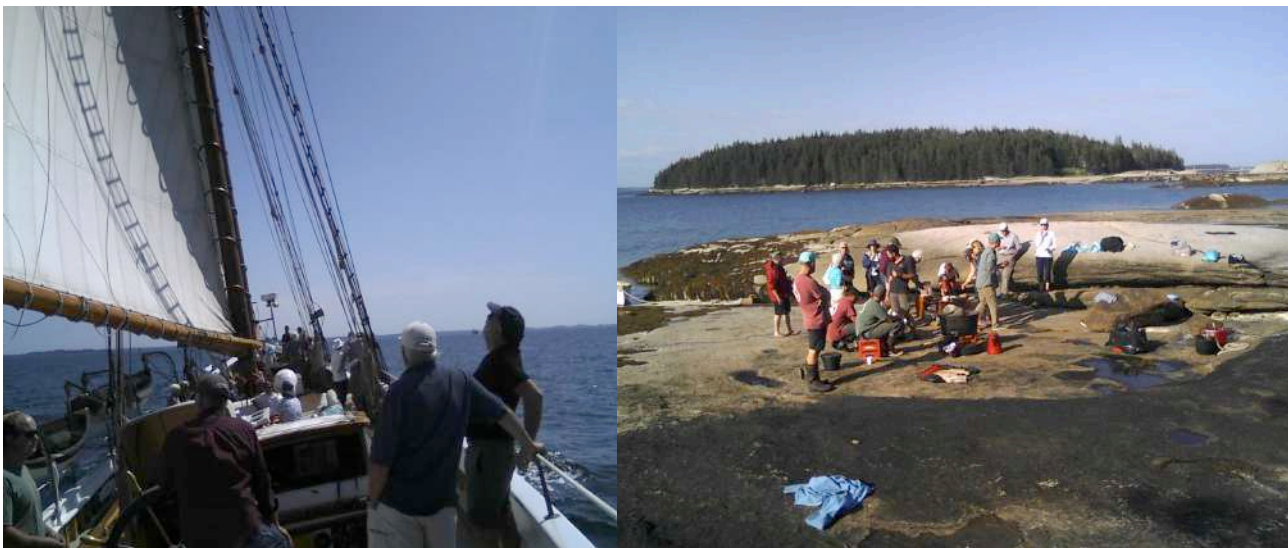
The Northeast Tribe plans informal fly-ins throughout the year. The updated schedule is listed below. Watch your email for details of when and where. We hope to see many of you there.

2019 Northeast Comanche Tribe		Fly-in Schedule			
Date	Apt	Name	Location	Restaurant	Program
Jan - Feb	--	- no fly-ins planned -	--	--	
Jan 25		Election voting and meeting			
Feb ??	B1B	Alton Bay ice runway	Alton Bay, NH	in town	land on Lake Winnepesaukee
Mar 28 (29)	JGG	Williamsburg/Jamestown	Williamsburg VA	Charlie's Bakery	luncheon with SE tribe
Mar 31-Apr 5	LAL	Sun N Fun 2020	Lakeland, FL	food on site	Sun N Fun
* April 26 (25)	GED	Delaware Coastal	Georgetown, DE	Arena's at the Airport	luncheon/ Tribe Voting
May 16 (17)	N89	Resnick Airport	Ellenville, NY	at event/Italian nearby	Wings and Wheels for Warriors
June 20 (21)	GLF	Floyd Bennett Mem.	Glens Falls NY	the Aviator	luncheon/Mini Clinic
July 5-9	N40	Rockland Airport	Rockland, ME	American Eagle	Windjammer Cruise
July 18 (19)	1B2	Katama Airpark	Edgartown MA	Right Fork Diner	luncheon/beach party
July 20-26	OSH	Oshkosh AirVenture 2019	Oshkosh, WI		Oshkosh AirVenture 2020
Aug 22 (23)	RKD	Sky Manor	Pittstown, NJ	Sky Manor Café	lunch/election/annual meeting
Aug 11-12	ROC	Rochester Airport	Rochester, NY	various	AOPA Regional Fly-In
tba	tba	ICS Convention		hosted by SE Tribe	2020 ICS Convention
Sept 19 (20)	LNS	Lancaster Airport	Lancaster PA	Florintino's	luncheon with NC tribe
*Oct 17 (16)	LBE	Arnold Palmer Reg.	Latrobe PA	DeNunzio's Italian	luncheon with NC tribe (Ohio)
Nov 14 (15)	MTV	Blue Ridge	Martinsville, VA	Simply Suzzane's Café	luncheon with SE tribe
Dec	--	- no fly-ins planned -	--	(*Sunday fly-in)	(special events)

All fly-ins are on Saturdays, with Sunday as a rain date. Email notices will be sent two weeks in advance. This schedule and web sign-up is available on the [Northeast Tribe website](#).

- Last Year's major Achievement's -

Fly-ins: 13 fly-ins enjoyed by 200 people (unfortunately we had to cancel the final due to weather)



Windjammer above, 5-day August fixture, well enjoyed!



Ellenville Flightline above, a great collection of fine aircraft, and an instructive day was had by all

2019 Group Buy Specials Wrap-up:

A shout out to Andy Davie, Eric Sachs, Tim Pool, Allen Murray, the Gentiles: 50 shoulder harness, 20 prop balancings, ~27 electronic ignitions, 63 uAvionix ADSB beacons, many mini-clinics making for a total savings and rebates of ~\$107,000 for 110 members, a real tangible benefit for remaining involved in the Northeast tribe. That's without even considering the side benefits of lives saved, gallons of gas saved (15%), speed improvements (2-3 knots, and better high-altitude performance)

Which of these should we repeat? Please write to us with all your ideas.



Figure 1: Parlin/Newport Salt Hill Pub 2019

Upcoming group buys for 2020:

A third Shoulder Harness group buy starting NOW! A new AeroLites LED landing / nav lights group buy is negotiated and will be announced as soon as instructions are finalized. A modern Autopilot, sub ~\$15,000 installed, normally \$35-50,000, is top priority. Proud to announce two NEW group clinics: FAR Part 43 Clinics (a \$50 donation to tribe would be nice), Gear inspection clinics - with an authority! We are also investigating an **Insurance group-buy** (which will be of major benefit to members).

Please write to indicate your interest in these or others, to direct effort where it will do the most good.

Fly-ins:

Two hundred person attendance at 2019 fly-ins, 11 fly-ins planned for 2020, more with the clinics. Everything rides on your participation. The fly-in schedule is [on our website](#). An email is sent out in advance of each meeting. Sometimes we conduct tribe business at these meetups, or clinics, but usually it's just a fun, low-key get together. Single day events have a scheduled day and a rain-day (usually on Sunday) with weather bulletins sent out to registrants (no obligation!) as the time approaches. We would like to double our attendances this year, so please tell us what would entice you to make at least a couple of appearances!

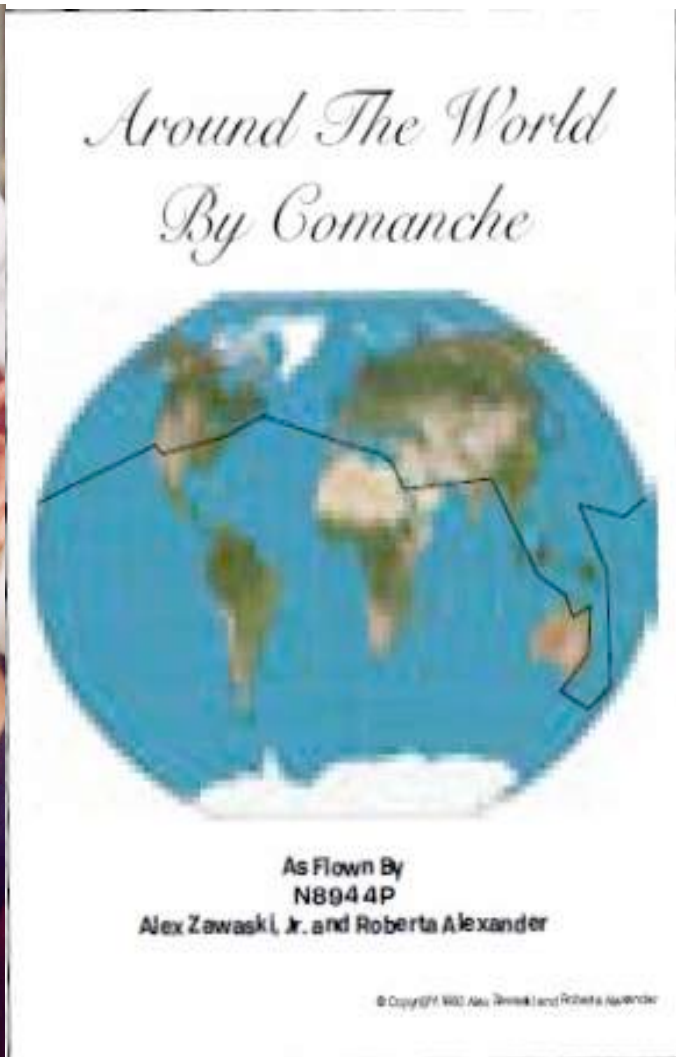
WWII veteran Norwood Thomas, who was unable to give us the benefit of his experiences last year because of bad weather, is scheduled for March. Please bring kids, they need to know our heritage...

We are looking for help strengthening, and setting up regional events with Regional Chiefs to organize local fly-ins and connect people. Please see the map showing Comanche clusters: our tribe is flung far and wide so we need to help those members who are further afield to be able to network each other...

- a photo Tribute to Alex Zawaski -



Alex Zawaski 1941 – 2019 (member for 45 years)



N8944P 1991 Flight Round World



- Membership -

We are seeking **volunteers to nominate in the upcoming 2020 elections**

We are **340 members strong** and growing every day. We get a lot of calls from members, and from individuals buying Comanches. We've been able to connect new buyers with sellers, and technical support during the inspection process. So far, so good, no regrets from any buyers!

As above, 340 members are now listed in our new database with currently up-to-date FAA details. The ICS is showing only 160, we don't know what to make of that; it's also strange that 60 of the 100 pilots who voted in last year's election are delisted. We are a very inclusive group, and our next task is to scrutinize the FAA aircraft registration database to find out who we are missing.

We've fielded dozens of technical support calls last year. Thanks to Zach Grant, Comanche technical support guru extraordinaire, Eric Kenyon, and other gurus for getting answers to everything related to support. We have also been giving guidance on upgrades. The technology is changing very quickly, and becoming more affordable by the day, especially in the area of integrated avionics. Hopefully we will continue to recruit more experts into our technical support network as we progress.

Mini-clinics were a big success last year with Malcolm Dickinson providing most of the instruction. These are structured around giving the biggest bang for the buck by having the owner as PIC, the instructor in the right seat, and up to two in back. For \$60 the owner gets to focus on his particular issues for an hour, and \$20 in the back gets almost the same experience. We run these clinics at fly-ins to make them affordable and available, we understand the time overhead associated with a weekend of dedicated schooling (which can cost upwards of \$600). We know these mini-clinics are popular because of the positive feedback we have received. Now would be a good time to contact us about any interest you have in creating one in your area, so we can plan ahead to have instructors standing by.



Figure 2: Bill Cunniff managing our election

What can we do to help our non-pilot members become more involved, and contribute to the Comanche spirit? We appear to have a lot of new, non-pilot members aboard. Perhaps some mentoring is in order to welcome these new members in to the fold, and find out what their interests are. What they are expecting from a membership? The IRS requires our company to have a specific purpose (ours is education and safety and fellowship related) so it behooves us to know who's who in our organization. We would like to link up new members with someone in their area to develop their interests in flying, and purchase an aircraft

We have good news for our five women pilots who are joined by Kelly Moynihan (private!), Marina Miesko (soloed before high school resumed!), Rose London (training!), supported by Helen Miller (CFII!) and inspired by Sue Ferris (passed and now flying the twin, with instrument approaches at the ends!)

And, for the guys, congratulations --- Dave Marsh (son of Ron and Lynn), just got his multi engine and instrument ratings and is flying their twin, and Jacob Gentile (son of 250 and 400 owner Scott Gentile of A2A simulations) who just got his CFII!

-Jackson's Lobsters in the Cockpit -

Article #1: aka Hostile Passengers, aka How to Silence JFK ATC!

*By Bill Jackson, former Northeast Tribe Chief, former ICS Treasurer, former ICS President
Published with Permission from the Author*

Dark. Turbulent. Rain. In the clouds. Changes in my route clearance from La Guardia Approach Control as fast as I could write them down and faster than I could execute them. This was single pilot instrument flying at its busy-as-a-one-arm-paper-hanger worst.

There was only the dim red glow of the cockpit lights to give me cheer that Friday night as I started home from the Hampton Airport on Long Island to Washington, D.C. in my single engine Comanche.

The voice of the Controller was a continuous staccato barrage in my headphones as he directed me and at least thirty-eleven other airplanes through the stormy New York City weather. I have been given two changes in my flight plan clearance sitting on the end of the runway and another as I lifted off the runway. Not three minutes later, they were changed yet again and I was to the point of making rash promises to God that I'd never fly alone in bad weather again.

Suddenly, I glimpsed a movement out of the corner of my eye! On the floor, in front of the empty copilot's seat, there were two claws waving back and forth and moving towards my right leg! The only thing that prevented a severe dent in the roof of the cockpit was the seatbelt which limited the height of my jump. There was something alive in my airplane, and it was after me!

Now they say that in moments of great stress one's life flashes through one's mind. What flashed through my mind was that time in my youth when I got locked in a barn with a skunk; I don't know which one of us wanted out the worst.

I pushed my seat back, reached for the flashlight, lifted my legs, and yelled loud enough to be heard down on Broadway. Needless to say, the airplane was doing its own thing while I was doing mine, which was not exactly in accordance with the Approach Controller's most recent instructions.

There on the floor staring balefully back at me in the beam of my flashlight was an obviously displeased and highly agitated two-pound lobster.

Now the reader may wonder just how did a live lobster come to be hitching a ride in a Comanche on a stormy Friday night? I knew how come, but what I did not know was why in the world I ever had such an unbright idea to start with.

It all began the day before while returning from a Boston to New York business trip in the Comanche with my attorney. He mentioned that his family was on Long Island in their summer house and that if we were to go to the Hampton Airport and call his wife, she would pick us up and we could enjoy a lobster dinner. Afterward we could continue to Teterboro, where I temporarily based the airplane, and thence back into New York City where we worked Monday thru Friday.

We did. It was a feast fit for royalty. I was so enthusiastic in my praise for the wonders of such a dinner that my hostess offered to obtain a bagful of lobsters for me the next day. I could fly over and pick them up in the evening while enroute to my home in Washington, D.C.

I did.



They were in a plastic bag, and it was raining, and I was in a hurry to be gone. And I really didn't notice that they had no pegs in their claws to keep them harmless when I put the bag on the floor behind my seat.

Now a good sense of humor, nor a high level of patience, are not required by the FAA in their personality profile criteria for controllers. Accordingly, I was advised in no uncertain terms that I was 30 degrees off assigned heading and 300 feet below assigned altitude.

I acknowledged the rebuke and set about straightening up the airplane while keeping a wary eye on my antagonistic passenger, who had clearly decided that there wasn't enough room in that airplane for the both of us.

Amazingly agile that lobster, and very quick and once free of captivity, quite determined to stay that way. Furthermore, he was totally willing to do bodily harm to anyone who disagreed with his position on the matter. He got me twice before I managed to get hold of him long enough to throw him as far back to the rear of the airplane as I could. I then blocked his counter attack with my flight kit.

This time the Controller not only advised me of my wandering ways, but wanted to know if I was rated for instrument flight. I meekly told him that I was and that I had had a small problem which was okay now. Famous last words.

Lobsters, I quickly learned, belong to a mutual protection society. Not only that, they are sneaky. I wasn't aware of the next attack until I had become a casualty of it. Lobster Number Two, taking a lesson from Lobster Number One, gave no warning before he provoked another screech from me, the result of his attaching himself to the calf of my right leg.

As we broke off that engagement, I reviewed his ancestral indiscretions quite vehemently and before finally sending him on a short trip to join his friend in the baggage compartment. How many damn lobsters were still in that bag?

The Approach Controller by now was becoming a candidate for an early medical retirement. He not only pointed out that my erratic flying was probably a good reason for staying out of New York airspace in the future, he also really wanted to know what exactly was my problem. In fact, one would say that he was somewhat insistent.

So, I told him.

There was a rather long silence on the headphones. No doubt every other pilot listening on the radio frequency was waiting to hear what would come next. It was a classic. "Sir", he said, "what are your intentions?"

Well, I had all sorts of intentions. I had intentions on staying alive. I had intentions on catching the rest of those lobsters before they caught me, and I damn sure had intentions for what to do with those lobsters if and when I got them home. However, all things considered, it seemed like the best thing for me to do was declare an emergency and then to do battle with the remaining lobsters in (or by now, out of) the bag.

The Controller and I had some discussion then over the nature of my emergency, (lobsters loose in the cockpit?) followed by the inevitable telephone number for me to call should I ever land in one piece (Big Brother Bond would want to hear about this!). Then he finally gave me a vector out over the water where I could wander about in the soup at will during my great lobster crusade.

To the accompaniment of sly suggestions by other anonymous pilots on the frequency to "ride'em cowboy" and "boil 'em in oil", I headed east out over the Atlantic and for a while it was everything but "shiny side up".

After landing in Washington I was on the phone to three different FAA supervisors for over an hour before I finally convinced them that I was neither drunk, crazy, incompetent nor illegal and that I would definitely file a written report of the incident.

Near midnight, I had my sweet revenge when I dropped those lobsters, one at a time, into the pot and watched them turn a bright red. They were scrump-dilly-iscious.

- Sach's Tail: Close encounters of the Bird kind -

Article #2: Bird Strike, or how I learned to fly without a tail

Eric Sachs, Northeast Comanche tribe member since the 1980's

Published with kind permission of the Author

One clear December Morning in 2000 I was flying at 500 AGL south of JFK over the ocean when I encountered a flock of seagulls. When I turned on my landing lights, which I'm told is to help the birds see the plane, all but one missed me. Apparently, no one told him why my landing lights were on.

A big, brown and white garbage seagull came over the passenger wing and slammed into the right stabilator. I'm not sure of his airspeed, but I was doing between 155 and 160 knots.

The impact, coupled with the airspeed, took out the outer half of the right stabilator. The impact was so intense that the left stabilator and trim tabs were also bent, and I later learned that three of the four stringers holding the tail on were torn off. The remaining stringer had only half of the rivets remaining.

The aircraft immediately went vertical

By pushing forward with all my strength, I was able to regain control of the aircraft and then began to use my skill, knowledge, experience and luck to slowly reduce power so I could maintain control. It wasn't easy and required constant forward pressure.



I was now the test pilot for my 1966 Piper Comanche. I began to ascertain the damage to find out what I had left. I slowly tried the roll input and yaw; both were as they should be. Obviously, I knew I had elevator to go up, but not down. The engine was still producing power so I decided not to declare an emergency. I informed ATC of the predicament, refused to land on the beach or at JFK and continued flight for another 20 minutes to Republic Airport in Farmingdale, N.Y. (FRG).

Keeping in mind that from the pilot seat there was unknown damage to the tail, gear was left up as were flaps, until over the threshold at which time gear was extended and flaps left retracted. I didn't know how close to the stall I was operating, nor landing, so all inputs were slow and pre-determined.

The decision to wait until I got to the runway before making any changes to configuration of the aircraft was simple. I'd rather crash at a lower altitude on the airport where the help was, than miss it and have to wait for help. Landing was uneventful, except for the emergency trucks the tower had called out on their own, and the tower telling me I was missing the last three feet of the stabilator.

I taxied to my tie down spot and got out to see just how extensive the damage was. That was the first time I actually saw it. I think that's when I got a little rush.

I filled out a bird strike report and went home. What was I going to tell my wife? I figured I wouldn't tell her and maybe she wouldn't notice the damage or we weren't going flying for a few months. I thought better of that idea. Her reaction was pretty calm which led me to believe that she didn't love me that much. I was wrong about that too as later that afternoon I borrowed my friend's Comanche to fly to Connecticut and she thought I was crazy.

When I returned later, I found the friendly FAA had put a condition notice on the airplane telling me I shouldn't fly the airplane in its condition. (What would we do without this valuable input? Like I would fly it in its current condition.)

The FAA also wanted to see the aircraft logs regarding the maintenance prior to the accident.

I have saved the tapes of the communication from New York approach and FRG. As I said, some people, my wife for one, thought I was crazy for flying again, let alone the same day. "How can you go flying again after that?" I figured, what were the odds of it happening twice in the same day?

The photos show the extensive damage and the strength of our airplane. Even sick and limping, it got me home. I have been flying my Comanche since 1978. I have accumulated almost 5,000 hours and approximately 4,000 are in the Comanche. There still is no better airplane flying, nor more fun to fly.

Editor's note: I would not intuitively know what do in similar circumstances. But, having survived a fuel outage on takeoff which destroyed our original plane, I believe it is so important to learn from others experiences. Erik Sachs will be speaking at one of our fly-in's

- *Smith's Metal? Maybe!* -

Metal in the Filter? Hang on, and read on:

Another feel good situation, which only goes to say you should look twice, and consult with others before you dive into that expensive repair:

A member just deferred an expensive engine replacement after it appeared there was metal in the oil filter, and a (fortunately incorrect) diagnosis of low oil pressure by the A&P. Kudos to the owner for keeping her cool, to the A&P for responding to new information, and to the Northeast support team (Zach Grant and Eric Kenyon) for their expertise. The low oil pressure was checked with a calibrated gauge and found to be normal, and the [Lycoming service letter](#) and [knowledge base guidelines](#) were provided and are now being followed. As Lycoming said, "*The lack of printed matter on this subject may be due to the difficulty in adequately describing types and amounts of metal. It's like asking for a precise measurement and getting the answer, "why it's 25-thousandths plus a little bit."*

As this is the second engine this month that almost had a possibly premature condemnation, we link to the two documents above. While metal in the filter is never to be ignored or taken lightly, it is not a death knell and, in some circumstances, it is expected. There are also things that will closely resemble metal, such as carbon deposits. In both cases, a second opinion was warranted and saved many \$\$\$ and time.. ---- Hopefully next month we can publish a long article so that other owners will benefit should there be a similar jump to conclusions without an investigation of the facts – everyone learns....

-Morse's The long skid Home! -

Article #4: Faulty landing gear, and false indicator

Pete Morse, Northeast Comanche tribe member since 2002
Tribe Chief 2011-2012, Scribe and webmaster since 2005
Pilot/owner N6632P

I departed Brainard Field (KHFD) at about 9:30 am on Sunday, September 1, 2019 to return to my home field at Danielson, Connecticut (KLZD). The weather was clear VFR with light winds from the North.

At approximately 9:45 I entered the Danielson pattern on the 45 to runway 31 as usual, set up for the downwind at 17" manifold, full prop, 1st notch of flaps and gear down, giving about 90 mph airspeed. I noticed the jump plane taking off as I entered the downwind and made the usual pattern radio calls. As I turned base and final, I reduced power to about 13" manifold and pulled full flaps. As I remember the green "gear down" indicator light was lit.

Shortly after touchdown the plane settled on its belly and slid toward the right, exiting the runway, eventually coming to rest across the grass at the Alpha taxiway and rotated 90 degrees to the direction of the slide. The engine stopped part way across the grass with signs of an obvious prop strike.

I announced on CTAF "Danielson traffic, Comanche off runway 31, gear up", turned off all electrical power and the fuel, then exited the aircraft. I was the sole occupant and sustained no injuries.

After getting permission to raise and move the aircraft, further inspection revealed that the gear motor circuit breaker was popped and the gear extension cables were bent. The gear was swung down (emergency release) and forced into position for towing. While the over-center gear locking arms were visibly not secure the "gear down" green light was on when tested.

The aircraft was towed successfully to the tiedown for storage where it was subsequently inspected by Robert Lenert of the Bradley FSDO.

It is my opinion that the **gear failed to extend fully** on downwind, possible as a result of the popped circuit breaker, and then gave a **false "gear down" green light indication**. On landing the unlocked gear slowly collapsed resulting in the belly skid, loss of control and prop strike.



N6632P Final resting place, and extended/bent gear conduits

- Shephard's Remarkable Renovation: A Compete Workover -

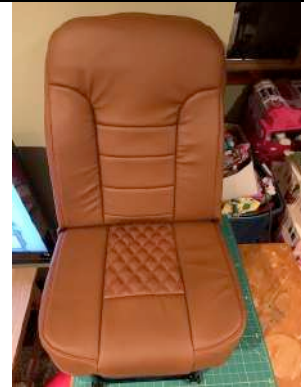
Article #5: Complete Interior replacement
Stephen Shephard



Seat Frame



Progress



Ready to Install



Headliner



Looking Good



Classic & Classy



Floor Exposed



Spaceship Enterprise

- Regional Chief's -

Regional Chiefs came out of a suggestion from one of the longest tenure members we have, who looked at the mapping below, noticed the "clumps", and came up with the idea. Everyone liked it instantly. It was so obvious, in a way, that we couldn't figure out why anyone had never thought of it before :-). There seems to be a need for more support and interaction at a local level - there are people who don't know there are Comanches at an airport 20 miles away, nor do they know how to find out. The Internet is great for a lot, but doesn't quite cover this. See the map below.

The role of the Regional Chief is support and leadership: to facilitate communication, fellowship, and local knowledge, to create a feedback loop between the Northeast's officers and regional groups of Comanches, to make us stronger as a type, and as advocates for our type and our area.

Requirements? A Comanche, or access to one, and willingness to put time into helping local Comanches connect with each other.

Some examples:

Be a contact to help organize local events such as pilot training or maintenance seminars, connect people for impromptu cookouts, help with local referrals, etc. (spouses, kids, and parents willing to help are welcome),

Connecting local pilots can be especially useful when someone needs help with getting a plane to a radio or paint shop, or when someone is down for annual and looking for a part 91 fly-share from a nearby Comanche :-).

Let's say someone learns of a local airport that needs help staying open or keeping a runway in service? Let us know, we have sometimes been able to help field managers explain their value to their local communities (with Thank you letters to go with it!).

If you run across anything you think could help (or concern) Comanches at large, gather it up and pass it along.

When you or someone in your area discovers a great shop or CFI that likes Comanches, and shows competence - we can help you support them (and ourselves) by organizing mini-clinics for that excellent instructor, or discounted services/maintenance clinics (prop balancing clinics, group gear tolerance inspections, even owner-assist oil changes) to increase visibility and exposure and support that great shop. We need as many competent instructors and knowledgeable shops as possible, and we want to find and help those who like our aircraft.

Northeast in turn will make all of the central resources we have available: website, local mailing list, conference bridge, experience with organizing group buys, help saving airfields, creating surveys, organizing weekend education clinics, fly-ins, whatever we can, whatever you need, to help you in whatever you want to do.

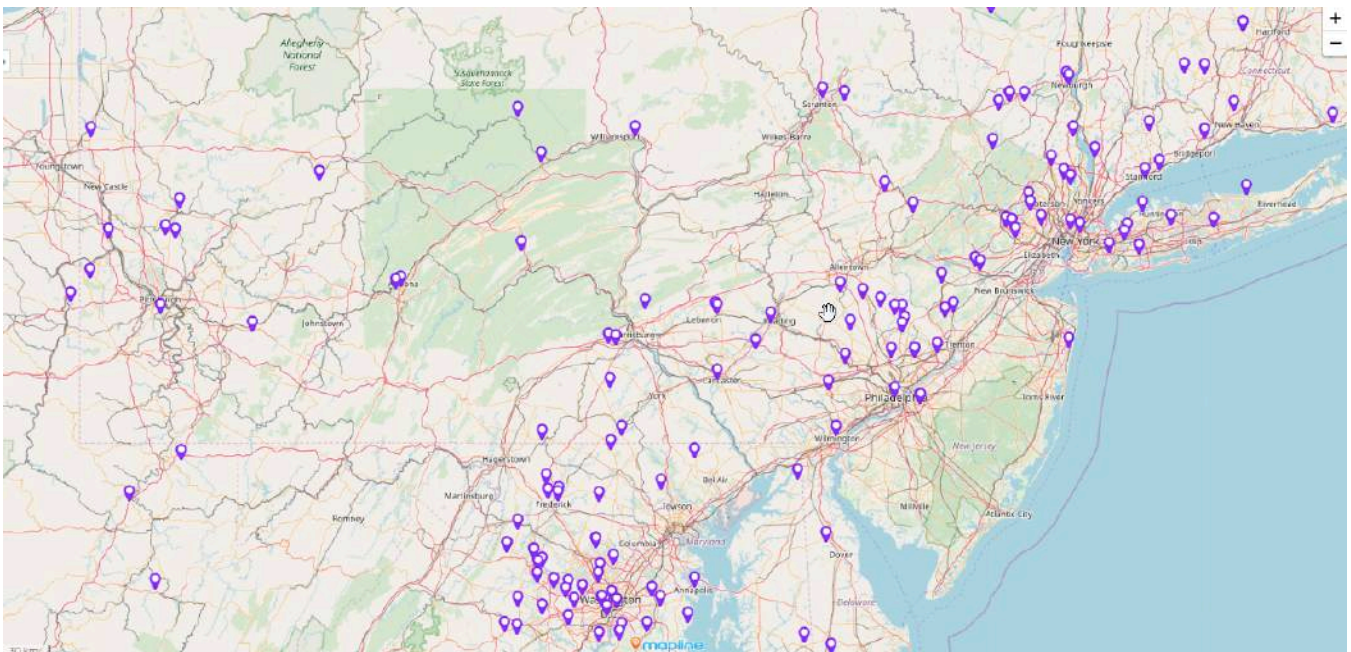
Success is defined as more camaraderie, safer cheaper operations, and a working feedback loop! It's a best efforts position, we are all volunteers here. Viva la Comanche Spirit!

Thoughts and reactions welcome.

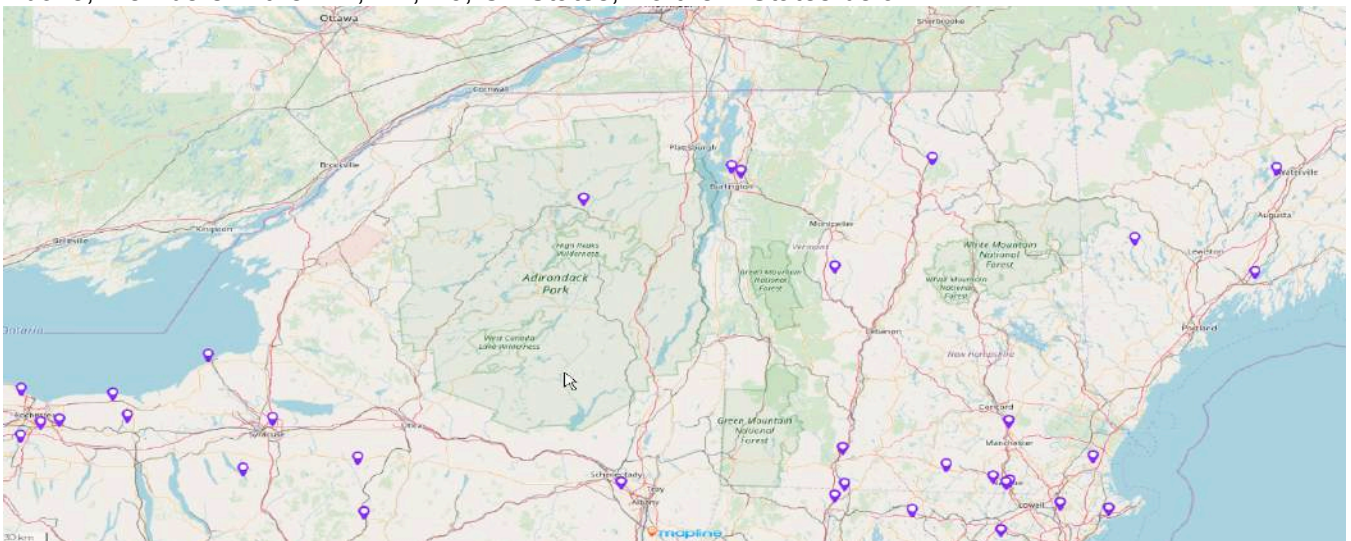
- Membership Mapping -

Our new membership list (340 strong) has updated information from the FAA public database. How would members like to see this presented on the tribe website? We believe there would be a huge benefit in encouraging members to contact each other (especially locally) for mutual support and comradeship. For decades, the Pathfinder provided such encouragement to pilots to connect (It was a printed “white pages” booklet, provided annually until 2007) – however, not anymore; they are actively discouraging this kind of thing under the guise of suppressing “dissent” and “locking down the membership list”.

Members could use our member list off the website, in conjunction with our new map, to help each other find paint and radio shops, and maintenance etc., or just to find a like-minded owner who wants to have an impromptu get together. We have had many instances where owners in the same zip code do not even know there is another Comanche in the area



Above, Members in the MA, PA, NJ, CT States, Northern States below



- Announcements -

Our legal case to stay an unsanctioned election on a 3rd party website was dismissed on legal technicalities, not substance. Unfortunate, considering the time and effort and money spent, however, we did not have the wherewithal to fund a high-powered lawyer against a cool million dollar opposition, and nor was the cost warranted. In any event our 2019 elections settled the matter when ~100 ballots were received and the members spoke; pilots voted 10:1 in favor of the incumbent management.

The elections start on Jan 6, 2020 and go through Jan 16. We would prefer not to have another voting so soon, however, it's due to circumstances beyond our control. The procedure, same as last time, will be by paper ballot, with each ballot individually marked and signed, returned to a Probate Judge, securely delivered, overseen by a state elections Judge, and counted in public on Jan 18, or Jan 25. **Nominations for officer positions are open.** Please call our elections committee chairman Bill Cunniff on (252) 636 5281 if you have interest in serving the magnificent Northeast Comanche Tribe.

While on governance issues, the Judge in our case was told by the ICS that we had bylaws since 1991, and who are we to disagree? Your officers adopted these newly discovered bylaws (with minor custom and practice updates) and while the first four incorporators and people mentioned in these documents uniformly have denied knowledge, there is a case to be made that it was the original intent. The updated document is on the website. You will be asked to ratify at the earliest opportunity.

- Finally, but not an afterthought -

Our heartfelt thanks and season's greetings, to all those individuals who have stood by us and helped Comanches, owners and pilots in so many ways during the last two difficult years: **Russ Wright** of Facebook Comanche Group for providing a safe place for owners and pilots to congregate, **Kirsten Winters** of Delphi Airworthy Forum for a place focused on maintenance and safety, **Hank Spellman** for his tireless support, advice, integrity and just "being there", **Zach Grant, Pat Donovan, Bob Cretney**, all past presidents, for their sage and seasoned POV, Zach especially for unselfishly coming to the aid of so many Comanche owners when the chips are down, and Pat for the weeks freely given to managing tribe gatherings at Oshkosh, and Sun-n-Fun, **Bill Cunniff** for running our elections under extremely difficult circumstances, and the two Judges who freely gave their time, ---- and last, but not least, all the tribe members whose calls and emails have been a great source of strength.

THANK YOU!

Comanche Items Wanted / For Sale

Email descriptions of items to the Tribe Chief (cjstumpf@gmail.com). Approved items will be sent to the members of the Northeast Tribe as soon as practical. Please include pictures where appropriate.



Pete Morse & CJ Stumpf



Ron and Lynn Ward

ICS-NE Tribe Officer Contact Information

Tribe Chief:	CJ Stumpf	cjstumpf@gmail.com	617-816-8766
Asst. Tribe Chief:	Ron Ward	ronandlynn33@gmail.com	585-223-2177
Treasurer:	Malcolm Dickinson	malcolm@malcolm.cc	203-536-3741
Scribe:	Pete Morse	piper32p@gmail.com	401-636-1046

The Northeast Comanche tribe website links for your convenience:

- Tribe main page: http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_page.htm
- Documents page: http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_DocLinks.htm
- Fly-in sign-up form: http://www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm

If you have any Comanche related technical questions contact the ICS Maintenance Resource Advisors

- Zach Grant cell phone: 317-201-4293 Email: L1011jock@sbcglobal.net