

Comanche *Flyer*

JUNE 2008 VOLUME 35, NO. 6



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Dennis and Toni Springer's 1963 Palm Beach model Comanche 180.

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INTERNATIONAL
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Letter from the President

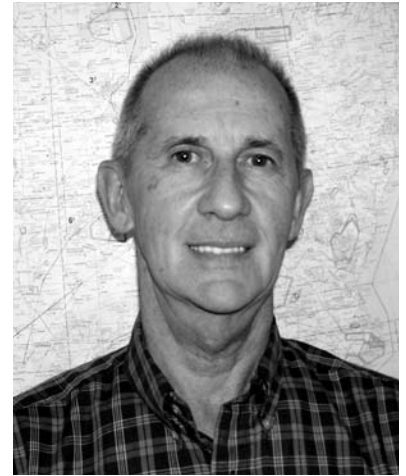
Many elements make a society like ours work, and work well. In this month's column, I would like to touch on one important area of involvement by all members that is necessary to maintain a strong and healthy society – fly-ins. Whether you call them fly-ins or fly-outs, they are essential to sustaining a strong and healthy society. Fly-ins are put on by our members and are fundamental in developing relationships with other members and sharing knowledge, experiences and ideas. Some of our fly-ins are just weekend get-togethers where we meet at an airport that has a restaurant, tell a few stories and show off our airplanes. Others may be a visit to a local attraction or an event like the Reno Air Races. A few are maintenance seminars where some of our most experienced mechanics and instructors come and share their knowledge and many years of accumulated Comanche expertise. These are the fly-ins where you can really gain the knowledge you need to help keep you, and your Comanche, from becoming another statistic on an FAA accident report.

Thinking back to my first Comanche fly-in brings back some very special memories. I had only owned my first Comanche, a 1963 PA30 Turbo, for about a year and did not have my instrument rating for a multi engine yet. The airplane had been in the shop, more than it was out, for the first eight months of ownership. When I bought it, I was advised by another pilot that if I was going to own a Comanche, I ought to join the ICS. So I joined. About nine months later, in the November 1992 *Comanche Flyer*, I spotted a small ad for a February fly-in to Stella Maris in the Bahamas. Wow! That sparked a long clandestine desire. For many years, I read stories and looked at the beautiful pictures in magazines like *AOPA* and *Flying*, and dreamed of someday being

able to fly my own plane to one of those exotic islands. Finally, my chance had come!

After a few phone calls and a lot of nervous planning, Linda and I were ready to go at last. We had to wait until late afternoon to leave due to local Ohio weather and didn't arrive at Ft. Pierce, Fla. until 11:00 p.m. The next day we met our very first ICS members. We could quickly see that they all seemed to know each other rather well, but they all took the time and effort to welcome and include us in their conversations. The next day, more anxious planning, a few questions answered by my new Comanche friends, and we were off to our first-ever Comanche fly-in. Linda and I both enjoyed the warmth and friendliness of everyone. I was somewhat impressed to be with a group of pilots that seemed to know more about my airplane than I did. Since then, we have been to several conventions and many great fly-ins.

While down at Sun 'n Fun this year, I was able to spend some time with Dave Pratt, a long-time ICS member, and past Tribe Chief and Vice President. We were reminiscing about some of the really great fly-ins of the past. One of Dave's favorite, and most memorable, fly-ins was back in 1982 in St. Augustine, Fla. A small clip from the local newspaper about the event included in this column. Forty airplanes made it to the event and twenty-five were able to taxi to the hotel. Now that's what I would call a memorable fly-in!



Comanche Flyer Submission Guidelines

All members are encouraged to submit articles for publication in the *Comanche Flyer*. If you have an article about a maintenance event, trip, piloting technique, or anything else pertinent to Comanche ownership, please share it with your fellow members.

For those with access to the Internet, please submit the article via e-mail, preferably in Microsoft Word. You may also include the article in the body of your e-mail message. Include your full name, as you would like it published, and your ICS number.

Please attach digital pictures, if applicable, in jpeg format. For best results, use the highest resolution setting your camera will allow. Photo files under 500 kb in size typically do not reproduce well.

Send to: **Kim Blonigen, Managing Editor at kblonigen@cox.net**

Articles and photos may also be sent via U.S. Mail to:

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Although submissions are reviewed for technical accuracy, the information in this magazine is meant for reference only. Any modifications, alterations, or major repairs to U.S. aircraft require FAA-approved data as a basis for beginning work, and as such should not be based solely on information contained in this magazine. The International Comanche Society does not endorse any piloting adverse to published FAA regulations.

Submissions are subject to editing and revision unless specifically requested to be published as submitted. The right is reserved to publish or not, any submission.

Deadline for all submissions is the 20th of the month, approximately 40 days prior to month of publication.

The ICS has a rich history of great fly-ins. Dave's favorite is just one of those unique ICS fly-ins. These events are part of the fiber that holds our society together and helps make it one of the truly great type clubs of the world. So, come on, get involved and put together a fly-in!

ICS BUSINESS

This year marks the 50th anniversary since the first Comanche rolled off the production line in Lock Haven, Pa. As most of you already know, we are planning to have a mass arrival of Comanches at AirVenture 2008 in Oshkosh, Wis., which begins July 28 and goes through August 3. Please take the time to read the article in the *April Flyer*, "50 for 50," by Zach Grant. You will find all the necessary information you need to join in on the mass arrival. We will also have our own tent in the main display area. When you come in the main gate, turn left and you will find us about halfway down the aisle.

I am presently working with our programmers to develop a completely new website. I hope to have this in place within the next few months. I will post updates on our present website as it develops.

Until next month,

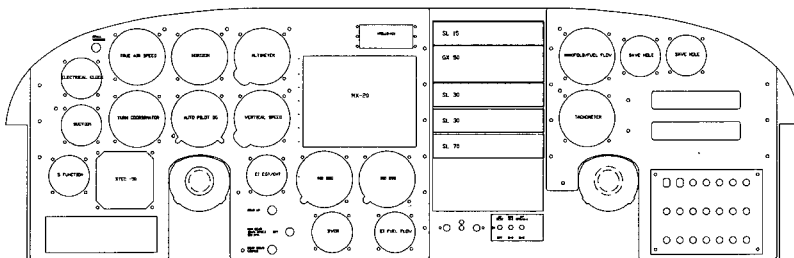
Dave Fitzgerald

Fly-in activities interrupt every-day traffic patterns

The St. Johns County Sheriff's Department and Florida Highway Patrol closed U.S. Highway 1 south of the St. Augustine Airport yesterday to allow five Piper Comanche airplanes to taxi to Ponce de Leon Lodge. The planes, part of the International Comanche Society's Southeast Spring Fly-In this weekend, were to be displayed at the hotel, the headquarters for the event.



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Cover Story: Comanche Spirit

N8161P Still Flying Missions with Original Paint and Interior

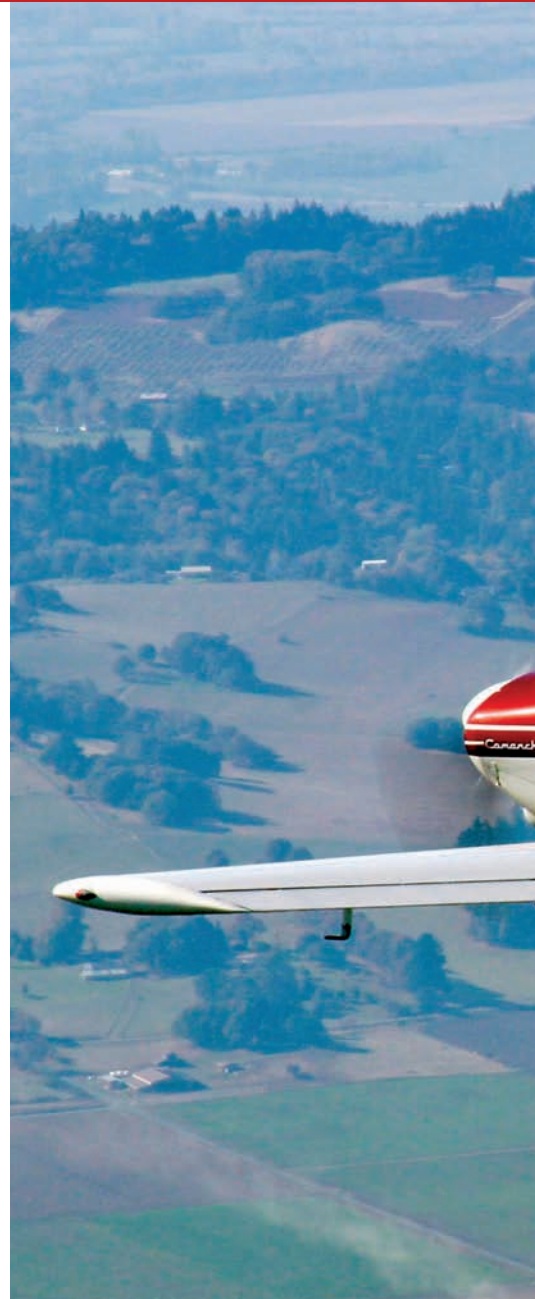
by John van Bladeren, ICS #1282

The proud owners of N8161P are Dennis and Toni Springer from Salem, Ore. A 1963 Palm Beach model Comanche 180, N8161P has been in the Springer family since 1973. Dennis' father, Cal (ICS #999), bought the airplane after a two-and-a-half-year search, and paid \$13,000. At that time, it had the factory-original paint and interior.

Today, the airplane still has the original paint and interior and looks the same as it did when it left the Lock Haven factory 45 years ago. Life in a hangar, and an occasional good

washing and waxing, have been good to the Comanche.

Dennis flew the family Comanche regularly and bought full possession of it in 1995. He and Toni have flown throughout the United States in N8161P. The 180 will regularly deliver 155 miles per hour and 10 gallons per hour. Dennis and Toni regularly cross the mountains (including the Rockies) in their travels and the Lycoming O-360 does the job. Dennis says the airplane is a terrific two-person airplane, but will handle four people if the density altitude is not too high.




The Springer's 1963 Comanche 180 still has its original paint and interior and takes them throughout the U.S.

Spirit



Dennis and Toni Springer, active ICS members and owners of N8161P.

Over the years, the panel has been upgraded to a GX 60, KX 170B, KMA 24 Audio panel. While not current production radios, they have been good and reliable for the Springers. Dennis had toyed with the idea of upgrading to a Comanche B or C, but then realized that N8161P, with only 3,100 hours on the airframe and a well-known history, fit his flying mission well. Dennis is a commercial rated pilot who started working on his instrument rating in the Comanche.

Dennis and Toni have been active in ICS. He was recently Treasurer for the successful 2007 convention in Tacoma, while Toni arranged the hospitality area. Those who attended the convention most likely had the pleasure of meeting both of them and maybe even seeing N8161P. 



Scott Morris, John van Bladeren and Dennis Springer (L to R) at the 2007 ICS Convention in Tacoma, Wash.

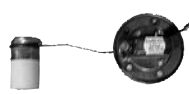


N8161P on display at the 2007 ICS Convention.

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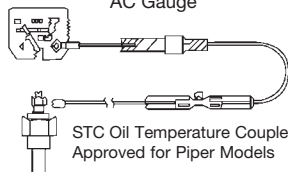


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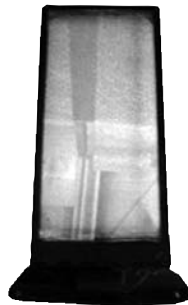
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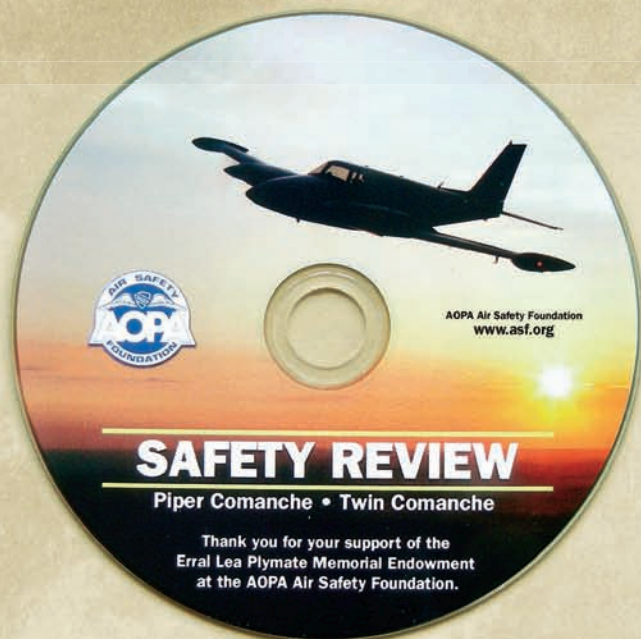
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Help Make the Skies Safer and Get Comanche Safety Information in Return

by Kim Blonigen



The Piper Comanche and Twin Comanche Safety Review CD featured in the March 2008 *Flyer* is now being sent to Comanche friends of the AOPA Air Safety Foundation (ASF) in appreciation for their support; and getting favorable reviews.

The CD is something special for Comanche owners and pilots. It was conceived about four months ago when ASF was asked if there were any of the Comanche Safety Reviews (a very valuable document for anyone who flies a single or twin Comanche) stashed away, that could be made available. But ASF had only one copy left, and it was archived in their files. They listened to the need though, and came up with the idea of producing a CD in place of the printed document.

The CDs are not for sale, but ASF is offering one free to anyone making a gift of \$100, or more, to the Foundation. Furthermore, anyone mentioning the Erral Lea Plymate Memorial Endowment will have their gift tripled. This Endowment was established in 2003 and a serious gift-matching program has been in place since 2006. At first, gifts were matched one-for-one by Glenn Plymate, ICS #2658, in honor of his wife. In 2007, the match was boosted to two-for-one, with APOA kicking in an equal match, in addition to Glenn's, to make each dollar worth three times as much.

This presents an unbeatable opportunity to support ASF by leveraging what is donated and guaranteeing its future. The donations remain in an endowment account and only the earnings can be used. And it never stops; the gifts are eternal – all in the name of air safety. An extra bonus is that the gifts are tax-deductible.

The triple-gift-match program for 2007-2008 is now 80% fulfilled and will be used up by year-end, and probably sooner. For anyone thinking about supporting the AOPA Air Safety Foundation, the time has never been better.

You can read more about the program at www.erralplymate.com and if you go to the Memorial Endowment page, you will see many names you recognize. Comanche friends have made a meaningful difference in the success of this program so far and there is opportunity for more. Together, you can all make the skies a safer place.

An easy way to make a gift is to call ASF at (800) 955-9115. Debbie McCauley, administrative assistant for AOPA Development, will answer. She'll make you glad you called and will be the one to send you the Comanche Safety Review CD.

If you'd like more information, please e-mail Glenn at gply27@peoplepc.com.

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Technically Speaking

Hangar Tugs

Our thanks to Dale Vandever for compiling this text. You can view these messages in the context of the entire discussion by going to: <http://forums.delphiforums.com/comancheflyer>.

The following is from a series of online postings from the Comanche's Owner's Forum. These postings are provided for informational purposes only. The views expressed in these postings represent the opinions of individual Comanche owners and have not been vetted by the ICS technical committee.

As a responsible pilot and aircraft owner, you should always seek the advice from an experienced, trusted source, such as your A&P or CFF-approved CFI, before applying any of the techniques or recommendations presented in these postings.

The postings are printed as they appeared in the Forum. Due to space considerations, we are publishing only selected posts.

[I] can't push my Twinky into [the] new hanger. [I] need a hangar tug. Anyone like to sell me one cheap?

Dave in Cincinnati

I purchased a very good used E-Z-GO golf cart and had it equipped with receiver hitches – fore and aft. It will pull 5,000 pounds with little effort.

Like Pat, I too have had an E-Z-GO. [I] have used it for 20-plus years. It has been used to move a King Air, as well. The only problem I have with it is when I have ice or snow on my ramp, the small wheels just spin. Otherwise it is great.

A buddy of mine in Australia did the same thing. When I mentioned to him recently, that I was looking at an electric golf cart to copy his, he said the electric versions would not have sufficient power and that I needed to buy a gasoline unit.

Would you mind elaborating a little on what you feel is a necessary size, or style, of golf cart for the job? I am aware

that batteries (lead acid batteries) last maybe five years, need to be kept charged, and are a lot of money to replace; where gasoline units don't need any of that.

Your thoughts will be appreciated since I might follow this lead and do a golf cart also, if I can source one cheaply enough.

Pat

Sorry Cap, don't have one to sell anymore. I use an ATV, Honda 350, four-wheel-drive. A friend of mine welded up a hitch I bolted to the front frame. [I got the] tow bar from Sporty's.

The unit does double duty in the mountains during summer and fall. Chains on all four wheels are essential during the winter.

You might find a reasonable deal on a used one this time of year.

Rich

I'm in Ohio, thus cold weather. I much prefer electric since you have no start and warm-up problems. [It has] plenty of power, if the traction is there. A friend uses one for his 421. He loaded his tires with foam and studded the rear tires. Electric is very smooth when towing and, even with the studs, the cart is great for transport around the airport.

Pat B.-

I purchased an electric unit. I made an appointment at the local E-Z-GO dealer and wanted to see the pulling capacity. They hooked a chain to a forklift with the brakes set and pulled it easily – 5,000 pounds. Electric motor applications are quite powerful – railroads have used this source for many years.

The secret to the batteries is to keep them maintained. My current set of batteries are circa 2000. I did install a battery meter that indicates

the level of charge and I never recharge until they are at least halfway down. Keep the water levels checked and the corrosion cleaned away. The beautiful thing about the electric unit is you have power available to use on 14- or 28-volt aircraft – the batteries are six-volt units in series to achieve 36 volts at a higher amperage than 12-volt units can offer (other units have more).

I think the electric units are easier to use and much safer to be around aircraft. However, I suppose one could fabricate a spark arrester for the exhaust system of the gasoline units. Though I would not choose to operate a gasoline engine unit, in a hangar with aircraft inside, without a spark arrester. As we both know, these are choices made by the user of the end item.

I'm in Sydney (home in two days) and I visited my friend's hangar. His tug is actually a sit-on mower that he bought without the cutting device. It is a Honda, two-cylinder, and develops 13 1/2 HP. He paid \$500 for it, and welded on a tow hitch on the front and rear. The headlights work and he can see where he is driving at night – it's a really neat unit. His all up cost was \$1,000 after \$500 for the unit and another \$500 for the hitches and welding. He says that he got the mower cheaply because the mowing portion was removed. He also said that it tows his Twin Comanche effortlessly, but that a nearby hangar has an 11 HP [mower] and does not tow nearly as well.

The weather in Sydney is similar to Southern California, so ice is never an issue.

I have a 10 HP converted riding lawn mower that I use at my other hangar in Oklahoma. The price was excellent (a distant relative offered it for the taking).

I've never had any problem regarding the available power. I operate most of the time at just above idle.

A John Deere 317 or 318 riding tractor works very well. These are getting rather old and are being retired from lawn service and are pretty readily available. A big plus is that they are hydrostatic drives, which makes low speed maneuvering easy. A negative is that with turf tires, they won't push a 150 in ice or snow. You will need chains.


George,

I can't get my tractor to work in the ice, snow, or temperatures that are unpleasant – the operator refuses to mount the seat. Seriously, I have weights for the wheels and chains for the tires, if that is needed. I do think that a lighter weight rider might need some additional weight at the drive wheels of the lawn tractor. I'm approximately eight gallons heavier than my FAA allotted mass.

My Precision Drive Electric E-Z-GO has plenty of power and will pull my Comanche across grass strips, up hills or wherever. Steering control is my issue. I find it harder to put the airplane away in my tight hangar, so I rigged up a winch and a remote control which works better. If you have plenty of space, the modern electric E-Z-GO, introduced in about 2000, has pulsing digital drive which applies the power precisely in response to the infinite throttle positions. It does not waste power like the old stepped resistor model that preceded it. Those resistors only gave you limited power control as determined by the number of steps. Mine pulls great, but I have no way to get the cart out after I have pulled the airplane in nose first and blocked my exit. So if you have plenty of room on the sides of your hangar, I highly recommend them. Make sure it is the Precision Drive model, as for several years they offered this feature as an option. It is clearly identified with a emblem on the side. Precision Drive may be standard now in the carts made my Lycoming (Textron).

For what it's worth, my experience with a PA 30 and EZ 35 has also been positive. When I first got it, I could not get it to start reliably. I took it to a lawnmower shop and [now] it starts every time. [It] seems more than adequate for a PA 30.

[I] had an EZ 40 for almost 15 years. [It] works great on the PA 30 (3,800 gross with HD brakes, so does not roll easily) as well as the Lance at 3,600 and pulls fully loaded Aztecs as easily. [I've] had mine so long, I've gone through two tires and two belts on it.

Support for the product is excellent, and the adapters are easy to change with a little modification (welded wing nuts on rod stock instead of allen key bolts to hold them in, so no tool required for quick change and hangar restack!) [The] Tecumseh engine starts every time, but the recoil starter had been a bit of a problem from time to time. Once again it is a lawnmower shop part, so [it is] available locally. 



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On Leaning & Combustion

by Russ Greenlaw, ICS #4168, Consulting Engineer

Any plane driver with an exhaust gas temperature (EGT) gauge knows that when one leans the mixture, EGT increases to a peak value, after which further leaning makes EGT decrease, with the engine eventually running rough due to misfire. But why does the temperature change with even slight changes in mixture? Let's look at the process (simplified a bit).

Peak EGT

Hydrocarbon fuels are combinations of carbon and hydrogen (Duh!) and when the amounts of fuel and oxygen are exactly right (peak EGT), all the hydrogen gets burned to form water vapor, and all the carbon gets burned to form *carbon-dioxide* (CO₂), with (theoretically) only a bunch of hot nitrogen left over. Chemists call this a stoichiometric "element measured" process.

Lean-Side

The lean-side of peak is simple to analyze – when you pull the mixture knob and go lean-of-peak, you are reducing the amount of fuel, hence the amount of heat and pressure produced in each cylinder. The amount of air is still the same so the combustion temperature and exhaust gas temperature both decrease. All the hydrogen and all the carbon should still be fully burned, with some oxygen left over, unless you lean so much that the engine begins to misfire and run rough.

Rich-Side

It is often said, and written, that when one richens the mixture from peak EGT to rich-of-peak the exhaust gas temperature decreases *because the extra fuel cools the combustion gases*.

I pondered how this could be since the amount of extra fuel is very small, and the heat required to vaporize it would also be very small. Furthermore, the extra fuel is itself burned or partially burned, and therefore would contribute to heat inside the engine's cylinders. In other words, a little extra fuel should not make cooling of the process.

One day it came to me... the extra fuel in a rich-of-peak mixture doesn't cool the combustion products at all, but rather something in the fuel fails

to get burned and that is what reduces the temperature in the cylinder. I reviewed a chemistry book, one about power plant engineering, and several on thermodynamics, to look up the numbers.

It happens that carbon gives off about 38% more heat per molecule than hydrogen does (perhaps that's why barbecues run on charcoal instead of hydrogen). More significantly, if there is too much carbon for the available oxygen, then some of the carbon ends up as *carbon monoxide* (CO) instead of CO₂, and CO gives off **way less heat** than CO₂ – by a ratio of more than 3 to 1. Perhaps that is why blowing on your barbecue makes it more hot, very quickly.

When you move that mixture knob to the rich-side of peak EGT, you are increasing slightly the amount of fuel, so there is now an excess of fuel relative to the oxygen. For some reason, the hydrogen gets first shot at the available oxygen, so with a rich mixture, the hydrogen gets fully burned and the carbon is left to fend for itself. Some of the carbon gets fully burned to form CO₂, some gets partly burned to form CO and perhaps some of it remains unburned in the form of soot or black smoke.

So, when you push in that mixture knob and richen the mixture to the rich side of peak, the total heat produced in each cylinder drops because you are now making some of that nasty carbon-monoxide instead of only green-plant-friendly carbon-dioxide.

Less heat accounts for *some* of the temperature decrease. Note also that a rich mixture has more hydrogen, hence produces more water vapor than a peak mixture. It so happens that for any given temperature increase, water vapor requires 85% more heat than plain air, so having a


bit more water vapor in the combustion products helps account for the decrease in combustion temperature.

Rich Mixture Paradox

There is a paradox... a slightly rich-of-peak mixture burns cooler but produces more power than a peak mixture. Since power comes from cylinder pressure, and cylinder pressure comes from combustion temperature, how can a cooler, rich mixture be more powerful than a hot, stoichiometric mixture?

It seems that hot water vapor, also called steam, produces 60% more pressure on the piston than air for a given temperature. In other words, cylinder pressure decreases less rapidly than the decrease in cylinder temperature. That is how a cool, rich mixture can produce more power than a hot, peak mixture.

Conclusions

The next time someone tells you that the extra fuel used with a rich-of-peak mixture actually *cools* the engine, tactfully explain that (1) the excess fuel causes some of the carbon to form CO instead of CO₂ (giving off less heat); (2) the extra water vapor (due to more hydrogen) absorbs more heat than a perfect mixture, causing lower temperatures; and (3) you still get more power because that extra water vapor produces more cylinder pressure than a drier, peak mixture. And you can say "stoichiometric" in there someplace. 

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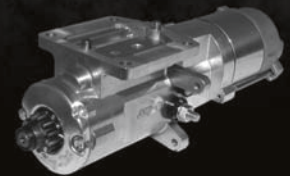


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AD 77-13-21 and Service Letter 782B

by Dave Gitelman, ICS # 866, ICS Co-technical Director

I recently completed the 1,000-hour gear inspection. The smartest thing I did was to enlist Matt Kurke to do the AD as written. We made an agreement beforehand – Matt would provide the expertise, skill and specialized tools; I would provide the parts and money – a perfect arrangement.

Working with Matt was the equivalent of an orderly working with a neurosurgeon; I was the orderly. The AD was completed without complication. We also replaced the push-pull conduits.

While the gear was hanging free, unattached to anything other than the trunnion on which it swings, Matt moved the left side gear towards the up position. A very audible “thunk” could be heard. I immediately removed the inspection plate covering the bungee so that I could observe and understand the source of the sound. It became quite obvious that the bungee arm was the source. I removed the bungee cord and then the bungee arm. The arm came out in two pieces (see picture).

Fortunately, Matt had brought a good serviceable heavy wall arm, and it was for the left side. The broken arm was replaced, the bungee cord attached, and the “thunk” was gone. We then moved to the right side. The same noise was present. Knowing what that meant, I did not pull the arm until a replacement was in hand. The right side arm was slightly better than the left. It came out in one piece, but badly cracked.

What can be learned from this experience?

If you own a 180 or 250, they were all assembled with a thin wall bungee arm. If you are like me, you have never had these arms pulled and examined for cracks. Why? Because there is no requirement to do so.

I would suggest the following: check your log book(s) and try to determine if the bungee arm (part number's 20846-00, 01) have ever been replaced with the heavy wall arm part

number's 20846-06, 07. If they have been, go no further. If you cannot substantiate that the arms have been replaced, then have your A&P inspect and replace as necessary.

How To

It is a relatively easy operation to pull these arms from the trunnion. First, the airplane must be on jacks with the bungee cord removed from the arm. It is not necessary to remove the bungee from the wing; it can stay on the stretcher. Next, put a board under the wheel and lower the plane so that the tire is just touching the board. You want to support the assembly without putting upward pressure on the gear. Remove the bolt that secures the bungee arm. On the trunnion, locate what appears to be a bolt head with a safety wire running through it that goes around the trunnion and through another bolt head located directly opposite of the first. Cut and remove the safety wire. These bolt heads are really pins used to locate and position the bungee arm. Pull out the inboard side pin. Using a drift, insert it into the hole and tap out the pin on the outboard side.

Now, twist and pull the bungee arm from the trunnion. There are spacers in the trunnion that should remain in place when the arm is removed; make sure they do. Upon examination, if the arm is not cracked (the crack will

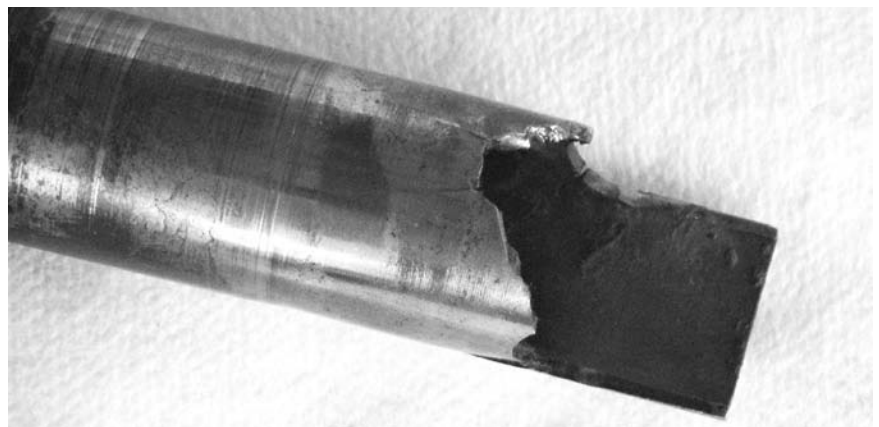
appear in the radius of the machined groove on the top side of the tube), re-insert it into the trunnion after lubricating with lubriplate, or some other grease. If you experience a problem reinserting the arm, the spacers have shifted or the gear itself may have moved. Use your finger to carefully align everything and when done, insert the arm. It will slide right in.

If you have a thin wall arm that is not cracked, it will be sometime in the future. In that case, if you are re-using the same arm, make it a point to check it every time you put on new bungee cords.

If a new arm is needed, Webco can supply the correct heavy wall new part. Make sure that you remove the spacer located at the end of the bungee arm tube and move it onto the new part.

Position the tube so that the pins can be inserted into the trunnion. You may need to tap them in using a non-marring hammer. Safety the pins using .041 safety wire. The wire goes through each pin, around the trunnion and then gets twisted. Insert the long bolt and tighten accordingly. If it's a new arm, remove the roller from the old arm and transfer to the new arm. Re-attach the bungee and you're done.

While this documented problem has been around for at least 25 years, I suspect that many, like me, have never looked at this important part. Now would be a good time to do it. 🛠️



That Pesky Oil Leak

by F. Norman Wright, ICS #16240

It was a beautiful fall day and we were over the mountains of North Carolina enjoying nature's splendor of color, when what to my wandering eyes should appear, but a trickle of oil coming down the cowling from the dipstick access door. A quick cross check revealed nothing abnormal, but I monitored the oil pressure closely until touchdown.

The access door had oil on the underside, but a check of the dipstick showed a normal reading. I had added a quart of oil at our previous stop and a little spilled. I wiped everything dry but assumed the wind had found a pocket of oil and spread it around on the trip. We cleaned the engine and put our bird to bed. Problem solved... or so we thought.

Our next trip was a few weeks later from North Carolina to Florida, with a stop at Allendale, S.C. Just before our first stop, what did my wandering eyes pick up, but a trickle of oil

coming down the cowling. As we topped off the tanks, I again checked the quantity, which was full. I assumed I must have missed some oil on my previous cleanup, and we continued on to Florida.

Again, about 45 minutes later, my wandering eyes picked up that now familiar trickle. Since the quantity had been okay, we continued. Over the next two hours, the oil crept back the cowling, then up the windshield. Now we had two problems, a leak and restricted visibility. It was only a thin film and about four inches wide, but it added another task to the normal scan. After landing, another inspection of the oil quantity was made, and again no loss over the normal usage. The cooling air scattered the oil so that no one location could be pinpointed.

Over the next year we tried several fixes, each requiring an hour flight. We concentrated on the dipstick area; first changing the top seal, then the

bottom seal, and then replaced the complete extension tube. The bolts along the top of the crankcase were removed and sealed, the crankcase breather was checked, but still the leak persisted.

Our timeline took us through two annuals and several trips to the shop. We were grabbing at straws now. How about the pushrod tube seals? Why not, we have tried all the obvious things. No, that wasn't the culprit either, but it put us on the right track. The forward tube had a rough spot, and close examination showed an invisible crack that seeped when the engine and oil were hot. Of course it was right on the bottom, or it wouldn't have leaked. The tube was replaced and the problem disappeared. This was the seventh time we had worked on that leak.

We now fly with no self-induced IMC, or IFR for us old guys. Also, I have lost my excuse for bad landings. ✈️

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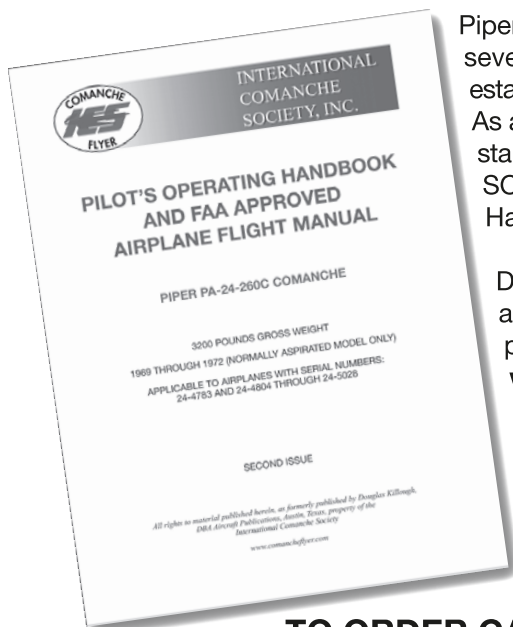
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Twins:							
	13.)	PA30	3600	1963-68	1269	30-2	1744
				1969	1515	1745	2000
	14.)	PA30T	3725	1964-68	1269 (Turbo)	143	1744
				1969	1515 (Turbo)	1745	2000
	15.)	PA39	3600	1970-72	1605	39-1	155
	16.)	PA39T	3725	1970-72	1605 (Turbo)	1	155



Australia Tribe Takes in Shipwreck Coast

by Irene Lawson

The ICS tribe in Australia enjoyed camaraderie and the sites at their fly-in to Warrnambool and Port Fair, March 14-16.

The weekend began in the company of fellow Comanche flyers as we assembled at Warrnambool Airfield. The noise level was, as always when good buddies catch up, very loud and jovial. It didn't take long before we were on the bus which meandered its way to Port Fairy and our beds for the next few nights at Seacombe House.

Picturesque Port Fairy lies on the Shipwreck Coast between Melb and Adelaide – a great escape from the cities. Many of the cottages built over a century ago for the fishing and whaling community, have been restored and today present themselves as B&B's.

Seacombe House was built in 1847 by Captain John Saunders from the schooner *Dusty Miller* which ran aground on the rocks off Rabbit Island. Captain Saunders decided to stay in the fast-growing town of whalers and pastoralists and built the house then called *The Stag Inn*. After about a half-a-dozen owners and numerous add-ons, we were lucky to have a portion left that we now see as heritage listed.

A late dinner Friday evening was of local seasonal produce washed down with well-seasoned wine and it wasn't long before our beds beckoned us for the evening.

Saturday morning presented itself as sunny and warm, and it felt good to reacquaint ourselves with the art of shopping in the township of Port Fairy. The words quaint and friendly sprung to mind as we took on shop after shop and gallery after gallery, all with their charm and friendly warmth. Most of the pilots explored the wharf with many a yacht and fishing vessel. It's a boy thing! A quick lunch and back to the galleries before being picked up for a late afternoon and evening tour. Brian Trenergy, our tour



Within one day of reaching Melbourne and well off-course, two kilometres off shore in mist and rain, the Loch Ard ran onto rocks at Mutton Bird Island and sank within fifteen minutes. Its only survivors were 18-year-old Eva Carmichael, a passenger who was saved by Tom Pearce, a crew hand. The ship's bell remains in the small colony town built at Flagstaff Hill, along with a Minton porcelain peacock. The re-enactment was great and should be recommended to friends. Following, we went back to Seacombe House for the night.

Sunday morning brought another clear sunny day, if not a little hot. After breakfast and a short ICS meeting, we were taken back to Warrnambool Airfield for quick farewells before once again taking to the skies and homeward bound. Fifteen Comanches and an Aerostar flew in, while others drove for another delightful weekend.

We would like to thank both Tony and Angela Read for organising our few days. ✈️



A sky-view of Warrnambool.

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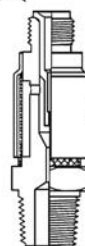


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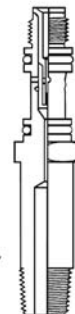
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Welcome

Our 2008 ICS Cruise Convention begins in Galveston on Oct. 11. Fly to Galveston (GLS), or come by commercial flight to Houston.

Saturday, October 11, we'll stay at the Moody Gardens Hotel adjacent to Galveston airport. There will be a welcome party at the hotel Saturday evening.

Flagship judging will be Sunday morning before the cruise.

Awards will be made during the cruise with special recognition for the 50th Anniversary Comanche.

The Cruise

Sunday, October 12 is all aboard **Carnival Conquest** for seven days in the Caribbean with Montego Bay, Grand Cayman, and Cozumel ports and shore excursions. ICS seminars and meetings will be on our days at sea. The Annual General Meeting will be Saturday, October 18 on the ship.

Planning

This is a great opportunity for ICS family members and guests. Cruise price includes port fees, taxes, crew gratuities, and a \$25.00 cruise reservation charge. This is a significant savings over typical cruise prices. Cabin rates are per person, double occupancy:

Convention Registration Fee
\$95/person

Moody Gardens Hotel (Oct. 11)
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Cruise ship:

Inside cabin	\$643*
Window cabin	\$763*
Balcony cabin	\$913*



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DAY	PORT	ARRIVE	DEPART
Sun.	Galveston		4:00 P.M.
Mon.	"Fun Day" at Sea		
Tues.	"Fun Day" at Sea		
Wed.	Montego Bay	9:00 A.M.	5:30 P.M.
Thurs.	Grand Cayman	7:00 A.M.	4:00 P.M.
Fri.	Cozumel	9:00 A.M.	6:00 P.M.
Sat.	"Fun Day" at Sea		
Sun.	Galveston	8:00 A.M.	

Down payment per person is \$370 due **before April 30** with final payment before July 15, 2008. Note that \$275 of the down payment is attributed to the cruise purchase, and \$95 is for the inclusive convention fee. Hotel charges will be billed at check out. Transfers from commercial airports, shore excursions, and on board alcoholic beverage purchases are extra. The convention fee is set low so that guests will have a broad choice of shore excursions.

***Please note:** Cruise lines have announced fuel surcharges that will apply to 2008 bookings. At present Carnival's per person increase is \$5 per day or \$35 for the seven-day cruise. The surcharge is now reflected in our published rates. This comes as no

surprise as the transportation industry copes with ever increasing fuel prices. Our ICS cruise is still a bargain. Carnival's website is www.carnival.com

Registration

All cruise, hotel, and commercial airport transportation arrangements will be made through Carlson Travel in Houston. Phone contact is (281) 492-2007, or 1 (800) 808-8747. Fax is (281) 492-0586. Registration forms are available at Carlson's Web site www.carlsontravel.com/westhouston.

If difficulty is encountered, be sure to disable all pop-up-blockers, or call Carlson direct to register. When form(s) are printed and completed, they may be mailed or faxed to Carlson. Carlson recommends cruise insurance that will protect you in case of trip cancellation, trip interruption, or emergency medical needs.

Primary ICS contact at Carlson Travel is Elena Pelsinger at westhouston@carlsontravel.com. You may also ask for Pat or Gracie.

All Friends of ICS and Aviation Enthusiasts Welcome

We would like to hear from you. To answer your questions, or for more information, contact Bruce Thumann, Tribe Chief at (713) 649-8588, (713) 875-3056, or bruce@contactbuilderssupply.com.



Camille's Cruise Hints

by Camille Armstrong

Well, only four months until we sail. Only four months to lose whatever you may not care to take on the cruise (i.e., middle-age spread [which Candace Bergen and Sally Field have – don't you just love it!], saddle bags, etc.). Only about a month, at the most, to hit the stores for all the sales on those fabulous ensembles you will absolutely wow everyone with



on board. So much to do and the time just keeps getting shorter to get it all done.

The formal wear nights were mentioned in the last article. Based on personal experience, I have one comment to make – the first Carnival cruise I went on I ended up in a conga line on the top deck in my evening clothes. I had a wonderful time, met some great people that I otherwise would not have met, and my hem became soaked in “something(s).”

Which brings me to another thought – you might think long and hard about what you will do if your beautiful, evening clothes, or your other outfits, become soiled. There are no dry cleaning facilities on board. They will do laundry onboard,

but it is a bit on the pricey side (\$2.00 for ONE pair of panties). Personally, I'm taking a small bottle of Woolite® with me. This might mean that your “head” (marine talk for a bathroom) could resemble a Chinese laundry, but you will probably not be spending that much time in your cabin. So what the hey!

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Ladies: It is the opinion of the Convention Committee that the women's shirt sizes run undersized. We would suggest that you order one size larger than you would normally wear to compensate for that. Any questions, please call Tina Thumann at (713) 649-8588 or (832) 788-9673.

Shirts must be pre-ordered. We suggest orders be placed at the time of cruise registration. Only pre-ordered shirts will be produced and they will be available at cruise time.

Please complete this form and mail it, with your check payable to ICS South Central Tribe, to: Tina Thumann, 6430 Mayfair St., Houston, TX 77087. If you have any questions, call (713) 649-8588, weekdays.

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South East Tribe Gets Together at Spruce Creek in Florida

by Sally A. Williams, ICS#15620, ICS South East Tribe Chief



Dan Dimattei's impressive PA30 Twin Comanche.

On Sunday, March 16, the ICS South East Tribe held a rescheduled luncheon fly-in, hosted by Alan and Kate Burrows (EU), who in the winter months reside in Spruce Creek, Fla. (7FL6). Six airplanes and 33 individuals either driving, flying, or walking (if they lived nearby) signed our guest register and enjoyed a luncheon consisting of grilled hamburgers and hot dogs, side dishes, coffee, tea and soft drinks. Later in the afternoon, Kate prepared a traditional “English Cream Tea” consisting of tea, scones and strawberry jam.

As a lot of you know, Spruce Creek is a wonderful airpark community near Daytona Beach, Fla. Many of the friendly residents fly our beautiful Piper Comanche airplanes and we were treated to the hospitality of Dan Dimattei, who generously allowed us to use his spotless hanger for our luncheon. Dan also owns a very impressive PA30 Twin Comanche.

After our fill of hamburgers and hot dogs, Mike Keedy (ICS President 1976-77) provided us with a nostalgic ICS DVD photo album with music and narration of his many years of flying experiences in the Comanche 400.

Soon it was time to say good-bye but not before many of our group had a tour of the Spruce Creek airport and nearby homes.

Unfortunately some of our ICS attendees were grounded due to poor flying conditions or could not make the rescheduled date, but those of us who did attend, enjoyed a very nice afternoon and we would like to thank everyone for it. 🙏



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South Central Tribe Gets an Adventurous Boat Ride at their Fly-In to Jefferson, Texas

by Bruce Thumann, ICS#14028

In typical South Central Fly-In fashion, the weather gods did their best to discourage what turned out to be a fly-in that ranked right up there with the best of the best. Right out of the box, we arrived in marginal conditions and nearly had to divert to Marshall, Texas, to shoot an approach, in order to get below the scud hanging right over the area. Fortunately though, our handler at ATC vectored us down as far as he could so that we could get below the ceilings and land without a diversion. As we were in the pattern, we could hear Butch Baker (Butch cannot disguise his unique Texas drawl no matter how hard he tries) trying to get down at Marshall to pick up the van. We and our passengers, the Bouchards, were the first to arrive at Jefferson and the airport was otherwise deserted. Once on the ground under a slight sprinkle, we immediately called our competent welcoming committee member, Peggy Blum, for transportation, as she and Elmer had arrived a day early.

Soon the Bakers arrived with the van and began receiving the rest of the guests at the airport well into the afternoon. It's for that reason that I am writing this report – both Butch and Linda were stuck with all the hard work of receiving guests and shuttling them back-and-forth, while Tina and I enjoyed the company and did the tourist thing. As it turned out, we had a total of 45 for the Friday night meal including four guests from the local area. Our local guests were Jefferson Mayoral candidate Bob Avery and his wife, as well as Ray Keasler and his wife. Both Bob and Ray were instrumental in helping our hosts with planning and with aircraft arrivals at the airport.

We had many familiar faces in our group, but also had some new faces, as well as a few that we had not seen in quite some time. As surprise guests, we were happy to see Carol Wilson, as well as Nelson and Judi Bell. Carol's husband, Jim, passed away just a year ago. He was a past South Central Tribe Chief and he, along with wife Carol, and the Bells were familiar faces at many events back when they were all active. There was much reminiscing and story telling amongst old friends as Carol and the Bells were introduced.

The Blums and McKinleys had driven in the day before and, along with the Bakers, already had everyone's itinerary planned out with food stops, steam train rides, boat rides, dinner theatre, and shopping tours. All of those activities were great and seemed entirely innocent on the surface, but I've got to tell you about our boat tour down the Big Cypress River aboard the *SS Minnow*. I do not think the boat had a formal name, but trust me, if the shoe fits, we must wear it.

“Our innocent boat ride down the river started out fine.”

Our innocent boat ride down the river started out fine. The river was moving much faster than usual because the flood gates upriver had been opened, but there was no real concern as long as our vessel was seaworthy, as we all assumed it was. Of course, our official Coast Guard inspector Dick Brown and Doris had arrived late, so Dick was not there to point out any potential hazards or concerns for our pleasure cruise.

Our captain, we'll call him Gilligan because he resembled him and because the Skipper was, for the moment, incognito for the beginning of this trip, welcomed us aboard and



we soon set sail for “a THIRTY MINUTE TOUR, A THIRTY MINUTE TOUR.” (I hear the *Gilligan’s Island* theme song playing now, I swear I do.) Anyway, as we would soon come to realize, the whole cast of *Gilligan’s Island* was onboard and would unveil themselves as the adventure unfolded.

The first half of our journey was uneventful with general sightseeing and narrations by our distinguished captain, Gilligan. We learned how and where the town developed and where the paddle-wheelers came up the river before the Corps of Engineers reduced the levels by work being done downstream, essentially killing all commerce and subsequently the town (all of this information was being presented to us, as we were traveling downstream with a rapid current).

After reaching the farthest point of the tour, our courageous captain swung the bow around and we began our much slower journey up-river against the current. We were moving, but only because our captain had the *SS Minnow* bellowing smoke to keep us headed into the current. Suddenly, and with no warning, the *Minnow’s* engine went silent. But, our courageous captain got her fired up again and away we traveled once again upstream against the current with unkempt wilderness on either side. Once again, the trusty *Minnow* went silent and again the captain fired her up and away we went. But the next time, our trusty *Minnow* would let us down; she did not die completely, but rather kept us going just fast enough to plow through the current and beach her just out of harms way near civilization. She served us well, and anything less from her could have been cause for concern.



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So there we were, up the proverbial creek without a paddle. After looking the situation over, Gilligan decided that the only way to save us was to desert us to go get a rescue boat. Now our cast of characters began to show themselves. Without a formal mutiny, Dr. Bob Fox became the Skipper and eventually recruited the services of Triple D, a.k.a. "Dare Devil Darrell" Norris. The two of them quickly found the problem and began repairs to our trusty *Minnow*. In the meantime, the professor, Rich Bullock, had become concerned that we might need to plan

for a rescue. He was on shore with his trustee GPS getting navigation directions for us to walk back to town through the woods and back roads. Rich's wife, Linda, along with some of her followers (the Gingers), became the damsels in distress as they sat quietly (sometimes at least) concerned. And Sarah McKinley and some of her followers were dubbed the Mary Anns of the group, as they observed quietly, but cautiously, the events as they unfolded. We did add one member to the original Gilligan cast. That was "He-Man Horton", who was in charge of holding the *Minnow* on shore so



that we did not all disappear forever, lost downstream with the currents.

While all of this was going on, our futuristic survivors used their trusty cell phones to plea for help from the rest of the group scattered about Jefferson. Three calls to Sarah's husband, Mac, each ended with the caller being hung up on. Mac later said he thought he was getting crank calls because he had refused to join us on the boat ride. We eventually figured out that Sarah's insurance premium had just been paid giving Mac less incentive to rescue her. Butch Baker was on our rescuer list as well, but he refused to believe we were stranded citing that he heard laughter in the background and thought it all a joke.

There was laughter, I must admit. The 30, or so, stranded on that boat on the sandy deserted shore laughed with and at each other for at least an hour before Gilligan arrived back with the rescue boat. Gilligan's arrival was timed nearly


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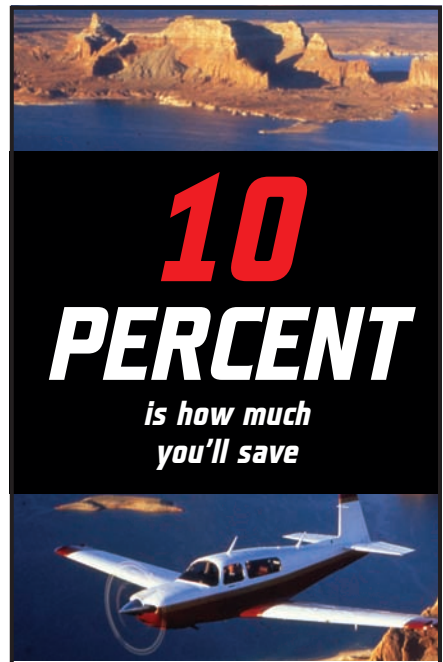


perfectly with the restarting of the SS *Minnow's* engine. However, Gilligan pulled along side, the rats all fled the ship except for our new Skipper, Bob, a couple others of the male mutineers,



and our princess Sarah (she will never again be the same after her time at sea with a boat load of men).

Anyway, as the rescue boat sailed off into the sunset with Skipper Bob trailing far behind, we all had time to reflect on what a memorable experience it was that we had just gone through. The rest of our stay was pleasurable with lots of good food and entertainment, but our THIRTY MINUTE TOUR, aboard the still famous SS *Minnow* will always be a highlight of that trip ... at least for me. 



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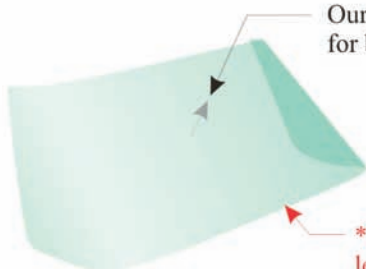
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Northeast Tribe Gathers for a Fly-In Luncheon




On February 16, the Northeast Tribe held a luncheon fly-in to Lancaster, Penn. (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 conversation and 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 5,000 feet of useable pavement on runway 26.

Comanches started showing up around 10:30 a.m. 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, which we all agreed should be lower. Tribe Chief Dick Kuszyk got up and made a few announcements about upcoming

events. In particular, he talked about the Northeast Tribe's planned 50th Anniversary of the Comanche weekend, June 27-29 at Lock Haven, Penn., 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 information about the event in the *Flyer*, or contact Dick Kuszyk at dickbay14@comcast.net. 

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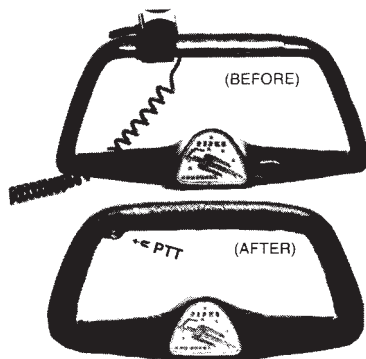


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South Central Tribe Maintenance Fly-In Attended by Many

by Ron and Judi Davis, ICS #4447



The South Central Tribe held a Maintenance Fly-In and Seminar, March 14th and 15th in Heber Springs, Ark.

As attendees arrived at KHBZ, The Greers Ferry Dam was the first glimpse of the resort town of Heber Springs and Greers Ferry Lake. Below the dam was Lindsey's Rainbow Resort on the Little Red River where most stayed and were ferried to and from the activities of the weekend. The Saturday seminar was nearby at the airport just over the dam.


Non-pilots were treated to a fascinating tour at the Carl Garner Center by the man who headed the project. The center was dedicated by President Kennedy in 1963, just before his death. Though retired many years ago, Carl himself gave a rare Saturday presentation to the Comanche bunch which learned all about the Corp of Engineers Project that was responsible for the dam, lake, flood control, habitat, and park operations. This is the largest camping park operated by the Corp of Engineers.

All were ferried to and from the airport and the hospitality of the weekend was aided by the Heber Springs Chamber of Commerce who, along with Bill Lindsey, prepared a complementary "Taste of the Lake" featuring many dishes from the various well-known chefs in the area. Bruce and Zack, two of the Tribe Chiefs in attendance, provided leadership throughout the event and showed us how lucky we are to be in an organization of such fine people who just happen to respect their airplanes enough to spend time together to make them safe.

Comanches came from everywhere carrying a lot of folks who wanted to know as much as possible about maintaining their aircraft. As a newcomer on my return back to the organization after some 20 years, I was really impressed by the people who attended, just as Bruce and Tina Thumann had promised. We all had a great time and we really enjoyed meeting everyone. What a great bunch of people these Comanche people are. Bruce and Tina were wonderful and Judi and I want to personally thank the South Central Tribe Chief and his wife for all their hard work in making our event a success. Also thanks to Harley McGatha and the CFF - their contribution made this event possible.

Matt Kurke, and others, presented the information that we all need to hear. Matt's technical writing ability was honed early in his engineering profession and has led him to produce an excellent syllabus which is used in the presentation. He passes around parts removed from aircraft to demonstrate the difference between serviceable and non-serviceable parts. He shows how some parts are supposed to work and what defects can develop. Proper maintenance and inspection provides solutions and remedies that make our Comanches safe for us to fly. We all listened intently as Matt, Zack, and others covered maintenance and operations topics using a TV monitor and a Comanche on jacks. Then armed

with our new understanding as a result of the seminar, we headed out to the ramp with Matt to inspect our own aircraft. From the pictures you can see there were plenty of them to examine.

So we had a good seminar, a good time, and got to meet a lot of you that we look forward to seeing again real soon! 




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From the Tribe Chiefs

EUROPEAN TRIBE

Fly-In Bergen, Norway 3-7 July

Arrival at Flesland (ENBR) will be at 1200-1700 hours on Thursday, 3 July, at which time attendees will be transported by bus to the hotel for check-in. Later the group will walk to the Floeybanen funicular, where they will take the funicular to the top and have dinner at the restaurant there.

On Friday, after breakfast at the hotel, a visit to Bryggen Museum, a ferry ride to the aquarium for lunch and shopping are all on the agenda. Saturday will feature a cruise with veteran S/S Oster to Herdla (wartime German fighter base), with lunch on board; and a visit to the museum. Other destinations for the day are still being planned.

Sunday the group will experience "Norway in a nutshell" in an all-day famous sightseeing trip by scenic railway, cruise boat and bus. After breakfast at the hotel on Monday, a bus will provide transportation back to the airport for departure.

For more information about Bergen, go to www.visitbergen.com. For more information about the fly-in specifically, contact Egil Ingvaldsen by telephone at +47 918 27 1 26, Skype: eingvald, or e-mail at eingvald@online.no

Fly-In Odessa and Kiev, Ukraine 5-13 August

As mentioned in the last issue of the *Flyer*, the trip airport has been changed from Odessa to Kiev (UKKK-Zhuliany). UKKK appears to be about 4 NM from the center of Kiev. Coming from the northwest through Deblin (EPDE) Poland, the distance to UKKK is 330 NM. From the southwest, through Kosice (LZKZ) Slovakia, the distance is 373 NM to UKKK.

EVENT CALENDAR SUMMARY

Date	Tribe	Event/Location	Info Source/Host
June 7	SE	Annual Southeast Tribe Election Meeting/ Orlando, FL (ORL)	Southeast Tribe Chief Sally Williams at (561) 707-5686.
June 27-29	NE	Comanche 50th Anniversary Fly-In/Loch Haven, PA	Dick Kuszyk at e-mail: dickbay14@comcast.net
July 3-7	Europe	Bergen, Norway	Egil Ingvaldsen +47 918 27 1 26, Skype: eingvald, or e-mail at eingvald@online.no .
July 4-6	NW	Fly-In/Sandpoint, ID (SZT)	Phil Role at (208) 265-8610 (home), (208) 255-6201 (cell), or by e-mail to prole@imbris.com .
July 19	SW	Annual Tribe Meeting/ Van Nuys, CA	Dorian Swartz at dorianswartz@hotmail.com .
Aug 5-13	Europe	Odessa & Kiev, Ukraine	John van Bladeren at (503) 329-8512 or by e-mail at johnv@spiretech.com .

Friedrich Rehkopf has made contact with Sergey of Shannon International, who we will use as our handling agents. Once we have a good estimate of the number of planes flying into UKKK, they will negotiate a group deal for our aircraft.

The itinerary published in earlier issues of the *Flyer* will simply be reversed. We will be visiting Kiev from 5 August and traveling to Odessa on 8 August, where we'll depart on 13 August.

This trip will be a legendary trip into old Eastern Europe for a reasonable price. I have been told by Boris, my contact, that a similar trip to Russia might be 50 to 100 percent more. Ukraine, by contrast, is still a very fair deal. The costs will remain the same as we have only reversed the dates of visit. They are \$1,800 per person for double occupancy and \$2,300 for single occupancy. When payment is required, credit cards may be used.

NORTH EAST TRIBE

Comanche 50th Anniversary Fly-In Lock Haven, PA June 27-29

A 50th Anniversary of the Comanche will be held at the site where they were built, Loch Haven, Pa. You can arrive either Friday, June 27 or Saturday, June 28.

Agenda:

Friday, Friday arrivals

12:30 p.m. – Lycoming Factory tour (transportation will be provided)

Dinner open for all to explore Loch Haven

Saturday, Saturday arrivals

12:00 p.m. – Lunch at the Piper Museum

1:30-5:00 p.m. – Speaker and Museum tour

7:00 p.m. – Dinner at a downtown Loch Haven restaurant, Hanger 9

Sunday

Breakfast at hotel

Judging of aircraft for Best in Class

12:00 p.m. – 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, provide a guest speaker conversant with the Comanche and provide us lunch both on Saturday and Sunday.

The hotel for the fly-in is the Best Western at 101 East Walnut St. in Loch Haven. Make your own reservations at (570) 748-3297. There is a 72-hour notice requirement for cancellations. The hotel is less than two miles from the field. Mention ICS to obtain the following rates:

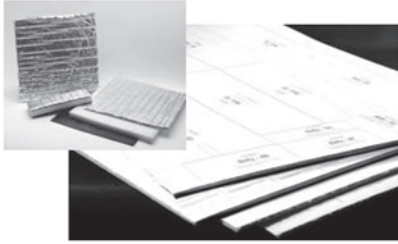
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Queen Double: \$81.90, plus 9% taxes.

Transportation will be provided to and from the airport, to the hotel, and to the restaurant.

Continued on Page 40

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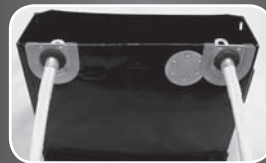
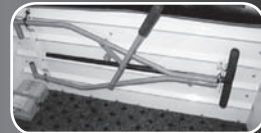
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The categories for award are: Best Single, Best Twin, Best Panel, and Longest distance traveled to the event.

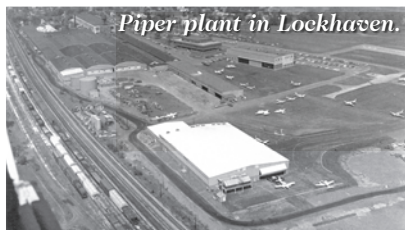
Registration fee for this great event is \$100 per person and includes: two lunches, dinner on Saturday night, transportation, museum tour, and awards.

Send checks, with the date of your arrival, to:

Dick Kuszyk
1129 Delaware Avenue
Churchton, MD 20733-2002

If you have any questions, you can contact Dick, the NE Tribe Chief at dickbay14@comcast.net.

We look forward to seeing you there for this special event!



Piper plant in Lockhaven.

Notice regarding E-mail Addresses

To all members of the North East Tribe. We send out quarterly newsletters, notices of Fly-Ins and other messages from the Tribe by e-mail. If you are not receiving these messages, then we probably do not have your e-mail address or do not have your correct email address.

Send your email address to dickbay14@comcast.net

Dick Kuszyk, Tribe Chief

NORTHWEST TRIBE

Fly-in Celebrating the 90th Birthday of ICS member #00001, Paul Rechnitzer! Sandpoint, ID (SZT) July 4-6

Schedule:

Friday, July 4

1200-1700: Arrival at SZT. Comanche parking on South ramp, van service to downtown motels.

1930-2230: BBQ and fireworks.

Saturday, July 5

0800-1100: Pancake Breakfast at EAA Sandpoint Fly-in (cost not included in registration, bring cash).

Bird Museum of Aviation and Innovation, and picnic lunch. Participants may fly in to Dr. Bird's strip or take van.

Dinner on your own.

1930-2130: Birthday concert for Paul Rechnitzer at Panida Theater. Alexey Koltakov, a Ukrainian classical pianist will be performing. He was a gold medalist in the ninth San Antonio International Piano Competition and competed in a Rubenstein competition in Israel in February 2008.

Sunday, July 6

0800-1000: Breakfast at DiLuna's Cafe, downtown on Cedar Street.

1000-1400: Van service for departures from SZT.

Lodging

Reserve EARLY! July 4th is probably the biggest weekend of the year in this resort town. As of early February some motels were nearly booked already. NONE were willing to reserve a block of rooms.

Continued on Page 42

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K2 Inn, \$65-\$109, (208) 263-3441
B&B's Church St. House, \$110-\$125, (208) 255-7094
Coit House, \$109-\$129, (208) 265-4035

Cost

The cost for this fly-in is \$75 per person and includes: BBQ/fireworks, van to Bird's, Museum/picnic lunch, concert, and breakfast.

For more information, contact Phil Role at (208) 265-8610 (home), (208) 255-6201 (cell), or by e-mail to prole@imbris.com. Mailing address is 413 S 2nd Ave, Sandpoint, ID 83864.

SOUTH CENTRAL TRIBE

Saturday Lunch Fly-Ins

If it is difficult for you to make a full weekend fly-in, you may find the Saturday lunch gatherings with Comanche camaraderie, sharing of flying stories, maintenance talk and lunch, to your liking. You should be able to find a schedule of the lunch fly-ins on the South Central Tribe website at <http://groups.msn.com/SouthCentralTribeICS/welcome.msnw> and in the South Central Tribe newsletter Smoke Trails. (If you wish to organize a lunch Fly-In, please contact Pat Andrews at pandrews3@satx.rr.com.)

Tribe E-mail Updates

If you are not receiving the South Central Tribe's Smoke Trails Newsletter and would like to, please email Bruce Thumann, South Central Tribe Chief, at bruce@contractbuilderssupply.com and he will make sure to amend the list to include your e-mail address.

SOUTHEAST TRIBE

Annual Southeast Tribe Election Meeting Orlando, FL (ORL) June 7

The Southeast Tribe is planning their annual Business Meeting for Saturday, June 7, in Orlando, Fla. There will be an election of officers

and we will conduct any tribe business that members wish to be brought forward. Advise Sally Williams, Southeast Tribe Chief by June 1 of any ICS Southeast Tribe business items you wish placed on the agenda.

Please arrive by 10:30 a.m. at the Showalter FBO at the Orlando Executive Airport (ORL), where we will all meet in the lobby and travel together as Showalter will provide transportation to the Olive Garden restaurant. Showalter will waive the facility fee of \$17.00 for single and \$26.00 for twin, with the purchase of fuel.

The luncheon meeting will take place at the Olive Garden, with the meal ordered from the menu. Space has been reserved in the restaurant for our meeting.

The Southeast Tribe Nominating Committee Chairman for 2008-2009 is:

James Martin
P.O. Box 682
HWY 74 West
Wadesboro, NC 28170
Phone: (704) 694-3185
Email address: N7761Y@windstream.net


For additional information or ICS Southeast Tribe business items for the agenda, please contact:

Sally Williams, ICS#15620,
Southeast Tribe Chief
103 Lost Bridge Drive
Palm Beach Gardens, FL 33410-4469
Cell Phone: (561) 707-5686
Email: willia760@aol.com

This is a very important ICS Southeast Tribe meeting. We look forward to seeing you in Orlando.

SOUTHWEST TRIBE

Southwest Tribe Annual Meeting Van Nuys, Calif. (KVNY) July 19

The 2008 Southwest Tribe Annual Meeting will be held at the AirTel Plaza Hotel on-field at Van Nuys, Calif. (KVNY) on Saturday evening, July 19. A fun fly-in is being planned that will begin with two limited tours of the Jay Leno Car collection on Friday, July 18, and a visit to the Getty Center on Saturday, followed by a no-host happy hour, customary banquet, raffle, and the annual meeting at the AirTel Plaza Hotel. Please contact Dorian Swartz for details at dorianswartz@hotmail.com. 

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Smiley Creek Father's Day Fly-in an Annual Event

by Bobby Picker, ICS #13572

The Smiley Creek Father's Day fly-in started over 20 years ago by a few pilots who wanted to come together at a wonderful Idaho back country strip and share their love for flying. One of the founders of this event is Mr. Gary Theiten of Twin Falls, Idaho. Gary is always telling people about the fly-in and inviting them to attend. He has a great love for Smiley Creek and loves to fly his Bonanza there on a regular basis.

Surrounded by the Sawtooth Mountain Range and sitting alongside the headwaters of the Salmon River in south-central Idaho, Smiley Creek (U87) is the premier back country landing strip in Idaho. It is located 35 NM north-northwest of the Sun Valley-Hailey Airport and just 5 NM from the Galena Summit in the Sawtooth National Recreation area. It is maintained by the Idaho Division of Aeronautics and during the summer months, May through September, a caretaker is present from early morning to late afternoon.

Smiley Creek is a 4,900-foot-long strip of well-maintained, lush green grass sitting at 7,160 feet MSL. The approach to Smiley Creek is usually made from the south, over flying the Galena Summit at 10,500 feet and beginning an immediate descent to pattern altitude of 7,900 feet. Slowing and extending the landing gear works

well to get a slick Comanche down from cruise altitude as you setup for the left-hand traffic pattern entry. Pilots entering the Idaho back country are requested to, and should, broadcast their presence and location on the back country frequency of 122.9 (this is the same frequency used for all strips in the back country).

As you approach the left-hand pattern entry to land on runway 14, take a look over the strip and check the wind socks located at the north and south ends of 14/32 runway. Depending on the time of arrival on Father's Day weekend, there may be one, two or nearly a hundred aircraft along the strip. Both socks may indicate that there is a slight breeze blowing from the north which would normally indicate a landing to the north on runway 32. But with Smiley Creek's uphill gradient to the south, you can remain in position for runway 14.

Normally most landings are made uphill unless there is a very strong breeze, or you decide to land into the wind since the uphill grade and grass surface more than compensate for many wind conditions. The touch-down can be done with full flaps at an indicated airspeed of 82 MPH with some power to control sink. Arrival should be smooth with just a slight rumbling noise from the gear rolling over the irregularities in the grass surfaces. The gentle tug of the grass quickly slows the aircraft down and brakes are not normally required. Don't be afraid to land a little long when landing to the south on 14, since doing so results in a much shorter taxi to the tie down area which is near the southern one-third of runway 14. My Comanche's landing gear soaked up slight roughness of the grass with ease as the taxi progressed to the desired tie down area.



If the grass is a little long and there are not other aircraft already there, taxiing over the tie-down may be necessary as you look for the wing and tail chains attached to orange concrete anchors before final positioning. After you have stopped, shutdown and emerge from the cabin, take a few minutes to breathe in the air and scenery as it is more that sweet. There are numerous tie downs available with chains, but it is always wise to bring your own tie downs in case the permanent tie downs are full, which can happen on special events such as the Father's Day fly-in.

Setting Up

Now it is time to unload and setup camp. My Comanche, N8243P, carried everything needed with grace. The baggage area was stuffed full with supplies: tent, chair, stove, cooler, sleeping bags, and various other items for the weekend. I had arrived early for the Father's Day weekend expecting that many early arrivals would take up the tie downs near the facilities. My initial camp was set up behind the plane with my tent and other gear next to it. Later the decision was made to move to the permanent campsites just a few feet from the banks of the Salmon River, where there was easy access to the water system, table areas with shade roofs, and a very short walk to the restrooms and showers. Friday was a marvelous, quiet and relaxing day. There was just the caretaker and his grandson around, with one or two other aircraft arrivals. During the afternoon, it was very relaxing with no one else around and walking up and down the runway looking at Mountain Bluebirds and an occasional ground squirrel, while soaking up the sun.

If camping isn't your thing, just across the Salmon River is the Smiley Creek Lodge where one can get a motel room or tee pee to sleep in. The lodge also has a small store and restaurant if you do not want to cook. If you'd like to see other places in the valley, you can rent the courtesy car

from the airport caretaker and drive downstream (about 40 miles) to the town of Stanley, where there are more stores and facilities, for a few things that the lodge may not stock. The scenery along the Salmon River is breathe-taking, and other areas such as Alturas Lake and Red Fish Lake with fishing, hiking and other amenities, are only a short distance south of Smiley Creek.

The Weekend


Should you arrive early on a Friday, you will have an extremely quiet night at the airport with no one around. It will be solitude with only the light rumbling of the Salmon River and an occasional vehicle along the highway to Stanley. Since Smiley Creek is over 7,000 feet and June is still very early in the season for the mountains, be prepared for very cool and even cold weather at night. Bring warm coats, long pants and cold weather sleeping bags. You may wake to freezing temperatures in the mornings, but it tends to warm up steadily as the sun makes it appearance over the eastern mountains.

On Saturday morning after breakfast, you could decide to fly down to Stanley to land or try your hand at other back country strips. Just be aware that you are dealing with high altitudes, and in some cases, one-way strips that require skill. If you are not well-trained in mountain flying and don't know the area well, do not attempt to land at strips without wide open approaches such as Smiley Creek or Stanley. Just the short flight to Stanley is a fantastic early morning adventure in the mountains. The Stanley airport is just a couple of blocks from the town and is about 800 feet lower in elevation than Smiley Creek.

By Saturday afternoon more people start arriving for the weekend by aircraft or vehicles with campers. Some have their summer homes in the area; for others it is to enjoy the camping experience. The Saturday evening

event for Smiley Creek's Father's Day tradition is a potluck dinner and dutch oven cookout. For those that cannot bring something to share, there is usually enough food to go around, but expect to chip in some dollars to cover the cost of the meat supplied by the group providing the dutch oven food. What can be said for a get together where so many wonderful people are sharing a meal and conversation? Nothing, but a GREAT TIME had by all! By late evening, there may be 20 to 30 aircraft tied down on the strip. Things start picking up and the swapping of airplane stories and admiring the various aircraft is all around. Later, Gertie's Brick Oven Cookery from Twin Falls arrives to setup for the Sunday morning pancake and egg breakfast.

Sunday morning starts very early, about dawn, as the inflow of airplanes from all over begins, for the breakfast and mandatory fly-in event of spot landing that runs from 7:45 to 9:15 a.m. As people and airplanes line the strip, there are small groups discussing the day and meeting people from various parts of the country. By about 9:00 a.m., there are normally 50 or more airplanes along the strip. In some years the total aircraft have been nearly 100. Due to limited parking on the west side, there will be overflow parking along the east side.

In the past years, there have been King Airs; helicopters; Yaks; Harmon Rockets; Cessnas of all kinds; and dare I mention, various models of Comanches. In 2006, there were 180s, 250s and 260s. All Comanches seemed at home on this wonderful strip. I urge everyone that can make the trip to come by and visit and wave the Comanche colors. Bring your Comanche and enjoy the great outdoors. Anytime is great, but if you have a son or you want to bring your father, there is no better time than Father's Day in the Idaho mountains. 



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PA24-250

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PA24-260

1966 260B, 6815 TT, 450 SMOH, Apollo GX60 GPS/Com, True Flight GPS Nav with NEXRAD, AP, IFR, LoPresti speed mods, Good paint and interior, All ADs, Hangared, Fresh annual, Many extras, \$89,000, (561) 945-6192, ship307@bellsouth.net. 2/2

PA30

1964 PA30: TTSN 6071.4, 1057 SMOH w/new CLY, 577 hrs SPOH. Interior 9 w/sheepskin covers, paint 8. Garmin 430 w/LOC-GS, King 155 w. LOC-GS; both coupled to STEC 55 AP, new Glare shield, DeGroff Sun Visors, Timer, Dash compass, Bose headset, new panel, SKY K2U dorsal fin, new antennas w/blade antenna on tail, air speed brakes, nose taxi light, small nose wheel, pilot and co-pilot shoulder harnesses, Telex spare headset, 2 life jackets, gas-powered tug, bungee tool. \$95,000 w/fresh annual. Lost medical. Contact Bob Berry at N7515Y@aol.com 1/2

PA30B

1967 PA30B. One owner past 20 years, always hangared. 2869TT, engines 431 SMOH, props 627, six seats, tip tanks, sm nose wheel, one piece w/s, new tinted 1/4 in windows, LoPresti & K2U mods, new heater, lt wt starters, nice paint and interior, CP 136m, MK/12D+, MK 12D, K62A DME, ELT-10, GX55 GPS, Altimatic auto pilot coupled, complete logs, NDH, \$105,000. (760) 873-6249, cell (760) 668-0390. 1/2

1967 PA30B: TT 7456, 464 FOH both engines, annual April 08, always hangared, second owner 35 years. IFR/all Ads, clean inside/out, A/P all King, G/S, new ELT, Altimatic II, tip tanks, one piece windshield, quietized cabin, 5 seats, electric ground tug, all logs, \$95,000. Call (908) 832-5257. ICS #135 1/2

1968 PA30B: 30-1655, N8492Y, 4200 TTAF, 1600 rt & left engine since overhaul, no damage history, annual Jan 2008, Garmin 430, Kns 80, KX 196 Dual GS, Northstar GPS, Garmin GTX327, AP Alt 3, recently painted, always hangared. Owned since 1981, excellent care and condition. \$105,000. Call (269) 429-6753, or tommyhudak@gmail.com 1/2

PA39

1970 PA39CR: 4256 TT, 610 SMOH, new cylinders and prop blades since OH, 2MK12D, HIS, 2GS D.M.E. TXP, radar alt, WX8 Stormscope 2 G.P.S., one with satellite weather, auto pilot III w/coupler, paint 9, interior 9, 200mph at 16 gal per hour, extensive modernization, most speed mods. \$109,000. Call (321) 632-2653, fax (321) 632-2653. 1/2



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PLACING AN AD?

Use this list as a guideline for the information you may want to provide and the order in which to do so.

- **YEAR**, Model Year of Aircraft
- **MODEL**, PA 24-180, 250, 260, 400
- **SERIAL NUMBER**, Serial Number of Aircraft
- **N-NUMBER**, Registration Number of Aircraft
- **TOTAL AIRFRAME TIME**, Total Hours On Airframe
- **AIRFRAME DAMAGE HISTORY**, Any Damage History e.g. Gear Up Landing
- **TOTAL ENGINE TIME**, Total Hours On Engine Since Factory New or Remanufactured
- **ENGINE TIME SINCE TOP OR MAJOR OVERHAUL**
- **PROPELLER TIME**, Total Time On Prop Since New or Overhaul
- **ANNUAL INSPECTION DATE**
- **FLIGHT INSTRUMENTS**, Standard Gyro Panel, Electronic Flight Instrument System
- **RADIO / NAVIGATION EQUIPMENT LISTING**, Communications & Navigation Equipment Listing e.g. GPS, ILS, VORs
- **WEATHER AVOIDANCE EQUIPMENT**, Stormscope, Radar,
- **SPECIAL EQUIPMENT LISTING**, Engine Monitor (EGT, CHT, Fuel Flow, etc.)
- **AUTOPILOT**, Type & Make of Autopilot
- **INTERCOM**
- **INTERIOR CONDITION & NUMBER OF SEATS**
- **EXTERIOR MODIFICATIONS**, Gap Seals, Wing Tips, Speed Mods, Windshield
- **PAINT CONDITION**
- **HANGERED OR TIED DOWN**
- **AD NOTE COMPLIANCE**
- **GENERAL COMMENTS**
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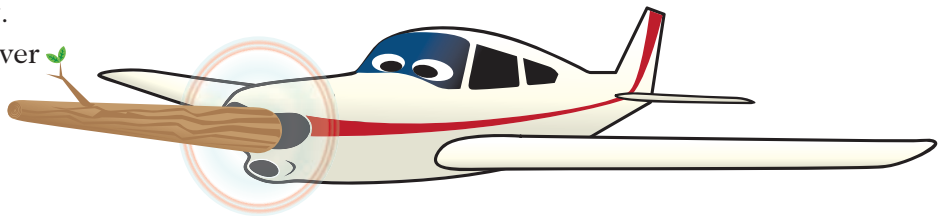
Abbreviation Key:

A/C	Air Conditioning	ILS	Instrument Landing System
AD's	Airworthiness Directives	LE	Left Engine
ADF	Automatic Direction Finder	LOC	Localizer (Runway Centerline Guidance)
AH	Artificial Horizon	LORAN	Long Range Navigation System
A&P	Airframe & Powerplant Mechanic	M/B	Marker Beacon
AI	Aircraft Inspector	MDH	Major Damage History
A/P	Audio Panel	NDH	No Damage History
AP	Autopilot	NM	Nautical Miles
CDI	Course Deviation Indicator	NAV	Navigation Radio Receiver
CHT	Cylinder Head Temperature	OAT	Outside Air Temperature
COM	Communication	OH	Overhaul
C/R	Counter Rotating	PET	Piper Electric Trim
C/T	Carburetor Temperature	RB	Rotating Beacon
DF	Direction Finder	R/C	Rate of Climb
DG	Directional Gyro	RE	Right Engine
DME	Distance Measuring Equipment	RG	Retractable Landing Gear
EFIS	Electronic Flight Instrument System	RNAV	Area Navigation
EGT	Exhaust Gas Temperature	SB's	Service Bulletins
ELT	Emergency Locator Transmitter	SCMOH	Since Chrome Major Overhaul
E/P	External Power Plug	SFN	Since Factory New
F/D	Flight Director	SFRM	Since Factory Remanufacture
FGP	Full Gyro Panel	SMOH	Since Major Overhaul
FWF	Firewall Forward	SOH	Since Overhaul
GPS	Global Positioning System	S/N	Serial Number
G/S	Glide Slope	SPOH	Since Propeller Overhaul
GSP	Ground Service Plug	STOH	Since Top Overhaul
H/P	Heated Pitot	TBO	Time Between Overhauls
HP	Horsepower	TT	Total Time
HSI	Horizontal Situation Indicator	TTAE	Total Time Airframe and Engine
IFR	Instrument Flight Rules	TTSN	Total Time Since New
IMC	Instrument Meteorological Conditions	XPDR	Transponder

Last Laugh!

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- Me? I've never busted minimums.
- We will be on time, maybe even early.
- I fixed it right the first time, it must have failed for other reasons.
- All that turbulence spoiled my landing.
- I only need glasses for reading.
- I broke out right at minimums.
- The weather is gonna be alright; it's clearing to VFR.
- Don't worry about the weight and balance – it'll fly.
- We shipped the part yesterday.
- Oh sure, no problem, I've got over 2,000 hours in that aircraft.
- Sure I can fly it – it has wings, doesn't it?
- Your plane will be ready by 2 o'clock.
- I'm always glad to see the FAA.
- We fly every day – we don't need recurrent training.
- It just came out of annual – how could anything be wrong?
- I've got the field in sight.
- I've got the traffic in sight.
- Of course I know where we are.
- I'm SURE the gear was down.



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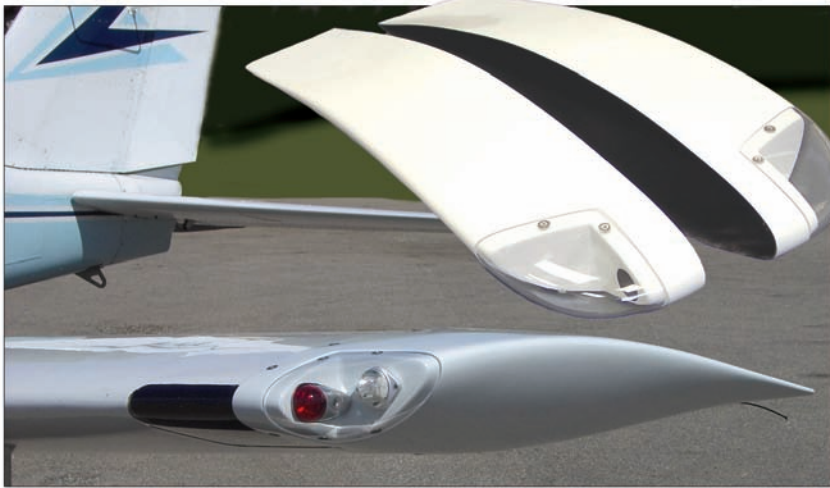
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The advertisement features a dramatic, low-angle shot of a dark, polished Mustang fighter aircraft in flight against a blue sky. The aircraft's wings and fuselage are highly reflective. In the foreground, two copies of the book 'Air to Air Mustangs & Corsairs' are displayed. One is an open book showing text and photos of aircraft, while the other is the book cover, which features a similar image of a Mustang. The author's name, Paul Raven, is written in a cursive script across the middle of the image.



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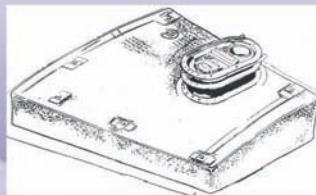
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