

Northeast Tribe Group-Buy programs *from the Spring 2018 Nor'Easter*

In 2017 we added several [Group-buy Programs](#). They were so popular that we are repeating some and are adding others. Here is the update on group buys:

- *Shoulder Harnesses - Success!* The shoulder harness initiative resulted in over two dozen Comanches being outfitted with new shoulder harness restraints! Recent FAA wings seminars have made no bones (no pun intended!) about what a critical difference these have made to unplanned off-airport landings. Congratulations to the dozens who took advantage and saved hundreds, and many thanks to both Alpha Aviation and Phill-Air for discounting their products in order to support our fleet. Although we quipped "The life you save may be your own!" we were actually dead serious (no pun). As we are still receiving interest, we are working on finalizing an extension to the discount. While it won't be quite as good a deal as the suppliers could only hold off on materials increases so long, we expect to continue some form of discount for at least another month. If you are interested, please email myself or Allen Murray at allenmurray@mindspring.com
- *Prop Balancing Clinic:* comments from the 2017 participants at Gullwing Aviation, include "we completely stopped getting cracks!" "immediately smoother" "I wasn't sure at first, I was used to operating at 2300rpm, now everything is smoother than ever at all RPMs!" We are repeating it again in 2018, same place, same \$8 all you can eat EAA benefit breakfast. Many thanks again to Mitch Haubert who is still renovating his "barn twinkie". Final date will be in the Calendar, stay tuned
- *Transponder Check Clinic and ADS-B:* Another new clinic this year is an ADS-B lecture and *discount transponder cert* clinic for \$100 flat rate VFR, \$300 for the full IFR cert (including pitot static, altimeter, transponder). Furthermore, they will give us Comanche owners a "no pass no pay!". It's happening at Green Mountain Avionics, located at the repaved and about-to-reopen Middlebury Airport (6B0) in Vermont. We hope to combine this event with the Airport Grand Reopening (date TBA). Bill Hanf used to work at Heritage Aero with the famed Cliff Wilewski, and after losing several avionics shops recently it is good to have a new one opening up. They also have experience installing Autopilots, including Garmin, STEC, and (wait for it) the Trio! There are also several A&Ps and, due to the Heritage connection, have unusual interest in older aircraft.
- *Mini-Clinics:* I am most excited about the mini-clinics because Northeast is about Training. I am still working on the safety study update with Nathanael Palmer, as chief statistician David Kenney has unfortunately left AOPA's Air Safety Institute. The first analysis of the last 10 years is alarming. We had a shocking spike in PA24 accidents in 2016 and not a single one was a mechanical. I am very happy we are doing these mini-lessons and raising awareness of the value of the Comanche-focused weekend CPPP and CPTP clinics (all of them). A Group-buy mini-clinic is a short, targeted flying lesson on a particular topic. The pilot is in the left seat of course, but other students ride in the back. They then swap up for the next lesson and everybody learns! Pilots who are shy are fine to say so. Topics may include airspeed control, landings, in-flight gear troubleshooting, etc.
- *Autopilots:*
Existing autopilots:

Altimatic III: one common cause of erratic behavior is that Piper's connectors may have loosened over time. If your autopilot altitude hold tends to result in a temp hold followed by a sudden

descent this might be that type of problem. These connectors can be tightened or replaced. There are 18 of them in the glide slope intercept models and 14 in those without. Avionics shops experienced with these older autopilots can tell you if your behavior fits that model and can do the work.

STC or 337 Status of New autopilots in established use in experimental fleet:

Trio: They have hired Hans Neubert to do the install kit design for the Trio. Hans agreed with George Ahlsten's early analysis that a capstan will be required. Because the changes would not implicate their software and controller they are optimistic that we can add the revised system on the existing STC without having to do a new application which, in the current FAA environment, may be more difficult.

Tru Trak: there is a rumor that the Atlanta FSDO issued a 337. Still awaiting confirmation.

Dynon: rumor that someone (the Aussies?) are working on an install kit.

All of the above autopilots are expected to be less than \$15,000 installed. And of course, for those with \$25k to spend, there is the long established STEC and Garmin...