

Mini-lesson Group-buy Fly-ins aka Mini-Clinics! from Spring 2018 Nor'Easter

Who has ever wished they could tune up that one little skill with a genuine expert? Mini-Clinics are a menu of targeted flight training topics, such as approach speed control or fuel management, designed to fit into a 40-minute flying session of Comanche-expert-instructor + student + observer(s) plus 20 minutes to debrief.

The Inaugural Lunch Lecture will be "The top five ways to fly your Comanche more safely." Following the instructor presentation over lunch, the instructor will teach two or three 1-hour lessons, flying right seat in an owner's airplane, with one or two interested members in the back to share the learning if the pilot doesn't mind. The idea is for each participating pilot to have a 45-minute lesson and to also get to ride in the back during another pilot's lesson.

This sounds fun, but we are not kidding around. This exposure to the expertise of a Comanche-instructor is vitally important. Comanches have some peculiarities (not to mention the pilots, who also are known to have a few peculiarities). These peculiarities are our strengths, such as remarkably long-range fuel tanks and electro-mechanical landing gear that is incredibly strong and reliable. While our engineering avoids many common problems, it does predispose us to a few others.

Instructor unfamiliarity breeds accidents, and the accident statistics show that a remarkable number of accidents happen with full aux tanks and empty mains, or on training flights with instructors unfamiliar with the aircraft. The recent 6 fatalities in a Comanche in Scottsdale is an example. On a hot day the plane was overloaded. It was an accident that could and should have been avoided! Comanche pilots **MUST** learn to elevate a few normally good habits to the status of religion. It's quick, it's easy, and the life or airframe you save may be your own. They aren't making any more of you or your Comanche, so we want you both to fly as safely and as long as possible.

Students can pick one of these Targeted Topics to start. As this is a new approach, the list may change:

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| 1) Landings | 3) Stalls | 5) Fuel management |
| 2) Airspeed control | 4) Power settings and leaning | 6) New pilot intro |

The initial Mini-Clinics will be held with Fly-ins ([see the fly-in schedule](#) and look for *). Your one-on-one session (or up to 3 on 1!) can be set up for either before or after lunch, generally after. If interested, just [register](#) for the fly-in as usual, put a note in the comments, and we will reach out to you to schedule. We welcome your regular instructor to share the Comanche-specific love as well and will give them precedence as an observer.

Potential Mini-Clinic locations include Sky Acres (44N), of LaGrangeville NY. It has a good restaurant overlooking the runway and is ideally situated for people to fly the Hudson River corridor for an unforgettable view of Manhattan. We can do this as a group, if we want, after lunch. And they have the cheapest fuel in the NYC/CT area.) There is also Barnes Airport (KBAF) in Westfield MA, with a good restaurant, low cost fuel and nearby access to the Hudson Corridor. Stay tuned for further developments.

Bio: Our inaugural Mini-Clinic instructor will be Northeast's own CFI Malcolm Dickinson, who flies a PA24-260B, N9284P. Some of you have met him and his two young sons at AOPA Groton or at other NE fly-ins. Malcolm did his Comanche training with Larry Larkin. He has been a Comanche instructor for 23 years and has taught at six CPPP clinics. As we were designing the Mini-Clinic program, Malcolm's name came up repeatedly as a good resource. Mike Stich has been an instructor for decades and serves as chief instructor for the CPPP program.

Thank you to both Malcolm and Mike for helping to get this program started!