

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Spring 2007



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Tribe Chief:

With any luck, upon your receipt of this newsletter, spring is not far away. For as late as it started, it sure seems like a long and drawn out winter. Guess that is part of getting old; winters get longer and summers shorter.

Quite a few pilots of the North East Tribe have remained active through the cold season and attended the two luncheon fly-ins scheduled by Dick Kuszyk, our hard working assistant chief. Both the one in Georgetown DE and the one in Lancaster PA had great support. Hopefully all who attended met several other wing nuts to call new friends. These informal get-togethers, we hope, will add to camaraderie of the tribe and the ICS in general.

Dick has been working hard on the Fly-in for May this year at the Luray VA airport. I'm sure his report in this mis-sive will have all the details on that event.

On a national/international level the planned ICS spring board meeting is April 13th and 14th in Addison Texas. All members are encouraged/welcome to attend. Dick Kuszyk attended the fall board meeting and I, along with Dick, will be headed for Dallas next month to represent the North East Tribe.

As many of you may have noticed, the annual ICS convention is in Tacoma, WA this year. The dates are August 14th thru the 19th. That is a bit too far for a jaunt in the Comanche so I am planning to hop out there via the commercial route. Would welcome any company if any of you are so inclined.

Those dates, you will note, are when we had the fall maintenance seminar in Du-Bois scheduled. The paint and interior seminar will be postponed until a weekend in October when the presenters can be scheduled.

On a personal note, Linda and I are headed west in May to join a Parkwest airtour. This company is a regular supporter in the FLYER (www.parkwestair.com). We will be

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Informal Fly-In

We are having a local fly-in on Saturday, April 7 at the York PA airport (THV). Plan to arrive by about 11:00 and meet in the lounge of the FBO. We'll move up to Orville's Restaurant for lunch at 12.

York's runway is 17/35, 5200 feet by 100 feet. The thresholds are displaced 800/740 respectively. The CTAF is 123.00, and the ASOS is 119.275

Please RSVP to Dick, at rkuszyk@cs.com, or 410-867-9156, if you plan to attend, so we can let the restaurant know what to expect. If we have to cancel, there will be an e-mail notice.

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

We'll have a couple of bigger events, too, later in the year. Watch for an announcement in the Flyer. See the notice for our May Fly-in to Luray VA in this newsletter.

utes.

Assistant Tribe Chief:

Hello everyone. We have had two Luncheon Fly-Ins during the last several months and both have been successful and fun. We have had good participation. At each Fly-In we also conduct a little business and cover topics that we believe are of interest to you our members. If you have a topic that you would like us to address or if you have a maintenance issues or some other topic that you would like to present also let us know. You will be limited to 10-15 min-



Tribe Officer Contact Information

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

We will be conducting these Luncheon Fly-Ins every two months at a location with an adequate runway and a good restaurant that can accommodate 30 people or more. Watch your emails for the time and location. We send out emails up and until the day before

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December Fly-in

On Saturday, December 9, we held an informal fly-in at Georgetown/Sussex County Airport in Delaware. It was a beautiful day, and plenty of Comanche owners were looking for a reason to fly. The sky was clear and it was well above average temperature for December. It was a good day to fly.

People started arriving well before the planned 10:30 start time, and kept arriving for hours. In all, 24 people



A great turn-out for our first fly-in this year

We were seated in the Flight Deck Restaurant, overlooking the parking ramp, and had to keep adding tables as more people came in. There was airplane talk and general socializing, and some pretty good food to go with it.

showed up, in 18 Comanche's. It was great to see that many members together, sharing their experiences owning and flying their Co-

The new slate of tribe officers all introduced themselves, and talked a little about what they hope to do for the Tribe. Collectively, we plan to make our Tribe a more interesting and useful

place for the members, provide the opportunity to improve the maintenance and operation of our Comanche's, and make sure the Tribe is on a sound financial basis.



Three rows of Comanche's at Georgetown

February Fly-in

On Saturday, February 24, we held an informal fly-in at Lancaster PA, after a postponement due to winter weather. A storm the week before our planned February 19 date left unseasonably cold weather behind, not to mention enough snow and ice to make moving around many of our area airports either unsafe or just plain impossible. The move to the 24th meant that some who had planned to attend couldn't make it, but some who had conflicts on the 19th were able to attend. There will be a next time, so watch for the announcements.

It was still cold on Saturday morning, but over 20 peo-



Tribe members enjoying the get-together

ple, in about 15 Comanche's made their way to Lancaster PA. If you haven't been there, they have a spacious and modern terminal building, with facilities for limited airline service, but they were very welcoming to General Aviation

traffic. The ground controller said they were glad to see the activity, after the limited operations over the last few weeks.

Fiorentino's, the on-field restaurant, set us up in a private meeting room – very convenient. There was the usual chatting and hanger flying, as people got to know one another. Dick Kuszyk, the Assistant Tribe Chief, got up to introduce himself and talk a little about plans for activities in our region. There was also a discussion of what members wanted to get out of the organization. It was apparent that we need to address maintenance and training issues to keep the fleet flying, in addition to making the organization a socially inviting place.

After lunch, most of the crowd rushed outside to brave the cold while looking at and talking about airplanes.



A flight-line full of Comanche's

Once again, a good time was had by all.

MAY 11-13 FLY-IN—LURAY, VIRGINIA

The May Fly-In will be held at Luray, Virginia. Luray is in the heart of the beautiful Shenandoah Valley. The mountain view in all directions is compelling. We will be staying at the Luray Caverns Lodges with easy access to many activities. The lodges are 1 mile from the airport and 1 mile from downtown Luray. The activities that will be available are:

- Touring the Luray Caverns
- Antique Car Museum
- Golf at the Luray Course
- Walk the Hedge Maze

On Saturday, May 12 the town of Luray is celebrating its Spring Festival and the streets will be blocked off. There will be many vendors and crafts from local artisans. Downtown Luray has gone through a re-birth and there are many interesting shops and restaurants to visit.

AIRPORT:

You will fly into Luray Caverns (W45) Airport. The runway is 04-22, 22 is (Rgt t/c) 3125/75 (ASPH). Elevation 902. 100LL is available at \$3.50 gal and is fueled by truck.

THERE ARE NO TAXIWAYS. STAY ON THE RUNWAY AND BACK TAXI. STAY OFF THE GRASS. Unicom/CTAF 122.8. We will be there to greet you, direct you to tie-down areas and to transport you to the Lodge.

LODGE:

The Luray Caverns Lodges are only 1 mile from the airport. The rooms will be double occupancy and the rate is \$88 per night, which includes all taxes. Call toll free 888-443-6551 and make your own reservations. Mention ICS to obtain block rates. Call by April 20, 2007 to obtain these Block Rates.

MEALS:

As part of the Fly-IN Packages you will receive dinner the first night at the Luray Caverns Lodge and the second night's dinner will be held at the Artisan Restaurant in downtown Luray. Breakfast is served at the lodge and is included in your registration fee. Lunch is on your own. You can eat lunch at the Lodge or at any one of many restaurants in downtown Luray. Dinner will be served at 7:30 pm on both nights.

TRANSPORTATION:

We will have two vans available to transport you to all activities, downtown and back and to and from the airport. The airport manager, Ken Painter, will also have available shuttle service to the lodge and back and to other requested locations.

ACTIVITIES:

The Cavern Tour, Antique Car Museum and the Hedge Maze are on the grounds of the Luray Caverns and you can walk to them. The Luray Golf Course is only 1 mile away and an easy shuttle ride. The Luray Spring Festival is in downtown Luray and only 1 mile away and also an easy shuttle ride.

The cost for activities is:

1. 18 Holes of Golf, \$40. Cart \$15 per person
2. Luray Cavern Tour and Antique Car Museum, per

person \$13

3. Hedge Maze, per person \$10
4. Spring Festival, Free. On Saturday May 12 the shuttles will be leaving for the Luray Festival at 1:00 pm and returning at 3:00 pm and 4:00 pm or as requested.
5. FLY-IN Costs
Friday and Saturday \$85. Includes two dinners, two breakfasts, transportation and hospitality suite.

Saturday \$55. Includes one dinner, one breakfast, transportation and hospitality suite.

HOSPITALITY SUITE:

We will have cocktails and soft drinks in the hospitality suite each night from 6:00 pm. We hope everyone stops by for some good conversation and fun.

NOTES:

AT 7:00 pm on Saturday night we will be leaving, by shuttle, for the Artisan Restaurant in Downtown Luray. There will be a cash bar at the restaurant.

For more information: www.LurayCaverns.com, www.Luraypage.com

RESERVATIONS:

We would appreciate if you make your reservation as soon as possible and that you pick the activities in which you are interested. We would also like to know the time of your arrival. This will assist us in our logistics planning.

Package 1: Saturday arrivals, one dinner, one breakfast, transportation and hospitality suite \$55 per person.

Package 2: Friday arrivals, two dinners, two breakfasts, transportation and hospitality suite \$85 per person.

Send your check to Dick Kuszyk, 1129 Delaware Ave. Churchton, Maryland 20733. **Make check payable to "ICS Northeast Tribe"**. Any questions call Dick at 410-867-9156 or email at rkuszyk@cs.com.

VOLUNTEERS:

We can use volunteers to help with the hospitality suite and with transportation!

Announcements!

Historical Committee: Help Needed!

ICS has a Historical Committee established in its' charter. Currently there is not a chairman or any members. My understanding is that there is lots of documentation and data that is stored. The Comanche, as we all know, is a piece of aviation history and its' story must be preserved and told. The first order of business is to get members on the Historical Committee. If you have any skills or interest in research, writing, editing, computer print skills or any other skill that could help with this committee join the committee. At this point there is no travel involved. You can do a little or a lot. Every little bit helps. I have joined. The plan at this time is to get members from each Tribe. Elect a Chairman. Research all available documentation. Establish objectives and a plan of action. The History of the "Comanche Aircraft", which is a part of us, must be preserved and told. If you are interested email me at rkuszyk@cs.com

Fly-Ins Scheduled:

We have quite a few informal, half day fly-ins scheduled, and also a couple of overnight get-togethers. The dates we have now are:

1. April 7th, Luncheon York Pa.
2. May 11-13, 3-Days Luray, Pa.
3. June 16th, Flying W, East of Philadelphia (tentative)
4. June 23, Luncheon, Parlin Field, NH
5. August 18, Tangiers Island, Va. (tentative)
6. October 6th, Maintenance, Dubois, Pa. (tentative)

Some of these are only tentative plans, and may change. We are looking for people to help set up fly-ins, and people to take pictures and write articles about them. We are also looking for locations closer to you. The requirements are a good runway and a suitable restaurant (preferably on-field).

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visiting six national parks and over-flying nine. We are most looking forward to the Grand Canyon and Death Valley. I know of at least one other Comanche going as well. I promise a narrative upon return.

And, finally, I want to recognize my fellow officers in the tribe. Dick Kuszyk, assistant chief, has organized the fly-ins. Keith Johnson, secretary, has done a great job with communications. He has organized the email and mailing list. And last, but certainly not least, Chris Jorheim has gotten a handle on the finances. The books had not been balanced in a while and now are organized. Thanks Guys....

Bill Weaver, NE Tribe Chief

NE Tribe Mini-Financial Report:

Previous Balance:	\$7120.50
Expenses (last 6 months):	\$687.02
Income (last 6 months):	\$0.00
Current Balance:	\$6433.48

On the Numbers

609,737	Total active US Pilot certificates*
37,243	Total Certificates issued to Women*
87,213	Student Pilot certificates in US*
245,020	Private Pilot certificates in US*
132,551	Commercial Pilot certificates in US*
13,817	Total Airports in US
8,290	Airports in US with longest runway less than 3000 ft
5,288	Public Use Airports in US

* per FAA Administrator's Fact Book (Nov 2005)

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the event so that you can be informed on go or no-go due to the weather.

At future Fly-Ins we would like each of you to make a nametag so that it is easier to identify each other. Name, year and model, home base.

Dick Kuszyk
61 PA-24-250
Annapolis, MD (ANP)

Don't forget the three-day Fly-in at "LURAY VIRGINIA" in May.

In April Bill Weaver, President, and I will be traveling to Dallas for the Spring Board of Directors Meeting. There are several topics of special importance that we will be discussing. They are: Membership, Insurance, Historical Committee, Budget and overall management of ICS. Don't get me wrong ICS is managed well but as always there are areas in which we can improve. Again, if there is some topic or question you want addressed send it to me. rkuszyk@cs.com

Look forward to seeing you at future events!

Dick Kuszyk, NE Assistant Tribe Chief

Tech Line: Incident at Danielson CT (5B3)

By Peter Morse, ICS-16012

On Jan. 3, 2007, my PA24-250 suffered a left gear collapse on landing and departed the runway. There were no injuries and only minor damage to the aircraft.



Aircraft: Piper Comanche N6632P
On board: Peter Morse, pilot/owner, Greg Case, CFII
Weather: Night VFR conditions
KIJD AWOS: wind 240 at 7, clear below 12000, alt 30.18

Narrative:

This night VFR flight departed Danielson Ct for Lebanon NH, returning via Worcester MA, with uneventful landings at both Lebanon and Worcester. On arrival at Danielson we entered the crosswind for runway 31 and configured for landing. A green gear down indicator light was verified by both of us.

Shortly after touchdown the left wing began to lower, indicating a problem with the left main gear. The aircraft continued moving on the remaining wheels and the left wing tip. Drag induced by the wing tip caused adverse yaw to the left and the aircraft slowed and departed the runway to the left. With gentle braking the aircraft came to rest on the grass about 30 feet off the runway.

The engine was shut down and all electrical components turned off. There was no indication of propeller strike.

We exited the plane and called the airport manager. He in turn called for response by the State Police and the Fire Department over concern for fuel leakage, which was not an issue. The Connecticut DOT airport manager arrived and the FAA was contacted. It was determined that this event would be classified as an incident, and the FAA released the aircraft for movement. The plane was jacked up, the gear swung down and locked in place with an angle iron stiffener, and then towed to its normal tie-down without further problem.

Inspection:

Inspection that night showed damage to the left wing tip, a leading edge dent from a runway marker light, a

missing pitot tube and the folded left gear.

Further inspection showed that the left gear conduit telescoping tube was stuck in the retracted position, jammed by accumulated crud and separated from the gear on the outboard end. This allowed the extended cable to flex and the over center lock to release, allowing the gear to fold up. Some recent gear cycles had shown sluggishness in the final up-travel portion, occasionally popping the breaker.



Inspection showed that the left gear conduit telescoping tube was stuck in the retracted position, jammed by accumulated crud

Many things went right:

- The gear failed on rollout at a reduced speed, with the left STOL drooped wingtip acting like a skid to elevate the wing.
- The prop stayed clear of the ground, preventing damage to the new blades and 100-hour engine.
- Gentle braking provided some directional control while leaving the runway surface.
- The incident occurred at my home field where repairs are available.

Things to do differently:

- Pay attention to those little hints of gear problems (popped breakers, slow actuation)
- Crawl all the way under to inspect the gear system, not just duck and peek.
- Wipe down the telescoping tubes occasionally to remove accumulated oil and crud.
- If the gear had been test cycled on jacks the tube may have jammed there rather than on the runway.

Recent Comanche Incidents: Gear and Fuel!

12/17/2006, 1903 EST

PA-24

N9073P

Bucyrus OH

The plane was destroyed when it struck the ground in night VFR conditions while en route from Tulsa OK to Belfast ME after a descent from cruise near a planned fuel stop. Fuel was found in the in the fuel manifold, and no anomalies were found in the control system. The three people on board were fatally injured.

12/03/2007, 1530 MST

PA-24

N5697P

Jacksboro TX

The plane was substantially damaged during an emergency off-airport landing in day VFR conditions. The plane had been topped off with 90 gallons of fuel, but lost power 6 hours and 30 minutes after departure. The two people on board were not injured.

12/28/2006, 1612 CST

PA-24

N9284P

Belleville, IL

While landing at Scott AFB, MidAmerica Airport (BLV), the pilot reported problems with the landing gear system and then landed gear-up on the grass adjacent to runway 14 in day VFR conditions. There were no injuries to the three people on board.

02/24/2007, 1815 EST

PA-30

N7820Y

Reedsville PA

The plane landed gear-up at Mifflin Regional Airport. No injuries were reported.

03/02/2007, 0630 PST

PA-24

N7579P

Palo Alto CA

The aircraft, and several others, were substantially damaged when the pilot lost control during engine start-up and struck two parked aircraft. Also damaged were N202BD and N6040E. No one was injured in the incident.

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

Excerpt from Comanche Tips Online

LANDING GEAR

LESSONS TO BE LEARNED

This is a compilation of lessons from several Comanche Tips

Several problems can occur and interfere with proper operation of your Comanche landing gear. The first symptom of most of these is sluggish operation and popped circuit breakers. **KNOW THE LOCATION OF YOUR LANDING GEAR CIRCUIT BREAKERS**, so you can reset them (probably three) under any conditions. If you ever have to reset your circuit breaker, you should find the cause before your next flight.

It is important to know the emergency gear operation procedure, but this should be a (next to) last resort. Always check for the gear up light when retracting your gear. Missing the gear up light is an early indication of a problem – likely a breaker popped on retraction. Troubleshoot the problem and try to identify the cause – you may be able to correct it and proceed normally. You should also make sure that your gear warning horn operates properly. It should sound whenever manifold pressure is below 12 to 14 inches and the gear is up – test this periodically. If you do need to manually lower your gear, remember to keep your speed below 100 mph.

The following issues have caused landing gear problems for other owners:

- Weak bungees – should not happen if you replace your bungees per AD-
- Rusted or dry ball joints – a constant fight against corrosion from the environment. Do yourself a favor and lubricate them a couple of times a year.
- Main gear bolt freeze-up – these should be lubricated per the maintenance manual, at least once a

year.

- Low battery, especially if generator or alternator is marginal or electrical load is high.
- Improper gear rigging.
- Rusted or contaminated gear actuation cable conduits – these should be replaced if they don't move freely.
- Also, loose items in the cabin can jam the mechanism on many early Comanches. If this happens, put the switch in the down position and reset the breaker. Then remove the blockage and try again.

Statistically speaking, landing gear problems are a significant problem area for all personally flown retractable aircraft, not just the Comanche. Remember, though, that you control most of the factors that lead to problems and have more control than any statistic. Have your gear properly maintained (keep it clean and lubricated, and have worn parts replaced), and please remember to put the gear down in the first place!

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