

The Nor'Easter

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Summer 2020 newsletter by the Northeast Comanche Tribe, Inc.

To all Northeast Comanche members and friends,

The year in review:

2020, so far, has been an amazing year, despite Covid19, for Northeast Comanche. Our treasured relationship with Russ Wright's Facebook group, and Kirstin's Airworthy Comanche is solid and growing stronger by the day. Our ComancheZOOM intuitive has been nothing short of spectacular, far exceeding our expectations, and we are pleased to bring support to so many Comanche drivers worldwide.

We have had over 100,000 visitor minutes on Zoom, with 1,500 visitors and 100's of topics yet to explore. When we first conceived of ComancheZOOM and created our list of topics, we wondered if the industry would step up. Well, surprise, surprise, to a man, no hesitation whatsoever, and you see the result. This is it; this is the ultimate, preventive, support mechanism.

Ballots for our 2021 elections went out in the mail today. 375 voting members, up 50% y-o-y from 254 last year, thanks to ComancheZOOM, and to us rolling out the red carpet to new members. Our growth leads one to ask *what's up with the other group being in free fall since early 2018?* Could it be a lack of customer focus on their part?

Technology advances, relentlessly! We stand to benefit, both in features and capabilities, but also in affordability. We all balk at 50% of our aircraft value being tied-up in electronics, however, that's been the reality. In 2019 we saved Comanche drivers over \$100,000 through negotiated group-buys and would have exceeded that in 2020 but for persistent threats from mother hen.

2020/2021 is shaping up to be the year of the autopilot. We've moved the agenda from nobody supporting the Comanche to four manufactures keenly seeking our business. I put this down to the united front we are now presenting, whereas we were once seen as individual prospects we now represent a significantly large market. Imagine, if you will, the benefits to Comanche drivers and vendors alike if we concentrate our efforts? Negotiated prices, proven installation techniques, and a shared learning/support. This is the power of working together.

The documentation project is well underway and gaining momentum by the day. He is gathering every bit of Comanche documentation into online, searchable PDFs. Thanks to Mathew Smith and his tireless energy. After all these past years of talk, talk, talk, all it takes is someone to focus and dedicate themselves to the project. You can help Mathew help yourself, and other drivers, by scrounging up those old manuals! It's not so difficult when we all work together.

Our knowledge base and heritage are at risk. We need to support those hard-working individuals who keep our type a going concern. I'm referring of course to our documentation, the Piper museum, trainers experienced with the type, the parts supply, and our A&P. We need to band together as the next 25 years are not going to be as easy as the last 50!

Piper museum at Lockhaven is still in need of our help to replace a recently departed tenant. Please pull every string you have to connect any prospective tenant in xxx to xxx. Our birthplace is at risk of closure.

Our website is brimming full of new information, more than last year, less than next year. The ComancheZOOM recordings take up a lot of storage space, and a lot of Pete's time to record, convert, upload and annotate. So, please take advantage of this free service, download, or stream these recordings, I guarantee you will find it instructive and worthwhile. Feedback appreciated!

Our Video TIPS project is underway. The first in a series of 5-10 sessions was last week. Surprisingly we only got through seven of the fourteen items in our Tips for new Comanche owners. The engagement was intense, with

different viewpoints back and forth, all good input, with much appreciated experience brought to bear on every subject. We will repeat these sessions until we have covered the aircraft from top to bottom, soup to nuts.

We will be making these long TIPS sessions into 5-10 minute, easy to access, videos in the near future. A video library of sorts

Training and safety are of constant concern to us and to the FAA also. We are working with the FAA to get credits for qualifying subjects, so keep an eye out for those announcements. We are also working to bring you a series of 15 minute, "mini-trainings", as an alternative to the \$850, intensive 3-day weekend. Who has the time? We believe our offerings will be much more accessible and will save lives.



The next 12 months are shaping up to be a bumper year for us. Many more members joining, 50 more ComancheZOOM sessions planned, completion of the documentation project, a focus on safety and training as awareness develops, a Video bulletin board where members can post their stuff, and, last but not least, a cooperative effort to materialize an autopilot we can all afford.

Come join us in these exciting times, help run the Tribe. Who knows, you could end up being our next leader.

ComancheZOOM retrospective

Starting with our first tentative steps in April 2020 to our latest more polished (3 hour) vendor assisted presentation, here are descriptions of the sessions so far.



Dr. Wasser is a long-time FAA Airman Medical Examiner (AME). He spent over an hour discussing various medical issues with the participants of this first ZOOM Tel-Workshop

Parts sourcing is a crucial area for anyone who is dealing with obtaining or repairing -or even upgrading -a scarce part for an older aircraft. FAA FAR 21.9 provides the ability to install parts that were "Produced by an owner or operator for maintaining or altering that owner or operator's product". This provides a broad scope of authority for owner operators. **Zach Grant** is well known in the Comanche community as both a fun presenter and a broad authority on the Comanche. He has helped countless Comanches stay airworthy, thousands of operators to fly more safely, and to fly for less expense. He is an A&P/IA, CFII/ATP, and a senior captain for United Airlines. Along the way he has been an ICS President, a frequent responder for technical questions, and updated and managed the successful Comanche recurrent type training program.



Hans Neubert is a twinkie efficiency expert and speed demon, who has been dinged by ATC for overtaking a Cessna Conquest in his twin Comanche. Hans is also a FAA Designated Engineering Representative or DER, with a remarkable number of unrestricted permissions from the FAA. Mr. Neubert is a quiet and distinguished engineer whose devotion to the type and to the truth is steadfast. He is the man who co-created the 1000 Hour Landing Gear DVD, who saved the PA30/39 and PA24-400 from the tail horn AD, and who performed the bungee research that showed how much new bungees assist our gear motors -this is the pioneering research that revealed an annual

bungee change to be some of the best maintenance bang for the buck. Many met Mr. Neubert for the first time in 2019 at ComancheTown SNF19 where he presented ongoing research that he had been quietly performing on behalf of the Comanche type. In this Zoom presentation you will hear about this very little known, and yet critically

important information on how the Piper Comanche narrowly dodged an aimed bullet of an impending and potentially devastating Torque Tube AD -through the efforts of a single quiet man.



We have brought together the Comanche enthusiasts who are our "local" authorities on the various Autopilot options. They have been leading efforts to get the Comanche more choices. Our Zoom presentation begins with a brief history of the various autopilots installed by Piper in the Comanche with Kristen Winters. This is followed by short progress reports by various autopilot installers and developers. Those joining us are:

- Eric Jones (Garmin)
- Russ Wright (TruTrak)
- Mark Sullivan(Trio)
- Doug Tellef (Genesys S-TEC)
- Mitch Haubert (install and fabrication)
- Greg Piehl (kits)



Logbooks can easily control 30% to 50% of your airplane's value. Learn how to keep them up to snuff

Kristin Winter is a well-known A&P/IA, CFIAIM/ATP. She discusses the owner's obligations to maintain aircraft maintenance records; what constitutes a proper logbook entry, and the mechanic's obligations for documenting their work; maintaining an AD compliance sheet, protecting your maintenance records; and what documents must be kept in the aircraft. Kristin flies her Twin Comanche, hosts the Airworthy Comanche Forum on Delphi, flies

professionally, instructs, and provides purchasing and operations consulting.



Pete Morse giving a tour of the NortheastComanche.org website, a Hudson River Corridor Tour, and "Your 10 Closest Comanches". This is a social gathering of Comanche aficionados. Three brief but entertaining and informative presentations by Pete Morse



Engine Health Check with **Steve Ells**. The first in a series on Condition Management and Maintenance of Lycoming and Comanche Aircraft. Your engine is your life, literally. Its health is your health. Your engine is also your pocketbook. An unscheduled overhaul is the biggest cost you can incur, typically ranging from \$30,000 to \$80,000 depending on the Comanche model you fly -and this does not include the other factors (such as insurability or the long-term effect on your right seater, should the need for that overhaul or maintenance become apparent in the air!) Yet, Lycoming engines can and do regularly go well beyond TBO (which many pilots and even mechanics are unaware does not apply to

Part 91 operations). When this happens, your cost per hour goes down dramatically, and your reliability, strangely, statistically goes up! Find out more from Steve on how to check the condition of your engine, how to better maintain its health, how to prevent premature overhauls, and how to reduce your costs while increasing your reliability. Steve Ells is credited by Mike Busch in Maintenance Manifesto as one of his key mentors in on-condition maintenance. Steve is a longtime Comanche owner, and an A&P/IA for 45 years. In addition to being a recognized expert on "on-condition maintenance" and how it applies to making Part 91 operations cheaper and more reliable, he also really "gets" our type. In particular, Steve's expertise in the application of on-condition maintenance to Lycoming engines (which are different from Continental) makes him an invaluable resource to the Comanche fleet. Steve's generosity with knowledge, and patience with questions, is legendary, and his reputation is similar to those of Zach Grant and Kristin Winter: "If you hear it from Steve, you can take it to the bank". We are looking forward to taking Piper Comanche ownership and operation to a new level of greater efficiency and reliability, and lower cost! Steve Ells served in the US Navy as an Aviation Structural Mechanic. He attended A&P school at Northrop aircraft, and later went to work for Robertson aircraft (creators of the Robertson STOL kit installed on many of our Comanches) when they were based in Washington. Steve served as Director of

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Maintenance for several DC-3 operations and became fascinated with tailwheel aircraft, including a 9-year stint flying and maintaining aircraft in Alaska! After all that, Steve's chosen personal aircraft is a PA24. Steve is a commercial pilot with instrument and multi-engine ratings. He's a former tech rep and editor for Cessna Pilots Association and served as associate editor for AOPA Pilot until 2008. He also writes for Piper Flyer, Kit Plane, and EAA. Steve is the owner of Ells Aviation (EllsAviation.com) and lives in Templeton, California, with his wife Audrey. Steve is a superb and clear writer and a great sampling of his articles, most extremely relevant to our Comanches, can be found at: cessnaflyer.org/maintenance-tech/itemlist/user/1805-steveells



Dwight Coombe on "Aircraft Insurance: Translating the Jargon". Dwight Coombe is a long time Comanche 260C owner and the Northeast and New York representative for one of the few Aircraft Insurance agencies. His understanding of the specific terminology found in Aircraft Insurance, and of the forces that influence the costs, was quite evident in the presentation and in his answers to the questions.



Stories of your favorite flights

"Tell us about your memorable flight(s) in your Comanche". We've all had them, those flights that spring back to memory when sitting around by the hangar swapping stories. The ones where the teller's face takes on a faraway look of contentment. Take a listen to these Senior Citizens of Comanche land as they expound on the subject.

- **Pete Morse** - 2002 birthday flight to all five New England states as part of his "Flight Across America".
 - **Pete Morse** - winter flight from Connecticut to Mardi Gras, then Florida, North Carolina and home.
 - **Bill Cunniff** - flight from Long Island to Texas with a ground speed well over 200 mph. Now, that's a tailwind!
 - **Hank Spellman** - revenge on his CFI buddy while partial panel under the hood
 - **Ray Fey** - Flying to and from Alaska and in the Rockies
-



"New Life for Old Autopilots" with **Robert Lenert**. This is one of a series specific to Autopilots for Comanches. A brief bio for Robert Lenert:

- USN 1974-1980 Fire Control Tech working on the A7E HUD System.
- 1980 –1996 General Aviation avionics technician in various repair stations at Westerly RI, Groton CT and Bridgeport CT.
- 1996-2012 VIP Aero Instruments and Avionics, Hartford CT. Avionics manager last 14 years there.
- 2000 –was awarded National "The Avionics Technician of the Year"
- 2012 –2019 FAA Aviation Safety Inspector Specialty Avionics

Systems, Safety Management Systems and International Operations, Bradley CT FSDO

- Jan 2020 FAASTeam Program Manager –Airworthiness.
 - Specialized in autopilot system maintenance. As Avionics Manager –Sold avionics retrofits –managed shop – over 1000 hours certifying, troubleshooting, and demonstrating avionics and autopilot systems.
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Garmin GFC500 status & presentation with Garmin's Wayne McGhee

- Special 10-minute discussion at 7:30 to introduce the Comanche Docs Online Project (CDOP)
- Garmin presentation follows with Wayne McGhee presenting the process and status of approval of the Garmin GFC 500 for the Piper Comanche, and an overview of the features, expected costs, and gotchas of integrating

the GFC 500 into existing and new avionics.

An additional overview of the GFC 500 can be found at:

<https://buy.garmin.com/en-US/US/p/604257#additional>

Wayne McGhee is the Northwest Regional Sales Manager for Garmin Int'l. An instrument rated private Pilot, he has 28 years of experience working for Avionics Manufacturers like IIMorrow Inc, UPS Aviation Technologies, and Garmin.

Wayne was also involved in the first widespread test of ADS-B technology in Alaska known as the Capstone project. Wayne has seen a multitude of advances in avionics while working for the various manufacturers during his career. *"The one aspect of the Avionics industry that keeps it so interesting for me, is the continual advances in the technologies that make flying safer and more enjoyable"*.



Comanche Documentation Online Project (CDOP). This MiniZOOM session was a follow up to the June 25 special 10-minute introduction to the Comanche Documentation Online Project (CDOP). Our very own Matthew Smith has created a scan-and-OCR (searchable!) online repository of maintenance and operation manuals for all models of the Piper Comanche. This effort is essential to our survival as a type! Matthew is continuing to add more documents to this already impressive library of Service Manuals, Parts Lists, Operators Handbooks etc. Matthew has requested our help in locating additional documents, particularly for the Comanche Twins.



Learn details of the S-TEC 3100 Status and Capabilities with Mike Demeter and Doug Tellef. Genesis is the result of the merger of S-TEC, Chelton Autopilot and Sierra Flight Systems about five years ago, bringing together the best of each company. You can find out more on their website at: <https://genesys-aerosystems.com/>

Mike is the Genesis Eastern Regional Sales Rep and is based in NY. He is a pilot and came out of Avidyne. Doug Tellef, who has been doing the testing on a Comanche 400 in California, is also on hand to give specific 3100 operational details. A Comanche 400 is being used as the test aircraft to allow certification for the entire Comanche single line, hopefully by the end of August. They are also planning to develop the system for the Twin Comanches as soon as there are sufficient (15) pre-orders.



STC Group -Trio Pro

Mark Sullivan presented on the Trio Pro Pilot –Autopilot for PA24/30/39. This autopilot is now available to certificated aircraft, and the required steps for approval of the Piper Comanche all models, INCLUDING (in fact starting with) the twins, are underway. Trio Pro Pilot comes to us from the experimental world, where there are over 3000 installations (including warbirds). As the newest entrant, it is expected to be the most cost-effective modern autopilot to purchase and install for the Comanche. The leadership of the STC Group changed in 2019 when its founder initiated a new avionics venture, but the original core of the Company has continued working in close association with Trio Avionics, using an updated business model. This is similar to that of

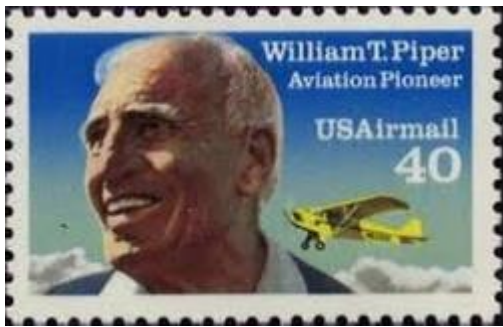
Garmin and Genesys, with a small twist. Instead of pre-orders, they use refundable deposits towards the R&D cost of the STC for that type. The depositors receive a "double the deposit" credit when the STC is approved by the FAA. The initial STC work on the Comanche (a 1966 Twin Comanche) determined that the Comanche would need a capstan servo rather than the traditional servo arm then used by the Trio. In May of 2020 the new capstan servo developed by Trio Avionics was installed and is in testing. The rest of the twin and single Comanches, with their like stabilators, are to follow. The potential safety dividend from adding autopilots to legacy fleet aircraft,

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which would continue to go unequipped if the only option is a \$20,000 (minimum) cost, is clear. The STC Group states that the Trio typically takes 40 hours to install in a single engine Piper, and the kit for the Comanche is expected to be \$6,000 for a total install cost of approximately \$10K-\$11K.



Opener: Hindenburg Insider Exclusive with **J Christian Fenger**. Chris is a model builder, A36 Bonanza driver, Telecom COO, and an extraordinary resource on early and modern Airships, particularly the Hindenburg. Chris and his Zeppelin models were invited by the US Navy to the 50th anniversary of the Lakehurst Naval Air Station, where the Hindenburg dockage disaster occurred. Chris brings direct-account personal stories from Hindenburg survivors, time spent with Hans von Schiller, second in command of the airship L-30 that bombed London in WWI, commander of the Graf Zeppelin, and later of the Hindenburg's sister ship, the Graf Zeppelin II, as well as time spent as the guest of the Chief Pilot of the new Zeppelin NT-107 at her Christening. We are honored and thrilled to have Chris join us.



Main event: Piper Factory at Lockhaven Insider Info with **John Bryerton**, Piper Aviation Museum President and former Piper Engineer 1964-1984+. Hear about the Piper Factory at Lockhaven, the place all our Comanches were designed and built. John Bryerton is perhaps best known as the President of the Piper Aviation Museum in LockHaven, PA (KLHV), the birthplace of ALL of our Comanches. In 1963, while still in college, John joined Piper Aircraft as a Chief Systems & Equipment engineer. At Piper, he was there for the design and flight testing of the six seat (3 window) 260 series Comanches (B, C, PA39, PA40), as well as the PA24-300 and PA24-380, discussed here. John also contributed to power plant design for

Piper, became an FAA DER (power plants, mechanical systems, ...), and led the entire new type certification of the Colombian built Gavilan, John's baby: This aircraft, derived from Piper designs in the 1960s, received its FAA certification in 1998 under FAR Part 23. John has also been the FAA coordinator for many STCs, supported accident investigations, and is a qualified expert witness.



How to Plan a Comanche Fly-in.

Pete Morse gives a short (10 minute) ZOOM session on planning a fly-in. The full list of steps is posted on the Northeast Comanche website at [/PlanningFlyIn](#).



Long Distance Comanche Flying, with avionics expert **Ron Keil**

We are all missing Oshkosh and ComancheTown OSH20 this week: friends, gumbo, lecture sessions, fruity drinks, and airplanes! In honor of all the long distances people who fly to get to OSH, Ron Keil presents Long Distance Comanche Flying Tips.

With trips of 10.5 NONSTOP hours in a stock Comanche 250, Ron is a past master on engine management, fuel management, and medical (CO, food, and fatigue) issue management. Ron's information will make you safer and more comfortable, and your airplane more efficient. Ron is also an experienced avionics professional who

founded the successful Michigan avionics company LaPeer Aviation, and has been an airfield manager. He has

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presented multiple WINGS seminars on topics that include planning a long XC, and Foreflight with IPAd. He has owned his 1961 PA24-250 since 1986. His wife, Betty, also a pilot, can normally be found at Oshkosh this week with Ron.



Electronic Ignitions and Engine Performance, presented by **Mike Kobylik & Darrell Pool**.

ElectroAir's Electronic Ignition system is a huge engine performance hack that came out of the marriage of engine performance tuning know-how from the American automotive racing pits, crossed with savvy aviators. The ElectroAir system is designed to produce a better complete burn. This produces better air miles per gallon of Avgas, faster airspeeds due to increased manifold pressure (especially at altitude), and easier starting, most noticeably easier hot starts. It is one of the few systems you can add to your airplane, that will go cash flow positive and start paying you back. If you fly more than 75 hours a year, it will do so surprisingly quickly.

A typical note from a Comanche 180 driver who participated in the Comanche Group Buy Special in 2019: "...*first significant change I noticed was that engine noise is smoother, climb is about 100 fpm or so better. Cruise under 5k used to be around 135 to 138kt but now I've seen it around 140 to 143kt. Fuel consumption at 5k was 10.8, is now 8.9GPH. Haven't flown higher and longer yet. Rich of peak settings*".

Darrell and Mike are fun and fascinating presenters with great stories. They have been tireless Comanche supporters, and their expertise covers all sorts of Engine and Propeller performance areas.



Top 10 Comanche Tips for New Comanche Owners, presented by CJ Stumpf. As expected, this was a really fun and animated ComancheZOOM with everyone participating. These Tips are derived from a combination of new owners and very experienced Comanche leaders talking together at Comanche Town. They are talking points, not the Ten Commandments. Each point was raised and was immediately followed by a Q&A of up to 5 minutes, with a general Q&A at the end.

Future ComancheZOOM topics

Here are some of the potential ComancheZOOM topics, looking forward (from the website listing)

Date	Location	ComancheZOOM Topics (subject to change)
Aug 13	ComancheZOOM	Surefly Electronic Ignition and Group Buy
Aug 20	ComancheZOOM	Gami Fuel Injectors for Comanches
tba	ComancheZOOM	Part 43: Maintenance By You. What and How To Log It
tba	ComancheZOOM	Comanche Speed Mods - panel of experts
tba	ComancheZOOM	AME #2: Discussion of Medical Issues - Tom Wasser, AME
tba	ComancheZOOM	Annuals - Zach Grant, Steve Ells, Kristin Winter
tba	ComancheZOOM	Pre-Buy Inspections - Cliff Wilewski, Mitch Haubert, Zach Grant
tba	ComancheZOOM	Analysis of Accidents - David Kenney, Rob Lenert, John Bryerson
tba	ComancheZOOM	Prop Balancing - Mitch Haubert, CJ Stumpf
tba	ComancheZOOM	Landing Gear + 1000 Hr Inspection AD - Hans Neubert, Matt Kurke
tba	ComancheZOOM	Tailhorn AD Update: Will It Go Away?
tba	ComancheZOOM	Comanche Ops and Maintenance - Zach Grant
Thursdays 7:30 PM EDT		Host: Comanche Pilot ** FAA WINGS Credit available

Northeast Comanche Elections



Our 2021 elections are underway, ballots, 375 in all, are in the mail. Please take the time and show your support by voting and returning to our secure PO Box by August 29. We have the same 3-person supervisory team as last year. This is our third paper ballot in two years, which has involved a large effort and significant personal expense. It would be much more practical to have electronic voting, however we have been forced into this defensive posture by persistent attempts to take over the Northeast Comanche Tribe.

This is ironic considering the ICS board confirmed in July 2016 that *"the tribes are independent corporations with their own charters, so we are limited of what we can tell them to do"*. Furthermore, the ICS president in September 2019 reaffirmed *"tribe elections ... [do] not have anything to do with the ICS"*. No one dissented in

September 2016 when the ICS board agreed it *"wouldn't want ICS to overstate their authority"*, and *"tribes are individual corporations .. [we] don't want to tell them how to run..."*, Av Shiloh agreed *"we can make suggestions"*, but *"we can't mandate what [Tribes] do"*.

ICS might well focus on its own house. Free cash assets of \$227,000* under Pat Donovan in 2017, are now greatly reduced to \$143,000* under a supposedly balanced budget. I wonder what happened? (*per published reports)

(Some) Northeast Comanche Fly-Ins for 2020 are alive and well!

A lot of work goes into setting up the monthly fly-ins. It can be discouraging when only the few regulars show up each time. Please, check the fly-in schedule on the Northeast Tribe's website and try to attend those in your neighborhood.

Below is a general description of each 2020 fly-in location, along with other flying events of interest listed in red. As usual, rain dates are listed in parentheses. Note that some fly-ins are scheduled for Sunday (*), with Saturday as the alternate.

Unfortunately, many fly-in opportunities were cancelled due to concerns over the COVID-19 virus, and some for other reasons. Those cancellations are noted and explained.

- Feb ??, Alton Bay NH (B18) - cancelled, no ice for a runway!
- March 21 (22), Williamsburg VA (KJGG) - cancelled due to COVID-19 restrictions
- **March 31 - April 5, Lakeland FL- cancelled by Sun n' Fun due to COVID-19 restrictions**
- April * 26 (25), Georgetown DE (KGED).- cancelled due to COVID-19 restrictions
- < no fly-in planned in May due to COVID-19 restrictions >
- June 20 (21), Ellenville NY (N89). Wings and Wheels cancelled, had BBQ instead!
- July 18 (19), Edgartown MA (1B2) Katama Airfield fogged out! But intrepid Comanche pilots found various nearby fields to meet and greet.
- **July 20-26, Oshkosh WI (KOSH) - cancelled by EAA due to COVID-19 restrictions**
- August 3-8, Rockland ME (KRKD) – cruise cancelled due to COVID-19 restrictions
- August 22 (23), Pittstown NJ.
(N40) Sky Manor Airport is located in central New Jersey, within easy reach of most Northeast Tribe members. The Sky Cafe serves great food, and the view of the runway encourages great landing critiques. This will be our Tribe annual meeting and a chance for in-person election ballot casting.
- **September 11-12, Rochester NY (KROC) - cancelled by AOPA due to COVID-19 restrictions**
- September * 20, Sunday, Warrenton VA - Flying Circus & Balloon Festival (HWY) This is a Sunday only fly-in. Warrenton-Fauquier airport is the jumping off point for the amazing Flying Circus performance in near-by Bealeton VA. Fly in mid-morning, call them (504-434-8661) for a ride, feed at Fifi's Snack Shack, and enjoy the show for the afternoon. Definitely a family event, and moderate cost (\$15) too.

- October * 17 (16), Latrobe PA.
(LBE) Another Sunday fly-in, with Saturday as the rain date. Arnold Palmer Field is a favorite destination in western PA. Lunch is at DeNunzio's upstairs in the terminal building. We are planning for Sunday, Oct 17, to take advantage of the excellent Sunday lunch buffet. A weather decision will be made by Thursday evening.
- November 14 (15), Martinsville VA.
(MTV) Blue Ridge Airpark is a located in the mountains of south western Virginia. The airport is a popular fly-in getaway and is featured in the AOPA Destinations. Lunch is at Simply Suzanne's Cafe, located on the north side of the runway.

There you have it, a thumbnail sketch of the 2020 planned fly-ins – some new, some renewed – along with some of the nearby attractions. Watch your email for details as each date arrives, then plan to attend and bring your family and friends! But please, if you are even thinking of attending any fly-in, register with our [FlyIn_RegForm](#) on the Northeast Tribe website. We need to know your interest and to be able to update you on any factors involved.

See you at the next (and the next, and the next...) Northeast Comanche Tribe fly-in.

Pete Morse, Fly-In Coordinator