

The Nor'Easter

Newsletter of the North East Tribe of the International Comanche Society

Summer 2009
June – July – August



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Message from the Tribe Chief



Summer is in full bloom and here in the Chesapeake Bay region everything is as green and lush as I have seen it in 30 years. The Ell grass is plentiful, tall and ubiquitous. It is one of the signs of health of the Bay. Ell grass has a group of single blades that are about 1 inch wide and can grow to 8 feet in length. It is a hearty plant. Our Blue Crabs and other Bay fish use it to hide in for spanning and to escape from predators. The rain has been frequent and has kept the ground in the area well watered. I think this will be a bumper year for corn, tomatoes and all the other vegetables grown in the area.

On the other side of this bounty have been the frequent thunderstorms and clouds that have made 2009 a year in which; I at least, have not flow as much as usual because of the weather. My logs prove this. We all know the problems of flying in turbulent or marginal weather. As I contemplate both of these situations I have mixed feelings. I like the tomatoes, the corn, the bounty, and the beauty and I like to fly.

The nomination period is over and the following members are to stand for office for the 2009-2010 term:

Tribe Chief: Keith Johnson

Assistant Tribe Chief: Pete Morse

Treasurer: Chris Jorheim

Secretary/Scribe: Scott Ducey

I believe that we have a good set of candidates that have the experience and know-how to run the NE Tribe in good fashion. The election will be held at the August 15, Fly-In at Tangiers Island. If the weather does not cooperate and we cannot meet at Tangiers Island on the 15th or 16th (rain day) of August we will conduct the election by email from August 17th to 22nd. This is consistent with ICS rules. Members can cast their vote by emailing me at (dickbay14@comcast.net). I will broadcast all the information if this procedure becomes necessary.

The Rochester, NY Maintenance Fly-In was a success and I believe that everyone that attended had a good time. See the article further in this issue.

The Comanche Pilot Proficiency Program (CPPP) will be held on September 11th and 12th at Bernardsville, New Jersey (47N). If you are interested in attending, contact Zack Grant at CFFTraining@yahoo.com or (317) 201-4293. There are block room rates for the event at the Ramada Hotel, (732) 560-9880. Also contact Scott Ducey, local member, who can help with transportation and logistics scott.ducey@harborpoint.com, or (908) 630-2778.

I hope that all of you are having a good time flying, enjoying your excursions and your friends. As I have said in the past, the Northeast is a beautiful part of our country and has many places that are historic, scenic and

recreational. What makes it even more special is that we can get to these sites in our favorite mode of transportation, flying our Comanche's.

This is my last Nor Easter' as Tribe Chief. In the last three years as an officer of the NE Tribe I have had a good time working and meeting with many of you. It has been fun and a labor that I have enjoyed. ICS and the NE Tribe are both very good organizations that have made my decision to purchase and fly this great plane, the Comanche, the right one. I look forward to seeing you all at future events and for helping to make my last three years enjoyable and rewarding.

Dick Kuszyk
NE Tribe Chief

- April Fly-In at the Flyin' W -
by Pete Morse

April 25 was an unusually warm day. Low clouds along the coast from Virginia to Cape Cod gave IFR conditions, but inland it was hot and hazy, much more like August. About 16 people made their way in a variety of Comanches to the Flyin'W Airpark for food, fun and fellowship. (you can read about the arrival excitement in a separate article in this *Nor'Easter*)

The restaurant was not expecting us, but quickly made arrangements to seat us and to call in a chef early. Good food, great location, and grand treatment over all!

Dick Kuszyk reported on ICS business, having just attended the ICS Board meeting at Sun and Fun. He reported a variety of interesting statistics about ICS International as compared to the Bonanza Society. While the Bonanza Society is four times larger, and employs a professional office staff, the ICS leadership is made up totally of volunteers, and is getting along quite well, thank you. The technical information available through ICS is unparalleled, and, with our new website upgrade, even more accessible to the membership.

An open discussion followed, with talk of the upcoming June 5-7 maintenance fly-in at Rochester and mention of the two other northern fly-ins - Newport NH on July 11 and Southbridge Ma on Sept 12.



From the Scribe - Flyin' W Near-Miss

There was a bit of excitement on arrival for the April fly-in at the Lumberton, NJ (N14) fly-in, for which I had a ringside seat at 2000 feet above the airport.

Description:

The 122.8 CTAF was very busy with activity at many nearby airports. Lumberton has a single runway (01-19) and does not report weather, but area winds were generally from the south, favoring the use of runway 19. Two Comanches arrived and announced themselves as on “downwind for 19 Flying W,” #1 and #2. A few moments later a Cessna announced, “turning downwind for runway 01, Flying W,” which is right hand traffic, putting the aircraft on the opposite heading on the same side of the field. A short time later the Comanches called “final 19” and “base 19, #2,” followed by the Cessna calling “base runway 01.” The lead Comanche then announced “Flying W, you have traffic on final for opposite runways,” and continued to touchdown. The Cessna called “final runway 01” and set up for landing. Again the lead Comanche announced “Cessna at Flying W, you have an aircraft on the runway and another on short final for 19. Go around!” The Cessna announced “Okay, going around,” then climbed to his right and joined the downwind for 19 mid-field, ahead of a third Comanche who had just announced “entering downwind for 19 Flying W.” The third Comanche then amended his call to “downwind 19, #2.” Both aircraft landed without problem and turned off for parking. A check of the windsock showed a light wind from the south, with some right crosswind component for runway 19.

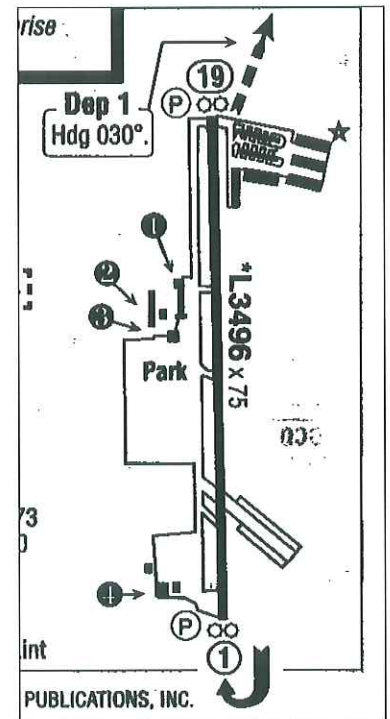


The Individual Players:

The Cessna 152 pilot was a doing solo pattern work. His choice of runway 01 may have been out of convenience or habit, or lack of attention to the winds. He was careful to make his calls, but apparently did not hear or pay attention to calls by the incoming aircraft. He would be following his familiar pattern - take off, crosswind, downwind, base and final - focusing on airspeed, throttle setting, altitude and radio calls. He continued on his right traffic pattern for runway 01, making it all the way around to short final before breaking off. At that point he should have been able to see the twin on the runway and the single on short final coming the other way. His head would have been inside the cockpit, and his expectation may have been that any other pilots would adjust for him. Even on short final he would be concentrating inside and on the landing spot, not looking farther down the runway to see the approaching aircraft.

With the amount of radio traffic on the 122.8 CTAF it was very difficult to hear prior calls at Flying W or to ask for Unicom advisories. The arriving Comanches made a logical decision to enter the left hand pattern for runway 19 based on the prevailing winds. They would have been visually checking for traffic and performing their pre-landing checks, with their attention inside the cockpit while transitioning from cruise to pattern altitude and speed. They would then have been focused outside, confirming the destination airport and lining up for a proper runway 19 left hand pattern. The trees along the east side of the runway would have masked the Cessna's takeoff roll, and the amount of traffic on 122.8 CTAF would have made situation awareness more difficult.

Throughout this sequence of events there were no communications from the FBO on CTAF.



from Flight Guide NJ p26

Analysis:

The Cessna pilot was within his rights to use runway 01, in spite of the slight tailwind, and seemed to make all the expected radio calls. The Comanche pilots made a logical choice to land on runway 19, and entered the pattern using accepted procedures. At any point the FBO could have made a radio call to alert the pilots of the conflicting pattern traffic. The incoming Comanche pilots could have defused the problem by breaking off their approach until everything was sorted out. All pilots involved might be guilty of tunnel vision, fixating on getting their own aircraft on the ground according to their plan. Ideally, when all were safely on the ground, the pilots could have gotten together to talk over the sequence of events and what could have been done better.



Fortunately, in this case, firm radio communication prevented a serious problem from developing. If the pilots involved had each continued to a landing as planned, they might all have been right – dead right.

Rochester Fly-In Weekend - June 5-7, 2009

Pete Morse, ICS-NE Scribe

ICS-NE held a terrific weekend event at Rochester International Airport (ROC) in upstate New York. It was held in conjunction with the Rochester WINGS displays and workshops. We were able to park our Comanches on the NY-ANRG ramp through a special arrangement. Eighteen people attended the full weekend, coming from as far as Vermont and Virginia, and from Ottawa, Canada. The weather was splendid each day, and the planned activities got everyone happily involved.



ICS-NE group at Rochester NY



George Eastman House



Eastman House tour



Eastman House Garden

After meeting at the Hampton Inn, we traveled by car to the George Eastman House. This was the splendid home of the inventor of the camera film process, with the lavish fittings and decor of the times, and an adjacent museum of photographs and photo equipment. A Museum Docent guided us through the home, presenting

many interesting facts along the way. After some time in the Gardens and gift shop we returned to the Hampton Inn where Dick Kuszyk opened the Hospitality Suite (his room on the 5th floor). Dinner that evening was at Basil's Italian Restaurant, just across the Inn parking lot. After placing our orders the newly formed ICS-NE Chorus was called upon to offer a stirring rendition of "God Bless America," with thunderous applause from the other clientele. (Dick apologized that the ICS-NE Marching Band, so well known for their maneuvers at Lock Haven last year, was otherwise occupied.) The food was delicious, and many were forced to only sample the desserts – from their neighbor's dishes.



Hospitality Suite



ICS-NE Chorus at Basil's



Refreshment by the Erie Canal

Following breakfast on Saturday, provided by the Hampton Inn, we went back to the airport to attend the many WINGS displays and seminars. After lunch we separated into two groups, the pilot/owners going with Dave Gitelman for a maintenance session, and the rest to their own agenda. Marcia Gitelman took a group on a wine tour and then for some quiet refreshment by the side of the Erie Canal.

In Dave's hangar, after some initial comments on the care of Comanches, we watched in awe as he demonstrated changing both gear bungee chords on his aircraft. Clarence Beintema, an AP/IA from Kingston, Ontario, then described his recent experiences inspecting tail horn assemblies from seven Comanches for the potential internal cracking. His description of the process was very clear and concise, and he had a recently inspected part with him for us to see. Clarence said that it takes him about eight hours to remove, clean, NDT inspect and refinish each tail horn during an annual. He also reported that none of the ones he has worked on have exhibited cracking.

After another session in the hospitality suite we all convened for dinner at Delmonico's Steakhouse, across the street from the Hampton. The place was packed, but our reservation got us a long table in the middle of the room. The ICS-NE Chorus regaled the assembled throng with a stirring rendition of "America," and again received a strong round of applause. The menu selections were great, with the signature Delmonico steak being the favorite. This time there was active discussion on which dessert items to try and who was going to share bites. Another great meal!



ICS-NE Chorus at Delmonico's

On Sunday some of us elected to depart early, ahead of the forecast weather. The rest were treated to the showing of two movies – "16 Right," an award winning film on the life of the Van Nyes airport, and "Oshkosh 50th Anniversary", an ICS produced documentary on Comanche history and of the formation arrival at Oshkosh last year.

All in all, this was a flawless and very rewarding weekend. There was lots of useful information from the workshops, enjoyment from the various activities, and growing friendships from the social occasions. Many thanks go to Dave and Marcia Gitelman for their local knowledge and for their actions as hosts. It was a great pleasure to get to know them. And thanks to Dick Kuszyk, Tribe Chief extraordinaire, for pulling this event together.

- July Fly-In at Newport NH -

by Pete Morse

July 11th was not the greatest for weather, but the next day was forecast to be worse, so we elected to hold our Newport, New Hampshire fly-in as scheduled. The morning was quite hazy and rain and thunderstorms threatened west of New England. Three intrepid Comanche pilots made the trip – Jim Johnston came in from Norwood, Mass, Mike Travagli from Westminster, Md, and me from Danielson, Ct. All told there were eight people in attendance. Two other nearby pilots had sent word that they had conflicting appointments, but the weather probably kept most ICS-NE members on the ground.



Russ Kelsea, the new Parlin airport manager, was ready for us, with the parking area freshly mowed. There is a lot of new activity at Parlin Field, with other scheduled fly-ins, WINGS seminars, and semi-monthly pilot cookout get together's hosted by the local Recycled Pilots group in their T-hangar.



My son Sam, an Air Force photographer, was with us on a visit from his post in Japan, and took these photos. Mount Monadnock, 20 miles south of Newport, is typical of the terrain in northern New England, with rock outcrops, often above tree line. Parlin Field is nestled in a little valley, making it hard to spot until nearly above it. Landing from the north requires dropping in over trees to a displaced threshold, which Jim and Mike did with class!



We had a great Mexican lunch at the Lil' Red Baron, with fried ice-cream for dessert, then fueled up (with a little help) and departed by mid-afternoon, ahead of the threatening weather.

Our fly-in has become an annual event at Parlin, marking the beginning of an active summer program. We will be back next July for the 4th Annual Comanche Fly-In. May the weather gods smile.





Comanche Safety Spotlight: ICS Stabilator Horn Survey

The FAA is in the early stages of their investigation, and may eventually issue an AD due the number of cracked torque tube horns found. If you have not yet done so, go to the ICS website and download the questionnaire on torque tube horns. Open it up, print it out, fill it in, and send it via regular mail to:

Hans Neubert, 6051 Prado Street, Anaheim, CA 92807-3938

It is very important that ICS defends our position with lots of data in a 3 ring binder. EVERYONE needs to fill out the questionnaire. For the dates, month and year is adequate. Airframe hours can be estimated within 5 hours. It is more important that we have the data, than getting numbers to the decimal point.

Technical Questions

If you have any technical question contact Dave Gitelman, NE Tribe Technical Director.
 Contact Information: H:585-381-4785, C:585-317-8446. No calls before 9:00 a.m. or after 9:00 p.m.

Remaining NE Tribe Fly-Ins 2008-2009

August 15	Luncheon	Tangiers Island, VA (KTGI)
September 12	Luncheon	Southbridge, MA (3B0)
October 10	Luncheon	Martinsburg, WV (KMRB)

All Fly-Ins are on Saturday, with Sunday as a rain date. Email notices will be sent two weeks in advance.
 Watch your emails for any changes in scheduled dates or locations.

Flotsam/Jetsam

From time to time ICS-NE members have a Comanche item for sale or are looking for parts or information. If you are one of these, contact the Tribe Chief, Dick Kuszyk, at the e-mail address below. Please include as much information as you can. This is not a commercial activity, but a sharing of information among fellow Comanche drivers. Each posting or request will be forwarded to the membership in a timely fashion, and added to the list for the next *Nor'Easter*.

New listing since the last *Nor'Easter*:

For sale: 1967 PA-30 Twin Comanche NY8430Y. 1941 TAH, 96 SMOH, 110 SPOH, fresh annual and IFR certification, complete logs, hangared. Asking \$135,000. Contact Tim Black at timblack@blackdavisshue.com

Special Notice:

Jeff and Myrna Grove have movies and refreshments at their hanger at Martinsburg, WV, several times during the summer. The movies are generally about aviation. It is a good way to spend the evening with fellow pilots and enjoy a good movie. Food and Fellowship begins at 7:00 p.m. Movies starts at 8:15 p.m. and usually last until 11:00 p.m.

Schedule:

July 22, "The Hunters"

August 5, "Spirit of St. Louis"

August 19, "The Red Baron"

For information contact Jeff at 304-582-7104 or jeffgrove@hotmail.com.

ICS-NE Tribe Officer Contact Information

Tribe Chief:	Dick Kuszyk	dickbay14 @comcast.net	410-867-9156
Asst. Tribe Chief:	Keith Johnson	keith.johnson @hughes.net	302-492-1931
Treasurer:	Chris Jorheim	cjorheim @atlanticbb.net	814-946-8098
Scribe:	Pete Morse	pete.morse @rogerscorporation.com	860-928-3323