



From the Tribe Chief

Dear Northeast Comancheros:

A lot of good news, as well as some planning work for which we will need your input. I am sending out an update on the situation with International separately.

Shoulder Harness Discount: From now through March 31, discount for Comanche owners buying shoulder harness kits from both Phill-Air and Alpha Aviation! The install kits are in the \$700 - \$850 range for a set of 2, add approximately \$200 for inertial reel. Many thanks to Northeast's own Allen Murray, ad-hoc Safety Committee member for this initiative. More within.

Modern, Lower Cost Avionics: For those interested in modern low-cost avionics, work on Comanche Installation STC for the Trio Autopilot has finally begun! A Twin Comanche is open on a bench as I type this while they sort out the pitch servo questions. There has been intense interest, as most 180s shipped without an autopilot, and many original autopilots are showing their age. The installed price is expected to be sub-\$15K. More on the current status and approval process within.

Censorship of Pilot and Maintenance Training: Most of you (unfortunately not all, due to a corrupted list) received the President's letter revealing the deeply disturbing censorship of training and safety educational opportunities other than CFF/CPPP. On a local level, as a matter of responsibility, that led us to investigate both trainings. Northeast Graduates of both courses are uniformly positive, the "supporting information" was carefully reviewed and failed to support (and in one case showed the opposite) all allegations against CPTP, and we can happily recommend both types of trainings: those of the CFF (CPMP) and those of ComancheTraining.com (CPTP). Training saves lives, and these trainings can be a cost-effective way to complete a BFR or IPC and get your bird checked over at the same time. More below...

Tech support: Good news/bad news: ICS Technical Committee has NOT all left, but per the former Technical Committee Chair Zach Grant, 3 of 5 resigned or were pushed out. Good news again: all 5 remain ready to support Comanches, and Northeast is working on recreating the software used by the tech team. Their support is critical to our ability to keep our birds flying safely, and they have agreed to directly support Northeast and any other tribes / individuals that ask. We will advise as soon as the new software is ready, meanwhile they are still ready for you to contact them individually, and Cliff Wilewski and Pat Barry remain reachable through ICS. The situation with Lucky and Dave Clark is more murky, but I am assured all are ready to help.

In terms of safety education, the following article is not new but is essential because it is based on real data and points out areas where Comanche pilots need particular training focus.

Here is the link: [/Safety/IS THE COMANCHE SAFE/is the comanche safe"](#)

Governance news and invite: Election reports below for the 2017 elections, including counts for the second election in September. Draft bylaws are available for review and comment on the website. The draft 2018 draft fly-in schedule is up. The new nominations form is up on the website. I had hoped to include a full Ditching Training report (which I recommend for all who fly over water) as well as a report on new vendors/suppliers who are getting interested in the Comanche because of the massive participation at 2017 Oshkosh, but ran out of time because of events developing at the International level. Next time...

Dunker Training: The most interesting thing to report is the dunker training. There were 12 of us in the 2-day course. The equipment included a full-sized fuselage mock-up, a pool (warm water!), a mechanism to move it in and out of the water, and an old-fashioned movie-set-style rain/wind/lightning generator, with strobe lights (of course). I was lucky enough to be offered this course as a guinea pig and I lived to tell the tale. I think the best summary of the situation was given by a military pilot who said, "there had been 8 helo crashes in water and all 8 pilots say they survived thanks in no small part to this training."

You first get a lecture.

Then learn to flip upside down under water

Then learn to do that in the dark

Then learn to do that in the dark with an O2 bottle

Finally, actual hands on crash simulations in the light, in the dark, and in intense simulated storm conditions

I highly recommend you get trained if you spend significant time over water. I know I would have had no hope whatsoever of knowing what to do without having experienced this first hand.

Comanche Training: As many of you know I am an avid proponent of advanced training. Having survived a loss of power on takeoff and a trip into trees it's no accident that I'm chairman of the ICS safety committee (pun intended). I helped put on 3 CPPP clinics with Travis Brown and Gloria Zawaski. Altogether about 23 pilots were trained, and I received a lot of good feedback.

I personally know a couple of CPPP trainers... and I respect their dedication to the craft of instruction. I can assure you they do it for the love of flying and of the Comanche, not for the money. During our investigation it emerged that several of our pilots have taken both CPPP and CPTP courses (you guys get a gold star, you know who you are!) and report they are both well worth the cost (approx \$750 before discounts) and the two long days plus an additional day to account for fly-in/fly-out.

I delegated the job of interviewing the CPTP instructors to an independent, who reports that CPTP feel their strength is practice, practice, practice for type-specific/model-specific unexpected situations. They say their course is 90% safety oriented, including preventative maintenance that involves a thorough inspection of each craft and focusing on the pilot as an individual. "This is not a case of a canned, power-point presentation" then fly home. I know my survival depended upon muscle-memory kicking in, there was not enough time in some situations to think!

We are working on adding a new type of Flying Clinic to at least one of our fly-ins, where we fly-in for lunch as usual, but also have a group lecture and get to spend one-on-one time with a CPPP instructor to work on a menu of areas of interest such as landing technique, new Comanche pilot orientation, emergency gear extension, fuel management methods, etc. Please reply if you have an idea for them.

Errata:

Why did my Shoulder Harness email bounce? Unfortunately, in the shoulder harness writeup, I provided the wrong address for Allen Murray. If you wish to take advantage of the shoulder harness discount, Allen Murray's correct email address is allenmurray@mindspring.com and you may also call the providers directly for the discount. Let them know you are purchasing for a Comanche.

Why did not everyone not get a survey and letter? Pat Donovan's letter and survey were absolutely intended to go to EVERY member. ICS member mailing list is controlled by two people who are allied with CFF/CPMP. Those two flatly refuse to send out any letter listing any training or view other than their own. Therefore a new list was created from Village Press. Mysteriously, the member count of ~2000 was correct, but hundreds of current members "got lost" (such as my father Bernie Stumpf, South Central Tribe Chief Ron Franks, Secretary LaVerne Stroh, and many others) and hundreds of long expired members were included instead. Investigation ongoing. If you did NOT receive a survey or letter, please email Pat Donovan at PA24Pilot@centurylink.net.

Technical Committee: Pat Donovan's first letter had a cut and paste error. Good news: those who have left in protest or been chased off, remain committed to supporting Comanche owners and are answering questions on Delphi and Facebook.

CJ Stumpf, NE Tribe Chief

Update on Trio install for Comanche

The STC group is finally working on the Twin Comanche install. They have one opened up, and a bunch of us are holding our breath for updates.

As background: Trio makes the autopilot. It seems like a pretty sweet little unit. As you probably know, Trio has been producing them for the experimental aircraft market and has sold several thousand of them. The STC group has gotten a certificated aircraft version approved. However, each install into each type of aircraft requires it's own STC approval. Getting an STC approval for installation requires taking an aircraft of the appropriate type and putting it into experimental status so that it can be installed and test flown with unapproved equipment. After some delays, the STC group began physical work on the twin Comanche install the week before last, using the turbo twin Comanche of an ICS member who is also an STC group member. They have the Trio installed and are currently experimenting with different locations for the pitch servos. They will then be creating the drawings required by the FAA for the STC. Once that install is complete, the test flying will begin. We are expecting to hear about that any day now. Because so many of our airplanes need a modern autopilot at a decent price (ideally under \$10K installed), there is a fairly large group of people watching this carefully. The STC group is hoping that the single and twin will be covered in the same STC approval.

I am definitely an advocate of getting avionics for the Comanche available that allow us to get better equipment at lower cost. I have been working for several years to increase market awareness of the Comanche both to buyers and to vendors. I will continue to update as I have information. My cell phone number is below, and I am always very happy to respond to a call or text.

Regards,

CJ Stumpf [+1.617.816.8766](tel:+16178168766)

Northeast chief

Shoulder Harness Kits

Both Alpha Aviation and Phill-Air have agreed to hold off on planned increases and are offering discounts to Comanche pilots on shoulder harness kits until March 31, 2018! You can purchase these kits direct or have your shop order, just mention the ICS discount. You don't need to be an ICS member, it's for ALL Comanches.

The info below will help: This is a Technical (Zach Grant) and Safety (CJ Stumpf) committee initiative being spearheaded by Allen Murray to provide a volume discount and fixed price install to Comanche owners. There are two STC'd providers of shoulder harnesses on the market: Alpha Aviation and Phill-Air. Both have kits available for under \$1,000, including inertial reel options for a few hundred more. We have spoken with both vendors, and are in process of identifying shops across the globe willing to provide a fixed price install to Comanche owners. We are gathering a list of interested owners, using that to arrange bulk purchase, and assembling a list of shops in each geographical area willing to become experts and provide a special set price for ICS members. We are also making provision for headliners since some of our aircraft have fragile or already-damaged headliners, and shoulder harness installs can be (and sometimes must be) combined with headliner installs.

This is a potentially lifesaving service ICS can support. (As a person whose life was personally saved by an airplane shoulder belt, I am strongly behind this). The more people who are interested, the better the prices, and the more shops become experienced, fixed-price installers. If you are interested please email, and if you already have them and could supply price history on existing shoulder harness and/or headliner installs, please email allenmurray@mindspring.com and cjstumpf@gmail.com with info/interest in participating. Please put Shoulder Harness in the subject line and include your year and make.

Alpha Aviation: <http://alphaaviation.com/belts-new-install-stc/piper/piper-pa24-30-39/>

Discounted price of approx \$836 fixed and approx \$1016 inertial reel (10% discount and NO 2018 price increase until March 31) for a set of 2 - Please thank Don McDonald of Alpha Aviation for his support of the Piper Comanche type! Regular prices are \$929 for fixed strap, \$1129 for inertial reel; Alpha's Install estimate for a novice is 18-20 hours (9-10/side) with new headliner likely. (The novice shop who reviewed the procedure concurred, so ~\$2000 labor but your comanche will look gorgeous inside!)

Phill-Air: <http://www.phill-air.com/shoulderharnesskits-phillairince.html>

Discounted price of approx \$725 for 2 shoulder harness kits (price for inertial expected to be +\$250 if he can make them available). Novice install estimate 7 hours (3 to 3.5 per side) drops to 6 hours after the first one or two, with new headliner possible but less likely .

Headliner kit from airtex interiors <http://www.airtexinteriors.com/catalogue/headliners.php> \$150 up to 1962, \$430 1963 and later. There are other kits on the market for similar or higher prices. We are working on headliner install times. [Or you could do it yourself using the original for a pattern and suitable local materials.]

ICS-NE Elections

In the last NE elections, which closed before the Cleveland convention, the current Tribe officers were unopposed. The practice in past years is that the officers continue to serve, assuming that they are willing, until they are replaced. All officers expressed their willingness to continue in their offices.

Because of the mess created by the cancelled elections of the past year we have been working on a clearly defined way to elect Tribe officers. The Northeast Tribe election process, as currently proposed, can be seen at [/NE Comanche Tribe Election Process.pdf](#). Elections for 2018-19 will be held later this spring, to be timed for voting to close by the fly-in at Sky Manor on August 25.

Election ballots will be available on the NE website one month earlier (late July) after the end of the nomination period. Nomination applications are now open for Tribe officers. Application for a position on the Election ballot can be made for yourself or for another NE Tribe member by submitting an [/ICS-NE OfficerAppForm](#). The positions of fly-in coordinator and webmaster are appointed and will not be on the ballot.

The roles of each tribe officer can be reviewed at [E/ICS-NE TribeOfficeRoles](#). If you're interested in an officer position in the future but not sure you want to take it on right now, or even if you have ideas or would like to help, let us know! We will begin to include you in tribe planning, tribe decision-making, and continued innovations and improvements. We welcome participation in Tribe activities, so email us if you want to be more involved.

As a point of information, the results of the cancelled election last fall are shown below, along with a listing of the survey responses. As you can see, there were no winners. All personal voting information has been redacted.

2017-18 ICS-NE ballots (unofficial) and survey results:

Votes cast: __74

- Chief: CJ Stumpf __34
- Chief: Av Shiloh __34
- AsstChief: Ron Ward __64
- Treas: Chris Jorheim __64
- Scribe: Pete Morse __64

Survey responses:

Fly-ins: too many __0 not enough __5 just right __50
Like to see: weekend stays __17 other destinations __20
more workshops __19 with flying event __11

Fly-in Suggestions:

Nantucket again, try Outer Banks again
Another Nantucket, Martha's Vineyard and or Block Island
My home base, KEWB. It has an excellent restaurant.
Old Rhinebeck Airdrome (land at Kingston, NY), Martha's Vineyard (weekend stay),
Newport, RI, Block Island, RI, Nantucket, RI, West Hampton (Gabreski), Long Island
Let's do North Carolina again, since it was rained out this year
Breakfast weekend fly-ins. No registration, just come if you can.
Lincoln Park N05, Kobelt N45, Alton Bay ice runway B18, Mansfield 1B9
Upstate NY.
Niagara Falls, Sentimental journey weekend @Lock Haven,
Lobster luncheon in NE/ME, Group flight to Sun-n-Fun or Oshkosh

Comments:

Develop a local resource list for NE area - mechanics, flight instructors etc.
Keep up the great work on the fly ins
More on improvements, maintenance, modifications, and known top maintenance shops in
the northeast.
Hope to become more involved in the future. Should regain medical by end of year.
Ride sharing: I don't have an airplane but am willing to pay for gas. If we can figure out how to
announce available seats, I'd attend more fly-ins.
I'm a new member, so I'm just getting my feet wet! I'm sure to have more suggestions
in the future!
New to the tribe and hope to make some fly-ins

ICS-NE Fly-Ins

The proposed fly-in list for 2018 is now posted on the NE website. After many years of excellent work, Ron and Lynn Ward have stepped down as Fly-in Coordinators and Peter Morse has taken on the task again. As you will see, there are some old favorites listed for 2018, as well as some new destinations. Here are some of the highlights.

- Our first fly-in is back to Williamsburg VA ([KJGG](#)) on March 24th. As always, we plan the next day, Sunday the 25th, as an alternative rain/snow date. Invitations will be emailed soon.
- In April we are hoping to be able to reschedule the Outer Banks event which was cancelled last year due to poor weather. As before, the Fri-Sun weekend will be centered at New Bern NC ([KNEW](#))
- In June we will participate in the annual Piper Sentimental Journey event, flying to Piper Memorial Field ([KLHV](#)) in Lock Haven PA to celebrate 65 years of Comanches.
- Our Tribe Annual Meeting will be held at Sky Manor in Pittstown NJ ([N40](#)) in August to take care of Tribe business and conclude our long-awaited elections.

- In September we are working on a weekend getaway to Nantucket MA ([KACK](#)), an often-requested repeat event. We also are coordinating with other ICS Tribes for a 5-day Windjammer Cruise out of Rockland ME ([KRKD](#)) on the [schooner American Eagle](#).

Here is the current proposed list for 2018. Listing *in red* are non-NE events.

Date	Apt Id	Name	Location	Restaurant	Program
Jan - Feb	--	- no fly-ins planned -	--	--	
<i>Feb 22-28</i>	<i>FPR</i>	<i>Bahaman Excursion</i>	<i>Ft. Pierce, FL</i>		<i>ICS Bahaman Blast</i>
Mar 24 (25)	JGG	Williamsburg-Jamestown	Williamsburg, VA	Charlie's (FBO)	luncheon
<i>April 10-15</i>	<i>LAL</i>	<i>Sun N Fun 2018</i>	<i>Lakeland, FL</i>		<i>Sun N Fun</i>
April 27-29	EWN	Coastal Carolina Reg.	Newbern, NC	various	Outer Banks weekend
April 29	BQ1	Gilliam-McConnell	Carthage, NC	Pik n Pig	luncheon
May 26 (27)	N89	Resnick Airport	Ellenville, NY	Italian	luncheon
23-Jun	LHV	Wm. Piper Memorial	Lock Haven, PA	Village Tavern	luncheon/museum
July 21 (22)	2B3	Parlin Field	Newport, NH	local area	luncheon
<i>July 23-29</i>	<i>OSH</i>	<i>Oshkosh AirVenture 2018</i>	<i>Oshkosh, WI</i>		<i>Oshkosh AirVenture 2018</i>
<i>Aug 14-18</i>	-	<i>ICS Convention</i>	<i>Edinburgh, UK</i>	<i>hosted by EU Tribe</i>	<i>2018 ICS Convention</i>
Aug 25 (26)	N40	Sky Manor	Pittstown, NJ	Sky Café	luncheon/Annual meeting
Sept 14-16	ACK	Nantucket Memorial	Nantucket, MA	various	weekend fly-in
Sept 21-25	RKD	Rockland Airport	Rockland, ME	American Eagle	Windjammer Cruise
Oct 20 (21)	LNS	Lancaster	Lancaster, PA	Fiorertino's	luncheon
Nov 17 (18)	GED	Delaware Coastal	Georgetown, DE	Arena's at the Airport	luncheon
Dec	--	- no fly-in planned -			

Lots of things to do and places to go. As always, you can see this full list any time on our NE Tribe website at [ICS-NE FlyinSchedule](#) and register using the [ICS-NE FlyIn RegForm](#). An invitation email will go out to the Tribe a couple of weeks before each event.

Pete Morse, NE Fly-In Coordinator

2017-2018 NE Officer Contacts			
Tribe Chief:	CJ Stumpf	cjstumpf @gmail.com	617-816-8766
Asst. Tribe Chief:	Ron Ward	ronandlynn33 @gmail.com	585-223-2177
Scribe:	Pete Morse	piper32p @gmail.com	401-636-1046
Treasurer:	Chris Jorheim	cjorheim @atlanticbb.net	814-946-8098
Fly-In Coordinators:	Pete Morse	piper32p @gmail.com	401-636-1046
Website provider:	Pete Morse	piper32p @gmail.com	401-636-1046

ICS-NE website links for your convenience:

- ICS-NE main page: http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_page.htm
- Documents page: http://www.quietcornerbands.org/Flight/ICS-NE/ICS-NE_DocLinks.htm
- Fly-in sign-up form: http://www.quietcornerbands.org/Forms/ICS-NE_FlyIn_RegForm.htm

If you have any Comanche related technical questions, contact the ICS Maintenance Resource Advisors

- **Zach Grant** cell phone: 317-201-4293 Email: L1011jock@sbcglobal.net
- **Cliff Wilewski** cell phone: 815-979-7785 Email: cliff@heritageaero.com