

ComancheZOOM for Thursday, December 15, 2022

**Topic: Control Surface Repair and Return to Airworthiness**

Speaker: Mike Esser

Exactly one year before this ComancheZOOM Mike Esser got an early morning text message - “*There’s a problem at your hangar*”, words no pilot ever wants to hear. Mike hurried out to his Wisconsin hangar and found the door blown off by strong winds and onto the tail of his Comanche, damaging the stabilator and rudder.

Mike describes the processes he went through to repair the impact damage to the control surfaces and bring his plane back to being airworthy, including finding a person with the right expertise, working with the insurance companies, control surface repair regulations, stabilator trim drum adjustments, stabilator balancing, jigs, reskinning control surfaces, and adding upgrades while the plane was all apart.



Although this ComancheZOOM program was oriented toward pilots of Piper Comanches, the discussion, techniques and procedures described are valuable to the pilot of any airplane, as well as the AMTs that work on them.

The discussion went on to describe the recovery services available through an Oshkosh shop and how to do (or not do) a recovery. This may well become the topic of a future ComancheZOOM.

Mike Esser is a retired general surgeon and also an instrument-rated private pilot with 1700 hours--1200 in the Comanche. He has owned his Comanche for 19 years.

WINGS credit (Pilots and AMT) was given for those registering.

To hear/see the recordings click on a link from the list below.

- <http://meetings.northeastcomanche.org/zoom/2022-12-15/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2022-12-15/audio.m4a>

To read the extensive Chat text click on this link.

- <http://meetings.northeastcomanche.org/zoom/2022-12-15/chat.txt>
- <http://meetings.northeastcomanche.org/zoom/2022-12-15/caption.txt>  
(searchable to find location of specific video content by time stamp)

Pete Morse for the ComancheZOOM team