



THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

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July 2004



TRIBE CHIEF'S REPORT

I don't know if it's the weather or advancing age but 2004 seems to be disappearing at an alarming rate. Perhaps it's got something to do with all of the Comanche activities that have happened - a very enjoyable fly-in at Bendigo, our third and fourth conducts of the proficiency programme at Deniliquin and Lismore, arranging a conference organiser for the 2006 convention, and John & Barb Van Bladeran's visit and whirl-wind tour. It's been a busy first half of 2004 for the tribe.

For those unlucky enough not to have made it to Bendigo, elsewhere in this flyer is a copy of the report presented at the Sunday morning meeting. Suffice to say that all programmes are progressing well and that financially we remain in good shape. The trunnion programme continues to power along and we have sold three more since the March fly-in. That makes over a third of the current batch. If you think you might need a trunnion – I suggest you get in quick.

My deepest thanks to all of those tribe members (and their partners) who helped make the above events successful and without whose help none of this would have been possible:

- Tony & Jan Van Der Spek and John & Jenni Moore who put on a great fly-in at Bendigo
- Nigel Wettenhall and John MacKnight who organised the Deniliquin Proficiency Programme weekend
- David Wright for organising Lismore
- Our proficiency course crew Nigel, John, Lawrence Paratz, Gavin Whytlaw, Rick Wedgwood, Tony Smith, Greg MacNaughton, Roy Sneesby and Tony Van der Spek
- Ian Thompson & Malcolm Smith for ferrying Tony Smith to the proficiency weekends
- Ross Steele for his tax advice in setting up the 2006 Convention structures; and finally
- A special thanks to Manfred Melloh for keeping the financials together and for co-ordinating all of these events.

It has been a real “group effort” and we have all enjoyed the results.

Proficiency Programme

At the Deniliquin proficiency weekend we received some excellent news from QBE Insurance. As well as their sponsorship of our programme (through the printing of all course materials) they have announced a rebate programme for those attending the course. Attendees will now be able to recover the cost of the course from their QBE insurance over the next two years. This is great news and will help make the programme more affordable for our members.

Attendance numbers were down on the March course (only 14 attendees plus faculty) but it was a very enjoyable weekend and the smaller group size allowed greater participation. Tony Van Der Spek's “fitness to fly” presentation was a great addition to the course judging by the number of persons who quietly made their way to his laptop to checkout their ‘heart attack risk profile’ (myself included).

As I write this, final preparations are underway for our first “northern edition” of the proficiency programme at Lismore, NSW. With a week to run to the course we have 17 participant registrations.

So as long as the weather gods smile on us, this should be another successful weekend. Many thanks to David Wright and Manfred Melloh for organising this event.

Looking forward it is now time to start thinking about version 2.0 of the programme. Our current programme focuses on the core essentials – basic flight sequences and systems (electrics, fuel & undercarriage). We are looking to add some “advanced” topics that will run in parallel with the primary course and your thoughts as to what you would like included are sought. Tony Smith, Rick and I are also progressing development of a pinch hitters course as well.

2006 Convention

The convention committee has met a number of times and good progress is being made. We have now contracted a professional conference organiser (Jodie Parker of Iceberg Events in Brisbane). Jodie will handle most things for us, including all bookings and financial reports. Her first task has been to secure Hamilton Island as the venue and to negotiate some more favourable room rates.

After some excellent advice from Ross Steele the committee has decided to establish a dedicated (non-profit) organisation to run the convention. Given the size of the turnover associated with the convention, we will have to register for GST and we did not want this overhead imposed on the rest of the tribe’s activities. The tribe will loan seed feeds to this new entity and its articles will require all funds to be distributed back to the tribe and its winding up once the convention is over.

We are still looking for representatives to man the “2006 Convention Desk” at this year’s convention. If you can help, please contact Lawrence Paratz or John Moore immediately.

September Fly-In

Fred Morgan has developed an excellent and relaxing programme for our September fly-in at Maroochydore on the Sunshine Coast. Details are elsewhere in the flyer but I urge you to register early. Accommodation is limited and in order to get your landing fees waived and be eligible for the arrival prizes you must register a minimum of 8 weeks before the fly-in.

March 2005 Fly-In

At the Bendigo fly-in we agreed on Wilpena Pound as our first choice for this fly-in, with Mt Gambier as the backup. Initial investigations have shown that Wilpena will be just too expensive (nearly \$600 per person !) so we have switched to the alternate and the Autumn 2005 fly-in will be in Mt Gambier on the weekend of March 26. Reserve the date now.

ICS Website & Forum

Have you checked out the ICS website and registered on the forum yet? Each week John Van Bladeran posts a report to the BOD (Board of Director’s) Forum and comment is sought from all members – not just the board. The current post is about improving the Aviation Consumer guidebook article on our Comanches in an attempt to correct some of the negative myths that abound (parts aren’t available, they are hard to land, the undercarriage is complex and fails often etc). Feel free to add your post.

ICS International Voting

At last year’s ICS convention, we finally achieved a change in the voting processes that will allow all of us a say in the running of the international club. Starting this year the ICS (International) executive

positions will be elected by postal ballot of all of the members. The ballot form will be included with your August ICS Flyer and must be returned by early September (in the US) if your vote is to count. The Australian, European and South African Tribes were the most vocal in calling for this change, so please support us and make sure to vote. It would be extremely embarrassing if voter response from the Australian tribe was low.

Ken.

A word on the subject from Don Nelson;

All should be aware that the Officer candidate bio's & statements, the 2005 Budget, and the Amended Bylaws proposal to be voted in August voting, are all published in the July issue of the International Flyer.

I hope all the Board, and especially the Tribe Chiefs can recommend passage of these overhauled Bylaws, as you meet and correspond with your members between now and the August voting.

The overhaul has been a monumental effort, that began with a committee headed by Bryce Campbell about 5 years ago. Nonetheless the changes are not all that sweeping, thanks to the current larger and more diverse committee that also included general member and Board participation via email and the website forums. The majority (5-1) of the committee was then able to reach consensus that this modernization of the rules to govern our Society into the future, be submitted to the membership for a vote in August.

Briefly: The Bylaws updated mission statement encourages moving forward with more in the nature of technical benefit to our members. It seeks to insure openness and accountability to, and the involvement of the membership in the actions of the Board. It adds a sunset provision requiring the Board to end the proliferation of outdated and onerous Standing Rules. It gives the Tribes somewhat more flexibility in the governance of their affairs. It fixes glitches discovered in the new voting process.

Again, I hope you can support the Bylaws.
But by all means encourage your members to vote in August.

Don

See you in Maroochydore. Fly safely.

Ken Holdsworth

EDITOR'S REPORT

We still need the flying stories, right hand seat stories and any other articles will be welcome from anybody who has a good story to tell. Hopefully we can add a bit of humour with some of them. Our goal is to make this Flyer a good read for all members, their wives and friends. So please dig up or think up any thing we can use and email to the editor.

This is our first Flyer posted on our website. The monumental job in printing and sending the Flyer by post has had its day much to the relief of the editorial team especially Irene. We all thank her for doing such a great job last time.

The website is just being constructed and needs a lot more work, however it's up and will only get better. The priority for the website was to post this flyer.

**International Comanche Society – Australian Tribe
Minutes – General Meeting 21rd March 2004 @ Bendigo Aeroclub,
Bendigo**

**ICS Australian Tribe Meeting
Bendigo 21/3/04
Agenda**

- 1. Welcome to our guests**
- 2. Tribe Report**
 - **Membership**
 - **Financials**
 - **Trunion Programme**
 - **Proficiency Programme**
 - **Fly-ins**
 - **Convention**
- 3. 2006 Convention Committee Report**
- 4. Open Discussion with the President**
- 5. September Fly-In Details**
- 6. Other Business**
- 7. Close**

Australian Tribe Report March 2004

Summary:

The Australian tribe has remained active since September and excellent progress continues to be made on all of our programmes. The tribe is also looking forward to hosting our President in March. An active year is planned with 2 fly-ins, 3 conducts of the proficiency programme, and a significant proportion of the organising for the 2006 convention to be completed.

Membership:

Membership remains steady with most changes of aircraft ownership resulting in changes of membership. We currently have 127 members. Of these 109 are financial, 2 are life members,

Tony Smith has honorary membership, and 15 have not renewed. These are being contacted individually.

Financials:

A Treasurer's Report of activity since September 03 shows that there has been no substantial changes to the tribe's financial position:

- small surpluses were made on the 2003 fly-ins and proficiency programme
- Manfred arranged an excellent exchange rate for the payment of our tribe dues to the US
- We incurred a significant cost item (the payment for trunnions) in this period

An initial budget for the coming year indicates that provided no losses are incurred in the fly-ins or proficiency programs, we should have an operating surplus of approximately \$5000 to fund the convention organising.

To fund the cash flow requirements of both trunnions and ICS memberships, we withdrew some funds from our investment account. These would normally be re-invested as trunnions are sold, however, it is more appropriate to use these funds to "float" the convention organising.

Undercarriage Trunnion Programme:

The final 3 trunnions from our previously manufactured batch were sold in December. A follow-on batch of 20 trunnions has been received, however 3 have been rejected due to quality issues and discussions are continuing with Jabiru regarding their replacement. 3 trunnions from this batch have already been sold.

We are awaiting confirmation from Jabiru that PMA approval has been received for the trunnions.

Manfred Melloh, Roy Sneesby and David Wright continue to manage this initiative.

Proficiency Programme:

The final Comanche Pilot Proficiency programme weekend for 2003 was held on November 7,8 and 9 at Deniliquin in Victoria. Three new flight instructors were familiarised with the programme, taking the number of Proficiency programme flight instructors to 5. 15 other members participated, 13 completing both the ground school and flight components of the programme.

Three conducts of the Proficiency Programme have been scheduled for 2004:

- March 26,27 & 28 in Deniliquin, NSW (we have 12 bookings so far)
- June 18,19 & 20 in Lismore, NSW
- November 12,13 & 14 in Deniliquin, NSW

The tribe also contributed an accident analysis that was published in the February edition of "Flight Safety".

An open item for the proficiency programme is the scheduling of a "partners emergency piloting" course.

2004 Fly-Ins:

The Spring fly-in is scheduled for September 3, 4 & 5 in Maroochydore, QLD. In addition, a number of members are joining the Australian Piper Society fly-away as representatives of the tribe.

Suggestions and volunteers are requested for the April 2005 fly-in.

2006 Convention:

The 2006 convention committee is meeting regularly to plan this event. A venue has been selected and a draft programme agreed. Selection and engagement of a professional conference organiser is the current focus of the committee. The objective is to ensure that detailed arrangements are in place prior to the Kansas City convention.

== Coming Events ==

Sep 3,4,5 2004	Spring Fly-In	Maroochydore
November 12,13,14	Proficiency Programme	Deniliquin
March 26 2005	Fly-In	Mt Gambier
31 July to 4 August, 2006	International Convention	Hamilton Island

FLYING ARTICLE

We are including articles reproduced from “The Tips” which will undoubtedly help if the situation described happens to you.

BROKEN THROTTLE

In April 1987 following work on a very beautiful April day, my wife, Nancy and I departed our home field at Beach City , Ohio, for the Carroll County Airport for dinner, about 25 nm distant. Carroll County has a single 4,300’ runway with a drop at each end. On short final, as I attempted to further retard the throttle, I noted a strange looseness and pushed the throttle in to a climb power for a go around to resolve the “looseness.” After the gear and flaps were up, I gingerly tried to retard the throttle. Nothing! It was obvious that the throttle cable had broken

I climbed to 2500’ (about 1500 AGL) and contacted Akron-Canton Approach (about 35 miles distant) and advised them of my problem. I told them I wanted their longest runway and would appreciate their getting a mechanic on the line to offer any suggestions as to how to slow down the airplane. I was indicating 172 MPH in the level flight. Shortly after, an unknown voice came on the frequency (obviously from another aircraft) and announced that he was a high time Comanche pilot and that the only thing I could do was to milk the mixture, retard it until the engine was about ready to quit and then to richen it slightly. Shortly after that, Approach advised me to contact Mckinley Unicorn at Akron-Canton Airport, that there was a mechanic standing by. The mechanic was Jerry Patterson who told me the same thing about the mixture. He came back about 10 seconds later with an afterthought

not to attempt it until the runway was made just in the event the engine might stop and not restart because of vapour lock.

Approach set me up on a five mile final. I pulled the nose up, got the speed to 160mph and dropped the gear. The flaps went down at about 140mph and we came in over the numbers at a speed I would estimate at about 125mph. I was not looking at the gauges at that point, only the runway. I tried to hold the aircraft about 2' above the surface and then started milking the mixture. Finally, when I felt I had good control of the aircraft right above the runway, I closed the mixture, the engine stopped and shortly we settled to the runway in a perfect landing, using only about half of the 6,000' runway. My biggest concern in the landing was ballooning with the power off but this never occurred. The emergency vehicles then came out and I was asked how much fuel I had. I replied "55 gallons" and pulled the throttle knob and shaft out of the panel and showed it to the officer and advised him that was the culprit. The throttle cable had parted about one inch from the shaft.

At the time I contacted approach I had not made any decision on how to handle the problem. The excellent advice from the "high time Comanche pilot" was welcome advice which set my thinking along the proper procedure. I do know who that person was but would appreciate hearing from him if he reads this. Perhaps it was the ghost of Max Conrad protecting a Comanche??

I credit myself for having the good sense to "go around" at Carroll. I could not have reacted quickly enough to get the aircraft on the ground and stopped before the end of the runway. The 10 minute flight to Akron-Canton gave me time to collect my thoughts and the opportunity to obtain some sound advice and make a long, shallow approach.

The following day I heard from FAA. I had not declared an emergency, but they wanted to know in detail what happened, all serial numbers, time on A/C and engine time, time SMOH and SPOH, date of my Medical Certificate and when I had my BFR. Fortunately, all was OK and I never heard further from them.

TECHNICAL ARTICLE

Again, we are including articles reproduced from "The Tips" which will undoubtedly help if the situation described happens to you.

DEAD BATTERY

I have noticed a number of letters in the Flyer referring to problems with the electrics of the Comanches. A short while ago I had a problem with my PA-39 which is probably common to most aircraft.

I found that when the aircraft had not been used for two or three weeks that the battery was either flat or very weak and would not start the engines. However, after recharging, the battery capacity tests showed that the battery was in good condition. My aircraft is kept in a hangar which is unlighted, and I noticed on a number of occasions what I thought was a glimmer on the alternator charging light. However, whenever I attempted to investigate it, the light had gone. Switching of the master switch on and off did not reproduce this warning light indication when the master switch was off. I got to the stage of disconnecting the battery whenever I was parked to prevent discharge. Somewhere in the system there was a continuous drain on the battery which I could not identify. After one frustrating trip from Luton to Barcelona to Lisbon and back, in which we had

repeated problems with the battery, I was determined to find out what the problem really was.

With the battery disconnected and using a volt/ohmmeter, I found that there was a very small current drain with the master switch off. The only solution, therefore was to work back up from the battery to determine what was taking the small current. On disconnection of the output cable at the master switch solenoid, I found that the problem had disappeared, the current drain was in fact in the master switch solenoid. Checking the solenoid coil showed that there was no leakage from that source. However, on stripping the unit, I found that the main contacts were heavily contaminated with a brown powder which, even with the contacts in the open position, was sufficiently conductive to cause a leak of current enough to cause the battery to be flattened over a period of a few days. By simply cleaning the switch contacts and reassembling the solenoid, the problem had gone away.

I suspect that the magnetic field generated by the solenoid, which is continuously energised, causes small magnetic particles to be attracted from the atmosphere and which progressively build up around the poles of the magnet. My PA-39 was built in 1971 and I have noted that on later Piper aircraft which use the same Cutler-Hammer solenoid the contacts have been sealed with some form of epoxy putty, presumably to prevent the ingress of such magnetic dust. A very crude method of sealing, which is presumably effective as I have not heard of problems of this type on later aircraft.

If you have an early model aircraft and experience problems of flat battery, it would be well worth checking this master switch solenoid before buying a new battery or replacing components of the charging system.

YOUR PANEL

This section is available for a different panel to be shown each edition. To kick it off we have included a photograph of VH-MEG's panel. This panel was updated a few years ago when the original "Altimatic 11" autopilot was replaced with a "Century 2000". GPS and NAV coupled.

Photograph was taken en route Lightning Ridge to Maroochydore with a Kodak digital camera held in the pilot's outstretched right arm.

Please send us picture of your panel for subsequent flyers.



MEMBERS ARTICLE

An interesting article on celestial navigation from Don Dewar ICS # 597

NAVIGATION

The perennial problem of getting there

While fooling around with a sextant recently, I had cause to marvel at the guys who have gone before and the enormous store of 'getting there' knowledge they had accumulated.

For a couple of thousand years, the old time navigators did it tough, sailing down latitudes with the aid only a piece of board and a knotted string. There always were celestial navigators and over the centuries the gradual introduction of the astrolabe, quadrant, and cross staff made latitude sailing a little more accurate.

The big move came with printing, telescopes, the octant and eventually the sextant. With a printed almanac accurately charting the celestial bodies and an instrument accurately measuring altitudes, it was left to the navigator to master the not inconsiderable mathematic calculations required to solve the spherical triangle. All that was left now was to solve the problem of longitude and Harrison did that with a watch and the astronomers with Tables of Lunar Distances. The latter were ponderous and were dropped by the turn of the 20th century when radio time signals became available for checking time keepers.

Celestial navigation always was, and still is, very much dependant on a clearly defined horizon and a reasonably clear sky .With the loss of horizon as night drew on, the taking of star sights was limited to the brief period of morning and evening twilight. Nevertheless days or even weeks without a fix because of overcast conditions were tolerable if the navigator was moving across an open ocean at only 5 or 10 knots.

When aircraft emerged from World War I and began to make long distance explorations in the twenties, it was recognised that marine navigation methods requiring laborious calculations were unsuited to the new medium of travel and that a new approach was needed. In 1931, when making the first East- West crossing of the Tasman from New Zealand to Australia via Norfolk and Lord Howe Islands, Francis Chichester made a memorable contribution by his method of finding these dots in the ocean.

Norfolk Island subtends an angle of only 0.5 degrees from the nearest point of New Zealand and with fuel a finite resource, finding the island offered no second prize. His machine was an open cockpit Gypsy Moth on floats and his method was to reach in the late afternoon a pre-computed sun position some ninety miles south-west of Norfolk and whose position line ran north-east through Norfolk He confirmed that he had reached this position by timing and a sun sight and then turned 90 degrees to run up the position line to Norfolk. Earlier he had confirmed his progress with sun sights every hour for comparison with pre-computed sights.

He also proved that a single pilot could accurately determine his drift by observation and used multiple drift calculations every hour to determine the current wind and so recompute his heading. To take the sights he used a standard marine sextant with the sun viewed over the upper wing and the horizon viewed through the bracing wires and interplane struts above the lower wing. His floatplane was unstable hands-off and at times he was forced to take his sights while climbing or diving in a steep bank. To concentrate against the battering of noise and wind for six hours while using logarithmic and navigation tables to find an answer from a fleeting sun in a thickening sky took courage and skill of the highest order.

Progress gathered pace during the thirties and by the outbreak of World War II the combatants were equipped with the latest in celestial navigation aids. Britain entered with an annual Air Almanac, little different from the Nautical Almanac but containing corrections for altitude, temperature, coriolis and dome refraction. This was accompanied by Air Publication 3270, Sight Reduction Tables for Air Navigation.

These were large (unwieldy) publications in three volumes. Volume 1 listed selected stars which were available for navigation at any hour enabling a navigator to pre-compute the positions of the stars he proposed to use for obtaining a fix. Without this, at 150 knots, he would struggle to find the stars. Volumes 2 and 3 allowed the solving of the spherical triangle by inspection. Provided he could add and subtract, he could reduce a series of sights in minutes.

The piece-de resistance was the mark IX bubble sextant (see illustration) which eliminated the need for a visual horizon. With a bubble illuminated electrically from batteries or the aircraft's own power, the instrument was available for use day or night. The orthodox arrangement of mirrors was adopted but with an extra prism which put the bubble image in the navigator's line of sight. (see illustration) Because of the bubble, horizontal levelling of the sextant was not required but for vertical levelling, the bubble image had to be placed between two vertical graticules.

The sextant was hung from a hook in the astrodome for steadiness (the bubble sextant is an extremely lively instrument when handheld) and to relieve the operator of its weight. For further accuracy, a spring driven averaging clock was fitted. The clock ran for two minutes while the operator maintained

coincidence with the body being observed. At the end of the time, a shutter dropped over the line of sight prompting the operator to time the sight. A minute of time was deducted, the time recorded and the average reading read from a window in the averaging clock. The Mark IX, standard RAF issue for celestial navigation, was an internally geared device which gave a clear and direct read-out. There were various American equivalents, the simplest of which was an adaptation of the marine sextant still requiring a read-out from a graduated arc with a magnified vernier.

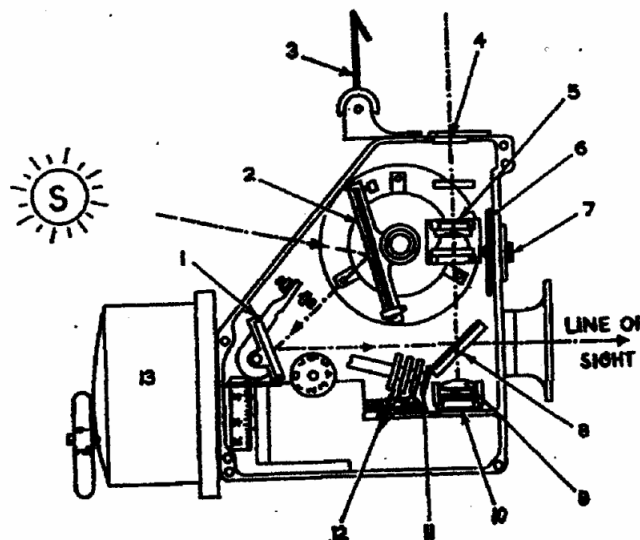
There was a reality check in 1941 when it was realised that bombers were not finding their targets; in fact the correct cities could not be found with any degree of regularity. Obviously, celestial navigation was not good enough to fight a war in European weather. And so radio navigation was born, enabling Harris to put into action the master plan which one suspects was conceived and pioneered in the thirties while bombing the daylight out of Kurdish tribesmen.

By the end of the war, a Lancaster was the flying embodiment GEE, Fishpond, SBA, Monica and all sorts of other electronic marvels. If you really want to advance technology, then start a war. However when loss of power from battle damage put all this geewhiz equipment out of action, the bubble sextant was produced to get them home.

Post war, intercontinental flight put the sextant back in business until the flight was back within range of radio aids but now the sextant was permanently mounted with azimuth capability and a periscopic view of the sky. Inertial navigation saw the end of this era in the sixties.

These days, everything that moves is equipped for satellite navigation, the best yet. But there is that lingering concern that a power failure could ruin your day, and yachtsman, for instance, maintain celestial navigation as a backup. With electric bubble attachments for the marine sextant costing almost as much as the sextant itself, the old Mark IXs and their American cousins are keenly sought after for backyard practice. Mounted on a tall post or a tripod they provide a fully professional way of maintaining proficiency.

And the almanacs and sight reduction tables have come of age. For \$50 you can download into a Palm Pilot Handheld a full sight reduction package which includes the Nautical Almanac covering the years 1904 to 2031 and the full American HO229 Sight Reduction Tables.



ICS AUSTRALIAN TRIBE 2004 SPRING FLY-IN
Maroochydore 3,4,5 September 2004

ICS Spring Fling
Maroochydore

Wipe off the winter cobwebs and come join us at Maroochydore on Queensland's Sunshine Coast on the first weekend in September. Fred Morgan and the Maroochy Aero Club have organised a great weekend for us. The tempo will be relaxed so you can catch both the spring rays and all of the news from your friends in ICS. If you've never been to the Sunshine Coast check out www.smallquide.com/qld3 for a good description of the area and attractions.

The Programme

Friday:

Aim to arrive (by Comanche or otherwise) at the Maroochydore Airport (YBMC) on the afternoon of Friday 3 September. We will be parked on the north western side near the aero club and there will be special arrival & parking procedures in place for our group. (Maroochy is class C airspace and because of the RPT flights has special security arrangements in place.) In addition, the council have agreed to waive tower, landing and parking fees for those aircraft that pre-register, and 6 special arrival prizes will be awarded by them. We need your registration early to ensure that these details can be forwarded to you and that you are eligible for the discounts and prizes.

For early arrivals, our bus will pick your party up and transport you to our accommodation at the Ginger Mountain Resort Motel in Buderim. After registration, the bus will take us back to the airport to meet up with the stragglers.

We then move to the Aero Club for dinner (pay as you go) at their bistro before returning to the motel.

Saturday:

Saturday starts with breakfast at our hotel followed by a leisurely stroll around the famous Eumundi Markets. Bargain for the best price on just about anything – but remember the weight and balance for the trip home !

We then get back on the bus and head off on a scenic drive to Steve Irwin's Australia Zoo at Beerwah (near the Glass House Mountains) where you can cuddle a Koala, tangle with a taipan, wrestle a croc or just buy lunch at the food court. With luck, Steve himself may be present for the 1:30pm show.

Around mid-afternoon and we head back to Ginger Mountain Resort Motel for our Annual General Meeting and election of office bearers. Bob Kennedy from CASA will also be talking on GPS approaches and the joys of approving these. Should be interesting.

Finally, its off to Underwaterworld at Mooloolaba to dine with the sharks (www.underwaterworld.com.au). Bring your swimming costume if you dare !

Sunday:

Sunday again begins with breakfast in the motel. The bus will then take us back to the airport where we can relax in the aeroclub (for locals) or get an early start on our flight home.



Weekend markets abound on the Sunshine Coast. Most sell local produce as well as handcrafts, foodstuffs, apparel, novelties and bric-a-brac. But plan to get up early. The biggest (and most say the best) are the Eumundi Markets, held every Saturday regardless of weather from 6am to about 1pm. More than 280 stalls set up in the main street, Memorial Drive. The pub is a good spot for a cold ale or counter lunch after browsing.



Underwater World in Mooloolaba hasn't a hint of kitsch. It is an outstanding oceanarium with 80 metres of transparent underwater tunnels to take you to tropical and sub tropical fish from tiny kaleidoscopic reef dwellers in their brightly coloured coral homes to huge, lazy gropers. There are sharks, stingrays and turtles. The largest and best oceanarium in Queensland, it's a great introduction to Australia's many marine species. The touch pool is popular with children and a seal show is held every 90 minutes..

The Australia Zoo at Beerwah looks pretty ordinary from the outside; inside, it is an extraordinary private zoo. It's run by Steve Irwin, who made his name in the television series, Crocodile Hunter. Yes, he's wrestled more than one croc, but this photo pops up everywhere – it reminds me of the joke about the hard working politician who is only remembered for his affair with a goat... "wrestle one crocodile!" The large and dangerous saltwater crocodiles are the stars of the zoo. The crocs are fed daily from October to March (they don't eat in the cooler months). The feeding and handling demonstrations are informative and fun, and you can easily spend half a day here. The animal handlers impressed me. They were so friendly, patient and enthusiastic, you would have sworn it was their first day on the job. On second thoughts, I'm not sure how a crocodile handler would behave on his/her first day on the job.



Costs

Price of the fly-in is \$170 per person. This amount covers the bus and driver (who many of you will remember from the Kingaroy fly-in), entrance to Steve Irwin's Zoo, and dinner on Saturday night at Underwater World.

Not included in the above are your accommodation and extras at the Ginger Mountain resort, dinner on Friday night at Aeroclub bistro and lunch at Steve Irwin's Zoo. We have reserved 21 rooms at a discounted rate of \$57.50 per person per night including hot breakfast. There is a Bar & Restaurant on site as well.

Registration

1. Please register with the Ginger Mountain Resort Motel direct on 07-54451699. Since there are only 21 rooms available you will need to book early.
2. Register with Fred Morgan (phone 0741631777) no later than 8 weeks prior to the fly-in (ie Friday July 2). This will allow Fred to notify the tower of all arriving aircraft and so waive tower, landing & parking fees. Each aircraft will also be entered to win one of six arrival prizes. Fred will then forward to you the landing and parking procedures agreed with the Tower.

We look forward to seeing you on the Sunshine Coast !

Bendigo Fly-in March 19-21, 2004

Autumn Fly-In 2004

BENDIGO FLY-IN Friday March 19th to Sunday March 21st 2004

Tony and Jan Vanderspeck along with John and Jenny Moore must have spent many hours organizing this Fly-in to their home city of Bendigo, which from our arrival on Friday to our departures on Sunday was filled with many informative and diversified things to do.

It all started on Friday afternoon as twenty Comanche aircraft landed at Bendigo Airfield to be greeted by our hosts with a cuppa and afternoon tea before being transported to the accommodation of our choice at either Julie-Annas or Greystanes Manor .

At approx 5.45pm amongst great noise of greetings of fellow fliers we are driven by coach and returned to the airport for a tour of HEMS Helicopter Ambulance Base. Standing in a large hanger void of the helicopter, which had chosen to perform a service right at that time, we were however given by Phil Hogan a paramedic an insight into the extensive background and future this invaluable air service achieves. On to the Bendigo Flying Club for pre-dinner drinks and nibbles followed by a delightful dinner that was described as a "Reef and Beef Southern Style" and later driven back to our accommodation for the night.

Saturday started with an early breakfast after which our Swan Hill pilots Jim and John joined us bearing gifts one of which I believe now sits on a well known Nanango's medical practitioner desk both amusing and abusing his patients.

We are all taken by coach to firstly the City Hall for a grand tour including the restored hall by two wonderful historians then a short walk to the Law courts in the Old Post Office precinct. Our tour guide David McCann gave us so much insight into how the legal system performed within these court rooms that quite a few of our fellow travellers found themselves acting out the services from Judges to Jury and even the criminals. It was interesting to see who chose what role! Another short walk this time through the Conservatory Gardens with its beautifully perfumed roses etc to the Golden Dragon Museum. The building was erected where once was Bendigo's China Town with its history of the Chinese people of Bendigo from the gold rush of the 1850s to the present. "Sun Loong" the worlds longest Imperial Dragon and "Loong" the worlds oldest Imperial Dragon adorn the interior along with many artifacts and costumes from Chinese heritage within the region. We pull ourselves away from this museum for morning tea after which our party breaks up some choosing to visit the Australian Defence Industry and others following their artistic natures to visit the Bendigo Gallery in which

works of 19th Century European artists along with many other equally impressive works are displayed. The building alone is state of the art and yet still blends in with the wonderful heritage building of which there are many in the area.

At approx 1.pm we re group and are coached out to the Sandhurst Ridge Winery and Vineyard for a tasting of both Sandhurst Ridge and Balgownie local wines. As Peter Brown is with us we ask the same old question "Is this good!" Maybe our own taste buds need to be questioned. A sumptuous lunch is served at the winery followed by being returned to our accommodation for a well earned rest. Off we go again at 6pm and walking this time but only a very short distance to the tram stop. Trams were a working means of transport similar to Melbourne until 1972 with their heritage dating back to 1890. This tram journey was a lot different with pre-dinner champs and very tempting and tasty hors d'oeuvres served along our way to the underground Central Deborah Mine for dinner. The mine is a present working mine and we must don hard hats to descend the 20 storeys in a cage lift to the restaurant below. I managed to be sitting at a table with friends all of whom did not receive an entrée as the caterers had run out.

What a blow to receive a free bottle of local wine as compensation. Oh well, you can't help bad luck!. During dinner we are entertained by a local Jazz duo and Fred Morgan received a rubber crocodile to promote our next fly-in to Maroochydore .I think Fred is going to show Steve Erwin how its done.

We must return and take the guided tour of the mine some other time as it is said to be the best tour of its type in Australia. After dinner we are once again taken back up the mine shaft, on to the tram and back to our accommodation for the night.

Sunday brought us another sunny day to which we were taken by coach back to the Flying club for breakfast followed by a Tribe Meeting and an update on the International Convention to Hamilton Island in 2006.

Thanks again Tony, Jan, John and Jenny for a wonderful insight into your great City of Bendigo. I for one will be back to explore this rich old gold rush town that has become one of Victoria's most elegant Cities.

Slowly but surely we part and fly back to our niches in life till we once again meet up in mass for the next fly-in to Maroochydore Qld.

Irene Lawson.

What Makes 100%? What does it mean to give MORE than 100%? Ever wonder about those people who say they are giving more than 100%? We have all been to those meetings where someone wants you to give over 100%. How about achieving 103%? What makes up 100% in life?

Here's a little mathematical formula that might help you answer these questions:

If:

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z is represented as:

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26.

Then:

H-A-R-D-W-O-R-K

$$8+1+18+4+23+15+18+11 = 98\%$$

and

K-N-O-W-L-E-D-G-E

$$11+14+15+23+12+5+4+7+5 = 96\%$$

But,

A-T-T-I-T-U-D-E

$$1+20+20+9+20+21+4+5 = 100\%$$

And

B-U-L-L-S-H-I-T

$$2+21+12+12+19+8+9+20 = 103\%$$

AND, look how far ass kissing will take you.

A-S-S-K-I-S-S-I-N-G

$$1+19+19+11+9+19+19+9+14+7 = 118\%$$

So, one can conclude with mathematical certainty that While **Hard work** and **Knowledge** will get you close, and **Attitude** will get you there, it's the **Bullshit** and **Ass kissing** that will put you over the top.

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2003/2004**

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**International Comanche Society
Australian Tribe**

MEMBERSHIP APPLICATION

NAME: _____

ADDRESS: _____

POSTCODE: _____

PHONE:

HOME: _____

WORK: _____

MOBILE: _____

FAX: _____

E-MAIL: _____

SPOUSE/PARTNER'S NAME:

Please find enclosed our / my cheque / money order for \$160.00 being for one(1) year's subscription to the International Comanche Society's own magazine: "The Comanche Flyer".

All monies are to be made payable to "The International Comanche Society" and mailed to The Treasurer, International Comanche Society.

We / I understand both the Australian and American International Comanche Societies are Incorporated bodies.

To help us maintain our Australian Register, we offer the following information:

Aircraft Type & Model: PA - _____

Registration: VH- _____

Serial Number: _____

Year of Manufacture: _____

Previous Owner and Address (if known):

The ICS is an AOPA Affiliate – Membership number 44083.

