



## THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

Volume 10, Number 3

November 2004



### TRIBE CHIEF'S REPORT

#### Proficiency Programmes

As I write this, preparations are underway for our final event for 2004, our Pilot Proficiency Course at Deniliquin on November 12 to 14. These have been highly successful and around 40% of our membership have attended the introductory course. However, it is now time for something new and at Deniliquin we will be meeting to decide how to restructure the course and add new topics, so that it is worth repeating. It is our objective that the revised course will be available for June next year and that we will run 2 conducts in 2005, June and November, both at Deniliquin. Please let me know of any content that you would like included.

Since November 12-14 will be the last version of the PPP course in its current format, we have decided to make a video of the course. Given the effort that has gone into the course material I feel that the approximately \$1500 cost of this video is well justified. It will take some time to edit but should be available to members on DVD by Easter next year.

These Pilot Proficiency Programmes are gaining momentum across the type clubs and in fact, the Aviation Safety Foundation of Australia is working to develop a broader training programme for General Aviation. ASFA have held a number of forums with the type clubs and are developing a framework for this programme. This has resulted in a draft Memorandum of Association between ASFA and the type clubs which will be considered at the next ASFA forum on November 23. Whilst ASFA's goal is shared by all, there are a number of differences in approach that will need to be addressed before the ICS can sign the MOU. Chief among these is the formality that ASFA is requiring for the programme which will be very hard for a volunteer-based type club like ourselves to maintain. It is no good having a Proficiency programme if it takes all of our resources and leaves nothing for social, maintenance or other pursuits. ICS will only survive if we can achieve a sustainable balance of programmes that provides what our membership wants from the club. Tony Smith and Lawrence Paratz are working with ASFA and I am hopeful that a practical formula can be found.

#### Trunions

We have now shipped two sets of trunnions to the US and as I write this the first set is due to be signed off on William Schaufner's PA30. We are now approximately half way through selling this batch of trunnions and if demand picks up from the US, we may need to commission another batch by the middle of next year. Used trunnions are now highly prized (and priced) in the US. Jabiru are working on the PMA but no date has been guaranteed for this approval.

#### Next Year's Programme

At the Maroochydore AGM we discussed our tribe's programme of events in the lead up to the August 2006 Convention on Hamilton Island. Since we want everyone to come to the convention (no excuses allowed !) and it will be more expensive than a normal weekend fly-in, we looked at options

for our tribe activities in 2006. It was therefore agreed that the March 2006 fly-in would be replaced by a series of local one day fly-in lunches at places like Deniliquin, Narromine and Murwillumbah. Hence the expense of a long trip to a fly-in can be transferred to each member's convention budget.

We have had talk of a fly-away next June, in the week of the long weekend, to the QLD Gulf Country. Proposed route is via Birdsville, Mount Isa, Lawn Hill Gorge, Riversleigh, Sweers Island, Undarra Lava Tubes and return. However, no one has committed to organise this yet and without that it won't happen.

Looking forward our programme of events is:

2004	November 12-14	Pilot Proficiency Programme (Deniliquin)
2005	March 18-20	Autumn Fly-In Mount Gambier
	June	PPP (New Version) Deniliquin
	September	Spring Fly-In (Coonabarrabran)
	November	PPP (new version) Deniliquin
2006	March	Local 1-day Fly-In Lunches
	June	PPP at Deniliquin
	August 6-11	Hamilton Island Convention

## **US Tail AD**

A few months ago, a Comanche maintenance shop (ICS Member) in the south-eastern US wrote to the FAA raising concerns about corrosion of the stabilator torque tube and associated components. As a result the FAA issued a draft Special Airworthiness Bulletin (the pre-cursor to an AD) that would require us to remove the stabilator's on comanches at each annual inspection and inspect/replace the torque tube and hardware.

While torque tube corrosion is a problem, this frequency of inspection is clearly unnecessary and the technical committee of the international tribe has co-ordinated a response from a large number of Comanche maintenance organisations. This response says that an AD is not warranted and if one is to be issued then the inspection interval should be no more than every 5 or 10 years. New Piper have been silent on the issue.

This issue is of interest to us here as a US AD would almost certainly be applied by CASA. I have spoken at length with Roy and he believes that this area should be inspected periodically (though once inspected it is probably overkill to remove the stabilator each year). He also recommends that the bolt access holes on the top surface of the stabilator be plugged with silicone to prevent water ingress.

There are also a number of concerns about how the member reporting this to the FAA represented himself and the ICS. These concerns are to be addressed at the Nov 6 Board meeting in Dallas.

## **Flyer Distribution by Web**

The distribution of the flyer from our web-site seems to have been quite a success. My thanks to Irene Lawson for her efforts in cleaning up the e-mail list. Electronic distribution saves the club about \$300 per flyer and we can better apply these funds to our other programmes.

## **Renewals & Finances**

Most of the membership renewals for this year are now in. However, as I write this, we have about 22 overdue members, 9 of whom have not renewed for 2 years. Follow-up e-mails have been sent and a further round of direct mails and phone contacts will be made in November. However, we need to forward the revised membership list to Gaynor by Christmas, so any member who has not renewed by then will have their membership suspended.

Manfred is doing a fantastic job of keeping on top of our clubs finances. Since the AGM there have been a number of significant outflows to support deposits for the convention – though these have been matched by good trunnion sales. The convention committee now have a cash flow budget for the convention and it looks like we will have to provide approximately \$50K in cash to float the event. This is well within our reserves but will need close management over the next 2 years, particularly if additional trunnion manufacturing is required (at \$40K per batch).

### **2005 Convention – Fly the Flag**

We are looking for a maximum effort to fly the flag at the 2005 convention in Manassas, Virginia. If you can possibly attend please let either Lawrence Paratz or John Moore know so that we can include you in our promotions group. This will be our major opportunity to sign up US members for our convention, so if you can, please give us a hand.

That's it for another flyer. Fly safely and I hope to see you in Mount Gambier in March.

Ken Holdsworth.

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## **EDITOR'S REPORT**

Angela and I were fortunate enough to join the European tribe at their fly-in to Amsterdam in September this year. We flew from Cambridge in UK to Lelystat in Holland in a 260 owned by David Sheppard. The weather was not good and the following picture shows conditions across the channel at 800 feet.

A great time was had by all and not much was left unseen in Amsterdam. Quite an education for some!! We attended their AGM and were able to plug the 2006 conference. Many showed a keen interest and some have definite plans to attend with at least two flying over in their comanches.

We met up with several of them again in October and flew a Miles Messenger across London from Biggin Hill to North Wald. Angela suffered three air shows in three days and many flying museums.



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**Minutes of the Australian Tribe of the ICS  
2004 Annual General Meeting & General Meeting  
Ginger Mountain Motel  
Buderim QLD  
5 September 2004**

**Attendees:**

J Macknight  
J Michell  
F Hendry  
T Nixon  
J Barry  
J Hutchenson  
M Melloh  
P Webb

A Van Der Spek  
J Graham  
R Sneesby  
R Matthews  
M Morgan  
Sir G McCamley  
K Munn

K Lapham  
P Little  
Spider Webb  
G Mills  
F Morgan  
Jan Macknight  
K Holdsworth

**Apologies:**

N Wettenhall  
M Basten

B Bryant  
G Pickering

B Forrester  
J Moore

### **Agenda & Materials:**

See attached

### **Minutes – AGM**

1. Francis Hendry moved that the minutes of the previous AGM (as published in the Flyer) be accepted. The motioned was seconded by Roy Sneesby and agreed.
2. Ken Holdsworth presented the Tribe Chief's Report for 2003/4 (see attached) and the following items were raised in general discussion of that report:
  - a. Trunions. It was agreed that unless there was unforeseen demand, no additional trunions would need to be manufactured until after the 2006 Convention;
  - b. Unpaid Memberships: Concern was raised over the number of unpaid membership renewals and the slowness of members in renewing each year. It was agreed that a reminder letter be issued and this be followed up by a phone call;
  - c. E Mills: It was agreed that the resignation letter of one of our life members (E Mills) would not be accepted;
  - d. Pathfinder: A new pathfinder is to be distributed to all members as soon as the 2004 renewals are finalised.
  - e. Manfred Melloh moved that the Tribe Chief report be accepted. The motion was seconded by J Mitchell and agreed.
3. Manfred Melloh presented the Treasurer's report and the following items were raised in general discussion of that report:
  - a. GST Liability for the Convention: It was noted that the convention committee had resolved to establish a separate non-profit body "ICS Events" that would register for GST and that this entity will be used as the vehicle for the 2006 Convention and then be dissolved. This would remove the need for the main club to register and account for GST.
  - b. Francis Hendry moved that the Tribe Chief report be accepted. The motion was seconded by J Mitchell and agreed.
4. G Mills assumed chairmanship of the meeting for the election of the 2004/5 office bearers.
  - a. Ken Holdsworth informed the meeting that Nigel Wettenhall and Tony Read had agreed to be re-nominated for their positions.
  - b. No nominations for positions were received and therefore Jim Barry moved that the 2003/4 committee be re-elected in full. This was seconded by Tony Van Der Spek and agreed.
5. The AGM was closed and the General Meeting Opened.

### **Minutes – General Meeting**

1. P Webb moved that the minutes of the previous meeting (as published in the Flyer) be accepted. The motioned was seconded by Francis Hendry and agreed.
2. John Macknight provided the meeting with a status report from the 2006 Convention Committee.

- a. It was agreed to ask the International Tribes to create a “no fly-in” period, 3 months either side of the 2006 Convention.
  - b. In view of his recent ferry flight experience, Jeff Hutchinson agreed to assist members who wished to fly their Comanche’s to Australia for the convention.
3. The following fly-in details were agreed by the meeting:
- a. March 2005: Mount Gambier. Nigel Wettenhall to organise
  - b. September 2005: two suggestions were received (Cooper Pedy and Coonabarrabran). It was agreed that Coonabarrabran be the location given the very successful Bonanza Society fly-in that occurred there recently.
  - c. June 2005: A fly-away to the Gulf of Carpentaria was suggested for the week of the Queens Birthday long weekend in June 2005
4. It was noted that the next Pilot Proficiency Programme would be held at Deniliquin on the 12-14<sup>th</sup> of November. The club is looking for 20 attendees and given the poor turn-up of registered attendees at Lismore the registration deposit will be increased to \$250 per person.
5. The meeting closed at 5pm.

**2004 AGM of the International Comanche Society – Australian Tribe  
at Maroochydore (time) 5<sup>th</sup> September 2004**

- |  |                                |
|--|--------------------------------|
| 1. Minutes of Previous Meeting               | Secretary                      |
| 2. Tribe Chief’s Report                      | Tribe Chief                    |
| 3. Treasurer’s Report                        | Treasurer                      |
| 4. Election of Office Bearers                | non-member of the<br>Committee |
| 5. Meeting Close and move to General Meeting |                                |

**Spring General Meeting of the International Comanche Society – Australian Tribe  
at Maroochydore (time) 5<sup>th</sup> September 2004**

1. Minutes of Previous General Meeting
2. Reports/Discussion:
  - a. 2006 Convention
  - b. Fly-In Programme
    - March 2005 – Mt Gambier
    - June 2005 - Flyaway
    - September 2005 - Fly-In Location
  - c. Proficiency Programme
  - d. Trunion Programme
3. Other Business
4. Meeting Close

## Tribe Chief Report for the 2004 Annual General Meeting

### Summary

The Australian Tribe has continued with a high degree of activity and involvement during 2004. Since our last AGM at Dubbo in September 2003 the tribe has:

- Held a very successful Autumn fly-in at Bendigo
- Hosted the ICS President and his wife during their Australian tour
- Held 3 conducts of the Pilot Proficiency programme (at Deniliquin in November 2003 and March 2004 and at Lismore in June 2004)
- Manufactured a second batch of trunions
- Sold 8 trunions from the trunnion programme
- Updated our e-mail lists and moved distribution of the Aussie Flyer to the web
- Engaged a professional conference organiser and continued planning for the 2006 Convention.

Membership levels remain at the traditional level of approximately 110 and the Tribe made a modest operating surplus for the year due to the value of the Australian Dollar and attendance at fly-ins.

This year marked the first time that our Australian members could vote in the international ICS elections by postal vote. I hope as many of you as possible took advantage of this opportunity.

My sincere thanks to all of those members who hosted John and Barb Van Bladeran during their Australian visit. Especially: John and Jan MacKnight, Nigel & Marg Wettenhall, Lawrence & Kerri Paratz, Manfred & Alison Melloh and Fred and Marcia Morgan.

Thanks also to our Aussie Flyer editor and crew. Tony & Angela Read and Irene Lawson. As well as producing some very nice flyers, they have updated the e-mail addresses of the membership and are now actively reducing the cost of distributing the flyer.

Finally I would like to thank all of those members who have been active in the club this year either by participating in a fly-in, attending the proficiency programme, hosting a visitor or by being on one of the committees. Our activity remains at an all time high and our challenge is to maintain and build on this for 2005.

Ken Holdsworth

### 2004 Office Bearers:

Our 2004 office bearers were:

Tribe Chief:	Ken Holdsworth
Asst. Tribe Chief:	John Macknight
Treasurer:	Manfred Melloh
Secretary:	Nigel Wettenhall
Technical Director:	Roy Sneesby
Publicity Officer:	Tony Read

2006 Convention Committee: Lawrence Paratz (Convenor), John MacKnight, John Moore, Manfred Melloh, Nigel Wettenhall, Ken Holdsworth, Jodie Parker (Iceberg Events)

Trunion Programme: Roy Sneesby, David Wright

ICS Instructors: Tony Smith, Nigel Wettenhall, Rick Wedgwood,  
Gavin Whytlaw, Greg MacNaughton

### **Australian Tribe Programme Reports**

#### **1. 2006 Convention:**

Solid progress has been made on preparations for the 2006 Convention.

- Dates have been fixed as Sunday 6 to Friday 11 August 2006. Please put these in your diary now.
- Hamilton Island has been agreed as the venue and room rates negotiated.
- Jodie Parker of Iceberg Events has been engaged as our conference organiser.
- A programme, cost and budget for the convention has been agreed.
- A brochure and videos have been prepared for display at the Kansas City convention.
- It is planned for the brochure to be distributed in the December edition of the ICS Flyer.
- Incorporation of a separate non-profit organisation is in progress so as to isolate the tribe from any GST liability and reporting requirements

I am very grateful for the effort being put in, particularly by John Moore (in preparing the brochure) and to Ross Steele for advising us on the taxation implications. We have been fortunate that Lawrence has been able to provide a conference call facility for the group to meet regularly.

Key goals for the coming year will be to:

- Complete the establishment of the new non-profit body
- Complete the contract with ICEBERG Events
- Distribute the brochure worldwide
- Agree our detailed conference programme and commence development of the seminar programme
- Commence accepting registrations

#### **2. Undercarriage Trunion Programme:**

Our trunion programme continues to operate successfully with our second batch of 20 trunions being manufactured this year. In addition, we renegotiated our deal with Jabiru and now have the exclusive rights to sell these trunions worldwide.

8 trunions have been sold since September 2003 – 2 of these being to the ICS President. Currently 15 trunions remain in stock, however 3 are with Jabiru for minor repair and re-work. We are still awaiting word from Jabiru as to the status of the PMA approval for the trunions.

Key goals for the coming year will be to:

- Complete the rework on the 3 trunions at Jabiru
- Confirm receipt of PMA approval for the trunions
- Arrange for a US distributor for the trunions

#### **3. Proficiency Programme:**

This continues to be a highly successful programme and 46 members have now attended the course which has been recognised by QBE insurance. A rebate is now available from QBE for members who have attended the programme.



Since September 2003 we have held three conducts of the program (November and March in Deniliquin & June in Lismore). Both Deniliquin sessions were well attended though the Lismore session was impacted by a number of late drop-outs. It is likely that most future courses will be run at Deniliquin.

Our next Proficiency weekend is scheduled for November 12-14 at Deniliquin. This will be the last programme with the current content form and we expect to videotape the ground component of the course for future reference).

The key goal for the coming year is to develop Version 2 of the course in time for a mid-year (June/July) conduct in Deniliquin.

#### **4. Membership:**

Membership remains solid at the 110 to 120 mark with most changes of aircraft ownership resulting in changes of membership. The pricing of both the trunion and proficiency programmes has been set to encourage participants to join the Society to obtain discounts. Renewal notices were sent out in July and at this point only 78 members have renewed. Remainder notices will be sent out in September.

#### **5. Financials:**

Manfred Melloh's Treasurer's report is attached. It notes that there have been no substantial changes to the tribe's financial position, with small surpluses being made on the tribe's activities.

#### **6. Fly-Ins:**

Tony & Jan Van Der Spek and the crew at Bendigo did an outstanding job of organising the Bendigo fly-in. Thanks also to Fred Morgan for his organisation of this fly-in.

Looking to 2005, the Mount Gambier fly-in is scheduled for March. Nigel Wettenhall is organising but would be very appreciative of a volunteer to assist.

A suggestion has been made for a North Qld fly-away during June over the week of the long weekend. It would run as follows:

Saturday:	Birdsville
Sunday:	Mount Isa for fuel then to Lawn Hill
Monday:	Lawn Hill/Riversleigh
Wednesday:	To Sweers Island
Friday:	To Undarra
Saturday:	Home

This fly-away is dependant on the level of interest and the finding of a volunteer to organise.

#### **7. Other Activities:**

During the year the club and its members have participated in a number of activities outside of the programmes outlined above:

- Lawrence Paratz has represented the ICS in the ASFA forums which have been discussing the development and operation of pilot proficiency programmes by the type clubs.
- Manfred Melloh has been heavily involved in reviewing and assisting in the preparation of the ICS budget for 2004/5.

- John MacKnight, Lawrence Paratz & Ken Holdsworth assisted in re-drafting the Aviation Consumer article on Piper Comanches. This has now been published.
- John Macknight and Lawrence have also been heavily involved in the ICS Technical Committee's identification of solutions to members' problems.
- Fred and Marcia Morgan, Manfred Melloh and Ian Thompson joined the Piper Society fly-away to North Queensland.

My congratulations to the Shepparton crew for assisting in the excellent article on our Comanche's that appeared in the August edition of "Australian Flying" magazine and to member Jeff Hutchinson for getting his 260C from Europe via America to Australia.

## I.C.S. AUSTRALIAN TRIBE SEPTEMBER 2004. FINANCIAL REPORT

As the flyer is published without protection on the Web we have not included the Tribes financial report which can be obtained from Manfred Meloh whose contact details are listed on the last page.

## == Coming Events ==

March 18-20 2005	Autumn Fly-In	Mt Gambier
June 2005	Pilot Proficiency Programme (New version)	Deniliquin
September 2005	Spring Fly-In	Coonabarrabran
November 2005	Pilot Proficiency	Deniliquin
March 2006	Local 1-day Fly-In Lunches	TBA
June 2006	Pilot Proficiency	Deniliquin
August 6-11 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.

### SELF-OPENING CABIN DOOR IN FLIGHT

I have had several cases of a door coming open in flight with my PA-30, and have come to the conclusion that if it happens just after take off, the door was not properly latched and checked. Usually, this occurs when closed by a person in the right seat, or carelessness on the part of the pilot due to being in a hurry. Embarrassing, yes, but not serious, except it tends to scare the person in the

right seat out of all proportion to the hazard. It is a good idea to slow down and expect buffeting and possibly a slightly different stall on landing. It has never been a serious problem.

If the door pops after about two hours of flight, I believe rough air is a factor, if not the sole cause. I have not found anything wrong with the latching mechanism.

As a result of an incident when the door popped open in the pass going west into Albuquerque, I decided to land and take care of this and another minor problem. When mentioning this to a group at the Portland meeting, Rene Abdo said that the door could be closed in flight. I pass on his technique because I had another incident and found that it worked. Slow the aircraft to 90 mph indicated, open the small window left of the pilot, slip the aircraft to the right and simultaneously pull the door sharply closed. I did wonder if the door was fully latched, but it held okay until my planned stop.

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## **TECHNICAL ARTICLE**

Again, we are including articles reproduced from “The Tips” which will perhaps encourage us to check our fuel caps.

### **TWIN FUEL CAPS**

I purchased my 1965 PA-30, two and one-half years ago in California. It had the old, short fuel caps on the auxiliary tanks. This area of Oregon has an annual rainfall of 40". The airplane was tied down outside and after our first heavy rainstorm, I got a considerable amount of water when I drained the fuel strainers. It was obvious that it was raining into the tanks. I immediately ordered new caps for the auxiliary tanks.

Meanwhile, before the new caps were picked up, while enroute IFR to Seattle, both engines quit when I switched to the Auxiliary tanks. (Both tanks were switched nearly simultaneously, a practice since corrected.) I immediately switched back to the main tanks and both engines regained full power and we continued on to Seattle without further incident.

Upon draining the strainers, on the ramp at Seattle, considerable water was found in both strainers. The strainers had been thoroughly drained on the ground before the flight, in fact, several gallons were drained into a clean pan. It is obviously not possible to remove all water in a parked attitude. After replacing the caps, there has been no further water problem.

and

### **HISTORY OF COMANCHE FUEL CAPS**

During the evolution of the Comanche series, three different types of fuel caps were used. The following is a brief explanation of them in the sequence in which they were used.

1. Fuel Tank Cap, Part Number 25983. This was known as the automotive type cap and was used on the very early PA-24 and PA-250 Comanche aircraft, serial number 24-1 to 24-580 inclusive. It should be noted that Service Letter 516, dated March 7, 1969, advises that when you elect to install the fuel cell vent system modification, you will no longer use the automotive cap. .but rather switch to the thermos type. See the end of this article for information on the service letter.
2. Fuel Cell Cap Assembly, Part Number 21821. This cap followed the automotive type cap assembly and was in use on Comanche models, serial number 24-581 and up, and Twin Comanche aircraft. Note that the fuel caps on Comanche models and the Twin Comanche models are identical.
3. Fuel Cap Assembly, Part Number 27221. This is the current cap assembly and has for a number of years replaced fuel cap assembly 21821. Therefore, anyone ordering the 21821-00 cap will automatically receive the 27221 cap.

This cap is longer than its predecessor and it has a slightly greater ridge of rubber just underneath the cap; both modifications are designed to provide better sealing. This cap is used on all Comanche models. serial number 24-581 and up, including the 400 and Twin Comanche models in both the main and auxiliary tank positions. The Britain Tip tank uses a different cap than any of the above.

A most important point to recognize is that all three caps detailed above are NON-VENTED. A Comanche uses non-vented caps.

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## YOUR PANEL

This section is available for a different panel to be shown each edition. Below we have John Macknight's panel out of his 260B VH-MAS. Thanks John.

Please send us a picture of your panel for subsequent flyers.



## MEMBERS ARTICLE

No members have submitted an article.

## 2006 INTERNATIONAL CONVENTION

See brochure on web page in adobe format.

### **Our chance to shine again**

You may have noticed Dale Vandever's comment in the latest Flyer that the best Convention he ever attended was the Australian one on the Gold Coast some 10 years ago.

The Australian Tribe obviously made a big impression.

We have the opportunity to do it again when we host the 2006 Convention at Hamilton Island from Sunday, August 6 until Friday, August 11.

When the committee discussions started last year the event seemed a long way off. That is no longer the case and much has happened in recent months. We have secured the venue, appointed a professional conference organiser and developed a program.

Brochures were printed and sent to the Kansas Convention in September seeking expressions of interest. We expect most of the delegates to come from the US. Europe will undoubtedly supply a few and it is important that we Australians are there in force.

Naturally, we plan to build a strong Australian flavour into the program and the best way to do that is through our presence.

Put the dates aside now. We need your help to make this a great Convention but more importantly, it is a wonderful opportunity to sample Comanche fellowship at its best.

### ***Sunday 6<sup>th</sup> August***

#### Arrivals and Registration

Welcome Cocktail Party this evening - on the beach! Take off your shoes and eat drink and mingle beneath straw umbrellas and flaming tiki torches.

### ***Monday 7<sup>th</sup> August***

#### Conference Opening, Seminars and Island Activities

In the evening get together for a poolside Aussie BBQ with the Australian tribe.

### ***Tuesday 8<sup>th</sup> August***

#### Trip to the Great Barrier Reef

Travelling in air conditioned comfort aboard a high-speed catamaran, we're off to Hardy Reef, the most beautiful and prolific of nature's coral gardens. You will have up to four hours to explore the breathtaking splendour of the Great Barrier Reef from the safety and comfort of Reefworld.

Reefworld's facilities include a large underwater viewing chamber, semi-submersible coral viewers, fresh water showers, change rooms, large open sundeck with shaded areas and submerged platforms for easy access to the water. Snorkelling equipment is supplied!

The day includes a delicious buffet lunch including a selection of cold meats, salads, Australian cheeses and seasonal fruit platters.

Dinner tonight is at your leisure.

### ***Wednesday 9<sup>th</sup> August***

#### Seminars and Island Activities

Seminars will focus on our Comanches in 2026 – What will happen over the next 20 years?

#### Gala Dinner

Join us this evening for a gala black tie dinner featuring a highly entertaining aviation guest speaker.

### ***Thursday 10<sup>th</sup> August***

#### Trip to Whitehaven Beach (or early departures)

Cruise exclusively aboard an airconditioned catamaran to a spectacular Whitsunday icon, Whitehaven Beach. Whitehaven Beach is a seven kilometre stretch of glistening white silica sand, and is voted one of the top ten beaches in the world! Whitehaven Beach is located on the largest of the islands in the region - Whitsunday Island - and is fully protected due to its National and Marine Park status. As a result, the island is completely uninhabited, and is still as it was when Lieutenant James Cook discovered it over 200 years ago.

You will be amazed at the beauty of this natural wonder. The shallows of Whitehaven Beach are graced by various species of turtles, and these ancient creatures are often sighted during daily visits.

Beach games are provided, or guests can simply take a leisurely stroll, swim in the crystal clear waters or just lay back with a good book. Dinner tonight is at your leisure.

### ***Friday 11<sup>th</sup> August***

#### Departures.

#### **How Much?**

The cost for the convention will be \$1980(AUD) per person. This includes tours, accommodation, and some meals. For those short of time an earlybird departure is available on the Thursday at the reduced cost of \$1680(AUD).

*Please note that the ultimate cost of the Convention will depend on the exchange rate at the time of payment.*

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

*Friday 03.09.2004* - A total of 24 Comanche Aircraft from Tasmania, Victoria, New South Wales and Queensland, along with 71 members and guests attended the Maroochydore fly in.

We were made most welcome by the Maroochydore Airport management and staff. The Tower were kind to us and awarded arrival prizes to six of our fleet.

The Maroochy Aero Club made their club rooms and facilities available to the society for the whole of the fly in. Our parking marshal was Roger Goulding of Nanango, who did a most professional job.

We stayed at the Ginger Mountain Motel at Buderim. Lynne the manager went out of her way to look after us, excellent food, restful setting.

Friday night our Bus Captain, Stan Browning got us down the mountain to the Aero Club alright but had a bit of trouble getting us back again - perhaps it was a weight and balance problem.

Marvelous time was had by all at the BBQ at the Aero Club - President Brendan Scolini and Catering Manager, Marty Mace and members did an excellent job. Very kind and friendly people. Brendan made it clear we will always be welcome there, drop in anytime. Barney Davoren presented each pilot-in-command with a bottle of wine from his vineyard.

Manfred Melloh was presented with a survival manual on 'How to kiss a crocodile and survive', in anticipation of our visit to Steve Erwin's Australia Zoo the next day.

Had a little difficulty getting back over the final hump of the mountain, but when we all lent forwards we made it.

*Saturday 04.09.2004* - Pauline Griffiths, our bus tour guide from Maroochydore Tourist Information (was one of Steve Erwin's school teachers in the early days) - lovely lady and very informative. Off to the Eumundi markets, through Coolum, past Yandina. Eumundi, a dairying and timber district in the past is now famous for its markets. After a browse around the markets and morning tea etc; it was off back down the highway to Steve Erwin's Australia Zoo where we were made welcome by the staff. We saw Steve Erwin, lunging crocodiles, deadly venomous snakes, massive pythons that can crush one to death, gentle koalas, kangaroos, possums, wombats, birds and many other animals. It was very well laid out, excellent facilities, exceptionally clean and tidy, educating and entertaining. Manfred got coy and would not wrestle 'Cheeky' the lady crocodile - said he needed more time to read the manual.

After the zoo back to the motel for the Annual General Meeting.

Dinner was with the fishes and sharks at Under Water World where we took in a seal show.

Bob Kennedy, guest speaker expanded his talk on GPS to include his experiences as Marcia and Fred's Flying Instructor, however, he did let Fred off lightly though, considering what Bob had to go through to get Fred there.

Steve Brookes, Airport Manager, and his wife met up with Prof. Gardiner again after many years.

Adrian Fitzgerald (Maroochy Tower) presented the six awards to the winners of the arrival prizes and kindly invited anyone interested to visit the control tower on Sunday morning before departure. The visitors to the tower the next morning were most appreciative of their experience.

*Sunday 05.09.2004* - Farewell until we meet again at Mount Gambier, South Australia in March 2005. Departure for home.

*Special guests* - Bob and Margaret Kennedy  
Prof. Robert Gardiner and Roslyn Gardiner  
Barney Davoren  
Roger and Lorraine Goulding

Report by  
Marcia and Fred Morgan.

## Fun Bit

### TAKE YOUR KID TO WORK DAY





## Members Advertisements

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VH-PYP	Twin Comanche
PA30B	TTIS 6255
Port Engine	TSO 985
Starboard Engine	TSO 1738
Port Propeller	TTR 1870
Starboard	TTR 1870

One owner last 11 years

IFR

Alternators

Tip tanks

Lambswool seat covers

6 seats

S Tec 50 auto pilot

A solid cross country machine

Reluctantly for sale because the family has grown and have bought a larger aircraft.

Phone Roland Schmelzer 0746635204 for details.

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2003/2004**

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**International Comanche Society  
Australian Tribe**

**MEMBERSHIP APPLICATION**

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SPOUSE/PARTNER'S NAME:  
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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.**