



THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

Volume 11, Number 2

June 2005



TRIBE CHIEF'S REPORT

It is hard to believe that 2005 is now half over, although the optimist in me says that that means there are still 6 good months left in which to achieve things this year. And as I write this the rain is falling steadily outside so that does bode well. I hope that those of you who needed the rain have received it and in the amounts needed.

Gulf Flyaway Successfully Completed

Actually I think the tribe, or at least those of us who went on the Gulf Flyaway, can take a lot of the credit for the rain. It started out on the first day of our trip and then followed us for most of the way. Only north of Mount Isa did the sun shine fully and I don't think many of us expected to be walking around in the mud at Bedourie, looking at satellite pictures of the rain at Sweers Island or being mostly IFR back into Townsville and on the way home. Still, despite the rain, I had a great time and will definitely try to be a part of the next Comanche safari. Many thanks to Fred Morgan, John Macknight, Nigel Wettenhall and Manfred Melloh for their efforts in organising and running the trip. We came in under budget and had a fantastic time. Many "legends" were created, so stay tuned for the "daily reports" and photos from the trip. A daily scribe was assigned so I'm sure that Tony will publish many of these reports in the flyer.

Convention Interest Growing:

Fred Morgan, Manfred Melloh and I attended the Sun N Fun Fly-In at Lakeland in early April to "wave the flag" for our 2006 convention. While numbers at the fly-in were lower than expected, we spoke to many members who passed through the south-east tribe's stand in Dave Pratt's tent and have about a dozen leads to add to our mailing list. Early bookings for the 2005 convention at Manassas are down so I am hoping that this means that many are holding off to so that they can come to Australia in 2006. We can only hope.

In the meantime the convention committee are teleconferencing monthly with our convention planner and the programme for the convention is beginning to firm. We have lined up our guest speakers, have just about decided on the entertainment programme and are getting ready for our big launch at Manassas in September. The final convention brochure is about to go to the printers and will be the basis of a number of new web pages on our site. The international flyer campaign will start in earnest with the October edition and we hope to get as many deposits as possible between then and Christmas. *It is vital to the tribe's cash flow that we do this, so I would like to ask all Australian Tribe members to please make their reservations and pay their deposits by this Christmas.*

A big thank you to Alan Breene, our Kiwi member, for his article in the US flyer magazine. He cleverly managed to beat the pre-Manassas advertising ban and has generated a lot of interest with his article on flying to Australia. It made it look so good that perhaps we should try a flying safari to New Zealand. Our next getaway perhaps ?

World's Fastest Comanche ?

While at Sun N Fun, Fred Morgan scored a ride in a "prototype" Comanche – the Screaming Eagle conversion by Dave Pratt at Aviation Performance Products. This mates the firewall forward package from a Malibu Mirage with a Comanche single airframe, the Aviation Performance Products cowling, Precise Flight speedbrakes and some very sexy winglets. The result is a 350hp, twin turbo monster that climbs at 3000feet per minute and is estimated to go 305mph at 25,000 ft. Daily passes down the flight line at sun'n'fun were achieving VNE at about 60% power. It will not be cheap (\$70K US with a mid time engine) but it is certainly pushing the Comanche airframe to its limits. We noticed that Cirrus moved their daily display as far away from the 350-Comanche as possible since the SR22 looked decidedly slow compared to the Comanche ! Not bad for a nearly 50 year old airframe design.

Also of interest at sun'n'fun was the effort to certify a new 3 blade MT propeller for the Comanche 400 (and possibly the other singles as well). It will be good to have an alternative to the (very expensive) Hartzell on the 400's.

New Proficiency Program – July 23 in Deniliquin

Work is well under way on the advanced version of the Comanche Pilot Proficiency programme, the first conduct of which will be on the weekend of July 23 at Deniliquin. This new course will be in a different format with flying taking place on the Friday and Saturday before the ground school, which will run from lunch time Saturday to lunchtime Sunday. Those not flying can therefore just come for one night.

The flying sequences have been changed with a mini-IFR cross country for the IFR drivers that will help them assess their instrument currency and preparedness for their renewal. This weekend, Roy Sneesby and I will be building an undercarriage simulator to allow participants to practice the emergency extension procedure. We also have new topics on Flight Planning and the tips and traps of using GPS.

We are looking for 12 "volunteers" to help us bed in the new course at Deniliquin on the weekend of July 23. If you have done the previous course and are prepared to help, please call Manfred and register.

September Fly-In at Coonabarrabran

By now you should have received your invitation to the spring fly-in and AGM at Coonabarrabran on Oct 7 & 8. The later than usual timing is to allow Lawrence Paratz, Fred Morgan and myself to attend the Manassas convention and be able to report back to the AGM. Many thanks to Irene Lawson and the Coonabarrabran Aero Club for organising this fly-in. Please register early as accommodation is limited for the weekend.

By the way, if you are planning to attend Manassas, please let me know. As did Max before the previous convention, we will organise a uniform (blazer) that will distinguish the Aussie Tribe members as we go about promoting Hamilton Island. We have arranged a desk at both the convention site and airport day, and will be making presentations at both the AGM and formal dinner.

That's all for now. Fly safely.

Ken Holdsworth.

EDITOR'S REPORT

Keep the articles coming. We still have not received a "Right seat" ladies story (must be many after the Gulf trip). We need more members' articles, flying stories, panel photographs and any Comanche stories worthy of publication. I also need stuff on the Convention.

We have published the report on the Mount Gambier Fly-in in this flyer and will publish the Gulf Safari report in the next as some of the segments have not been received as yet.

Browse through the web site and have a look at the recent changes. We are trying to make it more interesting all the time.

Tony Read

== Coming Events ==

July 23 rd & 24 th 2005	Pilot Proficiency Programme (New version)	Deniliquin
October 7 th -9 th 2005	Spring Fly-In	Coonabarabran
November 12 th & 13 th 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

REPORT ON THE MOUNT GAMBIER FLY-IN 18,19,20th MARCH

With Autumn weather too good not to fly, 30 Comanche club members delighted in the excuse to get their 12 planes out of their respective hangars and fly to Mt. Gambier.

Gordon and Shirley Pickering were on hand to greet all arrivals as Gordon had decided that farming was really only worthwhile in the morning and flying to Mt. Gambier a much more enticing prospect after lunch.

Two of our esteemed international past presidents (English and American) and their wives had also made the long journey to participate in our tribal event.

It was good to see Peter and Marg Webb and Crew arrive in holiday mode. We felt a collective sigh of relief to see Marg looking fit and healthy and younger than ever.

Ancient buses with friendly drivers deposited us at the motel for a quiet spell and a few drinks before we were whisked away once again to cruise and dine on the Glenelg River. There was some uncertainty about dessert which obviously didn't go to the friendly fish caught in the spotlight. There were a couple of likely suspects behind the bar though. The evening progressed into a noisy renewal of acquaintances and news fuelled by many bottles of red wine. We are not sure which table won the prize for the most empty bottles but it was noticed that the McKnights were last to breakfast on Saturday.

Saturday morning was a relaxed time for the girls enjoying coffee, shopping and the art galleries. The boys couldn't wait to get back out to the airfield to kick some tyres and leer under Jeff Whittig's engine cowling at the "nude centrefold" - we presume.

The bus driver entertained us enroute to the Blue Lake with his unique style of gear changing. It was suggested he may be more suited to grinding coffee. After enjoying the scenic beauty of the Blue Lake we moved on to Umpherston Cave and Port MacDonnell before returning to the motel to tidy up before dinner.

Dinner at The Barn was an experience. The service was a little slow but the staff had our attention after Gordon wore his beer on his shirt sleeve and George saved Maree in the nick of time from a large wobbling bowl of pumpkin soup. As usual the good company was enjoyed by all and the buses returned some tired but happy flyers to their motel to rest.

Leon was welcomed to his first fly-in and proved to be the champion we all thought he would be. He wasn't in the least daunted by flying, bus trips, lifts, tunnels, a noisy crowd or strange motel rooms. He has the makings of a good chief one day but may have to serve a long apprenticeship.

Thanks to Kay and Mike Smith for this report.

Next flyer will have the report on the Gulf Safari.

COONABARABRAN N.S.W. FLY-IN 7, 8,9th OCTOBER 2005

Our Spring fly-in at Coonabarabran is later this year due to members being away in the US promoting the 2006 Convention at Hamilton Island. None the less Coonabarabran will provide us with a great weekend of enjoyment starting with a banquet Chinese dinner on arrival on Friday with the local Aero Club Members. Saturday we will see a pottery demonstration followed by a display at Crystal Kingdom and a wander through the Glass House Gallery with lunch being provided. Saturday afternoon will be a hosted tour at the observatory which should provide an insight as to why it is called the astronomy capital of Australia. Everyone will have time to freshen up before drinks and nibbles followed by a pre-ordered meal at our accommodation. (not far to crawl into bed) After breakfast on Sunday morning and AGM we will prepare for our departure. The Aero Club has kindly offered to provide a BBQ lunch at the airport for any who wished to stay on.

Itinerary:

Friday 7th October

Arrive at Coonabarabran 1500 onwards, transfers to motel.

Bus departs motel at 6.30pm. for a relaxed dinner at the Golden Sea Dragon restaurant.

Saturday 8th October.

Two options:

1. Breakfast and a leisurely morning, own rest and free play.
Bus pick up at 12.30 pm to join others for lunch at the Glass House and afternoon tour.
2. Breakfast before an 8.30 am bus pick up for a full day of hosted tours beginning with a short drive out to Pilliga Pottery with a demonstration and a wander through the buildings. Morning tea to be served in the Blue Wren Bush Café and on to "Minerals of the Warrumbungles" on display at Crystal Kingdom. Here will be able to view many fossils and minerals while we take in a talk and purchase from the "Crystal Shop"
Back to our accommodation to pick up those who have chosen to join for lunch and afternoon tours and it's on to the Glass House Gallery where local artists work is on display. A light lunch will be served at the Gallery.
After lunch it's back on the bus and on to the Siding Spring Observatory for a unique experience of viewing of the Anglo Aust. Telescope etc.
The bus will take us back to Amber Court Motor Inn to freshen up.
Drinks, nibbles and pre-ordered dinner at the Amber Court Motor (Menu enclosed)

Sunday 9th October.

Breakfast followed by Annual General Meeting approx 1 hour and transfers to airport for our departures.

Costs:

Motel is from \$60/head bed and cooked breakfast with a single supplement \$35/head. Varying levels of accommodation could alter costs slightly.
(Cost negotiated at time of booking mention ICS.group booking)
Book early as the "Festival of the Stars" is also on during that period

Remainder of the programme is expected to be around \$100.00 for those including all tours, Friday dinner, Sat lunch and dinner.
For those making own arrangement Saturday Morning approx . \$90.00
Numbers will need to be confirmed Friday on arrival or earlier is possible.

Bookings:

1. Contact the Amber Court Motor Inn (Oxley/Newell Highway Coonabarabran 2357) direct for your accommodation.
Tel 0268421188. Fax 0268424239
Email ambercourt@bigpond.com Web. www.ambercourt.net
2. Register with either Ken Holdsworth (0427 722821) or Irene Lawson (03 59884608)

FLYING ARTICLE

None received for this Flyer. Please send some interesting stuff in Tony.

AD/PA-30/35

One of our Brisbane-based members, Ross Steele, was recently getting his aircraft up to scratch after a period of downtime and while applying for a ferry permit, one of the things CASA raised was compliance with the AD issued by Piper in respect of Flight in Icing conditions.

This AD applies to PA30's and 39's and requires changes, warnings etc in the Aircraft Flight Manual (AFM) and an AFM amendment page recording same.

Since we guess that many members may have yet to comply with this (paperwork) AD, Ross has kindly sent through two Microsoft Word documents that incorporate the changes and the AFM addition page.

The process to incorporate this change is:

1. Download and print the files NORMAL PROCEDURES.DOC and LIMITATIONS.DOC from the tribe web site www.comancheflyer.com.au
2. Staple or paste these over the relevant pages in your AFM
3. Update your AFM Amendment Sheet with a new amendment number. The following wording is suggested:
 - a. "Incorporation of CASA Airworthiness Directive AD/PA-30/35 "Aircraft Flight Manual , Flight into Icing Conditions 7/2000" into FAA Approved flight manual in section I limitations and II Procedures"
4. Print two copies of this Amendment sheet and:
 - a. Put one into your AFM to replace the Amendment Sheet there; and
 - b. Send the other to the "Team Leader – Airworthiness" in your local CASA office and ask them to place it in your aircraft's file. Don't forget to give them the registration and serial number.
5. Send your thanks to Ross Steele for sharing this with the tribe.

More wisdom from Roy;

Further to the case of the Wobbling Coupling

Our down-under maintenance guru investigates.

In the September 2000 International Flyer, Al Bieck wrote about his experience with a wobbling flexible drive coupling in the undercarriage transmission. Al's remedy was to install both a new coupling and a new (dukes) transmission assembly. But he did not answer the question of "why the wobbling wheel" in the first place. Let me try and enlighten you.

Comanche's can be fitted with two types of transmissions – one is a DURA, the other a DUKES. Both use the same flexible coupling and the same approach for driving it. However, the DUKES differs, in that it has slotted mounting holes for the transmission motor. This allows you to adjust the position of the motor so as to align the two drive shafts (motor and transmission) that are joined by the flexible coupling. If these are not aligned correctly, then due to the slotted driving system employed, each quarter turn of the drive pinion causes the coupling wheel to tilt one way. Then at the next quarter turn, it will tilt the other way. The result is a wearing and elongation of the drive tongues resulting in a "wobbling coupling".

If you have the DURA transmission, no mechanism is provided to change the motor position. When replacing a DURA transmission, the technician must manually elongate and/or shim the motor to ensure correct alignment of the two drive shafts. This is NOT mentioned in the Comanche service manual.

When fitting the motor to either transmission type, the motor must be bolted on first without the coupling, to check the clearance between the two ends of the shafts. Too small a gap bottoms the drive tongues in the flexible coupling which distorts the wheel and puts undue thrust loads on the motor and transmission drive pinion. Too large a gap results in insufficient engagement of the drive tongues. This too will cause a wobbly wheel and pre-mature wear. Again the solution is for the technician to shim the motor mounting flanges appropriately using normally accepted aircraft methods.

Roy Sneesby - Technical Director Australian Tribe

YOUR PANEL

This section is available for a different panel to be shown each edition.

In this flyer we show a cockpit that the members who went on the Gulf Safari will recognise. It is the driving position of the Gulflander train that runs from Normanton to Croydon in Queensland. The engine has a Gardiner diesel complete with 4 speed crash gearbox and clutch but no steering wheel. Incredibly pulling 60 tons this engine returns 18l/100k.

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



MEMBERS ARTICLE

None received for this Flyer. Please send some interesting stuff in Tony.

2006 INTERNATIONAL CONVENTION

Remember August 6th 2006. Spread the word.

See brochure on web page in adobe format.

Fun Bit

Taken at Longreach during our Gulf Safari. We have all heard of extra fuel tanks but this is a bit primitive.



And

Thought you might enjoy this!

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humour...

Here are some actual maintenance complaints submitted by Qantas Pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident. ...

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny. (I love this one!)

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget

Members Advertisements

FOR SALE

1 set of prop blades (2) to suit PA30. 3rd life. Fresh overhaul. To be sold as a balanced set. Tagged and ready to install on your hubs.

\$4400 for the 2 blades plus freight.

Contact: Ken Holdsworth 0427 722821 or kenhold@netspace.net.au

FOR SALE

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.

**FOR SALE
VH-EQM**

Aircraft Type: PA30-160B Twin Comanche
Year: 1966
Series: 30-1300
Serial Number: 1350
Total Hrs: 4470 (approx)
L/R Em: 1006 (approx)
L/R props TR: 1640 (approx) on new Q-tip props, very fast flat-rated aircraft at 165kts @ 75%
Interior/Exterior: 8/10 -very well presented with new all-metal panel, new switch panels, and hangared the past 20yrs.
Exterior Paints: White with red and blue.
Interior Details: Camel velour. New trim all around, new carpets.
Autopilot: Piper Altimatic 111b with altitude hold.
MTOW: 37251bs.
BEW: 2498
Avionics: Narco Com 120 Narco Com 120
 Narco Nav 122 Narco Markers
 Narco CP135 Audio Narco ADF 141
 Narco AT150 Txp Narco ACK A30 Encoder
 ASB 125 HP Apollo 2001 GPS
Extras: Electric trim, Mains+Aux+Tips, static wicks, 2nd altimeter, PTT switch 4 place intercom, rams horn yokes, dual brakes, autopilot coupled to ADF, 5d1 + 6d1 seats, CHT gauges, VDO and F/S meters, fire ext, new placards, updated instruments.
Comments: The Twin Comanche is regarded as a "pilot's aircraft" and is possibly the best light twin ever made by Piper. EQM has recently had \$55,000 worth of extensive maintenance and modifications, making it a very fast and well-presented aircraft with all AD's being up-to-date.
Price: By negotiation

CONTACT ANNA SIMONSEN 0423-555-722 OR 03-98890050

FOR SALE

VH-RHG

PA 30 Serial no 30-694

As at 27 March 2005

Total time in service	5142
L/H engine since overhaul	1714
Full top overhaul with new cylinders at	1288
R/H engine since overhaul	1714
Stripped and inspected at: -	1030
Props since overhaul	212
8 years or 1788 hours to run	

General

Repainted 5 years ago

Tip tanks

Ferry attach points and plumbing

Quantity of spares

Alternators

Gap seals and speed fairings

Avionics

1 * Narco audio panel

2 * Narco Com 120

1* King International DME

2 * Narco ILS/VOR 122

2 * Narco ADF 141

Bendix RDR 160 Weather Radar

Trimble Approach 2000 GPS. Approved for GPS NPA.

Codan 2000 HF Aust and SW Pac frequencies plus other crystals

1 * Narco AT 150 Transponder with blind encoder coupled to GPS

Century III autopilot coupled to GPS and ILS/VOR

Full intercom

Fixed ELT.

Shadin Digiflo fuel meter

Contact Ric Macready 0418286033 or rmacread@bigpond.net.au

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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.