



## THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

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November 2005



### TRIBE CHIEF'S REPORT

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It doesn't seem long since October 7<sup>th</sup> and 8<sup>th</sup> when we had our annual meeting in Coonabarrabran at which a new executive was elected. The results of the election were as follows:

Tribe Chief:	John Macknight
Vice Tribe Chief:	Jim Barry
Secretary:	Nigel Wettenhall
Treasurer:	Manfred Melloh
Assistant Treasurer:	Irene Lawson
Technical Director:	Roy Sneesby
Flyer Editor Webmaster:	Tony Read
Convention Committee Chair:	Lawrence Paratz
Convention Committee Deputy Chair:	Ken Holdsworth

The Fly-In was a great success and thanks go to the Coonabarrabran Aero Club for their assistance. On a sad note, it happened to coincide with the funeral of well known identity David Knight and his wife Jill who were tragically killed in their Bonanza the week prior. David was a long time Twin Comanche owner and had a most successful charter and aerial agricultural business for many years based at Coonabarrabran. It was fitting that members of the Bonanza and Comanche Societies attended the service.

We were most indebted to the staff of Siding Springs Observatory for the most informative tour of their facilities, even though they had the air conditioners turned down to near freezing.

On a happier note, I am sure all members join with me in congratulating Lawrence Paratz on his appointment as Vice President of the International Comanche Society at the meeting that was held in Manassas in September. Lawrence is also Chair of the Long Range Planning Committee and I am sure will serve our interests well.

#### Proficiency Programs

A very successful Proficiency Program was held at Deniliquin on the 11<sup>th</sup> and 12<sup>th</sup> November. This course was designed for those pilots who had not completed the first module and also incorporated an advanced section of topics and essential refresher notes. A lot of the credit for the success of these courses goes to Ken Holdsworth, who has put a huge amount of effort into preparing the material required for the efficient running of these courses. Our instructors Tony Smith and Rick Wedgewood along with lecturers Tony Van Der Spek, Ken Holdsworth and others made for a very informative course.

#### 2006 Fly-In Program

Due to our Convention happening at Hamilton Island in August it was decided not to conduct our regular autumn Fly-In in 2006, but rather to hold some mini Fly-Ins or perhaps barbecues in several centres, most likely Victoria, NSW and Queensland during March or April so we can all save our money for Hamilton Island.

### **2006 Convention – Hamilton Island**

I am sure by now you have all received the magnificent brochure that was largely put together by John Moore in relation to our convention between 6<sup>th</sup> and 11<sup>th</sup> August 2006 at Hamilton Island.

The sub committee comprising of Lawrence Paratz, Chairman; Ken Holdsworth, Deputy Chairman; John Moore, Nigel Wettenhall, Manfred Melloh and myself, together with our Conference Organiser Jodie Parker, have been meeting each month attempting to bring this event together. Without Jodie's support and advice this event would be impossible to organise.

Early bird discounts for the conference expire on 15<sup>th</sup> December 2005. I can only recommend to you all to save your money and register prior to this date. Not only does it give the committee some idea of who is attending but is essential for our cash flow so we can make it a success. Early indications from the USA are quite encouraging and the committee is confident of meeting our break-even numbers.

We were fortunate that Ken Holdsworth was able to attend the Manassas Convention recently and wave the flag of the virtues of coming to Australia.

### **VALE – Peter Brown**

I am sure all members have heard of the tragic death of one of our best loved members Peter Brown, who was killed in a motor bike accident on Sunday 13<sup>th</sup> November (see separate item). A number of members attended his memorial service at All Saints, Wahgunyah. As a fitting tribute from the society Ken Munn kindly did a Fly Past in his 400.

**Please remember the 15<sup>th</sup> December 2005 is the cut-off date for the early bird registration at Hamilton Island.**

Fly safely

John Macknight

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## **AGM AND OUTGOING TRIBE CHIEF REPORT**

### **2005 AGM Coonabarrabran - 8<sup>th</sup> October 2005**

- |                                |                  |
|--------------------------------|------------------|
| 1. Minutes of Previous Meeting | Secretary        |
| 2. Tribe Chief's Report        | Tribe Chief      |
| 3. Treasurer's Report          | Treasurer        |
| 4. Convention Committee Report | Convention Chair |

5. Items for Decision prior to Election
  - a. Add Assistant Treasurer Position to Committee
6. Election of 2005/6 Office Bearers non-member of the  
Committee
7. Meeting Close and move to General Meeting

## **Spring General Meeting Coonabarrabran - 8<sup>th</sup> October 2005**

1. Minutes of Previous General Meeting
2. Reports/Discussion:
  - a. 2006 Convention
  - b. Fly-In Programme
  - c. Proficiency Programme
  - d. Trunion Programme
3. Other Business
4. Meeting Close

### **2005 Office Bearers:**

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

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

## **Tribe Chief Report for the 2005 Annual General Meeting**

### **Summary**

For yet another year the Australian Tribe has maintained a high degree of activity and involvement. Since our last AGM at Maroochydore in September 2004 the tribe has:

- Held a successful Autumn fly-in at Mount Gambier at which we were joined by past ICS president's John Van Bladeran, David Buttle and their wives;
- Held a successful fly-away to the Gulf of Carpentaria and North Queensland in June. 12 aircraft and 31 persons participated in this 6 day event;
- Held the final conduct of Module 1 of the Pilot Proficiency programme at Deniliquin in November 2004. This conduct was videotaped for future use;

- Held the first conduct of the revised Module 2 of the PPP at Deniliquin in July 2005. Module 2 introduced new topics, a new format and an undercarriage simulator to help pilots better understand the Comanche emergency extension procedure;
- Sold 6 trunnions from the trunnion programme and continued efforts to obtain STC/PMA approval for these;
- Continued planning and promotion for the 2006 Convention including the development of brochures and manning of the Southeast Tribe Tent at Sun'N'Fun 2005 in Florida and attendance at the 2005 ICS convention in Manassas.

Membership levels remain at the traditional level of approximately 120 and the Tribe made an operating surplus for the year (see Treasurer's report).

Comanche numbers in the country increased with at least 4 Comanches being imported over the past year although 1 has recently been lost in a (non-fatal) accident.

My sincere thanks to all of those members who hosted the Van Bladerans and Buttles during their Australian visit. Their e-mails to friends within the ICS have been a great source of marketing for our 2006 convention.

A big thank you to Irene Lawson for organising this fly-in at Coonabrabran under difficult circumstances.

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.

Over the past two years I have received an outstanding level of support from our committee and I would like to thank them for their efforts in organising our activities. Special thanks to Nigel Wettenhall for all his work on the proficiency programme, to John Moore for our fabulous convention brochures, and in particular we could not have operated without the efforts of Manfred Melloh who has acted as both club treasurer and as registrar of the proficiency programme.

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 in 2005/6 so as to ensure a successful convention on Hamilton Island. I wish the new committee a "good tailwind" for 2005/6.

Ken Holdsworth

### **Australian Tribe Programme Reports**

1. **2006 Convention:** see separate report

2. **Undercarriage Trunnion Programme:**

Our trunnion programme continues to operate successfully. 6 trunnions have been sold since September 2004 – 2 of these being to the US. 11 trunnions remain in stock.

A key disappointment has been the continuing inability to receive Australian PMA approval for the trunnions and then for this to be mutually recognised by the FAA. Without an Australian PMA, US members cannot easily obtain a field-337 approval to fit our trunnions and the US member who purchased our trunnions has not been able to fit them to his aircraft. Jabiru are continuing to work with CASA on this approval.

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

This continues to be a highly successful programme. 46 members have now attended the course.

Since September 2004 we have held two conducts of the program (November and July). Both Deniliquin sessions were well attended which allowed for course costs to be covered. Deniliquin remains the preferred site for future conducts.

The July course introduced new ground topics (Module 2), revised flight sequences, an undercarriage simulator and a new course schedule with the ground school running from lunchtime Saturday to lunchtime Sunday. We were also peer-reviewed by a member of the Australian Bonanza Society as part of achieving our accreditation by ASFA. A \$2000 grant was received from them as part of achieving accreditation.

Our next Proficiency weekend is scheduled for November 12-14 at Deniliquin. For this course the Module 2 content will be updated based on our July experience and a full day Module 1 – Catch-Up course will be run on the Friday afternoon and Saturday morning. Spouses are encouraged to attend and be part of our evening activities.

Our goal for 2006 is to conduct two courses at Deniliquin in March and to finally get the pinch-hitter course “off the ground”. Continuing thanks to QBE Insurance for their ongoing support of our programme.

### **4. Membership:**

Membership remains solid at the 120 mark with most changes of aircraft ownership resulting in changes of membership. The pricing of both the trunnion and proficiency programmes has been set to encourage participants to join the Society to obtain discounts. Renewal notices were sent out slightly late this year (September) to allow the convention registration brochure to be included.

### **5. Financials:**

Manfred Melloh’s Treasurer’s report was presented. It notes that there have been no substantial changes to the tribe’s financial position, with a good surplus being made on the tribe’s activities. Well done Manfred and all our fly-in organisers.

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

Many thanks to John Macknight and Nigel Wettenhall for organising a very successful fly-in at Mount Gambier in March. A good airport, nice hotel, free time and very friendly tour operators made this a very enjoyable fly-in.

In mid-June, 12 Comanche’s and 31 members and their guests defied the weather to safely navigate themselves around the Gulf Country. Most joined up at Bedourie on the Saturday night (except for David Wright who ended up at Longreach) and from there we went to Lawn Hill, Sweers Island, Normanton, Croyden (by train), and Undarra. A few intrepid souls then made it through the weather to Townsville (and Magnetic Island) before heading home. Many thanks to our organisers, John Macknight, Nigel Wettenhall, Fred Morgan and Manfred Melloh for this fantastic event.

## **EDITOR’S REPORT**

It’s a sad time as we put this together thinking of Peter as we do so, but I’m sure he would have wanted us just to keep on flying.

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 Gulf Safari in this flyer even though not all articles have been received.

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

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## == Coming Events ==

March 2006	Local 1-day Fly-In Lunches	TBA
June 2006	Pilot Proficiency	Deniliquin
August 6-11 2006	International Convention	Hamilton Island

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## REPORT ON THE GULF SAFARI

We have still not received two of the sections of the report from members including Sweers Island and Bedourie but have put a brief piece on those in anyway.

### BEDOURIE

#### Saturday 11 June

First official stop. Many have come via Birdsville. Extensive rains made the area around Bedourie eerie with great expanses of water lying amongst the red dust. It was to rain so heavily just after our departure that the town of Bedourie was isolated for some time with all roads cut.

The local mayor/publican/town father picked us all up from “Bedourie International Airport” and took us to his and the only hotel. We had a welcoming barbecue that night at which Fred presented us all with a “hat”. Our new tribe chief can be seen wearing his and “admiring” Jan’s.



Tony Read

**Sunday 12<sup>th</sup> June**

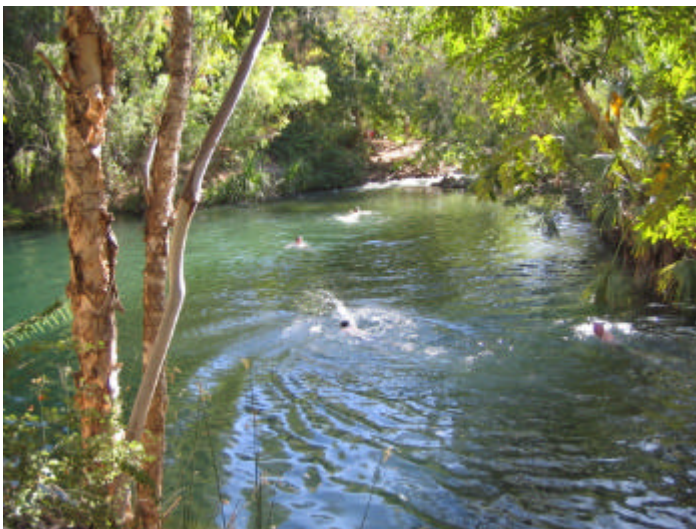
*A damp departure from Bedourie*



A lunchtime arrival at Adel's Grove followed an uneventful but interesting flight over inundated Channel Country via Mt Isa for fuel and thoughts of a cappuccino – and a loo! Unfortunately everything was shut up. Even Dr Barry managed to reach Mt Isa from Bedourie despite professing to be tracking 149°. Ken's description of this feat was how well he'd overcome being Cartuseanally challenged.



*Channel Country*



*Swimming below our tents at Adel's Grove*

The short flight to Adel's Grove was also uneventful despite some members requesting coordinates for their destination midway through the flight.

Lunch followed a successful sorting out of sleeping arrangements, with the exception of Fred and Barney who raised objections to sharing a single bed. The afternoon saw us split into two groups, one going to Riversleigh Fossils Fields, the other swimming & relaxing around the Grove. The spring fed lagoon at Adel's Grove was crystal clear and deep but freezing cold!

**Monday 13<sup>th</sup> June**

The morning saw the two groups again go separate ways either to the Fossil Tour or Lawn Hill Gorge, with a slightly delayed start due to the "late Wright Brothers". The Gorge created an impression with all, providing opportunities for swimming, walking and canoeing, displaying magnificent scenery. Even the wildlife gave us some excitement.

*Johnson River Crocodile (est. 8-9 feet long)*



Evening saw us again line up for an excellent repast following a shortish Happy Hour on the bungalow landing.



*Happy Hour*



Jan - 10, Irene - 1

Following dinner a planning session, to determine sleeping arrangements for the next stopover, was led by the digitally challenged Jan Macknight and Irene Lawson.



In order to maximise our fishing opportunities the next day, an early start was planned. Some were horrified at the thought whilst others in Fred's party enthusiastically embraced the idea of a pre-dawn start with its inherent visibility problems. Fred managing to get slightly lost and engaging in an altercation with a barbed wire fence!



*Jim Barry shows horror at the thought of an early departure.*

## **Tuesday 4<sup>th</sup> June**

The hour long flight north to Sweers Island was initially over a light fog bank but cleared to a wonderful balmy 29° day

Margaret Wettenhall

## **SWEERS ISLAND**



We arrived at Sweers Island just before lunch, found our sleeping quarters (more about that later) and went straight to the boats. Each boat, an aluminum cat hulled open dingy with 40 HP outboard held 4 would-be “fisherpeople”, all the bait and tackle. Not a lot of success before lunch but much fun was had in charging about the clear blue waters around Sweers. Back to the Island for a great lunch at the open air dining/drinking/fish-story-telling “restaurant”.





After lunch and now being experienced fishermen and women we set forth again in the boats and all had varying levels of success. Some of the more seasoned fishermen did very well. We had a giant turtle swim about our boat for a while.

The people on the Island made us a great dinner which was accompanied by many fishing stories and drink.

Then to the sleeping quarters. Most seemed to want to avoid Ken due to his famous snoring ability and seven of us bunked in the one room. We would have been better off with Ken. Ian who was next to me was the loudest, Jim the most high pitched and the rest a chorus. I tried to escape to the red dust outside at about 3am.

Perhaps the best place was the Sweers Hilton occupied by Angela and Noeline. It was a shipping container with windows cut into the sides.

Dawn saw us taking off into the sun in the dust with Geoff leaving his clothes hanging on the clothes lines and shoes outside the hut.

Some of our party stayed for a further days fishing in lieu of the Gulflander train trip.



Tony Read

## NORMANTON

15th June

Despite the delights of Sweers Island, there grew an intense desire by the female contingency to see the big Rugby game (State of Origin) so reluctantly we arose early to fly to Normanton where the Purple Pub was known to have a big screen TV and many fanatical followers of this most basic of sports. When the ladies had finally sorted out their shoe shuffle from their night in the dormitory, we boarded trucks for the airfield in the pre-dawn pitch-black morning. Eight aircraft flew across to NTN to arrive in time for the Gulflander. This train has been doing the run to Croydon for more than a century so we aviators were keen to experience one of the world's unique journeys.



Unlike modern transport systems the Gulflander stopped to let us aboard near the airport. Using his native skills John Michel was able to predict its arrival by listening to the rail tracks. Interestingly the tracks are laid on steel sleepers on the ground thus allowing the line to be submersible in the event of floods. The "Tinny" rattled its way along for three hours with lots of mail drops and flora/fauna commentary before we were offered tea and scones at a siding called Black Bull. It was not too long before this 105HP diesel engine inched its way up the gentle incline into Croydon. This old gold mining town was now just an historic tourist venue

but had at one time a population of 8000. We wandered around the town and after lunch caught a bus back to NTN.

Now I won't tell you what colour the Purple Pub is painted. Suffice to say that it can easily be identified in the main street not too far from the giant croc. That evening the girls seemed to have lost interest in the Rugby so we settled in to a good pub dinner. For once we did not need to be up too early for the next day's travel so the ensuite accommodation made it an easy start for the re-group with the Sweers fishermen and then set off for Undara.

Spider Webb

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## UNDARA

Thursday 16<sup>th</sup>

The whole team departed Sweers Island at almost daybreak after finding the shower room in the dark and wading through deep red sand.

Most of the aircraft had been preliminarily checked the prior afternoon so that no last minute surprises were ready to greet anyone prior to departure. The airstrip was quite rough with loose stones so run-up and departure throttle settings were subject to some caution. The runway was guttered out to some degree. Never the less everyone departed with confidence, cunning and a hefty load of experience.

For good reason everyone tract direct to the mainland to help avoid the dentures below. Some took the opportunity to observe the wildlife along the coast while others chose to awaken those slumbering in a couple of settlements along the way. The air was cool, clear and still and a cigarette could have been balanced on the dashboard.

Thirty to forty minutes later all had arrived and the easy to find 1400 meter strip at Undara. It is a nicely grassed strip and easy to use. The main concerns being to co-existence of cattle and risk to them damaging aircraft and the long, dry grass in the area which could catch fire at any time and burn most of the Australian fleet out of existence. We were welcomed by two small coaches and their drivers as well as a support Toyota Ute.

Undara Lodge offers a great experience for campers, motor homes, and even one Austrian on a pushbike who had ridden all the way from Melbourne to Adelaide and Normanton via Birdsville. On checking his distance and time taken he would have had to average 20mph for 24 hours per day to cover the distance?? We left him in Croyden at the end of a 100mile train trip only to find that he had arrived in Undara before us. He must have fold out wings for his pushbike.

All the facilities at the Undara Resort we found just as good as I think most of us expected, if not better. They were well arranged and very hospitable and the highlight was undoubtedly the lava tubes. Tracie Fratier conducted an exceptional tour and Tony Speedie shared his great knowledge and enthusiasm for the environment.

In talking with the locals it appeared that many people were not happy with the management practices of the Natural Park. Their main concerns seemed to be the filling-in of man made water reservoirs and the exclusion of cattle, which previously reduced the grass



to a level where controlled burn off procedures could be exercised without undue damage to the environment. The feral animals apparently also cause considerable destruction of wild life and any eradication which can be afforded is complicated by boardroom kid glove regulations. Their biggest concern seemed to be that the National Parks did things their way regardless of anyone else's opinion.

As with all trips there is always the odd happening. One suffering from a Wright Royal headache on Friday morning and Ian Thompson's multi million dollar movie camera managing to find its owner after a multi cave chase. Nice to see that honest Aussie spirit is still alive. On Saturday 18<sup>th</sup> we all departed to our various destinations with a fair share of weather challenges in almost every direction.

Peter Brown

## FLYING ARTICLE

### **Burn 25 gallons in 5 seconds ? Sure can !**

My PA 30 is mostly used for long trips, and on this occasion was returning to Brisbane from Birdsville, about a 5 hour journey. I had with me one of my carpenters and two nurses from the local hospital seeking a lift back to Brisbane.

We landed at Charleville about halfway to refuel and break the journey. It was mid afternoon on a sunny late winters day. I refueled there often, and I stayed to help the refueller while my passengers visited the kiosk to adjust their fluid levels. Coats and jumpers were left on the wing root and I missed checking the right main cap.

With all on board we taxied out to depart with a strong tailwind. Just after lift-off my front right passenger called that "something" on the wing had popped up. It was the fuel cap lid, but by then I was committed and continued to climb out. I decided that as the cap had not come out, it must be secure and only the lid not properly fastened. As this is not an airtight seal to the wing, the pressure above and below it must always be the same, and the fuel seal is dependent on the cap and not the lid. So I decided to continue and not land and fix it. Also I had over an hour in each aux tank and was never more than 40 minutes from an airport on the way home. And, I was driven by the "get home quick" thinking!

Downwind was normal so I intersected the outbound track and climbed to 9000 ft. Just as I was transitioning from a 110 knot climb to a 150 knot cruise my passengers shouted and pointed to the right wing. My carpenter in the back was crossing himself, being sure we were on fire. My memory is of a spray of fuel rising to about window sill height and disappearing rearwards.

I guessed that the fuel cap had sucked out, so I reduced power and commenced a descending turn back to Charleville, about 30 nm away. I continued to use the mains as the left indicated Full and the Right about half full. Both engines delivered normal power and I rejoined the circuit, landed and taxied to the fuel bowser.

There the problem was obvious. The lid was up, the cap had gone and the fuel cell was sucked up into the opening. All the fuel had gone. The tank being sucked up had pulled the gauge indicator up and that was why I had a half full indication. Fortunately help was at hand to reattach the tank and I had a spare cap in my toolbox. Less than an hour later we were again on our way for an uneventful trip home.

What I did prove is that the engine delivered reduced but useful power, probably 18 inches at 2400 for probably 15 minutes.

My greatest regret is in not writing these notes a long while ago. We lost a Twin Comanche and crew at Archerfield when they became airborne with the left fuel caps open. With this knowledge their actions may have been different.

But by writing them now, the information may help someone in the future.

Bob Pope ICS 3887

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## **TECHNICAL ARTICLE**

### **Care and Maintenance of Your Comanche Braking System**

by  
**Roy Sneesby – Technical Director**

The braking systems of an aircraft are often sadly in neglect. A syndrome of out of sight out of mind, or due to a lack of ability or knowledge on the part of the operator. Any small defect is a message that a major fault or catastrophe is on the way. Do not wait for your engineer to notify you or until the next service to rectify any faults as the fault may manifest itself at some inopportune time.

Keep your system clean and the reservoir topped up to the prescribed level. Do not overfill, as there is a particular reason for this. Due to the small capacity of the system one emergency stop generates considerable heat, a lot of which is absorbed by the brake fluid, which in turn expands and takes up the allotted space left in the reservoir. Therefore, too full a system will cause an overflow situation; conversely if the system is allowed to operate with too little fluid, contraction of the fluid will allow air to enter the braking system. In normal operations, you will have to keep topping up the fluid level due to wear of the brake linings and the resultant changing position of the brake calliper pistons. Wear on the brake disks has also to be taken into consideration.

Since inception the Comanche has been fitted with three different types of braking systems. First models (i.e. 180 and 250) used a single hand brake lever protruding from beneath the instrument panel, which was connected by a cable to a single master cylinder beneath the floor, which operated both brakes in unison. There was no differential braking to assist directional control. The park brake lock was an independent unit mounted beneath the floor and operated by a single Bowden cable.

This system was lacking in several areas i.e.:

1. Ease of inspection for leaks in the systems;
2. If one brake cylinder seal failed, there were no brakes at all; and
3. If one wheel brake was more efficient than the other, directional control was affected.

Following this, toe brakes were installed to the pilot's rudder pedals which operated the wheel brakes independently. These master cylinders also incorporated an integral hand brake lock, which also was controlled by a Bowden cable. Earlier production series incorporated the central handbrake level, which was removed in the later series.

This newer system allowed for better control due to the differential operation. Unfortunately, due to more sophistication and smaller moving parts it was prone to leaks if not serviced or maintained correctly. I have witnessed many that have suffered abuse and incorrect assembly in their previous lives.

A common fault is wear on the brake locking pin and plate. This safety device is intended to preclude the inadvertent application of the brake lock while the brakes are off. If this system is worn or maladjusted and the brake lock is inadvertently applied, the next time you apply the toe pedals you have a beautiful hard pedal feel but no braking effect whatsoever. In fact the aircraft seems to accelerate alarmingly! The manufacturer's intention was, with the park brakes off, that the levers engaged on a square shouldered pin, which precluded the lever from moving. To operate the brake lock, pedal pressure is applied which in turn causes the park brake lever and shaft to compress a spring and move sideways, thus disengaging the lock pin and allowing the lever to turn when the cable is pulled. This operation requires two separate and distinct movements on the part of the operator. If this is not accomplished, accelerated wear on the locking system occurs. If the system is operating correctly, the brake lock cable should not be moved to the locked position until brake pressure is applied by the foot pedals.

Later series of the Comanche could be purchased or fitted with co-pilot toe brakes in series with the corresponding system used on the pilot's pedals, except that the co-pilot's brake cylinders did not incorporate the brake lock lever. Because the system was in series the park brake lever on the pilot's cylinders attended to this act.

The incorporation of co-pilot's brakes introduced some further complication as to increased maintenance and to bleeding the air from the system after servicing. The service manual does not cover this procedure in any great detail. More often than not, after bleeding the system the pilot has good brakes and the co-pilot little or none. Other times you can get mediocre brakes on both sides, but a gradual degradation in performance on either side after a short period of time. This series of events is due to air being introduced to the system via a leak, failure to completely eradicate air during the bleeding process, or incorrect assembly of the components. If after servicing and bleeding, and you are confident all air is evacuated, you find that all pedals have a good hard feel except one, check that the main piston has not been inverted on assembly and that the nylon seal is in place.

Spongy brake feel can also be caused from other regions of the system after servicing, such as defective brake disk surfaces, flexing brake callipers and hoses, bent brake plates, and carelessly fitted brake linings. The brake system has a very small amount of fluid displacement and any of these faults can affect the pedal feel. I have seen cases where new linings were fitted and the rivets were set so hard that the linings were distorted between the rivet spacings causing the lining to buckle and not sit flush with the backing plate. As the brakes were applied, the system first had to compress the lining to the backing plate before coming up against any resistance, thus giving a soft pedal feel.

It should be obvious that there is more to the braking system than just pushing the pedals and coming to a stop.

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## **Fun Bit**

### **The Lighter Side**

On a hot summer afternoon a yellow Piper Cub is doing circuits at a small country airfield bouncing around in the thermals. The instructor is getting frustrated at the student's inability to maintain height, and the student's performance is getting worse as he gets more nervous. Just then the instructor sees a twin-engined aircraft flying overhead and thinks 'Another 1000 hours of this and I qualify for that twin charter job. Ahh.. to be a real pilot going somewhere!'

The Cessna 402 was already late and the boss had told him this charter was for one of this premier clients. He was pushing hard as he dared, but the 25kt headwind was not helping. He'd been working six days straight and was tired and fed up, and his girlfriend's pointed comments about his workload were not helping. He looked up for a moment and saw a Boeing 737 leaving a contrail at 33,000'. "That's where I'll be soon" he thought. "Out of GA, a nice jet job above the weather. My interview's next week, I hope I don't blow it. That's real flying!"

The B737 bucked and weaved in the heavy CAT at 33,000' and ATC had advised that no other level was available. He'd just been advised that his destination was below minimums, and the last thing he wanted was a diversion. He'd just been told that the airline's financial position was desperate and they were all facing a pay cut. Crew morale was bad. The FO tapped the Captain's shoulder and pointed up high at a Concorde at Mach 2. The captain thought "That's where I should be. Huge pay, super fast, not too many passengers, above the weather. Yep, what a life!"

FL590 was not what the Concorde captain wanted anyway. The engine temperatures were creeping up and the mediation levels were higher than he wanted to see. To cap matters off, the rear fuel transfer pump was intermittent, making his workload unpleasantly high. As evening turned into night, he looked up to see a tiny, white dot moving against the stars. "Must be the Shuttle" he thought. "That's really the be-all and end-all of aviation! I'd give anything to be up there!"

Discovery was into its' 27<sup>th</sup> orbit and was 200ft out from rendezvous. The robot arm was virtually U/S and a walk may become necessary. The 200ft error would necessitate a corrective burn and Discovery needed that fuel if a walk was needed. The mission specialist had tilted the telescope down towards the earth for a few minutes, and called the Captain over. "Have a look at this, sir, isn't this the kind of flying you said you always wanted to do?" The Commander peered through the telescope and said "Oh yeah, that's real flying, I'd give anything to be there right now!"

What the Commander was looking at was a little yellow Piper Cub in the circuit at a quiet country airfield on a bright, sunny summer afternoon.

## VALE PETER BROWN



**Peter Richard Brown**

31<sup>st</sup> January 1945 – 13<sup>th</sup> November 2005

Peter's life was cut short last week by a tragic motorcycle accident as he travelled home to Milawa from Shepparton, where he had met up with fellow Comanche members.

Many Comanche members were among the 700 or more people who attended the moving memorial service on the lawns of All Saints Estate at Wahgunyah, which Peter resurrected to its present glory, with great vision and hard work. A fly past by Ken Munns in his 400 preceded the service.

Born in 1945 he was the second son of John Charles and Patricia Brown of the well-known wine family and grew up with the love of the great outdoors. He had a fascination with vineyards, different grape varieties and viticultural experimentation, flying Comanche planes, scuba diving and motorcycles.

Well we Comanche members know of his love of flying Comanche planes especially his 400. Not many Fly-Ins over the last twenty years has he missed. He was involved in organising many Fly-Ins Broken Hill, Echuca, Wangaratta to name a few. He flew on the Kimberly 2003 and Gulf 2005 Safaris and enjoyed those trips thoroughly, taking his daughter Angela to the Gulf.

One of the many speakers made mention of Peter's love of life and his uncanny knack of often turning up at just the right time to help a friend in need.

He had a genuine interest in all people and his greatest love his three children Eliza, Angela and Nick.

A modest man with an unassuming way he will be remembered well by his Comanche mates and the Australian wine industry will sorely miss his vision, vitality and hard work for which he was renowned.

Lynette Nixon

## Members Advertisements

### 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-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

## **FOR SALE**

### ***Piper Comanche 260C. 1972. VH-BLS***

Serial No:5005

TT 4760. ETR: 1230 hrs, PTR: 1870 hrs @ Time of Print.

This is one of the last Comanche's built, A unique aircraft still well ahead of its time.  
Factory Overhaul balanced engine fitted, New Prop.  
All new ¼" Windows fitted,

**New Leather interior & exterior 10/10. Modern Panel.**

**Avionics: KX155 Nav/Com, KY97A Com, Garmin GPS 155**

**Coupled, Garmin 295 colour map, KA 134 Audio Panel**

KR87 ADF, "Tcas" traffic avoidance system, Narco AT150 Transponder, Stec 50 Auto Pilot coupled, WX700 Stormscope, 4 place intercom, EDM 700 Engine/Fuel Analyser, Jas wing tips, Omega Strobes.

**170knt @ 57lph. 6 seat option,**

**Run the numbers, payload+comfort+speed+fuel burn.**

**\*\*\*\*\*hard to find better numbers\*\*\*\*\***

**\$200,000 ono. Located Gold Coast, Queensland.**

**Roy Matthews Phone: 0418716945.**

#### **PROP FOR SALE**

Hartzell suit PA-30. Used only 110 hrs since new blades and hub overhaul in Sep 01 \$8500  
Contact: Bob Pope 07 3343 9783 poperm@bigpond.net.au

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**The ICS is an AOPA Affiliate –  
Membership number 44083.**



**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: \_\_\_\_\_ Previous Owner and Address (if known): \_\_\_\_\_

\_\_\_\_\_