



**THE INTERNATIONAL COMANCHE SOCIETY
AUSTRALIAN TRIBE FLYER**

Volume 12, Number 1

May 2006

COME ON AUSSIE COME ON COME ON
TO
THE ICS INTERNATIONAL CONVENTION
AT HAMILTON ISLAND *ed*



TRIBE CHIEF'S REPORT

Well members, it is under 3 months now till our convention at Hamilton Island starting on 6th August. Time seems to be flying and it will be upon us before we realize it. The convention committee has been working extremely hard to co-ordinate all the activities associated with the convention. The committee has been meeting by phone hook-up every month for the past 6 months or so. Jodie Parker, our convention organizer and her staff have been doing a very professional and excellent job in organizing the various functions and helping the committee. As members have now no doubt heard, I am delighted at having Tim Fischer, who is currently the Chairman of the Australian Tourist Commission, to open our convention. Tim is no stranger, in fact a very strong supporter of General Aviation, and has many hours flying as a passenger in a Comanche Aircraft.

Mini Fly-ins. Southern Comanche owners were delighted to attend a fly-in at John Wards property "Bulga" near Swan Hill in January. John has done a lot of work on his farm and has remade his airstrip which was watered and rolled for our fly-in.

Later in the day we had the official opening by Lawrence Paratz of the "John Ward INTERNATIONAL AIRPORT" The whole day and night was a credit to John's organizing ability and hospitality including many bottles of his famous "Bulga Wine".

I can recommend his Shiraz 2000 as a great wine.

Although not an official fly-in, seven Comanche's attended the Boort Aviation group fly-in held in April, unfortunately the weather was not kind, but our member all had a great time.

I am hoping to make Ken Holsworth's mini fly-in for breakfast on 14th May, knowing Ken's organization I am sure this will also be a great event.

Proficiency Program: Due to our convention commitments we have not been able to hold a proficiency program this year so far. However the next program is set for November 2006 in Deniliquin. I hope any members who wish to participate in the program will advise us at Hamilton Island. Whilst on the subject of proficiency programs, ASFA (Aviation Safety Foundation of Australia) are conducting a workshop in Albury later this month for pilots and maintenance personal. Several of our members will be attending this function to assess their course. I believe it is important in the interest of General Aviation as a whole, that every pilot attend a proficiency course, whether

this be a type specific or any other approved course. Our Aircraft Insurers, I believe, will make attendance a requirement in the near future.

On a sad note, I was upset to hear of the untimely death of Ron Bertram AOPA President in an aircraft accident at Bankstown. Ron was committed to improving general aviation and one of the few people who was drawing AOPA together.

I make one final plea to those members who have not registered for the 2006 convention to please give it some thought as I believe it will be a wonderful event for the Australian Tribe and remember there will be a lot of social activity involved.

Safe flying.

John Macknight. Tribe Chief.

EDITOR'S REPORT

This edition of the Flyer has been put together with the express purpose of appealing to our Australian members not yet registered to try to attend our International ICS Conference at Hamilton Island. Come along and have a great time.

Thanks fellows for the great articles you have given to me for this edition of the Flyer.

Tony Read

== Coming Events ==

THE BIG ONE

August 6-11 2006	International Convention	Hamilton Island
November 2006	Proficiency Course	Deniliquin

REPORT ON RECENT FLYINS

COONABARABRAN 7th 9th October 2005

Some 55 people attended the Coonabarabran Flyin with 24 Comanches arriving from as far as Nth Queensland.



The weekend was hosted by the Coonabarabran Flying Club, in particular Rhonda Staniford, with help from our own Irene Lawson.

The weekend included lunch at the Glasshouse and a very interesting tour of the Sliding Spring Observatory in the Warrunbungles.

We all departed on Sunday after a BBQ lunch at the Aero Club.

MINI FLYIN AT ARDMONA 13th November

Many of the Victorian members attended a mini flyin at Roger Lenne's strip at Ardmona. Roger coincided this event with the Sport Aviation breakfast flyin in to his strip the same day. Roger and Lynda looked after the tribe members in a fine fashion.

MINI FLYIN AT BULGA ESTATES 15th January 2006

Again a good turn up at the grand opening of John Ward's strip at Bulga Estates near Swan Hill. Some members spent both Saturday and Sunday and all enjoyed John's generous hospitality.

The new strip was opened in a special ceremony by Lawrence dressed in Comanche headdress.



2006 ICS CONFERENCE NEWS

Convention Update from Lawrence Paratz

Hamilton Island – It's Time to Register Now

Well, it's not long to go now until the Tribe holds what will be the highlight of the Comanche year, and one of the most enjoyable and memorable events for years – the Annual International Comanche Society Convention on Hamilton Island.

You've read all about it – we have a great programme arranged, covering aviation, reef visits and social aspects. And a very good value package for the optimum time of the year on Hamilton. (Yes, I know it's cheaper if you go up there when it's raining and cloudy – but that's not what we are doing).

Registrations are strong, from right across the world, including 7 countries, so your committee is now in the fortunate position of refining plans with attendance assured.

There will be lots of Comanche interest, friendship and camaraderie to be had.

Have you registered yet?

There are still quite a few Australian Tribe members who had indicated they would be attending, but who have not yet registered. If that's you, it's now time to do it. Log onto www.comancheflyer.com.au and follow the links to register on-line, or contact Jodie and the team on (07) 3715 5000 to do it the old fashioned way.

Register now – it will help us with planning rather than having to accommodate a last minute rush and having to upscale our plans, and it will allow you to get all your own travel and other arrangements tucked away.

Of course, you can fly in commercially, or by Comanche – it's up to you.

I have been receiving some really excited emails from overseas ICS members – including some with connections to Australia and Hamilton Island which were unexpected. Just today I received one from Roger Smith who will be attending detailing some of the events and adventures the US Navy had around the Battle of the Coral Sea. Below is Roger's carrier visiting Woolloomooloo in 1956.



Here's an extract from Roger's email, which is an extract from a book that Roger has written.....

“John Topliff retired down in Pensacola and died in 1995. He was really just the one to be O-in-C for that cruise because he had served at the battle of the Coral Sea. Well, almost. In May, 1942, he was Ensign John Topliff assigned to a scouting squadron on the old Lexington, which was lost at

that encounter.

Well, John got lost before the ship was lost. See, he had never mastered navigation. They were under radio silence and seeking the Japanese carrier force, who were in turn seeking them. Advantage to who finds whom first.

Two days before the big battle, John was launched off the “Lady Lex” to seek out the enemy force. He was to fly out 250 miles, do a 50-mile cross leg and return. On his plotting board he located “point option,” the place where the ship should be if he flies an accurate pattern, accounts properly for the wind, and the ship maintains its scheduled course and speed. When Ensign Topliff arrived at his calculated “Point Option,” there was no carrier in sight.

He redid his calculation while flying a wide circle, but did not tweak to his error. He set out to fly his relative square search, and near the extremity of his fuel, he found a tanker. It flew the Australian flag. He wrote a note on his kneeboard that said, “Where is my ship?” hoping the tanker captain would know and steer briefly in that direction. He put the note in his shoe and threw it at the bridge as he passed over at a low altitude. He missed. He wrote a second note and used the other shoe. He hit the deck with it.

The tanker sailed blissfully on making no signal. So, rather than go off into the unknown, and suffer fuel starvation all by himself, he landed in the water up ahead of the tanker while he still had power. They put over a boat and picked him up. “Where are we going?” he asked his new skipper. “Perth.” Several days later in Australia he read about the great carrier battle in the Coral Sea that he had missed, and the loss of his ship. “How’m I going to find the U.S. Navy here in Western Australia?” he asked.

There was no American presence there.

He had on his flight suit and dog tags. He couldn’t even borrow the money for a train ticket to Sydney. The tanker was bound for Capetown, so he accepted a lift. In Capetown some weeks later there was no U.S. Navy presence either. He accepted a freighter ride to Rio De Janiero. In Rio there was no U.S. Navy either, but there was a ship going to Miami! That ought to do it.

It was two months after the battle of Coral Sea when John got off the boat in Miami, and found a U.S. Navy Recruiting Office right there on the docks. The miracle of Midway had occurred. America had won a big one, and the war seemed winnable now. The recruiting office telegraphed BuPers in Washington, which confirmed that Ensign Topliff was who he said he was. They authorized issuance of a train ticket home to Nebraska, a draw on salary, 10 days leave, and issued orders for him to report to NAS Pensacola as instructor in Navigation for the preflight cadets.

He walked in on his folks unannounced.

He was still a fun-loving guy when I met him as a twice-passed-over Lieutenant Commander.

When the Bennington arrived in Pearl Harbor in 1956 after transiting the Panama Canal, there was a big party laid on for some admiral, and all the squadron COs were invited. All the Captains and Commanders were there. They invited Lieutenant Commander Topliff because he was an O-in-C.

He may have been the only one present who did not wear a hat with “scrambled eggs” on the visor. It didn’t faze him though. He knew this was his last Navy event; he wasn’t going to make Commander.

There was nothing to lose. He announced he wouldn't go without his "boys," and he took along his ensigns and jaygees, who felt very out of place, because they did have some social sensitivity. Their embarrassment finally filtered through to John, so he called them around him and said, "Who is the junior ensign?" "Get a cab at the front door of the club in exactly 5 minutes, door open, motor running, NOW" "Yessir."

John went into action with the rest following him. He went out into the galley to "inspect" the birthday cake, and, in doing so, expropriated it. Right out the door it went, on its Gurney cart, into the waiting cab, down to fleet landing, aboard the liberty boat, out to the Bennyboat, and right down to the ready room. "Assemble the crew," says the O-in-C. The whole detachment, from chiefs to sailors feasted on a cake labeled, "Happy Birthday, Admiral Benbow."

A memory to treasure. Nobody ever came after him for it. I'll bet there were those who had suspicions. It was so outrageous as to be unbelievable. And he fooled them all; he did make commander."

We are looking forward to hosting Roger and his wife, to hearing the tales of the two Comanche which are flying out from the US and Europe, and to hear our world class speakers. It is certainly shaping up to be a great event.

Don't miss it. Kerrie and I hope to see you there.

Lawrence.

FLYING INTO HAMILTON ISLAND

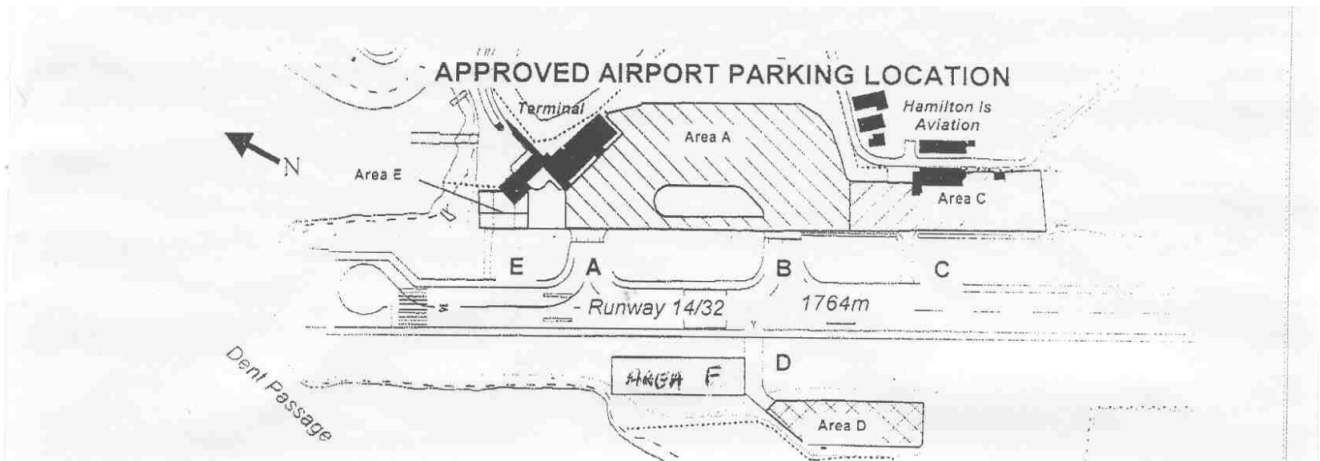
From George Mills

NOTES FOR FLYING INTO HAMILTON ISLAND

1. Hamilton Island is a private airport and a Primary Control Zone, consequently requiring all security regulations, including ASIC cards to be worn by all pilots.
2. Hamilton Island cater for six to eight RPT flights per day and a large number of light commercial aircraft and helicopters using the small GA facility.
3. Pre booking your arrival with Hamilton Island Airport Authority is essential on the provided booking sheet.
4. Hamilton Island Airport Authority control all the aircraft movements into and on the airport. Hamilton Island Aviation will be providing the parking and access to our aircraft through their facility at area C (see diagram)
5. Inbound to Hamilton Island requires all the procedures / clearances of a Primary Control Zone and a special procedure at 25miles inbound call. "HELLIREEF" on 129.9, with:
REGO
TYPE
NAME
and parking instructions should be issued by "HELLIREEF" (Hamilton Island Aviation)

6. POINTS TO REMEMBER

- a) Hamilton Airport Authority -run the airport / airtservices Hamilton Aviation Services - provide the parking on the eastern side of the airport and the gate access to our aircraft.
- b) Wear ASIC cards at all times at the airport, failure to do so could restrict your access to your aircraft and result in a penalty.
- c) Both Hamilton Airport Authority and Hamilton Aviation Services welcome our visit, however our adherence to the security requirements are essential as DOT ARS allow no room for latitude or common sense.





P.O. Box 201
 Hamilton Island, Queensland 4803
 Telephone (07) 4946 8615
 Facsimile (07) 4946 8031
 Email: airport@hamiltonisland.com.au

Domestic Aircraft Information Sheet
 (Effective from 1 July 2001)

- Great Barrier Reef Airport – Hamilton Island is a privately owned airport and prior permission to land is required.
- Landing fees can be obtained from Airport Administration on the above contact numbers.
- Some parking locations at Great Barrier Reef Airport – Hamilton Island, do not allow access to public/private transportation. Providing information in relation to the number of passengers traveling and their final destination may assist.
- The Air Traffic Control Tower on 118.7 is operational 7 days a week. Hours of operation are available by NOTAM. Outside of Tower hours, the area operates on MBZ 126.7.
- Runway lighting is manually activated and additional charges apply for lighting and callouts after last light.
- Charges for Ground Handling are separate and additional. The following companies are available:
 - * - Skystar Airport Services Ph: (07) 4946 8242 or 0438 915 517. Fax: (07) 4946 9474.
 Email: skystar@skystar.com.au
 - Hamilton Island Aviation Ph: (07) 4948 9213 Fax: (07) 4946 8280
 Email: hamilton@aviation.com.au
- Charges for fuel are separate and additional. Whitsunday Aviation Refuelling is the agent for Great Barrier Reef Airport – Hamilton Island. For further information on their charges, please contact them on: Ph: (07) 4946 8727 or 0412 936 177. Fax: (07) 4946 8729.

Should you wish to obtain approval for a landing at Great Barrier Reef Airport – Hamilton Island, please complete the following information and send back to Airport Administration on the above fax number.

Company Name	COMANCHE TRIBE	Address	
Telephone Number	0363 976 500	Facsimile Number	0363 976 502
Pilot in Command		Aircraft Type	
Pilot Telephone Number		Tyre Pressure	
Aircraft Registration		Where are passengers staying	
MTOW		Are passengers being met, if so, by whom	
Is Ground Handling (GH) Required	HAMILTON ISL AVIATION	If required who is doing the GH	
Arrival Date		Arrival Time	
Departure Date		Departure Time	
Number of Arriving Passengers		Number of Departing Passengers	
Group/Passenger Names		Group/Passenger Names	

Once Great Barrier Reef Airport – Hamilton Island, has approved your landing you will receive notification via return facsimile, indicating your authorised parking location.

FLYING ARTICLE

From John Moore

GNSS RNAV APPROACHES - FRIEND OR FOE?

GPS has revolutionised the way we fly. It is probably the single most important development in GA for the last 50 years. Even in its most basic form it provides navigational assistance of immense value. How often now do we hear of pilots being "temporarily unsure of their position"?

As with all technology GPS has followed an evolutionary path. There was always the promise of satellite guided approaches to almost every airport but the widespread availability of GNSS RNAV procedures is a relatively recent phenomenon.

The introduction of these approaches was met with applause. They were normally aligned with runways, generally did away with circling and often got you lower. Early reports indicated they were easy to fly. Just keep the CDI centred and watch your altitude. For pilots who had cut their teeth wrestling with NDB's they seemed a breeze. And as an added bonus instrument approaches became available at many airports for the first time.

But here at QBE Aviation we have noted a number of recent claims for accidents involving aircraft flying GNSS RNAV approaches and wonder if they are as simple as they seem. Of course it could be these approaches are now dominant and very few pilots are using NDB's or VOR's anymore. The claims might just be a reflection of such a trend. However, at the same time our staff - most are deeply involved in aviation - have heard increasing chatter about RNAV approaches amongst many senior people in the industry.

We would like to bring that discussion out into the open. It has to be healthy for our industry. It would be good if our concerns are found to be groundless. On the other hand if there are deficiencies in procedure design or training corrective action should be taken.

To get the ball rolling we asked a number of senior industry figures for their views. As expected opinions varied but none of them expressed total satisfaction with present arrangements. A number of common threads emerged.

Variation in profile depiction between Jeppesen and Airservices charts is a major concern. Airservices profiles start at the IAF providing the pilot with all minimum altitudes required for the approach. Jeppesen doesn't show the IAF to IF leg in profile - you have to look at the plan diagram to determine the minimum altitude for that leg and then switch to the profile diagram. This creates a risk of confusion and the possibility of 'getting ahead of yourself' by one segment and descending too early.

All our CFI's have seen this confusion occur in the training environment.

Well known Melbourne instructor and ATO Tony Smith thinks that unless you are on-the-ball, RNAV approaches are "one of the quickest ways of killing yourself".

"It is very easy to lose where you are. That's why I teach profile descents and not stepped descents. All distances should be to the missed approach point. It would help greatly with situational awareness."

Tony also suggests another reason why pilots might find RNAV approaches more difficult than they first think.

"We're used to flying to our destination and then radiating out from there to commence the approach. We're not used to diverging from our track to start the approach at some point well away from the field. There's another issue here. The GPS will load the procedure at 30 miles but the MSA starts at 25. And it isn't clear where you are in relation to the sector boundaries especially if the MSA is segmented."

He also feels that training has been an issue. "We were never taught how to do it. It's been an evolutionary thing - we've had to figure it out for ourselves. It's been a real trial and error exercise.

"The bottom line is that you must have a total understanding of the unit as it is fitted to that aeroplane. No two installations are the same."

Caboolture's Rick Wedgwood, CFI of Avalon Air Services agrees. He won't fly a RNAV approach in IMC unless he has previously conducted a practice approach in that particular aircraft.

"There is so much variation in installations. And a lot of it has been based on very subjective judgements. I've only recently discovered a FAA document which defines primary scan in degrees and inches from the panel. It should be used as the basis for all installations.

"It is very difficult for pilots who swap between aircraft and equally difficult for instructors."

Rick's attitude to RNAV training has changed immensely since he did his first endorsement. "It looked pretty simple for a start but there is far more to it than meets the eye. One of the most difficult areas is the missed approach. That's when you're going to be in the clag, probably getting bounced around, and you have to clean up the aircraft and configure the box. It's difficult to hit the right buttons in those conditions and it's hard to recover if you make a mistake.

"I now spend far more time training a candidate. I like to see them do 18 to 20 approaches with 80-90 % of them involving misses. It's a lot but I reckon you need to do that many to become reasonably competent," Rick explained.

Steve Pearce, CFI of Peter Bini Advanced Flight Training at Moorabbin believes that once you are physically established on a RNAV approach it is fairly straightforward, but he does have a number of issues.

"In most cases there are no holding patterns or sector entries. You have to work it out for yourself. And with the GPS showing distances to the next point, maintaining a 3° approach is hard work - the print on the scale is difficult to read, for a start. Also, the missed approach point is too close to the runway."

Steve is well known for his belief in preparation - "prior planning prevents p—s poor performance"!

"It's even more important with RNAV approaches," says Steve. "You have to be totally familiar with the box, and familiar with the installation. They're not all as good as they could be. There are challenges - for example, changing an approach is not a nice thing to do."

Training and familiarisation are recurring themes and Nigel Wettenhall from Wettenhall Air Services in Deniliquin adds recency to the list. He is very cautious about an approach in IMC unless he has done one in the last couple of weeks.

"There are a lot of things to do during a RNAV approach. I prefer to use the autopilot for tracking. It gives me more time to monitor the approach and watch altitude. I'd also like to see all distances referenced to the airport - it would provide a constant through the whole procedure.

He believes it comes down to practice especially if you are self-endorsing on a new GPS. "You have to do a lot of them in VMC. The minimum requirements aren't enough."

So are GNSS RNAV approaches a friend or a foe? None of our experts have said don't do them, but they are raising a large caution flag. These approaches offer many benefits but it is clear that considerable training and great familiarity with the unit is required if they are to be flown safely. This raises the issue of training standards. Are they prescriptive enough? Should more guidance be provided to the industry?

There is also the issue of procedure design. Can it be improved? These CFI's suggest some tweaking would be beneficial.

We believe these issues need to be addressed. We all have a duty to make our industry as safe as possible. Clearly, thousands of RNAV approaches have been flown safely. But if the matters raised here result in change that avoids even one accident in the future, then the discussion is worthwhile.

TECHNICAL ARTICLE

Ken Holsworth

"Comanche Undercarriage Housing Programme Update - May 2006

The first 4 months of 2006 has seen an upturn in demand for our new Undercarriage Housings. In fact, we are currently out of stock of left hand housings (though we still have three right hand housings) so Manfred Melloh and Ken Holdsworth have been negotiating with our supplier in Bundaberg for the manufacture of another batch.

The order for this batch was placed on the 15th of May and production is expected to take approximately 8 to 10 weeks so we will have new stock by the ICS convention.

However, our big news is that this batch will be STC/PMA'd and not fitted under a CAR35 engineering order. Alan Kerr (from The Aeronautical Design Service) has agreed a Project Specific Certification Plan with CASA that will see an Australian STC/PMA issued with this next batch. Production rights for the housings have been transferred from Jabiru to Alan's company (Alan was Jabiru's engineer) but manufacturing will still be done by the same group as made the previous batch.

Obtaining the STC is critical for the programme as it will allow the fitting of these housings to US registered aircraft (using the bilateral agreement in place between CASA and the FAA) which will increase our sales considerably. This will guarantee the longevity of the programme.

We have also made a couple of minor changes in the manufacturing process. A new bracket for squat switch has been fabricated to simplify fitting to the earlier Comanche models and the housings will be supplied pre-painted in two-pack white, so your LAME will not have to do this.

Unfortunately inflation has impacted on the material and manufacturing costs and there will be a rise

in price - though the total is still to be confirmed. Also, since the club is now registered for GST (as part of the process of holding the convention) , this will be shown separately in the price.

After the convention, this is the second largest financial commitment of the tribe, and it is good to see that the programme remains on-track.

MEMBERS ARTICLE – FAMILY FLYING

From Peter Lynch

I attended the Great Eastern Fly-in at Evans Head on the 30th and 31st of December, 2005. We flew down from Archerfield where our aircraft is based, VH-DSC PA-30 (C/R) s/n 552. I took two of my children Alicia 7 and Sebastian 5 as well as our tent and sleeping bags etc. It was the first time I have attended the Fly-in and I was impressed by the variety of different aircraft, and the setting of the airfield. In my opinion this airfield is one of the most convenient camping / beach locations going. We walked to the beach from our camping location alongside one of the unused airstrips, it only took fifteen minutes to cover the 4wd track to the beach. The beach is a very flat gentle slope which means even in bigger surf it is much safer for young children.



I had read much in the AOPA and websites about the battle between the local northern rivers council and the Airfield historic society over the future use of what was once an important part of Australia's air force training infrastructure. Basically the council wants to approve a large retirement development immediately adjoining the airfield which will not only impact the future use due to noise issues but will result in the shortening of the current longest operational strip, potentially becoming too short for twins etc. The real ideal solution is the development of

a significant amount of the land surrounding the airfield as an airpark. Based on the proven success of the Narromine airpark the location advantages of Evans Head would surely guarantee success. Any how I'll get off my soap box but I would definitely buy a block of land along side the strip for my weekend Comanche retreat with the family. The photos are of my children with DSC (new paint job courtesy of Hazelton Aero Paint Redcliffe) and the tent set up immediately alongside. There's no doubt about the PA-30 being an honest four seater, we always take heaps of stuff with us and have only once had to leave 60 litres of fuel less than full behind.

SOMEBODY'S PANEL

This panel spent some time about Aus. Guess what it is.



Members Advertisements

Here we post members advertisements as received. They will remain on the site for 3 months unless notified. Please ask for the advertisement to be removed if sold or withdrawn.

Wettenhall Air Services

Member, Nigel Wettenhall, is conducting an outback tour for ICS International Convention delegates. It will depart from Hamilton Island when the Convention ends on the Friday. There are still some seats available. Contact Nigel on 0427 362 428 or 03 5881 2504 for more details.

Flinders Ranges Tour

- Friday 11th August;

Depart Hamilton Island after breakfast for Longreach and a tour of the Qantas Museum then on to Birdsville for a tour of the unique “Birdsville Outback Working Museum” and a night at the iconic Birdsville Pub.

- Saturday 12th August;

Fly down the Diamantina River to Lake Eyre then over the spectacular Flinders Ranges to Wilpena Pound, a natural rock amphitheatre, to spend the night at the entrance to the pound.

- Sunday 13th August;

Today we leave for Mildura and the mighty Murray River. Enjoy an afternoon cruising the river before dining at the renowned Grand Hotel.

- Monday 14th August;

Our tour south concludes with a 2 hour flight to Melbourne where you can continue your sightseeing or pick up your return flight home.

Cost: \$2600/head (inclusive of all accommodation, meals, tours and transfers etc.)

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*******

\$180,000 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): _____
