



## THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

Volume 14, Number 1

Jan 2008



### TRIBE CHIEF'S REPORT

Greetings fellow Comanche flyers.

A new year, a new Tribe Chief.

After two years of being nearly invisible, I suddenly find myself in the hot seat .

Firstly I would like to express on behalf of the Australian Tribe our thanks to Past Tribe Chief, John McKnight. John has had a very productive and successful two years with the highlight being the International Convention on Hamilton Island. It was a huge success and another feather in the Tribe Headdress. Congratulations John and team on a job very well done. A special vote of thanks to Jan McKnight and Margaret Wettenhall for the immense support they gave their husbands, the Tribe Chief and Secretary respectively, and Irene Lawson for the vast amount of work she did as assistant treasurer. Thankfully she has agreed to continue in this position. Thanks also to Ian Thomson for accepting position of assistant chief.

The AGM elections produced the following results:

Tribe chief	Jim Barry
Assistant Tribe Chief	Ian Thomson
Treasurer	Manfred Mellow
Assistant treasurer	Irene Lawson
Secretary	Nigel Wettenhall
Technical Director	Roy Sneesby
Publicity officer	Tony Read
Proficiency course /Pathfinder coordinator	Ken Holdsworth

AGM Report/ Spring Report. Copies attached.

#### Spring Fly In

An excellent Fly In was organized by Ken Holdsworth that even the inclement weather couldn't affect. The Society is indebted to Ken for his hard work and we sincerely thank him. The highlight was Outback Spectacular Well done Ken. A detailed report is in this flyer. Many thanks for your report Irene.

Future Fly Ins:

Autumn Fly In - Port Fairy/Warrnambool - 14 – 16 March. Details in Flyer.

Spring Fly In - 13,14,15 September. Details with next newsletter.

**Proficiency Program** - 8,9,10 February. This will be bigger and better than ever with new modules for the advanced course and a surprise guest speaker. Our usual instructors, Gavin

Whytelaw, Nigel Wettenhall and Tony Smith will be in attendance. Rick Wedgwood is unable to attend.

Succession planning also, with Cameron Ross, Rick Wedgwood's Chief Instructor at Caboolture coming to the course with a view to becoming a Comanche Instructor for the Society in Queensland after Rick retires. I believe Cameron is totally committed to instructing and won't be looking for an Airline job. We can't have too much Comanche expertise. We are all looking forward to meeting Cameron and welcoming him to the Society. He is now the proud owner of VHPOM. This beautiful aircraft was owned by Rick.

### **International convention:**

ICS Convention celebrating 50 years of Comanche flying. This promises to be a spectacular Caribbean Cruise. See ICS website for details.

### **Future Flyaway**

Many have expressed interest in a future Fly Away. Ian Thomson is busily researching a Cape York and surrounding islands Fly Away for 2009. Details elsewhere in this issue.

### **Matters arising from Spring Meeting:**

1. Rather than the Society holding stock, a list of resources is being prepared.
2. Your committee is considering how to give more benefits to members financially, E.G. hire simulators for PPP
3. Lawrence Paratz reports STC are available for Garmin and Aspen Avionics EFIS.
4. Various engineering projects.

### **The Political Front:**

Who is sick of Airport security? After the imposts of the ASIC card, we now have to have airport specific cards for an increasing number of Airports. Launceston, Moorabbin, Essendon, the list goes on and on. The Society will be making representation to and hopefully with AOPA, to the federal Minister, and the Federal Police, to try to have the ASIC card allow access to all these regional airports, without the need to have airport specific cards for access after hours.

On a personal basis, I extend a very warm welcome to the 6 new members of the society. We look forward to meeting you at our Fly Ins and proficiency programmes. Remember our motto "There are no strangers in the Comanche Society, only friends you have not met yet."

Until next letter, I wish you fair weather and safe flying,

Jim Barry.  
Tribe Chief.

## PILOT PROFICIENCY COURSE



### ICS AUSTRALIAN TRIBE

2008 Comanche PILOT Proficiency Programme

Deniliquin - February 9 & 10

The Comanche Pilot Proficiency Programme is back for 2008, with new topics and new presentation format but with the same familiar location and instructors. Applicable to both Single and Twin Comanche pilots, the course consists of both a Ground school and a Flight component.

Module 3 introduces a series of new topics:

- Review of Recent Comanche Accidents & Incidents
- Accident Analyses – practical lessons from real situations
  - PA30 Loss of Control
  - PA30 Midair
  - A Fuel Exhaustion Incident
- Oxygen – Why you need it & how to get it !
- Are you making best use of your Garmin 430 ?
- Recent Comanche Maintenance Learnings

For those attending for the first time, a separate series of sessions will cover the essential material from Modules 1 & 2:

- Why Comanche's Crash
- Comanche Flying – basic sequences
- Comanche Systems
  - Undercarriage -
  - Fuel System Traps
- Critical Maintenance Items for Pilots

As always, ***QBE will allow the course cost to be deducted from your insurance premiums over a two year period.***

The programme commences at 9:00am Saturday and runs until approximately 6pm. It starts again at 8:00am Sunday and concludes with a light lunch at 12:00. Registration will open at the airport from 8:00am Saturday and lunch will provided at 12:00. For those wanting to arrive earlier, there will be a BBQ at the aero club on the Friday night starting at 6:00pm.

The optional flight component runs in parallel with the ground school. The flight is of approximately 60 minutes duration and includes standard flight sequences designed to improve your confidence and safety. You are Pilot in Command and can chose not to perform any sequence you are uncomfortable with. The debrief is between you and your safety pilot, and you keep the debriefing sheet.

Please remember that for the flight component we can only accept aircraft insured for both ground and flight risks and with liability cover and we do require documentation of these things. If flying, you must be previously endorsed on Comanche aircraft and be current to carry passengers. (you are the PIC).

Pricing (all prices are GST inclusive):

- Ground School (\$170): covers the course materials, ground briefings and instructor costs; and
- Flight component (\$170): for those who choose to fly
- Fly-In Weekend (includes accommodation, all meals and transfers):
  - \$120 twin share or \$144 single occupancy if staying only Sat night
  - \$180 twin share or \$210 single occupancy if staying Fri & Sat nights

To attend, register with Ken Holdsworth before 5pm Friday February 1. On receipt of full payment, Ken will book your accommodation. Make sure you give the details of your party to him. Partners are welcome for the weekend and Jan Macknight will organise a separate program.

We look forward to seeing you at Deniliquin.

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## 2007 AGM REPORT

### Minutes of the Australian Tribe of the ICS 2007 Annual General Meeting Coolangatta QLD - 27th- October 2007

<b>Attendees:</b>	G Mills	I Thomson	I Lawson
	G Wittig	R Sneesby	T Read
	A Read	R Lenne	F Morgan
	M Morgan	V Howlett	J Ward
	L Paratz	K Lapham	J Michell
	W Forrester	K Holdsworth	M Melloh
	P Little	K Moon	S Webb
	J Barry	N Weltenhall	J Macknight
	J Macknight	V Intelisano	R Goddard
	R Goulding		

Apologies: T and L Nixon

Agenda: See attached

**Minutes** of the 2006 AGM and last GM- Moved L Paratz, seconded M Melloh that these be received as a true and correct record.

**President's Report:** Attached

**Treasurer's Report:** Attached.

Moved M Melloh, seconded K Lapham, that these reports be received.

**Incoming Officebearers:** (John Macknight took the chair for the election of officebearers)

Tribe Chief	J Barry	Proposed by J Ward
Asst Tribe Chief	1 Thomson	Proposed by J Barry
Treasurer	M Melloh	Proposed by K Lapham
Asst Treasurer	1 Lawson	Proposed by M Melloh
Secretary	N Wettenhall	Proposed by K Holdsworth
Technical Director	R Sneesby	Proposed by J Macknight

Publicity Officer	T Read	Proposed by F Morgan
P P Director	K Holdsworth	Proposed by J Macknight
Trunnion Program Coordinator	R Sneesby	Proposed by J Macknight

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Meeting Closed 9.20 AM

### **Tribe Chief Report for the 2007 Annual General Meeting**

Another year has gone by in which the Australian Tribe has maintained a high degree of activity and involvement. Since our last AGM at Hamilton Island in October 2006 the tribe has:

- Held a successful autumn fly-in at Khancoban
- Sold 6 trunnions and obtained Australian STC approval for these
- Sent a large contingent to the 2007 ICS Convention in Tacoma
- Published a number of high quality Aussie Tribe flyers
- Completed the wrap up and accounting of the 2006 International Convention.

Membership levels remain at just over 100 and we have just completed the renewals program for 2007/8. A new Tribe Pathfinder is included in your welcome pack for this fly-in.

With regard to our membership it is sad to see the demise of flying training throughout Australia in the General Aviation sector and this is starting to effect our society with very few younger flyers coming forward. I believe lack of interest in flying training is of national concern to all.

Financially we remain in a good position and the Tribe again made an operating surplus for the year (See Treasurer's report).

Comanche numbers in the country remain steady, however one of our members was tragically lost in his Twin Comanche here at the Gold Coast. More recently, Sir Graham McCamley, a very long standing member, was injured in a helicopter accident. On behalf of the tribe I would like to wish Sir Graham a speedy recovery.

My continued thanks go to our Aussie Flyer editor and crew, Tony and Angela Read, John Moore and Irene Lawson. They have produced a number of outstanding flyers this past year.

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 our stalwart Ken Holdsworth, who keeps everyone in line and is our main contact with ICS, also Nigel Wettenhall for his work on the Proficiency Programme, to our assistant treasurer Irene, and in particular we could not have operated without the efforts of Manfred Melloh who has acted as both club treasurer and as register of the proficiency programme.

Finally I would like to thank all those members who have been active in the club during my time as Tribe Chief either by participating in a fly-in, attending the proficiency programme, hosting a visitor or by being on one of the committees, and also to my wife Jan for her help. Our activity levels remain high, although we have all to catch our breath after the very large efforts in hosting the 2006 Convention. It is now time to move forward with our proficiency and other programmes and I wish the new committee every success in 2007/8.

John Macknight

**Minutes of the Australian Tribe of the ICS Spring General Meeting  
Coolangatta QLD - 27<sup>th</sup> October 2007**

Meeting opened 9.20 AM

**Minutes of Previous Meeting:** Incorporated with AGM minutes

**Fly..In Program:** Changes to Autumn and Spring fly-ins noted.  
Autumn 08 – Bass Strait. or Canberra to be organised  
Spring Fly Away -A lot of interest in Caribbean Cruise so may hold over to 09  
Tony Read proposed Autumn 08 Fly-In to Warrnambool/Port Fairy. Carried on  
show of hands. Tony to organise.

**Pilot Proficiency Program:** Next 23rd November. Interest for 10 attendees noted at meeting.

**Trunnion Program:** Roy reported that 9 (3R,6L) Trunnions left in stock and we need to manufacture more. M Melloh, K Holdsworth and R Sneesby to confirm numbers of L and R to executive - around 20 more to be organised.

**STC Program:** FAA and CASA relationship difficulties. K Holdsworth expects another 12 months until FAA "approve" CASA STC.

**Proposals to Reinvest liquid assets:**

1. Spare parts bin eg. Gear motors etc.
2. PPP to be free
3. Hire simulator for PPP
4. Various engineering projects
5. S'TC for EFTS for Comanches

Moved K Holdsworth, seconded K Lapham, that N Wettenhall and L Paratz investigate STC for EFTS

**Fred Morgan** spoke thanking ICS and J Macknight and N Wettenhall for help of club over recent undercarriage incident.

**John Ward** presented to John Macknight a certificate in recognition of his time as Tribe Chief.

Meeting closed 1.0.00 AM

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**EDITOR'S NOTES**

A rather short Flyer this time principally to inform you of the upcoming new Pilot Proficiency course in February and our Autumn Fly-In to Port Fairy Victoria.

As the Web site is in the public domain I do not post the Tribes financial report on the Web. A copy can be obtained by contacting Manfred Melloh or Irene Lawson.

I would like to thank everyone who has contributed articles and pictures for both this and all the other flyers I've produced in the past. As always I need more so if you have anything at all you think may be of interest to fellow Comanche owners please send them to me. Email and fax no are at the end of this flyer.

Tony Read

## == Coming Events ==

9 <sup>th</sup> and 10 <sup>th</sup> February 2008	Proficiency Course	Deniliquin
14 <sup>th</sup> , 15 <sup>th</sup> , 16 <sup>th</sup> March 2008	Autumn Fly-In	Warrnambool/Port Fairy
13 <sup>th</sup> , 14 <sup>th</sup> , 15 <sup>th</sup> September	Spring Fly-In	TBA

### AUTUMN FLYIN 2008



#### SHIPWRECK FLYIN

#### Warrnambool/Port Fairy 14<sup>th</sup>, 15<sup>th</sup>, and 16<sup>th</sup>. March

Utilising the best Flying weather in Victoria (we hope), enjoy the spectacular scenery of “The Great Ocean Road”. Check ERSA for special procedure flying past the 12 Apostles. Arrival Friday at Warrnambool. Accommodation has been set aside for us at Seacombe House in Port Fairy, please contact them on 03 55681082 to make your booking. Plenty of time has been set aside to catch up with fellow flyers and to relax and enjoy the picturesque surroundings in one of Victoria’s oldest settlements. A late afternoon/evening tour of the nearby area has been arranged for Saturday finishing with dinner and the “Sound and Light Show” at Flagstaff Hill in Warrnambool.

Friday 14<sup>th</sup> pm: Arrive Warrnambool airport  
 Bus transfer at 3pm and 5pm to accommodation at Seacombe House in Port Fairy  
 Dinner at Seacombe House

Saturday 15<sup>th</sup> Breakfast Seacombe House  
 Morning explore historic Port Fairy and water front at your own leisure.  
 PM board bus for short scenic tour of area including guided tour of Tower Hill reserve, Victoria’s first National Park, and the historic townships of Koroit and Warrnambool including a visit to Flagstaff Hill, a recreated maritime village overlooking the infamous Shipwreck Coast  
 Evening – Dinner at Beach Babylon Restaurant, Warrnambool, followed by

'SHIPWRECKED' a spectacular Sound and Light show that magically brings to life the tragic story of the Loch Ard disaster, one of Australia's worst maritime disasters. Back to Seacombe House Port Fairy for overnight.

Sunday 16<sup>th</sup>; Breakfast followed by Tribe meeting  
Transfer to Warrnambool airstrip for flight home.

Cost of the weekend including bus transfers, and Saturday dinner and show at Flagstaff Hill in Warrnambool is \$100.00 per person payable to the Society through Manfred Melloh our treasurer.

A group discount has been obtained for bed and breakfast at Seacombe House for the Comanche Tribe. Cost per room per night including breakfast is \$84.50 per person payable direct to Seacombe House. Ring Brenda on 03 55681082 to book room as early as possible. The Friday night 3 course dinner will be \$60 to \$70 depending on choices, payable directly to Seacombe House.

Please notify Tony and Angela Read that you are coming by 1 Feb 08, on 03 95983320 or tonyang@bigpond.net.au, as we need to know numbers for all the activities.

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## REPORT ON RECENT FLYINS

### **Aussie Tribe – 2007 AGM & Spring Fly-In Gold Coast - October 26, 27 & 28**

#### **Friday 26<sup>th</sup> October 07**

A weekend of fun in the sun was what we were expecting as that is what Queenslanders say the Gold Coast is all about. Well the fun was right but the weather was really a little mixed up.

Arriving mid afternoon on Friday the Gold Coast presented itself clear and hot if not a little windy. As others arrived some late into the night the weather had turned somewhat brutal. Thunderstorms and even a close Tornado called upon our very resourceful flyer's wits to find any and many ways to get there safely. Ken has put together a summary of attendees and their modified travel arrangements. (Refer following page)

After booking into the Twin Towers Resort and making our way to dinner at the buffet grill we caught up with fellow flyers and great friends. The noise accompanied the usual swapping of stories and events since our last meetings going well into the evening as others kept arriving with tales of their way in through the storms.

#### **Saturday 27<sup>th</sup> October 07.**

We awoke to clear skies with little sign of what the night before had confronted us with, and after breakfast the AGM was held. We had to share the room with tables set for a wedding later in the day. One Dr., who I cannot mention found the decorations too tempting while another member produced an item making sounds best described as coming from some matrimonial bed.

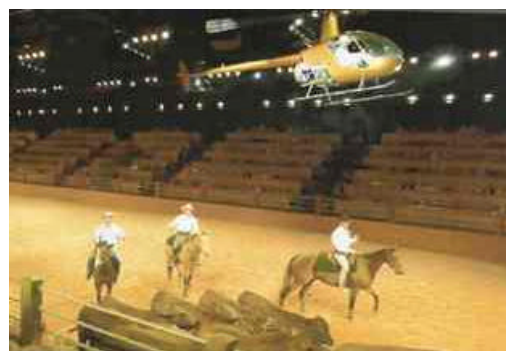
Success at the AGM with all positions being filled for the year to come left us little time to board the bus and Aries Tours for a trip firstly to Mt Tambourine. Mt Tambourine is behind the coastal plains of the Gold Coast where a series of hills and plateaus rise steeply. Mt Tambourine is the most northerly plateau rising 600 mts above sea level. We stopped for lunch dining at Heritage Winery before travelling a short



distance down the plateau to the Gallery Walk for coffee, shopping or just browsing taking in the delightful scenery. It was back on the bus and another very pleasant drive back to the resort arriving around 3.30pm.



After a short rest and clean up we resumed our positions back on the bus this time for the Australian Outback Spectacular, a \$23m, 1000 seat unique and exciting evening dinner show capturing the grandeur of the Aust outback. We all donned akubra like hats and made our way through a three course BBQ dinner accompanied by drinks. The show was certainly a night to remember with its stockmen, animals and bush tales all recommended to anyone travelling up that way. Later that night the skies again opened up with thunderstorms hanging around till morning.



### **Sunday 28<sup>th</sup> October 07.**

Sunday morning and fond farewells till next time as most flyers wanted to fly out ahead of another front of unsettled weather. Some decided to stay on to which we spent a pleasant day with John and Jan travelling by bus with the locals to Surfers and back. That night around six of the members that had stayed on dined out under yet another stormy night.

We would all like to thank Ken for arranging a successful weekend despite adverse weather conditions. Members with their families and friends flew in from as far away as Tas , Vic.& Nth Qld., while others flew part way before continuing by road vehicles or just plain drove in but what ever the mode of transport it was a great way to spend a couple of days with a common interest, flying a “Comanche”!





*Hats are not for everyone!!*



**Awards:** Tactical Twister - Tornado  
 Gamblers Award - Casino Twins  
 Garden City Award  
 Avis Rent a Car Award  
 Paparazzi Award  
 Early Bird Award  
 First Fly.In Award  
 More flashes than Nicole Kidman

Ken Munn  
 Jeff Wittig & Roger Lenne  
 Peter Little  
 Ken Laphan . / John Michell  
 George Mills  
 Ian Thomson  
 Richard Goddard  
 Nigel Wettenhall

**Attendees:**

Holdsworth	Car	
Sneesby	Car	
Melloh - Manfred & Alison	Car – from Sydney / Alison airline home	
Morgan - Fred & Marcia	FLG	Made it to YBCG
Veronica Hallett		
Webb - Spider & Yvonne	EOH	Made it to YBCG
Goulding - Roger & Lorraine		
Mills - George & Maree	EDW	Flew in late Friday to YBCG
Paratz - Lawrence & Kerrie	airline	Left ORT at YMEN due Wx
Thompson - Ian & Irene	MMN / airline	To YMUR
Macknight - John & Jan	airline	Left MAS at YMEN due Wx
Wettenhall - Nigel & Margaret & pax	MAB	Flew in late Friday night between storms
Michell – John	Car	
Forrester - Bill & Myra	Car	
Lapham - Ken & Vicki	Car	
Read - Tony & Angela	Car (planned)	
Ward – John	LGQ	Left a/c at Coffs Harbour – picked up by Manfred
Barry – Jim	CDB	Left a/c at Coffs Harbour – picked up by Manfred
Jeff Wittig & Deanna Knutson	JGW	Made it to Casino – rented car
Lenne - Roger & Linda	MCY	Made it to Casino – rented car

Munn – Ken & pax	NWH	Made it to Lismore – rented car
Little - Peter & Renee & pax	CVD	Made it to Toowoomba – rented car
Goddard – Richard & pax	Car (planned)	His first ICS fly-in

We had a total of 49 for dinner Friday, 41 on the bus trip and 54 at the Australian Outback Safari. Gold Coast Airport Pty Ltd were very good and provided a key to the northern gate and a dedicated parking area for our aircraft (14 expected). However:

- Only 5 aircraft made it to YBCG: FLG, EOH, EDW, MMN & MAB
- RSX, TON & SAS stayed safely in their hangars at YMUR.
- Lawrence decided on Thursday to come by airline and left the Aerostar VH-ORT at YMEN.
- John Macknight also left MAS in Melbourne and flew up by Airline due to maintenance not being completed
- John Michell, Bill Forrester, Ken Lapham and the rest of the Tamworth contingent decided early on to drive (due wx) Very smart.
- Jim Barry & John Ward were at YSCH for a few days before and decided on Fri am to leave their aircraft there. We contacted Manfred and got them a lift
- George & Maree Mills flew up to YBMC on Thursday (difficult trip due wx) and flew in to YBCG after dark (between Thunderstorms).
- FLG & EOH arrived at lunchtime. Thunderstorms then hit from about 2pm onwards.
- Peter Little flew up staying west of the storms (very smart move) – got to Toowoomba and drove from there.
- Jeff Wittig & Roger Lenne flew in company and got as far as Casino before landing in a thunderstorm. Rented a car and drove up from there.
- Ken Munn was just ahead on them in the 400 and landed during the tornado that wrecked a small town outside Lismore. He also continued by car. We all marvelled at the film of the tornado on the evening news.
- Nigel Wettenhall flew up late (9pm) and arrived between thunderstorms – with lots of lightning bolts just north of the airport – though he didn't get wet until on the ground at YBCG. We then had to pick up Tom who came in late via Jetstar.
- Ian Thomson flew into YMUR on the Sunday before the fly-in.

As a result – everyone who said they were coming – DID. Neither rain, nor hail nor tornados can stop an ICS member making it to a fly-in !

Ken Holdworth- Irene Lawson

## FUTURE FLYAWAY

### ICS FLYAWAY

Following on from all the previously successful ICS flyaways there will not be a major flyaway in 2008 due to the heavy programs conflicting with the desirable travel seasons in the North of Australia.

Scheduled events are Tony Read's Capricorn Flying Adventure in April/May, Oshkosh July/Aug, ICS USA 50<sup>th</sup> Anniversary Caribbean Convention Cruise early October, Tony Read's South Australia Tour October and a possible ICS Spring Fly In during November 2008.

However, a 14 night flyaway to Cape York and the Torres Strait Islands is being prepared and planned for approximately June/July 2009 when the northern weather will be at its best.

The planned itinerary would be with shorter flight legs allowing more relaxation time and probably starting at Cloncurry (to change from many of the well worn places in that area such as Birdsville, etc), with travel up the West coast of the Cape to Karumba, Weipa, Bamaga, Horn Island (with trips to Thursday Island and some of the following outer islands such as Badu, Moa, Coconut, Mer Islands, etc).

From Horn Island down the east side of the Cape to Lockhart River and/or Coen, Cooktown, Charters Towers and finally for 2 nights at the Carnarvon Gorge Wilderness Lodge to take a guided tour through the Gorge and then to unwind and relax at the end of the trip before leaving to travel home.

Despite some of the locations having an average tourist reputation, the fascinating mix of cultures, unique wild life, impressive scenery of rainforests, coastal scrub and inland rich, red earthen colours, panoramic views and the coastal colours of blue sea and white sands is a mix which will provide intense interest in a relaxed atmosphere.

The accommodation will vary but in all cases be comfortable resorts with possibly some sites in safari tents similar to the Bungle Bungles.

At each location interesting local tours with local guides will be arranged featuring wetland cruises, historic site visits, 4WD trips to the tip of the Cape and visits to see the indigenous island people in a tropical paradise setting. Full details of the itinerary will be supplied toward mid year.

To assist us in finalising the program we would ask if you could please advise prior to end of April 2008 expressions of interest so we can determine likely numbers for the purposes of checking and finalising bookings for suitable accommodation, tour transport requirements and negotiate group pricing discounts.

We look forward to hearing from you and would welcome any new flyers joining on this trip to experience the great camaraderie we enjoy in the ICS.

Ian Thompson

## MEMBERS PANEL

Our illustrious Chief's fleet



VH - CDB PA24-250



VH-CDT RV7A

## TECHNICAL ARTICLE

### The Whistle Slot

We often tend to believe -what we know, everyone knows.

While participating in a flight instructor refresher recently, a young lady from Maine provided a reminder that this is often not the case. This lady and her husband fly in Maine throughout the year. During the winter, they and their aircraft are frequently exposed to extremely cold temperatures. During the past winter, they had an unfortunate experience. The end of the engine breather tube froze over, a pressure build up occurred in the crankcase, and the crankshaft nose seal ruptured. The oil leak that resulted covered the aircraft with oil from nose to tail. Fortunately, a safe landing was made before all oil was lost.

As she related her story, another flight instructor quickly indicated that he had also experienced the same problem several years earlier. The safe landings in both cases are good news. The bad news is the expense incurred to repair the engine.

An incident like this is preventable, and for that reason it is important that we repeat ourselves from time to time. We should not assume that every one knows about the "whistle slot" or other methods of insuring adequate crankcase venting.

The cause of this incident; moisture is expelled through the breather tube which often extends through the bottom of the engine cowling into the air stream. Under very cold conditions, This moisture may freeze and continue a build-up of ice until the tube is completely blocked. It is normal practice for the airframe manufacturer to provide some means of preventing freeze-up of the crankcase breather tube. The breather tube may be insulated, it may be designed so the end is located in a hot area, it may be equipped with an electric heater, or it may incorporate a hole, notch or slot which is often called a "whistle slot". The operator of any aircraft should know which method is used for preventing freezing of the breather tube, and should insure that the configuration is maintained as specified by the airframe manufacturer. Because of its simplicity, the "whistle slot" is often used. Although the end of the tube may extend into the airstream, a notch or hole in the tube is located in a warm area near the engine where freezing is extremely unlikely. When a breather tube with whistle slot is changed, the new tube must be of the same design. Replacing a slotted tube with a non-slotted tube could result in an incident like the one described by the lady from Maine.

FUN BIT



No caption required

and

Dear Dr. Ruth

I'm writing to tell you my problem. It seems I have been married to a sex maniac for the past 22 years.

He makes love to me regardless of what I am doing ironing, washing dishes, sweeping etc. I would like to know

if there is anything you may know of my husband's behavior.

Thank you

My mother

Should that be Dr. Jim or Dr. Fred or Dr. Tony or Dr. Jan ????????????

## 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.

### ***CAPRICORN ADVENTURE***

Fly the Tropic of Capricorn with us **26<sup>th</sup> April 10<sup>th</sup> May 2008**  
Great Keppel Isl, Longreach, Winton, Boulia, Ross River Stn,

Ayers Rock, Giles, Newman, Karijini Nat Pk, Coral Bay

***Aussie Fly-Aways Pty Ltd***

For full itinerary [www.aussieflyaways.com.au](http://www.aussieflyaways.com.au)

[tonyang@aussieflyaways.com.au](mailto:tonyang@aussieflyaways.com.au) ph 0395983320

### ***FLYING SAFARI to SOUTH AUSTRALIA***

Flyers and friends join us on our SA Safari **18-26<sup>th</sup> Oct 2008**  
Coonawarra, Naracoorte, Goolwa, Murray mouth, Coorong, Kangaroo Isl,  
Port Lincoln, Rawnsley Park and Arkaroola

***Aussie Fly-Aways Pty Ltd***

For full itinerary ph: 0395983320

[tonyang@aussieflyaways.com.au](mailto:tonyang@aussieflyaways.com.au) [www.aussieflyaways.com.au](http://www.aussieflyaways.com.au)



## IF YOU DON'T WANT TO READ THIS – GET LOST

### By Ken Holdsworth

#### *Special Comanche Offer on 406MHz Personal Locator Beacon:*

I recently wanted to get a new personal 406MHz locator beacon as the current 121.5Mhz devices are now becoming obsolete, and from February 2009, will not even be monitored by any satellites – which makes them pretty ineffective, and certainly not worth putting a new battery in. Based on my enquiry, David Paratz (who in the interests of full disclosure is Lawrence's brother) has kindly agreed to supply the GME MT410G unit to ICS members at a fantastic discount.



This unit has a built in GPS, is waterproof, buoyant and a positional accuracy of 45 meters. There is a cheaper version without the GPS, but if you are buying this to get found accurately and quickly, and for the price difference, this is a simple choice – go for the GPS version. You can check it out at <http://www.gme.net.au/epirb/mt410.php> or on the Glascraft website at <http://www.glascraftmarine.com.au/ProdView.aspx?popup=1&Category=SXS E10&Product=4990411> . David's website homepage is [www.glascraftmarine.com.au](http://www.glascraftmarine.com.au) . Once you have obtained one of these beacons, you should immediately register your details with AMSA. The process to do this is on the GME website.

The reason for registration is that each beacon is unique and transmits its own identification. If they hear your beacon, then the first thing they do is to contact you and find out what is happening. If you are missing, they can immediately start getting useful information as to your movements, intentions and so on. If it is a false alarm, the inconvenience and cost is also minimised. So registration is a good idea.

These beacons are listed at \$645-00. The ICS price is \$569-00 (or \$76-00 off) plus \$18-00 for freight by Fastways courier (unfortunately PLBs cannot be posted) unless you want to pick up in Brisbane in which case there will be no extra charge.

To buy these at this price, call Mary at Glascraft Marine, 86 Brookes St Fortitude Valley 4006, (07) 3252 5955, with your credit card details and let her know you are an ICS member. She will ship your beacon direct to you. I have checked around, and this is the best price I've seen. By the way, if you want more than one beacon, the freight is still only \$18-00 for the lot to the same address because of the way that the couriers charge.

Note that from mid-January, the pick up address will be Unit 18, Bridgemark Centre, 93 Rivergate Place, Rivergate Marina Complex, Murarrie, Brisbane. If you are picking up, check with Mary on best address to pick up.

The price is valid through to the Proficiency Programme on 8<sup>th</sup> February 2008, so get your order in, and thanks to David for making this available to ICS members.

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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 \$176.00 (\$160.00 + 10% GST) 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): \_\_\_\_\_

\_\_\_\_\_