



THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

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TRIBE CHIEF'S REPORT

Tribe Chief's Annual Report,

This year has flown by with a great deal of activity by the Australian Tribe. Achievements include:

- Successful fly-ins at the Gold Coast and Warrnambool
- Trunions - New stock arrived - 10 left & 10 right new, 2 left hand old stock. F.A.A. approval is being pursued.
- Proficiency course - February and November.
- Successful trip to Oshkosh to celebrate 50 years of Comanches.
- Round the world trip of Rolf Freidin and Manfred Mellow in HB PON.
- Fly-away to The Cape planned for next June. As these have proved so popular with the June fly-away sold out in less than a week, we are looking at annual fly-aways instead of alternate years.
- Membership remains above 100. We have come to new arrangements to try to simplify payments to ICS and maintain Pathfinders details. Thank you to Ken Holdsworth, Manfred Mellow and especially Irene Lawson. A new Pathfinder is available to all attending this fly-in. Other members will be mailed a copy.
- Comanche numbers are increasing with 3 aircraft imported - 2 to Australia and 1 to New Zealand. We welcome these new owners as members and returning members.
- There have been no aircraft or lives lost while flying in the last year. I hope our proficiency course has contributed to this situation. On a sadder note, during the year we lost Ernest Duckett Mills, Ern to his many friends. A larger than life character, foundation and life member of the Australian tribe.
- Our financial position remains very strong. We were able to reduce membership fees this year and will review fees again before next renewal. See Treasurers report.
- Our Comanche Flyer website remains a wealth of news from the Tribe. Sincere thanks to Tony and Angela Read, with lots of input from Irene Lawson and John Moore. On a sadder note Tony feels he is no longer able to edit the Flyer. He and Angela will be hard to replace.

This Tribe would not function without the hard work of the Committee who have put in many hours to keep this Society functioning. I cannot thank enough -

Ken Holdsworth - Proficiency course
- Pathfinder

Roy Sneesby - Technical director

Manfred Mellow & Irene Lawson - Treasurer and assistant treasurer

Nigel and Margaret Wettenhall - Secretary

Ian Thomson - Assistant Chief

Thank you also to all members who have participated in Tribe activities, fly-ins and proficiency courses. I sincerely believe this society has contributed to safe and enjoyable flying of Comanches.

I believe our future looks good with new ideas for our proficiency courses and further fly-aways planned. I look forward to being part of this activity.

Letter to all members,

Since my last email many of you would be aware that Bidgee Finance has been put into the hands of the receivers due to inability to pay debenture holders as and when their debentures fall due. This has been done without the Board of Bidgee Finance having the opportunity to discuss a scheme of arrangement with their debenture holders who may have decided to accept repayment when available instead of when due. (Note that 40% of debentures are held by the Directors themselves). Informal discussions have led me to believe that our debenture funds will be fully repaid though the timing is

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uncertain. It is likely to take some years. Meanwhile interest continues to accrue in our account, but is not available to us as yet.

Mayne Investments Limited continues to trade and has a strong balance sheet. There appears to be no risk of receivership and already \$20,000,000 has been made available for partial payback of funds.

Our Treasurer has applied for \$20,000 of our funds. The amount we receive will be pro-rata according to total requested withdrawals. I believe all of our funds will be available in the short to medium term.

Further background information can be found on the web – Mayne Investments Ltd and Bidgee Finance.

Membership

Our cash position is satisfactory and forward projections do not indicate serious problems. As foreshadowed previously we will be seeking to complete membership renewals by the end of May to allow full payment to I.C.S. U.S.A. before the end of June to avoid interruption of the Magazine. Renewal fees were reduced last year due to the strong Australian dollar. They may have to rise this year due to the weaker Australian dollar. We will make our best guess of the exchange rate closer to sending out renewal notices.

As always, Safe flying and remember there are no strangers in the Comanche Society, only friends you have not yet met.

Jim Barry

Tribe Chief

TREASURER'S REPORT

As the world's financial situation slips into a long time low, we are not doing too badly at ICS Aust Tribe. A little of what is happening on our home front is as follows:

- Our bank account with the NAB remains stable and allows for our day to day trading.
- Our investments firstly with Bidgee Finance still remain frozen and although we gain a good interest rate we cannot access while in the hand of their receivers. Our second investment with Mayne Investments is paying at present approx 8% interest P.A. all of which we receive quarterly. We also redeemed part of the principle allowing us to re-invest in a govt. Guarantee investment however with lower interest rate.
- We have met our obligations with the ATO and avoided paying any interest. The late fines for not completing income tax returns for the past seven years amounted to \$2200.00. These were paid at the time and we are now negotiating with the ATO to have these funds refunded or at least reduced.
- We have recently managed to convince the NAB that we are a non-profit organisation which excludes us from having to pay any further bank fees. We are seeking to have the GST de-registered as our income falls under the reportable limit.

Irene Lawson

Assistant Treasurer

EDITOR'S REPORT

Welcome to my first flyer, I hope you enjoy it. Thank you to all of those who contributed articles, photos etc. as this is what makes up the flyer.. If anyone has any suggestions or ideas to improve the appeal of the flyer please contact me anytime. Likewise, if anyone wants this job it's all yours.

Nigel Wettenhall

For the Publicity Committee

JOB VACANCY – TRIBE HISTORIAN

At the Wagga Wagga meeting we decided to see if we could find a person willing to collate and write the history of the Australian Tribe.

If there is someone out there interested in this, could they please contact me to discuss this highly rewarded position.

Nigel Wettenhall (0418 362 428)

WAGGA WAGGA FLY IN

International Comanche Society (Aust Tribe) **Wagga Wagga NSW October 10th to 12th 2008** **Fly-In & AGM** By Deanna Knutson



Friday 10th October 2008

Another early morning start as we head to the farm for a light bit of work on our new house in progress. Upon arrival we found an open gate and sheep in with the cattle. Some of the cattle had wandered onto the house block and there was a flood around the water trough. We found a note from a neighbour requesting that we herd the sheep down to his property for shearing that same weekend. No time to work on the house, we took a couple of deep breaths and accept that life on the farm is never predictable, but we wouldn't trade it off for any other life.

By 2pm we left Wangaratta in JGW tracking 026 for the short 93 nautical miles flight taking approx 40 minutes. Clear skies with little wind made the short flight very enjoyable and it wasn't long before we sighted the Wagga Wagga township. Wagga Wagga is a rich agricultural area located on the Murrumbidgee River at the intersection of the Sturt and Olympic Highways, mid way on the rail line between Sydney and Melb. It is the largest inland city in NSW with a population of approx 57000 people. Wagga Wagga was proclaimed a town in 1849 with its name derived from the language of the Wiradjuri aboriginal tribe meaning crows or where crows assemble. From the air we can clearly see this large sprawling city and countryside is also suffering from the lack of rain which has engulfed the rest of the surrounding land. A good long asphalted strip presented itself in the warm afternoon sun and it wasn't long before we were greeted by Nigel and Marg Wettenhall, who had flown in earlier and local aero club member Geoff Kidd. One by one we watch as 16 planes (including two non Comanche's) arrive while Manfred and Allison made



the long drive by car from Berowra.

In the comfort of a local hangar along with pre-dinner drinks and snacks we met members of the Wagga Aero Club and caught up with friends. As evening and dark approach we enjoyed a fabulous barbeque prepared and served by the aero club.

After some special words of welcome from the club president Peter Middleton and as by now the night had brought with it a cold crispness we were taken into town to our accommodation at The Lawson Motor Inn on Tarcutta St. This was to be our extremely comfortable home for the next few days. Incidentally Geoff Kidd along with his delightful wife Jeanine are owners of The Lawson and they understand the quirky requests some pilots have.... Only joking fellas!

Saturday 11th October 2008.

Daybreak brought the warm sun of what was to become a hot clear day and after breakfast in our rooms we departed by bus at 9.30am. With twenty eight on board we headed north 84 kms. away to Temora. The countryside along the way was dry and colourless but for the purple fields of Pattersons Curse. Some farmers had managed to cut their wheat while others wheat crops looked rather sad. A farmer's life today is passion with some doing it very hard. We arrived at the



township of Temora for a quick drive through as today's agenda was the Temora Airshow and Museum.

The display at the aviation museum is exceptional being first established in 1999 it has developed an impressive reputation for its display of military aircraft with historical significance to Australia. Its line up includes Aust only two flying Spitfires and the oldest Tiger Moth still flying in the country. A Wirraway, World War 11 Hudson, Gloster Meteor F8 and others are all airworthy and flown on a regular basis.

The Airshow that followed provided all that attended a great day with the smell of aviation fuel to boot. Any person who has an interest in aviation should get along to this



must see event which performs on a regular basis.

After a pleasant and relaxing afternoon we were back on the bus and after a quick clean up and change of clothes at the Motel we were once again back on board this time for a 15 min drive to Wagga Wagga Winery for dinner. Our group of 30 dined in this drop log constructed building decorated with antique treasures from the area. Dinner was a cook your own BBQ as this proved to be something the guys could do whilst the girls guarded the open bottles of the local drop. Plenty of stories and lots of laughter followed by a short presentation by our chief Jim Barry. Jim acknowledged Richard Goddard and crew for flying more than 1300 kms from Narangba Qld. He also thanked Geoff Kidd from the Wagga Wagga Aeroclub for organising the weekend. A special welcome to our new members Gary and Elaine Murphy from Swan Hill and also to Graham and Glenda Bunn from Coldstream and later we were taken back by the bus to The Lawson for a good night's sleep.

Sunday 12th October 2008

Another clear warm morning presented itself whilst we enjoyed a full buffet breakfast in the conference room followed by the AGM. (Separate report) A group photo was taken and as most pilots were eager to fly home the taxi service to the airfield was rather brisk. Fond farewells were made and promises to catch up again soon amidst the noise of engines running.

Thanks again Nigel, Marg, Geoff and the Aero club for making the weekend another great one!

Our weekend of excitement did not end there as upon landing at Wangaratta, JGW still with its bugs attached was locked away. A quick wash and with lunch in hand we went off to the farm for some work on the new house. Our newly shorn sheep greeted us and proudly presented the first farm born lamb at Cararragarmungee. It's amazing what a good shear will bring out! The biggest smile was on Roger the Ram's face and I had doubted his ability up to then.

Deanna Knutsun. VH- JGW



Attendees :

Nigel / Marg Wettenhall
 Jim Barry
 John Ward
 Jeff Wittig / Deanna Knutson
 Ian Thomson / Irene Lawson
 Mike / Kay Smith
 Jeff Hutchinson
 Rob / Ros Cumming
 Richard / Mr Goddard
 Gary / Elaine Murphy
 John Michell / Bill Forrester
 Trevor / Lynn Nixon
 Tony / Angela Read
 Graham / Glenda Bunn
 Roger Lenne
 Guests of Richard G(3)
 Manfred / Allison Melloh

Comanche's :

VH-MAB
 VH-CDB
 VH-LCQ
 VH -JGW
 VH-MMN
 VH- MCW
 VH-YER
 VH-ALT
 VH- EDW
 VH- DRD
 VH- ADD
 VH- UAW
 VH-MEG
 VH- PBH
 RV7
 Cessna 310
 Motor vehicle

Deniliquin NSW
 Swan Hill Vic
 Swan Hill Vic
 Wangaratta Vic
 Mt Martha Vic
 Shepparton Vic
 Broken Head NSW
 Henty NSW
 Narangba QLD
 Swan Hill Vic
 Tamworth NSW
 Rand NSW
 Sandringham Vic
 Coldstream Vic
 Tatura Vic
 Brisbane QLD
 Berowa NSW

OSHKOSH 2008



In what seems to have become an annual event, many Australian Tribe members set out for Oshkosh to the world's capital aviation celebration late last July. Our party consisted of Tony Read, Jeff Wittig, Deanna Knutson, Ian Thomson, Irene Lawson, Roger Lenne and myself. At Oshkosh we met up with fellow Aussies, Richard Goddard, Jeff Rollings and Pat Trethowan.

Ian, Irene, Roger, Jeff and Deanna set out on 18-7-08 to travel to Deanna's home at North West Forest Lakes just north of Minneapolis St Paul, Minnesota, for some local sightseeing before Oshkosh.

Tony and myself left Melbourne 20-7-08 for Los Angeles then Portland Oregon to visit John Van Bladeren, former I.C.S. Chief. John's hospitality was limitless, starting with a huge meal of pig's knuckles at his favourite German restaurant after our arrival on Sunday afternoon.

The next morning in beautiful weather we were off to Arlington Airfield, north of Seattle in John's magnificently equipped Twin Comanche.

We had a great view of Puget Sound and various airfields around Seattle including Boeing home field. Landing at Arlington (which has the longest running EAA sponsored fly-in airshow in USA) we visited the Glasair factory where Tony had a flight, complete with aerobatics, in their demonstrator aircraft. He was very impressed.

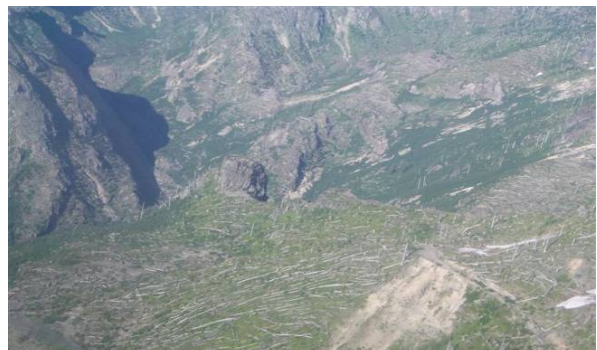
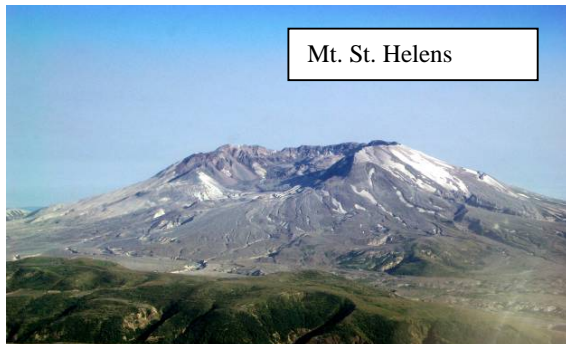
Next door was the "Two weeks to Taxi" building program for the Glastar Kit built aircraft. One builder, driven like a slave by his three trained assistants can achieve this. It has to be seen to be believed but it is true. Another excellent aircraft.

On the way back to Portland, John with permission from local air traffic control, flew us below the level of the skyscrapers in down town Seattle along the seaplane approach to Puget Sound. We could see the people dining in the restaurant of the famous "Spaceneedle". After leaving Seattle we did a very low circuit of Mt St Helens where we could see the devastation from a few hundred feet (sometimes less it seemed). Interestingly the "moonscape" is starting to recover, with young pine trees everywhere.



After another hearty meal on Monday night John dropped us at Portland airport for our trip to Minneapolis St Paul to catch up with the rest of the gang. We were met at the airport by Deanna's parents, Darlene and Danny, as the rest of the gang had gone touring in Canada.

We spent a very pleasant evening with Danny and Darlene and the following day Danny took us on a tour of "Jane's Field" the Anoka County Airport where he works part time as an air traffic controller. Amongst the fascinating people we met was Greg Herrick who has devoted vast amounts of time, energy and resources into his vast collection of old aircraft.



There would be more than twenty planes including two Ford Trimotors, a Packard Trimotor and several other Trimotor craft I had never heard of. Greg personally showed us around this incredible collection. Later we visited Loren Olsen who restores De Havilland Beavers to better than new condition. Loren happily shared his experience over a cold beer. Friday was shopping day prior to leaving for Oshkosh on Saturday with stops at hardware outlets for all those hard to find hand tools that are so cheap in USA.

The trip to Oshkosh from Minneapolis St Paul is across the rolling farmlands of the Midwest with corn and bean crops everywhere. On arrival at Oshkosh our friends Ted and Lynne Kirkpatrick, Comanche owners and dedicated EAA members, had arrived earlier in the week and secured a prime campsite for us in Camp Scholler. This site can accommodate 40,000 campers so getting in early is very important. We set our tents up in a ring around a central communal living area with chairs, tables and esky's. The days started at 5.30 am for an early shower followed by a breakfast of fruit, cereal, tea/coffee and long discussions of the day's proposed activities. We would break into groups of 2 or 3 and start walking the flight lines, commercial displays and warbirds. With hundreds of planes, engines, avionics and sundry displays there was no shortage of things to see, buy or dream about.



Danny & Jim at Greg Herrick's



Campsite Oshkosh



Lunch was taken on the run and by 5.00 pm we would congregate back at camp to compare, boast about purchases or debate the merits of new equipment/ideas, or inventions etc. With lectures and skills courses at 16 venues running simultaneously from 8AM to 6 PM, we had to plan the day carefully and include as many Comanche activities as possible. By the week's end, there were still many things we had not seen, heard, done or bought. For me the latest offerings from



John Van Bladeren's Comanche



Formation Celebrating 50 years

Dynon, Bendix King, and Garmin were mouth watering. We all bought a BendixKing Handheld AV8OR, but are still waiting for the Australian Database.

As the week went by, purchases mounted up inevitably leading to problems of excess baggage.

The highlights for us was the celebration of 50 years of Comanches, with the mass arrival on Sunday, the technical and general interest sessions morning and afternoon at the ICS tent and the ICS dinner on Thursday night. These events have been covered in a recent ICS Flyer, so I will not repeat them here.

At the end of the week, we reluctantly broke camp, said goodbye to our many new friends and returned to Minneapolis St Paul passing through the country town of Sonoma where some Armish farmhouses with little or no electricity only horse powered are still the norm. Several members of our group purchased patchwork quilts from a farm/home shop. So goodbye to Oshkosh for another year.

Hopefully we will be back next year.

Jim Barry

Tribe Chief

Oshkosh Fly-over



Glastar Kit Aircraft



1929 Kreutzer Tri-Motor



ICS Dinner



AUSSIE GIRLS IN OSHKOSH



The annual migration into The Oshkosh Air Display of five Australian Comanche pilots was no exception in 2008 and with this ever expanding group in their five small tents and gazebo they accommodated themselves well within the huge camping grounds.

There were also Comanche and other Australian pilots who we met up with over the seven days of what they describe as bliss where the outside world just passes them by.

As partners of two of these pilots we can only watch with amazement at what appears at times to be a frenzy of propeller heads all exchanging views and opinions to each other and all at the same time without drawing breath.

A ritual has developed over time beginning each day with arising before daybreak to escape the rush for the showers. (As there are so many clean warm showers we ask "Why so early") All dressed and fresh for the day the gazebo became a frenzy

of getting one's own breakfast from supplies brought prior to arriving. Juice, cereal and hot tea were enough to start the discussions flowing. The early bird calls are overpowered by these guys all in rather loud conversations of what they saw, did or bought the previous day and with what they would see and do on this day. I think if Jennifer Hawkins had of walked by naked they would never have even known. After about three hours and still before 9am they all set off to achieve only part of what they wanted to do before meeting up for lunch and again back in camp at approx 5pm.

A civilized pre dinner drink on most nights followed by a short car ride into the Oshkosh University for an all you can eat, very varied and really quite delicious evening meal. Some of us eat like we are kids let loose in a candy shop and to hell with our diets and well balanced meals. Lemon meringue pies and root beer floats were consumed in large quantities. It's a wonder we can sleep after such a meal but it doesn't seem a problem as it isn't long before we are back at the camp and tucked away in our tents getting some well earned sleep to face the following day of pleasures and treasures. To watch these passionate pilots share their time and thoughts in an environment they simply adore is something we can only envy and we are happy that they shared a small part of it with us.



BOB POPE'S ARTICLE (REPRINTED FROM 2004 FLYER)

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 refuelled 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

WHAT WOMEN LIKE!!!

What Women Like!!! (Girl Talk)

After years of reading with interest our own Comanche Flyer I have slowly become aware that the fairer sex could have a little input into the flyer also. Anything you might like to share with fellow, female occupiers of right hand seats which could make our flying lives even more enjoyable.

An example is that for years my tender ears have been either dragged on or squashed with a headset obviously not conducive to my head. I now have a Sennheiser headset which is light weight with no pressure on the top of my head. It also has small ear pieces. (No need to remove any earrings etc) and a noise reduction function. They didn't come cheap but we are worth it! I can give anyone who is interested further details and I am sure there are other brands even better.



We could also use this forum to ask each other questions i.e. How do we take so little, still look good and remain clean? What is the first thing you pack or what do you leave behind?

Let us all know your experiences etc. If you wish to e-mail me at ianirene@internode.on.net and I can pass on to the editor. It's our voice and it could be fun! Include photos if you wish. Read also the articles "Aussie Girls in Oshkosh" and Deanna's journal on "Wagga Wagga" in this flyer.

Irene Lawson

THE PIZZA OVEN FLY IN (ROGER LENNE'S 60TH)



THE PIZZA OVEN FLY IN (POFI) (ROGER LENNE'S 60TH)

It was a clear fine day when we flew off from Swan Hill, VH LGQ.PA24-250 to celebrate Roger's birthday at the POFI at Ardmona International. The home of Roger and Lynda Lenne is in the middle of their extensive and well run orchard, consisting of pears, apples and stone fruits. The 1100 metre runway is nestled in between very straight and organized fruit trees. In fact, the whole area is dominated by fruit orchards.



On arrival we (Jim Barry #15035 and John Ward #15935) were surprised to see VH MMN PA39 owned by Ian Thomson and Irene Lawson #13680 had already arrived. This beautifully maintained Comanche was flagship at the 2006 World Conference Aust.

Greeted by hosts Roger and Lynda, we started a fun day with the christening of the Pizza Oven. This was built some weeks before by a Comanche working bee and the writer's bricklayer, son-in-law Rob Meharry.



Soon to arrive were Margaret Moore Jeff Wittig #12695 and Deanne Knutson VH JGW PA24-250 followed closely by Trevor and Lyn Nixon #4105 VH UAW PA30B. To complete the group of Comanche's was Ken Munn #5018 VH NWH PA24-400 who landed with the steady rumble of the big eight cylinder 400. Of course Mike and Kaye Smith's #13635 MCW PA24-260C and Roger and Lynda Lenne's #12299 MCO PA24-260C were in Roger's magnificent super hanger, large enough to house multiple aeroplanes. Other guests including Pat Trethowan drove in to make Roger's birthday a memorable one.

Roger had prepared the pizza fire very early and it was hot and ready for cooking. Lynda went to a lot of trouble to have every pizza ingredient ready for us to prepare as we wished. John Ward was invited to cook the first pizza. It was successful, but Deanna stole the show with her display of pizza base throwing. She said she learnt the art as a teenager in the USA.

What a wonderful afternoon. We managed to fit in a game of Bocci on the lawn and later a dip in the spa. Most of the Comanche flyers stayed overnight at Roger and Lynda's. Some choosing to sleep on the hanger floor or a swag in the open to make sure the POFI was complete.

On behalf of all the Comanche flyers, many thanks to Roger and Lynda for a wonderful days celebration of Roger's 60th birthday.

John Ward



USA SEPTEMBER – OCTOBER 2008

USA September – October 2008 by John MacKnight

Jan and I decided early in 2008 that we would attend the ICS convention that would be held later in the year in the gulf of Mexico. We started planning our trip to see some friends that we knew in various parts of the United States.

Many years ago I ferried a Heron aircraft with Don Kendell to Kiribari. Having not been back to this part of the world since that time, I was keen to travel via Christmas Island on our way to Hawaii. I arranged our travel details to travel from Nandi thence Christmas Island and Honolulu with Air Fiji. Unfortunately Air Fiji declared the Air strip at Christmas Island to be unserviceable, which meant that we flew directly from Nandi to Honolulu. The only advantage to this was that the 737 had very few passengers; we all had a row of seats each to sleep on! On arrival in Honolulu we cleared customs in record time and proceeded to fly to Maui for a couple of nights. I can recommend the Hyatt Maui.

On leaving Honolulu on Hawaiian Airlines, we flew directly to Portland Oregon and were met by our great friends John van Bladeren and Barb. Their hospitality is well known and they certainly looked after us. After a couple of days which included a fantastic drive up above the snow line on Mount Hood. John and Barb flew Jan and I up to Victoria on Vancouver Island Canada in their magnificently equipped twin Comanche. It was a perfect flight on a cloudless day, we passed abeam of Seattle by about 20 miles and we were able to clearly see all the airports around this area including Boeing field. John is well-known for his custom built panels that he manufactures and supplies to many Comanche owners, including myself.

On arrival at Victoria we were subject to customs. It was quite a novel event for us as we are not used to travelling by light aircraft from one country to another. However the Americans and Canadians are very used to this procedure and it seems to work well. Here we were met by our old friends Jim and Bonnie Hume (former twin Comanche owner) who we met at the ICS convention in Cambridge UK 1999. They turned out to be marvellous hosts and showed us around the city of Victoria, and later took us on a fabulous day on the water in their luxury cruiser. We also caught up with Don and Shirley Nelson who flew over to Victoria in their Comanche to have lunch with us.

After several days in Canada we returned to Seattle but were unable to do a planned tour of the Boeing factory due to a strike, closing the plant. We then proceeded to Madison in Wisconsin for a couple of days prior to flying to Orlando Florida. We hired a car and drove about 100kms west and stayed at a park near the Winter haven Airport. Here I sent two days obtaining my Seaplane rating at Jack Brown's Seaplane Base. Without any doubt this was the greatest fun I have ever had in my flying career. After two days landing on numerous lakes amongst the alligators, I finally got checked out by a FAA examiner in a J3 cub aircraft. If anybody wants to have a new experience in flying, I can thoroughly recommend this as a great thing to do. It was certainly harder than I had imagined.



Australians on board Carnival Conquest

Jan and I then proceeded to Galveston Texas to join the ICS cruise aboard the ship Carnival Conquest. Travelling through Galveston, we were all struck by the huge damage suffered as a result of "Hurricane Ike" which hit several weeks before our arrival. The hotel and the adjoining airport at which the flagship competition was held had suffered a surge of water 12 foot deep over the entire area. Although many aircrafts had been ferried out prior, some 50 were still unable to be moved. These aircrafts were just absolutely smashed to pieces by the water surging backwards and forwards in the hangers for three days. The only good things left were tires as everything else had been submerged and corroded by the salt water.

As the dock at Galveston had been destroyed, we were transported by bus about 45 minutes to Houston harbour to board the ship. The Carnival Conquest is about 110,000 tonnes and had 3300 passengers and 1800 crew. Having never been on a cruise ship prior to this, I was staggered at how big this ship was. Here we caught up with the other six Australians John Graham, Jim Lansdown, Peter Little and partners all from the Griffith area who had also been in Canada and the US for several weeks prior to the cruise.

All total there were 165 ICS members on the boat. The organization on the ship by the convention committee headed by

Bruce Thumann(who is the south central tribe chief) and his committee were outstanding. Every single detail had been taken care of and I can speak from personal experience that this was no mean effort. Whilst on the boat we were fortunate to have a dedicated room set aside for the ICS activities. All meetings and lectures were held in this room and it was a great place to meet other members of the society. Our eight Australian members were very well received and we all mixed in socially, believe me we held our own in anything they could put up to us, particularly if it came to drinking beer or red wine!

Summing up, having not been on a cruise ship before, we have completely changed our minds of ship board life and we were sorry to depart the ship and fly home via Denver, Honolulu, to Sydney.

John MacKnight

== Coming Events ==

March 6-8	Autumn Fly-In	Mittagong
June 5-16	Cape York Flyaway	Cape York & Beyond
June 30	Proficiency Programme	Deniliquin
TBA	Autumn Fly-In & AGM	?Byron Bay (Jeff Hutchinson)
November	Proficiency Programme	Deniliquin

Autumn Fly-In (March 6-8, 2009):

Planned Itinerary :

- Fly into Mittagong airstrip Friday pm (bus transport to RSL Motel at 5pm)
- Buffet dinner Friday night at the Mittagong RSL Club (co-located with RSL Motel)
- Sit down breakfast at the RSL Saturday morning and bus to Bowral leaving 10am
- Do your own thing in Bowral till 1pm when the bus leaves for Centennial Vineyards for lunch followed by wine tasting and vineyard tour. Bus back to motel.
- Dinner at Esco Pazzo (Italian restaurant)
- Sunday breakfast followed by meeting at the RSL Club, 9:30am. Bus to the airport.

Accommodation :

Book and pay for your own. Reservations are being held under the Comanche Society at the RSL Club (02 4871 3133). If the RSL fills up, other suggestions are: the Grand Country Lodge (02 4871 3277), and the Mittagong Motel (02 4871 1277).

Costs :

Accommodation and meals all at your own expense. Fly-in charge of \$50.00 per person to cover the bus.

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.

FOR SALE

FOR SALE VH-SMJ

Aircraft type: PA-24 260C "Comanche"

Serial number: 24-4816

Total time: 6267.8 hours

Airframe:

Gross weight: 3200lbs

Empty weight: 1934 lbs

Useful load: 1262 lbs

90 gallon fuel capacity

Electric flaps

Electric elevator trim

6 seat interior

Exterior: 8.5/10

Interior: 8.5/10

Engine:

Lycoming IO-540-N1A5, 260 hp

Serial no: L7288-48, 1522.65 SMOH, 656.6 STOH

Prop:

Hartzell HC-E2YR-1BF, 2 blade propeller, 19.7 SMOH(with new hub installed.)

Modifications/Conversions:

Johnston wing tips

Shoulder harness conversion

Avionics/radios:

Dual KX-155 Nav/Comms

3 CDI's: KI-209 w G/S, KI-208 w VOR/LOC and KI 205 for GPS

Piper Autocontrol III one axis auto pilot coupled to both nav/comms & GPS

Narco DME 890

Narco AT850 transponder with encoder

Sigtronics 4 place intercom

Alcor EGT

Detailed description:

This beautiful 260 C Comanche was recently imported from the U.S. arriving in Australia in July 2008 where it was reassembled and placed on the Australian register at Panama Jacks Vintage Aircraft Company at Jandakot Airport, Perth, Western Australia in November 2008.

During the extensive reassembly process many new parts went into the aircraft at this time including all wing bolts, control cables and windscreen. Instruments were checked and recalibrated as required by CASA and repair work was carried out on any items necessary.

Since then the aircraft has accrued 4.4 hours as at 10/12/08 and has shown to fly beautifully as expected with a TAS at altitude of 165 knots.

This Comanche is one of the highest serial number Comanches' in the country and is currently hangared at Esperance.

Price:

\$140,000 plus GST

Contact:

Scott Mackie on 0427904843 or email seaptyltd@bigpond.com

Darren Rogers on 0428716712 or email seaptyltd@bigpond.com





AUSTRALIAN ICS OFFICE HOLDERS – 2008/2009	
TRIBE CHIEF Jim Barry 6 Blake Ct SWAN HILL VIC 3585 Ph: 03 5032 2885 Mobile: 0417 547 371 jbarry@inet.net.au	ASSISTANT TRIBE CHIEF Ian Thomson 36 Ian Rd MOUNT MARTHA VIC 3934 Ph: 03 5988 4608 Mobile: 0401 775 783 ianirene@internode.on.net
SECRETARY Nigel Wettenhall PO Box 1233 DENILQUIN NSW 2710 Ph: 03 5882 3344 a.h./ 03 5881 2504 b.h. Fax: 03 5881 3115 nigel@wettenhallairservices.com	TREASURER Manfred Melloh 111 Yallambee Rd BEROWRA NSW 2081 Ph: 02 9456 2719 / 0411 247 138 melloh@bigpond.com
ASSISTANT TREASURER Irene Lawson 36 Ian Rd MOUNT MARTHA VIC 3934 Ph: 03 5988 4608 Mobile: 0401 775 783 ianirene@internode.on.net	TECHNICAL GROUP Roy Sneesby – Ph: 0266 725 695 John Macknight – Ph: 03 5881 6000 Nigel Wettenhall – Ph: 0418 362 428 Ken Holdsworth – Ph: 0427 722 821 Gary Murphy – Ph: 0427 332 047
PILOT PROFICIENCY COMMITTEE Jeff Hutchinson – Ph: 0411 808 277 Marg Wettenhall – Ph: 0418 403 789 Ken Holdsworth – Ph: 0427 722 821	PILOT PROFICIENCY COMMITTEE Ken Holdsworth – Ph: 0427 722 821 John MacKnight – Ph: 03 5881 6000 Manfred Melloh – Ph: 0411 247 138 Lawrence Paratz – Ph: 03 9817 1222 Nigel Wettenhall – Ph: 0418 362 428

The ICS is an AOPA Affiliate – Membership number 44083.

**International Comanche Society
Australian Tribe**

ABN 84 694 456 575



MEMBERSHIP APPLICATION

NAME: _____ DATE: _____

ADDRESS: _____

_____ STATE: _____ POSTCODE: _____

PHONE: HOME: _____ WORK: _____

MOBILE: _____ FAX: _____

E-MAIL: _____

SPOUSE/PARTNER'S NAME: _____

Please find enclosed our/my direct debit/cheque/money order for \$150.00 (including GST), being for one (1) year's subscription which includes the International Comanche Society's own magazine: "The Comanche Flyer".

All monies are to be made payable to "The International Comanche Society" & paid by either direct deposit to:

National Australia Bank
BSB 082-309 Account 04-538-1169

with your name as the transaction reference details and the application form mailed, faxed or emailed to the Treasurer (details following).

Alternatively your cheque/money order and application form can be mailed to:

The Treasurer,
The International Comanche Society, Australian Tribe,
111 Yallambee Road
Berowra, NSW, 2081
Fax 02 9456 2719 Email: melloh@bigpond.com

We / I understand both the Australian and American International Comanche Societies are incorporated bodies.

To help ICS maintain our Australian Register, we offer the following information:

Aircraft Type & Model: PA - _____ Registration: VH- _____

Serial Number: _____ Previous Owner and Address (if known):

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