

Comanche

Flyer

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VOLUME 44, NO. 9



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**The International
Comanche Society**

Comanche Pilot Training Program

Comanche Specific Training Clinics

CPTP

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Matt Bogard's 1959 PA24-180

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INTERNATIONAL
COMANCHE
SOCIETY, INC.

LETTER FROM THE PRESIDENT



Double Trouble



AirVenture is over and my world is starting to settle down again. I love going every year, but the 10 days of preparation and show are both exciting and hectic—parking airplanes, getting our hospitality tent ready, coordinating with everyone, etc. We reserved space for 20 Comanches that camped together. CJ Stumpf had the ICS hospitality tent jumping with three seminars per day, 250 visitors, and lots of conversations

amongst members. I was really surprised at the large number of folks I talked to who were looking to buy a Comanche; I guess they know a good airplane value when they see one. Over 50 folks attended the ICS dinner on Thursday night. I really appreciate the efforts of all the volunteers, speakers, and behind the scenes folks who supported the tent and made this year one of our best: CJ, Pete, Cheryl, Ron, Betty, Lee, Zach, Berl, Gery, Corey,

Russ, Michelle, JJ, Alice, Helen, Mark, Mike, Scott, Gwena, Dave, Bob, George, Trace, John, Gregg, Jen, Lindy, Shirley, and all the others who I missed.

Comanches won more Vintage Aircraft Association contemporary category “any airplane” could win than any other type. Hugh Hunton’s grandson, Hunter Neucere, and Kyle & Shevon Gee meticulously cleaned up and prepared their airplanes to win the best possible “Outstanding in Type” awards

ComancheFlyer Submission Guidelines

All members are encouraged to submit articles for publication in the *Comanche Flyer*. If you have an article about a maintenance event, trip, piloting technique, or anything else pertinent to Comanche ownership, please share it with your fellow members.

For those with access to the Internet, please submit the article via e-mail, preferably in Microsoft Word. You may also include the article in the body of your e-mail message. Include your full name, as you would like it published, and your ICS number.

Please attach digital pictures, if applicable, in jpeg format. For best results, use the highest resolution setting your camera will allow. Photo files under 500 kb in size typically do not reproduce well.

Although submissions are reviewed for technical accuracy, the information in this magazine is meant for reference only. Any modifications, alterations, or major repairs to U.S. aircraft require FAA-approved data as a basis for beginning work, and as such should not be based solely on information contained in this magazine. The International Comanche Society does not endorse any piloting adverse to published FAA regulations.

Submissions are subject to editing and revision unless specifically requested to be published as submitted. The right is reserved to publish or not, any submission.

Deadline for all submissions is the 20th of the month, approximately 40 days prior to month of publication.

Send to: Melissa Frisbie, Managing Editor at CFeditor@outlook.com

Articles and photos may also be sent via U.S. Mail to:

Melissa Frisbie • 1716 Canvasback Dr., Johnstown, CO 80534

ICS Fall Board Meeting Announcement

Place: VP Demand Creation, Traverse City, Michigan

Date: September 29-30, 2017

Agenda to be published on the ICS Website and the newsletter.
All members are welcome and encouraged to attend.

that could only be won by PA24/30/39 aircraft. Chris Cencula, who is unfortunately not an ICS member, won the “Best Continuously Maintained” award. If anyone knows Chris, please track him down and convince him to join as we want the “best of the best” to be ICS. Finally, Lee Hussey won the Reserve Grand Champion (Silver Lindy named after Charles Lindberg) for his amazing work. You may recall he won the Grand Champion (Gold Lindy) top prize a couple years ago with his PA24-400. CONGRATULATIONS to them all! Be sure to admire their amazing efforts if you see those planes; it isn’t always money, but the effort put into it.

Finally, I would like to pass along a couple interesting statistics I heard while attending a Type Club Coalition meeting at AirVenture.

- Pilots who are members of type clubs are 2-7 times *less likely* to be


involved in an accident. Not sure exactly why this would be—training, attitude, or something else.

- Only 1.5% of active GA pilots receive any type of training each year. I assume this has to exclude a biennial flight review for US pilots.

So with that in mind, I urge you to attend some type of training session this coming year. One of my goals is to get a Comanche-specific training opportunity scheduled in each Tribe’s area in 2018. I urge you to take advantage of the knowledge and skills to become a better, safer pilot.

Finally, do you have shoulder harnesses installed at least in the front seats? If not, why not? In my opinion, these should be the very first improvement you make.

Go fly!

Pat Donovan 



2017 EAA Awards to Comanche Owners

Outstanding Piper PA-24 Comanche – Outstanding in Type
Hunter Neucere [grandson of Hugh Hunton (ICS# 17199)]
Grapevine, Texas
1959 Piper PA-24-250, N5778P

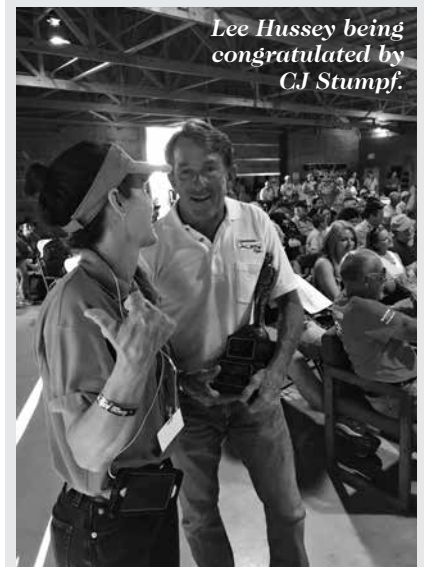
Outstanding Piper PA-30 Twin Comanche – Outstanding in Type
Kyle & Shevon Gee (ICS# 18913)
New Waverly, Texas
1967 Piper PA-30, N8368Y

Best Continuously Maintained – Outstanding in Type
Chris Cencula
Roseville, California
1959 Piper PA-24, N5800P

Reserve Grand Champion Customized – Silver Lindy
Lee Hussey (ICS# 7834)
Martinsville, Virginia
1960 Piper PA-24-250, N6455P

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1999 Roy Roberts	1986 Ted Peifer	1973 Andy Speer



COMANCHE

Our Getaway Machine Becomes a Family Hauler

by Matt Bogard, M.D., ICS# 17643



Spirit



The best copilot I could ever have.

Occasionally when I'm adding to my logbook, I take a few minutes to review previous entries. Most of the columns contain data important for currency and accumulating experience towards additional ratings, as well as calculating hours for the insurance company. However, it's the "Comments" column I spend the most time reviewing. Visiting family in St. Louis, spending the weekend with friends in Minneapolis, trying a new BBQ restaurant, picking up our new puppy Piper in Kansas, IFR Checkride, first approach in IMC, our daughter's first flight—these entries jog memories of many exciting adventures, most of which were only possible because of our Comanche.

I had long been interested in aviation as my grandfather was an avid pilot and I grew up just a couple miles from a small airport. I earned my license 14

years ago while in college and, thanks to a few generous friends who were willing to rent and share their planes, I continued to build hours on the very stringent budget of a college student.

Whenever the discussion of aircraft ownership arose my grandfather would boast the Comanche was the best aircraft ever built—he's owned a 1959 Comanche 180, N6278P, for over 35 years. The more research I did and the more airplanes I flew in, the more I agreed with him. Our Comanches are a great balance of speed, payload, reliability, handling, comfort, and downright sexiness. As I finished medical school and finances improved, I began eyeing a Comanche 250 in the hangar next to the Warrior I was flying. I had several good conversations with the owner, and he told me he would call if he ever thought about selling it.



A future Comanche pilot in the works ... nothing better.

COVER STORY



Introducing our daughter, Lucy, to aviation really early.

Buying a Comanche

In April 2011, I received the call. John was ready to sell his Comanche 250, N5825P, if I was still interested. It was a clean airframe with a recent paint job (R&B in Topeka, KS), new leather interior (Mike's Upholstery at North Omaha Airport), Osborne Tip Tanks, an STEC 60-2 autopilot, a relatively low-time engine overhauled by

a respected shop (Firewall Forward in Colorado Springs), and a 3-blade McCauley prop. It went through an annual inspection with no big issues, and the purchase was finalized.

At the time, I was a 350-hour VFR pilot with no retractable or high performance experience. I turned to my friend George Richmond, a Comanche Pilot Training Program CFI/CFII and A&P/IA, who put together a thorough transition syllabus that left me very competent in the left seat by the time I was signed off.

Six years and 525 hours later, our Comanche has provided us with more memories than we can count. The ability to quickly and efficiently travel around the Midwest has led to many trips we would never have undertaken if we had to drive or fly the airlines. Minneapolis, Chicago, Louisville, St. Louis, Tulsa, Oshkosh, and Kansas City are all easy hops. On top of that, short flights around the area to bore holes in the sky and enjoy \$100 hamburgers helped preserve my sanity during the tumultuous years of residency.

West Coast Getaway

One of the most memorable trips we enjoyed in 25P was in the fall of

2013. I had just finished my medical residency, and my wife Amanda graduated from Nurse Practitioner school. We were both preparing to begin full-time jobs. My loving, patient, and five-month pregnant wife and I planned a two-week-long trip around the west coast. It started with my dad and I flying from Omaha out to Reno via Rapid City and Boise to attend the Reno Air Races. Amanda met us in Reno, and after a few days in Lake Tahoe, she and I continued to San Francisco (PAO and AUN), Portland (TTD), Los Angeles (SMO and CNO), Lake Havasu, Albuquerque (AEQ), and Sedona before returning home via Dalhart, TX. We visited friends and family, attended a wedding, flew up the Columbia River Gorge, walked the Santa Monica Pier, went to a few airplane museums, laid on the beach, hiked across the London Bridge, and had an amazing two weeks in the Comanche exploring the beauty of the Rocky Mountains and Pacific Coast.

The Next Generation

Less than six months after the unforgettable experience of our west coast trip we had another once-in-a-lifetime opportunity—our daughter Sadie was eight weeks old and ready for

her first Comanche flight! She's been a wonderful passenger over the last three-and-a-half years and has become a real aviation aficionado. She eagerly helps preflight the airplane, knows the name of nearly every part, and according to my wife is just as bad as I am about looking skyward when she hears an aircraft overhead.

Our family recently expanded by one more and this Father's Day we flew Sadie and our two-month-old daughter Lucy to their first airshow in Clarinda, IA. As much as Sadie loves telling people about our Comanche, she now has her heart set on a Hiperbipe after witnessing some skilled aerobatics.

Upgrades

I've tried to continually upgrade our plane, typically doing "something" at every annual. Some of the items I think every Comanche owner should consider are Bogert copper battery cables, Matt Kurke's landing gear motor/transmission overhaul and squat switch kits, and Webco landing gear push-pull conduits. Other big upgrades we've installed include a Garmin GTN 650 with the STEC GPS-Steering module, a SkyTec starter, PlanePower alternator, Reiff engine heater, and Whelen LED strobes, nav, and landing lights. In the

(continued on page 8)

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My daughter, Sadie, helping
put the plane away.



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next two years, I plan to overhaul the panel and install an engine monitor and ADS-B solution.

Contagious Disease?

Comanche Fever seems to be a communicable illness as it's spread to several of my friends. After ten years of talking about Bonanzas, my best friend and primary flight instructor Brad recently purchased a 1960 Comanche 250. Ken sold his 172 and is actively looking for a Comanche after several years of considering a Mooney, and Doug would love to find a Comanche owner interested in a trade for his RV-6!

What a Great Group

The International Comanche Society has been an outstanding resource. The maintenance forums have steered me in the right direction countless times, and the *Flyer* magazine always contains great articles. We've made many new friends at the Mid States fly-ins and volunteering at the ICS tent in Oshkosh. The CPTP/CPPP Flight Training programs are also an excellent way to improve your Comanche systems knowledge, flying skills, and meet fellow Comanche owners.

We are fortunate to have enjoyed six incredible years of airplane ownership and continue to introduce new people to aviation any time the opportunity arises. If our daughters continue to show as much interest in flying as Sadie does, I know Commercial and CFI ratings are in my future. I can only imagine how many more memories the "Comments" column in my logbook will contain in another ten years. ✈️



PHOTO COURTESY OF MARK FOUNTAIN PHOTOGRAPHY



INTERNATIONAL
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KEEP YOUR MEMBERSHIP GOING!

You know how valuable the International Comanche Society has been to you for helping you learn about and enjoy your Comanche airplane, both singles and twins, providing a high-quality magazine, and for the camaraderie you've experienced among your fellow members. Don't let your membership lapse or miss a single issue of *Comanche Flyer*! And for convenience, we are now offering multiple-year memberships! Fill out the renewal form below, and e-mail, fax, or mail it back to us, and keep enjoying the International Comanche Society!

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☐ One year – \$39

☐ Two years – \$78

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**Includes \$9 returned to the EU tribe for communications

☐ I would like to donate an additional \$25 toward the ICS General Fund.

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One of the beauties of owning and flying your own airplane is the quality time you get to spend with your spouse, traveling to new destinations or social events, and filling the memory book for years to come. Your spouse can also join the International Comanche Society for only \$39.00! With a spousal membership, your spouse will receive a Membership Kit containing a folder, membership card, membership certificate, a cloth ICS patch, ICS decal, access to the popular ICS website and discussion forums, and voting rights! Simply fill out the form below and return it with payment to start your spouse's membership today!

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Maintenance Resource Advisors

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Comanche-trained Instructors

Certified flight instructors who have completed a Comanche training program.

The International Comanche Society, Inc. (ICS) publishes this list in the spirit of member information. The opinions, statements and claims made by the instructors are their own and not those of the International Comanche Society (ICS). The listed CFIs have undergone a Comanche-specific Training Program. ICS assumes no responsibility for any actions between its members and the listed CFIs. It is incumbent upon the member, when using this list of instructors, to do due diligence in researching and selecting a qualified instructor for the type of training desired.

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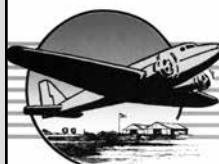
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September 2017 Update

by Mike Foster, CFF President N8868P


Hello fellow Comanche folks!

A short update on CFF. We have been working on getting a few more training events scheduled in various areas of the country, and have two now on the books. The first clinic, which is scheduled for October 13-15, in Hawthorne, Calif. (HHR), is still in the planning stage. To help encourage participation, we are looking into adding a side trip after the event that should interest the “significant others” and the grandchildren as well. Check with Tribe Chief, Craig Varga, or our CPPP coordinator, Dave Fitzgerald, about the latest details.

The second clinic (for the southeastern members) will be in Central Florida sometime in February or March 2018. A date and place is still being finalized—Dave Fitzgerald is handling this one as well. After the event, for those interested, a trip to Pelican Bay. We did this two years ago and it was a grand success. (Watch for these events to be posted on CFFs website cftpilot.com/index.php under the “Training” tab.)

For a great weekend of high quality training in a relaxed and entertaining environment, get in touch with Dave or your respective tribe chief. If you have *any* interest in remaining the safest and most confident Comanche pilot you can be, you owe it to yourself, your loved ones, and to the fleet of wonderful aircraft we fly to attend one of these training events.

Whether you're an ICS member or tribe chief, if you would like to have a CPPP training event held in your area, contact Dave Fitzgerald at aaaviator@neo.rr.com or call (330) 936-7979; he will get the ball rolling. We only need six full-course students to hold an event. So get with some of your local Comanche pilots, members or not, and we will assist in the rest of the planning.

Have a great rest of the summer and fall with some great flying trips. Fly safely! 

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The Flying Hunttons

by *Bruce Thumann*



For those of you who are acquainted with longtime ICS members Hugh and Clara Hunton from near Shreveport, Louisiana, you likely already know that Hugh has, for some time now, been flying his Cardinal (Cardnanche) much more than the Comanche for reasons of better mobility and cockpit access as the bones and joints age. In fact, the Comanche has somewhat gone to live with Hugh and Clara's son, Hugh Jr., for the time being. And that was only natural, as Hugh Jr. grew up flying that airplane, loving it, and caring for it just as much as Hugh Sr. Well, it just so happens that Hugh and Clara also have a daughter, Janet, who has a now 22-year-old son, Hunter Neucere, who

is also interested in aviation. In fact, both Hugh Jr. and Hunter are air traffic controllers. If you have flown through Fort Worth Center's air space, you may have even spoken with one or both of them. Anyway, Hunter has been taking full advantage of lots of seat time in the Comanche during this transition period with both Uncle Hugh Jr. and Grandpa Hugh at his side sharing their Comanche knowledge with him, and is now a third-generation Comanche pilot in that aircraft.

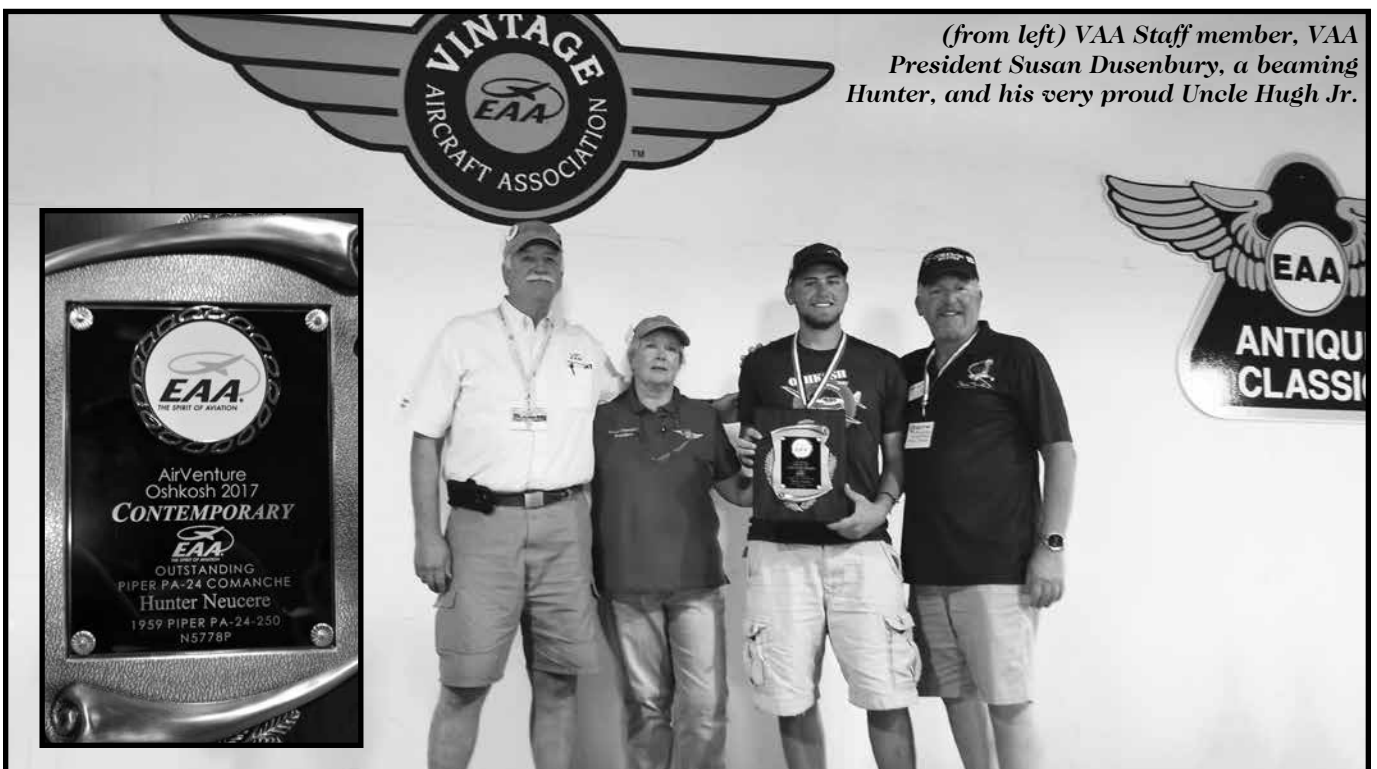
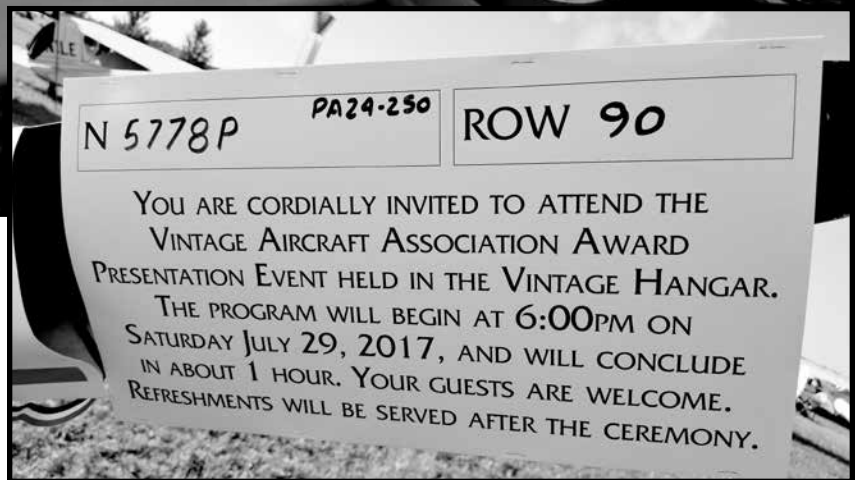
Now that you know the front end of that story, here's the back end. Hunter, along with Uncle Hugh Jr., took the family's beautiful 1959 PA-24-250 Comanche to AirVenture Oshkosh this year, with Hunter being the one

to take the last leg—an accomplishment on its own as those who have flown into AirVenture will attest to. But the icing on the cake is that our Comanche family won the Contemporary Outstanding Piper PA-24 Comanche award while there. Now we have a new, very accomplished Comanche pilot, a deeply proud mom, a doting uncle, and a Grandpa & Grandma just beside themselves with joy. Congratulations to the Flying Hunttons—we will all be watching for that fourth generation of Flying Hunttons to take the reins and pilot the family Comanche in the not too distant future.

P.S. Grandpa Hunton says Hunter's name went on the award because he is the one who polished up the family



Comanche for the event. Grandpa also says the price of admission for Hunter's name on the award is that he will become an ICS member in the near future. Sounds like a fair trade to me, Hunter, and I would not dare let Grandpa down on this one. 🐉





The Summer of My Discontent

by Gloria Smith Zawaski

Instrument training has ruined my summer. I'm winter white because I haven't seen the light of day. My house is a mess. My nails are chewed off. The garden is overgrown. I have no muscle tone. I don't have a nice word for anyone ... not even the smiling newspaper guy who struggles to deliver the paper because the mailbox is overgrown with morning glories commingled with poison ivy. I've become a curmudgeon. Why? Because I'm studying. I've studied when friends have been out to dinner. I've studied through Oshkosh on the one year they had great weather. I've foresworn wine because I fly at an ungodly early hour when I pray that the wind is calm.

Please refrain from giving me the “power of positive thinking” pep talk. I’m not buying it. Before I started instrument training, I actually believed that people who thought positively attracted positive things into their lives—as though they had little inner positivity magnets like the ones housed within our compasses, tracking them toward positive things.

But since I decided to become an instrument-rated pilot, I have become a “nattering nabob of negativism,” in the words of Spiro T. Agnew. Who’s he? Why he was Vice President of the United States, who’s about as relevant today as those old VORs I’m trying to

understand in order to get an instrument rating.

Speaking of VORs, I was practicing a VOR hold in VFR conditions last week when I had to interrupt a nonpilot friend of mine along for the ride so that I could identify the VOR.

“What’s that noise?” she inquired.

“That’s Morse Code,” I replied.

“Morse Code?” she laughed. “We’re in an airplane equipped with how many thousands of dollars’ worth of equipment ... and you’re listening in for ... Morse Code?”

On better days, I would have joined her in a laugh at my considerable

expense, but I think my sense of humor was surgically removed when I decided to become an instrument pilot.

I have endured six months of pure, unadulterated torture in my pursuit of excellence as a pilot. Flying with Foggles is almost impossible to bear, but even worse is how much you have to study to pass the written exam.

Here’s the story on that. I studied a bit here and there, trying to maintain a semblance of a life while memorizing things like what weather conditions at my destination will demand the filing of an alternate destination. One Two Three! I repeated to myself. One hour before and one hour after arrival, the ceiling must be two thousand feet with three miles visibility. Why not just file an alternate and C.Y.A. (cover your alternative, that is) and be done with it? Apparently, that’s too easy.

How hard could the written test be? I kept asking myself. I was feeling pretty confident about it until one day when I ran into my pilot friend Hank. We once enjoyed exchanging pleasantries until he, like me, decided it was time to get an instrument ticket. Unlike me, Hank is highly organized and diligent. He had the lean, unhappy look of someone stressed beyond endurance when we spoke about his upcoming written exam. He showed me the library of books he kept to prepare for the written test. He had study guides for study guides. Put them in the

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we have more than our
share of the nattering
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baggage section and you'd be over gross. Hank added that he augmented this collection with CDs, tapes, and apps. He knew when, say, a pilot-in-command could deviate from an ATC clearance. He could recite 14 CFR 91.123, and he did so just to prove it.

I began to feel uncertain about my Gleim books and King videos. Was I doing enough? And then it happened. I learned that Hank had passed his test but with only a 78. Yikes! How would I do (taking into consideration my own personal slacker factor)? My study skills didn't add up to his. What if I failed? What if I had to do it all again? Unthinkable...

I Googled weekend aviation seminar programs. Alex and I would soon be leaving for the Cleveland Comanche Convention. If I was willing to travel two hours by car to Allentown, Pennsylvania, I could attend one on the only weekend I had available. Why didn't I fly there? Because the seminar wasn't at the airport, and weather might not permit it. I booked the hotel and made an appointment to take the test in Allentown the Monday following the seminar.

The seminar was held at the Bethlehem Best Western. I was lucky: There was still room at the inn. I arrived late Friday night, 9:30 PM to be exact. Should I mention that I had trouble following my iPhone's GPS? Any implications for my airborne GPS aptitude?

"Welcome to the Best Western!" said a cheerful desk clerk.

"Yes, west is best," I wanted to reply. "And you should fly it at even thousands. Forget the VFR addition of 500 feet. This is an IFR rule." Instead, I simply tried to smile, even though I haven't done much of that since commencing IFR training either.

Being at the Bethlehem Best Western wouldn't be my choice for a good time on a good day. Staying at it for a weekend study program about IFR rules and regulations when everyone else seemed to be having fun was punishment times

10. I briefly considered crashing one of the wedding receptions the hotel was hosting on Saturday. But no. I was there to study, and study I did. I arrived at the appointed room at 8 AM. I poured myself a glass of water and awaited the arrival of the instructor and other attendees. There were four students and Instructor Irv. The other students were young guys. Irv was older than I; I was grateful for that.

We all introduced ourselves. A mechanic, two Cirrus pilots, and a soon-to-be Pilatus pilot and owner. They didn't have to say what was on their minds when it was my turn. "Wouldn't it be gentler to die of natural causes?" their eyes seem to ask.

Then it was on to illustration, question, answer. And when it was all over ... study. I studied late Saturday night. I studied late Sunday night. I arrived a half-hour early for my test and waited another half-hour for the person to administer it.

The good news is, I passed. The bad news is, I only got an 85. What did I get wrong? Apparently, I couldn't interpret the cross hatching on the High Level Significant Prognostic chart for FL450, which probably would be a concern if I wanted to fly jets commercially for the airlines. I also did my usual mess-up on a hold entry. Oh, and I thought wind below 3 knots was calm but below 6 knots was the correct answer. (I really wanted 100%.)

By the time you read this, my Practical Exam should be over. It's scheduled for August 3, so I will have spent yet another week poring over this left brain-straining material. Pray the weather is good and the examiner's mood even better. I know that at the end of this instrument-dark tunnel there's a wonderful world of pilots and planes in living color and I can't wait to take off the Foggies and fly freely among them again ✈️

NOTE: *If you read me, I'd like to hear what you have to say. Just drop me an email at wordsmith@citlink.net.*

Comanche Flyer Needs your Stories, Tips and Tricks!



Share your Comanche Knowledge with your Fellow ICS Members

Do you have a good technical tip or overhaul story you can share? What about a flying experience or recent instructional experience where you'd learned a lesson from which all pilots could benefit? Maybe a trip you took in your Comanche that you'd recommend to others. We also desperately need in-flight photos of your Comanche to feature on the cover of the *Flyer* (needs to be at least 1 MB in size to print well). Anything you can share that would be helpful to fellow ICS members, we need you to send in your information!

You don't have to be a writer by trade, just put your thoughts down and tell your story – it will be edited, if needed. Below is a list of regular columns in the *Flyer*, and a few new ones that have been suggested (the word count provided is only an average to help guide you).

Cover photo/Comanche Spirit – Not only do you get to have your Comanche on the cover of the *Flyer*, but we like to feature the owner so ICS members can get to know you better. You can fill out an owner questionnaire and the editor will write a story about you, or you can submit your own. Average length is 1,000 words.

Letters to the Editor – Send in your comments about an article you read in a past *Comanche Flyer*. Or you can also send items of interest you'd like to share with other Comanche owners that may not be long enough for an article. Really, we'd like to hear from you!

Technically Speaking – We like to feature technical information you have found useful in maintaining your Comanche. Maybe it was an ongoing problem that you finally found a solution or you want to warn other owners of an issue that occurred with your airplane. Anything technical is featured in this column. Average length is 500-1,200 words.

Maintenance Q & A – Do you have a question regarding maintenance on your Comanche? Send it in and we'll have our Technical Directors suggest some solutions. As questions come in and a reader has an alternate solution, they can send them in as well. This would be an ongoing format for maintenance discussion.


From the Logbook – If you have a trip that you'd recommend to other members, or a particular "adventure" you've taken in your Comanche that you'd like to share, this is the column! We have featured trips in story and journal formats. Average length is 1,500 words.

Product/Vendor Information – Did you have a good experience with a vendor that you'd like to share or have you recently purchased a product that you'd recommend to other ICS members? The best information that most owners get is from others who have experienced it, so share with us! Average length is 250-750 words.

Fly-In Reports – A pretty popular column, but we don't see the experiences some of the tribes are having. Send us your story. We'd like to hear how your Tribe is getting together and sharing the camaraderie. Average length is 250-500 words.

Best of the Flyer – This is an easy one. If you know of an article in past *Flyers* that you found useful and you think needs repeating, send a copy and we'll reprint it.

If you have a story that you don't feel fits into any of the above categories, send it anyway. Most issues include feature stories and we'd like to hear from you. What do you enjoy learning or reading about in the *Flyer*? Do you have something you can contribute? We'd like to hear from you!

Send your contributions and ideas to Editor Melissa Frisbie at CFeditor@outlook.com, or 1716 Canvasback Dr., Johnstown, CO 80534. 

Comanches Rock Cleveland... Is History



*It's all over,
time to relax.*

The week of June 20-25 saw the arrival of 22 Comanche airplanes, 67 ICS members, and 12 vendors and seminar presenters. The weatherman promised perfect weather and it was delivered—some rain a couple of evenings and on vendor/seminar morning, clearing in the afternoon. The temperature was perfect North Coast Ohio. Two Comanches couldn't make it because of airplane problems, and a couple East Coasters modified their arrival because of weather. **'Twas a wonderful time in Cleveland this first week of summer.**

by Bob Williams

We had scheduled the convention in the summer to allow teachers and students to attend, but we had no students. There were, however, conflicts with family vacations for several who could not attend. A fair percentage of our attendees were first timers. Judging from their comments, many will be attending future conventions.

We had said Bar 32 on the 32nd floor of the hotel would be quite the gathering

spot, but we found it to be crowded and noisy. During the convention week we shared the Hilton with a Judges Conference, a City Administrators Conference, an Entrepreneur of the Year conference, four weddings, and a 21st birthday celebration—Bar 32 suited their needs well. Although Bar 32 was great for people watching, we generally found Eliot's Bar and Living Room with its quiet ambience, open space, and comfortable seating to

be more conducive to our sharing of life, knowledge, and libation. That's where you were more likely to find the Comanche folks.

We had planned Vendor/Seminar day to be the highlight of the convention and it definitely was. Our largest attendance was on Vendor/Seminar Day and Airport Day, with our Awards Banquet Saturday evening. Following our plan of breakfast and lunch with the vendors and individual seminar



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Best Single recipient — Hank Spellman, N5903P



Best Twin recipient — Steve Spector, N8769Y



What a way to end an evening with a beautiful sunset.



Flagship recipient — Chuck Lee, N6483P



Great evening view from the hotel room on the first day.

The Vendors, Seminar Speakers, and Sponsors

These are the people that helped make our convention a success. Aside from bringing their products and knowledge to us, they contributed financially so we could keep our convention registration fee down and still provide the convention experience we wanted to present. In the end, we were able to contribute funds to the ICS treasury, again, making ICS stronger.

Each vendor paid a \$250 registration fee. There were 11 vendors in attendance. We also

solicited sponsorships, and three vendors and one Flyer advertiser also sponsored our convention with cash. Additionally, the vendors and sponsors contributed auction items, registration supplies, and welcome bag items. Our sponsors contributed \$4,015 in cash, an additional \$1,255 in auction items, and welcome bag items & supplies totaled about \$500. Please consider this when making decisions involving their products. Here is the list:



A successful Vendor/Seminar Day

Vendor Name	Vendor	Seminar Presenter	Sponsor	Auction Item	Other Gift
Appareo Stratus	Yes	Yes		Yes	Yes
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Electroair	Yes	Yes	Yes		
Great Lakes Aero Products				Yes	
Heritage Aero	Yes	Yes	Yes		
Johnson Aircraft			Yes		
L-3 Lynx	Yes				
MT Propeller	Yes		Yes		
Poplar Grove Airmotive	Yes				
SkySurance	Yes	Yes			Yes
The STC Group	Yes	Yes			
Tiffin Aero	Yes	Yes			
Webco	Yes			Yes	
Sporty's Pilot Shop				Yes	
UPS					Yes
Skypark Flight School at 15G		Yes			

presentations, the Comanche owners, vendors, and seminar presenters were all fully rewarded on these special days.

With 22 Comanches, we had a full complement of aircraft for the Flagship judging, managed again this year by Cliff Wilewski. Eight aircraft were entered, split between singles and twins. At the end of the day, the results were tallied with the winners announced at the Awards Banquet. Flagship went to Chuck Lee, Best Twin to Steve Spector, and Best Single to Hank Spellman.

Cleveland, as it turns out, is a special place indeed. Gone is the dreary downtown many expected. The variety of events, night life, restaurants, and everything else happening only enhanced our experience. Check out some random comments heard throughout the week and you will see what a Comanche Convention is all about. Then, plan to attend one for the first time yourself. As we have said earlier, you just can't have a better experience than when a group of Comanche owners get together.

What Was Overheard

- "We've gotta get Detroit to do what Cleveland has done!"
- "I only came to this old city because my husband had volunteered to work at the convention." Then, five days later, "I wish I had a couple more days to enjoy this city."
- Many people said that the Cod WWII submarine was the best tour they had.
- "The NASA tour was over the top, glad I came."
- This is the Rock and Roll Hall of Fame.
- Paraphrased: Day 1—"The Europeans would do things differently." Day 2—"This is a great convention."
- Another attendee said, "We have outdone ourselves on this convention, better than the last time (2009)."
- "I expected to see a brick wall out our hotel window—wow, everybody sees

Lake Erie, the coast, and the city skyline." There are no bad rooms.

- If we had planned the convention before the New Zealand convention, we couldn't have had the Hilton Downtown, it opened June 1, 2016.
- The vendors all had a good experience, and most asked when the next convention would be. Some might be willing to travel to Scotland.

gas at \$5.75/gal. The North Central Tribe picked up everyone's landing fee of \$7 or \$10.

And as for the Hilton, our host hotel:

- The welcome reception, a terrific menu, plentiful food, great presentation—what a Welcome to Cleveland.
- The people at the Hilton promised an exceptional experience and made good on their promise.



Enjoying the popular Nautica Queen dinner cruise.

- Electroair said if all vendor days were planned like ours, they would be more successful. He is taking our idea (of breakfast and lunch with the vendors) with him.
 - Many were amazed at the location of the airport, within walking distance of the hotel and everything downtown.
 - Restaurants were abundant and varied.
 - Downtown and the East Bank (of the Cuyahoga River) Flats were vibrant.
 - The Dinner Cruise with the view of Downtown Cleveland and Burke Lake Front Airport was nothing short of *awesome*!
 - Signature came through—NO (as in zero) parking fees, and affordable
 - Every Hilton employee at every level was happy, cheerful, and helpful.
 - The Hilton A/V support and service was immediate and precise.
 - Our Saturday Awards Banquet, with a view of Lake Erie, well suited our last evening together.
- And, finally, the North Central Tribe would like to thank all of you for coming, and making the Comanches Rock Cleveland 2017 a true success. Without you, the Comanche enthusiast, our convention would have just been another day about town. As the convention wound down on Sunday, my wife, Marti, turned to me, sighed, and said, "Does this mean I get you back again?"
- See you next year in Edinburgh, Scotland. 🏴󠁧󠁢󠁥󠁮󠁧󠁿
- [Look for more photos on page 45.]

EDINBURGH, SCOTLAND – The Venue For The 2018 Convention August 14-18, 2018

by *Barrie Taylor*

Edinburgh, the Capital City of Scotland, always vibrant, becomes International during the City's annual Arts Festival. Wherever you enter the City, your route is likely to take you into the New Town, built at the time when England lost its American Colonies in the USA.

The streets were named to please our King George III, with Princes Street named after his sons. Unlike the Old Town, the New Town is built on a grid pattern with two squares: one named after Queen Charlotte who died in

childbirth and was the wife of George III, and the other named after Saint Andrew the Patron Saint of Scotland. The credit for the concept of the New Town goes to James Craig, a young architect who won a competition for its

Edinburgh Castle



design in 1776, but much of the detail was the work of the architect William Playfair. There is a commemorative plaque to him on Calton Hill dominated by his classical Greek pillars.

The pillars are an unfinished monument to the Scottish soldiers who died in the Napoleonic Wars. This is a good place to look down the length of Princes Street with its famous gardens in what was once the Nor Loch, drained in 1820. Edinburgh Castle, on the massive Castle Rock, fills the skyline. The annual Military Tattoo takes place on the Castle Esplanade during the Edinburgh Festival.

Mary Stuart, Queen of Scots, Elizabeth I's Catholic cousin and rival to the English throne, was born in the Castle that has not been occupied by the English since Cromwell's Model Army, commanded by George III's brother, ruthlessly put down the Jacobite Rebellion in 1745 led by Bonnie Prince Charles who was a Catholic in a country that was now Protestant. Prince Charles' lineage, like Mary Queen of Scots, went back to Henry VIII's elder sister Margaret who married a Scottish King.

The Royal Mile in the Old Town extends from the Castle to Holyrood Park once the hunting park of Holyrood Palace. Mary Queen of Scots had lived in the palace; it is now the official Scottish residence of our present Queen Elizabeth II.

Following the 1745 Rebellion, tartan and the wearing of a kilt were banned until it was revived for George III's state visit to Edinburgh in 1820 when he arrived in the traditional way by ship that docked at Leith Edinburgh's port. It is where our present Queen's former Royal Yacht Britannia is berthed and open to the public.

Walking down the Royal Mile to Holyrood Palace you will find yourself in the centre of the Old Town with high tenement blocks on each side, built high because of the confined space. It was a feature of Old Edinburgh that various social classes

shared the same buildings, the only segregation being that the shopkeepers and tradesmen tended to rent the cheaper cellars and garrets.

You will walk through the Old Parliament Square to Saint Giles Cathedral, the High Kirk of the Church of Scotland, where John Knox could not have been much liked by Mary Queen of Scots when he preached his fiery anti-Catholic sermons. The Gothic style architecture dates back to the 15th Century. The Cathedral has beautiful stained glass windows. The Thistle Chapel, dedicated to Scotland's

*University of Edinburgh's
Old College as it stands now.*

Order of Chivalry, is one of the highlights. Look for the carving of an angel playing the bagpipes.

The Mound, created from excavations of the New Town, runs from Princes Street up on to the Royal Mile close to St Giles. Trams used to ascend this steep slope in freezing weather. I remember being told that there was an electric blanket under the road. The trams were taken out of Edinburgh in 1956. However, a new line, running from the International Airport along Princes Street and into St. Andrew Square, has recently been built. The Mound leads



The Convention of a Lifetime – Edinburgh, Scotland

August 14-18, 2018

Booking Form

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Provisional Itinerary

14/Aug/18	1400 registration		\$1200 pp	€1020 pp	£920 pp
15/Aug/18	Daytime - Visit Floors Castle and Falconry display		Inc		
15/Aug/18	Evening - Spirit of Scotland		Inc		
16/Aug/18	Daytime - Visit Holyrood Palace and Museum		Inc		
16/Aug/18	Evening - Tribe night		Not Inc		
17/Aug/18	Daytime - Seminars and Vendors		Inc		
17/Aug/18	Evening - The Royal Edinburgh Military Tattoo		Inc		
18/Aug/18	Daytime - Airport Day - Visit East Fortune Aircraft Museum		Inc		
18/Aug/18	Evening - Gala Dinner - Onboard Royal Yacht Britannia - Dress: Formal/Black Tie		Inc		
19/Aug/18	Tour Options:				
		Ghost Walk of Edinburgh - www.mercattour.com	\$20.00 pp	€16.75 pp	£15 pp
		The Underground City – www.cityofthedeadtours.com	\$15.40 pp	€13.00 pp	£11.60 pp
		The Scotch Whisky Experience – www.scotchwhiskyexperience.co.uk	\$36.15 pp	€30.50 pp	£27.30 pp
		<i>If you wish for us to book one of these tours for you for Sunday, please indicate which one and add payment.</i>			
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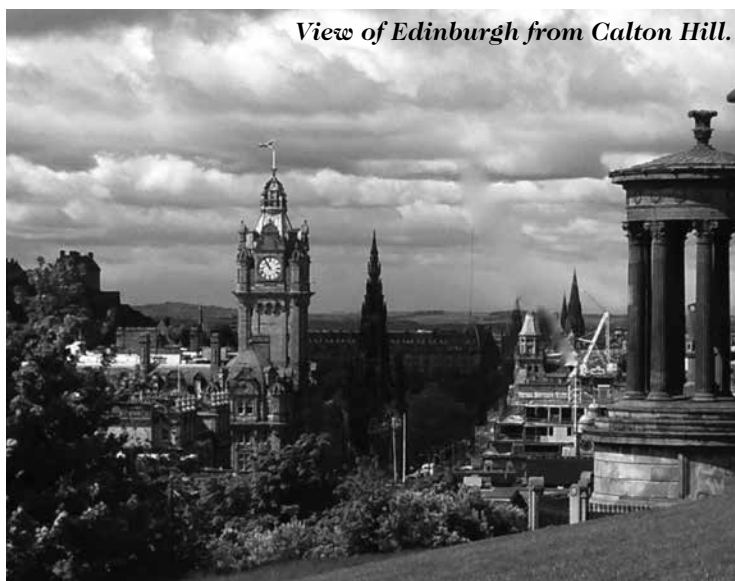
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Festival Gardens



View of Edinburgh from Calton Hill.



No account of Edinburgh is complete without mentioning Hogmanay, the annual Edinburgh New Year celebration that started as an informal street party. It now covers four days of processions, concerts, and fireworks with a street party beginning on Princes Street on 31st December each year with Ceilidhs (A social gathering with traditional Irish or Scottish music, dancing, and storytelling.) and dancing in Princes Street gardens.

onto George IV Bridge, a street elevated above the Grass Market, now the site of one of Edinburgh's four Universities.

Further on is Grey Friars Bobby, an Inn where a faithful Terrier dog sat and guarded the grave of its deceased owner. Behind this is Greyfriars Church, a church of cathedral proportions known as the Covenanters Church, a religious group who opposed the imposition of the Established Church of England.

Joseph Black, an eminent doctor and chemist who discovered Carbon Dioxide and Nitrogen as constituents of the Atmosphere during the Scottish Enlightenment, is buried here in the Covenanters Prison. At this time there was a significant contribution to the World by Scotland in the field of Economics and Science. Men like Adam Smith and Robert Stevenson walked the gaslit streets, and you can see the statues of these Edinburgh alumni today.

The controversial new Scottish Parliament building is opposite Holyrood Palace at the foot of Arthur's Seat, an extinct volcano. The Scottish Parliament merged with the English Parliament with the Act of Union in 1707. Within two years the prime minister of the English Parliament was a Scotsman! The current Scottish Parliament reconvened in 1998.

Greyfriars Bobby is not far from Edinburgh's oldest University where the architect William Playfair was responsible for the design of the Quadrangle and library that bears his name. He was also responsible for the design of the building of the Royal College of Surgeons. It is the UK's oldest and largest surgical college delivering the best possible outcomes for patients worldwide. Edinburgh's Medical School has been preeminent as a world centre of medical education and made an enormous contribution to medical research and practice in the world.

Scotland's First Minister has an official residence in 6 Charlotte Square at the West End of Princes Street and George Street in the New Town. From here the Queensferry Road passes over Dean Bridge built by the Scottish engineer Thomas Telford. It spans the gorge of Dean Village, once the site of paper mills, on a river that flows down from the Pentland Hills to Leith harbour where it enters the sea. Dean Village has been redeveloped and what was once low-cost social housing is now very much in demand. At Queensferry, there are three bridges over the Firth of Forth. The oldest bridge is the iconic Forth Railway Bridge, the longest cantilever bridge in the world when construction started in 1882.

One has to wait until the Spring Fire Festival on Calton Hill for the next festival on Princes Street, but you may prefer to climb Arthur's Seat on May Day and greet the dawn when you should wash your face in the morning dew, in order to attain eternal youth. ☞

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[Editor's Note: Look for the **Convention Booking Form** on page 26. Please be aware that a **50% Deposit** is required by **January 1, 2018.**]

Getting the most out of your autopilot

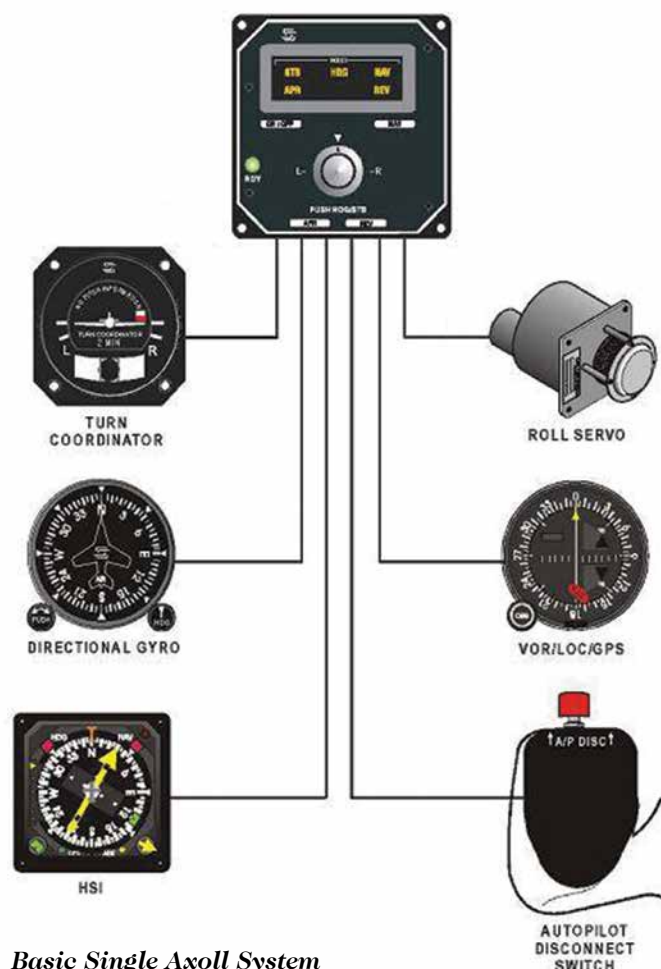
by Dale Smith

Whether you are flying hard IFR or just out in search of the best \$100 hamburger, there's one piece of equipment that's right in your panel that can cut the workload on any flight you make – your autopilot. That is if you use it.

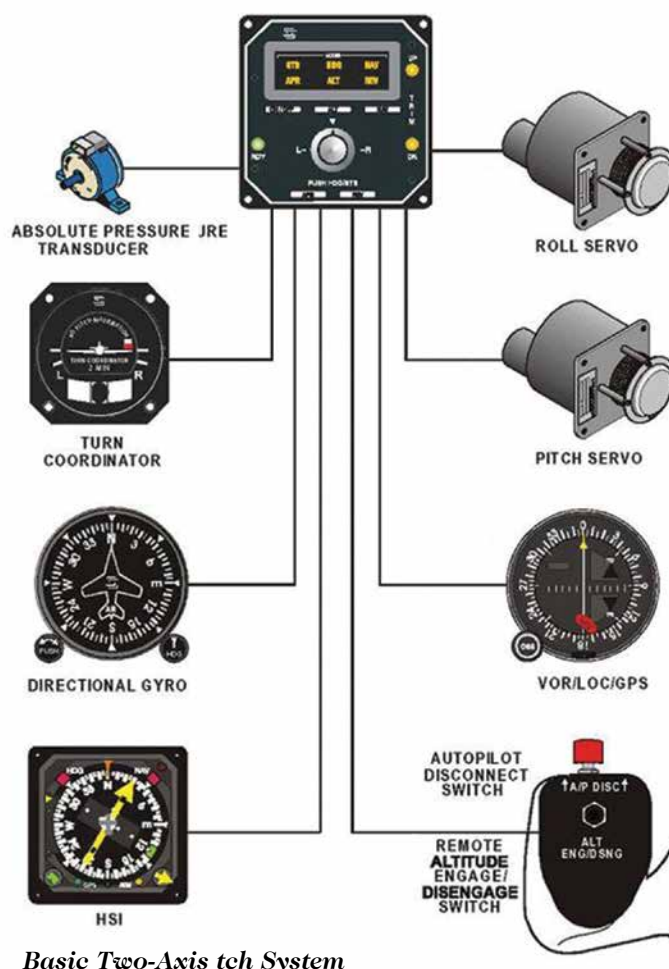
Truth be told, the majority of pilots rarely take the time to get to know the capabilities of their airplane's autopilot. Operationally speaking, they're a lot like airborne weather

radars – many airplanes have them, but very few pilots ever take the time to learn how to use it. Sure you could read the Owner's Manual, but what self-respecting pilot will do that? If it were a VCR in your panel, it would just blink 12:00 all the time.

But you have a lot of money invested in your airplane and the Pilot's Operating Handbook (POH) that came with your particular autopilot is the best place to start to get the most out of that investment.



Basic Single Axis System



Basic Two-Axis System

“Pilots need to spend time reading their autopilot’s POH. It won’t take long and it will greatly increase their understanding and confidence in using their autopilot on every flight,” Greg Plantz, Director of Sales, S-TEC Corporation said. One of the first things it will tell you is whether yours is a rate-based or an attitude-based autopilot.

Is your autopilot rate-based or attitude-based?

As Plantz explained it, an attitude-based system is going to get its input from your vacuum-driven attitude gyro, while a rate-based autopilot gets its primary information from a specially designed electric turn-coordinator that comes with the autopilot system.

Why is that important? Well, on the average flight it’s not. But it can be critical when things start to go wrong and you need to know whether or not you can get help from your autopilot.

“What happens if you’re in IMC and your vacuum system fails and you have an attitude-based autopilot?” Plantz said. “If you don’t do anything your autopilot is going to follow that gyro down to its [the autopilot’s] design limits before disengaging. In other words, if that autopilot is designed to disengage at a 40-degree bank angle, it will follow that gyro until it reaches that limit. That’s too late.”

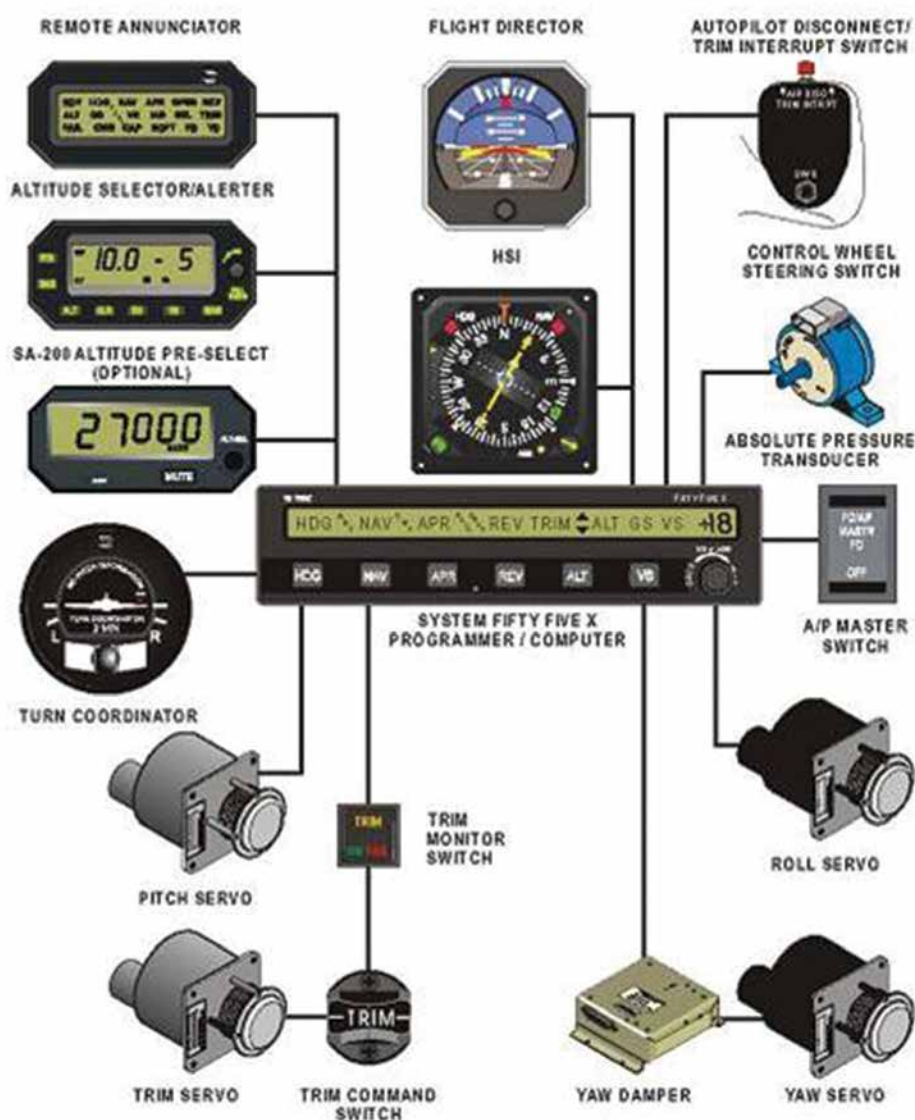
“Vacuum failure is a subtle thing,” he continued. “If the vacuum failed and that gyro slowly spools down you can find yourself in an unusual attitude before you realize it. So if you have an attitude-based autopilot, you know that if you have a vacuum failure, you can’t use it. A lot of pilots don’t understand that.”

“What else do you have in your airplane to back up that gyro?” he asked. “Do you have a standby vacuum pump? The point is, if your primary vacuum or gyro fails is there a backup data source for your autopilot? If not, it’s not going to work.”

“An advantage of a rate-based autopilot is it doesn’t care about the vacuum system,” Plantz said. “If you have an electrical failure, you’ll at least have enough power in the battery to let the autopilot fly while you get things sorted out. Then you can turn it off and hand fly.”

Plantz stressed that knowing these operational differences are critical to helping you get the most capabilities and safety out of whatever autopilot you have. The better you know your autopilot and how it interacts with the other systems on your airplane, the better prepared you are to handle an emergency.

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While how to do an approved autopilot exercise plan is part of the autopilot's preflight procedures in the POH, Plantz said that he kicks his up a notch. "What I do is throw my heading bug 30-degrees to the left. My servo starts turning the yoke to the left. But before it hits the stop, I grab the yoke and hold it until the clutch engages," he said. "I hold it for five or 10 seconds. It makes the motor work longer and I also verify that the clutch is working properly."

"I do that again for a right turn. Then I do it the same way for the pitch servo," Plantz said. "I use the maximum commands to get the maximum voltage requirements to the servo from the flight computer so I have the best chance of having the highest RPMs on the servos."

Since the S-TEC model Fifty Five X autopilot Plantz has in his Cherokee Six 300 has an auto-trim servo, he also turns the autopilot off and runs the electric trim all the way to its stops in both directions. "By doing this I've run all three servos," he explained. "Even if you only have a wing-leveler and one servo, the procedure is still the same."

Preflight your autopilot.

Another thing you'll find in your POH is the large section it dedicates to preflighting your autopilot. Did you even know there are preflight procedures? Sure you did.

"It's a step that most pilots have forgotten about, but it's very important. Especially if you're launching off into IMC. In the clouds is not the place to discover that your autopilot isn't working – especially if it's part of your get-home plan," Plantz said. "What you really want to do is go through all the preflight procedures in your POH. Companies go through a lot to get these [POHs] approved and this is one of the things it stresses. Some pilots just get too lazy."

Plantz said that his preflight autopilot check not only confirms that the systems are working but he also uses it as an opportunity to 'exercise' the various servos. "The muscle of the system is the servo and it needs to be used," he said. "Carbon and corrosion can build up on the brushes so the motor won't work as well – they won't respond as quickly to small directions from the autopilot's controller. So the controller ends up sending more voltage and then the servomotor over reacts to the signal. That's one of the things we look at when someone complains about pitch-oscillation or wing-rock."

Autopilot operational tips.

Now that you know that your autopilot is functioning as designed, it's time to launch off into that 500-foot ceiling, right? Not so fast. Knowing that your autopilot works is not the same as knowing how you're going to work with your autopilot. Take a tip from the professionals and have a game plan for autopilot usage.

"It's a comfort thing with every pilot," Plantz said. "Everyone wants to use their autopilot at a different phase of flight and that's fine. The key is to have the decision made before you leave the ramp."

"Personally, I engage my autopilot at 500 feet AGL. Other guys will hand fly to 1,000 feet, then turn it on. It's a matter of your procedure and comfort," he continued. "Have your departure profile decided upon early. Say it's 200 overcast and a half-mile. I'm going to use my flight director for the first 500 feet and then engage my autopilot. I've also decided which modes I'm going to use while on the ground – am I using my Heading or NAV modes? It's all pre-decided on the ground so I can concentrate on safely flying the airplane."

Plantz also said that he has his approach procedures decided before he even begins his decent. "Have a game plan for when you are going to disconnect during the approach," he added. "On a non-precision approach are you going to

use the autopilot to maintain the inbound course? If your autopilot doesn't have vertical speed capability are you going to keep it engaged to fly the inbound course while you manually control the vertical decent? What are you going to do when you reach MDA?"

"I keep the autopilot on from the MDA to the missed approach," Plantz said. "Or until I visually acquire the airport – then the autopilot comes off. Pilots who don't trust their autopilots to track the inbound course turn it off and hand fly. But let's say the autopilot has been holding a 30-degree crab into a crosswind. You turn off the autopilot and turn the aircraft into the runway heading and guess what? By the time you get down to the decision height you're off course. If you have a capable autopilot, why wouldn't you fly it down to minimums to help you out?"

Another helpful tip on approach is to use the throttle to help the autopilot stay on the glide slope. "Pilots can anticipate the autopilot's pitch change and use power to help it out," he said. "I'm not making huge power changes, just small increments to smooth the approach out." Another tip Plantz shared is to use the heading bug to slowly start turning the aircraft in towards the final approach heading to smooth the intercept angle out during a localizer approach.

"If you're flying a 30-degree intercept your needle will be fully deflected. When you see that needle come off the peg, there's nothing wrong with using the heading bug to slowly start turning the aircraft inbound," he said. "This will help the autopilot fly a tighter localizer approach."

Practice makes perfect.

Like honing any skill, it takes practice to get comfortable with your autopilot. That's why it's a good idea to fly as much as you can with it on. Pick a VFR day and fly simulated IFR flight with a safety pilot. How does your autopilot track the localizer? What is your personal disconnect altitude? Get a feel for helping it fly the approach with throttle inputs. The extra practice is good for you and great for your autopilot.

Even if you are a VFR-only pilot. There may come a day when you encounter IMC weather and your ability to use your autopilot to keep your wings level and execute a 180 may be a real difference maker.

If you're not comfortable doing it yourself, find an experienced instructor who knows autopilots and can give you a few hours of dual. When it gets down to "crunch time" it may be the best investment you've ever made. ✈️



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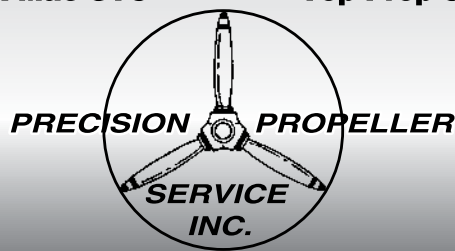


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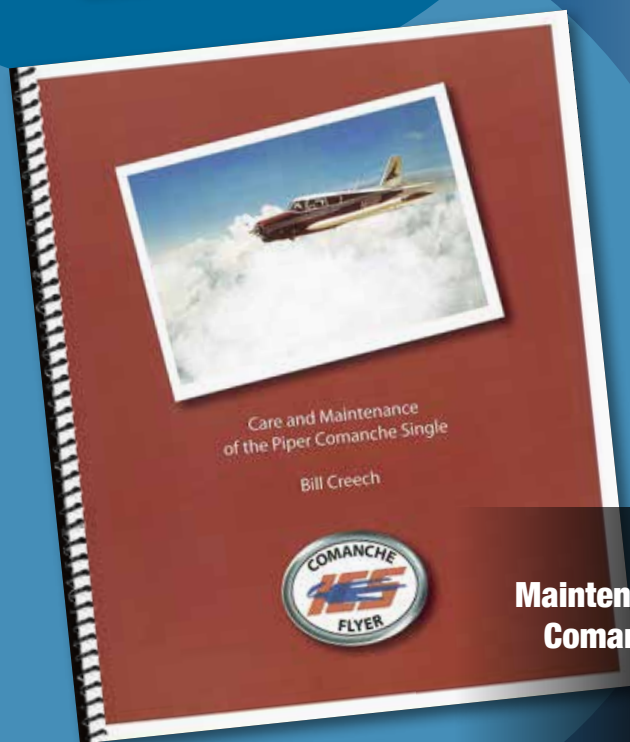
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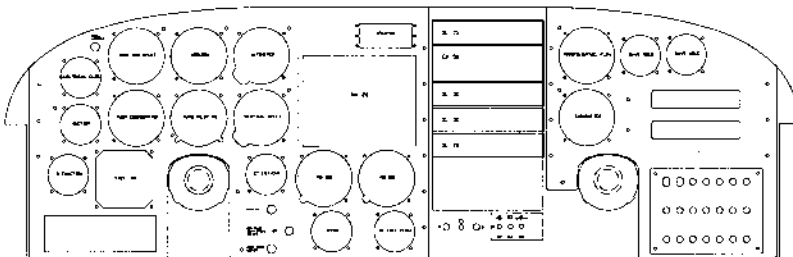
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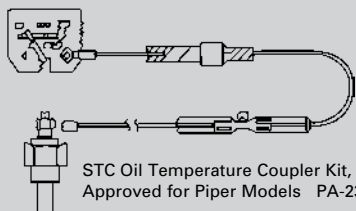


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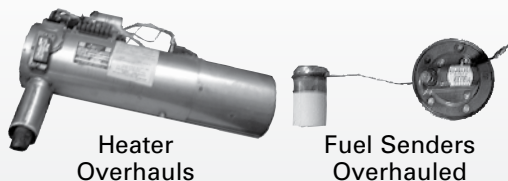
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The course will consist of systems training ground school on Friday; hands-on systems training with a Comanche on jacks on Saturday; and

with Comanche specific flight training on both Saturday and Sunday.

Hotel accommodations are pending.

For further information, contact Bob Cretney at (214) 725-6584 or via email at bob.cretney@lecwireless.com.

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Single room cost is Euros 920 for the four nights with the same conditions as above.

NOTE: A total of 20 hotel rooms have been blocked until the end of August. All rooms should be booked by then (at the very latest) to guarantee a place which is limited to 40 max.

Program:

Thursday, October 5 – For those flying their own aircraft into Bled, arrival should be by 16.00 or earlier. There will be drinks and snacks available until leaving around 5 pm by coach for Ljubljana centre and hotel.

There are also scheduled flights to Ljubljana by Easyjet and Adria Airways from the UK and most other major airports in Europe. Those flying their own planes from the UK should clear customs in an EU airport en route; immigration and customs are not necessary in Slovenia. Airstrip is sealed runway 1100 meters. No instrument approach is available but cloud break, if needed, can be made at nearby main airport.

Those arriving via a scheduled flight should make their way to the hotel via bus or Taxi from the main airport about 15 minutes out of town.

This evening we will all meet at the bar for drinks and a three-course dinner at the hotel.

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DATE	TRIBE	EVENT/LOCATION	INFO SOURCE/HOST
Sep 16	MS	Landing Restaurant – 10:30 am Keeter Center at College of the Ozarks – 11:30 am M. Graham Clark Downtown Airport, Branson, MO (KPLK)	For restaurant count, RSVP: Doug Linville, 61comanche@earthlink.net
Sep 16 (17*)	NE	Lunch/Museum Fly-In Village Tavern William T. Piper Memorial Airport Lock Haven, PA (LHV)	Ron and Lynn Ward ronandlynn33@gmail.com Register at: http://www.quietcornerbands.org/Forms/ICS-NE Flyin RegForm.htm
Oct 5-9	EU	European Tribe Fly-In Bled, Slovenia	Jeff Hutchinson hutchinson48@gmail.com
Oct 14	MS	BBQ Dinner Fly-In – 5:00 pm, Cook Airfield Rose Hill, KS (K50)	For parking purposes, RSVP: Steve Logue smsgt2000@msn.com Four Comanches on field Camp out or Hampton Inn in Derby, KS
Oct 14 (15*)	NE	Lunch Fly-In Fiorertino's Lancaster Airport Lancaster, PA (LNS)	Ron and Lynn Ward ronandlynn33@gmail.com Register at: http://www.quietcornerbands.org/Forms/ICS-NE Flyin RegForm.htm
Oct 20-22	SC	Comanche Specific Training Lancaster, Texas	Bob Cretney, (214) 725-6584 bob.cretney@ecwireless.com
Oct 21	MS	Lunch Fly-In High Flyer Grille – 11:30 am Alton, Illinois (KALN)	For restaurant count, RSVP: Pat Donovan pa24pilot@centurylink.com
Nov 11 (12*)	NE	Lunch Fly-In Arena's at the Airport Delaware Coastal Airport Georgetown, DE (GED)	Ron and Lynn Ward ronandlynn33@gmail.com Register at: http://www.quietcornerbands.org/Forms/ICS-NE Flyin RegForm.htm
Nov 12	MS	Lunch Fly-In Nick's Family Restaurant – 11:00 am Jefferson City Memorial Airport Jefferson City, MO (KJEF)	For restaurant count, RSVP: Sarah McKinley flyingmacs@aol.com
Dec 2	MS	Breakfast/Lunch Fly-In Billard Airport Restaurant – 10:00 am Phillip Billard Municipal Airport Topeka, Kansas (KTOP)	For restaurant count, RSVP: Sarah McKinley flyingmacs@aol.com

* Indicates rain day will be the following day.

** At these fly-ins we will attempt to set up Young Eagles Flights with the local EAA chapters. All attending Comanche pilots are encouraged to participate.

Friday, October 6 – Coach from hotel around 9 am to Bled Castle and Lake Bled; followed by a visit to Bohinj Lake and lift to Vogel at the top of the mountains for more sightseeing and a light lunch before returning to the hotel around 4 pm. Friday evening we take a short walk through the town centre to

a restaurant for a typical local dinner and drinks.

Saturday, October 7 – Coach at 9 am to Postanja Caves, the largest of their kind in Europe. Cave tour is by special open train. After the caves, we will visit a nearby castle unique to the region. On the way home, we

Editor's Note: *Tribe Chiefs and Fly-In Coordinators, remember to send in your calendar of fly-ins and more detailed information, as it becomes available, so it can be published in the Flyer.*

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plan on stopping in Bistra to visit the Technical Museum of Slovenia which, in fact, is situated in beautiful grounds and features many cars, motorcycles, and other "gifts" given to General Tito at the time he ruled all the Balkan countries before his death.

Saturday Evening is the Gala Dinner at the renowned five-star JB Restaurant, a short walk from the hotel.

Sunday, October 8 – Walk to a nearby Antique market and to the centre of town to explore the buildings and shops. There is also a unique food market with stands preparing different foods from around the world with all dishes set at Euro 5 per person. A great place for a light (or heavy lunch) surrounded by good pubs and lots to see. Sunday afternoon there is the possibility to visit the fantastic castle that overlooks the entire city; then take in a guided tour of the history of the city and castle before returning to the hotel for a group farewell dinner. Or for those that prefer, they can make their own arrangements in one of the many local restaurants.

Monday, October 9 – Coach to Bled Airport and departure. I will check that fuel is available at Bled, which is the best place to refuel in the area.

IMPORTANT:

Please confirm your attendance and numbers when booking the hotel, and contact me at Hutchinson48@gmail.com if you have any questions. When the dinners, tours, coaches, and numbers, etc., have been finalised, I will advise any changes and the additional cost per head, which should then be sent directly to Peter Greenyer, as usual.

Looking forward to catching up again!

Best regards,

Jeff Hutchinson
Cell: +33 6311 85786
Hutchinson48@gmail.com

NORTHEAST TRIBE

Lunch Fly-Ins

September 16, 2017
Lunch/Museum Fly-In
Village Tavern
William T. Piper
Memorial Airport
Lock Haven, PA (LHV)

William Piper Memorial field (LHV) is the home of the Comanche. Come and visit the Museum to see where our aircraft were built and enjoy a fine luncheon.

October 14, 2017
Lunch Fly-In
Fiorentino's Restaurant,
Bar & Patio
Lancaster Airport
Lancaster, PA (LNS)

Lancaster (LNS) is a towered field in the heart of Pennsylvania Dutch country, with Fiorentino's excellent Italian restaurant.

November 11, 2017
Lunch Fly-In
Arena's at the Airport
Delaware Coastal Airport
Georgetown, DE (GED)

Once again we return to Coastal Delaware (GED), a popular location near the Atlantic coast. Arena's at the Airport restaurant is in the FBO. While at GED, visit the Delaware Aviation Museum and see the B-25 "Panchito" up close and personal.

*** At these fly-ins we will attempt to set up Young Eagles Flights with the local EAA chapters. All attending Comanche pilots are encouraged to participate.*

SOUTH CENTRAL TRIBE

Weekend or Saturday Lunch Fly-Ins

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and knowledge of other owners. Some events are purely social, others include seminars (mostly technical and/or knowledge-based), and the remaining are a combination of both with attractions for the entire family. If it is difficult for you to attend a full weekend fly-in, you may find a Saturday lunch gathering with that same Comanche camaraderie of sharing flying stories, hangar talk, and lunch more to your liking. Make plans to attend as many of these events as you can. Whether your own Tribe or any of the other Tribes is hosting it, you are welcome to attend. The friendships you will make at these events will be lasting memories. And if you have a favorite destination in your region, think about hosting one of these events yourself. If not in your region, just contact the fly-in coordinator in that particular region and discuss it with him/her. Should you need a little help getting started and/

or tips on organizing either type of fly-in, please contact Bruce Thumann at bruce@contractbuilderssupply.com or (713) 875-3056.


Tribe Email Updates

If you are not receiving the South Central Tribe's Fly-In and/or Tribe-specific email notices and would like to, please email Bruce Thumann at bruce@contractbuilderssupply.com. He will make sure to amend the SC Tribe email list to include your address. Most updates will be for upcoming events that will also be located in the ICS National Newsletter. Some, however, may be important last-minute details not appropriate for the National Newsletter.

SOUTHEAST TRIBE

South Carolina Breakfast Club

This is still a great low-commitment fly-in. We will continue to join the South Carolina Breakfast Club (for breakfast) on occasion. The meal is about \$7.00—this is a well-organized event. If you have not been to one give it a try, they are a lot of fun. Here is the link: <http://www.flyscbc.com>. Hope to see you there.

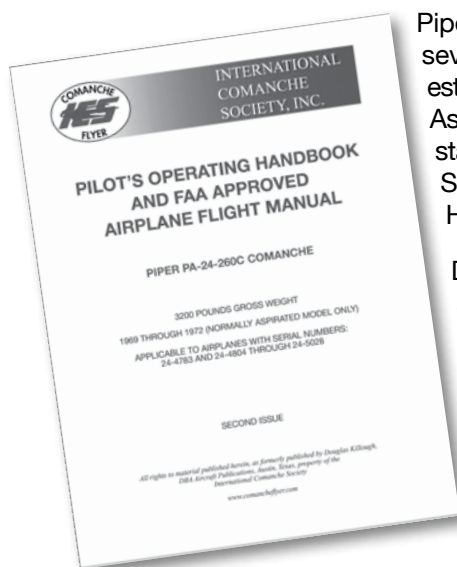
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From the Comanche Website Maintenance Forum

iPAD MOUNTING

I'm having a GTX 345 (with WAAS) transponder installed. I plan on using it in conjunction with ForeFlight on a new (9.7" screen) iPad. I've heard of people mounting the iPad on the yoke or window. Others keep it on their laps. I'd like to hear from members about their personal experiences and recommendations regarding the various options as to where to best place the iPad. I'm trying not to reinvent the wheel.

Thanks in advance.

We mount our iPad mini on the yoke where it is part of our scan. You have to be careful it is centered left/right or it will create a turning tendency.

A bigger iPad would seem too big on the yoke IMHO.

I have my iPad mini mounted on the yoke using what I would call the RAM gripping plate. I feel that the parts built by RAM to adapt the plate to the yoke tube result in a very clunky setup so I built my own. My design is pretty simple for anyone with basic workshop skills and equipment. A bit difficult to

describe but I have photos and a detailed explanation that I will be pleased to share with you via email.

Send me your email address and I will get the info to you within the next few days.

Thanks for the responses so far. I ordered the 9.7-inch iPad. It's a bit bigger than a mini (7.9 inch), but smaller than the full sized iPad (12.9 inch). Do you think the 9.7-inch version is too large for a yoke?

I would not want anything much larger than the iPad mini, but I have not seen the 9.7" iPad to make a judgment.

If you do not have the iPad in hand yet, cut a cardboard template to hold in front of your yoke to help you decide.

FWIW, we ordered a RAM mount with the Bonanza yoke adapter. I have also used the RAM suction mount with a full-size iPad at work. It was a much larger cockpit, so I can't comment on fit for the Comanche. I can say the suction mounts are finicky.

I'm also considering a iPad mini to use on the yoke as a backup. I fly with my regular size iPad but find it too big, and it usually sits on my wife's lap. My question to you is since I already have a 480 WASS GPS coupled with an MXD200 I already get all the traffic and weather I need. What does one need with a mini to just run ForeFlight? External power hook up, plug in antenna? Thanks.

I am a bit puzzled. You say you want the iPad for a backup, but then say you have everything you need on your primaries. To me, a backup is there in case you lose the primaries. I think you need to ask yourself what you want to back up to help make a decision.

As far as what you need to use Foreflight on an iPad, it depends on which model you purchased. If the iPad you purchased has cellular, its built-in GPS will provide you with reasonable accuracy in flight with no need for an external GPS or antenna. If the iPad you purchased has Wi-Fi only (read no cellular capabilities), you will need an external GPS such as the Stratus, Stratux, or Bad Elf to provide the iPad with position information. To see ADS-B In information, something has to provide that to the iPad via Bluetooth or Wi-Fi. Bluetooth will only connect to one device, while Wi-Fi will connect to multiple devices. Which GPS you choose depends on how much backup you desire, and how many devices will

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use the output, as some now provide ADS-B In as well as GPS position.

Whether you also need power for the iPad depends on how you will use it. It sounds like you would only use it as a backup, so most likely it would be asleep until needed. In that case, the iPad's battery should be sufficient. If you use it continuously, a panel mount USB charger or a charging brick (spare battery to charge the iPad) would be needed for longer flights. We started with the brick and added panel mount chargers when we added ADS-B Out.

For our aircraft, we have a GNC-300XL, an IFR GPS/comm. It has no VHF nav, so it is for non-precision GPS approaches only and has a small, black-on-green moving map display but no way to display Wx or traffic. The moving map is very small and difficult to use in flight. We use the iPad to provide a more usable moving map display. We use the Bluetooth output from our

GTX-345 WAAS to display ADS-B In info such as traffic and Wx on the iPad. The GTX-345 also has an AHRS, so we can use the horizon and synthetic features in Foreflight for added situational awareness. Also, we do fly IFR and can use it in an emergency to help recognize a vacuum failure and then clean side up.

To back up the GTX-345 ADS-B In information, we also have a Stratus 2. It has the same GPS, ADS-B In, and AHRS as the GTX-345 providing backup for all the GTX-345 functions except the Mode-S transponder.

We have a Mid-Continent MD-93 digital clock with two USB ports on the left side of the panel for charging the iPad and Stratus because we usually are running both constantly. We also replaced the cigarette lighter on the right side of the panel with a power port to add two more USB chargers (my partner and I both have iPad minis). If

we fly together, we like to follow along with our own iPad from the right seat. We can also keep a phone charged. The fact that there are two USB ports on the left and right sides of the panel reduces the tangle of wires as well.

Hope that helps.

Thank you for all the responses. I'll try to mount it on the yoke.

I have found the Pivot mount system to be much more stable than the Ram mounts (doesn't fall off the window at 9000'). I have gone to this and have my iPad mini mounted on the pilot's side "A" pillar with the suction cup on the windshield in front of the A pillar, and the mount plate is set so the iPad then slides in from the right and sits with its back to the pillar trim.

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I decided to buy three RAM components on Amazon and see how it would fit on the yoke of my friend's Comanche since mine is out-of-state getting an engine overhaul. The result doesn't interfere with yoke movement, and I can see all the instruments. It's a bit large, but definitely seems workable (new 2017 iPad with 9.7-inch screen).

Thanks for the Pivot System idea. I have never seen the Pivot before. I am using a RAM mount on the yoke of my PA30, but I will get the Pivot and clamp the Pivot mounting ball in the RAM.

The pivot suction cup mounts are WAY, WAY, WAY SUPERIOR to the Ram mounts. The Pivot cases are nice and user-friendly with their universal mounting plate, so that is certainly a step up (Yes, I bought a new iPad after I set it on the wing naked and it jumped down to the floor, so the requirement to not remove the case is very nice!). We use the Pivot mounts exclusively at the airline now.

I use an iPad mini with Garmin Pilot. I have a kneeboard style case that straps it to my leg. My "mini" is the version with Cellular, so it also has GPS built-in. I have the Garmin Flight Stream 210 that connects the iPad mini to the panel via Bluetooth and provides AHRs data to Garmin Pilot for Synthetic Vision.

The iPad with Garmin Pilot is great for flight planning and filing, and amazing situational awareness. I used to clip my Jeppesen approach plates to the yoke, and I thought I would need the iPad mounted on the yoke as well when flying IFR, but it has not been an issue. A glance down at the knee is all it takes, and I don't have the panel view blocked.

I like the ADS-B data feeding to the iPad with traffic and weather from the Flight Stream 210, and easy transfer of flight plans and re-routes to/from the panel.

The bad thing is when I exit the plane, I take the iPad and set it on the wing while I tie down and unload. Three times over the past year I have had calls


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from FBOs telling me they found my iPad. It's a good thing there are so many nice and honest folks out there! 🐣

These postings are provided for informational purposes only. The views expressed in these postings represent the opinions of individual Comanche owners and have not been vetted by the ICS technical committee.

As a responsible pilot and aircraft owner, you should always seek advice from an experienced, trusted source, such as your A&P or CFF-trained CFI, before applying any of the techniques or recommendations presented in these postings.

The postings are printed as they appeared. Due to space considerations, sometimes only selected posts have been published.

Pre-buy Inspection

by Lew Garrison

Buying a used airplane is always a bit nerve-racking, especially with airplanes as old as all Comanches are today. Should you do a pre-buy inspection? If so what should it encompass? Some A&Ps will tell you that a Pre-Buy can't be called an inspection because the FAA has specific definitions for "inspections." Semantics aside, let's look at the benefits and value, real and perceived, of the Pre-Buy Inspection, Survey, or whatever you prefer.

All the aviation "experts" will advise any prospective buyer to have a pre-buy inspection. This is considered your "due diligence." So what's involved in a good pre-buy inspection? In my experience, there are two types of inspections done, based on what the buyer desires. The first is simply a basic look-see at the aircraft. This can usually be completed in less than a day. Most of the time is spent with the logbooks to see if they are in order and all applicable airworthiness directives have been complied with. If that goes well, the inspector will evaluate the airplane with a quick once over. Normally the A&P will be looking for damage history that may not have been documented, leaking fluids, basic functionality of flight critical components, and usually a compression test. This will give the buyer some peace of mind that the airplane is probably fit to fly, but not much else. Depending on the number of man-hours used (most of it will probably be with the logbooks), this should run between \$300-\$500.

The more comprehensive pre-buy inspection is quite similar to a mini annual inspection. If this is what the buyer desires, he or she should expect more commitment both of time and finances. Allow at least one and a half to two full days to accomplish this

inspection. What comprises this type of pre-buy inspection?

Again, a logbook review. They will make sure all ADs are complied with as well as if service bulletins were done (not mandatory). Beyond that don't expect a lot of useful information from the logs. Keep in mind that some of it may simply be "pencil whipped." In other words, the logs may show maintenance that was either not done or done in such a perfunctory manner that it didn't accomplish much. There will almost certainly be a lot of maintenance and repair done, but not logged. Realize, also, that the AD compliance listing may have been done the same way. A lot can be gleaned by the way the airplane looks. Virtually every airplane with the age of our Comanches will have had unlogged maintenance performed. This is especially true of damage history. Many owners try very hard not to have damage history recorded in the logbooks. Just accept that fact and don't get hung up with the legality of it. Use your eyes. If it were damaged, it would probably have some signs of uneven rivet rows or an occasional poorly driven rivet. Uneven sheet metal joints are another clue. Well repaired damage history, however, should not make you walk away from the airplane.

Consider the engine. What is the time since a major overhaul? If it's over 1600 hours, I would immediately plan on an immediate overhaul. Budget and negotiate accordingly, and consider any time you get out of the current engine a bonus. This is not to imply that a lot of Lycoming engines won't make over 1600 hours. My thinking here is simply that an airplane for sale with an engine over 1600 hours may have given a strong indication of an upcoming engine issue and the current owner does not want to

be burdened with the expense. It may not be this way, but I would budget for it nevertheless. There is a good school-of-thought that the best way to buy a used aircraft is with a run-out engine(s) and purchase knowing you will have to pay for an overhauled or rebuilt engine. Due to the high cost of an overhaul, this can make some run-out Comanches almost devoid of value, depending on the condition of the airframe and avionics. Check oil change intervals and, if available, oil analysis. Do a compression check, but don't rule out an otherwise good engine for a reading of 64/80. Even if the cylinder is bad (and I wouldn't assume that from one compression test), that is not an overly expensive fix. Look for excessive oil leaks, remembering that most of these engines leak or throw out some oil. Check the prop logs for AD compliance. Propellers are expensive to repair or replace.

Check the avionics. Usually, if an airplane is for sale, it will have older avionics. That is not necessarily a bad thing. Just realize that if you want more "glass," you'll have to budget for that in the future. Make sure all the installed avionics work. Also, note that some airplanes may have more or less useless avionics like ADF receivers or DME. If something doesn't work, be mindful that avionics repairs or replacements are usually quite expensive. It is also very possible that some non-functional avionics will not be repairable. Another consideration is whether the airplane is ADS-B "out" equipped. Some ADS-B installations including "in" and "out" cost over \$8000. After January 1, 2020, an airplane such as a Comanche will have very little usefulness without, at least, ADS-B "out." It is quite easy to spend more on avionics than the airframe is valued at.

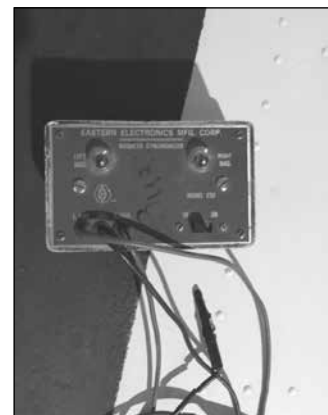
The only area left is the airframe. Comanches rarely have corrosion issues, but it should be examined to make sure. Check the fuel bladders to see if they are cracked/cracking anywhere, but particularly the top of the bladders if they weren't kept full. Look for blue stains under the wings and/or a strong fuel odor in the cabin (the odor works its way through wing roots into the cabin). These are somewhat expensive to replace. Pay close attention to the landing gear. Check its function in flight and have someone who understands how it retracts and extends observe it on the ground. While Comanche landing gear is simple and durable, it is widely misunderstood and can be very expensive to repair/replace. Tires and tubes are easy and inexpensive to replace.

While not completely comprehensive, as you can see, the second type of pre-buy is almost as complete as an annual inspection. Expect to pay \$500-\$600 for the inspection only. In most cases you might just want to schedule an annual inspection in place of the comprehensive pre-buy. Just remember, this is just an inspection, not a repair order.

Let's discuss a realistic report from the mechanic performing a relatively comprehensive pre-buy inspection on a single:

- Airframe time: 3980 hours, Engine time: 3980 hours, TSMOH: 840 hours
- Engine compressions as follows: 67/80, 72/80, 70/80, 65/80, 74/80, 70/80.
- Borescope inspection acceptable, no observed cracks or distressed valves.
- Mags checked only on run up and in-flight, no discrepancies observed.
- Oil screens and filter clean with only minor carbon and very small amount of non-ferrous metal in filter.
- Spark plugs in acceptable condition. Bottom plugs all have small amount of oil.
- Carburetor air box not removed, but shaft seems solid and functional.
- Landing gear works smoothly on retraction test.

- Wiring shows some wear and cracks in insulation, but switches all functional.
- Gear wobble test does not seem to show excessive bushing wear.
- Flight test did not show excessive amp draw on either retraction or extension.
- Brakes/tires show wear but are acceptable.
- Tail and trim are solid. Cables look acceptable. Hinges not worn beyond expected.
- Battery old and shows some corrosion. Not dated nor entered in logs.
- Battery box not corroded, but shows wear and needs new interior paint.
- Paint and interior are worn, but not worn out. Carpet needs replacing.



- Scab patch noted on left wing.
- Everything worked during the test flight, but avionics are dated.
- Flight test shows a small amount of oil spots on windshield.
- Logbook review shows all ADs complied with.
- Landing gear (bungee) AD coming due next year.
- Stabilator horn AD not complied with yet.
- Logbooks do not contain information about a few noted modifications.
- No information about installed front seat shoulder harnesses.
- No information about scab patch on left wing.
- Upper door latch has been modified, but not as a Cherokee door latch.

- Fuel odor noted in cabin.
- Avionics late 1990s-2000s vintage, but all functional. No "glass."
- ADS-B "in" only via portable unit.

As a prospective Comanche owner, assuming the price is within budget, what would your opinion of this airplane be? Now comes the time for the prospective buyer to use good judgment.

In my opinion, assuming a reasonable price, this is a solid airplane. It will need some work, but nothing that would preclude a transaction.

- Compressions are acceptable. I would not balk at a couple of compressions in the 60s.
- The magnetos are an unknown, but seem to be acceptable. If purchaser or seller will pay for an annual inspection, this can be determined.

- The oil filter/screen contents are normal. A very small amount of metal usually means nothing.
- Bottom spark plugs usually have some oil contamination.
- Carburetor airbox is another supposition but should be evaluated at annual inspection.
- Landing gear seems solid. Go-NoGo gauges need to be used to determine amount of bushing wear.
- Cracked wiring insulation needs to be replaced but is functional at present.
- The in-flight retraction/extension test indicates the conduit is in decent condition, but that is not a definitive test.
- The battery box is airworthy but will require future work.

- The scab patch looks airworthy but will require a logbook entry to make legal.
- The oil spots could be from a serious oil leak, but none were noted on engine inspection.
- Current owner explains that prop was recently lubricated and might be leaking a bit.
- Stabilator horn AD will be an anticipated expense.
- Fuel odor in cabin is almost expected in Comanches. Fuel bladders probably need to be reconditioned or replaced.
- The non-logged mods need to be cleared up; this will take time and expense.
- The airplane's avionics are suitable and legal for both VFR and IFR. New owner's desires may cost substantial money (probably more than if he/she found an airplane already converted to a glass panel).
- Plan on the expense of equipping for ADS-B "out" mandate.

Now comes the question: Was the information obtained worth the expense, in other words, value? This entirely depends on two things: 1) The Comanche expertise of the A&P and, 2) the sound judgment of the buyer. If the A&P has limited experience with Comanches, the value will be almost nil (in my opinion). Any mechanic not familiar with the Comanche gear system will not be of any help in evaluating the condition, mainly due to the electric motor/transmission,

the conduits and bungee/bushing AD. I have seen many a reasonable deal scuttled by very skittish buyers combined with A&Ps who, while knowledgeable in general, have no clue about Comanches. I've seen excellent airplanes blackballed because of a tiny spattering of oil on the windshield, a completely legal scab patch, the bungee system in the gear, the misalignment of the upper door latch, and incomplete documentation of the shoulder harnesses.

At some point, both the prospective buyer and the inspecting A&P must trust their instinct. When I walk up to an airplane for the first time, I always get an instinctive feeling as to how well the airplane was taken care of. If it looks considerably ratty, it probably is—realize that I'm not just referring to the paint job. Has the airplane been sitting in the weather and is oxidized? Do the tires look aired up and the tread is a solid black color as if it had rolled on a paved surface recently? Are the gear struts shiny and have a bit of moisture (4606) on them, to indicate movement? If I had a "good feeling" about the airplane at first glance, my inclination would be to do the less comprehensive inspection, and if major discrepancies are found, either walk away or get an annual inspection done.

My final recommendation would be to get a mechanic that is very familiar with Comanches, or whatever type aircraft you are considering, and pay them a reasonable fee for a limited inspection and take everything they say with a

grain of salt. Remember, very few A&Ps will give a straight "buy" recommendation. Due to liability issues, there is almost no benefit from telling a buyer to buy, but a great benefit from this perspective to urge great caution. Calling out even minor deficiencies is a method to limit liability.

Bottom line, is the pre-buy inspection worth the cost? I have to admit that I feel in most cases it may not be. I also admit that I would almost never recommend purchasing an airplane I wasn't familiar with without a Pre-Buy. Why the apparent disconnect? Most buyers, including myself, would feel as if they didn't do their required due-diligence without one, even while realizing their limited value.

The prospective buyer must use all of his/her good judgment in evaluating the inspection report. Remember that Comanches are all very old now, and almost all will have undocumented repairs and modifications. Can you get these logged properly? If you can't, were the issues completed efficiently and you can live with them? Do you have some funds after purchase set aside to deal with the inevitable squawks and paperwork issues? And finally, is the prospective buyer enthusiastic about the airplane? They need to be because with these older aircraft there will inevitably be problems discovered after purchase. Expect them and be patient. 🛩️





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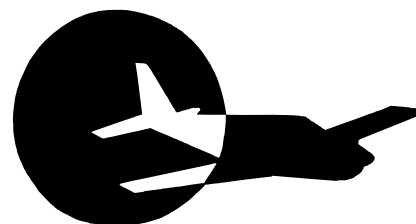
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- **YEAR**, Model Year of Aircraft
- **MODEL**, PA 24-180, 250, 260, 400
- **SERIAL NUMBER**, Serial Number of Aircraft
- **N-NUMBER**, Registration Number of Aircraft
- **TOTAL AIRFRAME TIME**, Total Hours On Airframe
- **AIRFRAME DAMAGE HISTORY**, Any Damage History e.g. Gear Up Landing
- **TOTAL ENGINE TIME**, Total Hours On Engine Since Factory New or Remanufactured
- **ENGINE TIME SINCE TOP OR MAJOR OVERHAUL**
- **PROPELLER TIME**, Total Time On Prop Since New or Overhaul
- **ANNUAL INSPECTION DATE**
- **FLIGHT INSTRUMENTS**, Standard Gyro Panel, Electronic Flight Instrument System
- **RADIO / NAVIGATION EQUIPMENT LISTING**, Communications & Navigation Equipment Listing e.g. GPS, ILS, VORs
- **WEATHER AVOIDANCE EQUIPMENT**, Stormscope, Radar,
- **SPECIAL EQUIPMENT LISTING**, Engine Monitor (EGT, CHT, Fuel Flow, etc.)
- **AUTOPILOT**, Type & Make of Autopilot
- **INTERCOM**
- **INTERIOR CONDITION & NUMBER OF SEATS**
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Abbreviation Key:

A/C	Air Conditioning	F/D	Flight Director	OH	Overhaul
AD's	Airworthiness Directives	FGP	Full Gyro Panel	PET	Piper Electric Trim
ADF	Automatic Direction Finder	FWF	Firewall Forward	RB	Rotating Beacon
AH	Artificial Horizon	GPS	Global Positioning System	R/C	Rate of Climb
A&P	Airframe & Powerplant Mechanic	G/S	Glide Slope	RE	Right Engine
AI	Aircraft Inspector	GSP	Ground Service Plug	RG	Retractable Landing Gear
A/P	Audio Panel	H/P	Heated Pitot	RNAV	Area Navigation
AP	Autopilot	HP	Horsepower	SB's	Service Bulletins
CDI	Course Deviation Indicator	HSI	Horizontal Situation Indicator	SCMOH	Since Chrome Major Overhaul
CHT	Cylinder Head Temperature	IFR	Instrument Flight Rules	SFN	Since Factory New
COM	Communication	IMC	Instrument Meteorological Conditions	SFRM	Since Factory Remanufacture
C/R	Counter Rotating	ILS	Instrument Landing System	SMOH	Since Major Overhaul
C/T	Carburetor Temperature	LE	Left Engine	SOH	Since Overhaul
DF	Direction Finder	LOC	Localizer (Runway Centerline Guidance)	S/N	Serial Number
DG	Directional Gyro	LORAN	Long Range Navigation System	SPOH	Since Propeller Overhaul
DME	Distance Measuring Equipment	M/B	Marker Beacon	STOH	Since Top Overhaul
EFIS	Electronic Flight Instrument System	MDH	Major Damage History	TBO	Time Between Overhauls
EGT	Exhaust Gas Temperature	NDH	No Damage History	TT	Total Time
ELT	Emergency Locator Transmitter	NM	Nautical Miles	TTAE	Total Time Airframe and Engine
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