



THE INTERNATIONAL COMANCHE SOCIETY AUSTRALIAN TRIBE FLYER

Volume 13, Number 2

Aug 2007



TRIBE CHIEF'S REPORT

As I sit here writing this report it is hard to believe that it is exactly one year since our most successful International Convention was held at Hamilton Island. The final wash-up of the finances for the convention have now been made thanks to the efforts of our dedicated Treasurers Manfred Melloh and Irene Lawson who reported a small profit over the whole event.

Unfortunately, Jan and I are unable to attend the current International Convention being held in Tacoma, Washington, due to the fact of selling our farming operation at this time. I know quite a few of our members are attending Tacoma, so I am sure the Australian Tribe will be well represented.

During the Autumn we held a very successful Fly-in at Khancoban in the upper Murray district of New South Wales, the weather for the Fly-in was perfect for flying and attracted 15 aircraft and approximately 45 members and their friends. The highlight of the trip was a visit to the famous Towong Picnic Races where the filming of "Phar Lap" took place. In typical country tradition the main race the Towong Cup was delayed somewhat by the lack of an ambulance being available on the course, as it had been called out on a more urgent call. I'm sure it didn't make any difference to our members who enjoyed sitting in the shade of the old Elm trees and having an occasional bet or two!

I have been very encouraged by the number of members who have asked me when is the next proficiency programme to be held. I can confirm now that this will be held on Saturday 24th November at Deniliquin. The programme will be similar to previous courses, that is members attending arrive on Friday night for a barbecue with lectures and flying conducted on the Saturday and if necessary Sunday. Please contact Manfred Melloh to reserve your booking for this course as soon as possible as it is limited to a maximum of 20 persons.

Elsewhere in this flyer you will see details of our next Fly-in on the Gold Coast which is being hosted by Ken Holsworth and I am sure that this is one not to be missed. Ken has arranged a very interesting couple of days and anyone who has not seen the Australian Outback Safari will be sure to enjoy this spectacular event. Coupled with this Fly-in we will be holding our AGM on the Saturday morning.

Hope to see you all at this Fly-in,

Safe flying,

John Macknight . Tribe Chief.

EDITOR'S REPORT

Scratching for articles for this flyer but the main purpose is to inform you of the Gold Coast Fly-in and proficiency program

Thanks to those who gave me articles including John Macknight, Irene Lawson and Ken Holdsworth.

Tony Read

== Coming Events ==

26 th , 27 th , and 28 th October 2007	Spring Fly in	Gold Coast
24 th November 2007	Proficiency Course	Denniliquin

SPRING FLYIN 2007

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

The September fly-in is a little late this year – it has moved to October to allow those tribe members who are joining Tony & Angela Read's safari to South Australia a short break before heading north to sample some better weather !

Our venue is the Twin Towns Resort at Tweed Heads, a 4-star resort right on the New South Wales – Queensland border. Best known for its gaming and live shows, Twin Towns also boasts some great accommodation, a choice of restaurants on site, is only a 3 minute stroll from the beach and is less than 10 minutes from the Gold Coast airport (YBCG).

Fly into the Gold Coast airport YBCG (and remember they don't like being called Cooly Tower any more) or if you don't like the idea of Class C you can put down at Murwillumbah (YMUR) and we will arrange a transfer (20 mins) up to Twin Towns.

Friday evening the group will meet in the Four Seasons Buffet Grill for a casual dinner, the same venue as for our breakfast on both Saturday and Sunday.

After breakfast Saturday we get together for the AGM then we hop a bus for the scenic drive up to Mount Tambourine in the Gold Coast hinterland for a BBQ lunch at the Heritage Winery. After lunch, take some time to stroll around the craft shops and cafes that Mount Tambourine is famous for.

Back to Twin Towns for a clean up then it's into the coach again for the highlight of our fly-in – dinner and show at the Australian Outback Spectacular. (www.outbackspectacular.com.au) This is a celebration of the people of the Australian Outback and while it might sound a little kitsch – it's a fantastic night out. The show is very well done, the special effects are stunning (especially the R22 helicopter that musters cattle – inside the pavilion), the singing is first rate and the 3 course dinner includes one of the best steaks you'll ever get. Drinks (beer, wine & soft drinks) are included with dinner though you will need to buy your own pre-dinner drinks. There is even a bonus souvenir to take home !

Sunday morning we again meet for breakfast before heading off to YBCG OR YMUR to fly home (or else extend the stay and enjoy the sunshine. October/November is the best time of year to visit the Gold Coast – the water is warm enough to swim and it's still a month till “schoolies”).

PROGRAMME:

Fri Oct 26: Arrive YBCG airport or YMUR (for those who don't like Class C)
Transfers to Twin Town Resort
7:00pm Buffet Dinner

Sat Oct 27: Breakfast @ twin towns restaurant
8:30 AGM in Anzac Room
10:30 Bus Pickup (aries tours – www.ariestours.com)
To Mt Tambourine
BBQ Lunch at Heritage Winery
Take a leisurely stroll around Mt Tambourine
15:00 arrive back at Twin Towns
17:30 Bus Departs Twin Towns
Australian Outback Safari – dinner & show
21:45 return to Twin Towns

Sun Oct 28: Breakfast @ Twin Towns restaurant
Transfer to airport

ACCOMMODATION:

25 studio & deluxe rooms have been reserved at the Twin Towns Resort at our conference rate – which includes breakfast in the restaurant. These rooms are guaranteed only until October 14 or sold out. You need to book directly with Twin Towns on 1-800-19 20 20 and mention that you are part of the International Comanche Society convention group.

Twin Towns has its own prestigious 4½ star resort overlooking the sparkling blue waters of the Southern Gold Coast and Tweed. The Resort is linked to the landmark Twin Towns Services Club by an overhead walkway.

The resort offers 280 hotel rooms and suites, as well as fully self-contained one, two and three bedroom apartments, all with private balconies featuring ocean or harbour views. Features include a Business Centre, 24-hour room service and concierge, Signatures bar and restaurant, tennis courts, heated indoor and outdoor pools and spas, gymnasium, steam room and the fully supervised themed children's club, Kidspace.

Details of the resort can be seen at www.twintowns.com.au and the rates are available if you wish to extend your stay (depending upon availability). Other room types may be available (depending upon how early you book).

Hotel Rooms:

Studio (1 queen bed) - \$135 per night, including breakfast for up to 1 person
Studio (1 queen bed) - \$145 per night, including breakfast for up to 2 persons
Deluxe (2 queen beds in same area) - \$150 per night, including breakfast x 1
Deluxe (2 queen beds in same area) - \$165 per night, including breakfast x 2
King Suite (1 queen bed) –\$160 per night, including breakfast x 1
King Suite (1 queen bed) –\$175 per night, including breakfast x 2
King Suite Spa (1 queen bed) –\$170 per night, including breakfast x 1
King Suite Spa (1 queen bed) –\$185 per night, including breakfast x 2

Apartments (1 nights stay)

Self contained 1 bedroom apartment \$188 per night, room only
Self contained 2 bedroom apartments - \$234 per night, room only
Self contained 2 bedroom apartments (dual key) - \$234 per night, room only
Self contained 3 bedroom apartments – \$319.00 per night, room only

Apartments (2 nights stay)

Self contained 1 bedroom apartment \$179 per night, room only
Self contained 2 bedroom apartments - \$220 per night, room only
Self contained 2 bedroom apartments (dual key) - \$220 per night, room only
Self contained 3 bedroom apartments – \$310.00 per night, room only

Apartments (3 to 6 nights stay)

Self contained 1 bedroom apartment \$155 per night, room only
Self contained 2 bedroom apartments - \$175 per night, room only
Self contained 2 bedroom apartments (dual key) - \$175 per night, room only
Self contained 3 bedroom apartments - \$200.00 per night, room only

Breakfasts available within Apartments at an additional \$15.00 per person, however inclusion of breakfast is to be advised upon booking. Should the guests choose to have breakfast at their own choice breakfast is available at \$24.50 and payable upon entrance.

COST:

Accommodation and breakfast are included in your hotel bill - approximate \$135 a single, \$155 a double per night plus GST. Settle this directly with Twin Towns.

The Fly-in charge will be \$200 per person (including GST). This will cover:

- Transport to/from YBCG or YMUR
- Friday night buffet dinner (but not drinks)
- AGM room hire
- Saturday bus trip
- Saturday BBQ Lunch (but not drinks)
- Saturday night dinner & entertainment (but not pre-dinner drinks).

Prepayment (to Manfred) is always welcome – otherwise he will seek you out on Friday night!

REGISTRATION:

1. **Book your accommodation with the Quality Resort at Twin Towns ASAP on 1-800-19 20 20.**
2. **Register with Ken Holdsworth before October 14.**

I can be contacted by phone on 0427 722821 or via e-mail at kenhold@netspace.net.au. Let me know how many are attending (adults and children), when you plan to arrive and where (YBCG or YMUR). Don't worry if you get an answering machine message - I'm off on Aug 5 to attend the ICS Convention in Tacoma and won't be back until the end of the month.

This should be a great weekend – a great venue, plenty of time to relax, and the Outback Spectacular is really special. I hope to see all of you on October 26.

Ken Holdsworth

REPORT ON RECENT FLYINS

KHANCOBAN

9TH - 11TH MARCH 2007



Friday 9th March

The weekend of 9th to the 11th of March began with a delightfully clear and picturesque flight over the Victorian Great Dividing Range to the base of the Snowy Mountains. Flying over Eildon Weir and the Dartmouth Dam only confirmed the drought we were experiencing, as we had never seen the water so low. Some areas were a little green which showed the strange patterns the rainfall had made.

Khancoban is in NSW on the Alpine Way in the foothills of the spectacular western face of the Snowy Mountains where its townsfolk overlook the picturesque Khancoban Lake. The dam wall was clearly visible as we flew over and landed close by on a 5000ft sealed airstrip. Two or three planes had

already arrived and within the next hour another 10 joined the planes now all safely tucked in for the next two days.

A shuttle took us into town and to our accommodation at the Khancoban Alpine Inn where we caught up with the others amidst lots of noise and frivolity. The high noise level continued as friends caught up on all the news over pre dinner drinks. The last plane arrived at approx. 7pm making a total of 42 people in 15 planes.

Dinner was served at the Pickled Parrot restaurant with a welcome to all given by John Macknight. Later we drifted off into the night for a good nights sleep.

Saturday 10th March

Up to a cooked breakfast by 7.30am followed by a bus pick up to 9.30am. Peter Carmen a local takes us on a full day of sightseeing beginning with the bus passing by Toomon Station, the largest grain growing area in the Southern Hemisphere. We pass by the cottage of Eyne Mitchell author of the "Silver Brumby"

We arrived in Walwa for a quick coffee break and look around. Walwa is renowned for Pine Mountain Monolith, the massive granite rock larger than Ayers Rock which has uplifted to more than 1000m. over two million years. Roger and Trevor were late getting back on the bus one can only assume they got on the wrong bus! It's an age thing! While bouncing along in the bus we saw that some areas looked greener than others due to localized rain falls. Our land certainly needs rain and soon.

We stopped at the Koetong pub to have lunch in their gardens where more discussions over planes of course took place. John Ward provided the dessert with his locally grown canterlopes all of which added to the enjoyment of lunch in the sun. Koetong is situated on the Murray Valley Hwy. between Corryong and Tallangatta and gives access to Mt Lawson State Park with a number of original railway trestle bridges still visible.

After lunch with full tummies and in high spirits we are once again on the bus and taken to Corryong's the Man From Snowy River's Museum and the Jarvis Homestead built in 1876 and the home of Jack Riley who is generally agreed to have been the inspiration for the A.B. Paterson's much loved "Man From Snowy River" poem.

The museum is a local history museum with an old lockup, school house, dairy and many displays dating back to the late 1870's. Along with some Victorian era costumes there is an unusual flying jacket handmade of bits and pieces by a world war 2 POW. We were able to spend about an hour foraging about after which we were once again back in Peter's hands on the bus.

Later in the afternoon Peter took us to the Towong Racecourse where the course proper and the grandstand were filmed in the making of "Phar Lap" and back in 1928 the infamous Squizzy Taylor stole a substantial sum of money. Today happened to be the day of the Towong Cup. People had come for miles dressed in their Sunday best and fun was had joining in all the festivities. I am not sure if anyone backed a winner as there wasn't too much rejoicing on our return trip. I for one was a little tired after a pretty full on day.

Dinner again at the restaurant provided more laughter and chatter which I see as a great group of people who come from many, many different fields of work and places with a common interest in flying those great Comanche Aircraft.

Sunday 11th March

After breakfast and fond farewells we were taken out to the airstrip where we once again departed in all directions. After departure several of our aircraft flew to Jindabyne for lunch overlooking the magnificent scenery of Lake Jindabyne. We then flew back over Thredbo Village, Falls Creek and Mt Buller, all without snow and returned to Moorabbin while other aircraft dispersed to their own home airfields.

Thanks to John Macknight and Nigel Wettenhall for arranging once again a wonderful Fly In to the scenic town of Khancoban shared with pilots and partners.

Irene J Lawson.

FLYING ARTICLE



VH-JGW VH-MMN SOUTH AUST. OUTBACK

24th June 2007

MMN was packed to the rafters when both Ian and I flew out of Moorabbin at approx 9am Sunday 24th June. Weather was clear as it was when we flew over Wangaratta and called Jeff and Deanna in JGW waiting to join us on the first leg. After about two hours flying we landed together at Bourke for refuelling and lunch followed by another one hour flying before landing at Kilcowera for our first night away. It was good to observe the countryside appearing much greener than only a few weeks earlier.

Kilcowera Station is off the beaten track between Thargomindah and Hungerford, in far South West



Queensland. The 49,000 ha cattle property provides a refuge for local wildlife and migratory water birds. A bird watchers delight with 180 species of birds to be observed. Lake Wyara, creeks and lagoons provide a haven for many migratory birds and we spotted a couple of brolgas close by. The airstrip was red dirt, very wide and 1200mt (also a second strip available) where we were welcomed by Toni Sherwin and taken to our accommodation in the well equip and presented Shearers Quarters.

Toni and Greg Sherwin have a homestead just down the road and left us with a 4WD and well documented maps with a couple of hours daylight left. Off into the tracks followed by brisk walk along the escarpment as darkness was fast approaching we backtracked with a little directional challenge arriving in time for dinner with Toni and Greg.



As there were also campers with a great campfire we made ourselves welcome at the fire only to find the campers had retired for the night. The fire warmed us up for the rather cool night ahead. After a good night sleep we all rose at daybreak for breakfast as left by our hosts before a little more exploring. Back out to the airstrip for another clear day of flying.

25th June2007

Our Flight of approx one hour was clear with no bumps which made for a landing at Nappa Merrae Dig Tree white sand airstrip easy going. We enjoyed lunch that had been prepared by Toni Sherwin from Kilcowera under the tree made famous by the famous early Australian explorers Bourke, Wills, and King. A very pretty spot on the Cooper Creek with pelicans, water birds, parrots and small birds alike. A thatched shelter has well documented tales and leaflets of flora and fauna adorning its walls with the area clean and welcoming all be it that there is no camping.

Our next small flight took us to Inniminka further up the Cooper Creek where we are met and driven into Coopers Creek Home stay for a quick cuppa before purchasing a drum of fuel shared between the two Comanche's.

Another short flight took us to Mungeranie on the Birdsville Track with its little outback pub and artesian bore. We were made most welcome along with a vehicle left at the airstrip for our use. Again many birds congregate in the area and a glass of wine to watch the sunset beside a hot pool made for relaxing pre dinner time.

After dinner at the roadhouse we take the plunge and dip into the extremely hot pool making the



cold evening air slide into insignificance.

Morning brought with it yet another clear day and Jeff had been up early to watch the sunrise from the hot pool before breakfast.

After a quick walk around to take photos in this most picturesque oasis we take off by mid morning for Dalhousie Springs.



6th June 2007

Flying North West the land below provides little escape if caught out but never the less from our view it provides a beauty we are so lucky to be able to see. Approx midday we landed and by this time the breeze had picked up which did help keep the flies at bay.

Dalhousie Springs is the largest mound spring in the outback with an estimated outflow of 1500L/s from its approx 700 outlets at between 34 Deg C. to 40 Deg C. It's in the Witjira National Park, Simpson Desert with a most delightful camping spot and visitor facilities. It took some time to unload the planes this time, all the camping gear, the bikes and food had to be made available.



Jeff and Deanna chose a great spot to pitch the tents just a little way from the main spring.

After everything was set up for the night, a little exploring, it was time to take the plunge into the warm spring. We quickly

find that the small fish are very interested in our bodies and I must admit it took me some time to grow accustomed to having my legs etc. kissed all over. At least to me that was what it felt like! After some time in the water, watching the sunset and with our finger tips all wrinkly it was time to prepare and eat dinner cooked on our own campfire. Funny enough fish. (No, not from the spring)



Whether it was the good dinner or the warm campfire or just being in such a great place in good company we enjoyed ourselves and got into our sleeping bags with a warm contented feeling.



The dingos howled throughout the night and as morning approached we found ourselves back in the spring this time to watch the sunrise with the warm mist rising up over the warm water. After breakfast and a little exploring on the bikes we dismantled our camp and packed it all back into the planes under the watchful eye of a curious dingo.

27th June 2007.

We departed Dalhousie and flew to Oodnadatta for re-fueling and a bite of lunch. We flew South East for one hour before landing in the back yard literally at Muloorina Station, a 4400 square kilometer cattle and sheep station on the south side of Lake Eyre. Elliot Price took up the station in 1938 and today the station is run by his grandson Trevor and his wife Cindy Mitchell.





The water is from the artesian bore put down by the original settlers for the supply of water and to generate power for the property. Roxby Downs mining draw water from the artesian basin for the mining operation 250klms away. They supplied a diesel driven generator which now supplies power for the station and the bore still supplies water to the station and the nearby wetlands.

It is hot and the shower was a real welcome that night. Before dark we took a walk around this very interesting property which incorporated a disused school house once used to school the few children living on the station. Many many bits and pieces which have been collected over a period of time totaling in the hundreds are laid out in some sort of orderly fashion from old car bodies, old white goods and machinery paraphernalia etc.



Cindy provided us with a plentiful dinner and supplies for breakfast and lunch the following day. We were accommodated in the shearers' quarters which are now mainly used for the mining workmen for weekend breaks from the mining camp. Donald Campbell's Bluebird car was stored at Muloorina for a year and subsequently broke the world land speed record on Lake Eyre in 1964. The

quarters were warm and comfortable and that's the way we spent the night.

28th June 2007

The following morning it was not very warm and the clouds were some what threatening however by the time we organized ourselves and flew out it was improving. After approx one hour flying south we landed at the very windy airstrip of Leigh Creek for re-fueling. We were able to shelter and have lunch before taking to the air for another one and half hours flying



south over the Barossa Valley and onto Portree Station on the floodplain of the River Murray. The original station built in 1873 was destroyed by fire and rebuilt in 1995 offers quests with refined accommodation and meals. Portree Station is a 20,000 hectare sheep grazing and wool growing property where Ian Clark is more than happy to show you around.

We landed on their grass airstrip about 500mts from the homestead where family member Liz Clark picked us up and

took us to our rather luxurious accommodation reminiscent of early Australian living. After a quick settle in and a cuppa we headed off with Liz driving over the paddocks and dry lake beds to the banks of the Murray to view some of this great part of Australia all washed down with some pre-dinner drinks etc. We also drove to what they call "Wombat Auditorium" which is as it infers, home for many Southern Hairy Nosed Wombats where some came out of their mounds curious I guess of us. By the time we get back to the station we had only minutes to



freshen up before a delicious dinner prepared by Margaret followed by coffee in front of a large open fire. Warm and weary we later slept only to be woken by the screeching of the many birds breaking the silence of the morning.

After a leisurely breakfast Ian C took us into his shearers sheds to show off some of his world top class fleece after which Liz took us back to the planes.

29th June2007

After fond farewells we departed down the grass runway and into the east with a light snow shower over central Vic. to remind us what life back home had been experiencing over the past few days.

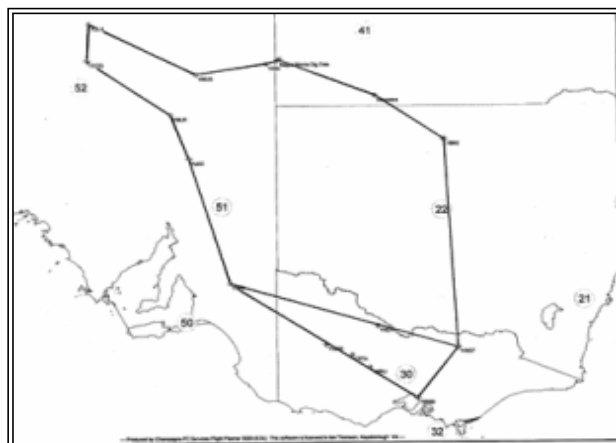
On arrival back into Moorabbin we put MMN to bed with a quick thanks for being able to show us what many will never see, another part of our beautiful countryside.

MMN and JGW flew for approx 16 hours flying time and travelled 3854 klms. (below)

Good weather and conditions, great company and fond memories forever. Lucky for some!

VH-MMN Ian Thomson/Irene Lawson.

VH-JGW Jeff Wittig/Deanna Knutson.



INTERESTING AIRCRAFT

BOEING 797



Boeing to take on the French A380 Airbus with (1000 seat) giant 797 Blended Wing plane.

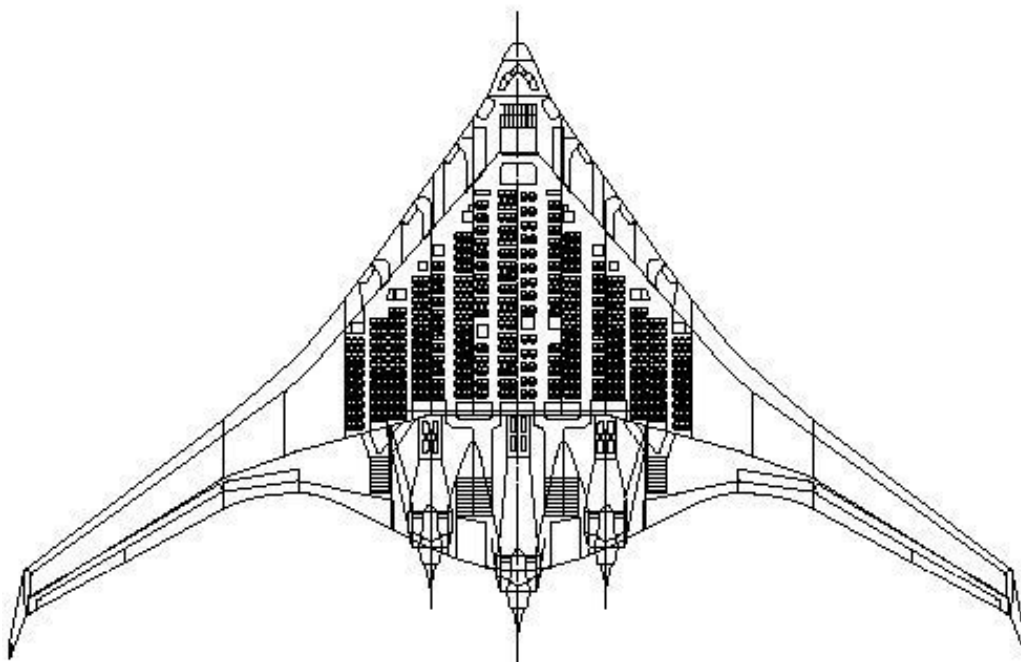
Boeing is preparing a 1000 passenger jet that could reshape the Air travel industry for the next 100 years. The radical Blended Wing design has been developed by Boeing in cooperation with the NASA Langley Research Center . The mammoth plane will have a wing span of 265 feet compared to the 747's 211 feet, and is designed to fit within the newly created terminals used for the 555 seat Airbus A380, which is 262 feet wide.

The new 797 is in direct response to the Airbus A380 which has racked up 159 orders, but has not yet flown any passengers. Boeing decide to kill its 747X stretched super jumbo in 2003 after little interest was shown by airline companies, but has continued to develop the ultimate Airbus crusher 797 for years at its Phantom Works research facility in Long Beach, Calif.

The Airbus A380 has been in the works since 1999 and has accumulated \$13 billion in development costs, which gives Boeing a huge advantage now that Airbus has committed to the older style tubular aircraft for decades to come.

There are several big advantages to the blended wing design, the most important being the lift to drag ratio which is expected to increase by an amazing 50%, with overall weight reduced by 25%, making it an estimated 33% more efficient than the A380, and making Airbus's \$13 billion dollar investment look pretty shaky.

High body rigidity is another key factor in blended wing aircraft, It reduces turbulence and creates less stress on the air frame which adds to efficiency, giving the 797 a tremendous 8800 nautical mile range with its 1000 passengers flying comfortably at mach 0.88 or 654 mph (+-1046km/h) cruising speed another advantage over the Airbus tube-and-wing designed A380's 570 mph (912 km/h).



The exact date for introduction is unclear, yet the battle lines are clearly drawn in the high-stakes war for civilian air supremacy.

MEMBERS ARTICLE

COMANCHE-BONANZA COMPARISON

For more than twelve years, I owned and flew a C model Bonanza airplane. Over these years, I upgraded the avionics, and finally ended up with a 225 HP engine. Truly, I was sold on the Bonanza, and accepted its high cost for parts and maintenance as a normal for I was part of this alleged society group who owned Bonanzas, and who felt that his airplane was the Almighty's gift to the light general aviation market.

After these many years of ownership of the C model, I sold it, and bought a used J model Bonanza which was reported to be, by the seller, a 200 mile per hour airplane. Actually, I never got it to true out better than 190 MPH but, to do this, I consumed sixteen or more gallons of fuel per hour. This J model was a maintenance hog when compared to my old C model so I sold it with no regrets or reluctance.

About a month after I sold the J model Bonanza, I purchased a 1959 Comanche 250. I admit, I was not sold on owning a Comanche for my only experience previously had been with a Comanche 400, and, although it was a "goer", also regarded it as a "lead sled". Anyhow, I was now the owner of this PA-24-250 so I upgraded the avionics to make it a full IFR airplane, and had the autopilot rebuilt. I flew it about 300 hours during the next six months, and, aside from an emergency landing (caused by a defective exhaust valve push-rod), my maintenance costs, less inspections and oil changes, came to sixty-three cents per hour of flying time.

About this time, a friend of mine who owned a beautiful Comanche 250 advised me that he needed to sell it so I bought it. Upon accepting this second Comanche, I put my original Comanche, 6004P, up for sale, and sold it within one week at a price equal to my total investment.

My present Comanche, 5631 P, consistently uses twelve gallons of fuel per our, and delivers an honest 175 MPH TAS which closely equals the economy and speed of my former C model Bonanza, and surpasses the economy of the J model Bonanza. Stability and control response, especially rough air and at speeds just above stalling, is much better than the Bonanzas. From a maintenance standpoint, the Comanche wins hands down. Unfortunately, I am not double jointed, for, if I was, you know where I would be kicking myself for owning and operating a Bonanza for years when I could have been in a Comanche.

Do you think I am sold on a Comanche? **YOU BET! !**

FUN BIT



You sure this is the right place?

and;

The Irish Pub (apologies to those sensitive and Irish)

Y'know" said the Scotsman, "I still prefer the pubs back home. In Glasgow there's a little bar called McTavish's. Now the landlord there goes out of his way for the locals so much that when you buy four drinks he will buy the fifth drink for you."

"Well," said the Englishman, "at my local, The Red Lion, the barman there will buy you your third drink after you buy the first two."

"Ahhhhh, that's nothing," said the Irishman. "Back home in Dublin there's Ryan's Bar. Now the moment you set foot in the place they'll buy you a drink, then another, all the drinks you like. Then when you've had enough drinks they'll take you upstairs and see that you get laid. All on the house."

The Englishman and the Scotsman immediately scorn the Irishman's claims.

But he swears every word is true. "Well," asked the Englishman, "did this actually happen to you?"

"Not me myself, personally, no," said the Irishman. "But it did happen to me sister."

Members Advertisements

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

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Total Time 6752 Eng. 1928 SOH
3 blade McCauley Total Time 422
2 VOR, ILS, ADF, intercom. Cen 11B A/P
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Parkes Aero Club Training Group Inc Ph. 0428464209

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Aussie Fly-Aways Pty Ltd

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SECRETARY Nigel Wettenhall PO Box 1233 DENILQUIN NSW 2710 Ph: 03 5881 7348 ah./ 03 5881 2504 bh. Fax: 03 5881 3115 wetair@bigpond.com
TREASURER Manfred Melloh 111 Yallambee Rd BEROWRA NSW 2081 Ph: 02 9456 2719 / 0411 247 138 melloh@bigpond.com
ASST. TREASURER Irene Lawson 36 Ian Rd MOUNT MARTHA Vic 3934 Ph: 03 5988 4608 Mobile: 0401 775 783 ianirene@internode.on.net
TECHNICAL DIRECTOR Roy Sneesby 313 Clothiers Creek Rd NUNDERI NSW 2484 Ph/Fax: 0266 725 695
FLYER EDITOR/WEBMASTER Tony Read 9 Victoria Street SANDRINGHAM Vic 3191 Ph. 03 9598 3320 Fax: 03 9598 2943 TonyAng@bigpond.net.au

The ICS is an AOPA Affiliate –Membership number 44083.



**International Comanche Society
Australian Tribe**

MEMBERSHIP APPLICATION

NAME: _____

ADDRESS: _____

POSTCODE: _____

PHONE: HOME: _____ WORK: _____

MOBILE: _____ FAX: _____

E-MAIL: _____

SPOUSE/PARTNER'S NAME: _____

Please find enclosed our/my cheque/money order for \$176.00 (\$160.00 + 10% GST) being for one(1) year's subscription to the International Comanche Society's own magazine: "The Comanche Flyer".

All monies are to be made payable to "The International Comanche Society" and mailed to The Treasurer, International Comanche Society.

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

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

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

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