

# Convention Update, July

Much has happened since the last Comanche Flyer was published. First, my Comanche has been flying a lot since my #3 cylinder welded valve has been repaired. Then, it took longer than expected to install the new Airtex upholstery (3 weeks, next time 3 days). The initial intense work on the ***Come Fly With Me to Dayton*** convention had a lull and while my doctor's appointments didn't fill all the remaining time. And finally, the arrival of good flying weather. So, **let's fly!**

## Convention News

Although it is quite late to register and attend the ***Come Fly With Me to Dayton*** convention, it is still possible. Our room block has expired and the Hilton may be sold out for a day or two, but if rooms are available, they may be had, and there are other hotels in the neighborhood. There is also time to adjust the meal counts and we can accommodate you for the biggest Comanche fly-in of the year. Attendance means the beginning of new friendships, knowledge exchange, and growth of our Society. Please consider coming in for part of the party, as any time spent together will make our Society stronger.

## Let's Get Together

Speaking of fly-ins; you know, Comanche friends are some of the best and most valued in the world. We haven't seen many fly-in opportunities in the last several years. Why? There just haven't been many. Aside from piggybacking on some EAA thing or another, none? At the last convention in Louisville we discussed the importance of fly-ins. Several months later while planning this convention, I had asked several tribe chiefs to schedule a fly-in once a month. Some tried, others succeeded, none have one each month. North Central had one at Heritage Aero and South East had one in Knoxville. I attended both. Knoxville was less well attended, but was sensational in the fellowship and conversations that we had. Among those attending the South East were two brand new Comanche owners for one evening and one big iron driver; you can imagine the discussions. Even if only one or two Comanche drivers show up, it is a beginning of regularly occurring fly-ins.

Common to both of these was the excitement generated by a collection of like-minded pilots talking airplanes and flying. This is much of the glue pulling people to Oshkosh in the Summer and Lakeland in the Spring. But what pulls Comanche pilots together cementing the fellowship of the Society? Wherever two pilots gather there is a bond and friendships are born. Without that connection something is missing. A fly-in needn't be 20 or 30 people; it can be as simple as 2 or 3. As we have had few, if any, fly-ins in the last (you pick it) years, it is time to start, now.



## Meeting and Flying

Back to Knoxville, we talked of the absence of fly-ins, let's call them gathering opportunities. It seems difficult for a tribe that hasn't done one in years to pull several together without help. We discussed the possibility of National Fly-ins. What would that be? Back in the day, there were fly-ins that I personally would consider flying across the country to attend, and then there were the ones to go out for a day down the street, so to speak. And a "**National Fly-in**" could be any fly-in that could be organized and promoted.

So, how do you promote it with the Flyer published quarterly? That is a problem, but other methods are available.

- We have a website that is rarely used by any of our members as it is rarely updated and inaccessible. That can be fixed. Laverne Stroh provides access to the website and all its content. Contact her to get your content added. The member list (Pathfinder) is useless in its present form; searches don't work and there is NO contact information available to find other Comancheros. Much of this was initiated years ago during the turmoil with several members. We are working to make this a fully functional website useful for all of us.
- Facebook is another communication tool, but I haven't used it, but appears to be quite active, It's worth a try?
- Another communication tool is to contact Av Shiloh who does the Constant Contact communications for the convention. That puts the information directly in the hands of tribe members through e-mail.
- If we all can get fly-ins happening all over the country, we will create an ICS **What's Happenin' Now** newsletter sent out by Constant Contact with the Where, Who, How, and Details either bi-weekly or monthly. Send to [Comanchegus@gmail.com](mailto:Comanchegus@gmail.com) for now.
- In any event, contacting your tribe chief will get the job done one way or another, he could send out a bulk e-mail, if nothing else.

And, speaking of National Fly-in possibilities, we came up with a few while in Knoxville. This took about 10 minutes, so take some time and come up with your own.

- Annapolis, Maryland
- Williamsburg, Virginia
- Bryce Canyon
- Death Valley
- Helen, Georgia
- St. Simons and Jekyll Islands
- Rough River State Park, Kentucky
- Land between the Lakes, Kentucky
- LIGO observatory in Richland, Washington
- The B Reactor at the Hanford Reservation, Richland, Washington
- Medora, North Dakota
- Big Bend area and National Park, Texas

You can add more ideas and simply get things rolling.

Happy Flying, Bob Williams

