

The Falmouth Flyer

Airport President's Column

As I travel around the Country and speak with other people about the communities that they live in I realize what a truly unique environment we have chosen to reside in. Sometimes I think many of us take this for granted. One of the things that make it all work is the efforts of our residents. We had an aircraft off the runway on the 4th of July. Many pitched in to get the aircraft to a safe location.

Our entrances have been improved by the efforts of our new landscape committee. I bring this to everyone's attention because it is our community.

This will be the last column before the nominating committee puts together its group of candidates for the October Annual Meeting. Bob Bisbee is heading up this endeavor. There are positions that will need to be filled. If he or one of his group contacts you, take the time to listen and perhaps volunteer. This is a volunteer organization, and our success as a community is only assured if people like you continue to step up and contribute to the community. I want to thank all who have contributed in many ways this year and hope you all continue to have a safe and enjoyable summer.

Ed Stadelman

Airpark Residents:

If at anytime you have a suggestion, concern, idea complaint or a compliment, please bring it up to any of our board members. They are here to listen to you and then bring it up a the board of director's meeting where it can be discussed and solutions can be found.

We all want a happy community !

August 2005 13th Edition

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Upcoming Events

Board of Directors Meeting Aug 8th
Flying Red Hatters Outing TBA

ARC ACTIVITY

Under Construction :

Chris and Mary Dyer
Matt Jackson



Under Agreement:

Percy Kennedy's House
to Carmichael

Welcome to the Airpark:

Peter and Marion Dooley
Ben Davis Lane



Keeping our Airpark Clean and Beautiful:

Homeowners, when taking care of our yards, please do not dump grass clippings on private lots or common areas. This just makes for another area to be cleaned up later on. As always, thanks for your understanding and support !

Landscape Committee

The members of our landscape committee are Maggie Grevatt, Jerry Hazlett, Betty McDowell and Betty Robinson.

Many thanks to those who helped design, purchase and plant the new perennial displays at the entrances to Falmouth Airpark. Jerry Hazlett, Betty McDowell, Betty Robinson and I had one planning session, and then a field trip to the nursery. Many of the new plants were donated from gardens on the Airpark, which cut our cost considerably. We made our purchases on a Wednesday and were given a senior discount automatically. (How did that young girl know we were seniors?) In spite of the rain, Jerry Hazlett, Candie Oldham and I assisted Willy in getting the new plants in the ground.

Maggie Grevatt

I would like to extend my thanks to Jerry Hazlett for the hours of hard work she put into weeding the circle on my street; the East side of Quimby Lane.
Sandie Vitale

Below: Willy Williamson, Jerry Hazlett and Candy Oldham at the North Wind entrance



FLYING RED HATTERS



The Flying Red Hatters' main purpose is to have fun. If you are a resident of the Falmouth Airpark join us for our monthly get-togethers. Wear a Red Hat and a Purple outfit; or wear a pink hat and a lavender outfit if you're under "50".

Our Queen Mothers are: Phyllis Swift-548-6148 and Mary Kranz-540-9759

June's outing was hosted by Mary Kranz: All Aboard!! By popular request a number of our members expressed an interest in a luncheon train ride. The Cape Cod Central Railroad in Hyannis offered a "delicious mid-day dining experience--a two hour trip from Hyannis to the Cape Cod Canal. While enjoying a gourmet lunch we viewed from our window some of the most scenic areas on the Cape, passing through the sand dunes of the Cape Cod Bay, lush woodlands, the great salt marsh and numerous cranberry bogs."

July's outing was hosed by Phyllis Swift: It was a treat this month to lunch at the Old Yarmouth Inn in Yarmouthport. A really delicious Cape Cod Lunch. Several Red Hatters took the scenic route along 6A on the return trip back to the Airpark.

Picture Below:



August's outing will be hosted by Val Volz.

Fourth of July Annual Picnic '2005'



Many thanks to Carol Anderson, Tina Broderick, Sara Lovett and Wanda D'Antonio for organizing the wonderful activities and games for the kids. And more thanks to Carol and her committee for getting the picnic up and running. Great fun, good food and wonderful weather!

Thanks also to Carol's picnic volunteers, Joan Garner, Candie Oldham and Rae Willis for buying food and getting the word out via e-mail or US mail. And of course, a big thank you to the cooks; Rae Willis, Bob Bisbee and Paul Kranz. It was a great day and the weather was perfect".....

Do You Know What this months Newsletter Mystery Aircraft is ?



Airport Manager's Column

As we approach the middle of summer I am quite pleased to see the majority of the airport areas is still somewhat green. Not nearly as bright as I would like, but not nearly as brown as many other areas on the Cape. I find myself in a bizarre situation wishing for rain to help with the grass and plants, and at the same time wishing for clear skies so there will be more flying activity. That said, even with the bizarre weather this year, our fuel sales have been close to the same as last year, so people are flying.

KUDOS:

A variety of people have again stepped up to the plate for Falmouth Airpark. I enjoyed working with the ladies who have headed up the Landscape Committee and provided their expertise and assistance in improving the entrances. Additionally, there have been others who have helped to improve the Airpark in a number of ways from a simple helping hand to providing detailed information and methods on projects. I personally appreciate what all these volunteers have done, regardless of whether it was to assist Airpark residents, the business end of FAHA or Tom and I.

SECURITY:

MAC has re-designed their system for issuing ID Badges. Persons desiring an Airport ID Badge will have to submit their information line and then after it is approved, they will have to come to the Airport Manager to get their picture taken. I have called and asked if we can still do it the way we have been, but have not received an answer yet. There are still several people who submitted their application (to me) and I have not yet received them. Again, I'm not sure what the problem is and I have had no response from MAC. I will continue to call and email MAC to resolve all of this, and I will let everyone know (via the BOD) when the process is fixed.

I am now getting security information from the Commonwealth Fusion Center (a good thing). This is typically at the FOUO level, which is considered information that is to be guarded. Being I have a pretty extensive background in this stuff, it is pretty easy for me to put this information together, and no need to keep this stuff on file where the "bad guys" may find it.

AIRPORT:

The Airport is up and running well. There have been several small discrepancies, which have been fixed. Overall operations seem to have reduced and there are less transients. However, the transients we have visiting seem to be staying longer, so there hasn't been any reduction in income.

The water Amelioration project went well considering the magnitude of the project. Roughly 26 tons of rock was required for the project. About 2/3 of the rock was hand shoveled at some point which greatly increased the time required to complete the project. There will continue to be some work required to complete the project from time to time throughout the next year. This is due to the sinking and packing of sand and rocks, which will require backfilling. With a few exceptions, all bare areas have been covered with loam and seeded. We will have to broadcast more seed and fertilizer in the fall for the seed to actually start to grow.

All areas have been limed and fertilized twice this season. There will be a third run of fertilizer and a second run of lime and end of August or September. I will also be broadcasting seed in some of the more sparse areas when I fertilize.

This winter I am planning to install plastic reflectors next to the runway lights to mark them in case we have another winter disaster.

Speaking of winter. We lost out on snow removal reimbursement from FEMA. The contracted work was accomplished outside of the time period authorized.

Willy



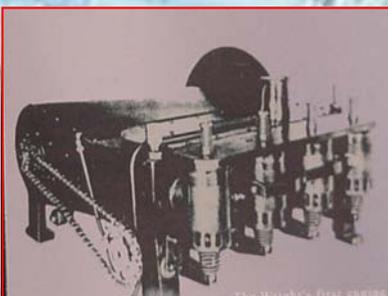
Betty & Roger McDowell with Candie Oldham at Oshkosh last week. Rae must have been out of the area on an important mission. Have a safe flight back.

Among many Air Park residents attending EAA's Airventure 2005 at Osh Kosh, Wisconsin this year were Betty and Roger McDowell and Candie Oldham shown here with McDowell's Cessna 195. Candie Oldham and Rae Willis made the trip in their Mooney. Gary Street arrived with the Bonanzas, 101strong, despite weather delays on Saturday, July 23. Other Air Park residents including Jack Adams, Lou Fuentes, Jean and Ron Tracy and others opted for commercial transportation to visit the world's busiest airport in the last week of July. Appearances by Scaled Composites' Space Ship One and its mother ship White Knight, and the Global Flyer brought throngs of aviation enthusiasts to Shell Square. Fly bys by Glacier Girl, the Eclipse Jets, Adam's 500 and others kept crowds spellbound throughout the week of July 25. Strong thunderstorms on Saturday, July 23 and Monday, July 25 did little to dampen the enthusiasm of EAA'ers from around the globe.

Do You Know Who I Am ? Ans. below



This man has been called the "Unsung Hero of Aviation". He is the absolutely indispensable person without whom the Wright Brothers could not have made the first flight in 1903. Charles Taylor is the first aviation mechanic in powered flight, the man who built and maintained those first aircraft engines. During six weeks, in 1902, Charley built this first engine for the Wright Flyer using basically only a lathe and drill press. He machined the block in his own shop and made the crankshaft from a slab of high-carbon tool steel, working it down to size on a lathe. The finished engine was a simplified version of a contemporary automobile engine with four water-cooled, horizontal cylinders. The fuel was injected directly into the cylinders by gravity from a tank fastened to a strut near the upper wing. There were no spark plugs and the spark was created by opening and closing two contact points in each cylinder. The first successful aircraft engine built by Charley was a four cylinder piston engine which weighed 179 pounds producing 12 HP at 1,000 RPM's.



The Wright's first engine weighed 152 pounds. The powerplant developed nearly 16 hp at 1200 rpm on its initial test.

Article from FAA Charles Taylor master mechanic Award.

