



# " Falmouth Flyer "

December 2006

21st. Edition  
Paul & Sandie Vitale  
www.falmouthairpark.net

## AIRPORT PRESIDENT'S COLUMN

### HAPPY HOLIDAYS

I hope this year's December newsletter finds you all in good holiday spirits. It's hard to believe another year is winding down and another getting ready to start. Due to everyone's hectic schedules at this time of year the next regular board meeting will be in January 2007. That does not mean we are not busy. Your Board is very close to closing a deal on a new tractor to replace the Deere. It will give us much more capabilities and should reduce our snow removal cost as well as others. Speaking of costs, you will be receiving statements for the annual assessment very soon. We have gone to great lengths to see that there is no increase this year. Please return your payments in a timely fashion so that we do not have to waste time and money chasing you down.

As you can see the ground is being cleared and shortly the Black Hangar will be coming down to make way for the new hangars. As this project is completed this spring it will put a clean appearance on that corner of lot 67. Also along with that, while the pavers are here paving the taxiway we are looking to clean up the cutouts by the other taxiways and possible resurface the entrance road.

For those who fly at night Rich Desmond is working on the wiring specs so we can install our new runway lights. This will also allow us to light the windsock and tetrahedron. These will be major safety enhancements. Our reserve study has given us excellent guidance on where we need to go. These are just a few of the items we are looking to accomplish in 2007. Other areas we are looking at will be security of the airpark and improving our pilot shack. We also are changing over our bookkeeping in December so please be patient with us as I am sure there will be a few bumps along the way.

As I close I hope to see most of you at the Nimrod Christmas Party On the 8<sup>th</sup> and would like to wish all of you a Happy Holiday season from Linda, Nicole and Myself.

Merry Christmas and Happy New Year  
Ed Stadelman

## Upcoming Events

### Board of Directors Meeting:

2nd Monday of the month

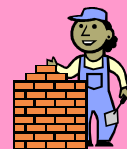
### Holiday Party:

December 8th  
Nimrod Restaurant  
(see Page 2)

## ARC Activity

### Under Construction:

Matt Jackson



## Landscape Committee

**A big thank you to the little band of volunteers who helped plant bulbs in our circles:**

**Alice Burke, Betty McDowell, Jerry Hazlett, Barbara Jablon. Watch for more flowers to bloom next year.**

**Maggie Grevatt.**

Falmouth Flyer is the official document of the Falmouth Airpark and all published information herein constitutes notification to all members. The Editors, volunteer homeowners, reserve the right to edit all submitted material. Airpark website www.falmouthairpark.net

The next edition of the "Falmouth Flyer" will be the April 2007 edition. There will not be an edition for February 2006.



# The Falmouth Airpark Social Committee Cordially Announces:

Our Neighborhood Holiday Party

**Friday, December 8, 2006**  
**Nimrod Restaurant, 100 Dillingham Ave., Falmouth**



Social hour **6:30 to 7:30 PM** with cash bar and appetizers; dinner at **7:30 PM**

Dessert included with all entrees

### Dinner Selections:

**Fish Plate:** Salmon Royale, a boneless filet roasted with a blue cheese crust **\$15.00**

**Chicken Plate:** Herb encrusted chicken breast pan-seared with roasted garlic, shiitake mushrooms, and finished with lemon and white wine **\$14.00**

**Beef Plate:** Roast Prime Rib of Beef (Queen cut) served medium rare with a house made popover **\$24.00**  
A portion of your dinner cost is being defrayed by FAHA

Reservations and checks are due no later than Wednesday, November 29.  
Make your check payable to FAHA and drop off or mail to:  
Candie Oldham; 30 Smilin' Jack Lane; East Falmouth MA 02536

-----Cut Here-----

Names: \_\_\_\_\_

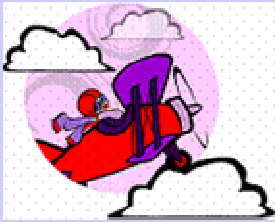
Selection: Fish # \_\_\_\_\_ x \$15.00 = \$ \_\_\_\_\_

Chicken # \_\_\_\_\_ x \$14.00 = \$ \_\_\_\_\_

Beef # \_\_\_\_\_ x \$24.00 = \$ \_\_\_\_\_

**Total** \$ \_\_\_\_\_

## FLYING RED HATTERS



We welcome all Falmouth Airpark residents to join our “Flying Red Hatters” and attend our monthly outings — Wear a Red Hat and Purple Outfit or a Pink Hat & Lavender Outfit if you’re under 50. Call our queen mothers for more information.

**Queen Mothers : Phyllis Swift 508-548-6148/Mary Kranz 508-540-9759**

**October -** Sandie Vitale hosted an outing to the Whaling Museum in Historic downtown New Bedford. We had lunch at the “Keystone Grill”.

**November -** Mary Kranz hosted an outing to the “Old Country Buffet” in Hyannis and shopping at A.C. Moore craft store afterwards.

**January -** Betty McDowell

**February -** Meryl Brown: Wine Tasting “Grape Vine” News.

**March -** Joan Adams

### **“OLD COUNTRY BUFFET” HYANNIS**



Joan, Jerry, Sandie, Phyllis, Betty, Mary, Candie

## **“AIRPARK HUMOR”**

Taxiing down the tarmac, the jetliner abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, “What was the problem?”

“The pilot was bothered by a noise he heard in the engine.” explained the flight attendant, “and it took us a while to find a new pilot.”

What’s the purpose of the propeller? To keep the pilot cool. If you don’t think so, just stop it and watch him sweat !

Cessna: “Jones tower, Cessna 12345, student pilot, I am out of fuel. “

## **SELL - SWAP - LOAN**

**Please before you buy any equipment ask first:  
we all have something to offer.**

As all of us know in aviation if you throw something away you will most likely need it later on. I would like to offer this section as a way for us to help each other with minimal expense. You can sell, swap, or loan an item through the newsletter.

1. King IFR Course on CD. Loan; Contact P. Vitale [uh1-d@mail.capecod.com](mailto:uh1-d@mail.capecod.com)
2. Low Wing Aircraft Jacks to swing Gear. Loan; Contact P. Vitale @ [uh1-d@mail.capecod.com](mailto:uh1-d@mail.capecod.com)
3. Lowance Air Map 300 GPS Free; Contact Paul Kranz @ [w1cfi@yahoo.com](mailto:w1cfi@yahoo.com)

Email any requests or offers you want posted in the newsletter to Paul Vitale at: [uh1-d@mail.capecod.com](mailto:uh1-d@mail.capecod.com)

**Your item will be posted in the next newsletter.**



**Here are a couple of comments left by visitors to our Airpark this past summer.**

**What we take for granted everyday is a real experience to people who do not have the advantage of living here as we do.**

**From Erik Suter on 27-Jul-2006 Wow! My second time to Falmouth in as many years, and the place just gets better. A very picturesque setting for a small landing strip. The self-serve fuel is cheap, and easy to use. I needed a quart of oil, and one of the local owners (house/hangar and plane along the runway) offered me one and refused payment. The manager was incredibly friendly and helpful. Watch for military traffic from Otis ANGB - fun watching the F-15s take off as we made our descent. Cape Approach is friendly and helpful. I gladly paid the \$15 overnight fee. Can't recommend this place enough!**

**From John Banks on 11-May-2004 DIT-TO They should really call this place FANTASYLAND. Picture a beautiful neighborhood on the cape. Lots of houses with various combinations of clapboards and natural grey shingles. Now add tasteful hangars finished just as nicely as the houses, a well kept runway. I flew in for the first time on my way to CQX from 3B9. I took some great pictures of this place. Just wish I could post them. This place is simply Bee-u-tee-full. I thought I went to heaven.**

submitted by Rae Willis

## **Tips On Winter Flying**

*by Bryan Neville*

*Reprinted with permission from FAA Aviation News*

Winter flying poses unique challenges for the general aviation pilot. Here are a few ideas to consider for a safe flight.

### **PREFLIGHT PLANNING**

Careful consideration must be given to several areas before "Old Man Winter" actually arrives. Installation of winter baffles, removal of wheel pants, grade of oil, condition of hoses, clamps, fittings and seals, condition of batteries, and tension of control cables are all items to review before the cold temperatures of winter cause difficulties. The route of flight itself may prove to be the most important consideration. Do you plan to fly through a valley or over mountains? Can you follow a well-traveled road or will you chance flying across wilderness territory? The difference may only be minutes, but may prove life saving if you have to make an off-airport landing.

### **PREFLIGHT INSPECTION**

If you have or can use a heated hangar, your preflight will not be much different than in the summer months. If your airplane is out in the cold, you may have a tendency to rush your preflight. **DON'T!** If you park a warm airplane outside with less than full tanks, condensation of water may occur. Be sure to carefully sump each tank.

Preheat is a good idea not only for the engine, but also for the cockpit. If you use a heater be watchful for the danger of fire; have a fire extinguisher handy. Don't tune your radios before they have had a chance to warm up. Cold temperatures have been known to cause instruments, buttons, and knobs to stick or break.

Be sure to remove all snow, frost, and ice. If you cannot blow it off yourself, don't count on the takeoff roll to do it for you. If the aircraft surface is warm and you let it sit in falling snow, the snow may melt and refreeze and then this ice is covered with new-fallen snow. Always check.

During engine starting, there is a tendency to over-prime which results in washed-down cylinder walls. This can also result in fires under the engine cowling. This is not a pleasant way to start a skiing vacation. Read and follow the manufacturer's suggestions for cold weather starting. It's always a good idea to ask pilots who live and fly in the cold climate for ideas. After the engine starts, the use of carburetor heat may assist in proper fuel vaporization until the engine develops sufficient heat.

### **TAXI AND TAKEOFF**

The need for braking and/or sharp turns while taxiing should be minimized. Taxi speeds should be slow enough to allow for every contingency. Skiing into a ditch is not only embarrassing but can also bend metal. Cold weather can cause "below sea level" density altitudes. You should be aware of engine power, particularly with turbo or supercharged engines. Don't over-boost. During climb-out, be aware of cylinder head temperatures. Because of winter baffling, you may need to climb at a faster airspeed.

(continued on page 6)

## **EN ROUTE**

**Winter weather is very changeable. Always obtain a weather briefing and always file a flight plan. You should keep your radios on and listen on a commonly used frequency for your area. Flight Watch on 122.0 is always a good one. Flight following with center is also a good idea.**

**Carburetor ice generally forms in temperatures between 32 and 80 degrees F, if humidity is 50% or more. If visible moisture is present, ice will form at temperatures between 15 and 32 degrees F. Winter flying also involves the use of cabin heaters; be watchful for the signs of carbon monoxide poisoning. And last, but not least, do not continue VFR flight into adverse weather conditions. The aviation statistics are full of pilots who thought they could. Don't become a statistic.**

## **DESCENT**

**During descent be watchful for signs of carburetor ice. It is better to carry a little power during the descent. You may need to use flaps and/or gear to keep speeds reasonable. Be careful you don't descend into low visibility conditions, such as fog or low clouds.**

## **LANDING**

**Landing at a busy airport is generally safer because the landing conditions can be passed from pilot-to-pilot. Again, be aware that braking may be minimal or non-existent.**

## **POSTFLIGHT**

**Some items to consider are: top off the tanks to forestall water condensation and install engine and pitot covers, wing covers (if you have them), and control locks.**

## **SURVIVAL**

**Always file a flight plan and keep it updated. Don't file a round robin flight plan; it covers too much territory. Experts say that survival is 80% mental, 10% equipment, and 10% skills. Plan ahead. File a flight plan. Expect to be found. Stay dry, don't eat snow, and stay warm. Carry a blanket, a sleeping bag, a first aid kit, matches and a copy of your filed flight plan. Do all this and you'll have an excellent chance of greeting your rescuers with a smile.**

**Bryan Neville is an Aviation Safety Inspector at the Salt Lake City FSDO. This article is reprinted from *Plane Talk*, the FAA Northwest Mountain Region's Safety Program newsletter.**



We would like to take this opportunity to wish everyone at the airpark a very Merry Christmas and a Happy Holiday Season and a Healthy and Happy New Year!  
Our thanks go out to everyone for all your support and contributions to the "Falmouth Airpark" newsletter.

Sandie and Paul Vitale