

FALMOUTH AIRPARK FLASH

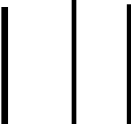
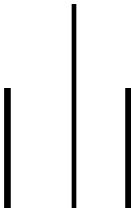
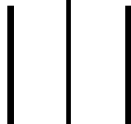


December 2013

Volume 2 No. 4



25



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LETTER FROM THE PRESIDENT

Dear FAHA Members,

We are entering an exciting time of year as family and friends get together throughout the holidays. I hope you all enjoy this season. As we move forward into the winter many of our residents head for warmer climates. I'm jealous. For those of us remaining, our Social Committee is putting together several activities to help make the winter more enjoyable. Also, I will ask that we all keep an eye on our neighbors' properties while they are away, and pass along any observed abnormalities to them during their absence. We should also check on each other, especially during winter storms.

Our community building is coming along and has just a few items to be cleared up so that we can pass the final inspections required in obtaining our Certificate of Occupancy. This will be a huge accomplishment and pave the way for our Grand Opening slated for this Spring. We have decided to wait until most of our residents have returned to the Airpark so we can all enjoy this event.

One final item, which helps our appearance: If you could wait until early evening the night before trash pickup to place your cans at the curb, which is our requirement, it would be appreciated. It will cut down on trash being blown around as well as keep our community looking neat and clean.

Hope you all have a great Holiday Season and safe, enjoyable winter.

Ed Stadelman



The Falmouth Airpark *Flash*
is issued quarterly.
Next issue deadline is **March 15.**

Editor: Judie Spero
Associate Editor: Lee McGraw

Send correspondence to:
jss@cleveraddress.com
Subject: Flash

Website: www.falmouthairpark.net

SOCIAL COMMITTEE CALENDAR

**January 25 - Holiday Party at
Oysters Too**

**March 15 - Winter Potluck
(Grobstein/Dupee Residence)**

FALMOUTH AIRPARK BOARD MEMBERS & STAFF

President: Ed Stadelman
Vice President: Mitch Garner
Treasurer: Rae Willis
Clerk: Lee McGraw

Directors:
Bob Bisbee
Pete Dooley
Lee McGraw
Pete Walsh

Board Meeting - Second Monday of
each month at 7 PM at the Shack,
open to the membership.

Architectural Review Committee
Chairman: Bob Bisbee

Social Committee Chair: Cathie Pirri

Airport Manager: Randy Simon

FLASH MAILING LIST

If you would like another or different
household email address added to the
Flash mailing list, please let us know
at: leemcgraw@yahoo.com.

THANKS

Photo below of our new Kubota tool rack,
custom built for us by Pete Dooley at a
fraction of the price of the commercial
model and every bit as good.

Thanks, Pete!

AIRPARK CALENDAR

January 1 - HOA fees due

April 1 - HOA fees due

*(Please avoid the \$25 late fee
by submitting your dues before
the 15th of the month.)*



From Our Treasurer

Dear FAHA Member:

As discussed at the Annual Membership Meeting on October 19, 2013, notifications of assessments due will be sent by email insofar as FAHA has addresses.

Please remit to:

**FAHA
PO Box 2011
Teaticket MA 02536-2011**

Please be sure to put your Lot Number(s) on your check.

January assessments are due January 1 and are late (and subject to a \$25 late fee) if not received by January 15, 2014.

Individual property assessments for calendar 2014 remain at \$1,300, payable in two installments of \$650 due January 1st and April 1, 2014. If you own more than one property, your payment(s) must be adjusted accordingly.

If you have any questions about assessments, please contact Rae.

Changes or additions to email addresses may be addressed to:

Lee McGraw, Clerk
at the above PO Box or via email to:
leemcgraw@me.com

Rae Willis, Treasurer
Falmouth Airpark
Homeowners Association, Inc.

Baby, It's Cold Outside

Olga Mitchell reports, "On September 7, we left the National Geographic-Lindblad ship, Explorer, in St. John's, Newfoundland. Since August 25, we followed the route the Vikings took when they discovered North America sometime between 800 and 1066. We sailed from Greenland to Baffin Island and Labrador, and visited the Viking settlement L'Anse aux Meadows in Newfoundland, dating to 1000 AD, on the way to St. John's."

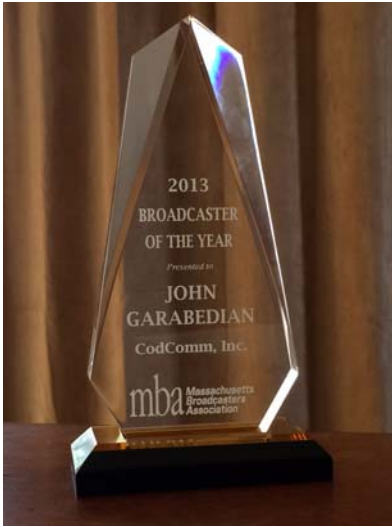


"Above is a photo of the ice coming off the Ilulissat Glacier where the iceberg that sank the Titanic originated. We travelled with a staff of several naturalists and photographers including a photographer for National Geographic magazine. The ship held 150 passengers on this 13-day cruise."



Pete and Olga Mitchell

John Garabedian Wins 2013 Broadcaster of the Year



HYANNIS – Local Broadcaster, John Garabedian, was presented with the prestigious 2013 Broadcaster of the Year Award by the Massachusetts Broadcasters Association during their annual awards ceremony on November 14, 2013. John Garabedian is the owner of CodComm, Inc, with four FM radio stations – WFRQ, WHYA, WKFY and WPXC - broadcasting in and around Cape Cod from their offices in Hyannis. “With almost 55 years in the business, and over 26 years producing one of the nation’s most popular radio programs, everyone here at Codcomm is proud and honored to be working with such a talented, dedicated broadcasting professional. I can think of no one who deserves this award more than John Garabedian,” said Tim Levesque, General Manager of Codcomm, Inc.

John Garabedian started his illustrious radio career while in high school, when he built a radio station in his bedroom and could be heard for a mile around. After working for several well known stations in the 60’s and 70’s, in 1987 he began what he is perhaps most known

for today: “Open House Party,” a weekly interactive on-air party that airs coast to coast, complete with a live studio audience, all-request music, 800 request lines, superstar guests and the hottest music in the country. It started on KISS-108 under legendary programmer Sunny Joe White and soon was syndicated to more than 150 Top 40 radio stations nationwide. The “Open House Party” and its host have interviewed virtually every major star in popular music over the years from Cher and Madonna to Lady Gaga, Justin Beiber and Katy Perry.

In addition to hosting “Open House Party” every Saturday night, Garabedian’s latest venture brings him back to local broadcasting here in Hyannis, where he runs CodComm, Inc. as its founder and CEO.

“The Broadcaster of the Year Award is presented to someone who displays an outstanding commitment to his/her job, who demonstrates unwavering dedication to the evolution of broadcasting, breathes life into his/her work by being creative and enthusiastic and above all, shows committment to the community... tonight we honor a career almost 55 years in the making,” said the award’s presenter, David O’Leary.



John Garabedian’s new RV 12 delivered to the Airpark by Mitch Garner.

Curling Competition Raises Over \$40,000 For CCALS

By JEANIE YAROSH

Curlers are known for their generosity and kindness, but the day's take from a one-day fundraising event sponsored by Cape Cod Curling Club surpassed even their own expectations. Compassionate Care ALS was the recipient of over \$40,000 generated by the efforts of curling club members and CCALS volunteers and donors.

Prizing novice curlers with experienced volunteer coaches from the curling club, the competition showcased the spirit and camaraderie of curling, as well as the gratitude, loyalty, and friendship of many all too familiar with the challenges of living, and dying, with amyotrophic lateral sclerosis or ALS. Also known as Lou Gehrig's disease, ALS is an incurable, terminal illness in which patients gradually lose control of their voluntary muscles.

The winning team was coached by Falmouth's Pete Mitchell and Bridgid O'Connor and was made up of Falmouth Airport residents Bob and Lori Bisbee, Joe Chronie, Roger McDowell, Pete Walsh, and Joan Garner.

But the real winner was CCALS, whose founder, Ben Hoffman, was himself among the new curlers taking aim at the broom on the other end of the ice while also developing a healthy respect for the intricacies and complexities of curling. In accepting the check from curling club president Steve O'Neil, Mr. Hoffman acknowledged the "extraordinary" efforts of the many curlers and other volunteers who made the event possible and successful. Mr. Hoffman paid special tribute to Betsy Heald, whose husband, Gordon, died from ALS in 1998, for being a visionary collaborator in creating and growing CCALS.

The organization provides essential support to individuals and family members coping with ALS by offering a variety of services and equipment, home visits, referrals, and access to educational programs and workshops.

Among the competitors was Patty Oakley, whose husband, Doug, died from ALS this past April. A sizable and passionate group of their friends and relatives was on hand, some of them cheering and some of them vociferously cheering. "The work CCALS does is unbelievable," Ms. Oakley said before leading the audience in a brief, energetic and heartfelt cheer in honor of Doug.

Also competing were brothers Michael and Alex Abrahams of Wellesley, along with five of their friends from either childhood or college. Marc Abrahams, the brothers' father, is an ALS victim and was unable to attend the competition. Although the spirited team joked that they had been told they were 2018 Olympic hopefuls, the conversation turned serious when talking about CCALS. "They just facilitate anything imaginable," Michael said. "Ben brings a happiness into our family situation. He's a real spark plug," Alex added.

And perhaps there was some substance to that joke about the players' future Olympic potential, as first-time curler Peter Jennings used the hammer to throw a double take-out in the final end to win the end and earn a come-from-behind tie for the team.

Ted and Barbara Boriau of Osterville had intended to stop by briefly to watch the competition, but ended up staying the better part of the day. In a wheelchair since his diagnosis with ALS in 2010, Ted found himself glued to the events on the ice, especially

after learning about the wheelchair curling opportunities at the club. Before departing, he had already made up his mind to return to the club the next day to become a curler himself.

For the Boriaus, CCALS has been "like a family." The couple has received enormous emotional support, but also practical support, such as a lift to facilitate Ted moving from his vehicle to his driveway, a wheelchair designed for bathroom use, and a scooter to get around the yard. "All you have to do is make a phone call and they're there," his wife said.

For veteran curler Paul Ketchum, a longtime member of the club, the event offered the opportunity to blend his love of curling with his love of family. In honor of Ketchum's nephew Todd, who was diagnosed with ALS in 2019, the family put together a team of Ketchum curlers led by Todd's father, Carl, and coached by Paul. Todd's three sons, Sam, Toby, and Nevin, made up the rest of the team, which battled valiantly as he and his wife, Laura, watched from the warm room. The family bonds held tight, placing the team in the finals, where they finished as runners-up to the 18th event.

FAHA's winning teams raised \$1,600 for CCALS. Congrats to the participants! Contact Pete Mitchell, team organizer, if you have an interest in joining.



A Holiday Story

This is a long story. I've made no attempt whatsoever to shorten it. It involves international travel, a Piper Comanche, and hopefully some humor. If you don't have any interest in these, you should probably just turn the page. If I've still got your attention, read on.

This story begins in 1994 or so. I'd been renting a friend's Cherokee 140, which was fine for two people who were in no particular hurry. After some cajoling, I convinced him that we just weren't spending enough money, and that we needed be able to go higher and faster, and bring some folks along in the back seat.

We did a bunch of shopping, and were down to only a few models, including the Piper Comanche. As part of doing my diligence, I posted a message on Compuserve's AVSIG forum, asking about Comanches. Now in 1995, the internet was only starting to become more than a research lab curiosity, and ubiquitous email addresses were still a few years away. But if you were a pilot with a computer (and a modem - remember those?) AVSIG was a really great place to hang out - the signal to noise ratio was pretty good, and some of the sharpest and nicest airplane folks around populated the forums. In addition to technical advice and 'there I was' stories, some pretty good jokes got swapped there. One of them was, of course, the 'classic' FAA/Santa Claus joke. I call it 'classic' because its been around since (I think) WWII, it's still funny, and it's discovered anew each year by people new to the (a)vocation. I'll include it here for the sake of completeness, but if you've been flying for more than a year or two, I'm sure you've already heard it, so you can probably skip the following paragraph:

It's Christmas eve. Santa Claus has packed up the last of the toys, preflighted the sleigh, sumped the reindeer, and is getting ready to go when he sees a gentleman in a jacket and tie standing next to the sleigh, holding a

clipboard. The fellow introduces himself: "Hi, I'm from the FAA, and I'll be riding jump seat for a check ride this evening." Well, Santa really doesn't need the aggravation on this busiest day of the year, but the FAA is the FAA, so he doesn't argue. They get in the sleigh, Santa tunes and copies the ATIS, and as he's guiding the sleigh to the runway, he glances over at the FAA guy and sees him breaking open a shotgun and inserting a pair of shells. "What are you doing", he asks. The FAA guy replies "Well, I shouldn't be telling this to you in advance, but... you're gonna lose an engine on takeoff."

Anyway, that's the joke. On AVSIG, every year sometime after Thanksgiving, some newbie would, like clockwork, post it, thinking it was the cleverest, most original story in the world. For the most part, the regulars laughed politely. But it became something of a contest to see who could make the best guess as to when the first newbie would post the Santa Claus story each year, and how many times it would be posted between Thanksgiving and Christmas.

But I'm getting a bit off-topic. One of the fellows who replied to my Comanche query was a gentleman by the name of Frederick Surnameomitted, in Egmatung, Germany. He sent a long message singing the Comanche's praises, and telling how he and his wife had flown theirs for more than 600 hours during the last eight years, all over Europe, and how "... we love and trust our Comanche so much that this summer we will fly it, for the second time, across the Atlantic Ocean to the International Comanche Society fly-in in Mackinac, Michigan".

Keep in mind that I'd been driving a Cherokee 140. I sat back, stared at the screen, and said to myself "wow".

A few months later, we bought a Comanche. Over the next five years we'd put about 800 hours on it. But that's yet another story. About two years after we bought the plane I'd changed jobs, and my new employer was doing a joint project with the Siemens Corpo-

ration and would be sending me on a business trip to Munich, Germany. Having never been off the North American continent, I was, as you can imagine, pretty psyched about adding some personal time to the trip. In a typically American ethnocentric/geolocentric/egocentric act of arrogance, I decided that if I was going to Germany, maybe I could look up Frederick and get together for a beer or whatever. After all, how big could the place be? (just kidding).

Well, after much searching, I couldn't find Egmating on any map I owned. I called our local library and enlisted a reference librarian in the search. Internet? Google? What's that – this was 1996. After some time, she called back and said that she checked the London Times World Atlas, which was the best reference she had access to, and came up with nothing.

Well, I was willing to risk looking like an idiot, so I dropped Frederick an email along the lines of "I realize Germany is a big country, but..."

Surprise! Egmating was actually a suburb of Munich, and only about 30 km or so from downtown. We agreed to meet – he'd stop by the Holiday Inn I was to stay at to pick me up; I told him "Look for a guy holding a yellow newspaper (which of course was a copy of Trade-A-Plane). Our agenda would be to go for a quick ride in his Comanche, across the border to the Czech Republic, where he'd top off his 120 gallon extended-range fuel system with cheap Czech avgas, and then we'd grab dinner. He'd hunt down a place for me to stay that was cheaper than the Holiday Inn and closer to the airport I'd be departing from the next morning.

Well, the business part of the trip went uneventfully, as did the meet with Frederick at the hotel. He was a pleasant fellow about 10 years my senior and spoke fairly good English; important, as my German was limited to the little I'd picked up in one year of Junior High School. Plus a summer school class, which will give you an idea of how well the

year went. Anyway, we headed off to the Landshut airport (EDML) in Frederick's Volkswagen Golf, barreling down the Autobahn at 175 KPH as Frederick steered with his knees and reached behind the seat to show me the new Teflon fuel value he'd just bought for the Comanche.

Unfortunately, when we arrived at Landshut, the weather was pretty marginal, and forecast to stay the same or worse. So the Czech Republic was out. But there were a bunch of his flying buddies there, similarly grounded, sitting around a table at the airport restaurant sipping their beers.

I sat down at the table. I'll tell you the picture was so homey it almost made me cry. This was a scene I'd been part of about a zillion times, 5,000 miles away back home... the only thing different here was that the numbers on the airplanes tied down out there in the fog started with 'D' instead of 'N'.

The swapping lies portion of the afternoon was already in progress. Frederick did the job of translating well enough for me to both participate and enjoy. One of his friends told a war story about the "homemade instrument approach" into Landshut. I countered with one about two Cherokees that got stuck in the sand at the beach back home on Long Island: the first ran out of gas, and the second snuck in at night to try to help him, and got stuck as well.

After a bunch more tales, and beer, Frederick told me that he wanted to tell everyone a joke. He'd start in German, but tell each part to me in English as well, so I could keep up. He began:

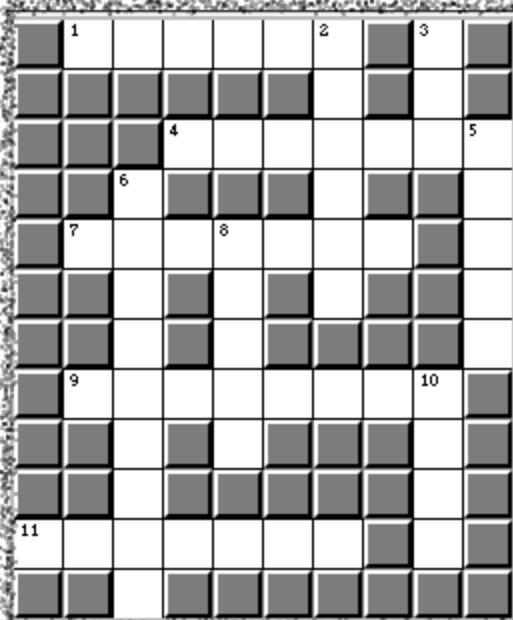
"Eine Nacht, Santa Claus wurde besucht von einem FAA Prüfer..."

It *is* a small, small world. Happy Holidays, everyone!

Larry Rachman

KID'S CORNER

OUTERSPACE PUZZLE PAGE

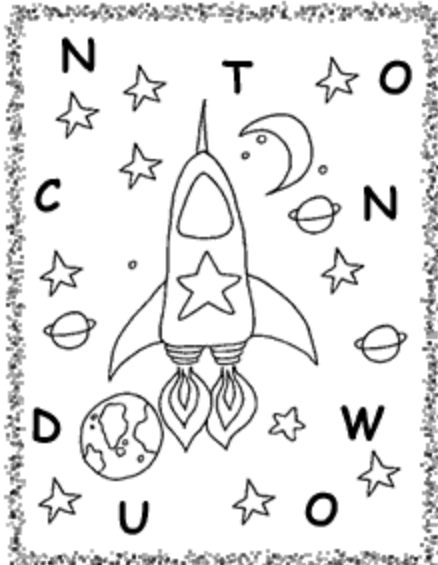


ACROSS

- Seventh planet from the sun
- Eighth planet from the sun
- Closest planet to the sun
- What meteors are called before they visit Earth
- Fifth planet from the sun

DOWN

- Planet with many rings
- The closest star to Earth
- Third planet from the sun
- Tool used to look at planets and stars close-up
- Sometimes shows a pretty tail
- The _____ side of the moon is cooler than the other side



Blast Off for some fun!
Games on this page are related to outerspace & our solar system.

SPACEY WORD SEARCH

Hunt for the words shown on the list below, then circle them as you find them!

E P O C S E L E T J P M R T M
 Q L S M E R C U R Y O F E F O
 P S S A E B E N Y O C S T A P
 N P E E T G W M N B M T I R K
 J N E P T U N E X C S A P C E
 V E N U S X R L I K R R U E T
 R Z O W R U X N D C A D J C U
 J M A R S P N Q D O T U P A H
 Z X S Q B R K O V T S S H P U
 M D I U H I M T U V B T S S S
 W L D S I E T R Q M G G E B V
 L M U B T K A S T E R O I D S
 A K C E P N F R S O L U N G W
 S N O T U O A F N P L A N E T
 R R P S P X L X C O M E T S D

- mercury
- venus
- mars
- jupiter
- saturn
- uranus
- neptune
- telescope
- stars
- moon
- sun
- orbit
- planet
- stardust
- meteor
- comets
- asteroids
- spacecraft

Using just the letters in the word below, can you make at least 12 new words? **RULES:** You may only use a letter as many times as it is shown in the key word. Each word must be at least 4 letters long. **GOOD LUCK!**

ASTEROID

See the letters around the rocket at the top of the page? Try to rearrange them to fill in the blanks:

WHAT HAPPENS BEFORE LIFT-OFF

□ □ □ □ □ □ □ □

the
Kidz
page.com

Letter From The Editor

I've enjoyed designing and collecting materials for our FAHA newsletter, but after two years of turning out the Flash, it's time for me to move on to other endeavors in 2014. This will be my last issue. I want to thank all of you who have submitted material to the Flash for your input and contribution toward making our newsletter a success, indicated by the many compliments received from our readership. Working with Lee McGraw has been a pleasure and I send my hearty thanks to her for both her assistance with proofreading and distribution, but especially for moral support in getting the newly revitalized newsletter off the ground way back in January 2012.

The Flash is seeking a new Editor. If you are interested, I will gladly supply the Microsoft Publisher files and support to get you through your first issue, to be published the end of March - so you'll have plenty of time to come up to speed. If you are considering taking on this role, please talk to us so we can give you an accurate description of what's involved and the best way to get it done.

Again, thanks for your support and appreciation. Best wishes for the New Year.

Judie Spero
Editor

