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**Latest Cape aviation news for you**

1 message

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## Cape Cod Aviation Newsletter

***In This Issue:*** Photos and stories of Massachusetts aviation history from expert historians.

AOPA about to issue the BasicMED checklist and online course.

The aviation wedding of two CAPA members at Cape Cod Airfield gets national publicity.

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### MASSACHUSETTS AVIATION HISTORY

#### *CAPA March 5th Meeting*

Shortly after the Wright brothers took to the air, aviation fever gripped Massachusetts. The biggest names in the industry, including Wilbur Wright, Glenn Curtiss, and Claude Graham-White, among others, flew in for the first major air shows, further exciting the people of the Bay State about the potential of manned flight in the realms of military tactics, the expansion of commerce, and even personal transportation.

One of the first naval air stations in the country was the Chatham Naval Air Station (right) which was constructed beginning in 1917. By the 1920s,

Massachusetts had become home to a Naval Air Reserve Base in Quincy; one of the first Coast Guard Air Stations in Gloucester; and the Boston Airfield, which would eventually become the largest international airport in New England.

Within a few decades, individuals like Edward Lawrence Logan, Frank Otis, Oscar Westover, and Laurence G. Hanscom would permanently leave their names on the Massachusetts landscape in connection with the airports and airfields still used today.



**ABOVE:** Squantum Naval Air Station in Quincy Bay

Join us Wednesday, March 5th for a fascinating special presentation by two eminently qualified experts on on Massachusetts aviation history.

Fred Morin is the current president of the U.S. Naval Airship Association, past president of the Massachusetts Aviation Historical Society, former director and education adviser to the Massachusetts Air and Space Museum, a private pilot, and a naval aviation researcher.

Historian John Galluzzo is the author of more than a dozen aviation history books, including Squantum and South Weymouth Naval Air Stations (Massachusetts) and Millville Army Air Field (New Jersey).

There will be plenty of time for your questions.

Meeting begins at 6:30 PM, Wednesday, March 5th in the Media Room, lower level of the Wilkins Library at Cape Cod Community College in West Barnstable. Take exit 6 from route 6, and the entrance is 500 yards North.



**Chatham Naval Air Station - 1919 photo**

Before the United States even entered World War I, construction of Chatham Naval Air Station was beginning. The original plans called for building living quarters for officers and enlisted men, hangars, a gas holder, boat house, hospital, pigeon loft, repair shops, garage and assorted storage and maintenance buildings. Pipes were laid in trenches and the nearest fresh water source was 3.5 miles away.

Planes carried two homing pigeons for emergency communication with the base, and the birds had been trained for either the north patrol or the south patrol. Thus they could not be transferred from one area to another.

Planes were equipped with emergency rations and water for three days, a flashlight, flare pistol with red and green cartridges, a sea anchor, life preservers, signal book and local charts. Patrols took place at 1,000 feet to protect the shipping in a defined area.

Often the planes would circle around a ship for hours while looking for U-Boats after picking up the vessel in a predetermined location. While the two planes were out on patrol, two other planes and their fliers were on standby at the station, ready to assist should a plane radio in a distress call. If the planes and men could get airborne within seven minutes, they were considered to be within the acceptable range of response time. Eventually blimps were used to help in the patrol process. With their cruising speed of 35 mph and a range of 900 miles, they were a useful asset in the patrols.

### **U-boat Attack**

One of the few known times when the station was utilized for the war was when a report came in of the shelling of Nauset Beach. Nine Curtiss HS-2Ls were dispatched to bomb the submarine that had already sunk five ships and was proceeding

to start shelling Orleans. Either the resulting bombs were duds or they missed, and the U-boat got away.

In 1922, the base was closed, possibly because of the aftermath of the 1918 Spanish Flu epidemic. It is unknown when the buildings were torn down and the area was eventually redeveloped into a housing complex. In 1979, a stone memorial was placed at the end of Strong Island Road to commemorate the NC-4 flight.

*(courtesy Wikipedia)*



*CAPA Members Arlene (Myers) and Jack Alexander just got written up by AOPA in their monthly newsletter on the adventure which ended up in their marriage last Summer at Cape Cod Airfield.*

## **NEW LIFE TOGETHER:**

### **LOVE BLOOMS FOR AOPA FLY-IN VOLUNTEERS**

February 13, 2017 By Dan Namowitz

Flight instructor Arlene Alexander has a vivid memory of the time she flew from Plymouth, Massachusetts, with a local pilot who was getting back into the air after cataract surgery.

"I thought it was a flying lesson. He thought it was a date," she recalled.

The pilot shared his version of the story during a joint phone interview. A mechanic they both used had delivered a perfunctory introduction. Then, "I got in this airplane with this woman I never met before."

"Hi, I'm Jack," he said, adding, "I was impressed. She was a very good pilot."

Over the next few years, Jack Alexander, retired Arnold Arboretum of Harvard University horticulturist, private pilot, and Cessna 172 owner based at [Plymouth Municipal Airport](#); and Arlene Myers, acupuncturist, CFI, banner-tow pilot, and owner of a Cessna Hawk XP based at the [Cape Cod Airport](#), would run into each other here and there.

At a Christmas party they discovered they had something in common: Both were vegetarians. By coincidence, both also had flown the same Cessna 150 trainer, N2223J, about eight years apart.

Now connected, “I managed to find an excuse to send her an email or two,” Jack said.

Emails, however, did not appear to be bearing fruit.

“She only replied with the information I asked for, nothing extra. I didn’t feel encouraged,” he said.

Hope springs eternal

In July 2014, Jack volunteered at the AOPA Fly-In in Plymouth. There was Arlene, also working as a fly-in volunteer.

He walked up to her and—kid you not—opened with this line: “Not much vegetarian food here, is there?”

The salutation seemed to take root.

“We ate lunch together, and you guys paid for it. Egg salad sandwiches,” Jack said.

About a week later, Jack showed up at the airport one day to find Arlene already there, weeding the vegetable garden maintained by the close-knit general aviation community.

Jack saw a chance to present a professional plant propagator’s penchant for pleasantries in fullest flower.

“Being a horticulturist, he started telling me the names of the weeds in Latin,” Arlene said.

The *syringa* (lilacs) were in bloom—including cultivars Jack had developed himself—on May 21, 2016, when Jack and Arlene participated in a fly-in of a different sort at Arlene’s home base on Cape Cod.

Jack arrived first in a Van’s airplane. He was escorted by his adult sons to a place of honor before a seated audience. As onlookers scanned the sky, Arlene arrived aboard a Cessna 172. Again the escorts performed their duties.

The wedding was topped off with a congratulatory banner tow, after which Jack, Arlene, and their wedding party boarded [Christopher Siderwicz’s DC-3](#) for a scenic tour of Cape Cod and Martha’s Vineyard.

“I got 15 minutes of flying time in a DC-3,” Jack exulted, confessing that he had no hesitation to relinquish the controls for the landing on Cape Cod Airport’s 2,700-foot-long runway. (Flying a DC-3 is like dancing with your grandmother, he said. “Knows the moves, slow to push around.”)

Arlene, at 65 and with 3,600 hours, is now retired from most of her commercial flying, except that she loves to get rusty pilots airborne again, and takes on other occasional short-term projects. In 2004 she bought the Cessna R172K (Hawk XP) that had been her banner-towing workhorse—as was a Piper Pawnee, which, with 260 horsepower “can tow a house,” she said—and the couple has ordered major upgrades to its panel.

Making that call was their first big decision together after getting married, she said, and will result in a brand-new GPS/nav/comm, autopilot, and ADS-B In and Out for the Cessna.

Jack, 68, can barely contain his delight with the renovation project having won out over another endeavor that was under consideration.

“New kitchen? New avionics? I knew I had the right woman when she said ‘new avionics,’” Jack said.

The upgrade also will mean that Jack’s 1965 Skyhawk will go up for sale—unless, says 700-hour pilot Jack, who soloed in an Aeronca Champ and likes taildraggers, they can find a side-by-side tailwheel aircraft with dual control sticks and remain a two-airplane family.

But that’s for later. For now, they enjoy the little things, like being able to “talk flap-gap seals over coffee,” said Arlene.

“I can hardly believe at our age, we have a new life together,” she said. “When I wake up in the morning I can say, ‘Is it VFR?’ and he knows what I’m talking about.”



## NEW "BasicMED" RULES EFFECTIVE MAY 1!

The power of AOPA and EAA lobbying, and the efforts of tens of thousands of pilots paid off with the adoption of the Pilots Bill of Rights, which was signed into law by President Obama on July 15, 2016. A month ago, the FAA issued the rules which will govern the administration of the new law. They take effect on May 1, and will permit pilots to fly without a Third-Class Medical providing they meet the requirements of the new rule.

Before you can fly under BasicMED, you must have a current state drivers license, have had a Third Class or higher medical within the past ten years (with or without a special issuance), have a physical exam by your own doctor signed off using a new checklist which AOPA has created, and take a free short online medical course also created by AOPA. AOPA has announced that FAA is finishing reviewing the check list and the online course and both should be available shortly.

The physical exam by your own doctor only needs to be repeated every four years, but you will be required to take the online course every two years. The course is designed to enhance the pilot "self-certification before each flight" requirement of the rules, which has always been in effect.

Under BasicMED you may fly any aircraft under 6,000 pounds with up to six occupants up to a maximum INDICATED airspeed of 250 knots and 18,000 feet, under VFR or IFR, day or night.



*Overweight doctor (above) looking through magnifying glass in search of cooties.*

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