



Freeman Flash

NEWSLETTER of the FREEMAN FIELD FLYING ASSOCIATION

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Larry Bothe, Editor

Website: www.freemanfield.org

Still No FBO Service at SER

With Skyward gone and Pardieck not staffed we still don't have any FBO service here at Freeman Field. The Airport Authority meeting of 2/15 was cancelled due to the big snow, but they weren't going to decide about another FBO anyway. They are apparently working on revised rules (requirements) to be an FBO, and they intend to meet in executive session* to review the applications they have to rent the traditional FBO building where Skyward had their operation.

So far the people who have expressed an interest in leasing the building include Lance Bartels, who wants to open a traditional FBO; and Bob Myers, who wants to lease the building to store his own plane and then sublease space to others (but not run an FBO). Gregg Pardieck, in a phone interview on 2/15, said he wants the building because he intends to rekindle his FBO business in the spring and wants decent office space facing the flight line, room for a flight school, and to have a maintenance operation. He said that perhaps Lance Bartels could work for him. Recently, Mike Williams expressed an interest in moving his vintage aircraft restoration business to Seymour from his grass strip up north of Columbus. The gentleman from the Indianapolis area, Steve Taylor, who was also allegedly buying the FBO at Lafayette, has apparently dropped out. *The Authority can meet in executive (closed-door) sessions for the purpose of discussing the purchase, sale or lease of real property.

So now we wait. The Authority has to decide how to structure FBO operations at Seymour. The concept of having two FBO's to foster

competition isn't working because there is hardly enough revenue for one full-service FBO to survive, let alone two. One solution would be for the Authority to take over fuel sales and then let separate operators provide maintenance and/or flight training, the way it is done at neighboring airport North Vernon. Another would be to have just one FBO, but with a fuel cost-plus ceiling clause written into the FBO agreement. This isn't easy because of existing investments in fuel tanks and trucks.

FFFA Meeting of 2/2/2010

After some lively discussion it was voted on and approved to fund the FFFA Aviation Scholarship again this year in the amount of \$500. Jackson County high schools have been notified.

We worked on a tentative schedule of events for 2010. Please see the Calendar at a Glance (bold items) on page 4 to see what is officially scheduled so far. Airport Awareness Day is in there already, although we need to confirm that we want to do it, and officially ask the Authority if it is OK. Still pending is having David Gray speak to us at our April 6th meeting, and having a fly-out in June to Lance's newly lengthened (4000 feet!) grass strip at Cherry Hill. We're also thinking of a fly-out in November, maybe KY Dam, or -- ????. Finally, Jack Hildreth is looking into setting up a bus trip to the Air Force Museum in Dayton, OH.

We once again talked about the high cost of heating the FFFA Building. The most recent bill was \$162. Last week Troy Nicholson (electrician) came out and demonstrated to

Larry Bothe, Marshall Grooms and Dave Timbers that the electricity really is correctly split between our portion of the building and the old airport manager's office, now rented by Head Start. We were able to get the current flow to zero with everything in our end turned off. With what was on while we were there we were drawing 58 amps, or about 7kw/hr. Most of it was the baseboard heaters. Each kwh cost 10¢, so in that configuration it was costing 70¢ an hour.

We also talked about the port-a-potty project "tabled" from last fall. In keeping with the FFFA mission that we do things to improve the situation for pilots at Freeman Field, the suggestion was that we provide a portable toilet down by the East T-hangars, as is done at other airports with outlying hangars. Preliminary investigation revealed that these things rent for \$50 to \$70 a month, but a brand new one costs less than \$600. Buying would be better than renting on a long-term basis. Further, we can get it serviced on an on-call basis for \$25 a trip. In the summer service would likely be required once a month, but in winter only every 2 or 3 months. At the February meeting it was decided that we should update the information from last fall, make sure the \$25-per-trip service is still available, etc. Some more phone calls turned up a source for a used unit from a dealer down in Louisville for \$200. The \$25 service is still available. It looks like we can provide this service economically.

Few Dues Still Due

We're down to just a few people who have not paid their dues. If you are one of them please send a check payable to FFFA (\$10 for an individual membership, \$20 for a family) to Larry Bothe, 1082 Governors Lane, Seymour, IN 47274-1135. If you can't remember if you paid or not, give me a call (812-521-7400) or send an e-mail. Thank you.

Pilot Refresher Training

New member Adam Springmeyer, in conjunction with the Civil Air Patrol, is sponsoring recurrent pilot ground school training at Columbus (BAK) on Saturday, March 6th. It will be held in the downstairs meeting room of the terminal building. There will be two 3-hour sessions, VFR in the morning, 9-noon,

and IFR in the afternoon, 1 to 4. The cost of each session is \$5 (\$10 for both), and that fee covers a box lunch and handout materials. Your editor will be teaching the first part of the VFR session. FMI: Adam at 812-212-1048.

Treasurer's Report

	January, 2010
For the period:	
Opening balance, all funds	9,738.08
Opening balance, checking acct	736.98
Income	
Dues	230.00
Other	
Total Income	230.00
Expenses	
Newsletter	5.40
Mailing labels	24.55
Electric bill	162.33
Sewer bill	5.14
Water bill	13.57
Other	0.30
Total Expenses	211.29
Transfer from MMF	
Transfer to MMF	
Closing balance, checking acct	755.69
Mny Mrkt Fnd, opng bal	9,001.10
Checks written	
X-fer in from chckng	
Interest earned	0.45
End bal, MMF	9,001.55
Net change, all accounts	19.16
Grand total, all funds	9,757.24

Member News/Accomplishments

At the January meeting Berl Grant told us that his son Zack (also a long-time FFFA member) had recently taken a job flying for ATI, American Transport International. ATI hauls a lot of freight and some passengers. Zack was lucky to get the job; they had something like 3 positions open and a couple thousand applicants. But Zack had the exact qualifications they were looking for, Captain-qualified on the planes ATI flies, Boeing 767's, and extensive international experience. It also didn't hurt that he knew somebody at ATI. We hope this job will last a while for Zack; it was quite a disappointment for him to work his way up to Captain with ATA and then have the airline fold.

Museum News

On Saturday, 2/13 the museum had a visit from John Parka and his daughter, Erica. They had learned of the museum through people who were here at our Airport Awareness Day last fall. John and Erica are both interested in WW-II history and airplanes. It also turns out that John is an estimator for a large painting contractor, and has done a lot of painting over the years. He has volunteered to come down and help us with painting our new restroom in the annex, and perhaps with painting the main museum "back room" when we're ready. We greatly appreciate John's offer of help.

Dig News

There isn't much going on with the dig project due to frozen ground. Everybody is kind of waiting for spring. The FFRT was able to enter into an agreement with the school board in order to search some of the area of Freeman Field owned by the school corporation. Initial magnetic searches indicate major metallic objects right where old-timers remember aircraft parts and crates being buried. This will be one of the first areas investigated when the weather warms up. You can learn more and keep up with FFRT activities by checking their website, www.freemanfieldrecoveryteam.com.

Still have your paper pilot certificate?

It won't be any good after March 31, 2010, so make sure you've upgraded to a plastic certificate. The FAA mandated the change because it says the plastic certificates are more counterfeit resistant. Pilots can request the plastic certificate through the FAA's website, http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/, or by mail. The cost is \$2, but if you change your pilot certificate number from your Social Security number, the switch is free. Temporary, student, and flight instructor certificates are not impacted by the rule.

The Age of the 707

From friend Gail LaPook, 1/21/2010

That smoke is from the 1,700 pounds of water injection the J 57s used for takeoff. (Note where the airplane is. Go to the overrun and suck the gear out from under it.)



Those were the good ole days. Pilots back then were men that didn't want to be women or girly men. Pilots all knew who Jimmy Doolittle was. Pilots drank coffee, whiskey, smoked cigars and didn't wear digital watches.

They carried their own suitcases and brain bags like the real men that they were. Pilots didn't bend over into the crash position multiple times each day in front of the passengers at security so that some Gov't agent could probe for tweezers or fingernail clippers or too much toothpaste.

Pilots did not go through the terminal impersonating a caddy pulling a bunch of golf clubs, computers, guitars, and feed bags full of tofu and granola on a sissy-trailer with no hat and granny glasses hanging on a pink string around their pencil neck while talking to their personal trainer on the cell phone!!!

Being an Airline Captain was as good as being the King in a Mel Brooks movie. All the Stewardesses (aka. Flight Attendants) were young, attractive, single women that were proud to be combatants in the sexual revolution. They didn't have to turn sideways, grease up and suck it in to get through the cockpit door. They would blush and say thank you when told that they looked good, instead of filing a sexual harassment claim.. Junior Stewardesses shared a room and talked about men.... with no thoughts of substitution. Passengers wore nice clothes and were polite; they could speak AND understand English. They bathed and didn't smell like a rotting pile of garbage in a jogging suit and flip-flops. Children didn't travel alone, commuting between trailer parks. There were no Mongol hordes asking for a seatbelt extension or a Scotch and grapefruit juice

cocktail with a twist. If the Captain wanted to throw some offensive, ranting jerk off the airplane, it was done without any worries of a lawsuit or getting fired. Axial flow engines crackled with the sound of freedom and left an impressive black smoke trail like a locomotive burning soft coal. Jet fuel was cheap and once the throttles were pushed up they were left there, after all it was the jet age and the idea was to go fast (run like a lizard on a hardwood floor). Economy cruise was something in the performance book, but no one knew why or where it was. When the clacker went off no one got all tight and scared because Boeing built it out of iron, nothing was going to fall off and that sound had the same effect on real pilots then as Viagra does now for those new age guys. There was very little plastic and no composites on the airplanes or the Stewardesses' pectoral regions. Airplanes and women had eye pleasing symmetrical curves, not a bunch of ugly vortex generators, ventral fins, winglets, flow diverters, tattoos, rings in their nose, tongues and eyebrows.. Airlines were run by men like C.R. Smith and Juan Tripp who had built their companies virtually from scratch, knew most of their employees by name and were lifetime airline employees themselves...not pseudo financiers and bean counters who flit from one occupation to another for a few bucks, a better parachute or a fancier title, while fervently believing that they are a class of beings unto themselves. And so it was back then....and never will be again!

My Memory of Flying in DC-3's

By Larry Bothe, 1/28/2010

The first airplane ride that I clearly remember about* is a commercial trip from Boston to Bar Harbor, Maine in a DC-3 on the old Bar Harbor Airways. I was a teenager so it must have been the late 50's. I traveled alone; nobody held my hand. It was a "milk run", lots of stops (Boston, Portland, Rockland, Augusta, Bar Harbor). The summertime flight was at low altitude, up and down, hot and bumpy. People got sick. Even though I didn't feel too good myself at times, I loved being able to look out at the countryside, and all those takeoffs and landings were exciting. When I was a little older we used to go to hangar dances in Bar Harbor. They would move the airplanes outside and have a maybe 10-piece band playing swing music every

Saturday night. The guys wore coats & ties, and women wore dresses. Adults went out in the parking lot between sets to have a drink in their cars. I was in on the tail-end of this; by the time I was in college the Saturday dances had ended.

I spent the entire year of 1966 in Vietnam. The in-country transportation system didn't work, so the way you got around was to go out to the flight line and beg a ride to wherever you wanted to go. Mostly I rode in C-123's and C-130's, with an occasional DeHaviland Beaver thrown in. But once I got a ride in one of the DC-3 leaflet planes. They were completely open inside; no seats except for the pilot and copilot. The port aft window was removed and in its place was a sort of funnel that stuck out into the slipstream. In flight that created a terrific suction (venturi effect), such that anything you threw up in the air got sucked out the "window." They distributed propaganda leaflets by just throwing handfuls up in the air inside the plane. When you were finished with a cigarette (nearly everybody smoked back then) you just threw the butt up in the air, and out it went. Doesn't sound safe? Neither was riding in the plane without a seat, but hey, there was a war on.

*Since I started in Philadelphia I must have ridden in some larger plane to get to Boston, but it was not a memorable flight.

Calendar at a Glance

Mar 2, FFFA meeting, 7pm, FFFA Bldg.

Mar 6, VFR refresher, 9-12, IFR refresher 1-3, BAK, \$5 per session,

Apr 6, FFFA meeting, 7pm, FFFA Bldg.

Apr 13-18, Sun 'n Fun, Lakeland, FL

May 4, Pitch-in & meeting, 6pm, FFFA Bldg

Jun 1, FFFA Annual Safety Seminar, 7pm, Terminal Bldg, subject TBA

Jun 26, Taildraggers' Rendezvous, Post Air

Jul 4, FFFA annual cookout & fireworks

Jul 26-Aug 1, AirVenture, Oshkosh, WI

Sep 25, Wood, Fabric & Tailwheels fly-in at Lee Bottom

Oct 9, Airport Awareness Day, SER

Dec 9 (Thursday), FFFA Christmas Dinner (Bold items are official FFFA activities)

 Airport Authority meets 3rd Monday of each month at 7:15pm, terminal building.

FFFA Officers - Contacts

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