



Freeman Flash

NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION

Volume XIX, Number 9, **October, 2017**

Larry Bothe, Editor

Website: www.freemanfield.org

Nothing Big...

Your editor attended the airport authority meeting, and subsequently spoke to Don Furlow and Diane Schepman about what was going on around the airport. I had been away for a week, and then a bit under the weather for the week after I returned. I was afraid I had missed a big story. Nope, nada. This month there isn't anything that rises to the level of HEADLINE NEWS. Below then are the many little things that have happened in the last month or so.

Airport News

Cracks in runway 5/23 sealed: It was noticed over the summer that a lot of small cracks had developed in our recently reconstructed runway 5/23. Nobody seems to know why the cracks appeared, but everybody agreed that the cracks needed to be sealed to prevent further deterioration of the runway. That sealing was accomplished earlier in this month. From the standpoint of landing on the runway, your editor could not discern any difference from before or after the sealing was accomplished.

Lighter weight 100LL fuel hose delayed, again: This is the little project that won't get done. In August the airport authority agreed that a lighter weight, much easier to handle fuel hose would be provided for the 100LL self-serve fuel pump. The hose was ordered, and the hose was supposed to be swapped out as part of the annual maintenance and inspection of the entire fuel system. At first the hose didn't come in.

Then it did show up, but on a new hose reel. The reel cost \$300 extra, and we didn't need it. Don Furlow rightfully refused it, so back it went. Then it was really time to get the annual inspection and maintenance done so the contractor did that, without the new 100LL hose. The separate hose (no reel) is still on order. Somewhere in all this there was a problem with a company going out of business (???). Don assures us that we will still get the new lighter weight hose, in due time. Think November.

Reconstruction of taxiway Alpha: As reported last month, the FAA funded the reconstruction of the northeast portion of Alpha, from the northeast T-hangars out to the beginning of runway 23. Our BF&S engineering rep, Corey Harper, tells us that it is roughly a 60-day project. Work will start in the spring, late March or early April. For planning purposes pilots should consider that portion of Alpha to be reconstructed will be closed for April and May of 2018. During that time pilots wanting to use the full length of runway 23 will have to back-taxi on the runway for the last approximately 2000 feet.

FFFA Meetings

At our October meeting on 10/12 we met at the museum and showed the movie *Living in the Age of Airplanes*, narrated by Harrison Ford. We had about a dozen members in attendance. Popcorn was served. Everybody

seemed to like the movie. Thanks again to Linda Guthrie for loaning us her DVD.

For our **November regular meeting on Thursday evening, 11/9**, Karen James will give a **briefing on ADS-B**. Larry Bothe will have a few comments to add as he recently installed ADS-B IN in his Champ. We will probably meet in the museum again since Karen will likely have some slides to show.

Air Force Museum field trip: Karen James has arranged for us to go up to the museum at Wright-Patterson Air Force Base near Dayton, OH, on **Tuesday, November 14th**. The plan is to rent a van so we can all ride together, like we did for the Wilbur Wright birthplace trip. We'll need to leave at a decent hour, say 8:00 AM, since it's a 2hr+ drive over there. Admission is free. The new gallery (4th huge building) with the rocket display, presidential planes and experimental one-off aircraft is awesome! There is a restaurant in the museum so you can get lunch. We will probably stay until around 4:00 (we'll be pooped by then), and stop some place for dinner on the way home. It's an all-day affair. More details to follow, but for now save Tuesday, 11/14 for the trip.

Advance Notice: Here's another **date to save; dinner on Thursday, December 14th**. That's the date of our Christmas party and annual meeting. We'll be at D's Diner again, with the usual program. More info as the date approaches.

Museum Archives

News of the Freeman Army Airfield Museum



The Freeman Army Airfield Museum is a completely separate entity from the Freeman Field Flying Association. Some of our board members (L. Bothe &

B. Grant) overlap. The FFFA on occasion supports the museum with gifts of money for worthy projects.

FMI www.freemanarmyairfieldmuseum.org.

After many, many requests, we now have Freeman Field shirts and hats on sale at the museum. Shirts are \$15, caps are \$20, shirt & hat together \$30. We intend to add pins, key chains and magnets in the near future.

We hope we have found and solved the fuel system problem with the fire truck where it would quit running and refuse to restart. Earlier we had found the fuel tank had rust flakes in it, but that apparently wasn't the whole story. More recently we rebuilt the carburetor, which turned out to have several issues once Joe Clegg took it apart. We then operated the truck in the Oktoberfest parade with no problems whatsoever, and then ran it again for the Cherry Hill Aviation Day. Maybe we're done.

The museum recently faced a couple of setbacks. We have been working on trading a British group a demilitarized German machine gun for our Hawker Typhoon radiator. Now it turns out that our (federal) Bureau of Alcohol, Tobacco & Firearms wants the machine gun essentially destroyed in order to bring it into this country. We're back to the drawing board on the trade.

Some really drunk and/or malicious person backed into the new sign at our annex building. We find it very difficult to believe that somebody would do that to us, but they did. We can of course fix the damage, but it was a very nasty thing to do. Temporary repairs have already been made.

Interesting Aviation Links

None this month; didn't receive any - ???

Louisville Soaring Club News & Views

Provided by Maggie Hettinger, LSC Board
FMI www.soarky.org

Cross-Country Soaring is on my mind today. The Grob 103 two-seater (see photo in next article) is flying more every weekend. One reason we wanted this new

capability was to be able to fly dual cross-country, and I'm going to spend this article moving myself and anyone who wants to come along in that direction.

Garrat Willat, CFG (Wings and Wheels) suggests some steps to take once you are confident in your thermalling and spot-landing ability:

Read. Get a mentor. Look at the weather every day, to see what is possible. Look at OLC (onlinecontest.org) to see what others are doing. Have a simple but well-marked sectional. Fly dual cross-country. Lead and follow with another glider.

LSC members and CFIs want to set up and share a number of cross-country tasks from our home field at Seymour. Once a month we can meet for a "contest" day, in which two or three tasks of varying levels of difficulty are presented to the club, for total newbies through the soaring gurus.

Another suggestion has been to make up and share some of these possibilities, post them and help each other work out the details of our own particular approaches and limitations to completing the tasks. After we have a few, and get the conversation

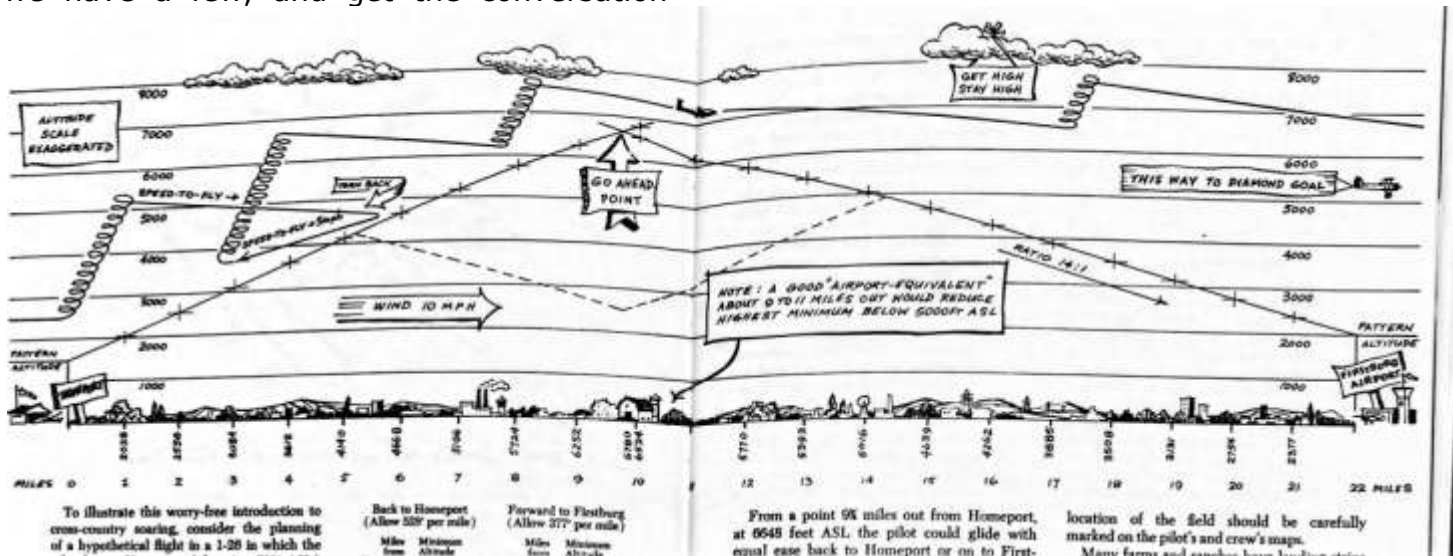
going, we can see how we will want to structure our competitions.

So, while the experienced pilots set up some nice tasks for us all, I'm going to do my part and propose a baby-steps beginner task. I'm posting it in the Files area of our group FB page (Facebook: Louisville Soaring Flight). I want to see how we can do a group-edited conversation to:

- Show or explain how you might set it up on a chart.
- Show or explain how you might set it up on an Oudie or other gizmo.
- Try out the flight and report back how it went; successes and challenges.

Here's my starting Triangle Task: **Chicken Farm, Wal-Mart, Stewart Field**. It's on the Files section of the FB page, and at the time of this writing all I can say is that it is there and that it is editable by any member of the FB page. We can see how it works. *Armchair pilots welcome.* (If you are not a member of the page, but are interested, please feel free to click thru and ask to join.)

Have I whetted anyone's whistle?



Glider cross-country diagram from Carle Conway's "Joy of Soaring," pg 78.

Member Accomplishments

Larry Bothe flies a glider again: Lance Bartels took me up in his 2-seat, high-performance Grob 103 glider on September 24th. It has a 57-foot wingspan and a glide ratio of 36:1.



Lance Bartel's Grob 103 sailplane

Way back in history, when I once needed a flight review, I went to Elmira, NY and got my commercial level glider rating at the Schweizer (glider) factory school. Glider, like seaplane, is easy to get. There is no knowledge test required and the oral portion of the checkride is minimal. There are a certain minimum number of flights required for glider, in my case 26 for the commercial level, but it was easy to do over a long weekend. I took my checkride on the 16th of June in 1978. I had not flown a glider again until last month. 39 years. Wow! And you know what? - I could log the time as PIC, and I did. I was flying an aircraft as the sole manipulator of the controls of an aircraft for which I am rated. Lance flew the takeoff, tow and landing from the back seat, but once we were aloft he let me fly the whole time. Lance is a CFI in powered planes, and he flies taildraggers, so he's comfortable flying from the back. We were up for about 40 minutes from a 2000-foot tow. It was great fun.

Save the dates: Please save Tuesday, Nov 14th to go to the Air Force Museum, and Thursday evening, Dec 14th for the FFA Christmas party.

Stabilized Approaches

By Adam Springmeyer, October, 2017

Hello FFFA Members. Welcome to October. I would first like to agree with our editor. Unless you absolutely need to take your logbook with you (like for a check ride, flight review, or an instrument proficiency check) you should keep it in a secure place (at home). Students of course need to have their logbook with them to show their solo endorsement, for authority to be out on a solo cross country.

For this month's article, I wanted to share with you my experiences with stabilized approaches. With Republic Airlines, we have to be fully configured (landing gear down, flaps set to 5, and airspeed decreasing to V_{approach} by 1000 feet AGL), and then at 500 feet AGL we are $+10/-5 V_{\text{approach}}$, and no more than 1000 FPM descent rate. If we are not stable at any time along the approach, we are to execute a go around. On Sunday, October 15th, I was on final approach to Runway 36R into Cincinnati (KCVG). The wind was 300 at 25 gusting to 31, with overcast skies at 700 feet, and a temperature of 16. There was no wind shear being reported. At 200 feet, the Captain and I came into either a microburst, downdraft, or a gust front that caused our ground speed to increase, and the altitude to remain constant even with forward yoke pressure. We executed the go around and tried again with a successful landing afterwards.

Now the question is, what criteria do you use to know if the approach is stable or unstable? I know from personal experience that flying both an ERJ-170 and a C-182 and trying to interchange the same criteria as listed above for a stable approach might not. I offer the following suggestions.

If you are in the traffic pattern, I suggest being fully configured just turning on to final approach, with your speed set for the conditions at the field (short field, soft field,

gusting winds, etc.) Your descent rate should be approximately 500 fpm. For the Cessna 182 I fly, that would be flaps set at 30 degrees, and an airspeed of 70 knots on final, and 65 just crossing the fence.

If you are flying an instrument approach, I suggest start setting up just before the final approach fix (FAF). I have seen most pilot use the following: first set of flaps, landing gear down and locked (if retractable) and your speed set accordingly. For a precision approach it is common to use 1 dot above glide slope intercept. For a non-precision approach it is common to use 1 NM before the FAF. If you are using an autopilot check the limitations. Once you are established and know a landing is ensured (field in sight), you can continue to add the flaps as necessary.

If at any time you think these above suggestions are not met, or you just want to practice, execute the go-around. How many of us say to ourselves in our head, or out loud, "for a go around I am going to do this, this, and then this?" I suggest doing this every time. The FAA calls this the Principle of Exercise. The principle explains, "That those things most often repeated are best remembered. This is the reason for practice and drill."

Do you have a topic that we should discuss? If you have a question, someone else in our group might have the same question. Fly Safe, and I look forward to talking with you next month.

Adam

Ask an Instructor/Airline Pilot

Do you have a question about some phase of aviation? It could be about pilot certification, logging flight time, FAR's, how airlines do things, instrument flight, or anything else. Send a message to Adam Springmeyer at adam.springmeyer@gmail.com and receive a personal reply directly in your e-mail.

FFFA Treasurer's Report

For the period: **September, 2017**

Opening bal, all funds	9,219.04
Opening bal, chkg acct	2,154.38
Income	
Dues	
Other	
Total Income	
Expenses	
Electric bill	10.95
Sewer bill	9.14
Water bill	15.95
Other	
Total Expenses	36.04
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	2,118.34
Mny Mrkt Fnd, opng bal	7,064.66
Checks written	
X-fer in from chckng	
Interest earned (3 mo.)	
Closing bal, MMF	7,064.66
Net change, all accounts	-36.04
Grand total, all funds	9,183.00

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Join FFFA: Dues are \$10 per year. Send a check, payable to FFFA, to Larry Bothe, 1082 Governors Ln, Seymour, IN 47274-1135. Include e-mail address and phone number. ½ price after the 4th of July.
Freeman Flash issues going back to 1999 are available if you contact the editor.

Editor's note: Your editor apologizes for the somewhat uneven and choppy spacing of the elements in this edition of the newsletter. Maggie Hettinger's full-width cross-country soaring diagram kind of threw me off, and I didn't have a long time available to make it better.

Local Event Calendar at a Glance

Nov 9; 7PM, ADS-B briefing by Karen James, probably in the museum

Nov 14; FFFA trip to the Air Force Museum near Dayton Ohio

Dec 14, Christmas party & annual meeting, 6PM, D's Diner

(Bold items are FFFA meetings/activities)

*An asterisk means Cliff Robinson will be performing aerobatics at that event.

Freeman Field Flying Association meets the 2nd Thursday of each month at 7:00 PM, FFFA Bldg. or at the museum. No meeting in July. Christmas dinner in December.

Airport Authority meets the 3rd Monday of each month at 7:15 PM, terminal building conference room.

Museum Board meets the 3rd Tuesday of each month, 6:15 PM, main museum building map room.

Sell – Buy

Have something you want to sell or buy? FFFA members get a free ad. Contact the Editor, Larry Bothe, 812-521-7400, or e-mail LBothe@comcast.net to place an ad.

Local Aircraft for Sale

½ share of 1963 Beech Musketeer

Mark Kendall's brother-in-law lost his medical. He'll sell his share for \$16,500. Aircraft is IFR-equipped and the annual was just completed by Cherry Hill Aviation. Call Mark for more info, 812-216-1147

Cliff Robinson Aerobatics

Open cockpit bi-plane rides in 500HP Stearman Acro and tailwheel training in Super Decathlon
Cliff Robinson, Madison, IN 812-701-9990
cliffrobinsonaerobatics.com

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