



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

Volume XX, Number 9, **October 2018**

Larry Bothe, Editor

Website: www.freemanfield.org

Christmas Party Set

FFFA Christmas Dinner and Annual Meeting

Our Christmas dinner and annual meeting will be held at The Pines restaurant in Seymour on Thursday, December 20. Cocktails at 6:00 (cash bar), dinner at 7:00, followed by election of officers for 2019, and other business we may need to transact. The cost will be the same as for the past several years, \$15 per person (guests welcome and encouraged), payable at the door. We will have a door prize raffle if we get enough items to have the raffle.

Airport News

Good things accomplished: The fuel system finally got fixed and 1st Ave East got repaved. Two major accomplishments in a short period of time. Things get done at Freeman Field, maybe not as fast as we would sometimes like, but they get done. At some airports things never seem to get finished. Be careful about complaining; it could be a whole lot worse.

Crack sealing: The airport authority has contracted with a pavement crack sealing company to fill in and seal the major cracks in our pavement, primarily in the ramp areas. They will also grind off some additional high spots that have cropped up since the last round of grinding. The work was actually

already supposed to have been done, but the crack sealing company is a bit behind in their work. They have assured Don they will get it done soon, hopefully by the end of this month. Don says he will stay on their case until the work is completed.

Cherry Hill rental Cessna 172: The engine had some problems (long story), but the end result is that it has 4 new cylinders. It's back in service as of 10/14. And it runs great; your editor flew it on 10/17.

Airport Rules: The airport authority is still working on the revised rules. There is to be a working meeting toward the end of the month where more of the rule proposals will be hashed out. Stay tuned.

October FFFA Meeting

The October meeting was attended by 4 people, 3 Board members (Karen James, Larry Bothe, Tom Hallow), and member Steve Morse. We talked about the 5-year funding of the FAA, and the proposed changes to the LSA rules that have been in the news of late.

But perhaps more importantly, we spent a fair amount of time talking about the future of the Freeman Field Flying Association. In recent times attendance at meetings has been, um, spotty, at best. We get 3 or 4

members at any given meeting. So far this year we have had every meeting at the museum, because they have better facilities. But we continue to pay nearly \$1000 per year in utility costs (electric, water, sewer) for FFFA rooms that we don't use. We're depleting our treasury for nothing. We need to rethink how this association spends its money, and where we are going in the future. Note that the museum board has officially said that the FFFA can hold all of their meetings in the museum if they wish to do so. More about this later, but we need to give serious thought to these considerations.

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.

Annex office: It really is nearly finished. All the trim is installed. We need to do some caulking and painting; then it will be done. After the office is finished then we can move the flight simulator it there. With the simulator moved we can create the bicycle display (see below), and set up the cleaned and polished fire-fighting items. A lot is riding on the completion of the office renovation.

US Army bicycle: We were recently given a fully restored WW-II army bicycle. It's really neat; even the headlight works! Our latest effort toward the bicycle display is to acquire a neon sign to draw visitor's attention to the bicycle. We expect to have it all in place by the middle of November.

Freeman Field Chapels display: Freeman Field had two identical chapels during WW-II; one Catholic and one Protestant. After the war ended and the base closed both chapels were moved, intact, to become churches elsewhere in the Seymour area. The museum has one of the original pews in the annex. We

have always had a few pictures of the original chapels on display, but we weren't doing a very good job of telling the story about how they were moved, and where they are today. In order to improve the situation Larry Bothe took new pictures, made new, larger, explanatory signs, and mounted it all on a 40" x 48" story board.

Tuskegee Airmen: The Chicago chapter of the Tuskegee Airmen sponsored a bus trip to visit Seymour and our museum. The Jackson County Visitor Center did a great job of coordinating their visit (thanks Arann), which included a luncheon at Chateau de Pique Winery, stops at the Tuskegee monument beside the airport terminal building, the site of the "Freeman Field Mutiny", and a tour of our museum. It worked out very well, and by all accounts the group that made the long trip from Chicago had a great time.

Jet engine from the National Air & Space Museum: The NASM periodically publishes a list of items that are excess in their inventory. They invite qualified museums to apply to receive these items. We have asked to receive a jet engine for a German Me-262, the first operational jet fighter airplane ever used in actual combat. The NASM is accepting applications until mid-December, and then will decide who gets what. Wish us luck!

Member Accomplishments

Frank LaGreca, FFFA member and one of your editor's airplane partners, underwent open heart surgery on 10/10 at the Cleveland Clinic up in Ohio. He received a double bypass and a new heart valve. He's coming home 10/20 or 10/21, and then going to the Ripley Crossing rehab center in Milan.

Judd Foster takes his private pilot checkride on Tuesday, 10/23. **Tyler Armour** will be next, soon.

Interesting Aviation Links

Nobody has sent me anything for several months. Internet dried up?

Are We Current? And Proficient?

By Adam Springmeyer

Hello FFFA Members, and welcome to October! I think I can finally say that fall weather has arrived, and the hot summer weather is behind us for this year. We have seen the first snowfall in some parts of the upper Midwest, and even one report of snow in West Lafayette. Despite these early reports of snow, we still have many good flying days left this year.

Earlier this month I was looking over my logbook and noticed that from my vacation, being sick for a few days, and being on reserve with my company, that I hadn't flown for 33 days. I was getting the itch to fly again and called our scheduling department looking for trips. I wanted to get back into the pilot seat. This got me wondering, am I really current?

The Federal Aviation Regulations (FARs) state that to carry passengers a pilot must have completed 3 takeoffs and landings, with each flight being in the traffic pattern, in the past 90 days. This would be for both day and night time operations. (Ed. note: Night covers day, but day does NOT cover night.)

Okay, I was at only 33 days; nowhere close to the 90. But I had to ask myself, am I *proficient*? Do I still remember all my flows, call outs, and procedures? Can I still even land this ERJ-170? Well, the answer had to be "YES!" because I was assigned a trip that would take me from Pittsburgh (PIT) to Washington D.C. National (DCA) to Detroit (DTW) for an overnight.

I checked the weather about 60 minutes before my flight. I especially look for ride reports for my flight attendants because I am always worried about their safety. The weather showed significant precipitation due to Hurricane Michael going up the eastern seaboard. I knew for that reason the flight attendants would have to remain seated for

the entire duration of the flight. I got on the aircraft about 45 minutes before departure. There were two maintenance problems that I had to write up. One of those was a reset procedure that the flight crew was able to fix; the other required help from maintenance. When we finally taxied out we were told that DCA went into ground stop with a 1-hour update time. Finally, after we were allowed to take off, we encountered some moderate turbulence, and then a crosswind of 20 knots on landing, with rain. Not a great day to start flying again after a month lay-off.

That was my personal experience; what about yours? If you haven't flown for 30 days or more, would you want to just hop right into an airplane and go? With passengers? Could you go on a cross country and get the \$100, \$200, or \$300 hamburger (whatever the price is up to these days)? Would you take a fellow pilot or instructor with you? Or would you just stay in the pattern for some landings?

Thanks for reading! I look forward to talking with you in November. If you have any questions, or topics that you would like to have presented, please email me at adam.springmeyer@gmail.com. Fly Safe, and Blue Skies.

Adam

Glider Operation Information

The Louisville Soaring Club would like aircraft flying at SER to know that the gliders almost always operate off runways 14/32, and usually on weekends. However, that does not mean that the wind favors 14 or 32. The gliders and tow plane use 14/32 because it is convenient to where the gliders are stored. All the gliders have radios. When approaching the field, especially on weekends, call addressing *Seymour Glider Operation* and ask where the gliders are; they will tell you. It actually works best, when glider operations are in progress, for power planes to use 5 or 23. FMI www.soarky.org, or call President Bob Walker at 502-314-3519.

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.

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FFFA Treasurer's Report

For the period: **September, 2018**

Opening bal, all funds	7,518.18
Opening bal, chkg acct	1,369.34
Income	
Dues	
Other	
Total Income	
Expenses	
Electric bill	10.59
Sewer bill	9.14
Water bill	22.23
Other	
Total Expenses	41.96
Transfer from MMF	
Transfer to MMF	
Closing bal, chkg acct	1,327.38
Mny Mrkt Fnd, opng bal	6,148.84
Transfer out to checking	
Transfer in from chckng	
Interest earned (3 mo.)	
Closing bal, MMF	6,148.84
Net change, all accounts	-41.96
Grand total, all funds	7,476.22

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.

Due to date conflicts for both Karen James and Larry Bothe, our November meeting will be held on Thursday, November 15th, 7:00, at the museum.

Local Event Calendar at a Glance

Nov 15, FFFA meeting, program TBA
Dec 20, FFFA Christmas dinner, 6:00, The Pines
April 2-7, Sun 'n Fun 2019, Lakeland, FL
July 22-28, AirVenture 2019, Oshkosh, WI
*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. Send an e-mail to LBothe@comcast.net to place an ad.

Burn Wood/Waste Oil/Corn

Sherrill's Heatmor Furnaces

Dave & Rita Sherrill, 812-569-2242

Cherry Hill Aviation

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Cliff Robinson, Madison, IN 812-701-9990

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