



Freeman Flash

**NEWSLETTER of the FREEMAN FIELD
FLYING ASSOCIATION**

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Larry Bothe, Editor

Website: www.freemanfield.org

FFFA Utility Cost Greatly Reduced

For as long as many of us can remember the airport authority has allowed the FFFA to rent a suite of rooms we used to call the Pilots' Lounge, and more recently simply the FFFA Building, for \$1 per year. Up until about 10 years ago they even paid the utilities. But when money got tight we were informed that while we could still have the rooms essentially for free, we would have to pay the utility cost; electricity for heat and lights, and the water and sewer bills. Over the years utility costs have risen considerably. At today's rates those bills come to about \$970 per year for the FFFA. Most of that nearly \$1000/year is spent on electricity in the cold months of the year to heat the building so the water pipes don't freeze. The heat comes from very old and inefficient electric baseboard units. We heat only 2 rooms, the kitchen and the restroom, but still the electric bill approaches \$200 per month in the coldest months. It's only about \$10 a month in the summer. There is also a \$22/month basic water service bill and a \$9/month sewer/stormwater invoice.

The FFFA used to have over 100 dues-paying members. In recent years that number has dwindled to the present count of 77. We also used to have annual fly-ins, where we raised

a fair amount of money doing airplane rides. But now many of the old FFFA members have moved away or passed on, and none of the present members want to step up and do the work to put on a fly-in. The end result of all of this is that our treasury has been declining every year since 2014. We used to have about \$11,000; now were down to \$7400. Something had to be done.

The next fact to consider is that for the past year the FFFA has not used those rooms on which we pay the utilities. Our meetings, poorly attended as they may be, have all been held in the museum. The museum has more comfortable chairs, better heat and air-conditioning, a media room (overhead projector) and Wi-Fi. At their October meeting the museum board made it official that the FFFA can meet in the museum on a regular basis. The FFFA has been very good to the museum over the years, and the museum appreciates that generosity.

OK, so now what? Over a 2-month period your directors talked about the best approach to reduce utility costs. After consulting with Don Furlow, and with the water company, we decided to shut off the water in the FFFA building, and then blow the existing water out

of the pipes. Then we can turn off the heat and all but stop the electric bill. The water bill will stop completely. You would think the sewer bill would stop as well, but it doesn't. The basic sewer bill of \$5 per month goes with the property, as does the stormwater tax of \$4 per month. The end result is that going forward we will have utility cost of about \$20 per month, or \$240 per year, down from the \$970 mentioned near the beginning of this article.

Note that we are not giving up access to the FFFA Building rooms. We can continue to use them as we wish, as long as the airport authority doesn't change its mind. The water can be turned back on whenever we want (requires a few days notice); there is no turn-on or turn-off fee. We can also turn on the heat if necessary. There is a \$75 one-time charge to have Sunshine Irrigation blow the water out of the pipes. In the future the museum may want to store some things in the back FFFA room.

Where we are with this right now (11/18/18) is that the water has been turned off. We are waiting for Sunshine to come by and blow out the pipes before we totally shut down the heat (turn it off at the circuit breakers). The lights will still work. The air-conditioner is dead (has been for 3 years), and not economically repairable. We also need to put RV antifreeze in the toilet and the sink traps.

Airport News

Crack sealing: The contractor finally made it out to the airport in very late October and filled/sealed the cracks in our ramp area. Some high spots were ground off. One area on the northwest ramp didn't get done, either for lack of materials or ambition (not sure which). The contractor will be back in the spring to finish up; no additional charge.

Airport Rules: No further discussion.

Interesting Aviation Links

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

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.

FFFA Treasurer's Report

For the period: October, 2018

Opening bal, all funds		7,476.22
Opening bal, chkg acct		1,327.38
Income		
Dues		
Other		
	Total Income	
Expenses		
Electric bill	10.45	
Sewer bill	9.14	
Water bill	22.23	
Other	20.17	
	Total Expenses	61.99
Transfer from MMF		
Transfer to MMF		
Closing bal, chkg acct		1,265.39
Mny Mrkt Fnd, opng bal		6,148.84
Transfer out to checking		
Transfer in from chkgng		
Interest earned (3 mo.)	29.54	
	Closing bal, MMF	6,178.38
Net change, all accounts		-32.45
Grand total, all funds		7,443.77

November FFFA Meeting

Our November meeting was delayed from 11/8 to 11/15 because neither Karen or Larry could make the 8th. We had 4 members in attendance; Karen, Larry, Berl Grant and Barty Moffett. All 4 are officers and/or directors.

Officers/Directors for 2019: All the present O's & D's have agreed to serve again in 2019, if elected, except Jan Sipes (VP). Jan

recently moved to Jeffersonville and is concerned about driving an hour each way to attend meetings. And of course, the position of Secretary remains open, as it has been for 2 years.

Utility costs: The status of the utility cost for the FFFA rooms was discussed. See the lead article for details.

Program: We viewed a online video about flying in the Rocky Mountains, narrated by Harrison Ford. The video is actually a promo for the Wings Over the Rockies Air Museum in Denver. The scenery is spectacular! You can watch the video at <https://www.youtube.com/watch?v=pl8u1NtK-7w>

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.

Here is the status of the several projects the museum is working on these days.

Annex office: Joe Clegg is doing the last of the trim and painting. We're about to move the flight simulator in there. Additional items, as space permits, will follow.

US Army bicycle: We put the WW-II bicycle that was donated a couple of months ago up on a wooden platform. (The platform is the base of the old tent-shaped propeller display that was "retired" when the propellers were mounted on the wall in the annex. Marty Schwab did trim & finishing work on the platform.) There is a neat neon sign right above the bicycle. Here's a picture.



Fire-fighting items: We have selected the items to display and gotten a glass case out of storage. Thanks to a lot of work by Dan Kiel, the case is finished being cleaned up. We need to have a glass shelf cut for the case; then we can place the items (mostly a variety of antique hose nozzles) in the case.

C96 pistol: We finally received the long-awaited German "Broomhandle" Mauser model C96 pistol from the Typhoon fighter restoration group in the UK. We traded the UK folks the pistol for a Typhoon radiator we had here at the museum. Note that we still have the radiator here, awaiting shipping arrangements. The Typhoon people trust us and sent the pistol in advance. Larry Bothe built a display for the pistol.



Fire truck fuel system: We have decided to return the fuel system (tank and fuel pump) back to stock Ford configuration. The "temporary" tank we put up on top of the water tank behind the cab has not served us

well. The old fuel tank (in surprisingly good shape!) has been removed from the truck and is out for leak-testing. We will purchase a rebuilt engine-driven fuel pump, fabricate new fuel lines, and we'll be in business.

Member Accomplishments

Frank LaGreca is now back home recuperating from the open-heart surgery he had in early October. He's doing well.

Judd Foster received his private pilot certificate on October 23rd. Congratulations!

Dakota Garlick received his tailwheel endorsement on November 3rd.

Barty Moffett has started flying with Lance Bartels in the Super-Cub to get a current flight review and earn his taildragger endorsement.

Accident Investigation Course

By Adam Springmeyer

Hello FFFA Members, and welcome to November! I would like to wish all of our members and their families a Happy Thanksgiving. May all of us be able to enjoy our family, friends, and be able to give thanks for everything we have in our lives. I would also like to hope that everyone is staying warm.



Volunteer (not Adam) in "poopy suit"

I recently had the opportunity to attend the Accident Investigator Course and Blood Borne Pathogen Training with Republic Airlines in Indianapolis, Indiana. This course was 2 days filled with incredible information on several accidents, techniques used by the accident investigators, prevention of blood borne illness, and a hands on demonstration in the use of the HAZMAT ("poopy suit") used by investigators.

Our main speaker was Mr. Greg Feith. Mr. Feith is a former National Transportation Safety Board (NTSB) Accident Investigator and Investigator-in-Charge of several big accidents that have changed aviation for the better. Some of his most notable investigations include American Airlines 1420 in Little Rock, Arkansas (MD-88 flew into a Level 5 Thunderstorm), ValuJet 592 in the Florida Everglades (DC-9 with a fire in the forward cargo hold fed by oxygen generators), Aloha Airlines Flight 243 in Honolulu, Hawaii (Boeing 737 had part of the overhead fuselage break off over the Pacific Ocean), and American Eagle Flight 4184 outside Chicago, Illinois (ATR-72 encountered heavy icing while holding). Today he works in the private sector offering his expertise on aviation safety, and can be seen in the documentary films *Why Airplanes Crash*, and *16 Right*.

I wanted to pass along some of the insights on being an accident investigator, and a safety pilot:

- Remember that being an accident investigator is a team effort and we want to maintain a spirit of cooperation. (This is in reference to being the accident investigator and working with the press, the different company representatives, and the members of your team.)
- Don't be subservient during the investigation. If you are feeling overwhelmed; slow down and re-group.

- Speak up soon! Address any problems or concerns before they get out of control.
- Finally, there are 3 keys to reducing risk and enhancing safety:
 - **A**ttitude
 - **D**iscipline
 - **M**otivation



Adam Springmeyer (left), with Greg Feith

The course also had several of the airline union representatives meet together to discuss their fatigue programs, and how each handles certain situations. The bottom line is; if you are tired, don't fly, and call fatigued. I cannot wait for to attend the Advance Course when it is offered.

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

Aviation Humor

This humor was copied directly out of the EAA Chapter 729 (Columbus, IN) November newsletter. Thanks Mike.

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.
 —Douglas Manuel, aerospace executive regards airport security. Reported in *USA Today*, 13 March 2003.

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 Landing on the ship during the daytime is like sex, it's either good or it's great. Landing on the ship at night is like a trip to the dentist, you may get away with no pain, but you just don't feel comfortable.

—LCDR Thomas Quinn, USN.

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 Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.

—Captain Rex Kramer, in the movie *Airplane*

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 The strength of the turbulence is directly proportional to the temperature of your coffee.

—Gunter's Second Law of Air Travel

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 When the weight of the paper equals the weight of the airplane, only then you can go flying.

---attributed to Donald Douglas (Mr. DC - n).

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 My definition of an optimist has to be the F-104 pilot who gave up smoking!

—John Wiley

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 Instrument flying is an unnatural act probably punishable by God.

—Gordon Baxter

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 You know the part in 'High Flight' where it talks about putting out your hand to touch the face of God? Well, when we're at speed and altitude in the SR, we have to slow down and descend in order to do that.

—USAF Lt. Col. Gil Bertelson, SR- 71 pilot, in 'SR - 71 Blackbird: Stories, Tales and Legends,' 2002.

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 Newton's Law states that what goes up, must come down. Our Company Commander's Law states that what goes up and comes down had damn well better be able to go back up again.

—sign in the Operations Office of the 187th Assault Helicopter Company, Tay Ninh, Viet Nam, 1971.

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When asked by someone how much money flying takes: Why, all of it!  
---Gordon Baxter

**Dine 'n Dash Restaurant new hours;  
now open for supper Fri & Sat:**

Tue-Wed-Thur: 6A to 3P  
Fri & Sat: 6A to 2P & 4P to 8P  
Closed Sun & Mon

**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](http://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 4<sup>th</sup> of July.

**Freeman Flash** issues going back to 1999 are available if you contact the editor.

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**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](mailto:adam.springmeyer@gmail.com) and receive a personal reply directly in your e-mail.

**Local Event Calendar at a Glance**

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.

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**Freeman Field Flying Association** meets the 2<sup>nd</sup> Thursday of each month, 7:00 PM, at the Freeman Army Airfield Museum. No meeting in July. Christmas dinner in December.

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

**Museum Board** meets the 3<sup>rd</sup> 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](mailto: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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**Lance Bartels 812-322-6762**

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[cliffrobinsonaerobatics.com](http://cliffrobinsonaerobatics.com)

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